



City of Avondale

City Council Meeting

Monday, January 9, 2023

Mayor and Council

Kenneth Weise, Mayor

Veronica Malone, Vice Mayor

Tina Conde, Council Member | Curtis Nielson, Council Member

Mike Pineda, Council Member | Gloria Solorio, Council Member

Max White, Council Member

Administration

Ron Corbin, City Manager

Cherlene Penilla, Assistant City Manager | Tracy Stevens, Assistant City Manager

Nicholle Harris, City Attorney | Marcella Carrillo, City Clerk

City Council Chambers

11465 West Civic Center Drive

Avondale, AZ 85323



City Council Meeting
Notice & Agenda
Monday, January 9, 2023

CITY COUNCIL CHAMBERS | 11465 WEST CIVIC CENTER DRIVE | AVONDALE, AZ 85323

A reception for the newly elected Council Members will be held at 5:00 P.M. in the lobby of City Hall. The Avondale City Council will be in attendance at the reception; no City business will be conducted.

**SPECIAL MEETING
5:30 PM**

CALL TO ORDER BY MAYOR

1. ROLL CALL BY THE CITY CLERK

2. INSTALLATION OF CITY COUNCIL

The newly elected Council Members Tina Conde, Curtis Nielson, and Max White will take their Oaths of Office. This item is for discussion only.

3. EMPLOYEE RECOGNITION

Recognition of Cherlene Penilla and Tracy Stevens for their service as acting city manager and acting assistant city manager. This item is for discussion only.

4. ADJOURNMENT

REGULAR MEETING

6:00 PM

CALL TO ORDER BY MAYOR PLEDGE OF ALLEGIANCE & MOMENT OF REFLECTION

1. ROLL CALL BY THE CITY CLERK

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

3. 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. MINUTES

City Council will consider a request to approve the November 21, 2022, December 5, 2022, and December 12, 2022 City Council meeting minutes. The Council will take appropriate action.

b. SERIES 12 (RESTAURANT) LIQUOR LICENSE - VALLEY GOLF CENTER

City Council will consider a request to recommend approval to the Arizona Department of Liquor License and Control of an application for a Series 12 (Restaurant) Liquor License submitted by Jeffrey Craig Miller for the sale of alcohol at Valley Golf Center located at 12247 West Indian School Road in Avondale and authorize the City Clerk to execute the necessary documents. The Council will take appropriate action.

c. QUARTERLY BUDGET TRANSFERS

City Council will consider requests to: (a) approve quarterly budget transfers as summarized in the attached Exhibit A; (b) amend awarding authority based off the attached report; (c) modify the interfund transfer schedule; and (d) authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

d. RESOLUTION 1001-0123 GRANT-IN-AID AGREEMENT WITH TOHONO O'ODHAM NATION

City Council will consider a request to adopt Resolution 1001-0123, accepting grant funding from the Tohono O'odham Nation in the amount of \$15,000 and authorize and direct staff to take all steps necessary to cause the execution of the Agreement and to take all steps necessary to carry out the purpose and intent of this Resolution. The Council will take appropriate action.

e. RESOLUTION 1002-0123 COMMUNITY PROJECT FUNDING GRANT AGREEMENT FOR IMPROVEMENTS TO WESTERN AVENUE

City Council will consider a request to adopt Resolution 1002-0123, authorizing Grant Agreement No. B-22-CP-AZ-0025, with the Department of Housing and Urban Development (HUD) in the amount of \$1,570,000, for improvements to Western Avenue in Historic Old Town Avondale and to authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

f. RESOLUTION 1003-0123 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM

City Council will consider a request to adopt Resolution 1003-0123, approving an Intergovernmental Agreement with the City of Phoenix and Other Political Subdivisions for the acceptance of the Edward Byrne Memorial Justice Assistance Grant and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

g. SECOND AMENDMENT TO THE FINANCIAL ASSISTANCE AGREEMENT WITH ARIZONA COMPLETE HEALTH

City Council will consider a request to approve a Second Amendment to the Financial Assistance Agreement with Arizona Complete Health Arizona, Inc. (AzCH) to receive funding to support the operation of the Arizona Complete Health Avondale Resource Center in the amount of \$340,429.63 and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

h. ADOPTION OF ACTIVE TRANSPORTATION PLAN

City Council will consider a request to adopt the Active Transportation Plan (ATP) for future implementation. "Active transportation" is a means of getting around that is powered by human energy, primarily walking and bicycling. The ATP addresses sidewalks, bike lanes, and multi-use path connectivity throughout the city. The plan will help staff as we plan future capital projects and opportunities to work with external resources to complete projects as part of more significant developments or projects. The Council will take appropriate action.

i. MINOR LAND DIVISION - VILLAGES AT RIVER GROVE - APPLICATION PL-22-0268

City Council will consider a request by Dan Mann of 3 engineering, LLC, on behalf of Michael Wong of Clear Sky Capital River Grove, LP, for approval of a Minor Land Division – Villages at River Grove located at the southeast corner of Buckeye Road and El Mirage Road. The Council will take appropriate action.

j. "SWC 107TH AVENUE AND MCDOWELL ROAD" – FINAL PLAT – APPLICATION PL-22-0157

City Council will consider a request by Juan Romero, on behalf of property owner FER Properties, QuikTrip and DOC-10815 West McDowell Road MOB LLC for approval of a Final Plat for a site located at the southwest corner of 107th Avenue and McDowell Road. The proposed Final Plat splits a 10.2-acre parcel into 4 parcels, dedicates a Public Utility Easement (PUE) and sidewalk easement along McDowell Road that ranges from 8-12 feet in width, dedicates an 8-foot PUE along 107th Avenue, and dedicates waterline easements on the property. The Council will take appropriate action.

4. REGULAR AGENDA

a. PUBLIC HEARING AND RESOLUTION 1004-0123 - MINOR GENERAL PLAN AMENDMENT FOR ALAMAR - APPLICATION PL-22-0067

City Council will hold a public hearing and consider a request to adopt Resolution 1004-0123, approving a request by Brookfield Lakin LLC for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for the Alamar Planned Area Development (PAD), and authorize the Mayor, City Manager, City Attorney and City Clerk to execute the necessary documents. If approved, the proposed Minor General Plan Amendment will amend the General Plan 2030 Land Use Map designation from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR) for a ten-acre parcel of land known as the Church Parcel. A concurrent request for a Major PAD Amendment (PL-22-0089; to be covered in a separate item) will rezone this same parcel to Alamar PAD to incorporate it into the Alamar master-planned community. The Council will take appropriate action.

b. PUBLIC HEARING AND ORDINANCE 2001-0123 - MAJOR PLANNED AREA DEVELOPMENT AMENDMENT FOR ALAMAR - APPLICATION PL-22-0089

City Council will hold a public hearing and consider a request to adopt Ordinance 2001-0123, approving a request by Brookfield Lakin LLC for a Major Planned Area Development Amendment to the 1,130 gross acre Alamar Planned Area Development (PAD), west of Avondale Boulevard and north and south of the Broadway Road alignment. The Council will take appropriate action.

c. PUBLIC HEARING AND ORDINANCE 2002-0123 – ALAMAR REZONING TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-22-0089

City Council will hold a public hearing and consider a request to adopt Ordinance 2002-0123, approving a request by Brookfield Lakin, LLC to rezone approximately 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue from medium density residential to Alamar Planned Area Development (“Alamar PAD”) and to rezone 10 acres generally located along El Mirage Road, north and east of the intersection of Chambers Avenue and El Mirage Road from Rural Residential-43 to Alamar PAD. The Council will take appropriate action.

d. PUBLIC HEARING AND ORDINANCE 2003-0123 – STONECREEK ANNEXATION– APPLICATION PL-22-0234

City Council will hold a public hearing and consider a request to adopt Ordinance 2003-0123, approving a request by Clayton Corwin, StoneCreek Company, (on behalf of the property owner Stead Family PVHCMF Charitable Remainder Unitrust) to annex approximately 18.9 acres of land located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road. The Council will take appropriate action.

e. RESOLUTION 1005-0123 - LAND USE ASSUMPTIONS, INFRASTRUCTURE IMPROVEMENT PLAN AND NOTICE OF INTENT

City Council will consider a request to adopt Resolution 1005-0123, adopting the Land Use Assumptions (LUA), Infrastructure Improvement Plan (IIP) and a notice of intent to adopt revised development impact fees and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

f. COUNCIL APPOINTMENTS TO REGIONAL AND LOCAL BOARDS, COMMISSIONS, AND COMMITTEES

City Council will consider a request to appoint members of the City Council to various regional and local boards and committees. The Council will take appropriate action.

g. SELECTION OF NEW VICE MAYOR

City Council will accept nominations and designate one of its members as Vice Mayor for a two-year term. The Council will take appropriate action.

h. TRAINING ON OPEN MEETING LAW

The City Attorney will provide training on the Open Meeting Law for its elected and appointed officials. This item is for discussion only.

5. 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 Secretaría de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos días hábiles antes de la junta del Concejo.

Welcome Reception

Monday, January 9, 2023



Meet the newly elected council member,

Max White

and current council members who were re-elected,

Tina Conde & Curtis Nielson

Reception - 5:00 PM | 2023 Council Installation & Selection of the Vice Mayor - 5:30 PM

Avondale City Hall | 11465 W. Civic Center Drive



CITY COUNCIL REPORT

SUBJECT: Minutes

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Marcella Carrillo, City Clerk, (623) 333-1214

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other. The approval of this agenda item provides residents with access to a previous meeting's minutes, which includes a summary of the meeting. The minutes are posted online where residents can access and read the summary. The minutes provide another outlet for residents to connect with the City Council.

PURPOSE:

City Council will consider a request to approve the November 21, 2022, December 5, 2022, and December 12, 2022 City Council meeting minutes. The Council will take appropriate action.

BACKGROUND:

n/a

DISCUSSION:

n/a

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

Staff recommends City Council approve the November 21, 2022, December 5, 2022, and December 12, 2022 City Council meeting minutes.

Contact person for document distribution: Citlaly Salas

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY COUNCIL CHAMBER
November 21, 2022

A **Special Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 5:30 p.m.

Members Present: Mayor Kenn Weise; Vice Mayor Veronica Malone; Council Members Tina Conde, Curtis Nielson, Mike Pineda, and Gloria Solorio.

Members Absent (Excused): Council Member Bryan Kilgore.

Other Municipal Officials Present: Ron Corbin, City Manager; Cherlene Penilla, Assistant City Manager; Tracy Stevens, Deputy City Manager; Lisa Maxie-Mullins, Deputy City Attorney; Marcella Carrillo, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Margaret Carey, Deputy City Clerk; Cheryl Covert, Economic Development Services Assistant Director; Andrea Dumbrell, Human Resources Director; Joel Evans, Facilities Director; Bryan Hughes, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Public Safety Chief; Jodie Novak, Development Services Director; Larry Rooney, Acting Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Aric Stewart, Engineering Director; and Renee Weatherless, Finance and Budget Director.

Audience: Approximately twenty members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. EMPLOYEE ANNOUNCEMENT (DISCUSSION ONLY)

The following item was presented to City Council:

Human Resources - Employee Announcement

- Rachel Brito, Human Resources Specialist, IPMA-HR Certification

3. YOUTH ADVISORY COMMISSION UPDATE

City staff provided an update regarding the Avondale Youth Advisory Commission and introduced the members of the youth commission. This item was for discussion only.

4. SCHEDULED PUBLIC APPEARANCE - HELPING ONE WOMAN

City Council received a presentation from Nicole Fischer regarding the Helping One Woman organization. This item was for discussion only.

Ms. Fischer provided a brief history of the organization, which originally began in 2008 in Fresno, California and now has 25 chapters nationwide. The Goodyear chapter was established in 2019. Each event focuses on assisting one woman through a significant loss or tragedy. Through helping one woman, her family and her community are also

helped. The organization hosts a monthly dinner with a focus on one recipient, randomly chosen. Each guest attendant is asked to provide a \$10 donation for funding the organization and its charitable giving. Dinners also feature raffles and silent auctions. All money gathered that evening goes directly to the recipient being recognized at that time. A host of local merchants provide monthly donations. So far, 11 women in need have been helped through \$75,854 in donations.

Mayor Weise commented on the powerful structure of the organization in terms of helping one woman at a time and having a clear understanding of how a donation directly impacts a person in need.

Council Member Pineda agreed with Mayor Weise, noting that with most charitable organizations, the person donating does not have the benefit of direct knowledge of where the money is going.

Vice Mayor Malone thanked the presenters for their service and congratulated them for being the recipient of the Agua Fria Union High School District Community Impact award. The City does a nonprofit contribution assistance program every year in August and information on participation will be provided to the Helping One Woman organization.

5. ADJOURNMENT

There being no further business before the Council, Council Member Solorio moved to adjourn the Special Meeting; Council Member Conde seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Meeting adjourned at 5:58 p.m.

A **Regular Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 6:05 p.m.

Mayor Kenn Weise led the Pledge of Allegiance, followed by a moment of silent reflection.

Members Present: Mayor Kenn Weise; Vice Mayor Veronica Malone; Council Members Tina Conde, Curtis Nielson, Mike Pineda, and Gloria Solorio.

Members Absent (Excused): Council Member Bryan Kilgore.

Other Municipal Officials Present: Ron Corbin, City Manager; Cherlene Penilla, Assistant City Manager; Tracy Stevens, Deputy City Manager; Nicholle Harris, City Attorney; Marcella Carrillo, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Margaret Carey, Deputy City Clerk; Cheryl Covert, Economic Development Services Assistant Director; Andrea Dumbrell, Human Resources Director; Joel Evans, Facilities Director; Bryan Hughes, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Public Safety Chief; Jodie Novak, Development Services Director; Larry Rooney, Acting Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Aric Stewart, Engineering Director; and Renee Weatherless, Finance and Budget Director.

Audience: Approximately ten members of the public were present.

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

2. UNSCHEDULED PUBLIC APPEARANCES

None.

3. PRESENTATION ITEMS

a. SWEARING-IN-CEREMONY

Mr. Ron Corbin was sworn in as the new City Manager of the City of Avondale. This item was for discussion only.

b. AWARD RECOGNITIONS FOR AVONDALE PARKS AND RECREATION

City staff presented three awards that the Parks and Recreation Department received recently, to include an award from the Arizona Landscape Contractors Association and two awards from the Arizona Parks and Recreation Association. This item was 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.

Mayor Weise asked if any Council Member wished to have an item removed from the Consent Agenda. Having no requests from Council, motion was made by Council Member Nielson, seconded by Council Member Conde, to approve the Consent Agenda.

Upon vote, the motion carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

a. SERIES 6 (BAR) LIQUOR LICENSE - MAIN EVENT - ACQUISITION OF CONTROL

City Council recommended approval to the Arizona Department of Liquor License and Control of an application for a Series 6 (Bar) Liquor License submitted by Andrea Lewkowicz for the sale of alcohol at Main Event located at 10315 West McDowell Road in Avondale and authorized the City Clerk to execute the necessary documents.

b. SERIES 10 (BEER AND WINE STORE) LIQUOR LICENSE - FESTIVAL OUTFITTER

City Council recommended approval to the Arizona Department of Liquor License and Control of an application for a Series 10 (Beer and Wine Store) Liquor License submitted by Kyle Mason for the sale of alcohol at Festival Outfitter located at 7602 South Avondale Boulevard in Avondale and authorized the City Clerk to execute the necessary documents.

c. SERIES 12 (RESTAURANT) LIQUOR LICENSE - SUSHI LOVE

City Council recommended approval to the Arizona Department of Liquor License and Control of an application for a Series 12 (Restaurant) Liquor License submitted by Jeom Ju Hawks for the sale of alcohol at Sushi Love located at 1721 North Dysart Road in Avondale and authorized the City Clerk to execute the necessary documents.

d. ORDINANCE 2062-1122 – ABANDONMENT OF A PUBLIC DRAINAGE EASEMENT

City Council adopted Ordinance 2062-1122 authorizing the abandonment of a public drainage easement located generally north of McDowell Road, and west of Avondale Boulevard, and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

e. ORDINANCE 2063-1122 – ACQUISITION OF REAL PROPERTY LOCATED SOUTH OF I-10, EAST OF AGUA FRIA RIVER CHANNEL, AND WEST OF 127TH AVENUE - WELL 26 PROJECT

City Council adopted Ordinance 2063-1122 authorizing the acquisition, by purchase, dedication or condemnation of real property for public use located south of I-10, east of the Agua Fria River Channel, and west of 127th Avenue, and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

f. RESOLUTION 1077-1122 - AUTHORIZING BANKING & INVESTING AUTHORITY

City Council adopted Resolution 1077-1122, authorizing certain city officials and staff to execute and endorse checks and other items for and on behalf of the City, authorizing certain city staff to authorize certain electronic payments and transfers of funds, authorizing certain city staff to open investment and safekeeping accounts, invest city funds, and execute contracts, agreements or transactions in connection with such investment accounts, and declaring an emergency; and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

5. REGULAR AGENDA

a. PUBLIC HEARING AND RESOLUTION 1076-1122 – THREE RIVERS RANCH MAJOR GENERAL PLAN AMENDMENT – APPLICATION PL-22-0050

City Council considered a request to continue the item to December 5, 2022. The item is a request to adopt Resolution 1076-1122, approving a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential.

Council Member Nielson moved to continue the adoption of Resolution 1076-1122, approving Application PL-22-0050, to the December 5, 2022 City Council meeting; Council Member Solorio seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

b. PUBLIC HEARING AND ORDINANCE 2064-1122 – THREE RIVERS RANCH ANNEXATION – APPLICATION PL-22-0111

City Council considered a request to continue the item to December 5, 2022. The item is a request to adopt Ordinance 2064-1122, approving a request by Mr. Alex Hayes of Withey Morris PLC to begin the annexation process of approximately 196.89 acres located west of the intersection of Broadway Road and Dysart Road.

Vice Mayor Malone moved to continue the adoption of Ordinance 2064-1122, approving Application PL-22-0111, to the December 5, 2022 City Council meeting; Council Member Nielson seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

c. PUBLIC HEARING AND ORDINANCE 2065-1122 – THREE RIVERS RANCH REZONING TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-22-0110

City Council considered a request to continue the item to December 5, 2022. The item is a request to adopt Ordinance 2065-1122, approving a request by Alex Hayes of Withey Morris PLC to rezone approximately 193.98 acres located west of the intersection of Broadway Road and Dysart Road from Rural Residential (RR-43) to Planned Area Development (PAD). The proposed Three Rivers Ranch PAD is planned for the development of 530 single-family residential detached home lots, 120 townhomes (attached single-family residential homes), and 311 multi-family residential apartment units (1- and 2-story individual casita style apartment units).

Council Member Solorio moved to continue the adoption of Ordinance 2065-1122, approving Application PL-22-0110, to the December 5, 2022 City Council meeting; Council Member Conde seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye*
Vice Mayor Malone	Aye
Mayor Weise	Aye

**Council Member Solorio accidentally selected “nay” using the digital voting system but had the intent on voting “aye”.*

d. PUBLIC HEARING - PROPOSED LAND USE ASSUMPTIONS AND INFRASTRUCTURE IMPROVEMENT PLAN

The City Council conducted a public hearing on the City's proposed land use assumptions (LUA) and infrastructure improvement plan (IIP) that will be used as the basis for the development impact fees assessed on new development. This item was for public hearing and discussion only, no action was be taken.

Rob Baer, Budget Manager, stated that the Land Use Assumptions and Infrastructure Improvement Plan are documents necessary in order to change the City's development impact fees. He provided a brief overview of the purpose of impact fees, which are

intended to offset the cost of new development on City infrastructure as the City grows. Impact fees, by statute, must be based on an adopted infrastructure improvement plan, which maps out the growth-driven projects over the next ten years as well as land use assumptions, which project growth for residences and businesses in the City. These two documents form the assumptions that lead to the eventual calculation of the City's impact fees and must be adopted every five years, per State statute. The documents must also be adopted before any revised impact fees go into effect. A review of the impact fee update process schedule was provided.

Following this public hearing on January 9, 2023, City Council will vote to adopt the Land Use Assumptions and Infrastructure Improvement Plan. In February 2023, a public hearing on draft impact fees will take place, with planned adoption in April 2023. The new fees would be effective 75 days after adoption. A review of the current and proposed impact fee rate schedule was provided. A summary of feedback provided from stakeholders was reviewed.

Mayor Weise opened the public hearing and did not receive any requests to speak. Mayor Weise closed the public hearing and opened the floor for comments from Council.

Vice Mayor Malone asked why the cities of Phoenix and/or Tolleson were not used within the comparable. Mr. Baer noted that the City of Tolleson does not charge development impact fees and the City of Phoenix has a range of impact fees applicable to various locations in the city and would not be a feasible comparative example.

e. PRESENTATION OF THE DRAFT ACTIVE TRANSPORTATION PLAN

Staff provided an update regarding the DRAFT Active Transportation Plan (ATP). This item was for discussion only, input and feedback were requested from City Council.

Bryan Hughes, Director of Parks and Recreation, presented a project overview, stating that the City selected Michael Baker International as consultants to lead the projects, which began in October of 2021. Kevin Kugler and Brian Snider of Michael Baker International were present to answer questions.

Mr. Hughes stated that active transportation is generally defined as human-powered movement, such as walking or bicycling or use of an assistive mobility device. Active transportation is important for personal health, as people make choices to walk or bike to work, entertainment destinations or parks. Other benefits include environmental health, economic health and mobility for all.

The Six E's are used in the planning and development of active transportation:

- Engineering
- Education
- Encouragement
- Enforcement
- Equity
- Evaluation

Goals of the ATP include:

- Create inventory and gap analysis of existing bike and pedestrian facilities
- Recommend Citywide on and off-street facilities for connectivity
- Develop policies and procedures for an integrated safe and efficient multimodal transportation system
- Identify facility connections both locally and regionally
- Enhancing the potential for design assistance funding

In developing the draft final report, Michael Baker International looked at the City's geographic and socioeconomic assessment as well as the existing transportation network. This includes bike lanes, bike routes, multi-use paths (paved and unpaved), paved shoulders, recreational trails and sidewalks. Another area of focus was how the ATP ties into the existing transportation network, specifically public transit and how the transit network is accessed via sidewalks or bike lanes. Public and stakeholder input was derived from a public survey, work group meetings, Parks & Recreation Advisory Board meeting, Planning Commission and City Council Project briefings, and virtual public open houses. There was an opportunity to provide public comments on aVOICE. Two comments were received. One was a comment of general interest and the other was related to electric scooter regulations for multiuse paths. One email was received regarding the multiuse connectivity to the Roosevelt Irrigation District Canals to the north as well as connectivity across the Agua Fria River.

Ultimately, the studies identified a total of 240 projects, including on street bike facilities, off-street multiuse facilities and pedestrian facilities. These were comprised of 146 sidewalk projects, 71 bike lane projects, 11 multiuse path projects, 11 wayfinding projects and one crossing project.

Five evaluation criteria measured a diverse cross-section of needs within the community and categories related to active transportation:

- Proximity and connectivity
- Safety
- Comfort
- Social equity
- Deliverability and constructability

The 240 projects were divided into three planning horizon time frames, including short-term (zero to 5 years), mid-term (5 to 20 years) and long-term (20-plus years). A map depicting projects from each time frame was reviewed. Funding opportunities have been identified at the local, regional, state and federal level. A road map and description has been created to assist the City with securing funds to implement identified projects. Next steps were reviewed.

Mayor Weise expressed disappointment that there were only 46 responses to the online survey. He recommended a continued focus on Cashion and the southern portion of the City while continuing the multiuse paths along Van Buren. While he respects the intent of

the term social equity, the needs in southern Avondale currently outweigh the needs in the north.

Council Member Conde said she would like to see the City have a multiuse path system such as in Tempe, which includes paving and lighting with an emphasis on safe environment and design.

Council Member Solorio agreed with Council Member Conde's safety concerns.

Vice Mayor Malone concurred with Mayor Weise's comments about the need to focus on the southern section of the City. She specifically cited the need for lighting in the park area of Festival Fields, noting how youth cross the river bottom at night with no lights.

Council Member Pineda expressed appreciation for the production of the document itself, which contains useful data even outside of the transportation plan. Public education about vehicles sharing the road with bikes and pedestrians is needed. In addition, the City needs to communicate to developers the importance of including connection-friendly features in their developments.

Council Member Nielson suggested providing electronic access of the City's path and trail locations to residents in order to encourage use. He noted the need for wayfinding signs around the City.

Mayor Weise suggested facilitating a tour with staff and City Council Members to see what programs and techniques are being used in other cities.

6. ADJOURNMENT

There being no further business before the Council, Council Member Nielson moved to adjourn the Regular Meeting; Council Member Pineda seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Meeting adjourned at 7:11 p.m.

Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Special Meeting and Regular Meeting of the Council of the City of Avondale held on the 21st day of November 2022. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Carrillo, City Clerk

Date Approved by City Council

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY COUNCIL CHAMBER
December 5, 2022

A **Special Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 5:33 p.m.

Members Present: Mayor Kenn Weise; Vice Mayor Veronica Malone; Council Members Tina Conde, Bryan Kilgore, Curtis Nielson, and Mike Pineda.

Members Absent (Excused): Council Member Solorio.

Other Municipal Officials Present: Ron Corbin, City Manager; Cherlene Penilla, Assistant City Manager; Tracy Stevens, Deputy City Manager; Lisa Maxie-Mullins, Deputy City Attorney; Marcella Carrillo, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Ken Chapa, Economic Development Services Director; Andrea Dumbrell, Human Resources Director; Memo Espinoza, Police Chief; Joel Evans, Facilities Director; Bryan Hughes, Parks and Recreation Director; Craig Jennings, Judge; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Public Safety Chief; Jodie Novak, Development Services Director; Abril Ruiz-Ortega, Court Administrator; Larry Rooney, Acting Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Aric Stewart, Engineering Director; and Renee Weatherless, Finance and Budget Director.

Audience: Approximately fifty members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. PROCLAMATION - HONORING OUTGOING COUNCIL MEMBER KILGORE

The City Council presented a Proclamation honoring Bryan Kilgore for his service to the community as both a past Vice Mayor and Council Member. This item was for discussion only.

Mayor Weise stated today is bittersweet as we say goodbye as a Council Member to Bryan Kilgore, I know you have incredible things before you. The Proclamation of Council Honoring Council Member Bryan Kilgore was read outlining his service to City Council and other committees and boards within the City of Avondale. The Proclamation, a glass plaque, and flowers were presented to Council Member Kilgore.

Will Penny, President of the Avondale Police Association presented a plaque to Council Member Kilgore and spoke on behalf of the Police Association for their appreciation of his leadership and support.

Council Members were given an opportunity to provide comments to Council Member Kilgore, with the common theme being his calm, peaceful, passionate, support, dedication, leadership, thoughtfulness, and friendship while on City Council.

Council Member Kilgore overwhelmingly thanked his fellow Councilmembers and the City of Avondale for an amazing journey to which he had the privilege and honor to be a part of. The main priority for being on City Council was to listen to and implement what the community wanted. It is time for someone else to take the reins and serve and provide fresh and innovative ideas. He also thanked Jesus Christ, his wife and children, the citizens of Avondale, among others for their support.

3. CITIZEN LEADERSHIP ACADEMY

The 2022 Avondale Citizens Leadership Academy graduates were recognized for completion of the program. This item was for discussion only.

Katrece Swenson, Management Analyst, stated the Citizens Leadership Academy is an annual opportunity to for Avondale residents to become acquainted with City goals, organizational structure, and operations. This is a free ten-week program open to all Avondale residents over 18 that ran from October 5 - December 5, 2022. Participants gain a comprehensive behind the scenes perspective of City government, including background information and knowledge on internal and external department operations, interaction with residents, businesses, and interdepartmental staff. This year there were 30 participants and 26 graduates. Many alumni from the program go on to serve on local boards and commissions and/or run for political positions.

Evidenced by data collected the Academy teaches residents about City operations and helps residents develop leadership skills and feel more connected to their community. Four participants shared their experience, noting the program was well organized and informative. All participating departments were professional and compassionate about their work. One participant suggested marketing the program to the younger generation as they are seeking the knowledge of how to make an impact.

Mayor Weise concurred that Ms. Swenson does an incredible job and thanked her for taking this initiative and making it her own. Certificates were presented to all graduates.

4. EMPLOYEE INTRODUCTIONS

Kirk Beaty, Director of Public Works, introduced various Public Works department employees to the City Council. This item was for discussion only.

5. ADJOURNMENT

There being no further business before the Council, Council Member Nielson moved to adjourn the Special Meeting; Council Member Conde seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Meeting adjourned at 6:20 p.m.

A **Regular Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 6:29 p.m.

Mayor Kenn Weise led the Pledge of Allegiance, followed by a moment of silent reflection.

Members Present: Mayor Kenn Weise; Vice Mayor Veronica Malone; Council Members Tina Conde, Bryan Kilgore, Curtis Nielson, and Mike Pineda.

Members Absent (Excused): Council Member Solorio.

Other Municipal Officials Present: Ron Corbin, City Manager; Cherlene Penilla, Assistant City Manager; Tracy Stevens, Deputy City Manager; Lisa Maxie-Mullins, Deputy City Attorney; Marcella Carrillo, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Ken Chapa, Economic Development Services Director; Memo Espinoza, Police Chief; Joel Evans, Facilities Director; Bryan Hughes, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Public Safety Chief; Jodie Novak, Development Services Director; Larry Rooney, Acting Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Aric Stewart, Engineering Director; and Renee Weatherless, Finance and Budget Director.

Audience: Approximately fifteen members of the public were present.

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

2. UNSCHEDULED PUBLIC APPEARANCES

Council Member Elect Max White commented on her technique used to gain e-signatures utilizing a QR code. She stated Council Member Kilgore was one of the first ones to sign the petition and advised her on the importance of an understanding and supportive family. She thanked the voters of Avondale for selecting her to fill the vacancy on City Council, a role which she is excited and honored to begin.

3. PRESENTATIONS

a. DIGITAL CITIES AWARD PRESENTATION

City Council received an update from staff on the 2022 Digital Cities Awards competition, recognizing Avondale as the 1st place finisher. This item was for discussion only.

Jeff Scheetz, Director of Information Technology, stated on November 10, 2022, at the National League of Cities, the 2022 Digital City Survey Winners were announced, with the City of Avondale being awarded first place for the 75,000 to 120,000 population categories. Mr. Scheetz recognized his IT team for their hard work behind the scenes to make this award possible. These ideas were developed through collaboration of the IT team and all City departments.

In response to questions asked by Mayor Weise; Mr. Scheetz advised he felt the IT Team had done well and would come in above fifth place, but was pleasantly surprised when he was notified, they had received first place.

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.

Mayor Weise asked if any Council Member wished to have an item removed from the Consent Agenda. Having no requests from Council, motion was made by Council Member Pineda, seconded by Council Member Nielson, to approve the Consent Agenda.

Upon vote, the motion carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

a. MINUTES

City Council approved the November 7, 2022 City Council meeting and the November 7, 2022 Joint City Council and Planning Commission meeting minutes.

b. APPOINTMENT OF CHAIR AND VICE CHAIR TO THE PLANNING COMMISSION AND BOARD OF ADJUSTMENT

City Council (a) appointed Christopher Thompson as the Chair of the Planning Commission and Larry White as the Vice Chair of the Planning Commission for the remainder of the 2023 calendar year; and (b) appointed Carolyn Jones as the Chair of the Board of Adjustment and Kenneth Shoaff as the Vice Chair of the Board of Adjustment for the 2023 calendar year .

c. REAPPOINTMENT OF MEMBERS TO THE CITY'S BOARDS, COMMISSIONS AND COMMITTEES

City Council approved the following reappointments of various members of the City's Boards, Commissions and Committees.

Municipal Art Committee

- Israel Rios Fregozo as a Regular Member for a full term to expire on 12/31/2025
- Denise Stanfield as a Regular Member for a full term to expire on 12/31/2025
- Jim Painter as a Regular Member for a full term to expire on 12/31/2025

Neighborhood & Family Services Commission

- Fabian Prado as a Regular Member for a full term to expire on 12/31/2025

Parks and Recreation Advisory Board

- Janet Beason as a Regular Member for a full term to expire on 12/31/2025
- Stephanie Rodriguez as a Regular Member for a full term to expire on 12/31/2025

Planning Commission

- Larry White as a Regular Member for a full term to expire on 12/31/2025

Public Safety Personnel Retirement System Boards (Fire & Police)

- Donald Foley as a Regular Member for a full term to expire on 12/31/2026

Risk Management & Worker's Compensation Board

- Linda Warren as a Regular Member for a full term to expire on 12/31/2025

Sustainability Commission

- Litzy Hernandez as a Regular Member for a full term to expire on 12/31/2025
- Alejandro Arreguin as a Regular Member for a full term to expire on 12/31/2025
- Billy Vaughan as a Regular Member for a full term to expire on 12/31/2025

Volunteer Fire Department Pension Board

- Bobby Jones as a Regular Member for a full term to expire on 12/31/2026

d. SETTLEMENT AGREEMENT AND PAYMENT FOR THE CLAIM OF JAMES HOLLAND, SR.

City Council approved the settlement agreement with the heirs of James Holland, Sr. in the amount of \$2,000,000 and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

e. FIRE, EMERGENCY MEDICAL, AND RESCUE RESPONSE AGREEMENT WITH AMERICAN MEDICAL RESPONSE (FORMERLY KNOWN AS RURAL/METRO) FIRE DEPARTMENT

City Council approved the Fire, Emergency Medical, and Rescue Response Agreement with American Medical Response (formerly known as Rural/Metro) Fire Department in the unincorporated areas of the City and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

f. RESOLUTION 1078-1222 - INTERGOVERNMENTAL AGREEMENT WITH THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) FOR CITYWIDE EMERGENCY VEHICLE PREEMPTION (EVP)

City Council adopted Resolution 1078-1222 authorizing an Intergovernmental Agreement with the Arizona Department of Transportation (ADOT) for the citywide Emergency Vehicle Preemption project allowing ADOT to oversee the procurement and installation

of project devices, and authorized the Mayor or City Manager, City Attorney and City Clerk, to execute the necessary documents.

g. RESOLUTION 1079-1222 - APPROVING AN INTERGOVERNMENTAL AGREEMENT - AUTOMATIC AID SYSTEM

City Council adopted Resolution 1079-1222 approving an Intergovernmental Agreement with Phoenix and 22 other valley jurisdictions relating to the Regional Metropolitan Phoenix Fire Service Automatic Aid System with an effective date of December 20, 2022 and authorized the Mayor or City Manager and City Clerk to execute the necessary documents.

h. ORDINANCE 2066-1222 ABANDONMENT OF PUBLIC DRAINAGE EASEMENT

City Council adopted Ordinance 2066-1222 authorizing the abandonment of a public drainage easement located generally south of The Boulevard (formerly City Center Drive), and east of Avondale Boulevard, and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

i. ORDINANCE 2067-1222 – SOUTHWEST GAS EASEMENT FOR THE AVONDALE AQUATIC CENTER

City Council adopt Ordinance 2067-1222 authorizing the granting of a natural gas easement to Southwest Gas (SW Gas) in connection with the Avondale Aquatic Center Project and authorized the Mayor or City Manager, City Attorney, and City Clerk to execute the necessary documents.

j. ORDINANCE 2068-1222 - LOWER BUCKEYE ROAD RIGHT-OF-WAY ANNEXATION

City Council adopted Ordinance 2068-1222 authorizing the annexation of a portion of Lower Buckeye Road right-of-way from 4th Street to Litchfield Road and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

k. AVONDALE COMMONS – FINAL PLAT - APPLICATION PL-22-0221

City Council approved a request by Nicholas Maxwell, of Coe and Van Loo Consultants, Inc., on behalf of property owner Overland Group for approval of a Final Plat – Avondale Commons located at the northwest corner of McDowell Road and Avondale Boulevard. The Final Plat splits a 24.68 gross acre parcel into seven (7) lots, dedicates an eight (8) foot Public Utility Easement along both Avondale Boulevard and McDowell Road, and dedicates 0.56 acres of right-of-way along both streets.

5. REGULAR AGENDA

a. PUBLIC HEARING – STONECREEK ANNEXATION– APPLICATION PL-22-0234

City Council held a public hearing regarding a request by Clayton Corwin, StoneCreek Company, (on behalf of the property owner Stead Family PVHCMF Charitable Remainder Unitrust) to annex approximately 18.9 acres of land located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road. This item was for discussion and public hearing only; no action was required.

Michelle Simerdla, Senior Planner, provided an overview of the StoneCreek Annexation, stating 18.9 acres located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road would be annexed. This site is vacant and currently used for farming with an existing billboard in the southeast corner. Current County zoning is C-2 intermediate commercial, which is equivalent to the anticipated Avondale C-2 Community Commercial zoning to allow future development. North of the property is Crystal Gardens PAD with single family homes. East is construction of a rehabilitation hospital, zoned for Freeway Commercial C-3. South is I-10 and a vacant PAD zoned Avondale Gateway PAD. West is an agricultural equipment store, zoned C-2 Community Commercial. Pursuant to State statute a blank petition has been filed and all notifications are completed. No action will be taken tonight, with adoption of the ordinance to be considered on January 9, 2023.

Mayor Weise opened the public hearing and did not receive any requests to speak. Mayor Weise closed the public hearing and did not receive any comments from City Council.

Note from the City Clerk: Items 5b, 5c, and 5d were presented together and voted on individually.

b. PUBLIC HEARING AND RESOLUTION 1076-1122 – THREE RIVERS RANCH MAJOR GENERAL PLAN AMENDMENT – APPLICATION PL-22-0050

City Council held a public hearing and considered a request to adopt Resolution 1076-1122, approving a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential.

Jodi Novak, Director of Development Services, provided an overview of the proposed change of land use on the land use map, annexation of the land, and rezoning to the specific zoning district to accommodate the development requested. This project is located south of Lower Buckeye Road, north of Broadway Road Alignment, west of Dysart Road, and east of Litchfield Road. There are approximately 195 gross acres in Maricopa County, being the reason for requested annexation in Avondale.

The property is currently zoned for 4,300 square feet lots with two land uses as designated by the land use map: estate low density residential, which allows 1.25 dwellings per acre; and mixed use, which allows for commercial, commerce park type uses, offices, retail, and multi-family uses. The amendment to the General Plan consists of rezoning the property from ELDR and MU to MDR (Medium Density Residential), allowing 2.5 - 4 dwellings per acre and MHDR (Medium High Density Residential) allowing 4-12 dwellings per acre. The proposed residential development is just over 5 dwellings per acre with 961 proposed units consisting of single-family, townhouses, and apartments. In October, the Planning commission voted 4-2 to recommend approval of

the Major General Plan Request. A public hearing was held on November 7th. Adequate school capacity has been determined, all required public hearings have been completed, and the 60-day review period occurred in June with no responses.

General Plan amendment analysis items include determining the project is consistent with the surrounding area and does not create an adverse effect on land uses. The developer is required to provide necessary infrastructure and improvements. The development provides residential options, which this proposal does. The land has two owners with 109 and 76 acres owned by one and 3.5 owned by the other. A 2.91-acre annexation along Dysart Road will be included in this annexation. Current county zoning is Rural RU-43. Once annexed the zoning would be Rural Residential, allowing one home per acre. There will be seven parcels that contain detached single family residential, townhouses, and multi-family apartments, which is compatible with high quality residential area. Main access to the property is off Dysart Road. The rezoning request was denied by the Planning Commission with a 3-3 vote.

Mayor Weise opened the public hearing and did not receive any requests to speak. Mayor Weise closed the public hearing and opened the floor to Adam Baugh, Withey Morris PLC, on behalf of the applicant.

Adam Baugh provided an overview of the processes taken to develop the General Plan for this project. Upon several meetings with City Council and staff with recommendations, a plan was implemented for the southern part of Avondale. Aside from meeting the goals of the General Plan, it creates new infrastructure, diversified housing, roads, water and sewer lines, and trail connectivity and necessary investment needed in this area. It also meets goals of the Aqua Fria River Plan by providing trail network connectivity. Another incentive is the ability to preserve approximately 300 acres of natural riverbed.

Challenges with this property include a significant floodplain, a power line easement, a wastewater treatment facility, and a high school. The location of the casita bungalows creates a buffer for the other homes from the school and power lines. The character of the homes will be unique to Three Rivers Ranch and compatible with Alamar. This development will meet the goals of schools and their needs in this area after with the donation agreement, which is per rooftop.

City staff provided guidance, coaching, and being mindful of the City's long-term needs. The lack of opposition today is a testament to how well everyone worked together to plan this project.

Council Member Nielson asked about the egress and ingress locations and if there is room for road expansion to accommodate trucks and equipment if deemed necessary. Mr. Baugh advised there will be multiple access points to be worked out with the engineering department. The road has not been modified for future expansion but working with engineering it could be when the time comes.

Council Member Pineda commented while looking at preparing for future connectivity this project sets up that infrastructure. There may be a potential for traffic congestion, but it is something that can be dealt with. It has been his opinion that they stop developing multi-family dwellings in Avondale, but with this challenging, specific location and the investment being provided, it is a win-win situation.

Mayor Weise stated this is a blank slate that provides residents the ability to afford homes in Avondale.

Council Member Conde asked if there would be a CFD in this development. Ms. Novak advised the only CFD (Community Facilities District) is for Alamar and is not proposed as part of this development. Any offsite improvements would be part of the development requirements. Council Member Conde expressed concern with the traffic impact and potential flooding in the area. Ms. Novak explained the Department of Public Works would manage and adjust any flooding issues. This project is only responsible for roadway improvements for the length of their project, which will be part of the development plan.

Mayor Weise stated his hope is to see further development with shopping centers to provide a self-sustainable community. Mr. Baugh stated knowing infrastructure would be put in place, a pre application has been received for an employment opportunity. As the infrastructure comes in, the roadway improvements will occur.

Vice Mayor Malone concurred with Council Member Conde regarding the traffic concerns. Ms. Novak stated the team will have the traffic concerns raised at this meeting on its radar. Until a project comes, they will keep an eye on the traffic and be proactive and precautionary. In response to a question by Vice Mayor Malone, Mr. Corbin stated the City Engineer and team are preparing for increased traffic and will make sure right people are paying for needed infrastructure improvements. Raj Thoutam, Senior Traffic Engineer, advised they have conducted a traffic impact study and are working on a design for implementation in FY 2024. Mr. Baugh stated the first phase is always infrastructure. These concerns are part of the growing pains that can be solved through development, which is needed in south Avondale.

Mayor Weise stated the SR 30 will alleviate some east-west traffic prior to the Prop 400 construction beginning in 2026.

Council Member Kilgore asked based on the floodplain issue, to ensure the residents' investment is protected. Mr. Baugh stated they will ensure the project is not built within the designated floodplain areas.

Vice Mayor Malone moved to adopt Resolution 1076-1122 approving Application PL-22-0050 Three Rivers Ranch, a request for a Major Amendment to the General Plan 2030 Land Use Map changing the Land Use Map changing the Land Use designation of the subject property from Estate/Low Density Residential (ELDR) and Mixed-Use to Medium Density Residential (MDR) and Medium/High Density Residential (MHDR); Council Member Pineda seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

c. PUBLIC HEARING AND ORDINANCE 2064-1122 – THREE RIVERS RANCH ANNEXATION – APPLICATION PL-22-0111

City Council held a public hearing and considered a request to adopt Ordinance 2064-1122, approving a request by Mr. Alex Hayes of Withey Morris PLC to begin the annexation process of approximately 196.89 acres located west of the intersection of Broadway Road and Dysart Road.

Mayor Weise opened the public hearing and did not receive any requests to speak. Mayor Weise closed the public hearing.

Council Member Nielson moved to adopt Ordinance 2064-1122 annexing approximately 196.89 acres generally located west of the intersection of Broadway Road and Dysart Road, PL-22-0111 Three Rivers Ranch; Vice Mayor Malone seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

d. PUBLIC HEARING AND ORDINANCE 2065-1122 – THREE RIVERS RANCH REZONING TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-22-0110

City Council will hold a public hearing and considered a request to adopt Ordinance 2065-1122, approving a request by Alex Hayes of Withey Morris PLC to rezone approximately 193.98 acres located west of the intersection of Broadway Road and Dysart Road from Rural Residential (RR-43) to Planned Area Development (PAD). The proposed Three Rivers Ranch PAD is planned for the development of 530 single-family residential detached home lots, 120 townhomes (attached singlefamily residential homes), and 311 multi-family residential apartment units (1- and 2-story individual casita style apartment units).

Mayor Weise opened the public hearing and did not receive any requests to speak. Mayor Weise closed the public hearing.

Vice Mayor Malone moved to adopt Ordinance 2065-1122 approving Application PL-22-0110 Three Rivers Ranch, a request to rezone approximately 193.98 acres from Rural Residential (RR-43) to Planned Area Development (PAD), subject to six conditions of approval as listed in the staff report; Council Member Conde seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

City Council took a recess of the Regular Meeting at 7:38 P.M. and reconvened the Regular Meeting at 7:45 P.M.

e. COUNCIL APPOINTMENTS TO THE AUDIT COMMITTEE

City Council considered a request to appoint the following individuals to the Audit Committee: a) A member of City Council with a term to expire on December 31, 2023; b) A member of City Council with a term to expire on December 31, 2024; c) A member of City Council with a term to expire on December 31, 2025; d) Norma Pacheco with a term to expire on December 31, 2024; e) Michael McGee with a term to expire on December 31, 2025; f) Renee Weatherless, Finance and Budget Director, as a non-voting member; and g) appoint Ron Corbin, City Manager, as a non-voting member. The Council will take appropriate action.

Barbara Copping, City Auditor, discussed member appointment to the newly established Audit Committee. Non-voting staff members were identified as Renee Weatherless, Finance and Budget Director and Ron Corbin, City Manager. She recommended approval of two public members who have the required experience to sit on the committee, Norma Pacheco and Michael McGee. She also asked Council to nominate and appoint three Council Members to sit on the committee.

Mayor Weise moved to appoint the following individuals to the Audit Committee: a) Council Member Nielson with a term to expire on December 31, 2025; b) Council Member Solorio with a term to expire on December 31, 2023; c) Norma Pacheco with a term to expire on December 31, 2024; d) Michael McGee with a term to expire on December 31, 2025; e) Renee Weatherless, Finance and Budget Director, as a non-voting member; and f) Ron Corbin, City Manager, as a non-voting member; Council Member Nielson seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Council Member Pineda moved to appoint Council Member-Elect Max White to the Audit Committee effective upon her installation as an Avondale City Council Member on January 9, 2023, with a term to expire on December 31, 2024; Vice Mayor Malone seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

6. ADJOURNMENT

There being no further business before the Council, Council Member Nielson moved to adjourn the Regular Meeting and hold an executive session pursuant to Ariz. Rev. Stat. § 38-431.03 (A)(3) and (A)(4), discussion with the City Attorney or attorneys for the City for legal advice concerning contemplated or pending litigation and to instruct the City Attorney and attorneys for the City on such litigation for the claim of Samuel and Javier Castaneda; Council Member Conde seconded the motion.

Upon vote, the motion was carried unanimously 6 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Nielson	Aye
Council Member Pineda	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Meeting adjourned at 7:48 p.m.

Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Special Meeting and Regular Meeting of the Council of the City of Avondale held on the 5th day of December 2022. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Carrillo, City Clerk

Date Approved by City Council

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
VISITOR AND CONFERENCE CENTER
December 12, 2022

A **Special Meeting** of the City Council of the City of Avondale, Arizona was convened at 11490 West Civic Center Drive in open and public session at 4:03 p.m.

Members Present: Mayor Kenn Weise; Vice Mayor Veronica Malone; Council Members Tina Conde, Bryan Kilgore, Curtis Nielson, Mike Pineda, and Gloria Solorio.

Note: Council Member Conde attended the meeting by telephone.

Members Absent: None.

Other Municipal Officials Present: Ron Corbin, City Manager; Cherlene Penilla, Assistant City Manager; Tracy Stevens, Assistant City Manager; Nicholle Harris, City Attorney; Marcella Carrillo, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Ken Chapa, Economic Development Services Director; Andrea Dumbrell, Human Resources Director; Memo Espinoza, Police Chief; Joel Evans, Facilities Director; Bryan Hughes, Parks and Recreation Director; Craig Jennings, Judge; Chris Lopez, Neighborhood and Family Services Director; James Milanese, City Projects Administrator; Dale Nannenga, Public Safety Chief; Jodie Novak, Development Services Director; Abril Ruiz-Ortega, Court Administrator; Larry Rooney, Acting Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Aric Stewart, Engineering Director; and Renee Weatherless, Finance and Budget Director.

Audience: No members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. COUNCIL BUDGET DISCUSSION

City staff presented an update on the City's financials and sought Council's feedback on the FY2024 budget. This item was for discussion and feedback only; no Council action was taken.

Mayor Weise commended Mr. Corbin and his team for the work they have done preparing the budget presentation. Ron Corbin, City Manager, made opening remarks addressing the expectations for today's meeting.

Renee Weatherless, Finance and Budget Director, presented an update on the fiscal year 2022 and fiscal year 2023 budgets. General Fund Revenue for FY2022 was estimated at \$97 million but the actuals exceeded the estimated revenue, which is over \$99 million. Property sales and miscellaneous revenue came in at a negative number because of adjustments made for market value on the City's investments. The General Fund operating expenses were projected at \$67.3 million with the actuals coming in at \$67.8 million. The major operating funds all came in at or under the projected expenditures. The

General Fund balance has consistently increased yearly over the past five years. Monies left in the fund at the end of FY2022 were reinvested into the FY2023 budget and used on investments in the capital infrastructure.

Mayor Weise asked for an explanation on stabilization. Ms. Weatherless stated stabilization funds are 35% of the prior year expenditures, with 25% being set aside to address natural disaster emergencies and 10% set aside for unanticipated and unexpected downturns in revenue.

Ms. Weatherless continued with the presentation, stating major additions for FY2023 include 81 additional FTEs for \$6.5 million, supplemental funding at \$14.9 million, and \$76 million or a third of the CIP and infrastructure budget including the Aquatic Center, Fire Station 171/Detention Center, and asset replacement.

Mr. Corbin clarified that the supplemental expenditures are recurring and will reduce the fund balance going forward.

In response to Council Member questions, Ms. Weatherless stated 38 of the 81 FTEs are specifically for the Aquatic Center.

In response to a question by Vice Mayor Malone, Mr. Corbin stated there is a total of 130 vacant positions. Due to reorganization of departments, many positions have not been advertised. When he meets with the directors to discuss the budget, open positions and how to fill them will be part of those conversations. It is expected within the next three to six months the positions will be filled or eliminated. More information pertaining to vacant positions will be discussed at the meeting in February. It is difficult to speak about salary savings at this time as there are so many factors that go into it, but it will be considered when forecasting the FY2024 budget.

In response to Mr. Corbin's request for clarification, Ms. Weatherless explained contracting revenue comes from the sales tax on construction and the timing of construction. Going forward, the timing of when things occur will be taken into consideration when setting the budgets.

Mayor Weise noted that with the high interest rates it is likely the sales tax from auto dealers will continue to decrease.

Ms. Weatherless continued with her presentation, stating state shared revenue has increased as the income tax brackets were consolidated, and the City's portion increased from 15% to 18%, which is compounded annual revenue. \$8.5 million was received for FY2022 and \$10.9 million was budgeted for FY2023 with actuals at \$11.4 million. There is a two-year delay in receiving income tax revenue, being income tax reported in FY2022 will not be received until FY2024.

Revenue from single family home construction permits fluctuate and are continually monitored. A discussion ensued pertaining to staffing, market, and interest rate impacts and if surrounding towns are seeing a similar decrease.

As a preamble to discussion on the FY2023 forecast, changes to the police pay structure, increases for CIPs, the 5% ongoing increase for police salaries, an increase in State shared revenue (income tax), and conservative sales tax projections are included in these numbers. Any adjustments based on the compensation and classification study and recession assumptions are not included in these numbers.

Projected revenues and expenses make up the fund balance, which does not include the 35% stabilization funds. The ongoing revenue and expenses reflect the annual increases to salaries and budgetary reductions. One-time revenue encompasses the fund balance that is reinvested in the FY2023 budget.

James Milanese, City Projects Administrator, presented an update on the FY2023 capital improvement plan. Projects completed since July 1st include the BLVD Garage and adding 400 parking spaces; renovations to Donnie Hale Park; improvements to 10th Avenue and McDowell; moving the crosswalk and installing a HAWK to improve safety for the children at Littleton Elementary School; adding lighting at Indian Springs and Jimmie Johnson through a partnership between the raceway, County, and City; and Alamar Community Park.

At the September 19th Council meeting there was a discussion regarding challenges with projects exceeding projected budgets. At that time, the solution was to prioritize the projects and not seek additional funding. The 13% inflation, needed scope, the supply chain, and future growth capacity are all impacting the cost of planned projects

The tiering system is as follows:

- ▶ Tier A - significant project that is underfunded. The transfers and projects are proceeding.
- ▶ Tier B - project is budgeted and will be completed within that budget. The majority of the CIP projects fall into this tier. The projects continue to be completed.
- ▶ Tier C - projects with a scaled back budget but still meeting the goal. The savings will be reallocated.
- ▶ Tier D - amenity projects that are unfunded. Funds will be reallocated.

The current focus is on five projects, Community Center repurposing, Mountain View Park expansion, Civic Center Park, parking improvements for Fire Station 172, Fire Station 171, and relocate Detention Center and Police Substation. The Civic Center Park project is projected to be over budget; funding will be reallocated from other sources.

Mr. Corbin said the City spends tax dollars wisely, saving money where possible and spending without cutting corners as necessary. Staff's practice is to make good quality purchases of durable items that are easy to maintain and replace.

Mr. Milanese continued his presentation, stating two projects are being recommended to be unfunded, the Old Town facilities repurpose study and the digital message board signs for a total of \$128,000 that can be reallocated. Two projects can be achieved for less: City Hall furniture renovations and landscaping at Civic Center Plaza. These funds will be

reallocated to the Mountain View project. General Fund transfers that will be brought before the Council in January include three bridges that need minor repairs as directed by ADOT inspection reports. Reallocation of funds will be sought for repair of Well 26, replace meter reading equipment, replace a hydro vac truck, and land purchase for the replacement of Well 25.

Note from the Clerk: Council took a recess at 5:10 p.m. and reconvened at 5:33 p.m.

Renee Weatherless, Finance and Budget Director, provided an overview of the FY2024 budget process.

The FY2024 Budget Objectives:

- ▶ Maintain a structurally sound budget according to the Financial Policy by maintaining the gap between revenue and expenses.
- ▶ Maintain fund balances and reserves by prioritizing the fund balance and one-time expenditures. The goal is to be prepared for price increases and inflation to be able to minimize mid-year unfunding of projects and maintain reserves.
- ▶ Ensure CIP projects incorporate planning ahead; better plan the start times for projects; budget for that start time. If revenue should decline, this planning would allow more time to react and plan instead of stopping projects.
- ▶ Address employee compensation and retention, as the City's turnover rate is at 17%. Minimum wage is increasing by 8% from \$12.80 to 13.85 as of January 1st and the City needs to stay ahead of that. The compensation and classification study are ongoing. A discussion ensued related to possible reasons for the turnover and what the Council can do to help with this situation.
- ▶ Budget decisions based off five-year forecast for a detailed look at the operating budget, especially one-time expenditures and cash flow management.
- ▶ Develop a long-term financial plan for future projects and start a conversation now to develop a funding plan for future large projects.

Other budget considerations:

- ▶ Continue to monitor the City's funding level for PSPRS and ASRS
- ▶ Continue to address legislation that could negatively impact revenues
- ▶ Plan for anticipated timelines to better forecast price fluctuations

Mayor Weise stated it is important to plan a future discussion on the City's pension projections.

Ms. Weatherless continued her presentation. Potential impacts of economic downturn that are being monitored include:

- ▶ Sales tax is currently projected for a 4.6% - 4.7% increase with positive increases every year after that. A portion of sales tax revenue funds are forecasted as one-time revenue. Any decrease in the sales tax revenue would have an immediate impact on the operating budget.

- ▶ State shared revenues fund ongoing expenses and support the operating budget. Changes to individual income tax going forward would have an immediate impact on the city.
- ▶ Development revenues are generated from single family home construction permits and budgeted as one-time revenue.

Mayor Weise commented on the need to keep an eye on the State shared and development revenues going forward.

Ms. Weatherless reviewed next steps and a handout on economic indicators was provided for Council review.

Mayor Weise stated there was a lot of good news, but the City needs to stay flexible going forward and rely on department heads and the finance department to provide updates. Based on the \$67 million budget, he has asked the City to review all CIPs to determine the priorities.

Mayor Weise recognized and thanked Council Member Kilgore for his service on the board and welcomed incoming Council Member White.

Council Member Elect White asked to see the capital projects budget and actual spending graph go to 100% compared to the 60% shown.

Council Member Nielson stated the graphs were inline and easy to understand for the past five years and future five years.

Mayor Weise stated that tonight they are seeing that City leadership and Council have made good decisions. He felt the City is in a good place, but they need to be cautious over next six months to a year. He understands that Council still wants to fulfil projects that have been promised, such as the Aquatic Center, even though the budget has almost doubled. Mayor Weise commented on educating the public regarding the Park Sales Tax and the need for outside interest to assist the Council in future needs, particularly when it comes down to a potential bond, as residents will need to vote.

Council Members Pineda and Kilgore stated they appreciated the excellent, appropriate, and cautious presentation.

3. ADJOURNMENT

There being no further business before the Council, Council Member Kilgore moved to adjourn the Special Meeting; Council Member Nielson seconded the motion.

Upon vote, the motion was carried unanimously 7 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye

Council Member Nielson	Aye
Council Member Pineda	Aye
Council Member Solorio	Aye
Vice Mayor Malone	Aye
Mayor Weise	Aye

Meeting adjourned at 6:15 p.m.

Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Special Meeting of the Council of the City of Avondale held on the 12th day of December 2022. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Carrillo, City Clerk

Date Approved by City Council

CITY COUNCIL REPORT

SUBJECT: Series 12 (Restaurant) Liquor License - Valley Golf Center

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Marcella Carrillo, City Clerk, (623) 333-1214

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

REVIEWED: Ron Corbin, 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.

The approval of this agenda item will promote Avondale community's social connectivity by providing a new social environment for family and friends. This item will increase visitor traffic to Avondale's local businesses.

PURPOSE:

City Council will consider a request to recommend approval to the Arizona Department of Liquor License and Control of an application for a Series 12 (Restaurant) Liquor License submitted by Jeffrey Craig Miller for the sale of alcohol at Valley Golf Center located at 12247 West Indian School Road in Avondale and authorize the City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Valley Golf Center is an existing establishment located at 12247 West Indian School Road in Avondale. Issuance of a Series 12 (Restaurant) liquor license is required to allow alcohol sales on the premises. Series 12 restaurant liquor licenses are exempt from the state-mandated 300-foot separation requirement from churches, schools, or fenced school recreational areas.

DISCUSSION:

As required by state law and city ordinance, the application was posted for the required period of time. The Police, Fire & Medical, Development & Engineering Services and Finance Departments have reviewed the application and are recommending approval.

BUDGET IMPACT:

The liquor license application fee of \$250 has been paid in full.

RECOMMENDATION:

Staff is recommending City Council recommend approval to the Arizona Department of Liquor License and Control of an application for a Series 12 (Restaurant) Liquor License submitted by Jeffrey Craig Miller for the sale of alcohol at Valley Golf Center located at 12247 West Indian School Road in Avondale and authorize the City Clerk to execute the necessary documents. The Council will take appropriate action.

Contact person for document distribution: Maria James

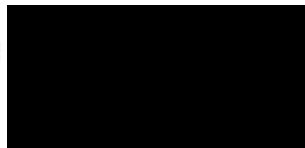
Name:
THERESA MARIE OLDENBURG
RICHARD JOHN OLDENBURG

Title:
MEMBER
MEMBER

% Interest:
43.00
43.00

VALLEY GOLF LLC - MEMBER

Name: RICHARD JOHN OLDENBURG
Gender:
Correspondence Address:

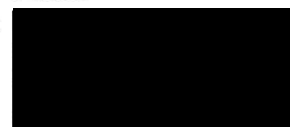


Phone:
Alt. Phone:
Email:



VALLEY GOLF LLC - MEMBER

Name: THERESA MARIE OLDENBURG
Gender: Female
Correspondence Address:



Phone:
Alt. Phone:
Email:



APPLICATION INFORMATION

Application Number: 217640
Application Type: New Application
Created Date: 11/14/2022

QUESTIONS & ANSWERS

012 Restaurant

- 1) Are you applying for an Interim Permit (INP)?
No
- 2) Are you one of the following? Please indicate below.
Property Tenant
Subtenant
Property Owner
Property Purchaser
Property Management Company
OWNER
- 3) Is there a penalty if lease is not fulfilled?
No
- 4) Is the Business located within the incorporated limits of the city or town of which it is located?
Yes
- 5) What is the total money borrowed for the business not including the lease?
Please list each amount owed to lenders/individuals.
NONE
- 6) Are there walk-up or drive-through windows on the premises?
No
- 7) Does the establishment have a patio?
Yes
Is the patio contiguous or non-contiguous (within 30 feet)?
CONTIGUOUS
- 8) Is your licensed premises now closed due to construction, renovation or redesign or rebuild?
No
- 9) What type of business will this license be used for?
RESTAURANT

COURT YARD

VALLEY GOLF
CENTER
BUILDING

NORTH
VANS
GOLF SHOP
BUILDING

KEY

3' HIGH
FENCE ROD IRON

Table

Stool

WALKWAY

WALKWAY

GATE



WALKWAY



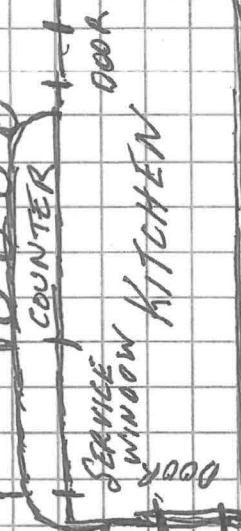
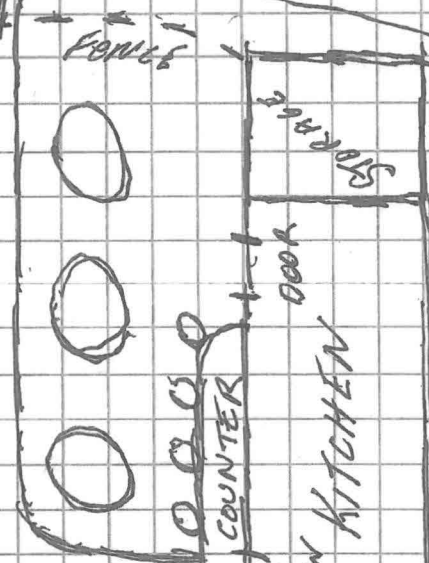
GATE

WALKWAY

WALKWAY

GATE

WALKWAY



PAVING

DRIVING RANGE BUILDING

SOUTH



RESTAURANT/HOTEL/MOTEL OPERATION PLAN

Arizona Dept. of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

Type or Print with **Black Ink**

1. Name of restaurant (Please print): Valley Golf Center

2. Must indicate the equipment below by Make, Model, and Capacity:

LIST ONLY THE FOLLOWING - NO ATTACHMENTS

Grill	48" Avantco countertop griddle EG48N
Oven	Avantco DPO-18-DD Doubledeck Countertop Pizza/Bakery oven
Freezer	Avanto Reach In A49FHC
Refrigerator	Avanto 3 door Fridge SS WT72RHC/Amerikooler Walk in
Sink	3 comp sink SS Steelton
Dish Washing Facilities	TBD
Food Preparation Counter (Dimensions)	Regency 30x72 SS work table
Other	Avantco Electric Fryer/Avantco Dual Solid French Styler burner

3. Attach a copy of your FULL menu with pricing **INCLUDING ALCOHOLIC BEVERAGES**

4. What percentage of your public premises is used primarily for restaurant dining?

(Do not include kitchen, bar, hi-top tables, or game area.) 90 %

5. Does your restaurant have a bar area that is distinct and separate from the dining area? ☐ YES ☒ No

(If yes, what percentage of the public floor space does this area cover?) _____ %

6. List the **seating capacity** for:

a) Restaurant dining area of your premises: [60 all outdoor seating]

(DO NOT INCLUDE PATIO SEATING)

b) Bar area [+ 14]

TOTAL [= 74]

7. What type of dinnerware is primarily used in your restaurant? ☐ Reusable ☒ Disposable ☐ Both

8. Does your restaurant contain any **games, televisions, or any other entertainment**? ☐ YES ☒ No

If yes, specify what types and how many (examples: 4-TV's, 2-Pool Tables, 1-Video Game, etc.)

9. Do you have live entertainment or dancing? ☐ YES ☒ No

If yes, what type and how often (example: DJ-2 x a week, Karaoke-2 x a month, Live Band-1 x a month, etc.)

10. List number of employees for each position:

Position	How many
Cooks	3
Bartenders	1
Hostesses	0
Managers	0
Servers	3
Other ()	
Other ()	
Other ()	

I, (Print Full Name) **Jeffrey C. Miller**, hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Applicant Signature: _____





RECORDS REQUIRED FOR AUDIT RESTAURANT/HOTEL/MOTEL

Arizona Dept. of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

Type or Print with Black Ink

In the event of an audit, you will be asked to provide to the Department any documents necessary to determine Compliance with A.R.S. §4-205.02(G). Such documents requested may include however, are not limited to:

Valley Golf Center

1. Name of restaurant (Please print): _____

2. All invoices and receipts for the purchase of food and spirituous liquor for the licensed premises.
3. A list of **all** food and liquor vendors
4. The restaurant menu used during the audit period
5. A price list for alcoholic beverages during the audit period
6. Mark-up figures on food and alcoholic products during the audit period
7. A recent, **accurate** inventory of food and liquor (taken within two weeks of the Audit Interview Appointment)
8. Monthly Inventory Figures - beginning and ending figures for food and liquor
9. Chart of accounts (copy)
10. Financial Statements-Income Statements-Balance Sheets

11. General Ledger

A. Sales Journals/Monthly Sales Schedules

- 1) Daily sales Reports (to include the name of each waitress/waiter, bartender, etc. with sales for that day)
- 2) Daily Cash Register Tapes - Journal Tapes and Z-tapes
- 3) Dated Guest Checks
- 4) Coupons/Specials/Discounts
- 5) Any other evidence to support income from food and liquor sales

B. Cash Receipts/Disbursement Journals

- 1) Daily Bank Deposit Slips
- 2) Bank Statements and canceled checks

12. Tax Records

- A. Transaction Privilege Sales, Use and Severance Tax Return (copies)
- B. Income Tax Return - city, state and federal (copies)
- C. Any supporting books, records, schedules or documents used in preparation of tax returns

13. **Payroll Records**

22 NOV 14 11:14 PM 4:49

- A. Copies of all reports required by the State and Federal Government
- B. Employee Log (A.R.S. § 4-119)
- C. Employee time cards (actual document used to sign in and out each work day)
- D. Payroll records for all employees showing hours worked each week and hourly wages

14. **Off-site Catering Records** (must be complete and separate from restaurant records)

- A. All documents which support the income derived from the sale of food off the license premises.
- B. All documents which support purchases made for food to be sold off the licensed premises.
- C. All coupons/specials/discounts

The sophistication of record keeping varies from establishment to establishment. Regardless of each licensee's accounting methods, the amount of gross revenue derived from the sale of food and liquor must be substantially documented.

**REVOCATION OF YOUR LIQUOR LICENSE MAY OCCUR IF YOU FAIL TO COMPLY WITH
A.R.S. §4-210(A)7 AND A.R.S. §4-205.02(G).**

A.R.S. §4-210(A)7

The licensee fails to keep for two years and make available to the department upon reasonable request all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of spirituous liquors and, in the case of a restaurant or hotel-motel licensee, all invoices, records, bills or other papers and documents relating to the purchase, sale and delivery of food.

A.R.S. §4-205.02(G)

For the purpose of this section:

- 1. "Restaurant" means an establishment which derives **at least forty percent (40%)** of its gross revenue from the sale of food
- 2. "Gross revenue" means the revenue derived from all sales of food and spirituous liquor on the licensed premises regardless of whether the sales of spirituous liquor are made under a restaurant license issued pursuant to this section or under any under any other license that has been issued for the premises pursuant to this article.

I, (Print Full Name) **Jeffrey C. Miller**, hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Applicant Signature: 

MAKE A COPY OF THIS DOCUMENT AND KEEP IT WITH RECORDS REQUIRED BY THE STATE

VALLEY GOLF CENTER BAR & GRILL

*22 NOV 14 L19: L14 PM 4 50

BREAKFAST MENU

Egg Sandwich \$7- fried egg, cheddar cheese, bacon or sausage on a toasty buttery bun

Breakfast Burrito \$9- scrambled eggs, cheese, tater tots, bacon or sausage, all packed in a large tortilla. Side of salsa

***Two Egg Breakfast** \$9- cooked your way, bacon or sausage, tots, and toast

***Breakfast Bowl** \$11 – A bed of tater tots topped with bacon or sausage, cheese, jalapeno, tomato, guacamole, and topped with two eggs your way!

* **Huevos Rancheros** \$11 – Fresh Fried Crispy Corn tortillas topped with black beans, pulled pork, cheese, two over easy eggs. Tots, guacamole, and salsa served on the side.

Egg Spinach and Pesto Pizza \$11- with mozzarella and diced tomato

Belgian Waffle \$7 – with pearled sugar and syrup

A La Cart: \$3-2 eggs, \$4

*Consumer Advisory- Raw or undercooked meat, poultry, fish, or eggs can increase risk of foodborne illness. Eggs and Burgers can be cooked to order.

Morning Beverages

Fresh Brewed Coffee \$3

Hot Tea \$3

Hot Chocolate \$3

Bloody Mary \$8

Mimosa \$8

VALLEY GOLF CENTER BAR & GRILL

*22 NOV 14 Ltr. Lic. #1450

SHAREABLES

Basket of Fries \$6

Freshly Made Chips and Guac \$8

Boneless Wings \$12 smothered in buffalo or BBQ sauce. Served with bleu cheese or ranch and celery on the side

Sampler Platter \$15, fries, rings, chicken tenders, jalapeno poppers, ranch and bbq or buffalo on the side

Flat Bread Pepperoni Pizza \$10, Buffalo Chicken Pizza \$11, Pesto Spinach Pizza \$12

Cheese Quesadilla \$7- (add chicken for \$3) salsa on the side

Beef Sliders w basket of fries \$18 (6 sliders)

Crispy Buffalo Chicken Sliders w basket of fries \$18 (6 sliders)

LUNCH & EVENING MENU

Add a side to any entrée: Fries \$3, Tater Tots \$3, Onion Rings \$4

Sub grilled chicken for any burger

***Cheeseburger \$9-** 1/3 lb all beef patty, American cheese, toasted bun, lettuce tomato onion pickle on the side

***Bacon Cheddar Burger \$10-** (add guac for \$2)

***Pepper Jack Burger \$10-** jalapenos and bbq comes with

3 Chicken Tacos \$11- cheese, lettuce, tomato, onion, jalapeno, and ranch drizzle

3 Beer Battered Fish Tacos \$13- melted cheese, cabbage, house made spicy lime sauce

3 Pulled Pork Salsa Verde Tacos \$12- quick pickled cabbage, house made spicy lime sauce

Southwest Chicken Burrito \$12- black beans, cheese, house made spicy lime sauce inside, guac and salsa on the side

Chicken Tender Basket \$12- with fries, house made ranch, bbq, or buffalo sauce

Beer Battered Fish Basket \$15 with fries and coleslaw

Buffalo Chicken Wrap \$10 - cheese, lettuce, tomato, onion, ranch on the side

Grilled Chicken Ranch Wrap \$10- with lettuce, tomato, onion, melted cheese and ranch

BLT \$9 – Bacon, lettuce, tomato, mayo

Large Classic Hot Dog \$5

*Consumer Advisory- Raw or undercooked meat, poultry, fish, or eggs can increase risk of foodborne illness. Eggs and Burgers can be cooked to order.

VALLEY GOLF CENTER BAR & GRILL

*22 NOV 14 Lic. Lic. PM 4 50

BEVERAGE MENU

Water \$1

Soda \$1

Powerade \$2

Energy Drink \$3

Domestic Beer Can \$5

Specialty Beer Can \$7

Domestic Draft Beer \$5

Specialty Draft Beer \$7

Well Mixed Drink \$7

Premium Mixed Drink \$9

CSR:

Amount:

22 NOV 14 147. LIC. PM 4 50



AGENT/CONTROLLING PERSON QUESTIONNAIRE

Arizona Dept. of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

Type or Print with **Black Ink**

DLLC USE ONLY

Job #:

Date Accepted:

CSR:

License Number: **1207A915**

217640

805-266

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

Attention local governments: Social security and birth date information is confidential. This information will be given to law enforcement agencies for background checks only.

QUESTIONNAIRE IS TO BE COMPLETED ACCORDINGLY AND SUBMITTED TO THE DEPARTMENT WITH A **BLUE OR BLACK LINED FINGERPRINT CARD AND \$22 FEE. FINGERPRINTS MUST BE DONE BY A LAW ENFORCEMENT AGENCY OR BONA FIDE FINGERPRINT SERVICE.**

1. Check the
Appropriate
Box →



Agent



Controlling Person

2. Name: **Miller Jeffrey Craig** Birth Date: [REDACTED] (NOT a public record)

3. Social Security: [REDACTED] Drivers License: [REDACTED] State Issued: **AZ**

4. Place of birth: **Miami AZ USA** Height: [REDACTED] Weight: [REDACTED] Eyes: [REDACTED] Hair: [REDACTED]

5. Name of current/most recent spouse: **Holsten Laura Michelle** Birth Date: [REDACTED] (NOT a public record)

6. Are you a bonafide resident of Arizona? Yes ☒ No ☐ If yes, what is your date of residency? [REDACTED]

7. Daytime telephone number: [REDACTED] Email address: **liquorlicense@azlic.com**

8. Premises Name: **Valley Golf Center** Business Phone: **623 248 4090**

9. Premises Address: **12247 W Indian School Rd Avondale AZ Maricopa 85392**
Street (do not use PO Box) City State County Zip

10. List your employment or type of business during the past five (5) years, if unemployed, retired, or student, list place of residence address.

FROM Month/Year	TO Month/Year	DESCRIBE POSITION OR BUSINESS	EMPLOYERS NAME OR NAME OF BUSINESS (Street Address, City, State & Zip)
9/2016	CURRENT	Partner	[REDACTED]
3/1997	9/2016	[REDACTED]	[REDACTED]

(ATTACH ADDITIONAL SHEET IF NECESSARY)

11. Provide your residence address information for the last five (5) years A.R.S. §4-202(D)

FROM Month/Year	To Month/Year	Street	City	State	Zip
6/2006	CURRENT	[REDACTED]	[REDACTED]		

(ATTACH ADDITIONAL SHEET IF NECESSARY)

12. As a Controlling Person or Agent, will you be physically present and operating the licensed premises? If you answered YES, then answer #13 below. If NO, skip to #14 Yes ☐ No ☒
13. Have you attended a DLLC approved Basic Liquor Law Training Course within the past 3 years? Yes ☒ No ☐
14. Have you been cited, arrested, indicted, convicted, or summoned into court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past five (5) years? Yes ☐ No ☒
15. Are there ANY administrative law citations, compliance actions or consents, criminal arrests, indictments or summons pending against you? (Do not include civil traffic tickets) A.R.S. §4-202, 4-210 Yes ☒ No ☐
16. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☒
17. Have you had a liquor application or license rejected, denied, revoked or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☒ No ☐
18. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☐ No ☒

If you answered "YES" to any Question 14 through 18 **YOU MUST** attach a signed statement.
Give complete details including dates, agencies involved and dispositions.

CHANGES TO QUESTIONS 14-18 MAY NOT BE ACCEPTED

I, (Print Full Name) Jeffrey C. Miller hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: _____

Date: _____

11-8-22

'22 NOV 14 LIT. Lic. PM 4 50

P.O. Box 2502
Chandler, Arizona 85244
(480) 730-2675 Phone (480) 730-2676 Fax



ARIZONA LIQUOR INDUSTRY CONSULTANTS

This addendum is written for Jeffrey "Craig" Miller" Member/Partner in ALIC (Arizona Industry Liquor Consultants) in response to answers for Personal Questionnaire.

Question #15

ALIC is currently contracted with approximately 500 liquor establishments statewide. ALIC has been in business in the liquor industry since 1993. Depending on when this document is reviewed, it's possible that there may be a pending administrative citation, compliance action, arrest or summons against one of them.

Question #17

ALIC was started in April of 1993, and has been associated with hundreds of liquor establishments and liquor licenses. Several of them have received citations (fines) and in some instances, a suspension. ALIC works with the compliance officer on a regular basis acting as a representative for those who utilize our contract services. I do not however, have anything to do with the actual operation of any liquor establishment in this or any other state. Therefore, none of the violations to which I have just referred can be associated to me personally. Additionally, it would be almost impossible for me to give you a reconciliation of these violations, as ALIC has been associated with so many licenses for so many years.

Respectfully Submitted,



Jeffrey "Craig" Miller
Member/Partner

22 NOV 14 11:41 AM 450

CSR:

Amount:



AGENT/CONTROLLING PERSON QUESTIONNAIRE

Arizona Dept. of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

DLLC USE ONLY

Job #:

Date Accepted:

CSR:

Type or Print with Black Ink

License Number:

271640

805-2604

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

Attention local governments: Social security and birth date information is confidential. This information will be given to law enforcement agencies for background checks only.

QUESTIONNAIRE IS TO BE COMPLETED ACCORDINGLY AND SUBMITTED TO THE DEPARTMENT WITH A BLUE OR BLACK LINED FINGERPRINT CARD AND \$22 FEE. FINGERPRINTS MUST BE DONE BY A LAW ENFORCEMENT AGENCY OR BONA FIDE FINGERPRINT SERVICE.

1. Check the
Appropriate
Box →



Agent



Controlling Person

2. Name: Oldenburg Richard John Birth Date: [REDACTED] (NOT a public record)
Last First Middle
3. Social Security #: [REDACTED] Drivers License #: [REDACTED] State Issued: Arizona
4. Place of birth: Evanston IL. USA Height: [REDACTED] Weight: [REDACTED] Eyes: [REDACTED] Hair: [REDACTED]
City State COUNTRY
5. Name of current/most recent spouse: Oldenburg Theresa Marie Birth Date: [REDACTED] (NOT a public record)
Last First Middle
6. Are you a bonafide resident of Arizona? Yes ☒ No ☐ If yes, what is your date of residency? 2009
7. Daytime telephone number: [REDACTED] Email address: [REDACTED]
8. Premises Name: Valley Golf Center Business Phone: 623 248 4090
9. Premises Address: 12247 W. Indian School Rd Avondale AZ Maricopa 85392
Street (do not use PO Box) City State County Zip

10. List your employment or type of business during the past five (5) years, if unemployed, retired, or student, list place of residence address.

FROM Month/Year	TO Month/Year	DESCRIBE POSITION OR BUSINESS	EMPLOYERS NAME OR NAME OF BUSINESS (Street Address, City, State & Zip)
1/2009	CURRENT		

(ATTACH ADDITIONAL SHEET IF NECESSARY)

11. Provide your residence address information for the last five (5) years A.R.S. §4-202(D)

FROM Month/Year	To Month/Year	Street	City	State	Zip
04/2019	CURRENT				
04/2016	04/2019				

(ATTACH ADDITIONAL SHEET IF NECESSARY)

12. As a Controlling Person or Agent, will you be physically present and operating the licensed premises? If you answered YES, then answer #13 below. If NO, skip to #14 Yes ☒ No ☐
13. Have you attended a DLLC approved Basic Liquor Law Training Course within the past 3 years? Yes ☐ No ☒
14. Have you been cited, arrested, indicted, convicted, or summoned into court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past five (5) years? Yes ☐ No ☒
15. Are there ANY administrative law citations, compliance actions or consents, criminal arrests, indictments or summons pending against you? (Do not include civil traffic tickets) A.R.S. §4-202, 4-210 Yes ☐ No ☒
16. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☒
17. Have you had a liquor application or license rejected, denied, revoked or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☐ No ☒
18. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☐ No ☒

If you answered "YES" to any Question 14 through 18 **YOU MUST** attach a signed statement.
Give complete details including dates, agencies involved and dispositions.

CHANGES TO QUESTIONS 14-18 MAY NOT BE ACCEPTED

I, (Print Full Name) Richard J Oldenburg hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature: [Signature]

Date: 11/6/2022

CSR:

Amount:

22 NOV 14 Lic. Lic. PM 4 50



AGENT/CONTROLLING PERSON QUESTIONNAIRE

Arizona Dept. of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

DLLC USE ONLY

Job #:

Date Accepted:

CSR:

Type or Print with Black Ink

License Number:

217640

805.266

ATTENTION APPLICANT: This is a legally binding document. An investigation of your background will be conducted. Incomplete applications will not be accepted. False or misleading answers may result in the denial or revocation of a license or permit and could result in criminal prosecution.

Attention local governments: Social security and birth date information is confidential. This information will be given to law enforcement agencies for background checks only.

QUESTIONNAIRE IS TO BE COMPLETED ACCORDINGLY AND SUBMITTED TO THE DEPARTMENT WITH A BLUE OR BLACK LINED FINGERPRINT CARD AND \$22 FEE. FINGERPRINTS MUST BE DONE BY A LAW ENFORCEMENT AGENCY OR BONA FIDE FINGERPRINT SERVICE.

1. Check the
Appropriate
Box →



Agent



Controlling Person

2. Name: Oldenburg Theresa Marie Birth Date: [REDACTED] (NOT a public record)

3. Social Security # [REDACTED] Drivers License # [REDACTED] State Issued: AZ

4. Place of birth: [REDACTED] Height: [REDACTED] Weight: [REDACTED] Eyes: Blu Hair: Bln

5. Name of current/most recent spouse: Oldenburg Richard John Birth Date: [REDACTED] (NOT a public record)

6. Are you a bonafide resident of Arizona? Yes ☒ No ☐ If yes, what is your date of residency? 2009

7. Daytime telephone number: [REDACTED] Email address: [REDACTED]

8. Premises Name: Valley Golf Center Business Phone: 623 248 4090

9. Premises Address: 12247 W Indian School Rd Avondale AZ Maricopa 85392
Street (do not use PO Box) City State County Zip

10. List your employment or type of business during the past five (5) years, if unemployed, retired, or student, list place of residence address.

22 NOV 14 12:47 PM

FROM Month/Year	TO Month/Year	DESCRIBE POSITION OR BUSINESS	EMPLOYERS NAME OR NAME OF BUSINESS (Street Address, City, State & Zip)
	CURRENT		
4/2012	4/2020	[REDACTED]	[REDACTED]
1/09	current	[REDACTED]	[REDACTED]

(ATTACH ADDITIONAL SHEET IF NECESSARY)

11. Provide your residence address information for the last five (5) years A.R.S. §4-202(D)

FROM Month/Year	To Month/Year	Street	City	State	Zip
	CURRENT				
4/2016	4/2019	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4/2019	current	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

(ATTACH ADDITIONAL SHEET IF NECESSARY)

12. As a Controlling Person or Agent, will you be physically present and operating the licensed premises? If you answered YES, then answer #13 below. If NO, skip to #14 Yes ☐ No ☒
13. Have you attended a DLLC approved Basic Liquor Law Training Course within the past 3 years? Yes ☐ No ☐
14. Have you been cited, arrested, indicted, convicted, or summoned into court for violation of ANY criminal law or ordinance, regardless of the disposition, even if dismissed or expunged, within the past five (5) years? Yes ☐ No ☒
15. Are there ANY administrative law citations, compliance actions or consents, criminal arrests, indictments or summons pending against you? (Do not include civil traffic tickets) A.R.S. §4-202, 4-210 Yes ☐ No ☒
16. Has anyone EVER obtained a judgement against you the subject of which involved fraud or misrepresentation? Yes ☐ No ☒
17. Have you had a liquor application or license rejected, denied, revoked or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☐ No ☒
18. Has an entity in which you are or have been a controlling person had an application or license rejected, denied, revoked, or suspended in or outside of Arizona within the last five years? A.R.S. §4-202(D) Yes ☐ No ☒

If you answered "YES" to any Question 14 through 18 **YOU MUST** attach a signed statement.
Give complete details including dates, agencies involved and dispositions.

CHANGES TO QUESTIONS 14-18 MAY NOT BE ACCEPTED

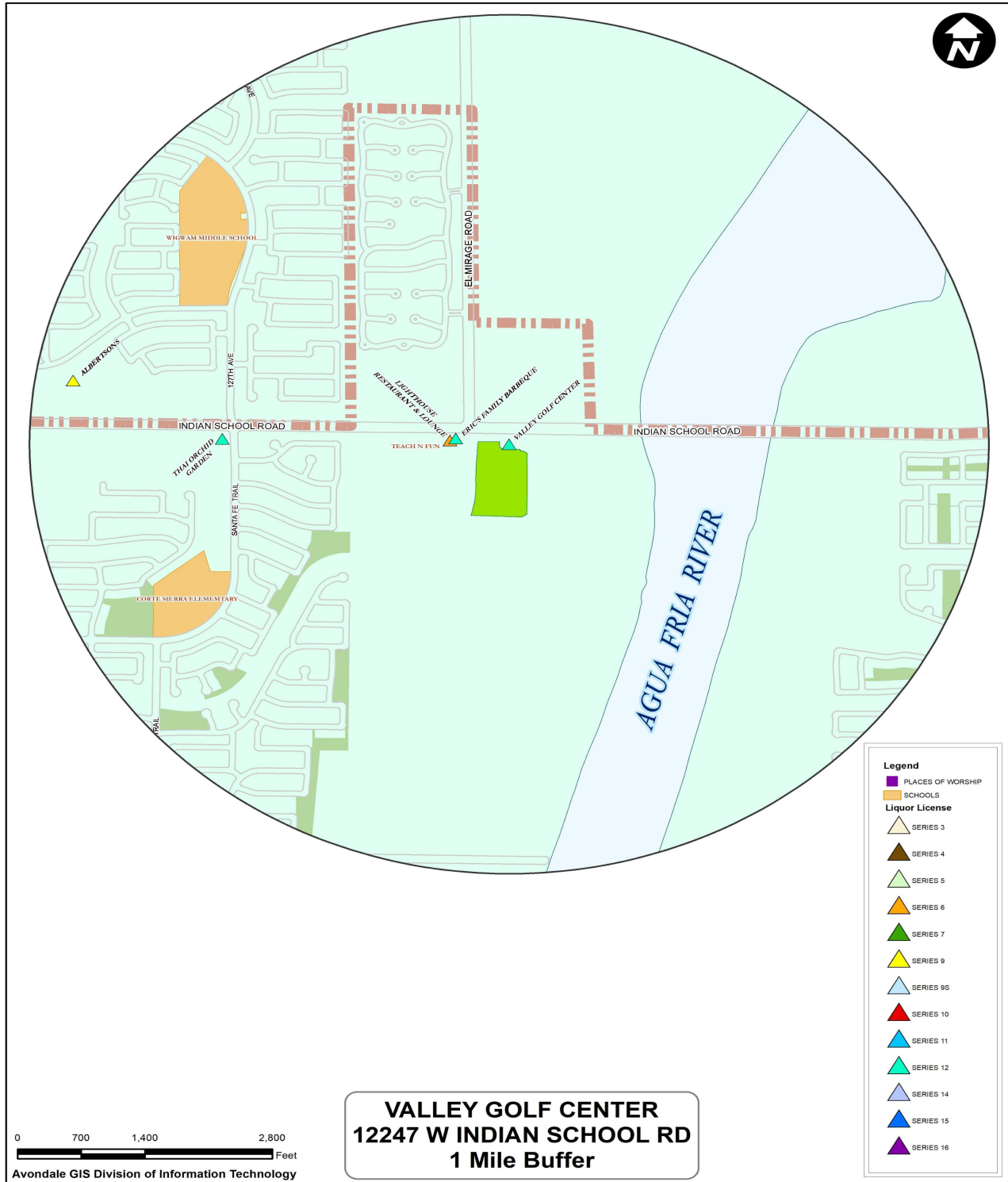
I, (Print Full Name) Theresa Marie Obenburger hereby swear under penalty of perjury and in compliance with A.R.S. § 4-210(A)(2) and (3) that I have read and understand the foregoing and verify that the information and statements that I have made herein are true and correct to the best of my knowledge.

Signature

Date:

11-8-2022

GIS MAP



LICENSE REVIEW FORM

Type of License	Series 12 - Restaurant
Applicant's Name	Jeffrey Craig Miller
Business Name	Valley Golf Center
Business Address	12247 W Indian School Rd
Department Comments	
The General Plan designates this property as Local Commercial. The current Zoning of the property is Community Commercial (C-2) with the SUD special use overlay. The use of a restaurant is consistent with the City of Avondale adopted Zoning Ordinance.	
☐ Police Department ☒ Development Services	☐ Fire Department ☐ Finance Department
☒ Approved	☐ Denied
 E-Signature Augustus Gerletti Name	Associate Planner Title Nov 23, 2022 Date

This license is scheduled for the City Council Meeting on: 01/09/2023

Please complete form by: 12/27/2022



LICENSE REVIEW FORM

Type of License	Series 12 - Restaurant
Applicant's Name	Jeffrey Craig Miller
Business Name	Valley Golf Center
Business Address	12247 W Indian School Rd
Department Comments	
☐ Police Department	☐ Fire Department
☐ Development Services	☒ Finance Department
☒ Approved	☐ Denied
<u>Audrey Tijerina</u> Audrey Tijerina (Nov 23, 2022 15:48 MST) E-Signature Audrey Tijerina Name	Customer Service Representative Title Nov 23, 2022 Date

This license is scheduled for the City Council Meeting on: 01/09/2023

Please complete form by: 12/27/2022

LICENSE REVIEW FORM

Type of License	Series 12 - Restaurant
Applicant's Name	Jeffrey Craig Miller
Business Name	Valley Golf Center
Business Address	12247 W Indian School Rd
Department Comments	
No comments	
☐ Police Department ☒ Fire Department	
☐ Development Services ☐ Finance Department	
☒ Approved ☐ Denied	
<u>Jason Napier</u> Jason Napier (Nov 28, 2022 08:20 MST)	Fire Marshal
E-Signature	Title
Jason Napier	Nov 28, 2022
Name	Date

This license is scheduled for the City Council Meeting on: 01/09/2023

Please complete form by: 12/27/2022

LICENSE REVIEW FORM

Type of License	Series 12 - Restaurant
Applicant's Name	Jeffrey Craig Miller
Business Name	Valley Golf Center
Business Address	12247 W Indian School Rd
Department Comments	
No Concerns	
☒ Police Department ☐ Fire Department	
☐ Development Services ☐ Finance Department	
☒ Approved ☐ Denied	
 Mathew Hintz (Dec 6, 2022 14:23 MST)	Police Lieutenant
E-Signature	Title
Mathew Hintz	Dec 6, 2022
Name	Date

This license is scheduled for the City Council Meeting on: 01/09/2023

Please complete form by: 12/27/2022

CITY COUNCIL REPORT

SUBJECT: Quarterly Budget Transfers

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Renee Weatherless, Finance and Budget Director, (623) 333-2011

THROUGH: Ron Corbin, City Manager, (623) 333-1016

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic Outcome Area: Creative and Sustainable Community Development

Strategy: Approving these quarterly budget transfers enables the City to apply limited resources to priorities.

PURPOSE:

City Council will consider requests to: (a) approve quarterly budget transfers as summarized in the attached Exhibit A; (b) amend awarding authority based off the attached report; (c) modify the interfund transfer schedule; and (d) authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

(a) ADOT Inspected the bridges in the city in July 2019, and three projects resulting from that inspection are planned for FY2023; (1) Van Buren Bridge over the Agua Fria River, (2) Avondale Boulevard Bridge over the Gila River, and (3) McDowell Road Bridge over the Agua Fria River. These projects are tracked under the CIP project Bridge Repairs (T0019). Under federal guidelines, the city has an obligation to complete the repairs noted and delaying repairs can jeopardize structural integrity of the bridges. Due to recent increases in construction costs, the Bridge Repairs project has exceeded the adopted budget.

(b) The New River-Agua Fria River Underground Storage Project Capacity Purchase project (U0220) is for the purchase of 6,000 +/- AF of additional storage/recharge capacity from the City of Chandler for \$7,200,000. This additional recharge capacity must be acquired to meet future population growth. This project was identified to begin in FY2023 utilizing impact fees. However, the revised impact fees that will fund this project are anticipated to into effect in Summer 2023 pending Council approval.

(c) The Well & Booster Station Metering Upgrades project (U0158) is complete. There is \$556,000 of budget capacity remaining in the Water Capital Fund as staff were able to perform the majority of the work in-house. The Public Works Department proposes to reallocate the funding for the following projects: \$125,000 for Well #25B Replacement project (U0257), \$100,000 for Well #26 Replacement (U0218), \$275,000 for Hydro Excavation Truck (U0215), and \$56,000 for Communication Systems and Data Center Asset Replacement project (M0168).

(d) The Rancho Santa Fe Reservoir Coating Repairs and Rehabilitation project (U0103) includes initial tank

inspections, identifying required improvements and repairs, design and rehabilitation as needed for the 1 million gallon (MG) Rancho Santa Fe west reservoir. City Wide Sewer Improvements (U0022) repairs and improves identified and prioritized deficiencies in our wastewater collection system. Lift Station Security Upgrades (U0076) is to add related security equipment to the Supervisory Control and Data Acquisition (SCADA) at the City's wastewater lift stations. The carryover budget from fiscal year 2022 was underestimated for these three projects and needs to be corrected so the projects can continue.

DISCUSSION:

(a) Due to construction costs increasing, Bridge Repairs project (T0019) has insufficient budget to complete the repairs to the three bridges. The Avondale Boulevard - McDowell to Encanto project (T0016) has \$744,000 unencumbered funds in the project budget. Reallocating \$100,000 from unencumbered funds will leave sufficient funds for the remainder of the project.

(b) The New River Agua Fria Underground Storage Project (U0220) will expand the city's recharge capacity, allowing the city to have sufficient water resources for growth. The project is identified in the draft Infrastructure Improvement Plan, scheduled for adoption January 9, 2023. The new Infrastructure Improvement Plan will be the basis for the city's revised impact fees, currently anticipated to go into effect in Summer 2023. Since the revised impact fees are not currently in effect, the project will need to be paid from the Water Construction Fund and that fund will be reimbursed once the new impact fees are in effect and sufficient impact fees have been collected to reimburse the Water Construction Fund.

(c) The Public Works projects identified above are facing issues with their current budgets. Staff has determined that it is in our best interest to purchase the land adjacent to Well #25 at an estimated cost of \$125,000 and replace the existing well. This change in approach will necessitate the need to bring Well #26 online sooner. The Well #26 project (U0218) requires an additional \$100,000 due to inflationary pressures and the expedited timeline. The Hydro Excavation Truck (U0215) cost has increased from \$325,000 to \$600,000. The Communication Systems and Data Center Asset Replacement project (M0168) requires an additional \$56,000 towards the purchase of new meter reading equipment.

(d) The Rancho Santa Fe Reservoir Coating Repairs and Rehabilitation project (U0103), the City Wide Sewer Improvements project (U0022), and the Lift Station Security Upgrades project (U0076) carryover budgets from FY2022 to FY2023 were underestimated and need to be corrected in the current fiscal year. Staff will transfer the correct carryover amounts from water and sewer contingency funds.

BUDGET IMPACT:

Savings from two completed projects, the Avondale Boulevard - McDowell to Encanto project (T0016) and The Well & Booster Station Metering Upgrades project (U0158), cover budget shortages in five projects, Bridge Repairs project (T0019), Well #25 (U0217), Well #26 project (U0218) Hydro Excavation Truck (U0215) and the Communication Systems and Data Center Asset Replacement project (M0168).

The inter-fund loan is necessary for the New River Agua Fria Underground Storage Project (U0220) in this fiscal year since the revised impact fees are not anticipated to be in effect until the summer of 2023. The water construction fund will be reimbursed once sufficient fees have been collected and this change does not impact the overall long-range plan for the water fund.

Santa Fe Reservoir Coating Repairs and Rehabilitation project (U0103), the City Wide Sewer Improvements project (U0022), and the Lift Station Security Upgrades project (U0076) were budgeted in FY2022 and insufficient budget for these projects was carried over into FY2023. The carryover adjustment adds annual appropriation for these projects, but does not increase the overall project budget.

RECOMMENDATION:

Staff recommends that City Council authorize the budget amendments listed in the attached Exhibit A, increase the administrative authority for the projects receiving additional budget authority, authorize an interfund loan between the water development impact fee fund and the water construction fund, and authorize

the Mayor, City Manager, City Clerk and staff to execute the necessary documents.

Contact person for document distribution: Rob Baer, Ron Vestman

Exhibit A: Quarterly Budget Transfer Schedule - January 9, 2023

From Account	From Project	To Account	To Project	Amount
T0016-22040900-86000	Avondale BLVD - McDowell to Encanto	T0019-22040900-86000	Bridge Repairs	\$ 100,000
U0220-51370900-81000	New River-Agua Fria River Underground Storage Project Capacity Purchase - Water Development Impact Fee Fund	U0220-51170900-81000	New River-Agua Fria River Underground Storage Project Capacity Purchase - Water Capital Fund	\$ 7,200,000
U0158-51170900-86000	Well & Booster Station Metering Upgrades	U0257-51370900-81000	Well #25B Replacement	\$ 125,000
U0158-51170900-86000	Well & Booster Station Metering Upgrades	U0218-51170900-86000	Well #26 Replacement	\$ 100,000
U0158-51170900-86000	Well & Booster Station Metering Upgrades	U0215-51170900-85000	Hydro Excavation Truck	\$ 275,000
U0158-51170900-86000	Well & Booster Station Metering Upgrades	M0168-54216910-84000	Communication Systems and Data Center Asset Replacment	\$ 56,000
50190000-99000	Water Contingency	U0103-51170900-86000	Rancho Santa Fe Reservoir Coating Repairs and Rehabilitation	\$ 200,000
53190000-99000	Sewer Contingency	U0022-54170900-86000	City Wide Sewer Improvements	\$ 87,000
53190000-99000	Sewer Contingency	U0076-54170900-86000	Lift Station Security Upgrades	\$ 46,000

CITY COUNCIL REPORT

SUBJECT: Resolution 1001-0123 Grant-In-Aid Agreement with Tohono O'odham Nation

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Christopher Lopez, Neighborhood and Family Services Director, (623) 333-2711

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Areas:

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

Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.

Connected Community- Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other.

PURPOSE:

City Council will consider a request to adopt Resolution 1001-0123, accepting grant funding from the Tohono O'odham Nation in the amount of \$15,000 and authorize and direct staff to take all steps necessary to cause the execution of the Agreement and to take all steps necessary to carry out the purpose and intent of this Resolution. The Council will take appropriate action.

BACKGROUND:

Under Proposition 202, the Tohono O'odham Nation makes available 12% of gaming revenue each year to local governments and non-profit organizations for services that benefit the general public. These funds are made available to communities through a Request for Funding Proposals (RFP) process. Proposals are required to address education, health care, public safety, child advocacy, economic development, or cultural and environmental development and protection. Prior to the submission of proposals, department staff work collaboratively to identify priorities and determine which project(s) will be submitted for tribal consideration.

DISCUSSION:

On September 22, 2022, the Neighborhood and Family Services Department received official notice that its proposal had been selected to receive \$15,000 for the Clothing for Connection Project. The Grant-In-Aid from the Tohono O'odham Nation will assist the Neighborhood and Family Service Department's continuous effort to increase employment and housing opportunities for families in our community. Grant funds will be used to establish a new program that's designed to alleviate the burden of clothing costs that could otherwise prevent connections to education and employment opportunities.

The new Clothing for Connection program will assist families experiencing housing instability and homelessness by providing both parents and children with access to a clothing bank. Access to new and well-fitted clothing will support school attendance and the academic success of children as well as the workforce readiness of parents. Furthermore, this grant will enhance the collaboration between the City's workforce development services and school districts' McKinney Vento Liaisons. Avondale's Homeless Services Division and the Youth and Community Engagement Division will work with each family to develop a wardrobe that meets their employment and education needs and establish connections to other support services.

BUDGET IMPACT:

No matching funds were required for this grant-in-aid and all funds will be used for the intended purpose of the grant. Staff is requesting authorization of any budget transfers necessary for the acceptance of this grant.

RECOMMENDATION:

Staff recommends City Council adopt a resolution authorizing the Grant-In-Aid Agreement with the Tohono O'odham Nation in the amount of \$15,000 and authorize staff to take the necessary actions to execute the terms of the agreement.

*Contact person for document distribution: Brian Planty
Donna Gardner*

RESOLUTION NO. 1001-0123

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE ACCEPTANCE OF A GRANT FROM THE TOHONO O'ODHAM NATION FOR PROPOSITION 202 FUNDING RELATING TO THE CITY'S CLOTHING FOR CONNECTION PROGRAM AND APPROVING A GRANT-IN-AID AGREEMENT RELATING TO THE GRANT.

WHEREAS, the Tohono O'Odham Nation (the "Nation") has awarded the City of Avondale (the "City") a grant in the amount of \$15,000.00 for Proposition 202 project funding relating to the City's Clothing for Connection Program (the "Grant"); and

WHEREAS, the Mayor and Council of the City of Avondale ("City Council") desire to accept the Grant funds.

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 City Council hereby authorizes (i) the acceptance of the Grant in the amount of \$15,000.00 and (ii) the execution of the Grant-in-Aid Agreement with the Nation relating to the acceptance and administration of the Grant funds (the "Agreement") in substantially the form attached hereto as Exhibit A and incorporated herein by reference.

SECTION 3. That the Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to execute and submit the Agreement and any other necessary or desirable instruments in connection with the Grant and to take all steps necessary to carry out the purpose and intent of this Resolution.

[Signatures on Following Page.]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1001-0123

[Agreement]

See following pages.

**GRANT-IN-AID AGREEMENT
BETWEEN
THE TOHONO O’ODHAM NATION
AND
CITY OF AVONDALE**

THIS GRANT-IN-AID AGREEMENT (“Agreement”) is between the Tohono O’odham Nation, a federally recognized Indian tribe (the “Nation”), and the City of Avondale, a political subdivision of the State of Arizona (“City”).

RECITALS

The Nation desires to convey to City a portion of its annual 12% local revenue-sharing contribution (“Contribution”) to be used by City and non- City recipients for services that benefit the general public.

The Constitution of the Tohono O’odham Nation, Article VI, Section 1(f) provides that the Tohono O’odham Legislative Council is authorized to negotiate and conclude agreements on behalf of the Nation with Federal, State, and local governments.

The Constitution of the Tohono O’odham Nation Article VII, Section 2(f) provides that the Chairman of the Nation is the official representative of the Nation; and as such, upon passage of a Resolution by the Legislative Council approving of any agreement with Federal, State, and local governments, the Chairman is authorized to sign such agreements on behalf of the Nation.

Under A.R.S. § 5-601.02(H)(4), City may receive monies from the Nation for services identified by the Nation that benefit the general public, including public safety, mitigation of gaming impacts, and promotion of commerce and economic development.

City is authorized by A.R.S. § 11-951 through § 11-954 to enter into agreements for joint or cooperative actions with public agencies.

Now, therefore, in consideration of the mutual promises contained herein, the parties hereby agree as follows:

AGREEMENT

- 1. Purpose.** The purpose of this Agreement is to set forth the rights and responsibilities of the parties with respect to the payment and distribution of the Contribution, as hereinafter defined.
- 2. Contribution.** On execution of this Agreement, the Nation will issue payment to the City in the amount described in Schedule A (the “Contribution”) for the purpose(s) detailed in Schedule A. City will distribute funds directly to the City recipients listed in Schedule A (“City Recipients”).

3. **Disbursing Contribution and Recordkeeping.** City is responsible for disbursing the Contribution consistent with this Agreement. Within a reasonable time following receipt of the Contribution from the Nation, City shall distribute the Contribution per City policies and procedures governing the disbursement of these funds. City shall keep and maintain records relating to the disbursements and this Agreement.
4. **Term and Termination.**
 - a. **Effective Date.** This Agreement shall become effective when all parties have signed. The date this Agreement is signed by the last party, as indicated by the date associated with the party's signature, shall be deemed the Effective Date.
 - b. **Term.** This Agreement shall commence upon the Effective Date and will continue for twelve (12) months unless terminated earlier ("End Date"). The Nation, in its discretion, may approve in writing any request by the City for a no-cost extension, including amending the End Date and adjusting any affected reporting requirements.
 - c. **Termination by Nation.** The Nation may terminate this Agreement with or without cause at any time by providing City fifteen (15) days advance notice in writing. If the Nation terminates this Agreement after City receives the Contribution but before City disbursed the Contribution in accord with Section 2, the Nation shall include in the notice of termination specific instructions regarding disposition of the Contribution.
 - d. **Termination by City.** All parties acknowledge that this Agreement may be subject to cancellation by City per A.R.S. § 38-511.
5. **Money Unclaimed.** If City fails to accept the Contribution on or before January 31, 2023, this Agreement will be deemed to have been terminated by City and the Nation will award the Agreement Contribution to another local government entity.
6. **Monitoring, Review, and Audit.** The Nation may monitor and review the City Recipients' use of their portions of the Contribution as well as the City Recipients' performance of the projects funded thereunder, and their compliance with this Agreement, which may include onsite visits to assess the City Recipients' governance, management and operations, to discuss the City Recipients' programming and finances, and review relevant financial and other records and materials related to the City Recipients' use of their portion of the Contribution. In addition, the Nation may conduct audits, including onsite audits, at any time during the term of this Agreement, and within three years after the Contribution has been fully spent by the City Recipients. Any onsite visit or audit shall be conducted at the Nation's expense, following prior written notice, during normal business hours, and no more than once during any twelve (12) month period.
7. **Dispute Resolution.** The parties mutually agree that any disputes arising pursuant to this Agreement shall be resolved through informal dispute resolution. For all disputes arising under this Agreement the Nation and City shall first attempt to negotiate a resolution. All disputes that cannot be resolved through informal dispute resolution shall be resolved in the Courts of the Nation, subject to the laws of the Nation.

- 8. Reports:** If applicable, City will submit a final report to the Nation within 30 days of the End Date of this Agreement explaining how and when the funds provided under this Agreement to the City Recipients were used. This report may be in the form of an affidavit signed by an officer of City and may be accompanied by supporting documentation. The report must address: (i) changes in the scope of the project or purchase funded under this Agreement, (ii) the total expenses under the project or purchase funded by the Agreement, (iii) a brief description of who has benefited from this Agreement, and (iv) City's next steps with regard to the project or purchase made under this Agreement. City is not required to provide reports about the Non- City Recipients.
- 9. Notices.** Any notice, consent or other communication required or permitted under this Agreement shall be in writing and shall be deemed received at the time it is personally delivered, on the day it is sent by facsimile transmission, on the second day after its deposit with any commercial air courier or express service or if mailed, three (3) days after the notice is deposited in the United States mail addressed as follows:

If to the Nation:

Ned Norris, Chairman
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634
Phone: (520) 383-2028
Fax: (520) 383-3379

and

Executive Counsel
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634
Phone: (520) 383-2028
Fax: 520-383-3379

If to the City:

City Manager's Office
City of Avondale
11465 West Civic Center Drive, Suite 220
Avondale, Arizona 85323
Attn: Ron Corbin, City Manager

and

City Attorney's Office
City of Avondale
11465 West Civic Center Drive, Suite 220
Avondale, Arizona 85323
Attn: Nicholle Harris, City Attorney

Any time period stated in a notice shall be computed from the time the notice is deemed received. Either party may change its mailing address or the person to receive notice by notifying the other party as provided in this paragraph.

- 10. Entire Agreement, and Amendments.** This Agreement constitutes the entire understanding and agreement of the parties. This Agreement integrates all of the terms and conditions mentioned herein or incident hereto, and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the subject matter hereof.
- 11. Relationship.** The relationship of the parties to this Agreement is determined solely by the provisions of this Agreement. The parties do not intend to create any agency, partnership, joint venture, trust, fiduciary or other relationship which would impose liability upon one party for the act or failure to act of the other party.
- 12. No Waiver.** Except as otherwise expressly provided in this Agreement, any failure or delay by any party in asserting any of its rights or remedies as to any default, shall not operate as a waiver of any default, or of any such rights or remedies, or deprive any such party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.
- 13. Severability.** If any provision of this Agreement shall be found invalid or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.
- 14. Counterparts and Electronic Signatures.** This Agreement is executed in duplicate originals. Except as may be prohibited by applicable law or regulation, this Agreement and any amendment may be signed in counterparts, by facsimile, PDF, or other electronic means, each of which will be deemed an original and all of which when taken together will constitute one agreement. Facsimile and electronic signatures will be binding for all purposes.
- 15. Sovereign Immunity.** Nothing in this Agreement shall be deemed a waiver of either party's sovereign immunity in any forum or jurisdiction.

This Agreement is signed on behalf of the parties:

“CITY”

CITY OF AVONDALE,
an Arizona municipal corporation

Ron Corbin, City Manager

Date

ATTEST:

Marcella Carrillo, City Clerk

CERTIFICATION BY LEGAL COUNSEL

In accordance with the requirements of ARIZ. REV. STAT. § 11-952(D), the undersigned Attorney acknowledges that (i) she has reviewed the above agreement on behalf of her client and (ii) as to her client only, has determined that the Agreement is in proper form and is within the powers and authority granted under the laws of the State of Arizona.

Nicholle Harris, City Attorney

[SIGNATURES CONTINUE ON FOLLOWING PAGES]

“NATION”

TOHONO O’ODHAM NATION,
a federally recognized Indian Tribe

Dr. Ned Norris, Jr., Chairman

Date

ATTEST:

Clerk of the Board

CERTIFICATION BY LEGAL COUNSEL

In accordance with the requirements of ARIZ. REV. STAT. § 11-952(D), the undersigned Attorney acknowledges that (i) she has reviewed the above agreement on behalf of her client and (ii) as to her client only, has determined that the Agreement is in proper form and is within the powers and authority granted under the Constitution of the Tohono O’odham Nation and the laws of the State of Arizona.

Christine Van Dyk, Executive Counsel

Schedule A

Organization	Project	Contribution
City of Avondale, Neighborhood & Family Services Department	The Clothing for Connection Project	\$15,000.00
	Total	\$15,000.00

CITY COUNCIL REPORT

SUBJECT: Resolution 1002-0123 Community Project Funding Grant Agreement for Improvements to Western Avenue

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: James Milanese, City Projects Administrator, (623) 333-1018

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

REVIEWED: Ron Corbin, 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 quality infrastructure within the City.

PURPOSE:

City Council will consider a request to adopt Resolution 1002-0123, authorizing Grant Agreement No. B-22-CP-AZ-0025, with the Department of Housing and Urban Development (HUD) in the amount of \$1,570,000, for improvements to Western Avenue in Historic Old Town Avondale and to authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Congress made available “grants for the Economic Development Initiative for the purposes of Community Project Funding/Congressionally Directed Spending” in the Consolidated Appropriations Act, 2022. One of the projects identified was Historic Old Town Avondale, as submitted by Representative Raúl Grijalva.

This project will serve to update public infrastructure and beautify the area along Western Avenue in the City of Avondale’s Historic Old Town. One component of the project will reconstruct Central Avenue to 4th Avenue. The pavement condition in this section of Western Avenue is beyond its useful life and preservation treatments are no longer effective. This has resulted in poor drainage and rutting of the pavement at pedestrian crossings.

The improvements will include the replacement of asphalt and pavement throughout the roadway, enhancement of existing storm drain facilities, and the addition of on-street, parallel parking spaces. Reconstruction of driveways, sidewalks, curb and gutter are also included to replace failing sections. This is especially important as the City strives to upgrade the overall infrastructure in our aging neighborhoods and fulfill the requirements to come into compliance with standards set by the Americans with Disabilities Act (ADA).

Beautification efforts also include the removal of 52 existing double mast arm decorative pedestrian light poles/fixtures along Western Avenue between Dysart Road and Central Avenue. In order to provide for a consistent style along the roadway, the current light poles will be replaced with single mast arm pedestrian light

poles and fixtures like those used on Dysart Road north of Buckeye Road (MC85). The pedestrian lights will be 18 feet tall with a five-foot extension to accommodate future string lights and banners. The project will also upgrade existing wiring, conduit and junction boxes to new standards. In order to accommodate new string lights, an additional structural design of the pedestrian light pole and foundation will be conducted.

DISCUSSION:

Western Avenue is the central business district for the City's historic neighborhoods and is the core of Old Town. It has been developed with restaurants, retailers, offices, automotive services, and other personal service businesses. City investments in the area and nearby include capital projects that constructed the Sam Garcia Library, Care1st Resource Center, parklets, and various infrastructure improvements. Additional investments have included public art, wayfinding signage, business micro-lending, business façade improvements, home repair programs, and a children's playground outside of Sam Garcia Library.

The project will further the strategies laid out in the Historic Avondale Specific Plan by updating public infrastructure to promote a safe and comfortable environment. It also supports the redevelopment and revitalization of the old downtown area to attract new opportunities for residential development and commercial businesses.

This grant agreement will provide for \$1,570,000 of the project's total anticipated cost of \$1,720,000.

BUDGET IMPACT:

The adopted FY23 CIP included two projects related to this grant acceptance.

Project #T0161, Western-Central to 4th Ave, provided for the reconstruction of the street and related improvements for this street segment. The project identified \$975,000 in grant funding and \$50,000 in general fund dollars to support the project.

Project #T0163, Western Avenue Pedestrian Streetlights, provided for the replacement of lighting along Western Avenue between Central Avenue and Dysart Road. The project identified \$590,000 in grant funding and \$105,000 in general fund dollars to support the project.

There is a discrepancy between the budgeted grant amount of \$1,565,000 and the actual grant amount of \$1,570,000. However, the higher amount is available with the acceptance of this grant. The remaining project cost of \$150,000 will come from the City's general fund and was approved as part of the FY23 Adopted Budget.

RECOMMENDATION:

Staff recommends that the City Council adopt a resolution authorizing Grant Agreement No. B-22-CP-AZ-0025 with the Department of Housing and Urban Development in the amount of \$1,570,000 for improvements to Western Avenue in Historic Old Town Avondale and authorize the Mayor or City Manager, City Attorney, and City Clerk to execute the necessary documents.

Contact person for document distribution: James Milanese, City Projects Administrator, (623) 333-1018

Assistance Award/Amendment		U.S. Department of Housing and Urban Development Office of Administration																					
1. Assistance Instrument ☐ Cooperative Agreement ☒ Grant		2. Type of Action ☒ Award ☐ Amendment																					
3. Instrument Number B-22-CP-AZ-0025	4. Amendment Number	5. Effective Date of this Action	6. Control Number																				
7. Name and Address of Recipient City of Avondale 11465 W. Civic Center Drive Avondale, AZ 85323 EIN: 86-6000233 DUNS# GDTNM5BLN9Y4		8. HUD Administering Office CPD, Congressional Grants Division 451 7th Street, SW, Rm 7146 Washington, DC 20410-7000																					
10. Recipient Project Manager		8a. Name of Administrator Rommel Calderwood	8b. Telephone Number 202-402-3917																				
11. Assistance Arrangement ☐ Cost Reimbursement ☐ Cost Sharing ☒ Fixed Price		12. Payment Method ☐ Treasury Check Reimbursement ☐ Advance Check ☒ Automated Clearinghouse																					
13. HUD Payment Office Chief Financial Officer		9. HUD Government Technical Representative Rommel Calderwood 202-402-3917																					
14. Assistance Amount		15. HUD Accounting and Appropriation Data																					
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Historic Old Town

This Award consists of the following items which are appended to and hereby made part of this Award:

- (A) Cover Page - HUD 1044
- (B) Grant Agreement

Instructions:

NO PROJECT FUNDS may be committed to the project or drawn down prior to environmental release of funds approval.

Locate your nearest HUD Regional Environmental Officer at

<https://www.hudexchange.info/programs/environmental-review/hud-environmental-staff-contacts/-region-i-regional-and-field-environmental-officers>.

17. ☒ Recipient is required to sign and return three (3) copies of this document to the HUD Administering Office.		18. ☐ Recipient is not required to sign this document.	
19. Recipient (By Name): Mr. Ron Corbin		20. HUD (By Name): Robin J. Keegan	
Signature & Title:	Date:	Signature and Title: DAS for Economic Development	Date:

Previous Editions are Obsolete

form HUD-1044 (8/90)
Ref. Handbook 2210.17

RESOLUTION NO. 1002-0123

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE ACCEPTANCE OF A GRANT FROM THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR COMMUNITY PROJECT FUNDING RELATED TO IMPROVEMENTS TO WESTERN AVENUE IN HISTORIC OLD TOWN AVONDALE.

WHEREAS, the United States Department of Housing and Urban Development has awarded the City of Avondale (the “City”) a grant in the amount of \$1,570,000.00 for community project funding relating to improvements to Western Avenue in Historic Old Town Avondale (the “Grant”); and

WHEREAS, the Mayor and Council of the City of Avondale (“City Council”) desire to accept the Grant funds.

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 City Council hereby authorizes (i) the acceptance of the Grant in an amount not to exceed \$1,570,000.00 and (ii) the execution of the FY 2022 Community Project Funding Grant Agreement No. B-22-CP-AZ-0025 relating to the acceptance and administration of the Grant funds (the “Agreement”) in substantially the form and substance attached hereto as Exhibit A and incorporated herein by reference.

SECTION 3. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to execute and submit the Agreement and any other necessary or desirable instruments in connection with the Grant and to take all steps necessary to carry out the purpose and intent of this Resolution.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1002-0123

[Agreement]

See following pages.

**FY 2022 COMMUNITY PROJECT FUNDING
GRANT AGREEMENT NO. B-22-CP-AZ-0025**

Grantee Name: City of Avondale

Grantee Address: 11465 W. Civic Center Drive Avondale, AZ 85323

Grantee's Unique Entity Identifier (UEI): GDTNM5BLN9Y4

Federal Award Identification Number (FAIN) B-22-CP-AZ-0025

Assistance Listing Number and Name 14.251 Economic Development Initiative,
Community Project Funding, and Miscellaneous Grants

Period of Performance/Budget Period Start Date Date of grant obligation

Period of Performance/Budget Period End Date August 31, 2030

This Grant Agreement between the Department of Housing and Urban Development (HUD) and City of Avondale (the Grantee) is made pursuant to the authority of the Consolidated Appropriations Act, 2022 (Public Law 117-103) and the Explanatory Statement for Division L of that Act, 2022, which was printed in the House section of the Congressional Record on March 9, 2022 (Explanatory Statement). This Grant Agreement includes and incorporates the Grantee's assurances and certifications, which are attached as Appendix 9.

In reliance upon and in consideration of the mutual representations and obligations under this Grant Agreement, HUD and the Grantee agree as follows:

ARTICLE I. Definitions

The definitions at 2 CFR 200.1 apply to this Grant Agreement, except where this Grant Agreement specifically states otherwise.

Grant obligation, for the purpose of this Grant Agreement, refers to the date the designated HUD official signs this Grant Agreement.

Grantee, for the purpose of this Grant Agreement, may also be referred to as “recipient.”

ARTICLE II. Total Grant Amount

Subject to the provisions of the Grant Agreement, HUD will make grant funds in the amount of \$1,570,000 available to the Grantee.

ARTICLE III. Award-Specific Requirements

A. Federal Award Description. The Federal funds provided under this Grant Agreement (Grant Funds) must be used for the Grantee’s “project” as identified in the table included in the Explanatory Statement and as further described in the project narrative in Appendix 1 to this Grant Agreement. The project narrative in Appendix 1 may be amended in accordance with conditions under 2 CFR 200.308, provided that the Grantee does not change its project in a manner that would conflict with the express language of the Explanatory Statement.

**FY 2022 COMMUNITY PROJECT FUNDING
GRANT AGREEMENT NO. B-22-CP-AZ-0025**

B. **Approved Budget.** The Grantee's approved budget in Appendix 2 to this Grant Agreement is the most recent line-item budget submitted by the Grantee and approved by HUD for this project. The Grantee may change the amounts budgeted for each activity only as provided by 2 CFR 200.308 and this Grant Agreement.

C. **Changes to Project Narrative or Budget.** To request HUD's approval for a change in the project narrative or budget, the Grantee must submit a formal letter to the Director of HUD's Office of Economic Development - Congressional Grants Division through the assigned Grant Officer. The letter, submitted by email to the assigned Grant Officer, must include both justification for the change and a revised line-item budget that includes the requested change. The Grantee is prohibited from changing its budget in a manner that would conflict with the express language of the Explanatory Statement or the cost limitations provided in Article III, paragraphs C and D of this Grant Agreement. The assigned Grant Officer for this grant is provided in the Award Letter for this grant and found on HUD's website.

The HUD Office of Economic Development – Congressional Grants Division will notify the Grantee in writing, by email, whether HUD approves or disapproves the change and revised budget. If approved, the Grantee must update its budget information in Disaster Recovery Grant Reporting (DRGR) before the Grantee expends Grant Funds in accordance with an approved change.

D. Unless explicitly stated in the Explanatory Statement and documented in the approved budget in Appendix 2, no more than 20 percent of the total grant amount may be used for planning and management development costs, as described under 24 CFR 570.205, or administrative costs, as described under 24 CFR 570.206. Program income and eligible activities identified in the description of the Grantee's "project" in the Explanatory Statement are not subject to this spending limit.

This Grant Agreement is not otherwise subject to the Community Development Block Grant regulations at 24 CFR part 570 or Title I of the Housing and Community Development Act of 1974.

E. The Grantee may not use any grant funds to reimburse costs incurred before the date HUD signed this Grant Agreement.

F. As authorized under 2 CFR 200.307(e)(2), program income must be used for the purposes and under the conditions of this Grant Agreement. In accordance with 2 CFR 200.307(b), costs incidental to the generation of program income may be deducted from gross income to determine program income, provided these costs have not been charged to the grant.

G. The Grantee must use the Grant Funds only for costs (including indirect costs) that meet the applicable requirements in 2 CFR part 200 (including appendices). The Grantee's indirect cost rate information is as provided in Appendix 3 to this Grant Agreement. Unless the Grantee is an Institution of Higher Education,

the Grantee must immediately notify HUD upon any change in the Grantee's indirect cost rate during the Period of Performance, so that HUD can amend the Grant Agreement to reflect the change if necessary. Consistent with 2 CFR Part 200,

Appendix III (C.7), if the Grantee is an Institution of Higher Education and has a negotiated rate in effect on the date this Grant Agreement is signed by HUD, the Grantee may use only that rate for its indirect costs during the Period of Performance.

H. The Grantee must comply with any specific award conditions that HUD may attach to this Grant Agreement as provided by 2 CFR 200.208. If applicable, these conditions will be listed or added as Appendix 5 to this Grant Agreement.

I. The Grantee is responsible for managing the project and ensuring the proper use of the Grant Funds. The Grantee is also responsible for ensuring the completion of the project, the grant closeout, and compliance with all applicable federal requirements.

The Grantee may subaward all or a portion of its funds to one or more subrecipients, as identified in the Project Narrative (Appendix 1) or as may be approved by HUD in accordance with 2 CFR 200.308. Subawards are subject to the requirements that apply to pass-through entities under 2 CFR Part 200, including 2 CFR 200.332, and other requirements provided by this Grant Agreement. The Grantee is responsible for ensuring each subrecipient complies with all requirements under this Grant Agreement, including the general federal requirements in Article IV.

ARTICLE IV. General Federal Requirements

A. If the Grantee is a unit of general local government, a State, an Indian Tribe, or an Alaskan Native Village, the Grantee is the Responsible Entity (as defined in 24 CFR part 58) and agrees to assume all of the responsibilities for environmental review and decision-making and action, as specified and required in regulations issued by the Secretary pursuant to the Multifamily Housing Property Disposition Reform Act of 1994 and published in 24 CFR Part 58.

B. If the Grantee is a housing authority, redevelopment agency, academic institution, hospital or other non-profit organization, the Grantee shall request the unit of general local government, Indian Tribe or Alaskan Native Village, within which the project is located and which exercises land use responsibility, to act as Responsible Entity and assume all of the responsibilities for environmental review and decision-making and action as specified in paragraph A above, and the Grantee shall carry out all of the responsibilities of a grantee under 24 CFR Part 58.

C. After Grantee's receipt of the Letter of Invitation for this grant, neither the Grantee nor any of its contractors, subrecipients and other funding and development partners may commit or expend grant funds or local funds for project activities (other than for planning, management, development and administration activities)

until one of the following occurs: (i) the Responsible Entity has completed the environmental review procedures required by 24 CFR part 58, and HUD has approved the environmental certification and given a release of funds; (ii) the Responsible Entity has determined that the activities are exempt under 24 CFR 58.34 or are categorically excluded and not subject to compliance with environmental laws under 24 CFR 58.35(b); or (iii) HUD has performed an environmental review under 24 CFR part 50 and has notified Grantee in writing of environmental approval of the activities.

D. Following completion of the environmental review process, the Grantee (recipient) shall exercise oversight, monitoring, and enforcement as necessary to assure that decisions and mitigation measures adopted through the environmental review process are carried out during project development and implementation.

E. The Grantee must comply with the generally applicable HUD and CPD requirements in 24 CFR Part 5, subpart A, including all applicable fair housing, and civil rights requirements. If the Grantee is a Tribe or a Tribally Designated Housing Entity (TDHE) as established under 24 CFR 1000.206, the Grantee must comply with the nondiscrimination requirements in 24 CFR 1000.12 in lieu of the nondiscrimination requirements in 24 CFR 5.105(a). The Grantee must report data on the race, color, religion, sex, national origin, age, disability, and family characteristics of persons and households who are applicants for, participants in, or beneficiaries or potential beneficiaries of the Grantee's project, consistent with the instructions and forms provided by HUD in order to carry out its responsibilities under the Fair Housing Act, Executive Order 11063, Title VI of the Civil Rights Act of 1964, and Section 562 of the Housing and Community Development Act of 1987 (e.g. HUD-27061).

F. The Grantee must comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements in 2 CFR part 200, as may be amended from time to time. If 2 CFR part 200 is amended to replace or renumber sections of part 200 that are cited specifically in this Grant Agreement, the part 200 requirements as renumbered or replaced by the amendments will govern the obligations of HUD and the Grantee after those amendment become effective.

G. The Grantee must comply with the Award Term in Appendix A to 2 CFR Part 25 ("System for Award Management and Universal Identifier Requirements") and the Award Term in Appendix A to 2 CFR Part 170 ("Reporting Subawards and Executive Compensation"), which are hereby incorporated into and made part of this Grant Agreement.

H. If the Total Grant Amount, as provided in Article II of this Grant Agreement, is greater than \$500,000, the Grantee must comply with the Award Term and Condition for Grantee Integrity and Performance Matters in Appendix 4 to this Grant Agreement.

I. Unless the Grantee is exempt from the Byrd Amendment as explained below, the Grantee must comply with the provisions of Section 319 of Public Law 101-121, 31 U.S.C. 1352, (the Byrd Amendment) and 24 CFR Part 87, which prohibit recipients of Federal contracts, grants, or loans from using appropriated funds for lobbying the executive or legislative branches of the Federal Government in connection with a specific contract, grant, loan, or cooperative agreement. The Grantee must include in its award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements), the requirements for the certification required by Appendix A to 24 CFR Part 87 and for disclosure using Standard Form- LLL (SF-LLL), "Disclosure of Lobbying Activities." In addition, the Grantee must obtain the executed certification required by Appendix A and an SF-LLL from all covered persons. "Person" is as defined by 24 CFR Part 87. Consistent with these requirements, the Grantee must sign the certification that is included in Appendix 8 and return it to HUD with this signed agreement.

Federally recognized Indian tribes and TDHEs established by Federally recognized Indian tribes as a result of the exercise of the tribe's sovereign power are excluded from coverage of the Byrd Amendment. State-recognized Indian tribes and TDHEs established only under state law must comply with this requirement.

J. The Grantee must comply with drug-free workplace requirements in Subpart B of 2 CFR Part 2429, which adopts the governmentwide implementation (2 CFR Part 182) of sections 5152-5158 of the Drug-Free Workplace Act of 1988, Pub. L. 100-690, Title V, Subtitle D (41 U.S.C. 701-707).

K. The Grantee must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) as implemented by regulations at 49 CFR Part 24. The URA applies to acquisitions of real property and relocation occurring as a direct result of the acquisition, rehabilitation, or demolition of real property for Federal or Federally funded programs or projects. Real property acquisition that receives Federal financial assistance for a program or project, as defined in 49 CFR 24.2, must comply with the acquisition requirements contained in 49 CFR part 24, subpart B. Unless otherwise specified in law, the relocation requirements of the URA and its implementing regulations at 49 CFR part 24, cover any displaced person who moves from real property or moves personal property from real property as a direct result of acquisition, rehabilitation, or demolition for a program or project receiving HUD financial assistance

L. If grant funds are used for purchase, lease, support services, operation, or work that may disturb painted surfaces, of pre-1978 housing, you must comply with the lead-based paint evaluation and hazard reduction requirements of HUD's lead-based paint rules (Lead Disclosure; and Lead Safe Housing (24 CFR part 35)), and EPA's lead-based paint rules (e.g., Repair, Renovation and Painting; Pre-Renovation Education; and Lead Training and Certification (40 CFR part 745)).

M. The Grantee must comply with Section 3 of the Housing and Urban Development Act of 1968 (Section 3), 12 U.S.C. 1701u, and HUD's regulations at 24 CFR Part 75, as applicable, including the reporting requirements in 24 CFR 75.25. Grants made to Tribes and TDHEs are subject to Indian Preference requirements in Section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5307(b)). As stated in 24 CFR 75.3(c), grants to Tribes and TDHEs are subject to Indian Preference requirements in lieu of Section 3. Grantees that are not exempt from Section 3 must submit annual reports of Section 3 accomplishment Performance Measures in DRGR in January of the calendar year. This report reflects Section 3 accomplishments for the previous calendar year.

N. The Grantee must not use any Grant Funds to support any Federal, state, or local project that seeks to use the power of eminent domain, unless eminent domain is employed only for a public use. Public use includes use of funds for mass transit, railroad, airport, seaport, or highway projects, and utility projects which benefit or serve the general public (including energy-related, communication-related, water-related, and waste water-related infrastructure), other structures designated for use by the general public or with other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields, as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Pub. L. 107-118). Public use does not include economic development that primarily benefits private entities.

O. The Grantee must not use any Grant Funds to maintain or establish a computer network that does not block the viewing, downloading, and exchanging of pornography. This requirement does not limit the use of funds necessary for any Federal, State, tribal, or local law enforcement agency or any other entity carrying out criminal investigations, prosecution, or adjudication activities.

P. The Grantee must comply with the requirements of the Build America, Buy America (BABA) Act, 41 USC 8301 note, if applicable to the Grantee's project. Pursuant to HUD's Notice, "General Applicability Waiver of Build America, Buy America Provisions as Applied to Recipients of HUD Federal Financial Assistance" (87 FR 26219), any funds obligated by HUD and the Grantee on or after November 14, 2022, are subject to BABA requirements, unless excepted by a waiver.

For Tribal recipients/Grantees, including Tribes and TDHEs, HUD's Notice, "General Applicability Waiver of Build America, Buy America Provisions as Applied to Tribal Recipients of HUD Federal Financial Assistance" (87 FR 26221), establishes that any funds obligated by HUD and the Grantee on or after May 14, 2023, are subject to BABA requirements, unless excepted by a waiver.

Additional information on BABA will be available at
https://www.hud.gov/program_offices/general_counsel/BABA

Q. The Grantee must administer its Grant Funds in accordance with the Conflict of Interest requirements set forth in Appendix 6 of this Grant Agreement.

R. The Grantee must comply with the governmentwide debarment and suspension requirements in 2 CFR part 180 as incorporated and supplemented by HUD's regulations at 2 CFR Part 2424.

S. The Grantee must comply with the award term and condition regarding trafficking in persons in Appendix 7 of this Grant Agreement.

ARTICLE V. Drawdown Requirements

A. The Grantee may not draw down grant funds until HUD has received and approved any certifications and disclosures required by 24 CFR 87.100 concerning lobbying, if applicable.

B. The Grantee must use HUD's Disaster Recovery Grant Reporting (DRGR) system to draw down grant funds and report to HUD on activities.

C. The Grantee must enter activity and budget information in DRGR that is consistent with the activities and budget HUD approved under this Grant Agreement and complies with HUD's instructions for entering information in DRGR found in the document titled "Grant Award Instructions" that accompanies the Grant Agreement.

D. The Grantee must only enter activities in DRGR that are described in the Approved Budget (Appendix 2).

E. The Grantee must expend all Grant funds in accordance with the activity and budget information in DRGR.

F. Each drawdown of grant funds constitutes a representation by the Grantee that the funds will be used in accordance with this Grant Agreement.

G. The Grantee must use DRGR to track the use of program income and must report the receipt and use of program income in the reports the Grantee submits to HUD under Article IV of this Grant Agreement. The Grantee must expend program income before drawing down grant funds through DRGR.

H. Notwithstanding any other provision of this grant agreement, HUD will not be responsible for payment of any grant funds after the date Treasury closes the account in accordance with 31 U.S.C. § 1552. Because Treasury may close the account up to one week before the September 30 date specified by 31 U.S.C. § 1552, the grantee is advised to make its final request for payment under the grant no later than September 15, 2030.

ARTICLE VI. Program-Specific Reporting Requirements.

In addition to the general reporting requirements that apply under other provisions of this Agreement, the following program-specific reporting requirements apply to the Grantee:

A. The Grantee must submit a performance report in DRGR on a semi-annual basis and must include a completed Federal financial report as an attachment to each performance report in DRGR. Performance reports shall consist of a narrative of work accomplished during the reporting period. During the Period of Performance, the Grantee must submit these reports in DRGR no later than 30 calendar days after the end of the 6-month reporting period. The first of these reporting periods begins on the January or June after the date this Grant Agreement is signed by HUD.

B. The performance report must contain the information required for reporting program performance under 2 CFR 200.329(c)(2) and (d), including a comparison of actual accomplishments to the objectives indicated in the Grantee's project narrative, the reasons why established goals were not met, if appropriate, and additional pertinent information including, when appropriate, analysis and explanation of cost overruns or high unit costs.

C. The performance reports must contain the information required for reporting program performance under 2 CFR 200.329(c)(2) and (d), including a comparison of actual accomplishments to the objectives indicated in the Grantee's Project Narrative (Appendix 1), the reasons for slippage if established objectives were not overruns.

D. Financial reports must be submitted using DRGR or such future collections HUD may require and as approved by OMB and listed on the Grants.gov website <https://www.grants.gov/web/grants/forms/post-award-reporting-forms.html>

E. The performance and financial reports will undergo review and approval by HUD. If a report submission is insufficient, HUD will reject the report in DRGR and identify the corrections the Grantee must make.

F. No drawdown of funds will be allowed through DRGR while the Grantee has an overdue performance or financial report.

G. The Grantee must report and account for all property acquired or improved with Grant Funds as provided by 2 CFR part 200 using the applicable common forms approved by OMB and provided on the Grants.gov website <https://www.grants.gov/web/grants/forms/post-award-reporting-forms.html>

This reporting obligation includes submitting status reports on real property at least annually as provided by 2 CFR 200.330, accounting for real and personal property acquired or improved with Grant Funds as part of Project Closeout, and promptly submitting requests for disposition instructions as provided by 2 CFR 200.311(c), 200.313(e), and 200.314(a).

ARTICLE VII. Project Closeout.

A. The grant will be closed out in accordance with 2 CFR part 200, as may be amended from time to time, except as otherwise specified in this Grant Agreement.

B. The Grantee must submit to HUD a written request to closeout the grant no later than 30 calendar days after the Grantee has drawn down all Grant funds and completed the activities described in the Project Narrative (Appendix 1). HUD will then send the Closeout Agreement and Closeout Certification to the Grantee.

C. At HUD's option, the Grantee may delay initiation of project closeout until the resolution of any findings as a result of the review of semi-annual activity reports in DRGR. If HUD exercises this option, the Grantee must promptly resolve the findings.

D. The Grantee recognizes that the closeout process may entail a review by HUD to determine compliance with the Grant Agreement by the Grantee and all participating parties. The Grantee agrees to cooperate with any HUD review, including reasonable requests for on-site inspection of property acquired or improved with Grant Funds. E. No later than 120 calendar days after the Period of Performance, Grantee shall provide to HUD the following documentation:

1. A Certification of Project Completion.
2. A Grant Closeout Agreement.
3. A final financial report giving the amount and types of project costs charged to the grant (that meet the allowability and allocability requirements of 2 CFR part 200, subpart E); a certification of the costs; and the amounts and sources of other project funds.
4. A final performance report providing a comparison of actual accomplishments with each of the project commitments and objectives in the approved application, the reasons for slippage if established objectives were not met and additional pertinent information including explanation of significant cost overruns.
5. A final property report, if specifically requested by HUD at the time of closeout.

ARTICLE VIII. Default.

A default under this Grant Agreement shall consist of any use of grant funds for a purpose other than as authorized by this Grant Agreement, any noncompliance with statutory, regulatory, or other requirements applicable to the Grant Funds, any other material breach of this Grant Agreement, or any material misrepresentation in the Grantee's submissions to HUD in anticipation of this award. If the Grantee fails to comply with the terms and conditions of the Grant Agreement, HUD may adjust specific conditions of this Grant Agreement as described in 2 CFR part 200, as may be amended from time to time. If HUD determines that noncompliance cannot be remedied by imposing additional conditions, HUD may take one or more of the remedies for noncompliance described in 2 CFR part 200, as may be amended from time to time. HUD may also terminate all or a part of this award as provided by 2 CFR 200.340 and other applicable provisions of 2 CFR part 200, as may be amended from time to time. Nothing in this Grant Agreement shall be construed as creating or justifying any claim against the federal government or the Grantee by any third party.

ARTICLE IX. HUD Contact Information.

Except where this Grant Agreement specifically states otherwise, all requests, submissions, and reports the Grantee is required to make to HUD under this Grant Agreement must be made in writing via email CPFGrants@hud.gov

This agreement is hereby executed on behalf of the parties as follows:

GRANTEE

(Name of Organization)

BY: _____
(Signature of Authorized Official)

Ron Corbin, City Manager)

(Date)

HUD

BY: _____
Robin J. Keegan,
Deputy Assistant Secretary for Economic Development

(Date)

APPENDIX 1 – Project Narrative

Grant Number: B-22-CP-AZ-0025
Grantee: City of Avondale
Project: Historic Old Town Avondale

Project Narrative (revised 10/24/2022)

Project Description

This project will serve to update public infrastructure and beautify the area along Western Avenue in the City of Avondale's Historic Old Town. One component of the project will reconstruct Central Avenue to 4th Avenue. The pavement condition in this section of Western Avenue is beyond its useful life and preservation treatments are no longer effective. This has resulted in poor drainage and rutting of the pavement at pedestrian crossings. The poor condition of the pavement has caused issues with noise and rideability that our residents have voiced their concern with.

The improvements will include the replacement of asphalt and pavement throughout the roadway, enhancement of existing storm drain facilities, and the addition of on-street, parallel parking spaces. Reconstruction of driveways, sidewalks, curb and gutter are also included to replace failing sections. This is especially important as the City strives to upgrade the overall infrastructure in our aging neighborhoods and fulfill the requirements to come into compliance with standards set by the Americans with Disabilities Act (ADA).

Beautification efforts include the removal of 52 existing double mast arm decorative pedestrian light poles/fixtures along Western Avenue between Dysart Road and Central Avenue. In order to provide for a consistent style along the roadway, the current light poles will be replaced with single mast arm pedestrian light poles and fixtures like those used on Dysart Road north of Buckeye Road (MC85). The pedestrian lights will be 16 feet tall with a five-foot extension to accommodate future string lights and banners. The new pedestrian lights will be able to use the existing bases with a retrofit kit. The project will also upgrade existing wiring, conduit and junction boxes to new standards. In order to accommodate new string lights, an additional structural design of the pedestrian light pole and foundation will be conducted.

The overall project serves as a robust revitalization effort in accordance with the Historic Avondale Specific Plan adopted by the City Council via resolution on Monday, March 22, 2021.

Community Impact

Western Avenue is the central business district for the City's historic neighborhoods and is the core of Old Town. It has been developed with restaurants, retailers, offices, automotive services, and other personal service businesses. City investments in the area and nearby include capital projects that constructed the Sam Garcia Library, Care1st Resource Center, parklets, and various infrastructure improvements. Additional investments have included public art, wayfinding signage, business micro-lending, business façade improvements, home repair programs, and a children's playground outside of Sam Garcia Library.

This project will further the strategies laid out in the Historic Avondale Specific Plan by updating public infrastructure to promote a safe and comfortable environment. It also supports the redevelopment and revitalization of the old downtown area to attract new opportunities for residential development and commercial businesses.

During the planning phase of the Historic Avondale Specific Plan, residents and businesses specifically cited the need for additional streetlights. The purpose of these improvements is to invite the gathering of the community and support of the local businesses and residents in the vicinity. The added illumination along the streets and alleyways will provide for a pedestrian-friendly atmosphere. The additional infrastructure improvements will enhance the appearance of gateway intersections to both commercial and residential areas by replacing failing pavement and extending the theme of Western Avenue to match previously constructed parklets and street furniture amenities. With these improvements as a basis, the City can begin focusing on other major improvements such as increased signage and branding to establish the area as a destination while preserving and enhancing its unique character. As the infrastructure and aesthetic of the area improves, our Economic Development team will home in on business attraction efforts to breathe new life into the area.

Historic Avondale is a priority area in the City's Housing & Urban Development (HUD) Consolidated Plan and would impact beneficiaries of HUD's rental assistance programs. Furthermore, Western Avenue is included in one of the City of Avondale's three Opportunity Zones (OZ). These OZ's are economically distressed areas that may have a significant rate of poverty or low-income households. As our City continues to grow, we strive to serve and invest in all areas equally for the benefit of all our residents. In the end, taxpayers want to see the City grow and expand while preserving its historic neighborhoods. By continuing to invest in the area, the City hopes to foster a sense of pride in residents and establish itself as a unique tourism destination.

Project Budget

The project has a total project budget of \$1,720,000 of which \$1,570,000 is funded with CPF grants. The remainder of the project budget comes from the City's general fund.

CPF grant funds will be applied directly to the project, supporting the overall construction design, including that of the streetlighting, as well as the costs related to the removal and replacement of the roadway, streetlights, storm drainage, and associated concrete work like curbs/gutters, aprons, and sidewalks. A portion of CPF funds will go to public outreach (door hangers, variable message board, hotline) to ensure the public is aware of the project and for testing of materials (i.e. concrete, asphalt, compaction, etc...).

City of Avondale funds are planned to cover indirect costs of the project such as the Contractor's general conditions and profit (roughly estimated at 7.5% of the construction cost), and the fees associated with any permit review and approval.

A portion of each funding source is set aside for contingency.

As the work is entirely within already developed right-of-way, the City does not anticipate any land acquisition or environmental review costs. The City does not assess administrative fees towards the management of projects.



APPENDIX 2 – Approved Budget

Line-Item Budget (revised 10/24/2022)

Grant Number: B-22-CP-AZ-0025

Grantee: City of Avondale

Project: Historic Old Town Avondale

Items	Community Project Funding	City of Avondale
Remove/Replace (R/R) Roadway	\$ 900,000	
R/R Storm Drainage	\$ 150,000	
R/R Sidewalks & Curb/Gutter	\$ 100,000	
R/R Streetlights	\$ 175,000	
Contractor Gen. Conditions & Profit		\$ 100,000
APS Design Fee	\$ 25,000	
Roadwork Design Fee	\$ 125,000	
Public Outreach	\$ 25,000	
Materials Testing	\$ 25,000	
Contingency	\$ 50,000	\$ 40,000
Permits and other fees		\$10,000
TOTAL	\$ 1,575,000	\$ 150,000

Notes:

1. Design includes fees to Arizona Public Service (APS) for supplying power.
2. City of Avondale does not assess any administrative fees to projects. All administrative fees are managed within the City's operating general fund.

APPENDIX 3 – Grantee’s Indirect Cost Rate Information

OPTION 1: The Grantee will not use an indirect cost rate to charge its indirect costs to the grant.

APPENDIX 4 –

Award Term and Condition for Grantee Integrity and Performance Matters

Reporting of Matters Related to Grantee Integrity and Performance

1. General Reporting Requirement

If the total value of the Grantee's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then during that period of time the Grantee must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

2. Proceedings About Which Grantee Must Report

During any period of time when the Grantee is subject to the requirement in paragraph 1 of this award term and condition, the Grantee must submit the information required about each proceeding that:

a. Is in connection with the award or performance of a grant, cooperative agreement, or procurement contract from the Federal Government;

b. Reached its final disposition during the most recent five-year period; and

c. Is one of the following:

(1) A criminal proceeding that resulted in a conviction, as defined in paragraph 5 of this award term and condition;

(2) A civil proceeding that resulted in a finding of fault and liability and payment of a monetary fine, penalty, reimbursement, restitution, or damages of \$5,000 or more;

(3) An administrative proceeding, as defined in paragraph 5. of this award term and condition, that resulted in a finding of fault and liability and the Grantee's payment of either a monetary fine or penalty of \$5,000 or more or reimbursement, restitution, or damages in excess of \$100,000; or

(4) Any other criminal, civil, or administrative proceeding if:

(i) It could have led to an outcome described in paragraph 2.c.(1), (2), or (3) of this award term and condition;

(ii) It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on the Grantee's part; and

(iii) The requirement in this award term and condition to disclose information about the proceeding does not conflict with applicable laws and regulations.

3. Reporting Procedures

During any period of time when the Grantee is subject to the requirement in paragraph 1 of this award term and condition, the Grantee must enter in the SAM Entity Management area the information that SAM requires about each proceeding described in paragraph 2 of this award term and condition. The Grantee does not need to submit the information a second time under assistance awards that the Grantee received if the Grantee already provided the information through SAM because the Grantee was required to do so under Federal procurement contracts that the Grantee was awarded.

4. Reporting Frequency

During any period of time when the Grantee is subject to the requirement in paragraph 1 of this award term and condition, the Grantee must report proceedings information through SAM for the most recent five-year period, either to report new information about any proceeding(s) that the Grantee has not reported previously or affirm that there is no new information to report. If the Grantee has Federal contract, grant, and cooperative agreement awards with a cumulative total value greater than \$10,000,000, the Grantee must disclose semiannually any information about the criminal, civil, and administrative proceedings.

5. Definitions

For purposes of this award term and condition:

a. Administrative proceeding means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative proceedings, Civilian Board of Contract Appeals proceedings, and Armed Services Board of Contract Appeals proceedings). This includes proceedings at the Federal and State level but only in connection with performance of a Federal contract or grant. It does not include audits, site visits, corrective plans, or inspection of deliverables.

b. Conviction, for purposes of this award term and condition, means a judgment or conviction of a criminal offense by any court of competent jurisdiction, whether entered upon a verdict or a plea, and includes a conviction entered upon a plea of nolo contendere.

c. Total value of currently active grants, cooperative agreements, and procurement contracts includes—

(1) Only the Federal share of the funding under any Federal award with a cost share or match requirement; and

(2) The value of all expected funding increments under a Federal award and options, even if not yet exercised.

APPENDIX 5 – Specific Award Conditions
[NONE]

APPENDIX 6 – Conflict of Interest Requirements

1. *Conflicts Subject to Procurement Regulations.* When procuring property or services, the grantee and its subrecipients shall comply with the applicable conflict-of-interest rules in 2 CFR 200.317 and 2 CFR 200.318(c). In all cases not governed by 2 CFR 200.317 and 2 CFR 200.318(c), the Grantee and its subrecipients must follow the requirements contained in paragraphs 2-5 below.

2. *General prohibition.* No person who is an employee, agent, consultant, officer, or elected or appointed official of the Grantee or subrecipient and who exercises or has exercised any functions or responsibilities with respect to assisted activities, or who is in a position to participate in a decision making process or gain inside information with regard to such activities, may obtain a financial interest or benefit from the activity, or have a financial interest in any contract, subcontract, or agreement with respect thereto, or the proceeds thereunder, either for himself or herself or for those with whom he or she has immediate family or business ties, during his or her tenure or for one year thereafter. Immediate family ties include (whether by blood, marriage or adoption) the spouse, parent (including a stepparent), child (including a stepchild), sibling (including a stepsibling), grandparent, grandchild, and in-laws of a covered person.

3. *Exceptions.* HUD may grant an exception to the general prohibition in paragraph (ii) upon the Grantee's written request and satisfaction of the threshold requirements in paragraph (iv), if HUD determines the exception will further the Federal purpose of the award and the effective and efficient administration of the Grantee's project, taking into account the cumulative effects of the factors in paragraph (v).

4. *Threshold requirements for exceptions.* HUD will consider an exception only after the Grantee has provided the following documentation:

- a. A disclosure of the nature of the conflict, accompanied by an assurance that there has been public disclosure of the conflict and a description of how that disclosure was made; and
- b. An opinion of the Grantee's attorney that the interest for which the exception is sought would not violate state or local law.

5. *Factors to be considered for exceptions.* In determining whether to grant a requested exception after the Grantee has satisfactorily met the threshold requirements in paragraph (iii), HUD will consider the cumulative effect of the following factors, where applicable:

- a. Whether the exception would provide a significant cost benefit or an essential degree of expertise to the program or project that would otherwise not be available;
- b. Whether an opportunity was provided for open competitive bidding or negotiation;
- c. Whether the person affected is a member of a group or class of low- or moderate-income persons intended to be the beneficiaries of the assisted activity, and the exception

will permit such person to receive generally the same interests or benefits as are being made available or provided to the group or class;

d. Whether the affected person has withdrawn from his or her functions or responsibilities, or the decision-making process regarding the assisted activity in question;

e. Whether the interest or benefit was present before the affected person was in a position as described in paragraph (ii);

f. Whether undue hardship will result either to the Grantee or the person affected when weighed against the public interest served by avoiding the prohibited conflict; and

g. Any other relevant considerations.

6. *Disclosure of potential conflicts of interest.* The Grantee must disclose in writing to HUD any potential conflict of interest.

APPENDIX 7 – Award Term and Condition Regarding Trafficking in Persons

The following award term and condition, which is required by 2 CFR part 175, applies as written:

a. Provisions applicable to a grantee that is a private entity.

1. You as the grantee, your employees, subrecipients under this award, and subrecipients' employees may not—

- i. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;
- ii. Procure a commercial sex act during the period of time that the award is in effect; or
- iii. Use forced labor in the performance of the award or subawards under the award.

2. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity:

- i. Is determined to have violated a prohibition in paragraph a.1 of this award term; or
- ii. Has an employee who is determined by the agency official authorized to terminate the award to have violated a prohibition in paragraph a.1 of this award term through conduct that is either—

A. Associated with performance under this award; or

B. Imputed to you or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by HUD at 2 CFR 2424.

b. Provision applicable to a grantee other than a private entity.

We as the Federal awarding agency may unilaterally terminate this award, without penalty, if a subrecipient that is a private entity—

1. Is determined to have violated an applicable prohibition in paragraph a.1 of this award term; or

2. Has an employee who is determined by the agency official authorized to terminate the award to have violated an applicable prohibition in paragraph a.1 of this award term through conduct that is either:

- i. Associated with performance under this award; or
- ii. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by HUD at 2 CFR 2424.

c. Provisions applicable to any grantee.

1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a.1 of this award term.
2. Our right to terminate unilaterally that is described in paragraph a.2 or b of this section:
 - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), and
 - ii. Is in addition to all other remedies for noncompliance that are available to us under this award.
3. You must include the requirements of paragraph a.1 of this award term in any subaward you make to a private entity.

d. Definitions. For purposes of this award term:

1. “Employee” means either:
 - i. An individual employed by you or a subrecipient who is engaged in the performance of the project or program under this award; or
 - ii. Another person engaged in the performance of the project or program under this award and not compensated by you including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.
2. “Forced labor” means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

3. “Private entity”:

i. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR 175.25.

ii. Includes:

A. A nonprofit organization, including any nonprofit institution of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR 175.25(b).

B. A for-profit organization.

4. “Severe forms of trafficking in persons,” “commercial sex act,” and “coercion” have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. 7102).

APPENDIX 8 – Grantee's Assurances and Certifications

Included under this Appendix 9 are:

- ☒ Grantee's Certification Regarding Lobbying
- ☐ Grantee's Standard Form SF 424 B, Assurances for Nonconstruction Programs
- ☒ Grantee's Standard Form SF 424 D, Assurances for Construction Programs.
- ☒ Grantee's Standard Form SF- LLL Disclosure of Lobbying Activities
- ☒ Grantee's Request for Release of Funds Form 7015.15 and Certification

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: ☐ a. contract ☒ b. grant ☐ c. cooperative agreement ☐ d. loan ☐ e. loan guarantee ☐ f. loan insurance	2. * Status of Federal Action: ☐ a. bid/offer/application ☒ b. initial award ☐ c. post-award	3. * Report Type: ☒ a. initial filing ☐ b. material change
4. Name and Address of Reporting Entity: ☒ Prime ☐ SubAwardee * Name City of Avondale * Street 1 11465 W. Civic Center Drive Street 2 * City Avondale State AZ: Arizona Zip 85323 Congressional District, if known: 7		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: US Dept. of Housing & Urban Development	7. * Federal Program Name/Description: Economic Development Initiative, Community Project Funding, and Miscellaneous Grants CFDA Number, if applicable:	
8. Federal Action Number, if known: 	9. Award Amount, if known: \$ 1,570,000.00	
10. a. Name and Address of Lobbying Registrant: Prefix Mr. * First Name Chris Middle Name * Last Name Giglio Suffix * Street 1 1212 New York Avenue Street 2 NW #250 * City Washington State DC: District of Columbia Zip 20005		
b. Individual Performing Services (including address if different from No. 10a) Prefix * First Name Chris Middle Name * Last Name Giglio Suffix * Street 1 Street 2 * City State Zip		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature:  * Name: Prefix * First Name Cherlene Middle Name * Last Name Penilla Suffix Title: Acting City Manager Telephone No.: 623-333-1016 Date: October 03, 2022		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Acting City Manager
APPLICANT ORGANIZATION City of Avondale	DATE SUBMITTED October 3, 2022

Request for Release of Funds and Certification

U.S. Department of Housing
and Urban Development
Office of Community Planning
and Development

OMB No. 2506-0087
(exp. 08/31/2023)

This form is to be used by Responsible Entities and Recipients (as defined in 24 CFR 58.2) when requesting the release of funds, and requesting the authority to use such funds, for HUD programs identified by statutes that provide for the assumption of the environmental review responsibility by units of general local government and States. Public reporting burden for this collection of information is estimated to average 36 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless that collection displays a valid OMB control number.

Part 1. Program Description and Request for Release of Funds (to be completed by Responsible Entity)

1. Program Title(s) Community Project Funding	2. HUD/State Identification Number B-22-CP-AZ-0025	3. Recipient Identification Number (optional)
4. OMB Catalog Number(s) 14.251	5. Name and address of responsible entity City of Avondale 11465 W. Civic Center Drive Avondale, AZ 85323	
6. For information about this request, contact (name & phone number) James Milanese, 623-333-1018	7. Name and address of recipient (if different than responsible entity)	
8. HUD or State Agency and office unit to receive request Office of Community Planning & Development 1 N. Central Avenue, Ste. 600 Phoenix, AZ 85004		

The recipient(s) of assistance under the program(s) listed above requests the release of funds and removal of environmental grant conditions governing the use of the assistance for the following

9. Program Activity(ies)/Project Name(s) Historic Old Town	10. Location (Street address, city, county, State) Western Avenue, City of Avondale, Maricopa County, State of Arizona
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11. Program Activity/Project Description

This project will serve to update public infrastructure and beautify the area along Western Avenue in the City of Avondale's Historic Old Town. One component of the project will reconstruct Central Avenue to 4th Avenue. The improvements will include the replacement of asphalt and pavement throughout the roadway, enhancement of existing storm drain facilities, and the addition of on-street, parallel parking spaces. Reconstruction of driveways, sidewalks, curb and gutter are also included to replace failing sections. The beautification efforts include the removal of 52 existing double mast arm decorative pedestrian light poles/fixtures along Western Avenue between Dysart Road and Central Avenue. In order to provide for a consistent style along the roadway, the current light poles will be replaced with single mast arm pedestrian light poles and fixtures like those used on Dysart Road north of Buckeye Road (MC85).

CITY COUNCIL REPORT

SUBJECT: Resolution 1003-0123 Edward Byrne Memorial Justice Assistance Grant Program

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Memo Espinoza, Chief of Police (623) 333-7235

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.

PURPOSE:

City Council will consider a request to adopt Resolution 1003-0123, approving an Intergovernmental Agreement with the City of Phoenix and Other Political Subdivisions for the acceptance of the Edward Byrne Memorial Justice Assistance Grant 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 Avondale Police Department received funding to purchase a new non-lethal tool that launches pepper balls. This non-lethal tool is a safe, effective and a simple to use alternative to disperse disorderly crowds and/or to detain suspects in a safe manner. This agreement would allow for the purchase of a total of 22 pepper ball launchers, which would allow 2 devices per patrol team as well as 2 for our tactical team.

DISCUSSION:

The Avondale Police Department will use Edward Byrne JAG funding for continued efforts in law enforcement enhancement activities. This funding would allow for the Avondale Police Department to purchase 22 pepper ball launchers and projectiles. This Agreement shall become effective and commence simultaneously with the FY22 JAG grant program year on October 1, 2021 and shall continue until September 30, 2025.

BUDGET IMPACT:

Staff is requesting authorization for the acceptance of Grant Funds in the amount of \$21,021 which will be used to purchase specialized equipment as it relates to officer safety and their public safety efforts. Staff is also requesting authority to process the necessary budget transfers. No matching funds are required to receive this grant and the General Fund will not be impacted.

RECOMMENDATION:

Staff recommends City Council adopt a resolution authorizing Avondale's acceptance of the intergovernmental

agreement with the City of Phoenix and other political subdivisions relating to the acceptance of the Edward Byrne Memorial Justice Assistance Grant in the amount of \$21,021 to support law enforcement enhancement activities.

Contact person for document distribution: Memo Espinoza, Chief of Police

RESOLUTION NO. 1003-0123

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF PHOENIX AND OTHER POLITICAL SUBDIVISIONS RELATING TO THE ACCEPTANCE OF THE EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM FOR LAW ENFORCEMENT ENHANCEMENT ACTIVITIES.

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

SECTION 1. The Intergovernmental Agreement among the City of Avondale, the City of Chandler, the Town of Gilbert, the City of Glendale, the City of Goodyear, the City of Mesa, the City of Peoria, the City of Phoenix, the City of Scottsdale, the City of Surprise, the City of Tempe, the City of Buckeye, and the County of Maricopa, Arizona, relating to acceptance and administration of Edward Byrne Memorial Justice Assistance Grant Program funds for law enforcement enhancement activities (the “Agreement”) is hereby approved in substantially the form and substance attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 2. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to cause the execution of the Agreement and to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1003-0123

[Agreement]

See following pages.

CONTRACT NO _____

**INTERGOVERNMENTAL AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
THE CITY OF BUCKEYE
AND
THE CITY OF CHANDLER
AND
THE TOWN OF GILBERT
AND
THE CITY OF GLENDALE
AND
THE CITY OF GOODYEAR
AND
THE COUNTY OF MARICOPA, ARIZONA
AND
THE CITY OF MESA, ARIZONA,
AND
THE CITY OF PEORIA
AND
THE CITY OF SCOTTSDALE
AND
AND THE CITY OF SURPRISE
AND
THE CITY OF TEMPE
AND
THE CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #: 16.738)**

Pursuant to A.R.S. §11-952, this Intergovernmental Agreement (AGREEMENT) is entered into as of the 1st day of October, 2021 by and between the City of Avondale, Arizona (AVONDALE), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Avondale Police Department; the City of Buckeye, Arizona (BUCKEYE), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Buckeye Police Department; City of Chandler, Arizona (CHANDLER), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Chandler Police Department; City of Gilbert, Arizona (GILBERT), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Gilbert Police Department; City of Glendale, Arizona (GLENDALE), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Glendale Police Department; City of Goodyear, Arizona (GOODYEAR), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Goodyear Police Department; Maricopa County (COUNTY), a political subdivision duly organized and existing under the laws of the State of Arizona, for and on behalf of the Maricopa County Office of the Medical Examiner; City of Mesa, Arizona (MESA), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Mesa

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Police Department; City of Peoria, Arizona (PEORIA), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Peoria Police Department; City of Scottsdale, Arizona (SCOTTSDALE), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Scottsdale Police Department; City of Surprise, Arizona (Surprise), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Surprise Police Department; City of Tempe, Arizona (TEMPE), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Tempe Police Department; and the City of Phoenix, Arizona (PHOENIX), a municipal corporation duly organized and existing under the laws of the State of Arizona, for and on behalf of the Phoenix Police Department. AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE and PHOENIX may also be referred to individually as 'PARTY' or collectively as 'PARTIES'.

RECITALS

WHEREAS, the PARTIES have become entitled to certain grant funds through the Edward Byrne Memorial Justice Assistance Grant (JAG) Program; and

WHEREAS, a disparity exists between the funding eligibility of the PARTIES as determined by 42 USC § 3755 (d)(3)(4); and

WHEREAS, Federal law requires that units of local government within a group of jurisdictions identified as disparate to agree upon an allocation process; and

WHEREAS, the PARTIES believe it to be in their best interests to reallocate the JAG funds to resolve said disparity.

NOW THEREFORE, in consideration of the foregoing recitals, which are incorporated herein by reference, the following mutual covenants and conditions, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the PARTIES hereby agree as follows:

SECTION 1

The purpose of this AGREEMENT is to reallocate the funds available to the PARTIES from the Edward Byrne Memorial Justice Assistance Grant (JAG) Program and to resolve disparities in compliance with 42 USC § 3755 (d)(3)(4). In compliance therewith the PARTIES agree PHOENIX shall receive all the funds and distribute the funds to AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, AND TEMPE as follows:

1. PHOENIX agrees to receive **\$1,609,591** from the JAG award for the PHOENIX JAG Program; and
2. PHOENIX agrees to pay AVONDALE a total of **\$21,021** of JAG funds; and
3. PHOENIX agrees to pay BUCKEYE a total of **\$9,356** of the JAG funds; and

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4. PHOENIX agrees to pay CHANDLER a total of **\$43,233** of JAG funds; and
5. PHOENIX agrees to pay GILBERT a total of **\$19,433** of JAG funds; and
6. PHOENIX agrees to pay GLENDALE a total of **\$78,673** of JAG funds; and
7. PHOENIX agrees to pay GOODYEAR a total of **\$14,245** of JAG funds; and
8. PHOENIX agrees to pay COUNTY a total of **\$38,766** of JAG funds; and
9. PHOENIX agrees to pay MESA a total of **\$143,150** of JAG funds; and
10. PHOENIX agrees to pay PEORIA a total of **\$31,420** of JAG funds; and
11. PHOENIX agrees to pay SCOTTSDALE a total of **\$32,437** of JAG funds; and
12. PHOENIX agrees to pay SURPRISE a total of **\$12,731** of JAG funds; and
13. PHOENIX agrees to pay TEMPE a total of **\$72,022** of JAG funds; and
14. PHOENIX shall retain **\$1,093,104** for the JAG Program (collectively “allocated funds”).
15. PHOENIX agrees to make all payments to AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, AND TEMPE within thirty (30) days after receipt of the JAG funds by PHOENIX.

SECTION 2

The PARTIES agree to use allocated funds for the JAG Program on or before September 30, 2025.

SECTION 3

1. **Term.** The term of this AGREEMENT shall commence simultaneously with the FY2022 JAG grant program year on October 1, 2021 and continue until September 30, 2025 unless terminated sooner in accordance with the terms of the grant, and such reasonable time thereafter as may be needed to complete the administration of the grant.
 - A. **Obligations of PHOENIX.** PHOENIX agrees to administer the Funds as provided in Section 1, and shall:
 - (a) Ensure that the funds received by PHOENIX are dispersed to AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, AND TEMPE in accordance to this AGREEMENT; and

JUSTGRANTS APPLICATION ID NUMBER: GRANT13688934 (Mandatory)

- (b) Collect and transmit to the appropriate Federal funding authorities all financial and program reports as required by the terms and conditions of the grant and applicable Federal regulations.

B. Obligations of AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, AND TEMPE. During the term of this AGREEMENT, AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE, GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, AND TEMPE:

- (a) Agree that PHOENIX will administer the Funds as provided in Section 1; and
- (b) Will maintain and provide to PHOENIX all financial and program reports as required by the terms and conditions of the grant and applicable Federal regulations; and
- (c) Will be responsible for the actions of their respective employees in providing services under this AGREEMENT and shall hold harmless the PARTIES to this AGREEMENT from any liability that may arise from the furnishing of the services by the other PARTIES.

2. DISCLAIMER. This AGREEMENT is not intended to and will not constitute, create, give rise to, or otherwise recognize a joint venture, agency, partnership or formal business association or organization of any kind among the PARTIES, and the rights and obligations of the PARTIES shall be only those expressly set forth in this AGREEMENT.

3. NON-AVAILABILITY OF FUNDS. Each payment obligation of the PARTIES created hereby is conditioned on the availability of funds. The PARTIES recognize that the continuation of this AGREEMENT after the close of any of their respective fiscal years shall be subject to the approval of their respective governing bodies providing an appropriation covering this item as an expenditure. None of the PARTIES represent that said budget items will be actually adopted.

SECTION 4

The PARTIES to this AGREEMENT do not intend for any third party to obtain a right by virtue of this AGREEMENT.

SECTION 5

Notice is given that pursuant to A.R.S. 38-511 the PARTIES may cancel any AGREEMENT without penalty or further obligation within three years after execution of the AGREEMENT, if any person significantly involved in initiating, negotiating, securing, drafting or creating the AGREEMENT on behalf of the PARTY is at any time while the AGREEMENT or any extension of the AGREEMENT is in effect, an employee or agent of any other party to the AGREEMENT in any capacity or consultant to any other party of the AGREEMENT with respect to the subject matter of the AGREEMENT. Additionally, pursuant to A.R.S. 38-511 the PARTIES may recoup any fee or commission paid or due to any person significantly involved in initiating, negotiating,

JUSTGRANTS APPLICATION ID NUMBER: GRANT13688934 (Mandatory)

securing, drafting or creating the AGREEMENT on behalf of the PARTIES from any other party to the AGREEMENT arising as the result of the AGREEMENT.

SECTION 6

By entering into this AGREEMENT, the PARTIES do not intend to create any obligations express or implied other than those set out herein. Further, this AGREEMENT shall not create any rights in any party not a signatory hereto.

SECTION 7

The PARTIES warrant they are in compliance with the provisions in A.R.S. §41-4401 (e-verify).

SECTION 8

Each PARTY (as "Indemnitor") agrees to indemnify, defend, and hold harmless the other PARTY (as "Indemnitee") from and against all claims, losses, liability, costs, or expenses (including reasonable attorneys' fees, expert witnesses' fees and other litigation costs) (hereinafter collectively referred to as "Claims") arising out of bodily injury (including death) of any person or property damage, but only to the extent that such claims, which result in vicarious liability to the Indemnitee, are caused by the act, omission, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers.

SECTION 9

Each PARTY agrees to comply with the federal certifications regarding lobbying, debarment, suspension and other responsibility matters, and drug free workplace requirements for this grant.

1. LOBBYING

As required by Section 1352, Title 31 of the U.S. Code, and implemented at 28 CFR Part 69, for persons entering into a grant or cooperative agreement over \$100,000, as defined at 28 CFR Part 69, the PARTIES certify that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant or cooperative agreement;
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure of Lobbying Activities," in accordance with its instructions;

- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, contracts under grants and cooperative agreements, and subcontracts) and that all sub-recipients shall certify and disclose accordingly.

2. DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS (DIRECT RECIPIENT)

Pursuant to Executive Order 12549, Debarment and Suspension, implemented at 2 CFR Part 2867, for prospective participants in primary covered transactions, as defined at 2 CFR Section 2867.20(a), and other requirements:

A. The PARTIES certify that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency.
- (b) Have not within a three-year period preceding this AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Have not within a two-year period preceding this AGREEMENT been convicted of a felony criminal violation under any Federal law, unless such felony criminal conviction has been disclosed in writing to the Office of Justice Programs (OJP) at Ojpcompliance@usdoj.gov , and, after such disclosure, the has received a specific written determination from OJP that neither suspension nor debarment of the PARTY is necessary to protect the interests of the Government in this case.
- (d) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (e) Have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State, or local) terminated for cause or default.

B. Where any PARTY is unable to certify to any of the statements in this certification, said PARTY shall attach an explanation to this AGREEMENT.

3. DRUG-FREE WORKPLACE

As required by the Drug-Free Workplace Act of 1988, and implemented at 28 CFR Part 83, Subpart F, for grantees, as defined at 28 CFR Sections 83.620 and 83.650:

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- A. The applicant certifies that it will or will continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an on-going drug-free awareness program to inform employees about
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
 - (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
 - (e) Notifying the granting agency, and the PHOENIX Grant Administrator (Exhibit A), in writing, within 10 calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to: Department of Justice, Office of Justice Programs, ATTN: Control Desk, 810 7th Street, N.W., Washington, D.C. 20531. Notice shall include the identification number(s) of each affected grant;
 - (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

JUSTGRANTS APPLICATION ID NUMBER: GRANT13688934 (Mandatory)

- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).

As the duly authorized representative of the PARTY, the undersigned hereby certify that the PARTY will comply with the above certifications.

(Remainder intentionally left blank. Signatures to follow)

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF AVONDALE

This Agreement is in the proper legal form
and is within the powers and authority
granted under the laws of this State to those
parties represented by the undersigned legal
counsel.

By: _____

Type Name: Rob Corbin

Its: City Manager

Avondale City Attorney

Attest: _____

Type Name: Nicholle Harris

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF BUCKEYE

This Agreement is in the proper legal form
and is within the powers and authority
granted under the laws of this State to those
parties represented by the undersigned legal
counsel.

By: _____

Type Name: Dan Cotterman

Its: City Manager

Buckeye City Attorney

Attest: _____

Type Name: John Gaylord

Date _____ **Date:** _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT

BETWEEN

CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA

FOR

EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF CHANDLER

This Agreement is in the proper legal form
and is within the powers and authority
granted under the laws of this State to those
parties represented by the undersigned legal
counsel.

By: _____

Type Name: Sean E. Duggan

Its: Chief of Police

Attest: _____

Chandler Assistant City Attorney

Type Name: Dana DeLong

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

TOWN OF GILBERT

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Brigette Peterson

Its: Mayor

Attest: _____

Gilbert Town Attorney

Type Name: Chaveli Herrera

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF GLENDALE

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Kevin R. Phelps

Its: City Manager

Attest: _____

Glendale City Attorney

Type Name: Julie K. Bower

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF GOODYEAR

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Julie Karins

Its: City Manager

Attest: _____

Goodyear City Attorney

Type Name: Roric Massey

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVENMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

COUNTY OF MARICOPA

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Bill Gates

Its: Chairman, Board of Supervisors

Attest: _____

Maricopa Deputy County Attorney

Type Name: Juanita Garza

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF MESA

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Christopher J. Brady

Its: City Manager

Nancy Sorensen
Mesa Police Staff Attorney

Attest: _____

Type Name: Holly Moseley

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF PEORIA

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Jeff Tyne

Its: City Manager

Attest: _____

Peoria City Attorney

Type Name: Lori Dyckman

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF SCOTTSDALE

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: David Ortega

Its: Mayor

Attest: _____

Scottsdale City Attorney

Type Name: Ben Lane

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF SURPRISE

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Robert Wingenroth

Its: City Manager

Attest: _____

Surprise City Attorney

Type Name: Sherry Aguilar

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF TEMPE

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Corey D. Woods

Its: Mayor

Sonia Blain
Tempe City Attorney

Attest: _____

Type Name: Carla R. Reece

Date _____ Date: _____

CONTRACT NO _____

THE STATE OF ARIZONA
COUNTY OF MARICOPA

INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)

CITY OF PHOENIX

This Agreement is in the proper legal form and is within the powers and authority granted under the laws of this State to those parties represented by the undersigned legal counsel.

By: _____

Type Name: Jeffery Barton

Its: City Manager

Attest: _____

Phoenix City Attorney

Type Name: Denise Archibald

Date _____ Date: _____

**EXHIBIT A
TO
INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF AVONDALE, BUCKEYE, CHANDLER, GILBERT, GLENDALE,
GOODYEAR, COUNTY, MESA, PEORIA, SCOTTSDALE, SURPRISE, TEMPE, AND
CITY OF PHOENIX, ARIZONA
FOR
EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM
FY 2022 LOCAL SOLICITATION (CFDA #16.738)**

Notices provided under this AGREEMENT shall be directed to the following persons:

The CITY of <u>AVONDALE</u>: Name: Kimberly Martinez Address: 11485 W. Civic Center Dr. Address: Address: City/St/Zip: Avondale, AZ 85323 Phone: 623-333-7204 Fax: 623-333-0071	The CITY of <u>BUCKEYE</u>: Name: LaMar Brown Address: 100 N. Apache Rd # D Address: Address: City/St/Zip: Buckeye, AZ 85326 Phone: 623-349-6447 Fax:
The CITY of <u>CHANDLER</u>: Name: Melanie R. Smith Address: Mail Stop 303M Address: P.O. Box 4008 Address: City/St/Zip: Chandler, AZ 85244-4008 Phone: 480-782-4085 Fax: 480-782-4110	The TOWN of <u>GILBERT</u>: Name: Michael Soelberg, Address: Chief of Police Address: 75 E. Civic Center Dr. Address: City/St/Zip: Gilbert, AZ 85296 Phone: 480-635-7272 Fax: 480-635-7695
The CITY of <u>GLENDALE</u>: Name: David Rice Address: 6835 N 57th Dr. Address: Address: City/St/Zip: Glendale, AZ 85301 Phone: 623-930-3296 Fax: 623-931-2103	The CITY of <u>GOODYEAR</u>: Name: Jennifer Calovini Address: 14455 W. Van Buren St. Address: Suite E-101 Address: City/St/Zip: Goodyear, AZ 85338 Phone: 623-882-7805 Fax: 623-882-3007
The County of <u>MARICOPA</u>: Name: Amy A. Rex Address: Office of the Medical Examiner	The CITY of <u>MESA</u>: Name: Dorothy O'Brien Address: P.O. Box 1466, MS 6610

JUSTGRANTS APPLICATION ID NUMBER: GRANT13688934 (Mandatory)

Address: 701 W. Jefferson St. Address: City/St/Zip: Phoenix, AZ 85007 Phone: 602-506-8062 Fax: 602-506-1546	Address: Address: City/St/Zip: Mesa, AZ 85211-1466 Phone: 480-644-2331 Fax: 480-644-2857
The CITY of <u>PEORIA:</u> Name: Heather Cammarata Address: 8351 W. Cinnabar Ave. Address: Address: City/St/Zip: Peoria, AZ 85345 Phone: 623-773-7069 Fax: 623-773-5029	The CITY of <u>SCOTTSDALE:</u> Name: Marcus Steele Address: 8401 E. Indian School Rd. Address: Address: City/St/Zip: Scottsdale, AZ 85251 Phone: 480-312-1993 Fax:
The CITY of <u>SURPRISE:</u> Name: Benny Pina Address: Chief of Police Address: 14250 W. Statler Plaza Address: Suite 103 City/St/Zip: Surprise, AZ 85374 Phone: 623-222-4020 Fax:	The CITY of <u>TEMPE:</u> Name: Dreamlyn Johnson Address: 120 E. 5 th St. Address: Police Department Address: City/St/Zip: Tempe, AZ 85281 Phone: 480-350-8358 Fax:
The CITY of <u>PHOENIX:</u> Name: Antoinette Bates Address: Phoenix Police Department Address: 4th Floor, Suite 422 Address: 620 W. Washington St City/St/Zip: Phoenix, AZ 85003 Phone: 602-534-3622 Fax: 602-534-1613	

CITY COUNCIL REPORT

SUBJECT: Second Amendment to the Financial Assistance Agreement with Arizona Complete Health

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Chris Lopez, Neighborhood and Family Services Director, (623) 333-2711

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic outcome Areas & Strategies:

- **Connected Community** - Avondale will work closely with our community to develop programs and infrastructure that connect residents to the city's resources, the region, and each other. **(Strategy)** Expand community engagement opportunities through volunteerism, civic education, and service learning.
 - **Public Health and Safety** - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources. **(Strategy)** Partner with key stakeholders to implement integrated community health and wellness programs.
-

PURPOSE:

City Council will consider a request to approve a Second Amendment to the Financial Assistance Agreement with Arizona Complete Health Arizona, Inc. (AzCH) to receive funding to support the operation of the Arizona Complete Health Avondale Resource Center in the amount of \$340,429.63 and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

In 2008, the City entered into an agreement with Care1st Health Plan Arizona to operate a resource center with the support of financial sponsorship. The former Old Town Library building was available and, with relatively minor renovations, was converted into a resource and housing center.

The first of its kind in the Southwest Valley, this multifaceted hub for human services was established in 2009 through an innovative public and private partnership between Care1st Health Plan Arizona, the City of Avondale and First Things First. Approximately 61 agencies provide an array of services including, health insurance enrollment, nutrition services, financial and emergency assistance, rental/ mortgage assistance, utility assistance, parenting and early childhood development classes.

Due to growing community needs, the center moved to a new facility that has significantly increased the size of the previous space. Arizona Complete Health has continued to support the programs and services that Care1st

Avondale Resource Center previously offered.

With funding from Arizona Complete Health, Neighborhood and Family Services staff will continue to identify needed human services and recruit agencies which provide the services needed in the community. The creation of the resource center has complimented the revitalization efforts in Historic Avondale and has attracted other human services funding, specifically from First Things First.

DISCUSSION:

The following is a summary of how the financial support provided by Arizona Complete Health (AzCH) will be utilized.

- Support the salary of the existing City full-time equivalent (FTE) position serving as Resource Center Coordinator and is responsible for the day to day center operations
- Janitorial services and supplies, facility and ground maintenance
- General office supplies, meeting supplies, printing, risk management, repair and maintenance of equipment, IT replacement charges, and utilities
- Two existing City full-time equivalent (FTE) positions who serve in a reception/clerical capacity that are supervised by the Family Services Manager

Joint City of Avondale and AzCH Responsibilities:

- Work together to implement a comprehensive marketing plan that promotes awareness across the southwest valley of the services provided by the resource center
- Work together to provide an evaluation plan which will provide both AzCH and the City with accurate, timely, and comprehensive performance data

BUDGET IMPACT:

Arizona Complete Health (AzCH) will provide a total of \$340,429.63 for calendar year 2023. This amount is included in the current budget.

RECOMMENDATION:

Staff recommends that the City Council approve a Second Amendment to the Financial Assistance Agreement with Arizona Complete Health to receive funding to support the operation of the Arizona Complete Health Avondale Resource Center in the amount of \$340,429.63 and authorize the Mayor or City Manager and City Clerk to execute the necessary documents.

Contact person for document distribution: Chris Lopez

**SECOND AMENDMENT
TO
FINANCIAL ASSISTANCE AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
HEALTH NET OF ARIZONA, INC.
D/B/A
ARIZONA COMPLETE HEALTH**

THIS SECOND AMENDMENT TO THE FINANCIAL ASSISTANCE AGREEMENT (this “Second Amendment”) is entered into as of December 13, 2022, between the City of Avondale, an Arizona municipal corporation (the “City”), and Health Net of Arizona, Inc., an Arizona corporation d/b/a Arizona Complete Health (the “Provider”). The City and Provider are also referred to herein individually as a “Party” or collectively as the “Parties.”

RECITALS

A. The City and the Provider entered into a Financial Assistance Agreement (the “Agreement”), dated February 16, 2021, for the Provider to provide funding to the City in support of the City’s human and housing services resource center (the “Funding”). All capitalized terms not otherwise defined in this Second Amendment have the same meanings as set forth in the Agreement.

B. The City and the Provider entered into a Second Amendment to the Financial Assistance Agreement, dated December 28, 2021, to increase the amount of funding by \$11,125.48.

B. The City and the Provider desire to enter into this Second Amendment to extend the term of the Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing introduction and recitals, which are incorporated herein by reference, the following mutual covenants and conditions, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and the Provider hereby agree as follows:

1. Accuracy of Recitals. The Parties hereby acknowledge the accuracy of the Recitals, which are incorporated herein by this reference.

2. Term. The term of the Agreement shall be extended until December 31, 2023 and may be renewed as set forth in Section 4.2 of the Agreement.

3. Compensation. The Provider shall provide to the City Funding in an amount not to exceed \$340,429.63 annually for the term of the Agreement. The Funding shall be disbursed to the City in two installments of \$170,214.82 to be paid before January 1 and July 1 of each year.

4. Effect of Amendment. The Agreement is affirmed and ratified and, except as expressly modified herein, all terms and conditions of the Agreement shall remain in full force and effect. Terms as defined in the Agreement shall have the same meaning when referred to in this Second Amendment.

5. Non-Default. By executing this Second Amendment, the Provider affirmatively asserts that (i) the City is not currently in default, nor has been in default at any time prior to this Second Amendment, under any of the terms or conditions of the Agreement and (ii) any and all Provider claims, known and unknown, relating to the Agreement and existing on or before the date of this Second Amendment are forever waived.

6. Conflict of Interest. This Second Amendment and the Agreement may be canceled by the City pursuant to ARIZ. REV. STAT. § 38-511.

7. Counterparts. This Second Amendment may be executed in multiple counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this instrument as of the date and year first set forth above.

“City”

CITY OF AVONDALE,
an Arizona municipal corporation

Ron Corbin, City Manager

ATTEST:

Marcella Carrillo, City Clerk

[SIGNATURES CONTINUE ON FOLLOWING PAGE]

“Provider”

Health Net of Arizona, Inc. d/b/a Arizona Complete Health,
an Arizona corporation

By:_____

Name:_____

Title:_____

CITY COUNCIL REPORT

SUBJECT: Adoption of Active Transportation Plan

MEETING DATE: 1/9/2023

TO: Mayor and Council

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

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

REVIEWED: Ron Corbin, 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.

The connectivity of sidewalks, bike lanes, and multi-use paths will provide recreation opportunities and connections to entertainment destinations throughout the city.

- 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 multi-use paths throughout the city and along our river corridors will allow residents and visitors to take advantage of natural areas unique to Avondale.

PURPOSE:

City Council will consider a request to adopt the Active Transportation Plan (ATP) for future implementation. "Active transportation" is a means of getting around that is powered by human energy, primarily walking and bicycling. The ATP addresses sidewalks, bike lanes, and multi-use path connectivity throughout the city. The plan will help staff as we plan future capital projects and opportunities to work with external resources to complete projects as part of more significant developments or projects. The Council will take appropriate action.

BACKGROUND:

The City of Avondale has included a multi-modal trail system (P0084) in the current capital improvement plan. The development of an ATP helps identify the city-wide multi-purpose trail system and the sidewalks and bike lanes that connect to it.

The DRAFT ATP was presented to the City Council on November 21, 2022, for feedback.

Comments included prioritizing safety; consistent design standards for multi-use paths, including lighting; education on active transportation, including access to maps (electronic); and an emphasis on connectivity in the historic Avondale neighborhoods such as Cashion, Las Ligas, and Old Town. The plan addresses much of the feedback directly, as well as indirectly through other planning documents.

Approval of the ATP by the City Council will guide staff in implementing the identified projects utilizing public, private, and grant funding.

DISCUSSION:

The Active Transportation Plan (ATP) includes bike and pedestrian connectivity to parks and recreation amenities, schools, entertainment destinations (i.e., The BLVD, Old Town), multi-use paths throughout the city and along our river corridors, and public transportation hubs throughout the city. The long-range plan identifies 240 projects separated into short, mid, and long-term priorities and includes cost estimates and potential funding sources to complete the ATP. In addition, the plan will help staff as we plan future capital projects and opportunities to work with external resources to complete projects as part of more significant developments or projects.

The ATP will guide the planning of sidewalks, bike lanes, and multi-use paths vision for future growth and development 20+ years. The plan can be updated as needed depending on the progress of the projects identified.

BUDGET IMPACT:

There is no direct cost to implement the plan. Individual projects will be included in the annual budget each year.

RECOMMENDATION:

Staff recommends the adoption of the Active Transportation Plan.

Contact person for document distribution:



City of Avondale
Active Transportation Plan

Final Report

January 2023

Michael Baker

INTERNATIONAL

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1 INTRODUCTION

PURPOSE & OBJECTIVES

The City of Avondale (Avondale) prepared a city-wide Active Transportation Plan (ATP/Plan). The project study area for this ATP included the areas within the incorporated limits of the Avondale, which is approximately 34 square miles.

This ATP followed-up on efforts from the recently completed Avondale Parks, Recreation, Libraries and Trails Master Plan which was not tasked with evaluating and recommending a comprehensive and cohesive network of on-street and off-street bicycle facilities and pedestrian paths - The Avondale ATP fills that need.

The objectives of the Avondale ATP included:

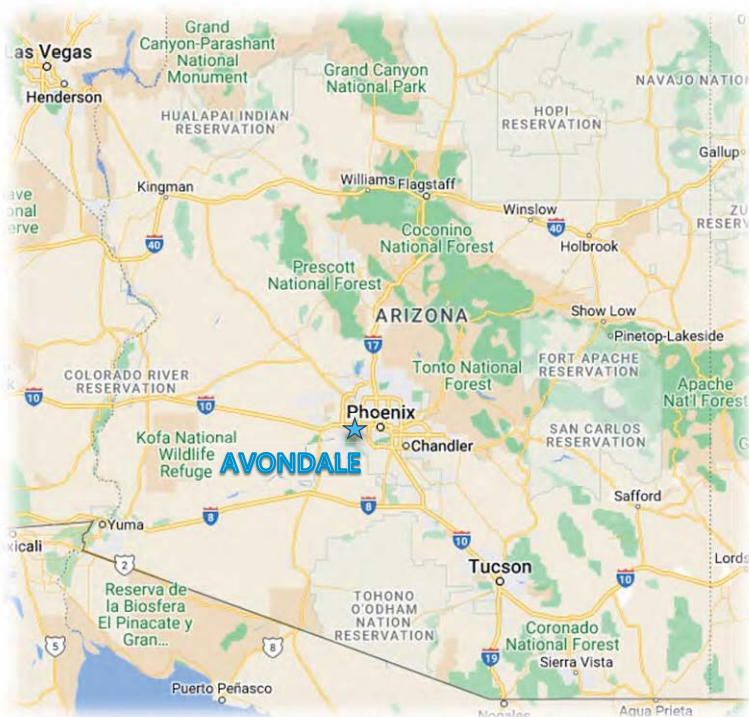
- Conduct a city-wide inventory and gap analysis of all existing bicycle and pedestrian facilities in Avondale;
- Recommend a comprehensive and cohesive series of city wide on street and off-street bicycle facility types and pedestrian facility types;
- Develop policies and procedures necessary to create a system for bicycle and pedestrian traffic in an integrated, safe and efficient multimodal transportation system;
- Identify locations where Avondale bicycle and pedestrian facilities connect to regional facilities;
- Establish a hierarchy of bicycle facilities and pedestrian path/trail types and planning-level cost estimates; and
- Establish a formal ATP for enhancing the potential design assistance funding.



STUDY AREA CONTEXT

Avondale is part of the west Phoenix metropolitan area that has established itself as a manufacturing and healthcare hub as well as a world-class sports and entertainment destination for residents and visitors alike.

Rapid residential development in Avondale during the local and national housing boom in the 1990s and early 2000s quickly transformed what had been a farming community into a major suburb of Phoenix. This accelerated growth brought the population from just 8,000 in 1980 to over 87,000 in 2020. During this span, Avondale has welcomed a consistent influx of small businesses and large corporations that have created a unique blend of big-city amenities with a small-town charm.



The Historic Avondale area along Western Avenue preserves the historic business district and safeguards opportunities for small, independent businesses. The public art installations around Avondale and the family-friendly community events hosted by the city create a welcoming cultural environment. From events such as Cycle Avondale, to the Tres Rios Nature Festival, to Billy Moore Days, the events celebrate and highlight the communities, businesses, facilities, and natural environment of the city.

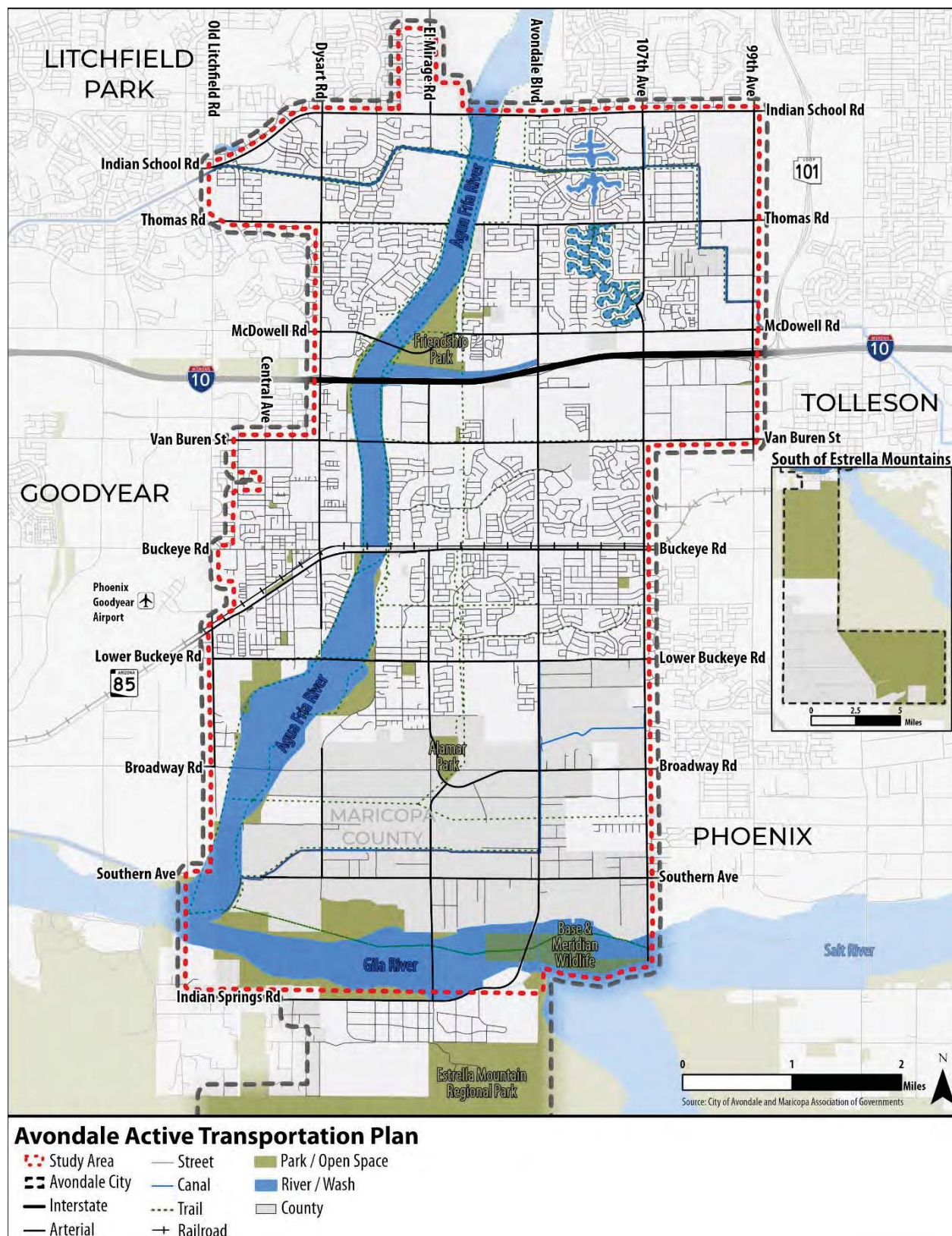
Once an important supply stop for travelers heading west, Avondale is now a destination for many entertainment and recreation options in the Phoenix area. Nearby Estrella Mountain Regional Park and Avondale's 255 acres of additional parks and open spaces provide residents and visitors with dedicated places to exercise, fish, skate, play, and gather. Avondale is home to the Phoenix Raceway, which hosts two NASCAR race weekends annually, and the American Sports Center, which is one of the largest multi-sports facilities in the state and welcomes more than 500,000 visitors to its soccer, volleyball, and basketball facilities every year.

Avondale's Municipal Planning Area (MPA) is approximately 94.4 square miles and is roughly bounded by Indian School Road in the north, Litchfield Road and Dysart Road in the west,



99th Avenue and 107th Avenue in the east, and extends far south, wrapping around the Estrella Mountain Regional Park and Gila River Indian Community, as depicted in **Figure 1-1**. Forecasted growth in the MPA over the next 25 years, however, is anticipated to occur in the portion of the MPA located north of the Estrella Mountains. Therefore, the study area defined for this ATP is within the municipal limits of Avondale.

Figure 1-1: Study Area Map



WHAT IS AN ACTIVE TRANSPORTATION PLAN?

Active Transportation is generally defined as human powered movement such as walking and bicycling or using an assistive mobility device. What was once referred to as 'non-motorized transportation' has now taken on a new title to capture those that walk and bike to and from destinations, not just those that walk and bike for recreation. What works for recreation, does not always work for destination-based travel. For example, recreational trails often do not connect major employers, nor connect community to community. Both non-motorized recreational use facilities and destination-based non-motorized transportation facilities are part of a successful active transportation network.

Active transportation is an important component to the overall mobility of a community and region, providing a low-cost (relative to traditional vehicular infrastructure) and accessible form of transportation. Investing in walking, biking, and other forms of active transportation results in a more balanced, accessible transportation system. Active transportation benefits also include the alleviation of socioeconomic and health disparities, the support of economic diversity and prosperity, and assists in creating a more livable and sustainable community.

WHY IS ACTIVE TRANSPORTATION IMPORTANT?

There are many benefits from active transportation that contribute positively to our quality of life. Infrastructure investments in trails, sidewalks, traffic-calming, and public transit support active travel and increase routine physical activity, which improves health, the quality of the environment and livability of communities. The following are just a few of the benefits of active transportation.

Heathy & Active Community

There is a clear-cut connection between health and the built environment. Individuals are at an increased risk of many health problems - predominantly obesity, diabetes, and heart disease - with the absence of physical activity in their lifestyle. Active transportation allows people to seamlessly integrate physical activity into everyday life by enabling them to walk or bike to their destinations. Implementing walking and biking facilities creates access to places where residents can be physically active and provides more opportunities for social interaction and community cohesion that have positive impacts for mental health.

Transportation Modal Shift

There is a current paradigm shift occurring that is evident from people altering the way they travel between origins and destinations through a change in travel behaviors, evolving technologies, and social trends. Recent studies suggest that younger and emerging generations are driving less, owning fewer cars, and/or not obtaining a driver's license. As a result, abundant and adequate active transportation infrastructure and options will continue to become more important in communities across the country.

Environmental Benefits

As previously mentioned, as more and more people shift from vehicular trips to active transportation trips, there will be environmental benefits along with the community health benefits. Vehicular travel one of the

highest producers of greenhouse gases, and as active travel replaces some vehicular trips, there can be a reducing in car-related emissions, noise pollution, and traffic congestion. Other environmental benefits include energy savings, less water pollution, reduced dependency on fossil fuels, and even reduced pressure to develop agricultural and open spaces.

Economic Prosperity

New Tourism Opportunities

Investment in active transportation facilities such as trails and on-street bike lanes can create new tourism opportunities. These facilities provide recreational activities for residents and visitors. A bike-friendly community with multiple recreational options for biking and walking can encourage return visits. Bicycle related events can be held with additional bicycle facilities, which can attract bicycle tourists.

Talent Attraction

An efficient multi-modal transportation system that includes active transportation options with Complete Streets and bike lanes and trails for both recreation and daily transportation helps create a vibrant city that can attract workforce talent and new companies.

Higher Property Values

Communities with strong Active Transportation Networks typically have a strong tourism economy, attract higher profile employers and a talented, educated workforce, benefit from increased property values, and maintain a strong small business culture. Complete Streets projects are specifically reported as resulting in increased property values.

Capital Savings

The personal automobile in America once meant freedom and status, but vehicle costs can be burdensome, and behaviors are changing as a result. According to the U.S. Department of Labor's U.S. Bureau of Labor Statistics (September 2018), the average vehicle costs \$9,576 per year to own and operate (\$4,054 for purchasing, \$1,968 in gasoline and motor oil expenses, and \$3,554 in other vehicle-related costs). During the last recession, bicycle commuting saw a major increase as drivers opted for a less expensive form of travel. Using alternative modes including transit saves money but riding a bike or walking can save vehicle costs as well as fitness related expenses resulting in an increased savings for the user. As personal vehicle and individual health costs decrease, disposable income increases allowing for more money to be funneled back into the local economy.

Community Livability

Baby boomers, retirees, and millennials are increasingly moving to locations where they can walk or ride a bike to access their daily needs. Research conducted by the Bureau of Transportation Statistics shows that nearly two-thirds of homebuyers consider the walkability of an area in their purchase decision. Furthermore, employers are increasingly looking for locations that offer their employees walkable and bikeable communities in which to live, work, and play.

HOW IS ACTIVE TRANSPORTATION PLANNING DEVELOPED?

The following framework is a comprehensive approach to active transportation planning. As unequal access has been discovered as a significant factor in a user's commute, "Equity" was recently added to the original 5 E's. The expanded 6 E's are as follows:

- **Engineering:** Create pedestrian and bicycle improvements throughout communities and neighborhoods that provide safety and connectivity, keeping in mind that physical environment is key to use. Provide options for all non-motorized users and level of skill, as well as bike parking.
- **Education:** Provide bicycle safety education classes at the community level to ensure knowledge and confidence in all ages. Inform the community about their multi-modal options (maps/ ad campaigns) and educate the community about pedestrian and bicycle friendly driving habits.
- **Encouragement:** Host event-based walking and bicycling promotion such as a walk-a-thon or ciclovía. Open Streets events attract participants of all ages and encourage local spending. National events provide an easy opportunity for encouragement through schools and employers such as National Walk to Work Day (April), National Bike to Work Day (May) and National Walk and Bike to School Day (October).
- **Enforcement:** Ensure law enforcement training is current and increase law enforcement in areas of conflict to enforce traffic and safety laws. Ensuring there is accurate and ample signage in place for pedestrians and bicyclists is also key.
- **Equity:** Work to support safe, active, and healthy opportunities in underrepresented and vulnerable communities. Incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safe and equitable outcomes.
- **Evaluation:** Like equity, this step is applied to all other E's throughout the process. From gathering existing conditions data to conducting surveys gauging community perception, the issues and challenges must first be understood. Trends must be monitored throughout the process, and the success of outcomes must be measured.

2 EXISTING & FUTURE CONDITIONS FRAMEWORK

An existing and future conditions evaluation can offer insight and guidance on opportunities and constraints for active transportation improvements in Avondale. After identifying a viable candidate corridor for pedestrian or bicycle improvements and exploring existing opportunities, various concepts can be developed. These concepts can help both the public and stakeholders envision potential improvements and drive the decision-making process. In the past two decades, the City has seen tremendous growth, and as a result, the current active transportation infrastructure does not provide seamless connectivity across the entire community. Inventory and analysis was an integral element and essential to the creation of this ATP.

This section provides a contextual understanding of Avondale, which includes gaining an understanding of the history of the city, in order to establish the framework, objectives and goals for the ATP. As part of the planning process, a thorough gathering of information included assembling electronic information balanced with aerial photography and field review verification.

The information gathered and presented in this Section was ultimately provided to Avondale in a GIS database. The electronic data gathering was focused on collecting and verifying infrastructure with the intention of adding to the City's current GIS database relative to components and features that may influence the development of an active transportation plan.

This electronic data was reviewed, and associated mapping was balanced against a field appraisal of existing conditions to better ascertain the physical and environmental opportunities and constraints associated with each potential active transportation corridor.

The GIS data provided by the City identified areas of concern that have been physically evaluated. The site field work included review of the known gaps in pedestrian connectivity throughout Avondale as well as



evaluating connections that are a potential link to City identified activity centers or areas of known interest as voiced by local residents and the Parks & Recreation Advisory Board.

EXISTING PLANS, STUDIES & RELEVANT INFORMATION

There are a variety of existing studies and reports that influence and inform the preparation of the Avondale ATP. The studies outlined in **Table 2-1** were reviewed for applicable bicycle and pedestrian facilities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Avondale. A detailed review of the key studies is included in Appendix A.

Table 2-1: Inventory of Existing Plan, Studies, & Relevant Information Reviewed

Plan Title		Plan Type	Year	Key Study
City of Avondale Plans	Avondale Transportation Master Plan	Transportation	2017	✓
	Avondale General Plan 2030	General Plan	2012	✓
	Avondale Strategic Plan	Strategic Plan	2021	✓
	Avondale Parks, Recreation, Libraries and Trails Master Plan Update	Recreation & Trails	2017	✓
	Avondale Wayfinding Master Plan	Active Transportation	2015	✓
	City of Avondale 5-year CIP			✓
	El Rio Design Guidelines & Planning Standards	Design	2015	✓
	Public Art Master Plan	Community	2021	
	North Avondale Specific Plan	Community	2013	✓
	The BLVD Specific Plan	Community	2019	✓
	Healthy Lifestyle Plan	Community	2011	✓
	Freeway Corridor Specific Plan	Transportation	2015	✓
	Tres Rios Greenway Specific Plan	Community	2002	✓
	Old Town, Cashion, Las Ligas/Rio Vista Specific Area Plan	Community	2021	✓
	Community Sustainability Plan	Community	2022	✓
	Street Tree Master Plan	Community	2014	
	Safe Routes to School Plans	Active Transportation	2020	✓
	Completed: Canyon Breeze, Michael Anderson, Estrella Vista, Garden Lakes, Littleton Ongoing: Lattie Coor, Eliseo C Felix, Corte Sierra, Rio Vista, Avondale Middle Schools			
	Stormwater Management Plan	Design	2016	
	Avondale General Engineering Requirements Manual	Design	2018	✓
Regional Plans	MAG Active Transportation Plan	Active Transportation	2020	✓
	MAG Multimodal Level-of-Service Study	Active Transportation	2017	✓
	MAG 2040 Regional Transportation Plan Update	Transportation	2017	
	MAG Regional Bikeway Master Plan	Active Transportation	2007	✓
	MAG Regional Pedestrian Plan	Active Transportation	2000	✓
	MAG West Valley Multimodal Transportation Corridor Plan	Transportation	2001	

County Plans	MCDOT 2035 Regional Transportation System Plan (2040 Update underway)	Transportation	2014	
	MCDOT Active Transportation Plan	Active Transportation	2018	✓
	Maricopa County Regional Trail System Plan	Trails	2004	✓
State Plans	ADOT Bicyclist Safety Action Plan	Active Transportation	2018	✓
	ADOT Pedestrian Safety Action Plan	Active Transportation	2017	✓
	ADOT An Economic Impact Study of Bicycling in Arizona	Economic	2013	

COMMUNITY PROFILE

Current Land Ownership

As noted in **Table 2-2** and **Figure 2-1**, Avondale's MPA covers approximately 94.4 square miles of land owned and maintained by numerous sources, though privately-owned property is the majority ownership category covering over 36 percent of all land in the Avondale MPA.

The Bureau of Land Management (BLM) is the second largest landowner with nearly almost 30 percent of Avondale's MPA located in far south Avondale within and adjacent to Estrella Mountain Regional Park. There are also about 15.5 square miles of other public lands, or about 16 percent.

A map of the current land ownership is illustrated in **Figure 2-2**.

Table 2-2: Land Ownership Distribution

Land Ownership Category	Percent	Square Miles
Private	38.9%	36.8
Bureau of Land Management (BLM)	29.3%	27.7
Local or State Parks	16.4%	15.5
Arizona State Land Department (ASLD)	14.5%	13.6
US Fish and Wildlife (FWS)	0.7%	0.6
Bureau of Indian Affairs (BIA)	0.2%	0.2
Total	100.0%	94.4

Source: Bureau of Land Management, 2021

Figure 2-1: Land Ownership Distribution

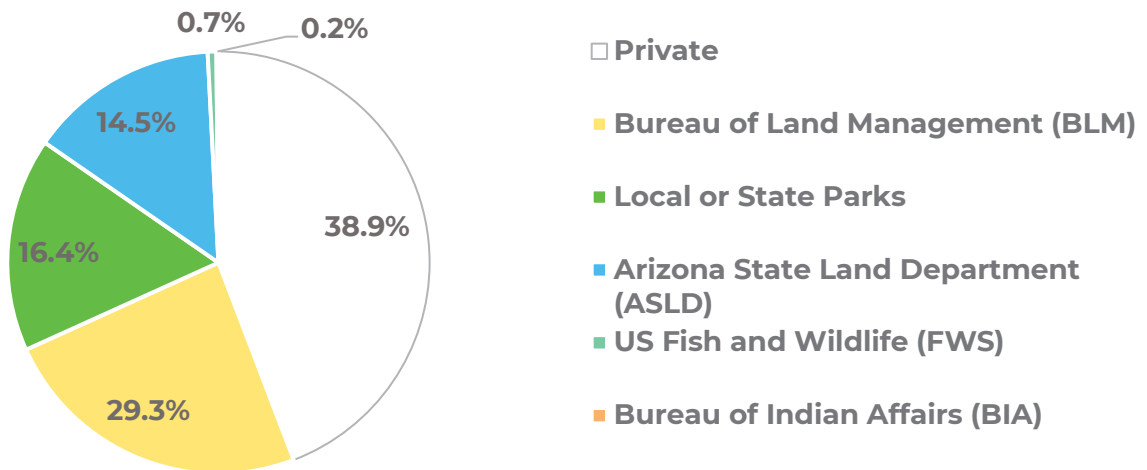
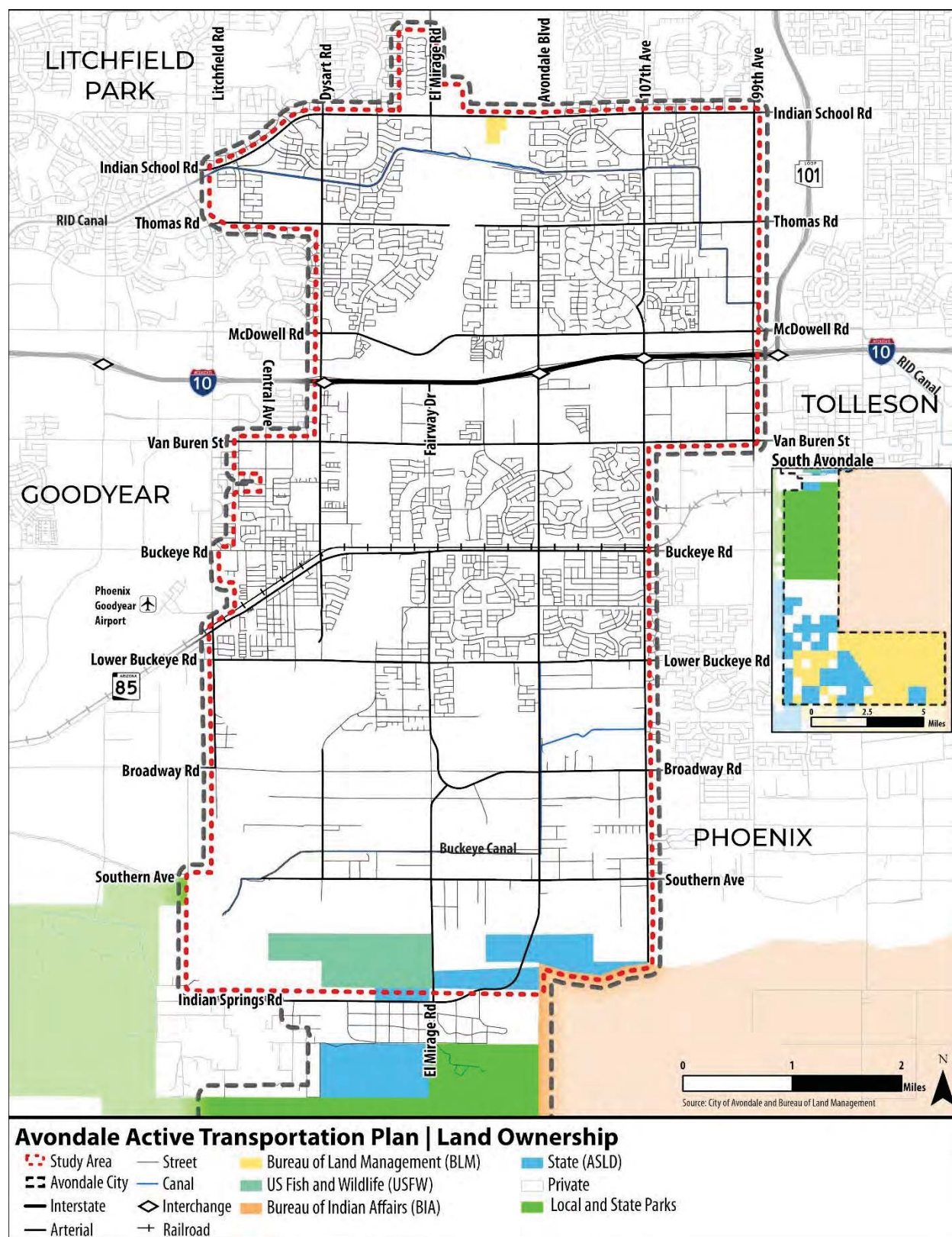


Figure 2-2: Land Ownership Map



Existing Land Use

As shown in **Table 2-3** and **Figure 2-3**, the existing land use composition in Avondale is predominately open space (52.5 percent) and vacant (22.0 percent). Although this is largely due to the large swaths of land of open space that is located within the Estrella Mountain Regional Park, Aqua Fria, Salt, and Gila Rivers, there is vast potential for urban growth within Avondale private land ownership areas. To further reinforce said statement, agriculture land uses account for 6.6 percent of the land within Avondale which present additional opportunities for urban development.

Outside of open space, vacant, and agricultural land, the most predominant land use is traditional single family development accounting for 10.3 percent of the total land within Avondale.

A map of the existing land use in Avondale is provided in **Figure 2-4**.

Table 2-3: Existing Land Use Distribution

Land Use Category	Square Miles	Percent
Agriculture	6.2	6.6%
Commercial	1.1	1.2%
Industrial	0.6	0.6%
Multi-Family Residential	0.5	0.5%
Office	0.1	0.1%
Open Space	49.4	52.5%
Other/Public Employment	4.4	4.5%
Single Family Residential	9.8	10.3%
Transportation	1.7	1.7%
Vacant	20.6	22.0%
Total	94.4	100.0%

Source: Maricopa Association of Governments (2020)

Figure 2-3: Existing Land Use Distribution

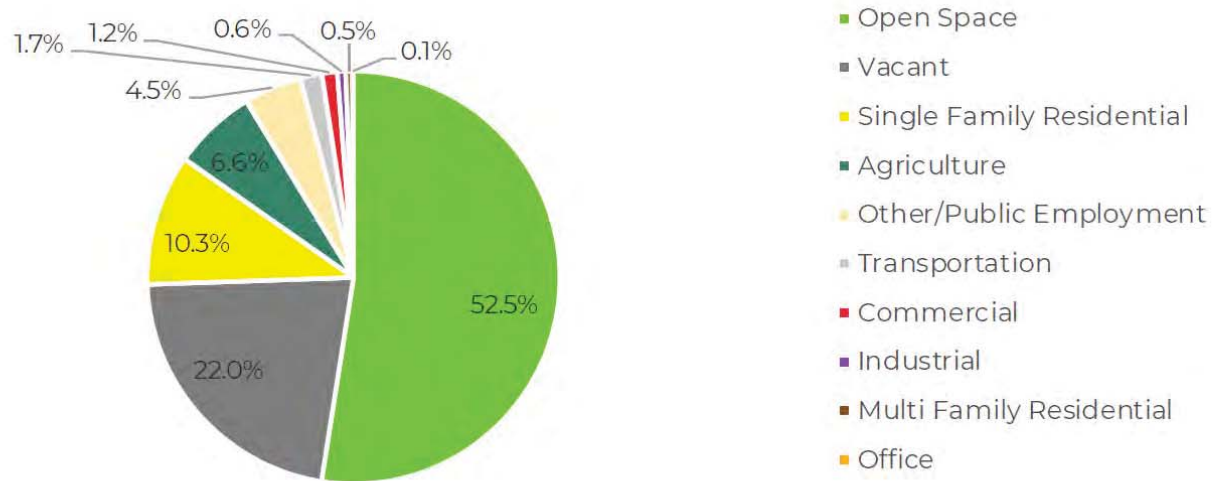
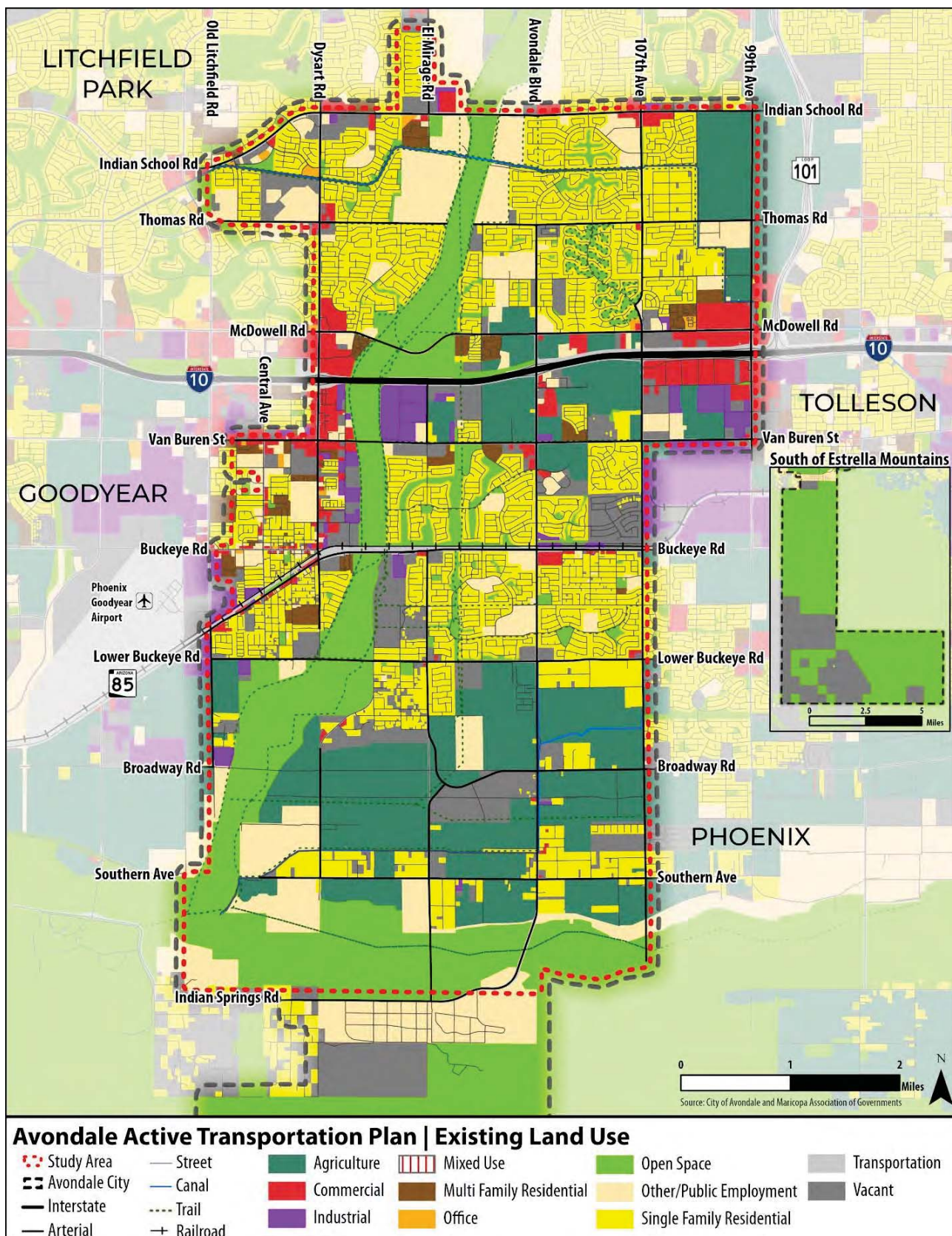


Figure 2-4: Existing Land Use Map



Zoning

Zoning districts in Avondale are established in order to promote the orderly development of the City and in order to classify, regulate, restrict, and separate the use of land, buildings and structures. While the General Plan offers guidance on Avondale's future growth for the entire municipal planning area (94.4 square miles), an evaluation of the existing zoning districts within the Avondale's municipal limits (32.8 square miles) begins to offer a more precise indicator of the existing and future mix, density and intensity of land uses that can be expected in the Avondale ATP study area. Avondale currently contains the following zoning districts within their municipal limits. A breakdown of the various districts and their respective square miles are shown in **Table 2-4**. Refer to **Figure 2-5** for a map illustrating the existing zoning districts.

Table 2-4: Zoning Distribution

Zoning Districts	Square Miles	Percent
Agriculture	9.7	29.7%
Cashion Business District	<0.1	<0.1%
City Center District	0.1	0.4%
Commerce Park	0.1	0.2%
Commercial Office	<0.1	<0.1%
Community Commercial	0.6	1.8%
Community Commercial with Historic Avondale Infill Overlay	<0.1	<0.1%
Freeway Commercial	0.1	0.1%
General Industrial	1.8	5.5%
Historic Avondale Infill Overlay	<0.1	<0.1%
Major Sports and Entertainment District	1.0	2.9%
Manufactured Home Park	0.3	0.8%
Multi-Family Residential	0.5	1.6%
Neighborhood Commercial	<0.1	<0.1%
Old Town Avondale Business	<0.1	<0.1%
Planned Area Development	15.1	46.0%
Rural Residential	1.3	4.0%
Special Use District	0.1	0.4%
Suburban Residential	1.8	5.5%
The BLVDD	0.3	0.9%
Total	32.8	100.0%

Source: City of Avondale, 2021

Nearly half of Avondale consists of the Planned Area Development (PAD) zoning district. The PAD zoning district is primarily designed to accommodate master planned communities that typically consist of a mixture of land uses. The purpose of PADs in Avondale is to promote the development of mixed-use developments

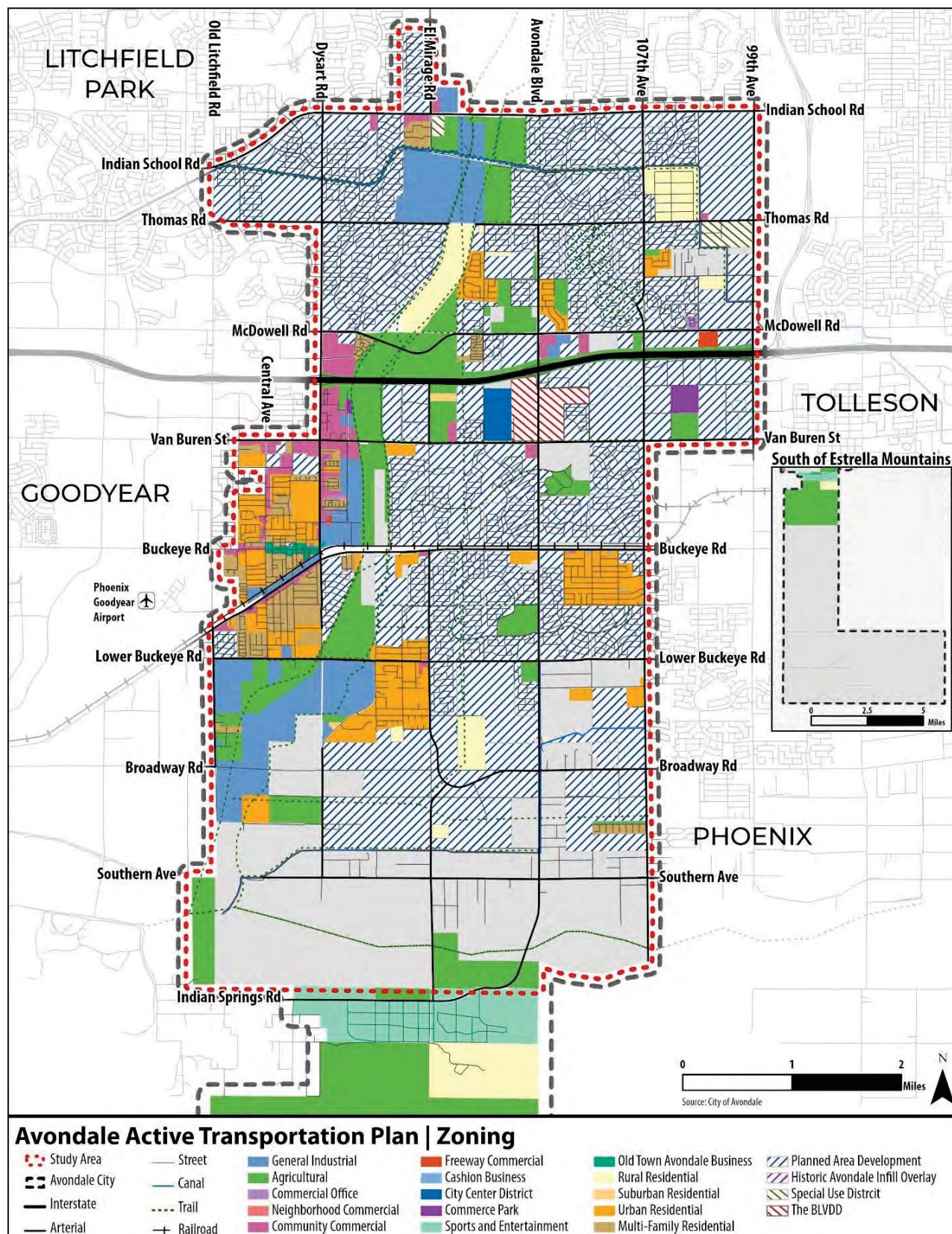
and/or residential subdivisions that include residential, commercial or business park development according to an overall development plan.

The lands in the western and parts of northern Avondale maintain a greater mixture of zoning designations. Old Town Avondale, along Western Avenue from Main Street to Dysart Road, has its own zoning designation classified as Old Town Avondale Business District (OTAB). The OTAB is to further the revitalization of the City's original town site and its immediate vicinity by encouraging pedestrian-oriented development and by emphasizing a unique mix of uses intended to make Old Town a destination, with street level activity that takes one back to an earlier place in Avondale's history.

The residential zoning surrounding the OTAB is a higher density of residential land uses which consist of Multi-Family and Urban Residential zoning designations. The Urban Residential zoning districts include R1-7, R1-6, and R1-5 with the intended purpose of providing a variety of single-family detached residential dwelling types at an urban density. The Multi-Family zoning designation include R-2, R-3, and R-4 zoning districts with the intended purpose of providing a mixture of higher density housing. The R-2 zoning district distinctly provides more of a transition from Single-Family Residential neighborhoods to a mixture of higher intensity land uses found in the other Multi-Family zoning districts. Properties in R-2 zoning districts are intended to be developed as single-family detached and attached, townhomes and patio homes. The R-3 zoning district is intended to provide for townhome, condominium and apartment uses, while the R-4 zoning district intended to be located near high activity commercial areas of Avondale and providing for high intensity townhome, condominium, apartment, and loft apartments.

Another notable area with unique zoning designations is around the BLVD District (BLVDD) near the center of the City at Avondale Boulevard and Van Buren Street. The BLVD Specific Plan ("The BSP") was created to implement the City Council's vision of creating a vibrant, urban, mixed-use environment that will become a premier destination for shopping, dining, entertainment, employment and various types of residential uses. The BLVDD is intended to complete the vision expressed in The BSP by prescribing building form, site design and architectural standards for The BLVD area. The BLVDD area is divided into six different sub-districts which include Village, Park Avenue, Residential, Neighborhood, and Promenade Districts. The adjacent City Center District (CCD) and the related City Center Specific Plan (CSP) were the precursors to the BLVDD and the BSP. The CCD and CSP have similar intentions of the BLVDD and BSP such as creating a high-density, mixed-use environment that will become a premier destination for shopping, dining, entertainment, employment and various types of residential uses for the area.

Figure 2-5: Zoning Map



Subdivisions

Subdivisions are the act of dividing land into parcels that are easier to sell or otherwise develop, usually via a plat. Subdivisions may be simple, involving only a single seller and buyer, or complex, involving large tracts of land divided into many smaller parcels.

As illustrated in **Figure 2-6**, Avondale has a mixture of subdivisions throughout the City that have either been completed, currently in progress, or planned to be developed. Much of northern Avondale consists of completed residential subdivisions while central and southern Avondale contains more of the residential subdivisions in progress of being completed or planned to be completed.

Avondale currently has 29 completed subdivisions, seven subdivisions in process of being completed, and eight subdivisions planned to be completed.

Floodplain

Floodplain Delineation Studies identify land areas (floodplains) subject to inundation by a flood that has a one percent probability of being equaled or exceeded in any given year, also known as a 100-year flood. The results of a Floodplain Delineation Study are often submitted to the Federal Emergency Management Agency (FEMA) in order for the study to be incorporated onto the Flood Insurance Rate Maps.

Any development in an area that is determined to be in a FEMA-designated floodplain must meet the requirements of local, state and federal regulations.

One of these requirements is to build the structure so the lowest floor is above the base flood elevation. The Base Flood Elevation (BFE) is the predicted highest flood water elevation expected to occur at a location during a 100-year flood event. New habitable construction must be built above the BFE.

As illustrated in **Figure 2-7**, the existing floodplains within Avondale predominately follow the regulatory floodways of the Agua Fria Rivers and the Gila/Salt River. These floodplain corridors often present opportunities for regional active transportation facilities due to their inviting natural open space features and their length and separation from roadways. In fact, the completion of a segment of trail along the Agua Fria Trail was completed in 2021. This segment of the Agua Fria Trail is located approximately a half mile north of Van Buren Street along the Agua Fria River east levee, beneath the I-10 overpass. The work consists of constructing asphaltic concrete and a cement concrete pathway, soil cement bank protection, landscaping



and other related work. Access to businesses and residential properties will be maintained throughout the duration of the project, and there will be no impact to travel lanes as most of the work will be in the Agua Fria River levee.

Figure 2-6: Subdivisions Map

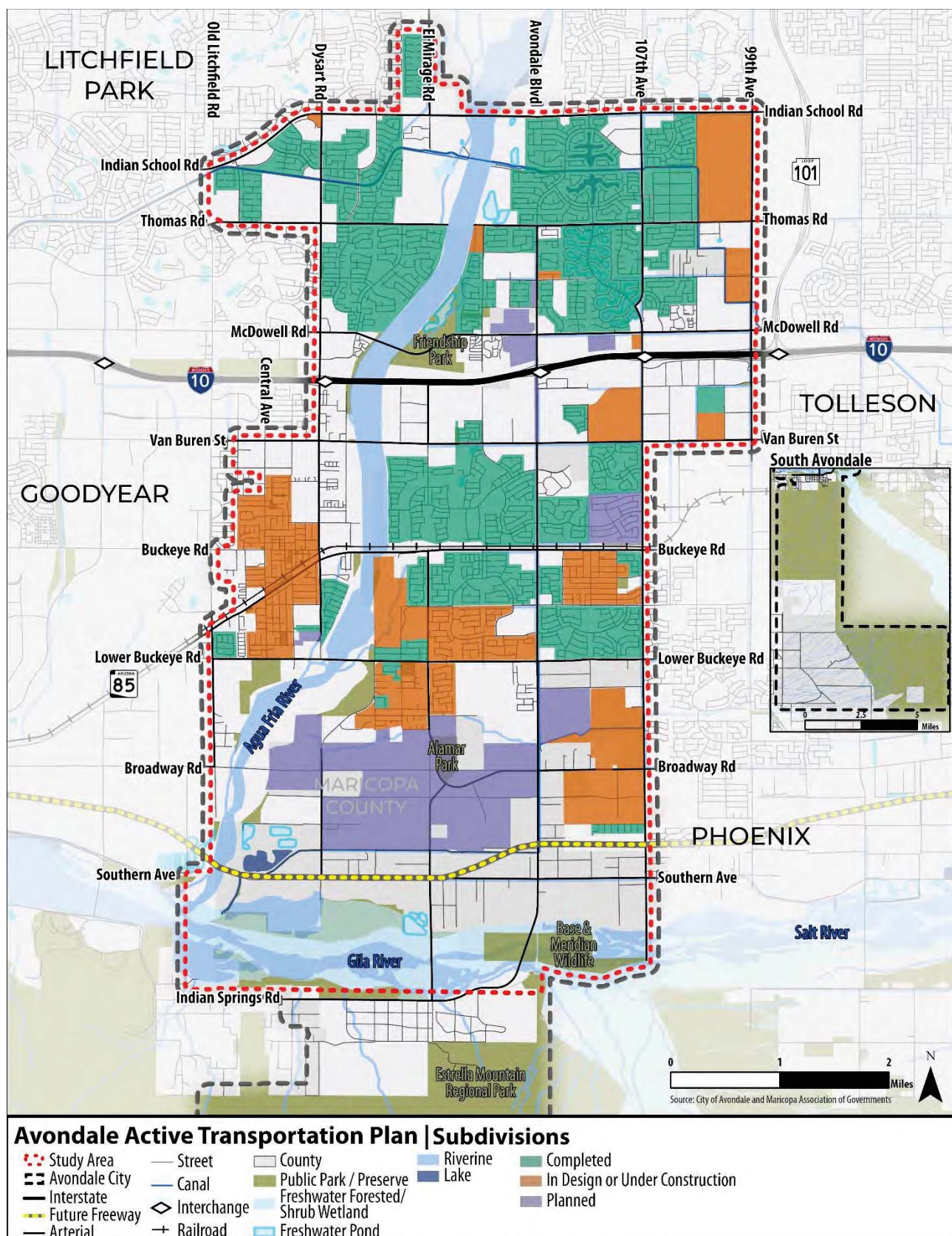
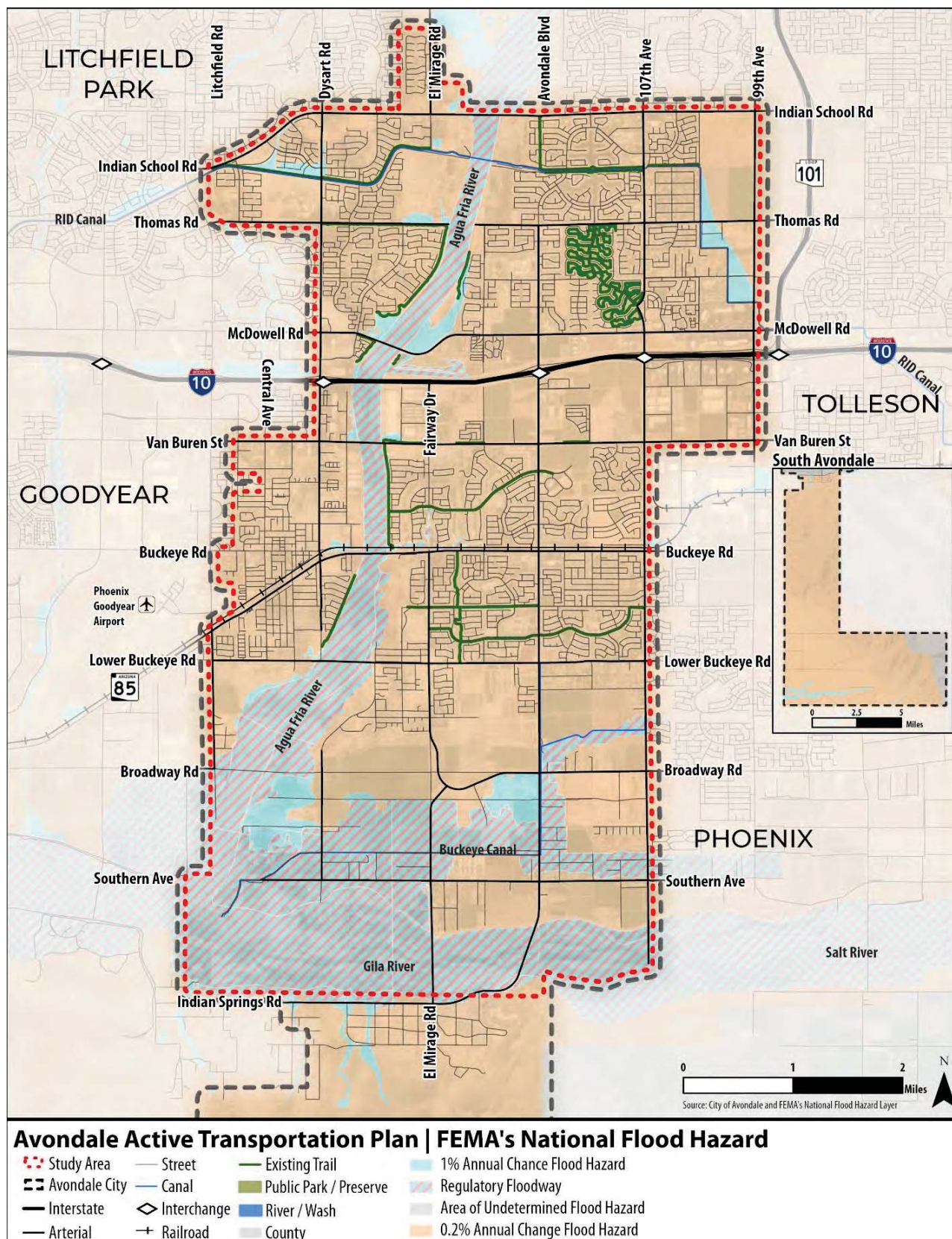


Figure 2-7: Flood Hazard Map



Future Land Use

Open space remains the most predominant land use under the Avondale General Plan future land use plan. The vast amounts of open spaces are largely attributable to the presence of the Aqua Fria and Gila Rivers and Estrella Mountain Regional Park in Avondale. The location and configuration of future planned land uses will provide vast opportunity for recreational trails to navigate throughout the entire City by leveraging the linear nature of the Agua Fria and Gila Rivers. The majority of the developable land (current vacant and agricultural land) under the existing land use scenario is projected to develop into single family residential (except along the I-10 corridor) with an additional 21.6 square miles of new residential development – more than tripling the amount in the current condition. As more residential development occurs, it will result in greater demand for safe, connected active travel infrastructure and implementation of safety measure to ensure motorists traverse the roadway network safety and efficiently with the modes of active transportation. Refer to **Table 2-5** and **Figure 2-8** for a summary of the future land use distribution, and **Figure 2-9** for a map illustrating the future land uses.

Table 2-5: Future Land Use Distribution

Land Use Category	Square Miles	Percent
Commercial	2.6	3%
Industrial	1.1	1%
Mixed Use	1.5	2%
Multi-Family Residential	0.9	1%
Office	0.2	1%
Open Space	50.0	53%
Other/Public Employment	5.0	5%
Single Family Residential	31.4	33%
Transportation	1.7	2%
Total	94.4	100%

Source: Maricopa Association of Governments (2020)

Figure 2-8: Future Land Use Distribution

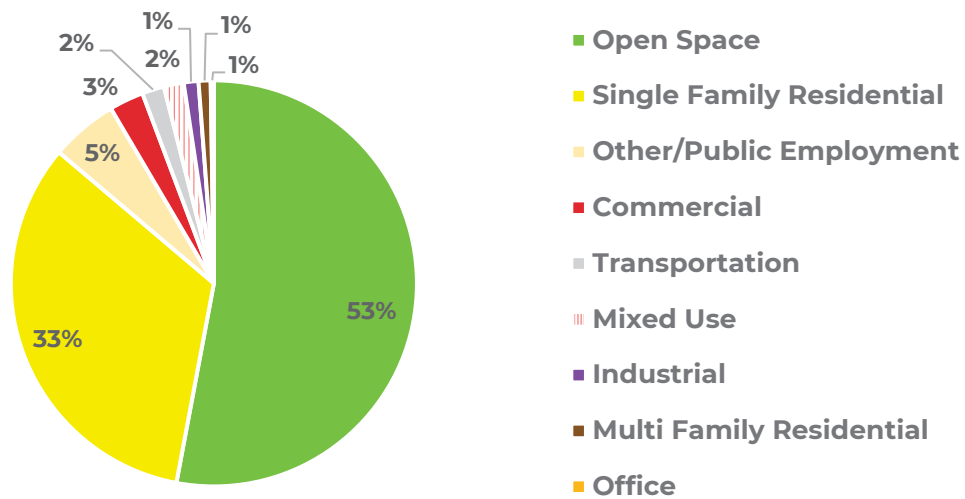
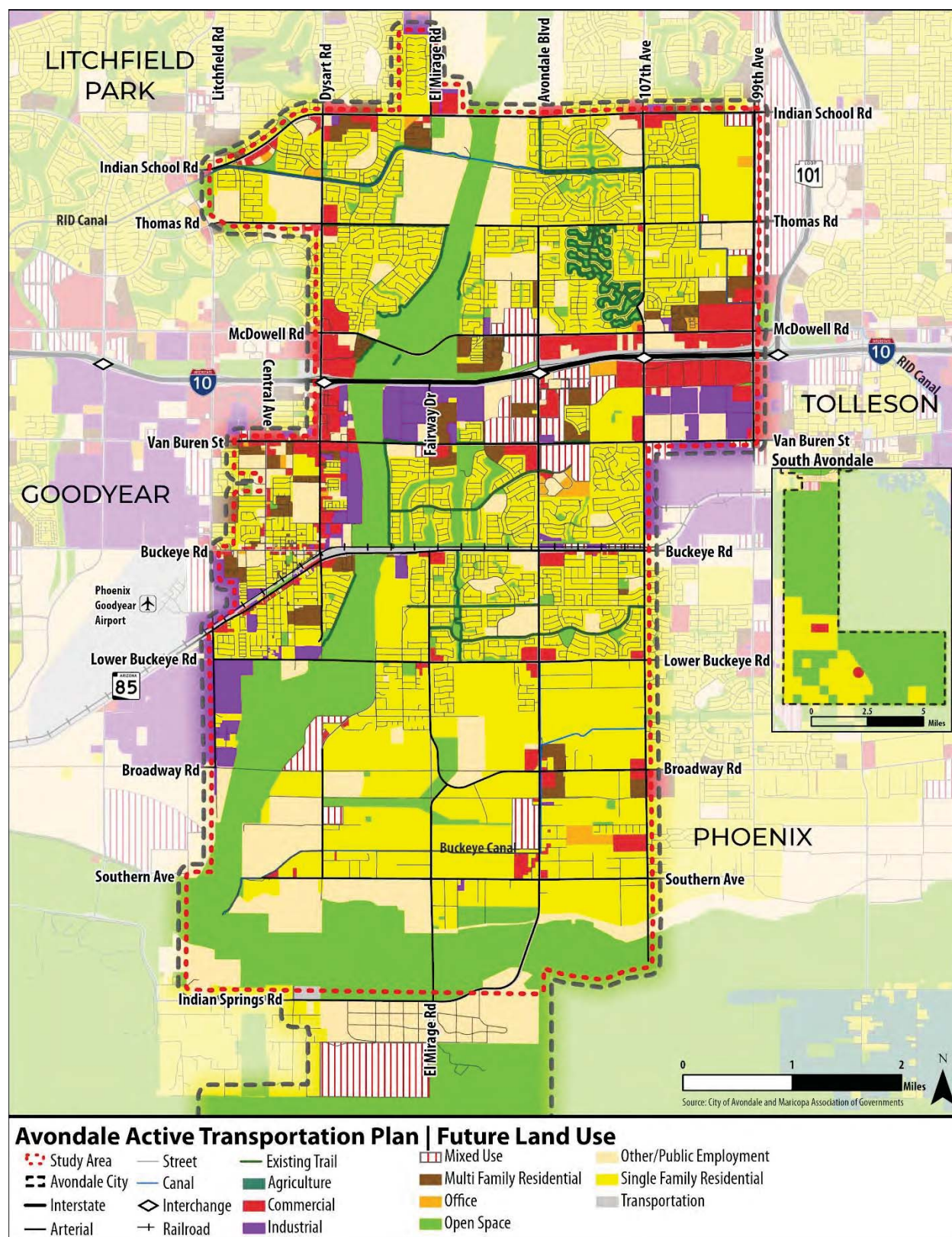


Figure 2-9: Future Land Use Map



DEMOGRAPHIC & SOCIOECONOMIC CONDITIONS

A thorough understanding of the existing and projected demographic and socioeconomic conditions in Avondale can help influence, determine and prioritize areas of Avondale where new or improved active transportation infrastructure should be considered. In addition, this analysis and inventory can aid the identification of active transportation user needs, behaviors and tendencies.

This section includes an inventory of various demographic and socioeconomic conditions which is summarized in **Table 2-6**.

Population & Jobs

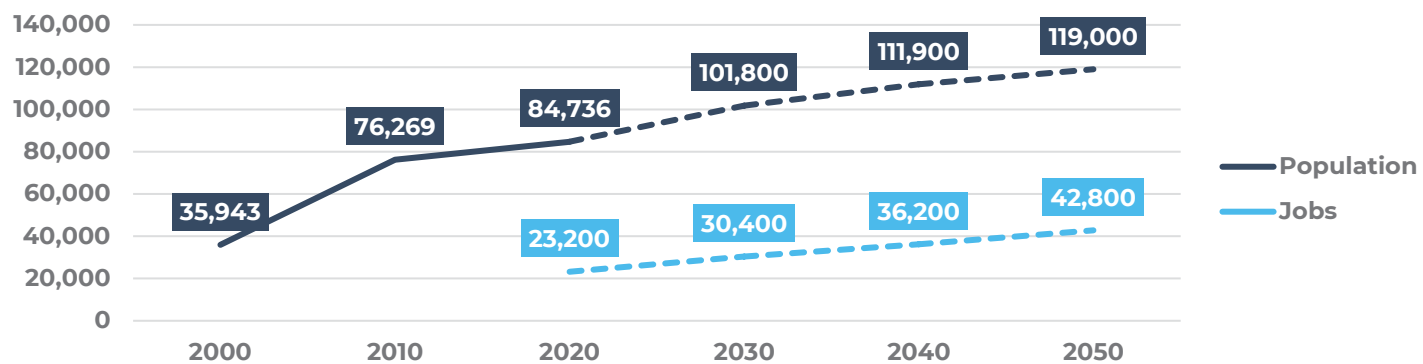
According to MAG, 84,736 people lived in Avondale in 2020 with a population of approximately 898 people per square mile with a median age of approximately 30 years old, substantially younger than the median age of 36 in Maricopa County.

Per MAG projections (**Figure 2-10**), the population is expected to reach approximately 101,800 in 2030, 111,900 in 2040, and 119,00 by 2050. Similar to much of metro Phoenix, Avondale experienced rapid growth between 2000 and 2010 with a total population increase of approximately 112 percent. Since 2010, the rate of population growth recessed some to 11 percent with an increase of 8,467 people from 2010 to 2020. Population in Avondale is expected to increase by around 20 percent between 2020 and 2030 and then begin to plateau thereafter with a population growth of 10 percent and six percent between 2030 and 2040, and 2040 and 2050 as the community nears build out.

As illustrated in **Figure 2-11**, the density of population throughout Avondale is fairly consistent within the MPA with the areas of highest density of population being near Old Town Avondale and few other residential areas north and south of I-10.

As of 2020, there were approximately 23,200 jobs within Avondale and MAG is forecasting a 31 percent increase in jobs, with the city reaching approximately 30,400 jobs by 2030. The rate of job growth is projected to slow with 36,200 jobs projected in 2040, a 10 percent increase from 2030 projections; and ultimately reaching around 42,800 jobs by 2050, a six percent increase from 2040. With the amount of population and employment growth expected to occur in Avondale over the next 20 to 30 years, now is the time to plan, prioritize and invest to incrementally develop bicycle and pedestrian facilities that will help Avondale become a premier community for livability and active transportation.

Figure 2-10: Population & Job Growth



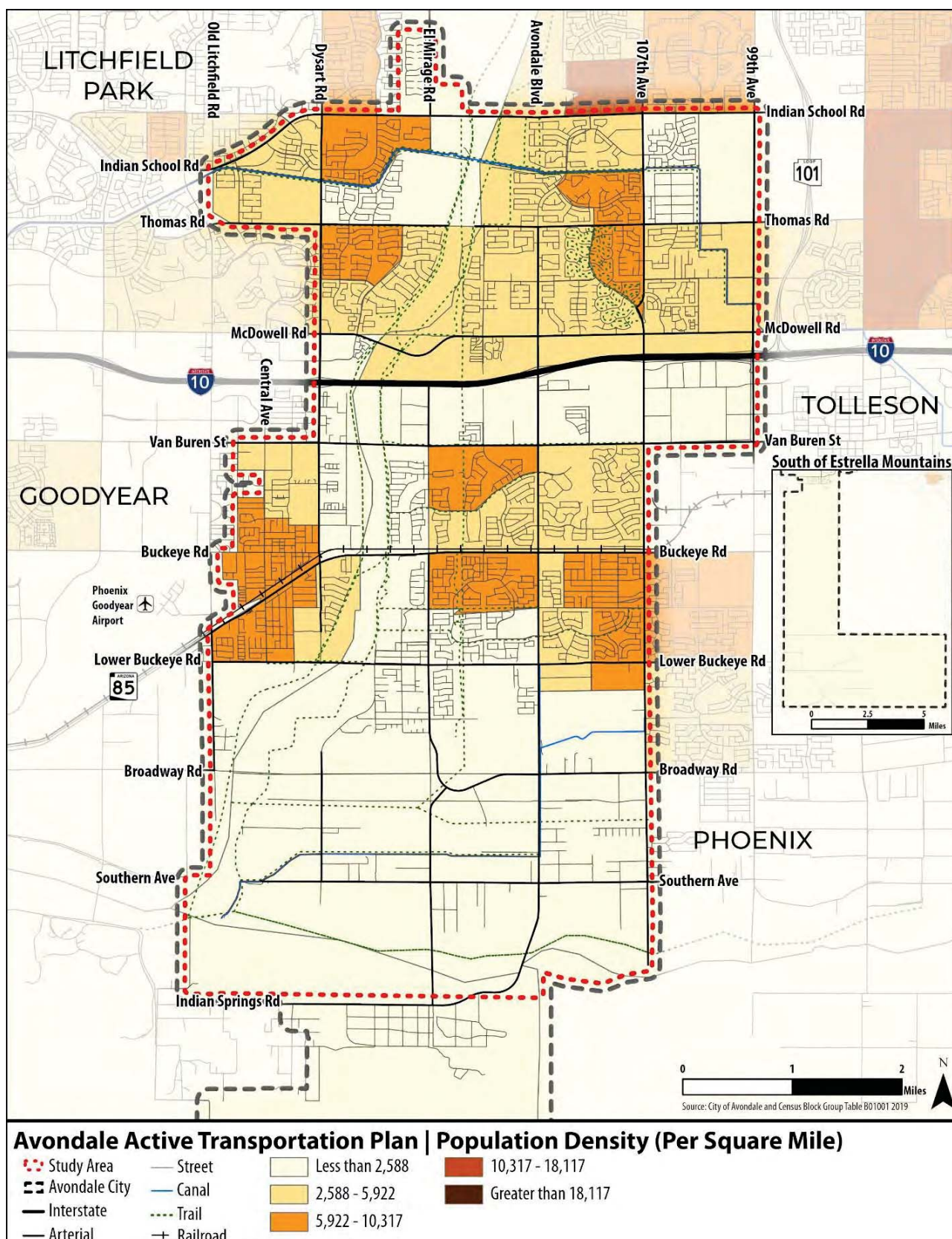
Source: Maricopa Association of Governments, 2020

Table 2-6: Demographic & Socioeconomic Conditions Summary

Demographic & Socioeconomic Conditions	City of Avondale	Maricopa County
Population		
Population	84,736	4,328,810
Population Density (per square mile)	897.72	469.39
Median Age	30.8	36.4
Housing & Households		
Median Household Income	\$61,825.00	\$64,468.00
Households	26,067	1,552,096
Renters	45.00%	37.80%
Mobile Homes	3.80%	4.50%
Families with Female Head of Household	18.08%	12.22%
Income Below Poverty	11.90%	12.11%
No-Vehicle Households	4.80%	5.94%
One-Vehicle Households	29.97%	35.33%
Title VI		
Minority (% of total population)	69.01%	44.76%
Age 65 and older (% of total population)	8.43%	16.09%
Age 17 and younger (% of total population)	30.57%	24.31%
Disability: Households with person(s) with a disability	10.40%	11.20%
Limited English Proficiency (% of population 5 and older)	11.30%	8.80%
Commuting		
Workers 16 years and older	39,960	2,040,912
Car or Truck - drive alone	78.69%	76.00%
Car or Truck - carpool	13.51%	11.00%
Public transportation	0.73%	2.00%
Bicycle	0.40%	0.80%
Walked	1.50%	1.50%
Other means (taxicab, motorcycle, etc.)	1.20%	1.70%
Work at home	7.70%	7.00%

Source: Maricopa Assortation of Governments and US Census Bureau, 2020

Figure 2-11: Existing Population Density Map



Housing

In 2020, approximately 26,067 households existed within Avondale at a median household size of 3.24 people and a median household value of \$215,100 dollars. The median household income in Avondale is \$61,802 dollars, slightly lower than Maricopa County average of \$64,498. The median household income is consistent across the City with the most affluent area being north of I-10. Refer to **Figure 2-12** for a map of Avondale with the median household income.

Title VI

To help inform the “Equity” component of the Six E’s throughout the study process, the following vulnerable populations groups were analyzed in Avondale:

- Minority Population
- Poverty Status
- Age 65 and older
- Age 17 and younger
- Disabled
- Limited English Proficiency

As noted in **Table 2-6**, approximately 69 percent of the population in Avondale is a minority which is higher than the Maricopa County ratio of nearly 45 percent. The percent of the population age of 65 or older is just over eight percent which is lower than the county’s 16 percent of the population; while the percent of the population age 17 and younger is around 30 percent which is higher than the county’s percentage of 24 percent. This means that Avondale has a much higher percentage of a younger population while the amount of older population is less when compared to Maricopa County as a whole. Refer to **Figure 2-13** and **Figure 2-14** for a map illustrating where the younger and older populations live within Avondale. Approximately 10.5 percent of the households within Avondale have at least one person with a disability which is slightly lower than Maricopa County at 11.2 percent. The percent of the population at the age of 5 and older with limited English proficiency in Avondale is over 11 percent which is higher than the County’s percent of 8.8 percent.

Zero-Vehicle Households

The percent of no-vehicle households in Avondale is roughly 4.8 percent which is lower than the County’s 5.9 percent. The no-vehicle ownership data shown in **Figure 2-16** reflects areas around Old Town Avondale and on the east boarder south of Buckeye Road having the highest percentage of households without access to a personal vehicle, equating to roughly one-fifth to over one-third of the households in those areas. Areas adjacent to I-10 and south of the railroad tracks along MC 85 also have a higher percentage of no-vehicle households than the County ranging from 11 to 20 percent of the homes in those areas not having access to a personal vehicle.

Existing Commuting Patterns

According to the 2020 US Census Bureau, an estimated 40,545 people in Avondale are employed that commute either within Avondale or to the surrounding areas. Refer to **Figure 2-17**, **Figure 2-18**, and **Figure 2-19** for maps of people who commute to work by either walking, biking or taking public transit.

Figure 2-12: Median Household Income Map

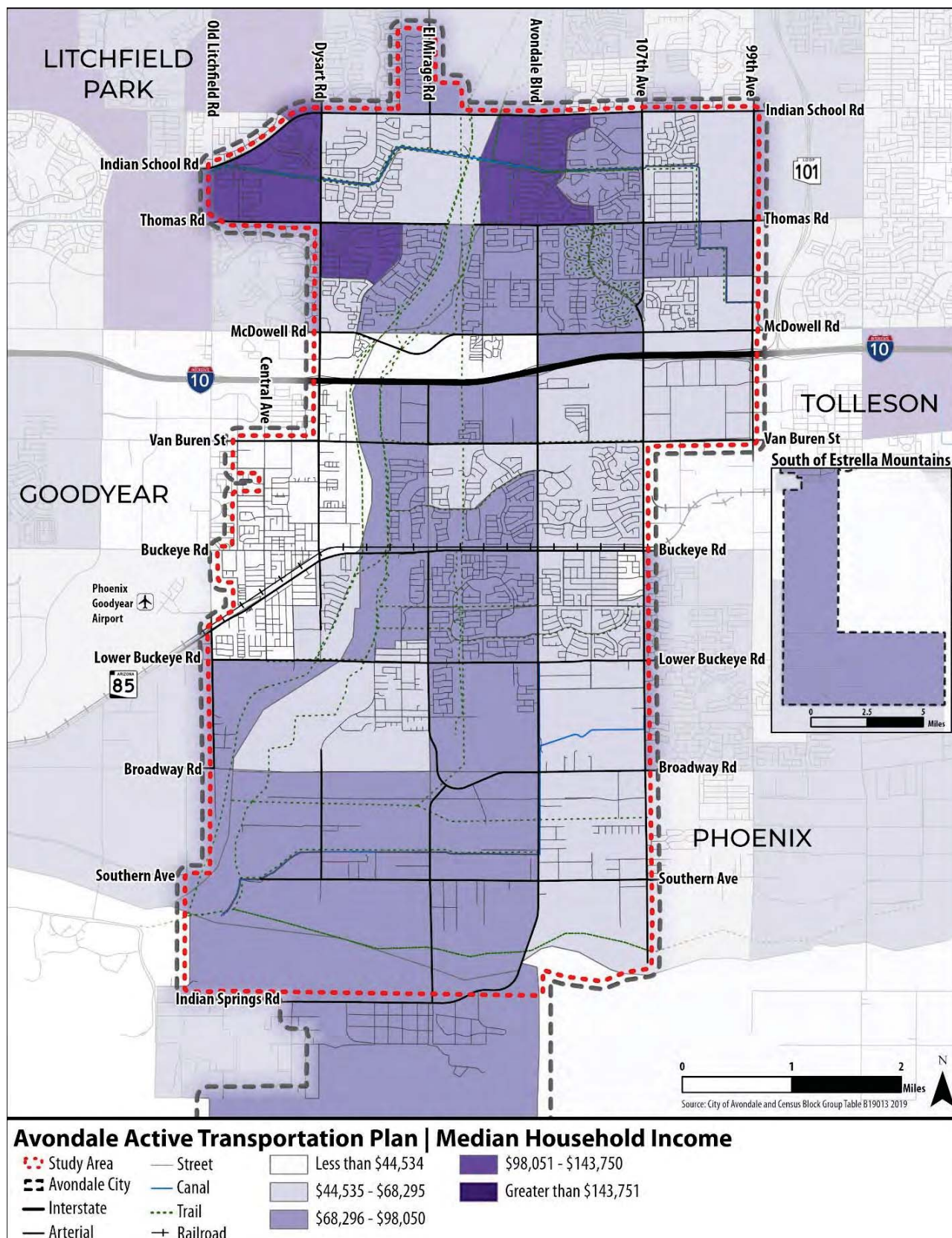


Figure 2-13: Population of 65 Years & Older Map

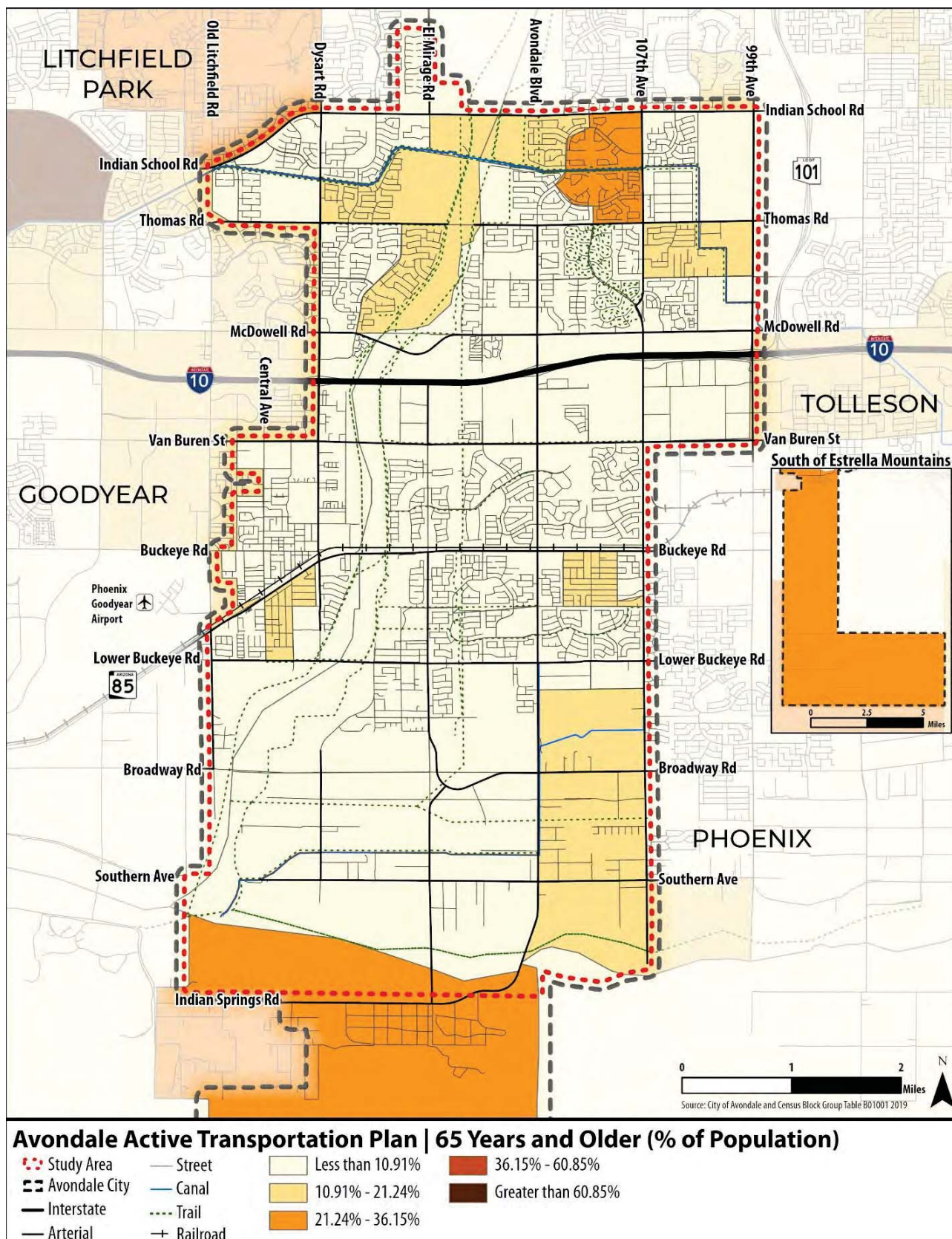


Figure 2-14: Population of 17 Years & Younger Map

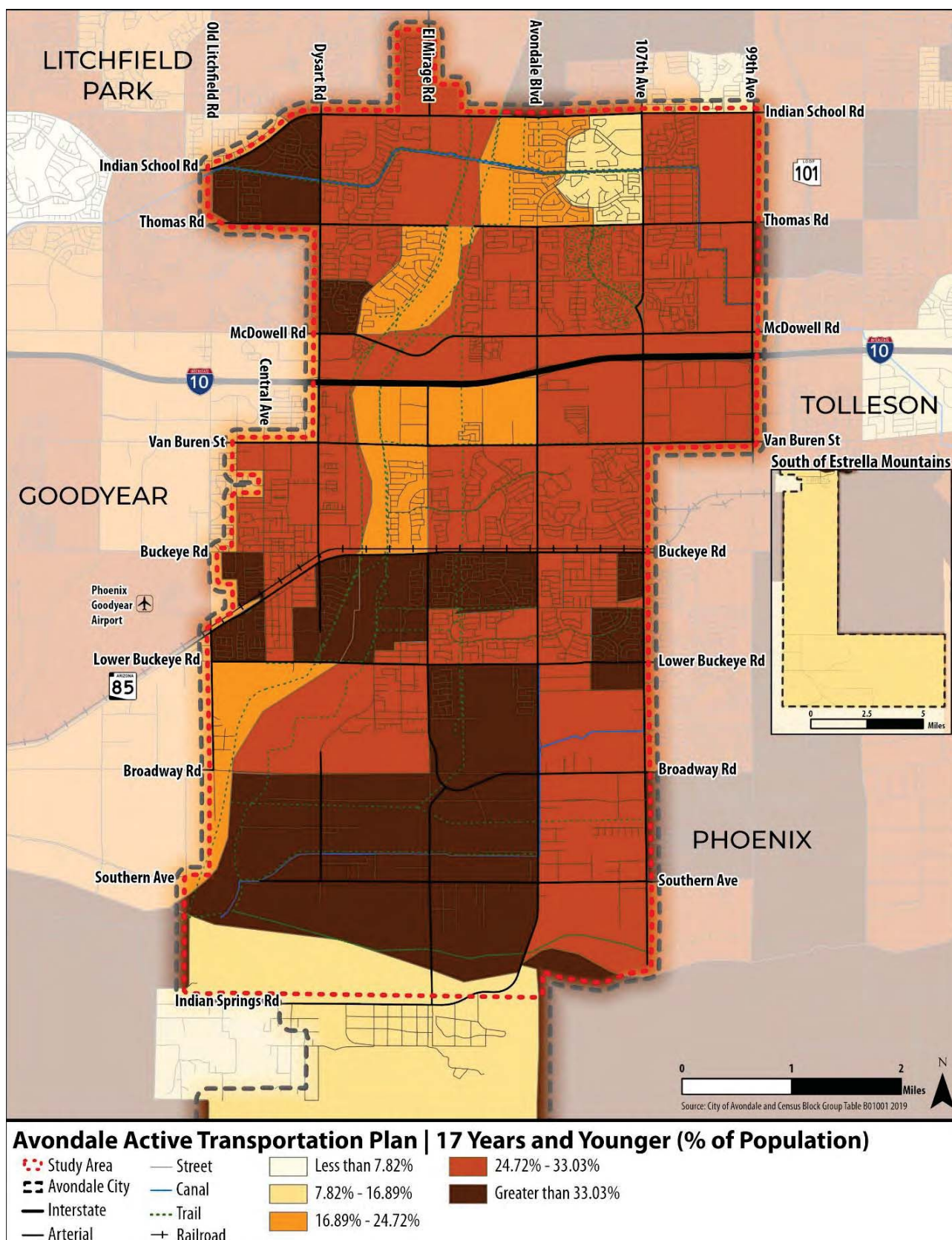


Figure 2-15: Poverty Map

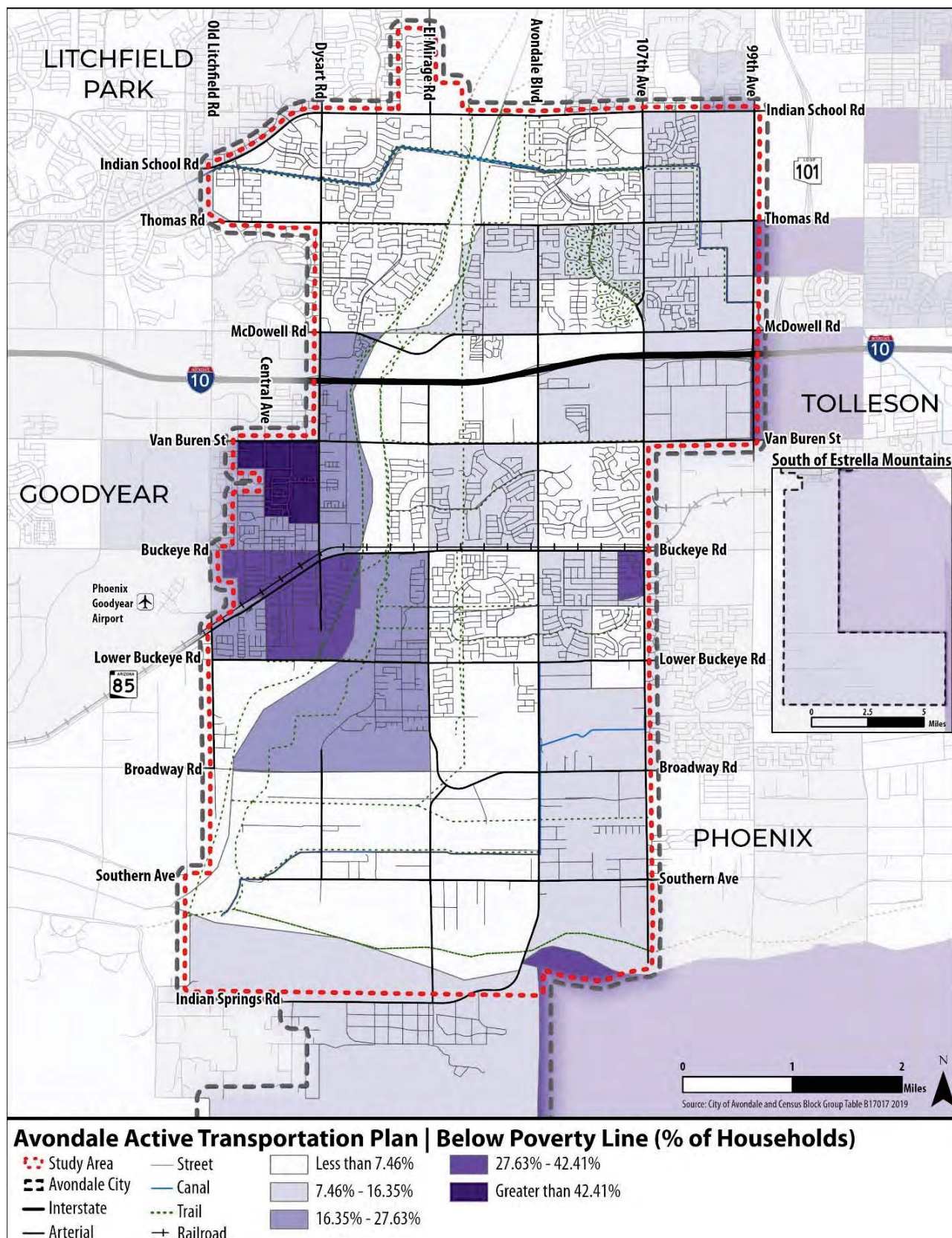


Figure 2-16: Zero-Vehicle Households Map

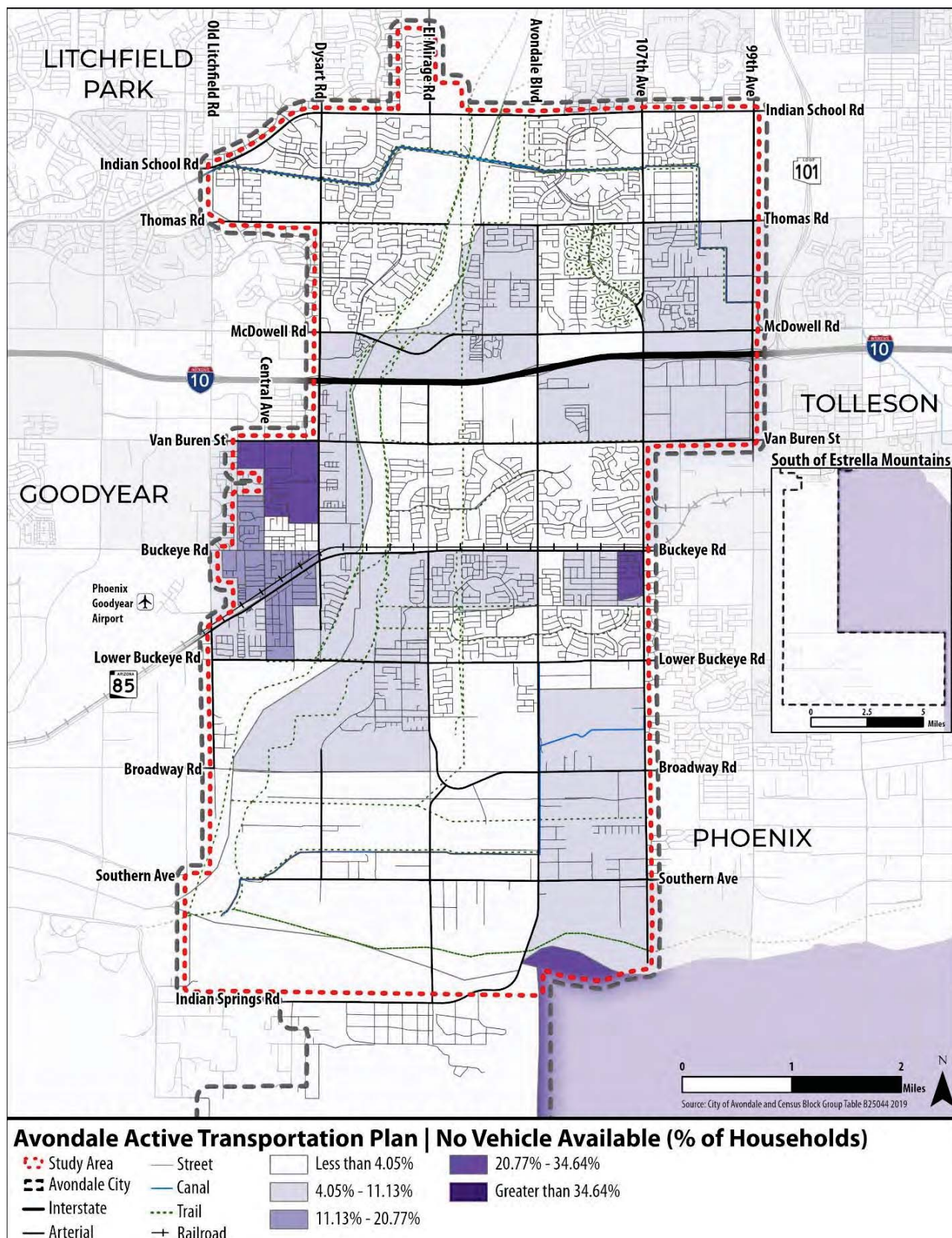


Figure 2-17: Percent of Population that Walk to Work Map

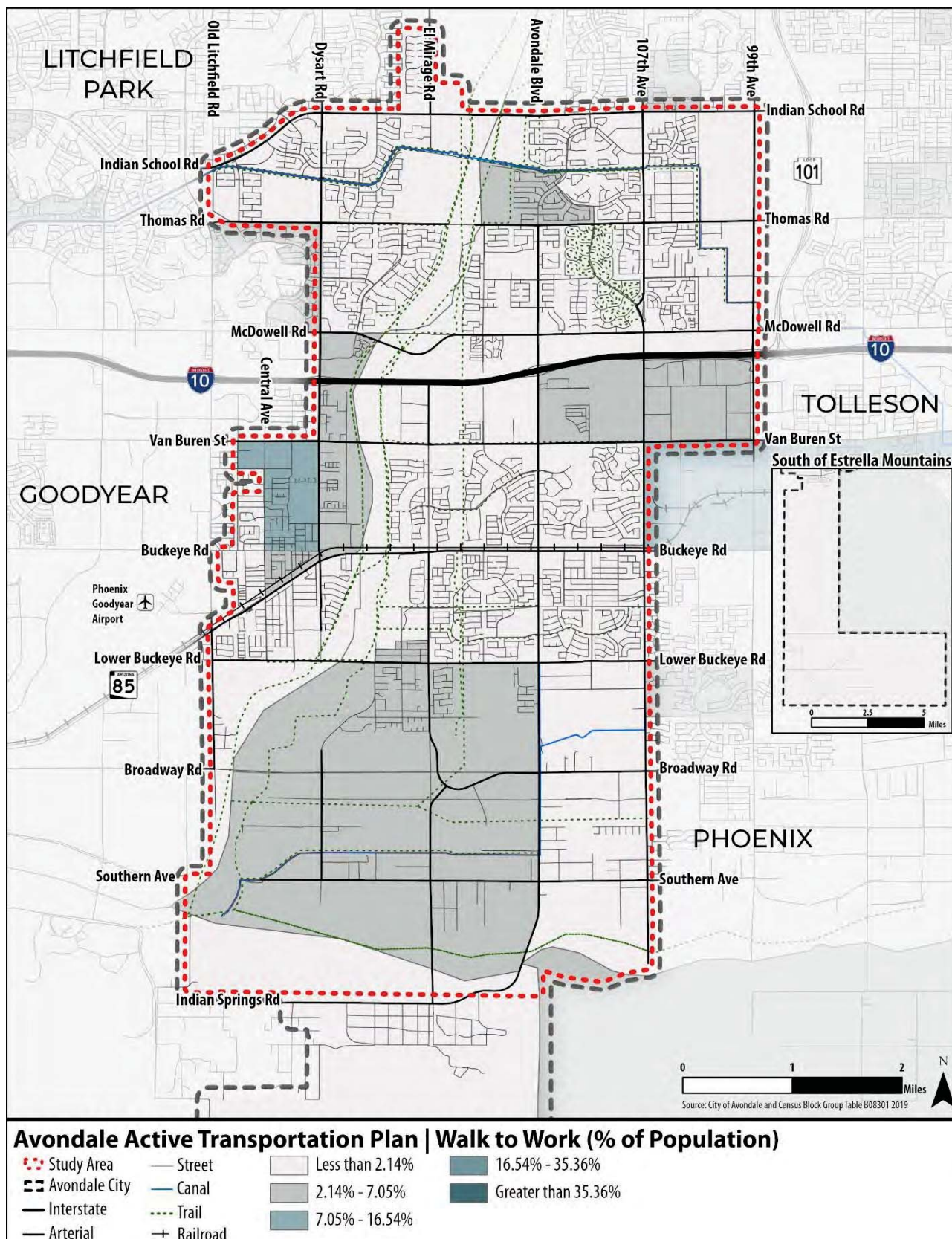


Figure 2-18: Percent of Population that Bike to Work Map

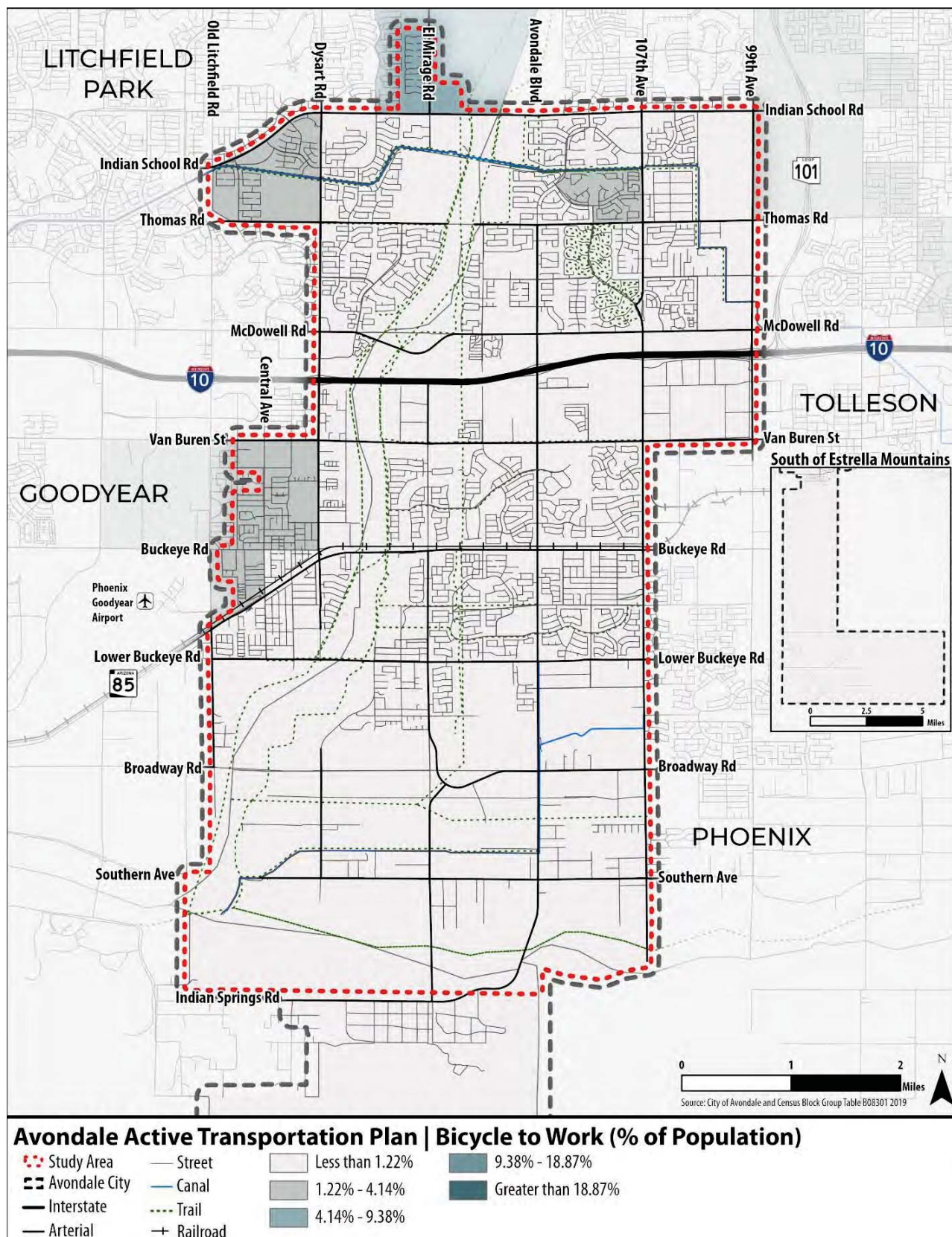
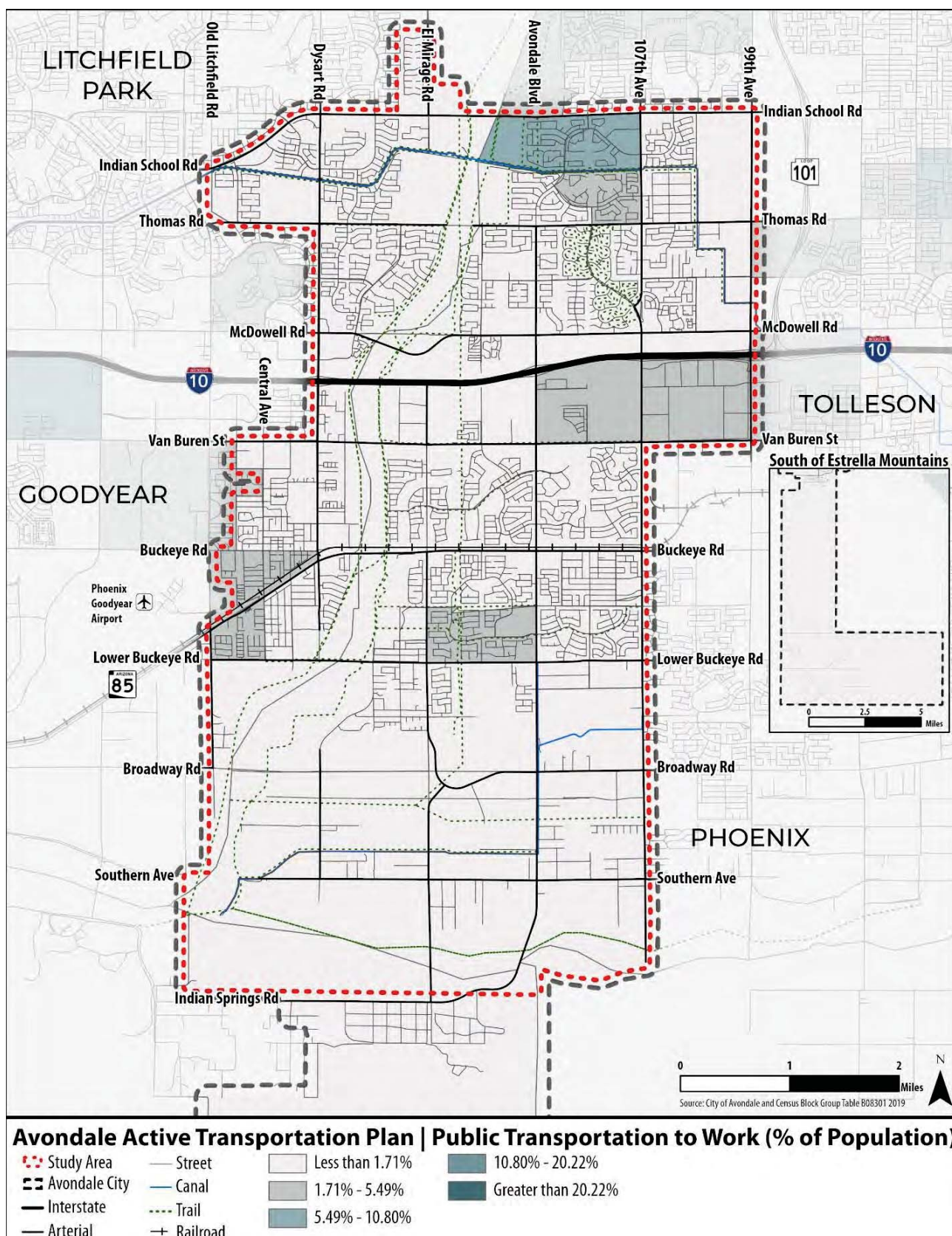


Figure 2-19: Percent of Population that take Public Transportation to Work Map



TRANSPORTATION NETWORK

The existing and planned Avondale transportation network was reviewed taking an in-depth analysis of the existing roads, bikeways, sidewalks, and transit system within the Avondale MPA boundary. The existing transportation infrastructure helped guide the needed expansion of the proposed network and specific bicycle and pedestrian infrastructure improvements presented in *Section 4 – Project Recommendations*.

Existing & Planned Roadway Network

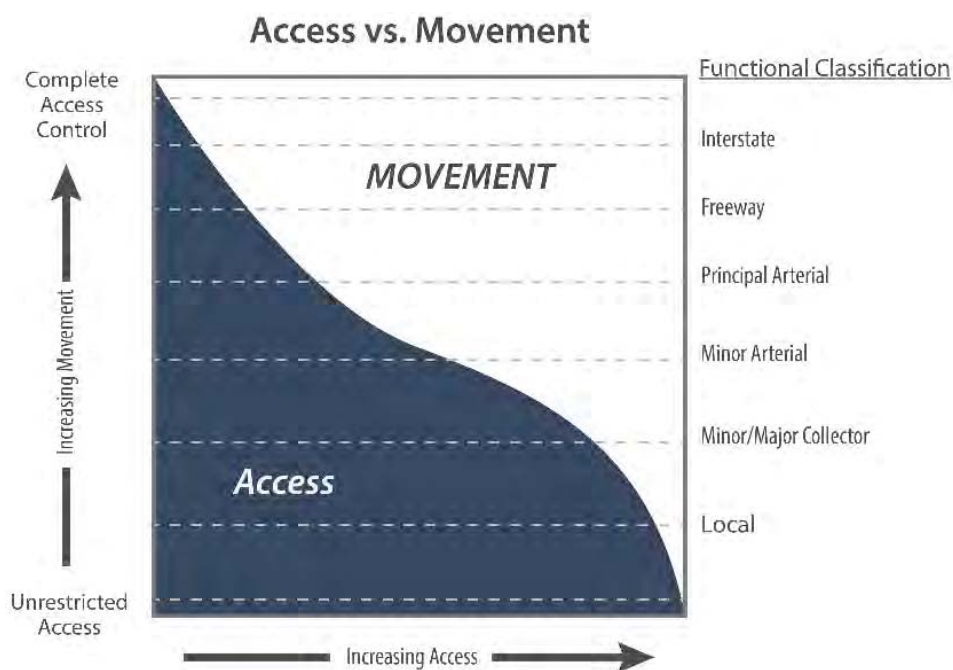
Roads provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in Figure 2-20. Both functions are vital, and no trip is made without both. Roads are functionally classified by the relative amounts of through and land-access service they provide, amounts of traffic they can support, and the distance of trips they facilitate.

Functional classification is used by the planners and engineers to establish a roadway's design standards, speed, capacity, access management features, and land use development. Functional classification also impacts a roadway's eligibility for federal transportation funds for roadway improvements and maintenance.

Per the Avondale's General Engineering Requirements Manual, there are four primary functional classifications, which include:

- **Interstates/freeway** facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities – only via traffic interchanges.
- **Arterial/parkway** facilities are provided to primarily serve through-traffic movement. While some land-access service may be accommodated, it is clearly a minor function. All traffic controls and the facility design are intended to provide efficient through movement.
- **Collector** facilities, the "middle" classification, are intended to serve both through and land-access functions in relatively equal proportions. For long through trips, such facilities are usually inefficient, nevertheless they are frequently used for shorter through movements associated with the distribution and collection portion of trips.

Figure 2-20: Access versus Movement Graphic



- **Local** facilities primarily serve land-access functions. Local Street design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility.

As noted in **Table 2-7**, of the total 395.2 linear miles of roads within the Avondale MPA, there are nine miles of interstates/freeways/state routes, 65.7 miles of arterial roads, 41.5 miles of collector roads, and 279 miles of local roads. This distribution of functionally classified roads is typical for a suburban community such as Avondale.

Table 2-7: Roadway Functional Classification

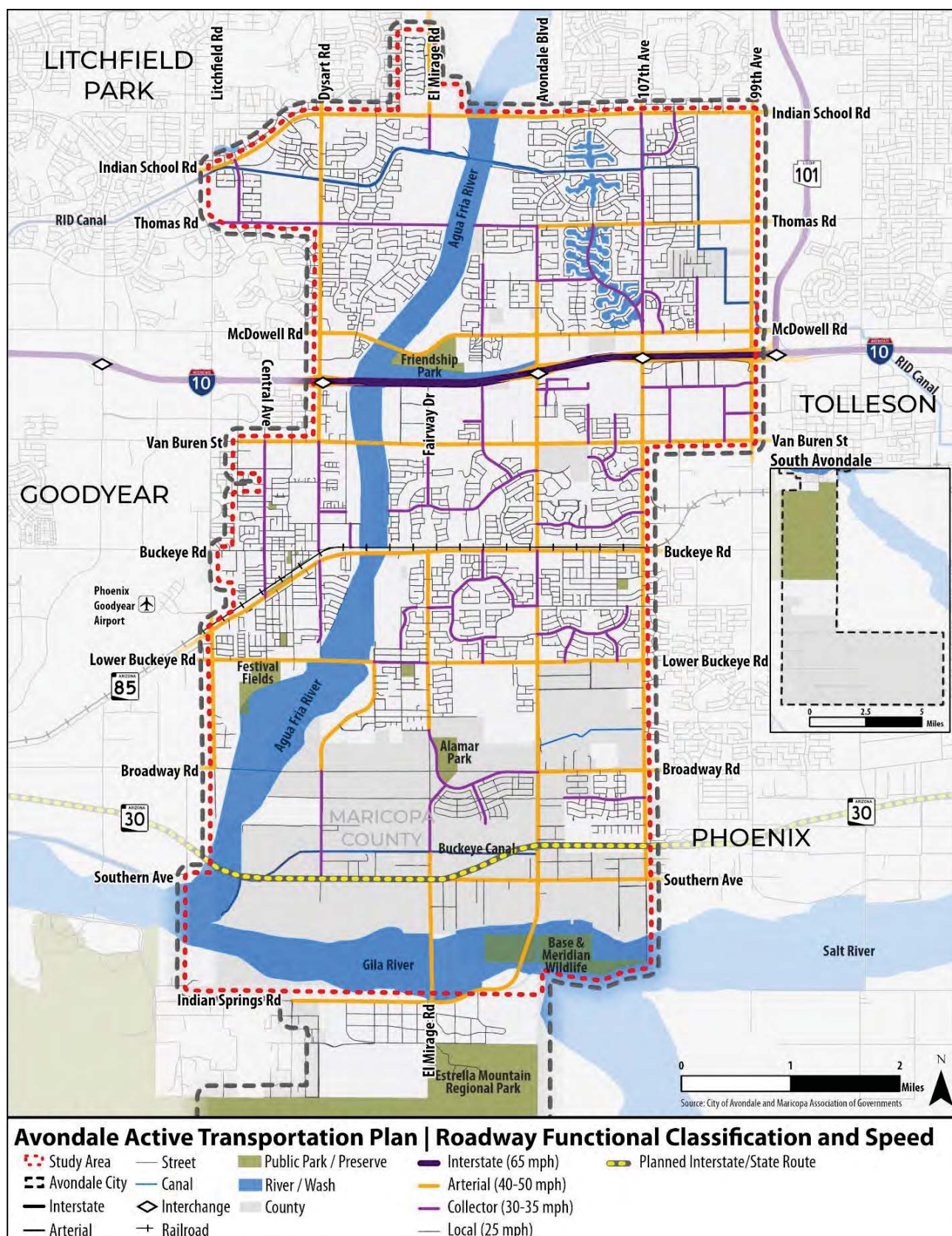
Functional Classification	Length (Linear Miles)
Interstate/State Route	9
Arterial	65.7
Collector	41.5
Local	279
Total	395.2

Illustrated in **Figure 2-21**, the interstate classified roadway facility in Avondale includes only I-10 which traverse the community east to west between 99th Avenue, and Dysart Road with traffic interchanges at 99th Avenue, 107th Avenue, Avondale Boulevard, Fairway Drive (partial access), and Dysart Road. I-10 has a speed limit of 65 miles per hour (MPH) throughout the entire length that spans through Avondale. Although no active transportation infrastructure will be planned or developed on I-10, it is important to understand how other surface streets – particular the arterial network – interface with the interstate to ensure safe crossings for pedestrian and bicyclists.

The arterial roadway network is an important street type to ensure adequate facilities for pedestrians and bicycles because they provide access to the highest variety of destinations; However, balancing the access and safety on arterial streets is a challenge between motorists and other users of the roadways. The north-south arterial roads within Avondale include Dysart Road, Fairway Drive/El Mirage Road, 99th Avenue, Avondale Boulevard and 107th Avenue. The major east-west arterials are Indian School Road, Thomas Road from 99th Avenue to Avondale Boulevard, McDowell Road, Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road from 99th Avenue to Avondale Boulevard, and Southern Avenue. The speed limit on the arterial network ranges from 40 to 50 mph. Collector roadways offer a balance of mobility and access, and for this reason, they provide some of the ideal conditions for bicyclists and pedestrian due to the increased level of access when compared to local roads, and the reduced speed limits and vehicular traffic volume when compared to arterial roads. Collectors tend to lie on the midsection line while arterial roads fall on the section lines; However, some roads on the section line are classified as collectors, such as Thomas Road from Avondale Boulevard to the west MPA boundary (no bridge crossing over the Aqua Fria River), 107th Avenue from McDowell Road to Indian School Road, and Dysart Road south of Van Buren Street. Another primary collector road includes Central Avenue in the Old Town Avondale area.

The balance of the roadway network includes local roads which are typically two-lane facilities that include on-street parking at times. Local roads provide the highest level of comfort for pedestrian, bicyclists, and other active transportation users due to the lower speed limits and vehicular traffic volumes. However, since the speed limits and traffic volumes are lower, there are often not very wide sidewalks and typically no dedicated bike facilities are located on local roads.

Figure 2-21: Roadway Functional Classification Map



State Route 30

As shown in **Figure 2-21**, the only future roadway not yet constructed within the Avondale MPA is State Route 30 (SR-30) which is currently in the planning process. In April 2020, The Arizona Department of Transportation (ADOT) released the Final Location/Design Concept Report (L/DCR) for SR-30 which included the selected alternative/alignment. In November 2020, the Final Environmental Assessment and Finding of No Significant Impact (FONSI) was issued, resulting in the selected alternative to move forward to the next study phases and future implementation process.

The purpose of SR-30 is to alleviate traffic congestion on I-10, often referred to as the “I-10 reliever”. The future facility is located approximately 4.5 miles south of I-10 and will run parallel to I-10 for about 13 miles (5 miles within Avondale). The ultimate configuration of SR-30 is expected to be 10 lanes – four travel lanes and one high occupancy vehicle (HOV) lane in each direction – with the mainline predominately having an at-grade profile with the freeway crossing over the crossroads. Each arterial crossroad was evaluated on a case-by-case basis to determine the need for an interchange. The L/DCR identifies potential traffic interchanges within Avondale to include 107th Avenue, Avondale Boulevard, El Mirage Road, and Dysart Road.

Bicycle and Pedestrian Considerations: Bicycle and pedestrian facilities in the corridor generally fall into two categories – those that fall on the arterial roadways and those that have dedicated trails or paths. The intent of the SR-30 corridor is to perpetuate and/or accommodate all existing and planned bicycle and pedestrian facilities that cross the SR 30 corridor.

Along the arterials, each City’s ultimate planned cross sections (according to the Cities’ general plans and roadway classification maps) is accommodated at each crossing. If the City’s section includes space for sidewalks, paths, or bike lanes, that space is perpetuated through the planned freeway crossing.

Existing and planned trails and pathways also cross the SR 30 corridor. Many of this follows or are planned to follow other existing features such as canals, washes, rivers, and powerlines. Since SR 30 must cross each of these elements, it is the intent that the existing or planned trails and pathways that would cross SR 30 would also be spanned to preserve the continuity of the trail or pathway. Additional coordination will be needed during final design with the local agencies on how to accommodate all the bicycle and pedestrian facilities crossing the corridor. It should be noted that no trail or pathway is included in and along the SR 30 corridor.

It is important to note that House Bill 2685 (Proposition 400) was vetoed by the Governor in July 2022, and as a result, the SR-30 and other major highway/roadway projects are currently on-hold until further notice and/or supplemental funding sources are identified.

State Route 30 Active Transportation Conceptual Plan

As previously noted, MAG in partnership with the ADOT have been studying the SR-30 proposed freeway. The project spans about 13 miles and roughly follows the Rio Salado and the Lower Gila River. During the development of this Plan, MAG kicked-off the SR-30 Active Transportation Conceptual Plan which is aiming at developing a strategy and conceptual plan to integrate active transportation infrastructure and routes along the proposed SR-30 corridor as well as routes that intersect with the proposed facility.

In September, 2022, MAG closed a survey that to help develop a vision for alternative transportation options along future SR-30 corridor. Survey results would help inform development of a vision and conceptual plans for an active transportation facility alongside SR-30.



Existing Bikeways

Bicycling is an essential component of any transportation system and yields benefits in numerous ways including health, economics, environment, and equity. As Avondale has grown over the last two decades, the City has made steady progress in providing bicycle facilities along its maintained arterial and collector roadways.

Location & Types of Bicycle/Multi-Use Facilities

As shown in **Table 2-8**, there are 92.3 centerline miles of bike lanes and routes and 1.5 miles of paved shoulders within Avondale. In addition, there are 34.5 miles of multi-use paths that are either paved or unpaved. As illustrated in **Figure 2-22**, bike lanes and routes are primarily located on arterial and collector streets. Multi-use paths are largely constructed as part of the various master planned communities. Other multi-use paths are located along the Agua Fria River and the Roosevelt Irrigation District (RID) Canal.

Table 2-8: Existing Bicycle & Multi-Use Facilities

Bikeway Facility Type	Length (Miles)
Bike Lane Miles	88
Bike Route	4.3
Multi-Use Path – Paved	20.5
Multi-Use Path – Unpaved	14
Paved Shoulder	1.5
Recreation Trails	23.7
Total	152

Source: Maricopa Association of Governments, 2020

Currently, Avondale's General Engineering Requirements Manual does not contain specific design guidelines for bicycle facilities and only notes that all arterial and collector roads are required to include a bike lane. For the purposes of the active transportation inventory, typical bicycle facilities available in the Avondale ATP study area include:

- **Bike Lane** – striped lane (4 ft or wider) with pavement markings separating the bike lane from motor vehicle travel lanes. Bike lanes also may have a designated buffer space, further separating bicycles from motor vehicle traffic. Facilities may have curb and gutter present or a flush shoulder (the gutter pan may be included in the 4 ft width).
- **Bike Route** – signed, shared roadway without pavement markings that provides shared use for bicyclist and vehicles.
- **Paved Shoulder** – wide shoulder adjacent to the roadway that provides a functional space for bicyclists to travel. Typically, does not have curb and gutter.
- **Multi-Use Path** - bidirectional pathway (8 ft or wider) that is physically separated from motorized vehicular traffic by an open space or barrier. Multi-use paths may be used by pedestrians, bicyclists, skaters, wheelchair users, joggers and other nonmotorized user.

Regional Bikeway Networks

Regional bicycle networks help to resolve complex, interrelated issues concerning traffic congestion, air quality, public health, and livability. Avondale's bicycle network is supported by a larger, regionwide network of bicycle facilities that has been partially developed and is maintained by the numerous municipalities and agencies in the region. Collectively, this regional bicycle network consists of a combination of bike lanes, bike routes, paved shoulders, and multi-use paths. While the network is vast and far-reaching, Avondale has a tremendous opportunity to collaborate with neighboring jurisdictions to expand the region's bicycle network through the current canal network and the Agua Fria and the Salt/Gila River corridors.

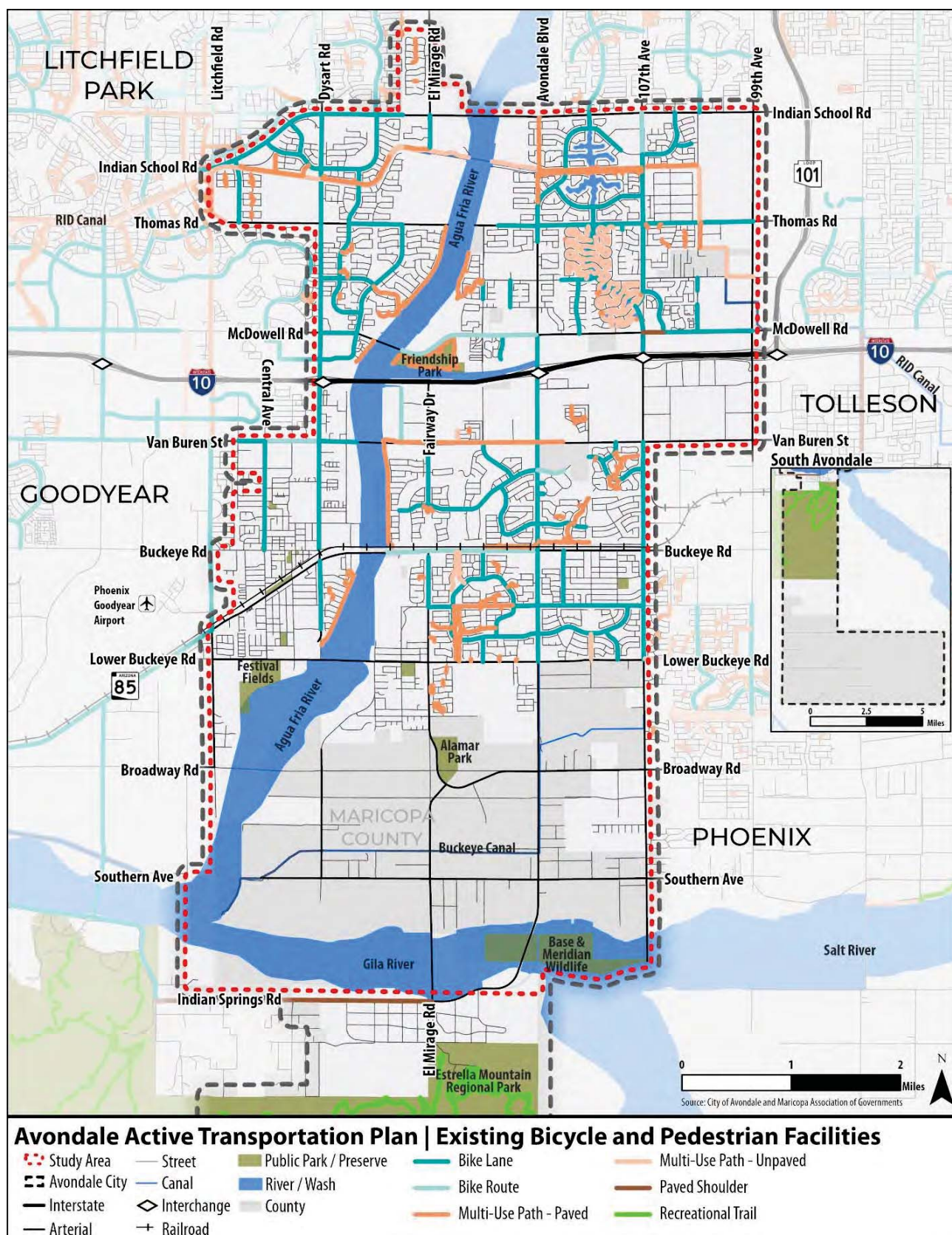


Off-Street Paths and Trails

When bicycle and pedestrian facilities are connected to recreational areas they act as an extension of the transportation system. Connecting parks, open spaces and other recreational facilities via bicycle and pedestrian facilities is a way to make parks and open spaces more accessible and provide a safe and convenient means for residents to explore the recreational system. Off-street paths and trails are open to bikers, walkers, hikers, runners, and often equestrians. **Figure 2-22** illustrates the locations of major local and regional trails.



Figure 2-22: Existing Bicycle & Multi-Use Facilities Map



Examples of Bicycle & Multi-Use Facilities



Bike Lane

- Striped lane with pavement markings and signs that designate an exclusive lane for bicycle use.
- Typically 4-6 ft or greater in width.



Buffered Bike Lane

- Increases riding space and comfort by adding a painted buffer to a standard bike lane.
- Typically 4-6 ft or greater in width.



Bike Route/ Shoulder

- Route where the travel lane is shared by drivers and bicyclists.
- Shoulders on the edge of pavement can be widened and enhanced to allow bicyclists more separation from vehicles.



Protected Bike Lane

- Like sidewalks for bikes, these facilities use physical dividers (such as bollards, medians, raised curbs, armadillos, and planters) to separate bike lanes from both cars and sidewalks.



Multi-Use Path

- Off-street facility dedicated exclusively for nonmotorized travel that can be paved or unpaved.



Recreational Trail

- Like multi-use trails, hikers, bicyclists, and horses share the dirt on these off-street recreational trails, the main difference is these meander open space and don't connect to urban destinations.

Bike Lane Conditions

From field verification and aerial review, an inventory of the existing conditions of the bike lanes to help inform recommendations and identify deficiencies was conducted.

As illustrated in **Figure 2-23**, approximately 7 percent of the bike lanes in Avondale have some level of barrier or buffer between bicyclists and motorists. The existing buffered bike lanes are along Garden Lakes Parkway and two short segments at the intersection of McDowell Road and 107th Avenue. Central Avenue has a protected bike lane with a physical landscaped median between the travel lane and the bike lane. The majority of the arterial roads with bike lanes do not have a buffer, and with the typical traffic volume and speeds they support, they are prime candidates for improved bike lanes with a buffer.

The on-street bike lanes range in width from 5 ft to 8 ft, as shown in **Figure 2-24**. Over 70 percent of the bike lanes in Avondale are 5 ft wide and almost 30 percent are 8 ft wide. The minimum width of a bike lane is 4 ft, meaning the majority of the bike lanes in Avondale are generally regarded as sufficient and similar to conditions throughout other comparable cities but could be widened for enhanced comfort and increased safety of cyclists. More than 97 percent of the roads with bike lanes have them included in both directions. Avondale Boulevard from McDowell Road to I-10 only has a bike lane in the northbound direction largely due to the undeveloped parcel on the west side of the roadway.

Bikeway Network Gaps

The existing bicycle network facilities are scattered and lack connectivity in some areas of Avondale, limiting their function to the community. The on-street bicycle facilities are often isolated and missing mode separation safety features. As for the off-street facilities gaining traction, linear parks which extend along local waterways, canals, and utility corridors provide access to green space and multimodal thoroughfares away from traffic. Although Avondale does have some facilities and potential to grow, there are still areas in portions of Avondale that lack any bikeway facility.



As shown in **Figure 2-25**, there is considerable opportunity for new on-street bike facilities. In fact, almost 45 miles (roughly 41 percent) of arterial and collector roadways do not have any on-street bike facility. Some of the primary arterial roads with gaps in the on-street bike facility network include:

- Indian School Road from 99th Avenue to El Mirage Road;
- Thomas Road from Litchfield Road to Santa Fe Trail;
- McDowell Road from Rancho Santa Fe Boulevard to Harbor Shore Boulevard; and
- Van Buren Street from Central Avenue to Dysart Road, on the Agua Fria River bridge, and from Avondale Boulevard to 99th Avenue.

Figure 2-23: On-Street & Off-Street Bike Facility Types Map

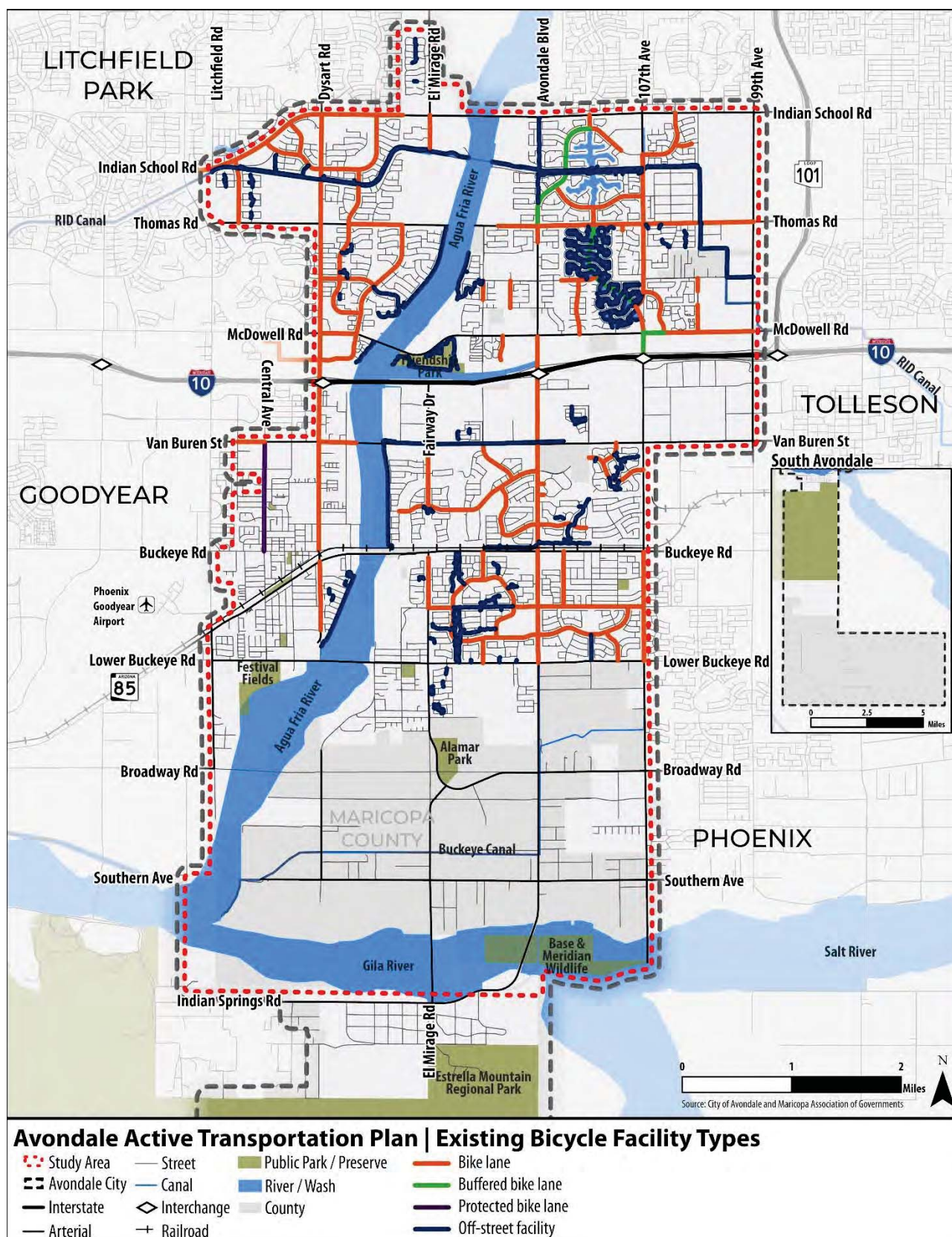


Figure 2-24: On-Street & Off-Street Bike Facility Widths Map

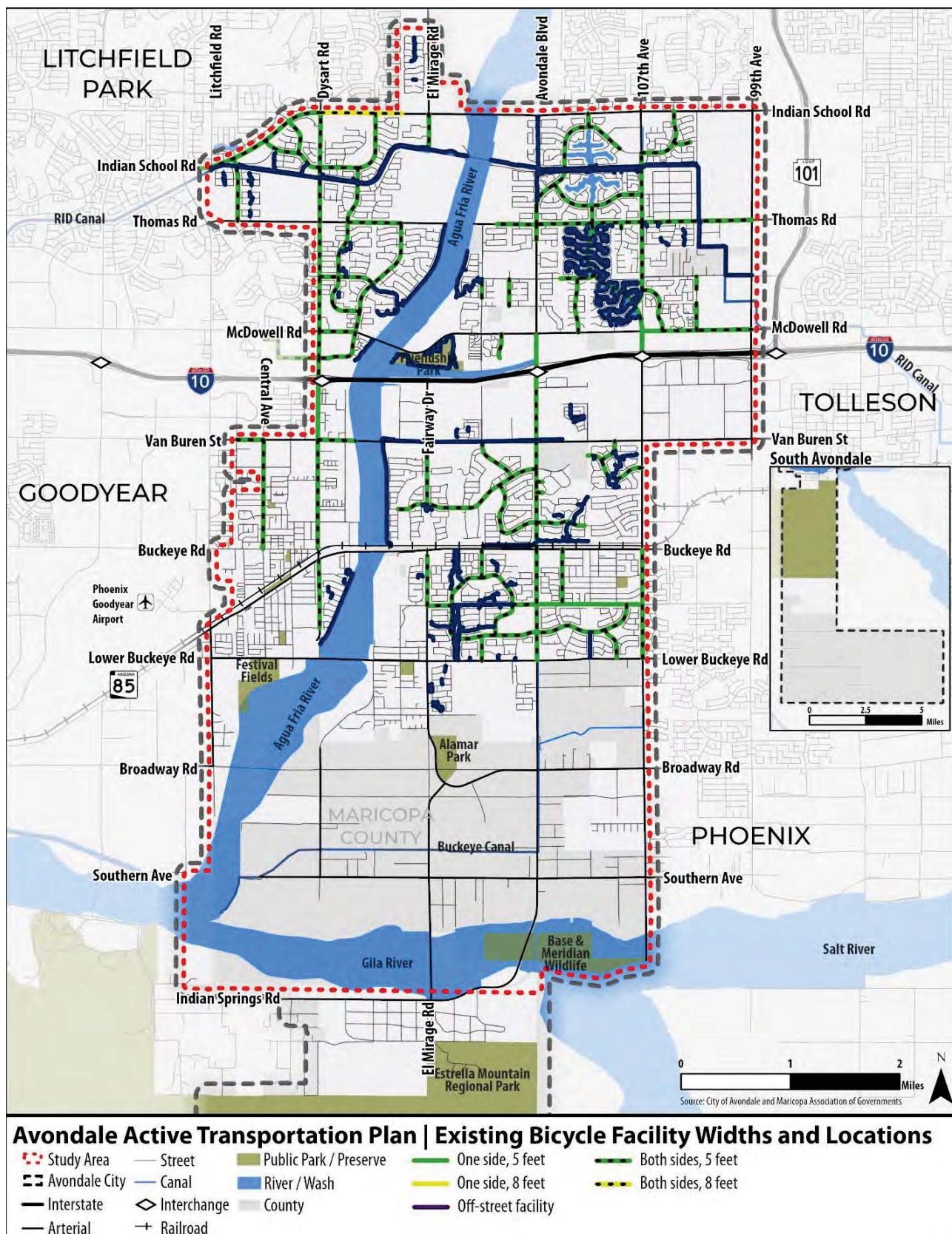
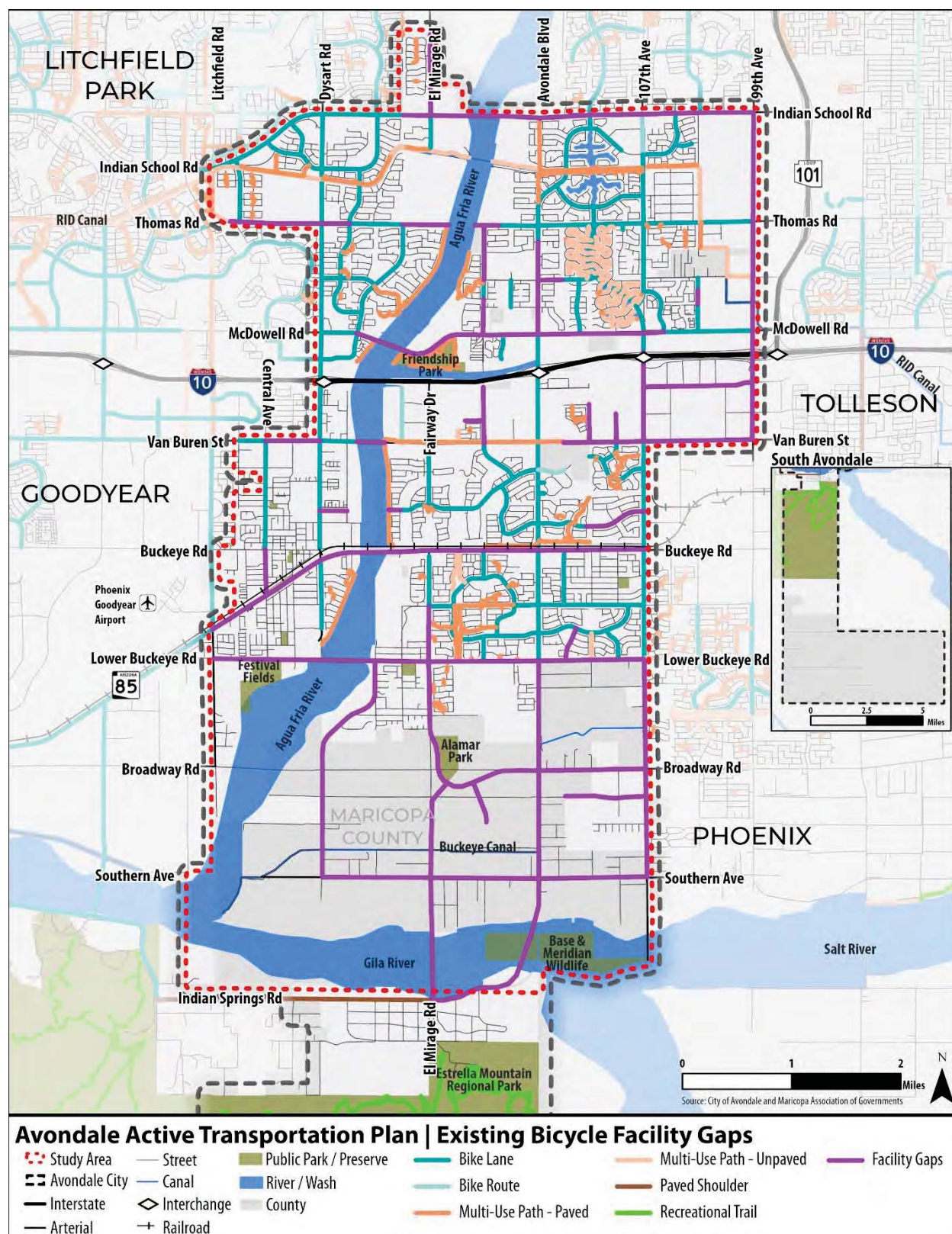


Figure 2-25: Bicycle & Multi-Use Facility Gap Map



Existing Sidewalk Facilities

Sidewalks provide a place for people to walk for commuting or recreational purposes; they are especially important for providing independence to the mobility impaired or persons without access to a vehicle. In addition to sidewalks, pedestrian facilities such as crossings, curb ramps, curb extensions, traffic calming features, and other improvements help create a more comfortable walking environment. In order to understand the walking environment in Avondale, an extensive mapping exercise and inventory of sidewalks was conducted.

Currently, the vast majority of Avondale planned residential communities have sidewalks on both sides of street; However, as illustrated in **Figure 2-26**, there are locations where sidewalks only exist on one side of the road or not all. Sporadic corridor and business development has caused gaps in Avondale's existing pedestrian network, which creates barriers to pedestrian travel. Currently there are:

- 243.6 miles of roadways with sidewalks on both sides of the road;
- 34.4 miles of roadways with sidewalks on one side of the road; and
- 67.4 miles of roadways with no sidewalks at all.



Intersection Traffic

To complete the pedestrian network, sidewalks are supported by a collection of facilities to create a more visible, navigable, and enjoyable walking experience. Facilities include signage, crosswalks, curb ramps, median refuge islands, overpasses, and signalized pedestrian crossings. At signalized intersections, it is essential that signals are phased and timed to allow pedestrians of all abilities to cross the roadway, including those who are typically slower (children, senior citizens, people with limited mobility). At the same time, signal delay must be minimized to reduce the amount of illegal and unsafe crossing that occurs when pedestrians get impatient waiting for the signal to change.

Sidewalk Widths

Figure 2-27 illustrates the widths of all existing sidewalks. Avondale's General Engineering Requirements provides standards for sidewalks, which includes:

- Arterial Streets: 6 feet detached sidewalks (except for adjacent to a school, which requires 10-foot detached sidewalks), two bicycle lanes,
- Collector Streets: 6-foot detached sidewalks and striped bicycle lanes. For industrial collectors, sidewalks may be attached, and bike lane markings may be deleted with the City Traffic Engineer's approval.

- Local Streets: 5 feet wide detached sidewalk
- Sidewalks abutting schools require a minimum width of 10 feet. Sidewalks along designated safe routes to schools may be required to have wider than minimum width as directed by the City. Additional right-of-way or a sidewalk easement may be required to accommodate the extra width sidewalk.

Examples of Sidewalks & other Pedestrian Facilities



Arterial Road Sidewalks

- Pathway along major travel routes with high vehicle volumes.
- Intermediate and long-distance travel.
- Access to many destinations.
- Typically 5-6 ft or greater in width.

Collector Road Sidewalks

- Pathway that connects residential and commercial areas to arterials with medium to low vehicle volumes.
- Typically 5-6 ft or greater in width.



Local Road Sidewalks

- Pathways on low volume roads that provide local access to homes, business, schools, etc. Low vehicle speeds.
- Usually includes a combination of standard and rolled curbs.
- Typically 4-5 ft in width.

Buffered Sidewalks

- Pathways offset from a roadway by a landscape, rock, or natural buffer. In this case, the striped bike lane also adds to the sidewalk buffer.
- Most suitable on roads with high speeds and traffic volumes.



Avondale Blvd



Van Buren Street

Curb Ramps and Shade Structures

- Curb ramps provide a detectable warning for physically impaired pedestrians.
- Decorative crosswalks and shade are amenities that offer a more comfortable experience for walkers.

Crosswalks

- Crosswalks improve the visibility of pedestrians walking across a road.

Figure 2-26: Existing Sidewalks Map

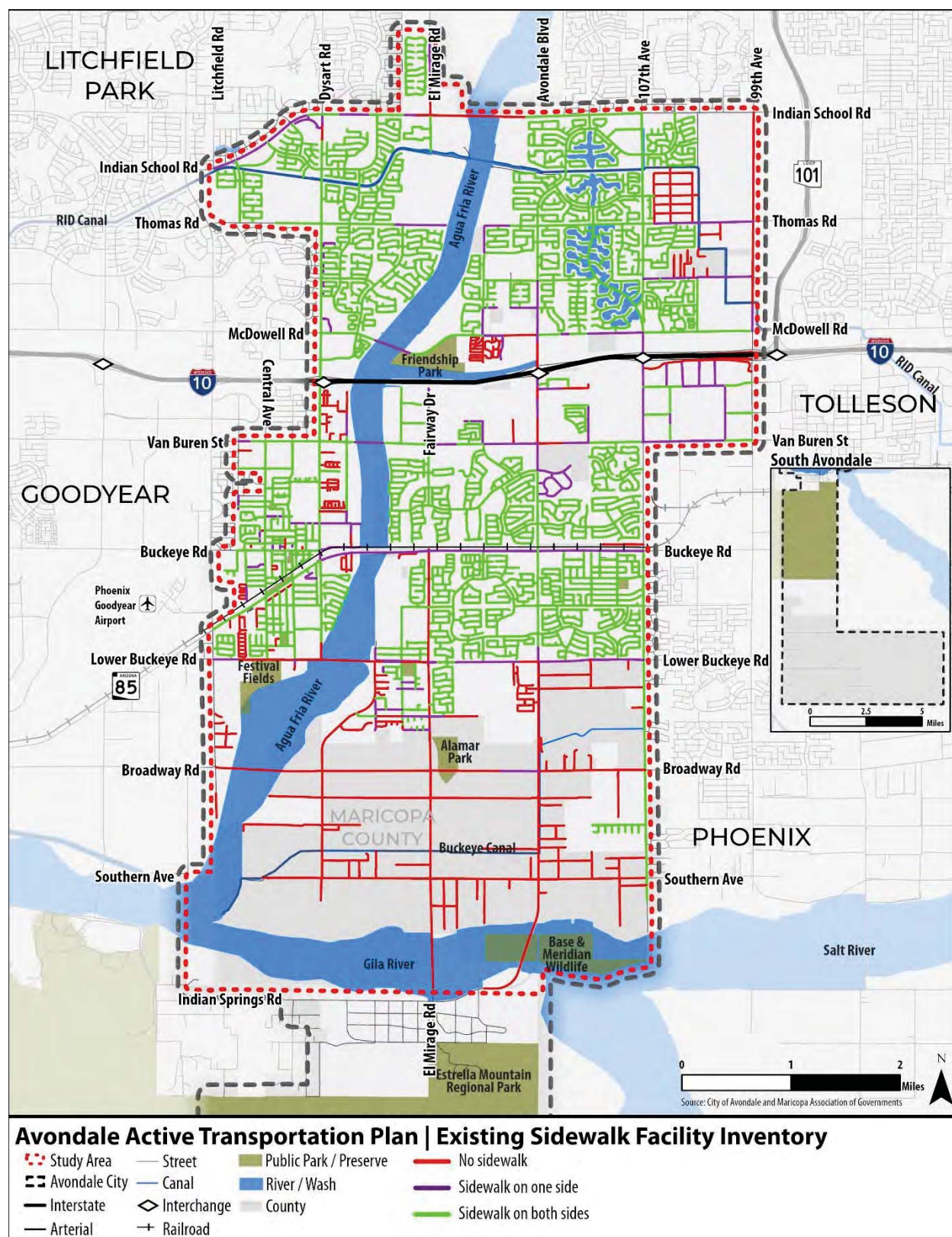


Figure 2-27: Existing Sidewalk Widths Map



TRANSIT SERVICES

Understanding the location of transit routes and stops is critical when developing a walking and biking network, because almost every transit trip begins or ends with walking and/or biking. Often people who could potentially utilize transit choose to drive because no transit stops are conveniently located near their starting points or final destinations. Establishing walking and biking facilities along “first and last mile” paths expands a person’s transportation choices by making transit more accessible. Integrating active transportation networks and transit helps to create a balanced and efficient multimodal transportation network that makes transportation affordable, convenient, and flexible for all users regardless of their age, ability, or socioeconomic status.

As shown in **Figure 2-28**, there are four types of transit services available provided by Valley Metro, the regional transit authority in the Valley:

- **ZOOM:** a local neighborhood circulator system that connect residential areas to major destinations and the regional transit network. All ZOOM vehicles are wheelchair accessible and include bicycle racks. A one-way fare costs rider \$0.50.
- **Fixed Route:** three fixed-routes – Routes, 3, 17, and 41 - operate in Avondale primarily along arterial roads including Van Buren Street, McDowell Road, and Indian School Road. Service hours and frequency vary by route, as well as the condition of bus stops.
- **Express bus:** one express bus routes – route 563 - provides peak hour service to and from downtown Phoenix during the week.
- **Rural Connector:** the Ajo Express – Route 685 – provides transit service between downtown Phoenix and rural community of Ajo southwest Arizona.

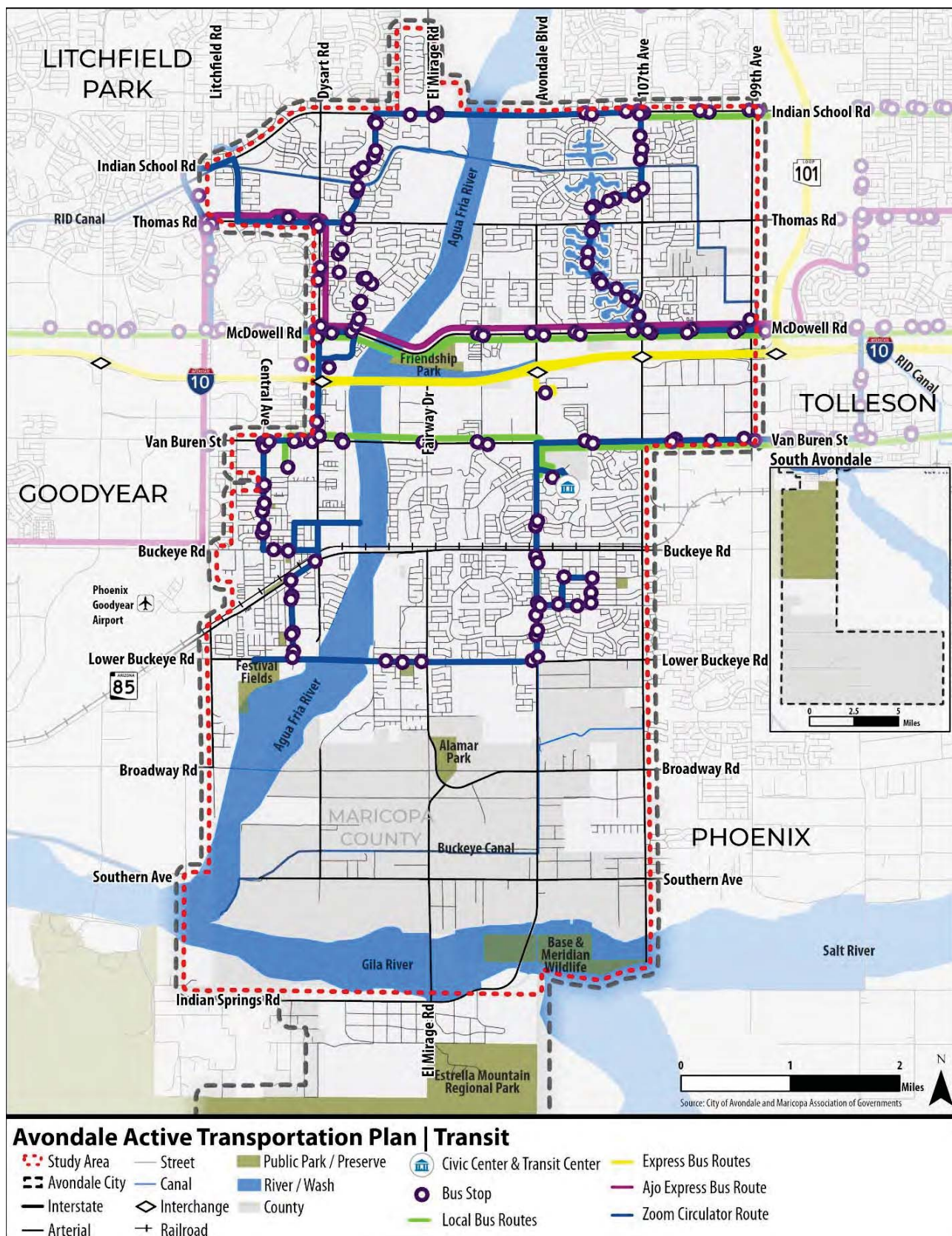
Bus Stops

Bus stops provide a safe boarding location for passengers while each route provides options for Avondale residents and visitors to access nearby and regional destinations. Typically bus stops are located at one-quarter mile intervals for convenience.

In 2017, Valley Metro conducted a bus stop inventory to determine what types of facilities are present at each stop. Data developed by Valley Metro was verified and updated to reflect existing conditions in Avondale. Within the study area, there are 124 bus stops with varying amenities. Typical facilities found within the study area include:

- **Bus Shelters:** 34 bus stops are sheltered.
- **Bicycle Racks:** 2 bus stops are equipped with bicycle racks.
- **Benches:** 35 bus stops have benches.
- **Sidewalk Connectivity –** 77 bus stops have sidewalk, while 47 bus stops don’t have sidewalks and fall on a sidewalk gap.
- **Trash receptacles:** 27 bus stops have a trash receptacle.
- **Lighting:** 3 bus stops have enhanced lighting.
- **Bus Bay:** 10 bus stops have a bus bay.

Figure 2-28: Existing Transit Service Map



Ridership

Ridership information (Table 2-9) provides important information on where people are accessing transit. Due to the decline in ridership during the COVID-19 pandemic, 2019 ridership data was used in this inventory. In 2019, 303,007 people boarded a bus in within the Avondale MPA; and of those riders, 8,933 were bicyclists and 2,000 were wheelchair users – accounting for roughly 2.9 percent and 0.7 percent of the total riders in Avondale.

Table 2-9: Current Bus Ridership

Bus Route	Total Boarding's	Bikes	Wheelchair
3 – Van Buren Street	56,200	2,105	234
17 – McDowell Road	38,423	1,593	202
41 – Indian School Road	26,599	755	92
563 – Express Route	8,214	4	0
ZOOM	173,571	4,476	1,472
Total	303,007	8,933	2,000

Source: Valley Metro, 2019

Future Transit Service

As noted previously, the SR-30 freeway corridor is in the planning process. With a capped five-lane freeway footprint, there is recognition that the SR-30 corridor will require a next generation high-capacity mode of transportation to serve this unmet travel demand. In addition, with the proliferation of high-speed rail corridors around the country, it is not hard to imagine that a high-speed rail corridor between southern California and the Phoenix area could be built someday. Geography limits the options where this type of facility could be feasibly built. The SR-30 corridor is the most likely route. In response, a 50-foot-wide future transit corridor is being preserved in the proposed SR-30 ROW using geometry sufficient to accommodate all known current modes of transit, including the most restrictive high speed rail option. This future transit corridor will generally follow the south ROW except at the system interchanges with SR-303L and SR-202L, where the corridor will transition into the median of SR-30 to pass through them.

The Final L/DCR does not attempt to define the transit mode or the technology to be used in this future transit corridor. At the speed at which technology changes, any attempt to do so with today's knowledge would almost certainly be wrong in the future. It is also unclear when or if this transit corridor would be built, because it is not funded. However, the travel demand need will clearly exist, so it is imperative that the SR-30 planning process includes provisions in the design so that future generations can respond to this demand in a cost-effective manner.

Avondale-Goodyear Transit Study

The Avondale-Goodyear Transit Study evaluated the need for new and/or improved transit service in the cities of Avondale and Goodyear. In addition to traditional, fixed-route bus service, the study considered emerging alternatives such as microtransit, flex routes, mobility hubs, and other flexible options.

The study included a review of existing conditions, a best practices report, a market analysis, route and service recommendations, and public and stakeholder outreach throughout the project. The year-long effort kicked off in the summer of 2020 and concluded in the summer of 2021.

MAG facilitated this transit study for the cities of Avondale and Goodyear, with support from our consultant team and input from Valley Metro. More information about the results of the Study can be referenced on the project [website](#).

SAFETY ANALYSIS & CRASH STATISTICS

Analysis of pedestrian and bicycle-related crash data provides Avondale with important safety information to help make informed decisions on future, potential improvements. A thorough analysis of the crash data will demonstrate if there are any identifiable trends, patterns, predominant crash types and if there are any locations for re-occurring crashes that trigger notable bicycle and pedestrian safety concerns.

A crash data analysis of pedestrian- and bicycle-related crashes over a five-year period (2016 to 2020) was conducted. **Figure 2-29** shows the number of total pedestrian- and bicycle-related crashes by injury severity.

Crash information is based on historical crash records reported by the Arizona Department of Transportation (ADOT), and although **Figure 2-31** shows crashes within and adjacent to Avondale, the data presented herein only includes crashes within the Avondale MPA, which may include crashes adjacent to, but not located on, Avondale roads.

During the five-year analysis period, there were a total of 166 pedestrian- and bicycle-related crashes located on or adjacent to Avondale roads. As illustrated in **Figure 2-30**, of the 166 crashes, three percent (five crashes) resulted in no injury, 26 percent (44 crashes) resulted in a possible injury, 52 percent (86 crashes) resulted in a non-incapacitating injury, 16 percent (25 crashes) resulted in an incapacitating injury, and three percent (five crashes) resulted in a fatality.

After a nearly a 70 percent increase in bicycle- and pedestrian-related crashes between 2016 and 2017 (an increase of 19 crashes), Avondale has been experiencing a decline in the number of crashes since peaking in 2017 with 41 in 2018, 37 in 2019 and 19 in 2020.

Figure 2-29: Bicycle & Pedestrian Crash Injury Severity Distribution

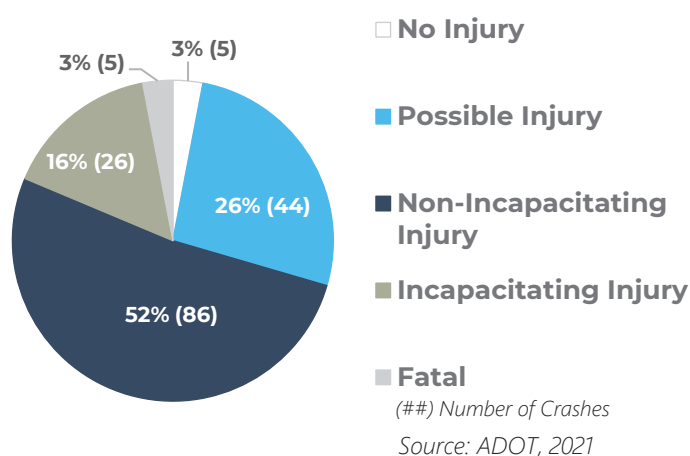
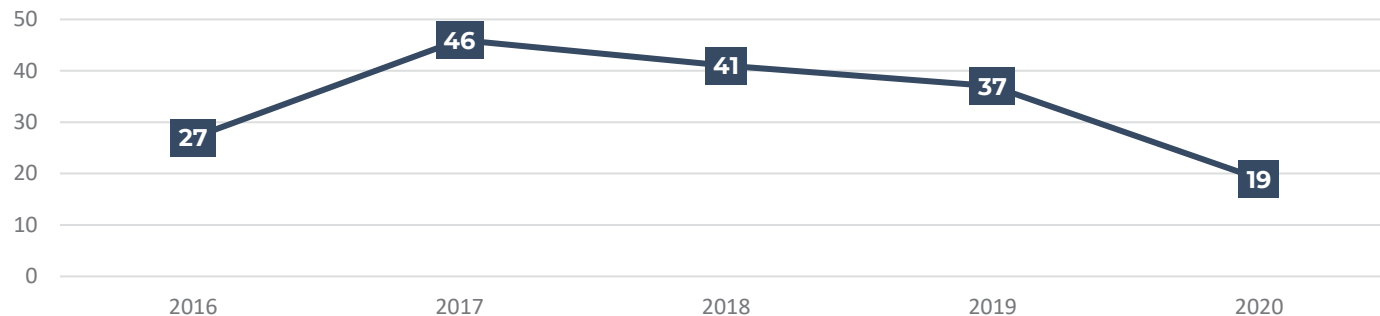


Figure 2-30: Bicycle & Pedestrian Crashes by Year



Source: ADOT, 2021

Crash Locations

The location of pedestrian- and bicycle-related crashes that have occurred in Avondale are illustrated in Figure 2-31. Over 67.4 percent of the 166 pedestrian- and bicycle-related crashes in the Avondale MPA occurred at an intersection. The highest number of crashes occurred at the intersection of Dysart Road and Van Burren Street. Corridors and intersections with a higher number of pedestrian- and bicycle-related crashes include:



- Dysart Road and Van Burren Street intersection;
- Dysart Road from Indian School Road to Buckeye Road;
- Van Burren Street from Central Avenue to Dysart Road;
- Dysart Road and Riley Drive;
- Buckeye Road and Dysart Road intersection;
- Buckeye Road from Central Avenue to Dysart Road; and
- Lower Buckeye Road from Dysart Road to Fairway Drive.

Crash Trend

Roughly 25 percent of all pedestrian- and bicycle-related crashes occurred when a motor vehicle was turning right. This maneuver, often called a “right hook,” takes place when a driver cuts off a bicyclist or pedestrian by turning right across their path onto a road or a driveway. In addition, over 10 percent of pedestrian- and bicycle-related crashes occurred when motorists made a left turn. Left turn crashes are commonly due to a motorist not seeing a pedestrian or bicyclist when turning left onto a road or intersection.

A full inventory of the pedestrian- and bicycle-related crashes during the analysis period can be found in Appendix B.

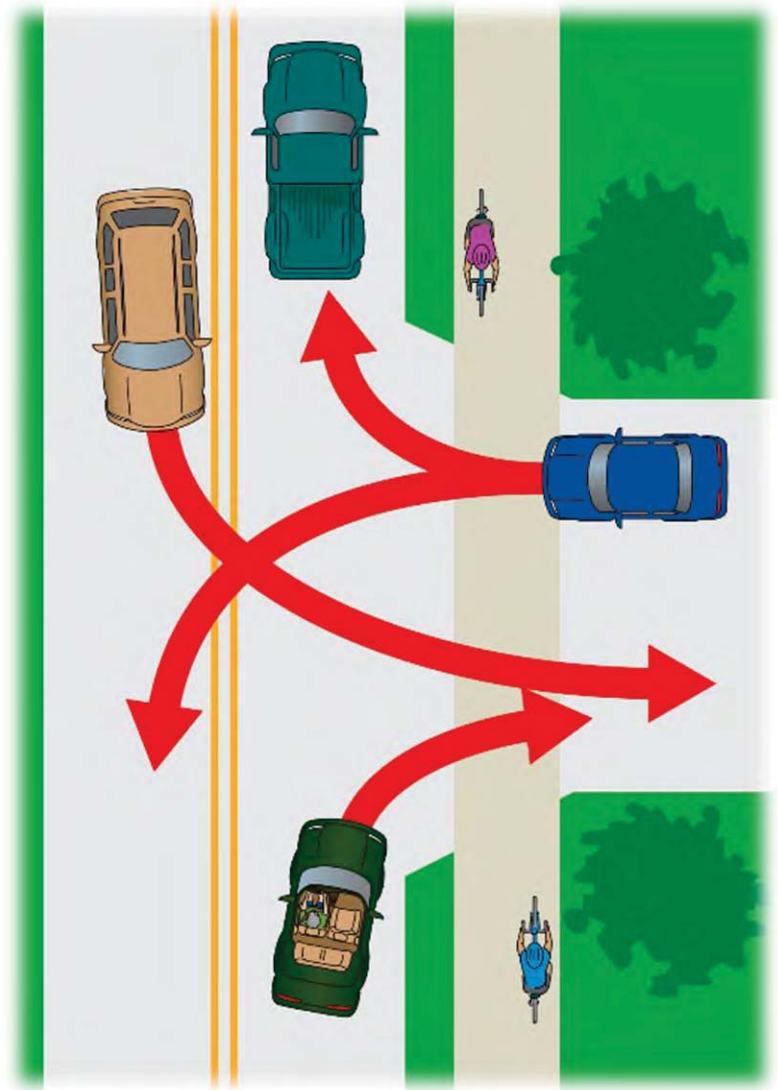
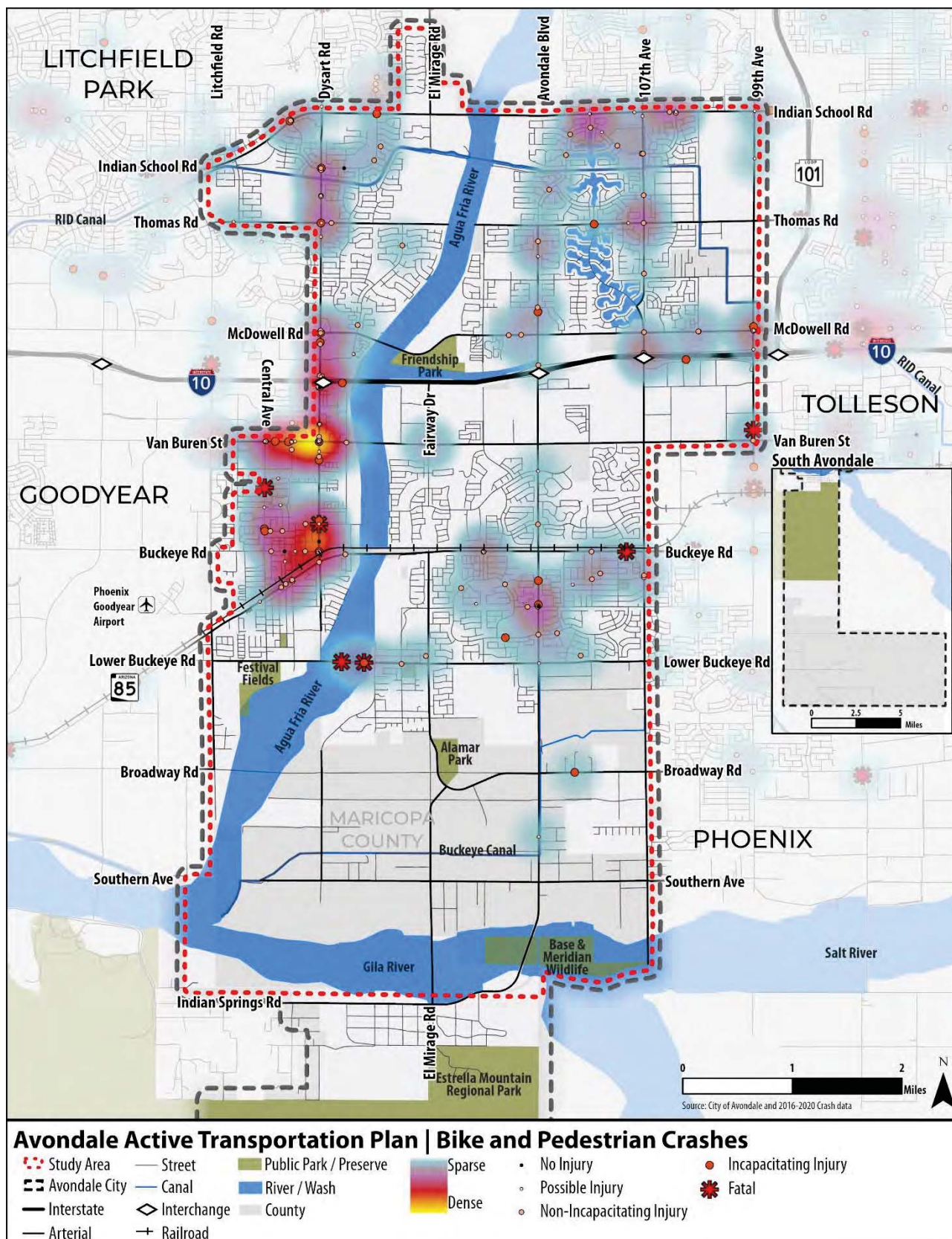


Figure 2-31: Bicycle & Pedestrian Crash Location Map



PEDESTRIAN & BICYCLE VOLUMES

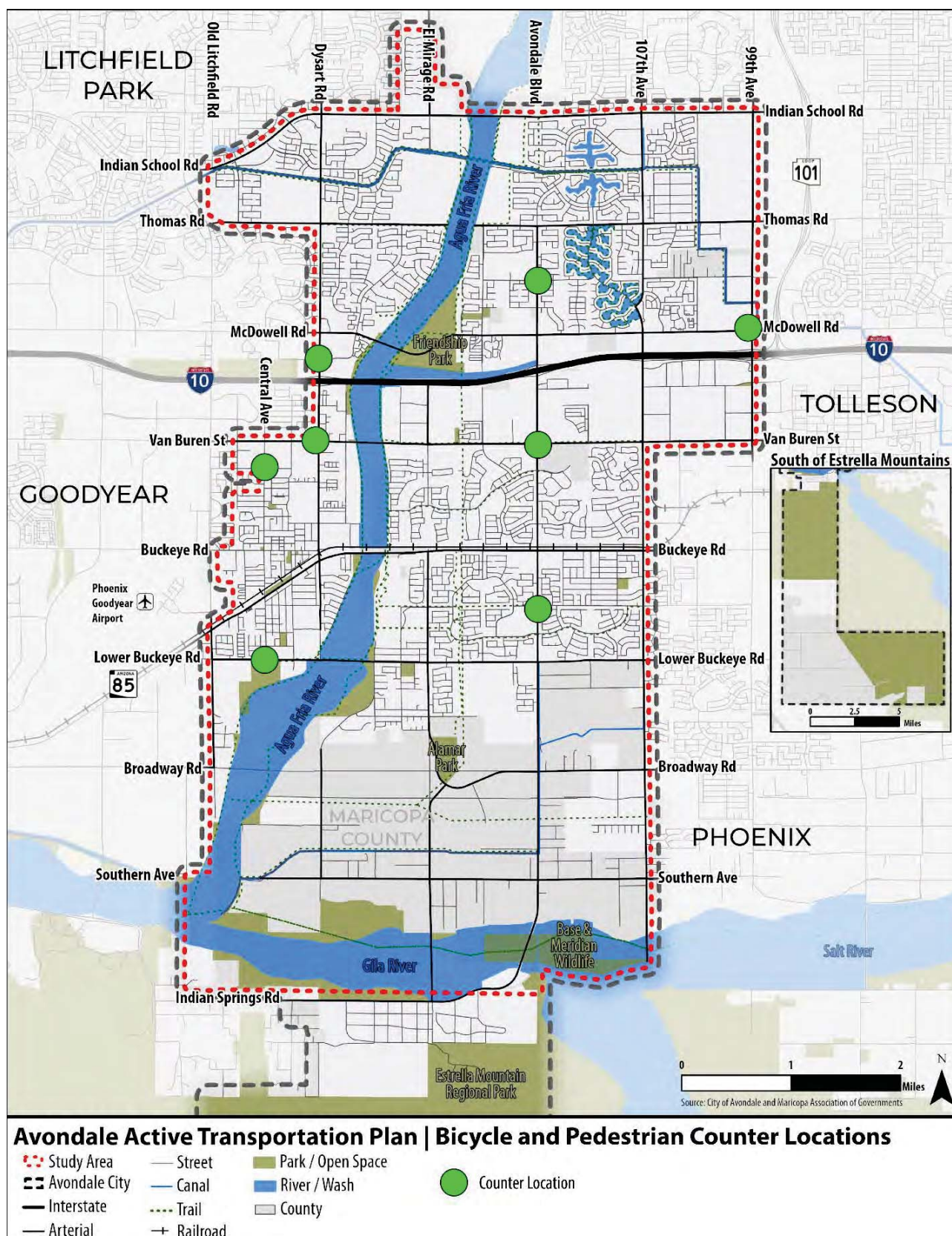
As part of the inventorying process for the Avondale ATP, pedestrian and bicycle counts were conducted at eight strategic locations in (see **Figure 2-32**). The intent of the bicycle and pedestrian counts are to evaluate targeted locations where there are known levels of pedestrian and bicycle activity. These locations were determined through discussions with City staff and analysis by the consultant to determine the priority locations. The study team collected 24-hour bicycle and pedestrian turning movement counts in fifteen-minute intervals at the following locations on Thursday, December 9, 2021:

1. Dysart Road and Van Buren Street
2. Dysart Road and Rancho Santa Fe Boulevard
3. 99th Avenue and McDowell Road
4. Avondale Boulevard and Van Buren Street
5. Central Avenue and Lower Buckeye Road (in the vicinity of Festival Fields Park)
6. Avondale Boulevard and Encanto Boulevard
7. Avondale Boulevard and Durango Street
8. Central Avenue and La Canada Boulevard

The pedestrian and bicycle counts at the above-mentioned locations were collected on the roadways and also within the existing crosswalks. See Appendix C for details for a full detailed report of the bicycle and pedestrian count results. The following subsections provides a brief synopsis of the results.



Figure 2-32: Bicycle & Pedestrians Count Locations Map



Pedestrian Counts

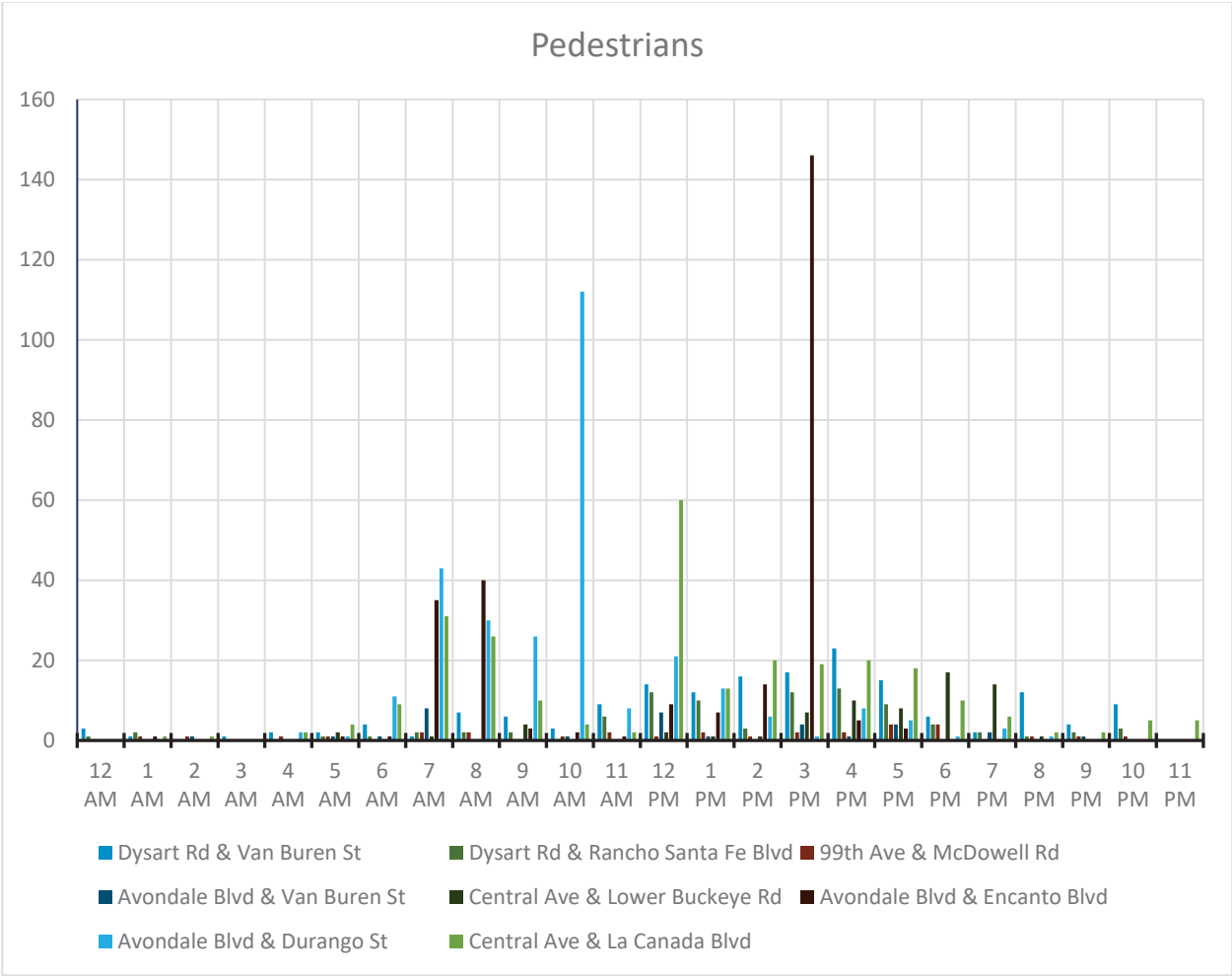
Table 2-10 and Figure 2-33 together illustrate a summary of the pedestrian counts conducted at the eight locations in one-hour segments over the 24-hour period. A total of 1,217 pedestrians were counted at all eight of locations over the 24-hour period. The one-hour period with the highest number of pedestrians was from 3:00 to 4:00 PM with a total of 208 pedestrians, while the most active time of the day was during the AM peak period from 7:00 to 11:00 AM with 432 pedestrians over that four-hour time span. The three locations with the highest level of pedestrian activity included Avondale Boulevard and Durango Street with 292 pedestrians, Central Avenue and La Canada Boulevard with 270 pedestrians, and Avondale Boulevard and Encanto Boulevard with 268 pedestrians. The other five locations ranged from 30 to 169 pedestrians over the 24-hour period.

Table 2-10: Pedestrian Count Results

Time	Dysart Rd & Van Buren St	Dysart Rd & Rancho Santa Fe Blvd	99th Ave & McDowell Rd	Avondale Blvd & Van Buren St	Central Ave & Lower Buckeye Rd	Avondale Blvd & Encanto Blvd	Avondale Blvd & Durango St	Central Ave & La Canada Blvd	Total
12:00 AM	3	1	0	0	0	0	0	0	4
1:00 AM	1	2	1	0	0	1	0	1	6
2:00 AM	0	0	1	1	0	0	0	1	3
3:00 AM	1	0	0	0	0	0	0	0	1
4:00 AM	2	0	1	0	0	0	2	2	7
5:00 AM	2	1	1	1	2	1	1	4	13
6:00 AM	4	1	0	1	0	1	11	9	27
7:00 AM	1	2	2	8	1	35	43	31	123
8:00 AM	7	2	2	0	0	40	30	26	107
9:00 AM	6	2	0	0	4	3	26	10	51
10:00 AM	3	0	1	1	0	2	112	4	123
11:00 AM	9	6	2	0	0	1	8	2	28
12:00 PM	14	12	1	7	2	9	21	60	126
1:00 PM	12	10	2	1	1	7	13	13	59
2:00 PM	16	3	1	0	1	14	6	20	61
3:00 PM	17	12	2	4	7	146	1	19	208
4:00 PM	23	13	2	1	10	5	8	20	82
5:00 PM	15	9	4	4	8	3	5	18	66
6:00 PM	6	4	4	0	17	0	1	10	42
7:00 PM	2	2	0	2	14	0	3	6	29
8:00 PM	12	1	1	0	1	0	1	2	18
9:00 PM	4	2	1	1	0	0	0	2	10
10:00 PM	9	3	1	0	0	0	0	5	18
11:00 PM	0	0	0	0	0	0	0	5	5

Total	169	88	30	32	68	268	292	270	1,217
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Figure 2-33: Pedestrian Count Results



Bicycle Counts

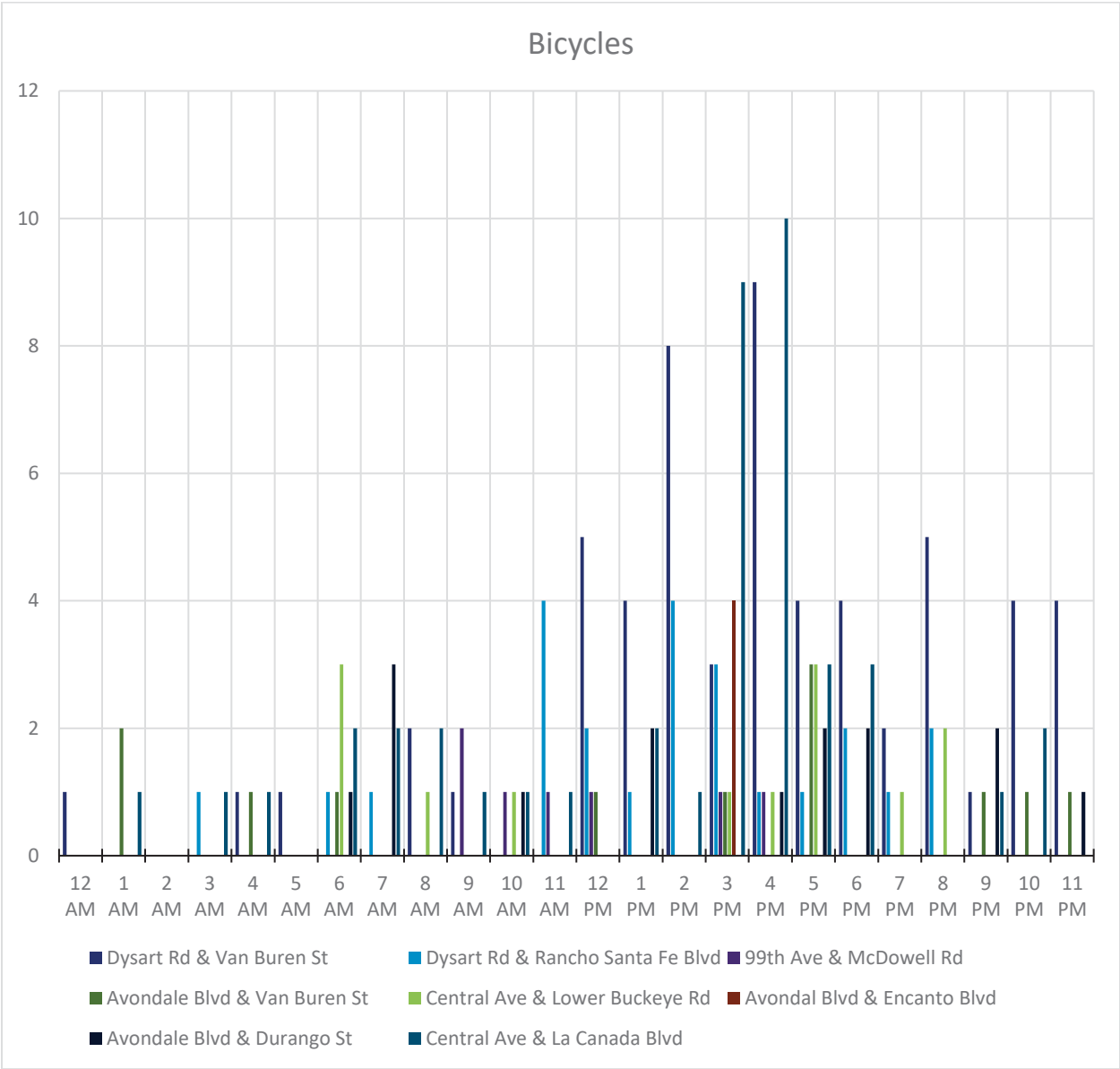
Table 2-11 and Figure 2-34 provide a summary of the bicycle counts conducted at the eight locations in one-hour segments over the 24-hour period. A total of 177 bicycles were counted at all eight of locations over the 24-hour period. The one-hour period with the highest number of bicycles was from 4:00 to 5:00 PM with a total of 23 bicyclists, while the most active time of the day was during the PM peak period from 2:00 to 6:00 PM with 74 bicyclists over that four-hour time span. The three locations with the highest amount of bicycle activity included Dysart Road and Van Buren Street with 59 bicyclists, Central Avenue and La Canada Boulevard with 43 bicyclists, and Dysart Road and Ranch Santa Fe Road with 24 bicyclists. The other five locations ranged from 4 to 15 bicyclists over the 24-hour period.

Table 2-11: Bicyclist Count Results

Time	Dysart Rd & Van Buren St	Dysart Rd & Rancho Santa Fe Blvd	99th Ave & McDowell Rd	Avondale Blvd & Van Buren St	Central Ave & Lower Buckeye Rd	Avondale Blvd & Encanto Blvd	Avondale Blvd & Durango St	Central Ave & La Canada Blvd	Total
12:00 AM	1	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	2	0	0	0	1	3
2:00 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	1	2
4:00 AM	1	0	0	1	0	0	0	1	3
5:00 AM	1	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	1	3	0	1	2	8
7:00 AM	0	1	0	0	0	0	3	2	6
8:00 AM	2	0	0	0	1	0	0	2	5
9:00 AM	1	0	2	0	0	0	0	1	4
10:00 AM	0	0	1	0	1	0	1	1	4
11:00 AM	0	4	1	0	0	0	0	1	6
12:00 PM	5	2	1	1	0	0	0	0	9
1:00 PM	4	1	0	0	0	0	2	2	9
2:00 PM	8	4	0	0	0	0	0	1	13
3:00 PM	3	3	1	1	1	4	0	9	22
4:00 PM	9	1	1	0	1	0	1	10	23
5:00 PM	4	1	0	3	3	0	2	3	16
6:00 PM	4	2	0	0	0	0	2	3	11
7:00 PM	2	1	0	0	1	0	0	0	4
8:00 PM	5	2	0	0	2	0	0	0	9
9:00 PM	1	0	0	1	0	0	2	1	5
10:00 PM	4	0	0	1	0	0	0	2	7
11:00 PM	4	0	0	1	0	0	1	0	6
Total	59	24	7	12	13	4	15	43	177



Figure 2-34: Bicyclist Count Results



3 PUBLIC & STAKEHOLDER INPUT

Actively informing and engaging the public and stakeholders throughout the Avondale ATP process has been critical to the success of the Avondale ATP. Public and stakeholder input, including a public survey, helped ensure that decisions were informed and influenced by public and stakeholder input, and the plan recommendations reflected community needs and desires. Opportunities to participate were continuous throughout the study schedule to keep open lines of communication, build relationships, encourage mutual understanding, and improve the outcomes of the plan.

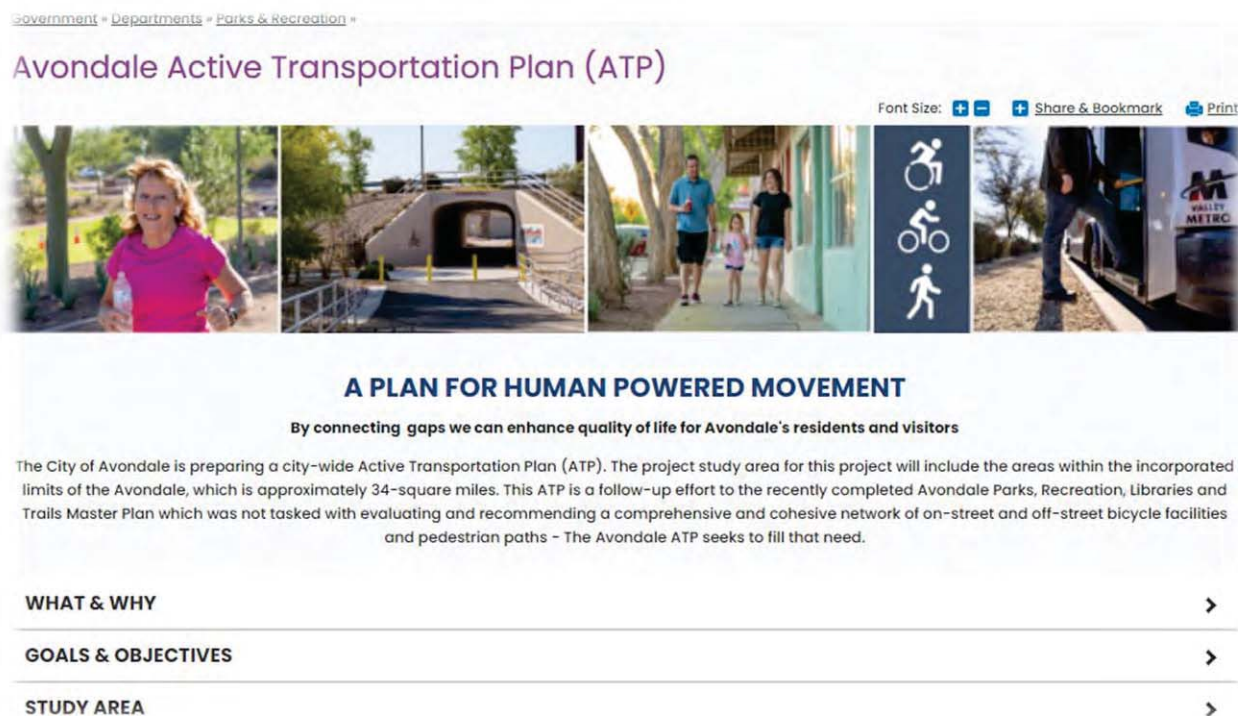
The City of Avondale consists of a collection of many individuals, stakeholders, groups and neighborhoods. This section provides an overview the public and stakeholder involvement that has been employed over the course of the Avondale ATP process. Please reference Appendix D to view the Public Involvement Plan (PIP) for additional detail and structure of the public and stakeholder engagement process.

PROJECT WEBSITE

The City of Avondale's website was utilized as a project information hub to distribute information about the ATP and provided a digital platform to house and share presentations and draft and final documents for the public and stakeholders to review. The project website, svmpo.org/transportation-planning/short-range-transit-plan-update/ and shown in **Figure 3-1**, included the following elements:

- A description of the Avondale ATP and the goals.
- Links to the public survey.
- Links to each of the Avondale ATP documents as they were completed.
- Links to presentations given to stakeholders and the public.

Figure 3-1: Avondale ATP Project Website



PUBLIC & STAKEHOLDER ENGAGEMENT MILESTONES

City Council

City Council was informed of the ATP process over two briefings during the ATP process. The first briefing introduced the project and obtain input and guidance from Council. The second briefing was conducted on November 21, 2022, which focused on a review of preliminary recommendations while also seeking feedback and guidance on suggested project prioritization. The City Council formally adopted the ATP on January 9, 2023.

Project Work Group Meetings

A Project Work Group (PWG) was established to guide and coordinate the day-to-day efforts throughout the course of the Avondale ATP process. The PWG was comprised of Avondale city staff members from various departments to help provide input and oversight to developing a plan that achieves cross department needs and objectives. The PWG held four meetings at key project milestones to provide feedback. In addition, City staff conducted a Department Head Project briefing on November 1, 2022, to solicit feedback and seek guidance on suggested project prioritization.

Parks & Recreation Advisory Board Meetings

The Avondale Parks & Recreation Advisory Board will be briefed to seek input on key elements of the ATP. The first briefing, already conducted on November 10, 2021, introduced the project and obtain input and guidance from board members. The second briefing was held on November 9, 2022, to focus on a review of the Draft Final ATP seeking feedback on recommendations, bike facility and pedestrian path/trail types and locations, evaluation criteria results), and prioritization.

Planning Commission

The City's Planning Commission was informed of the ATP process over two briefings during the ATP process. The first briefing introduced the project and obtain input and guidance from Council. The second briefing was conducted on October 19, 2022, which focused on a review of preliminary recommendations while also seeking feedback and guidance on suggested project prioritization. The Planning Commission formally approved the Draft Final ATP at the conclusion of the meeting.

Public Open House #1 (Virtual)

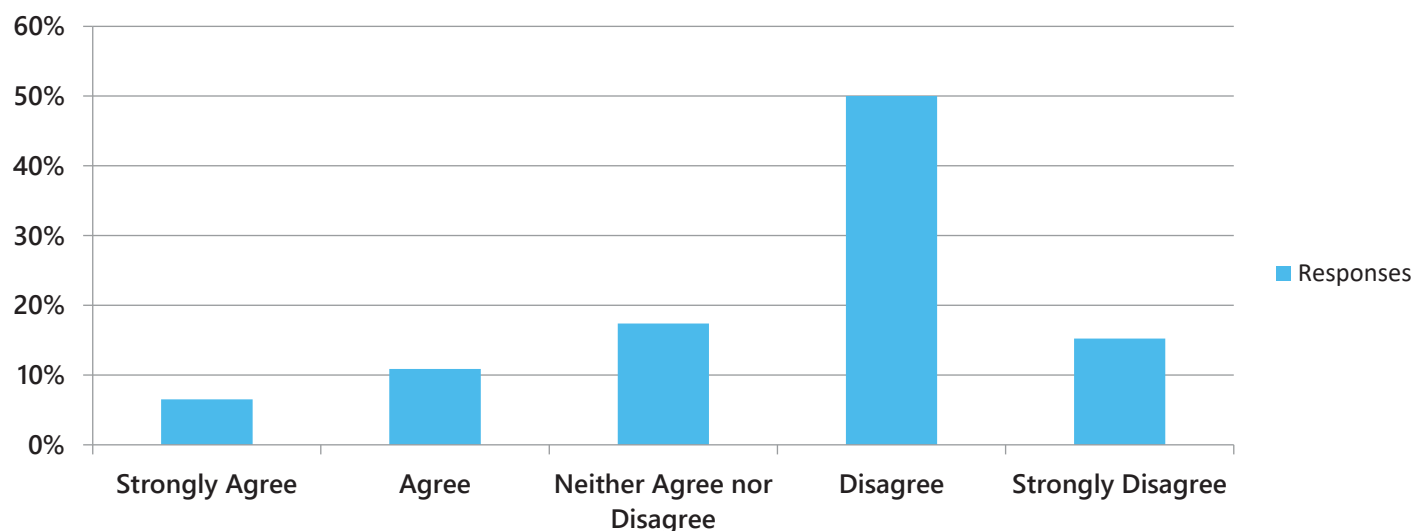
The first public open house meeting, held on March 2, 2022, reviewed existing and future conditions, identified deficiencies as compared to plan objectives and sought public input on their preferences and desires for bicycle and pedestrian facility types, locations and priorities. The meeting consisted of a presentation followed by an open house style meeting with information stations and interactive exercises to engage participants input.

Online Survey

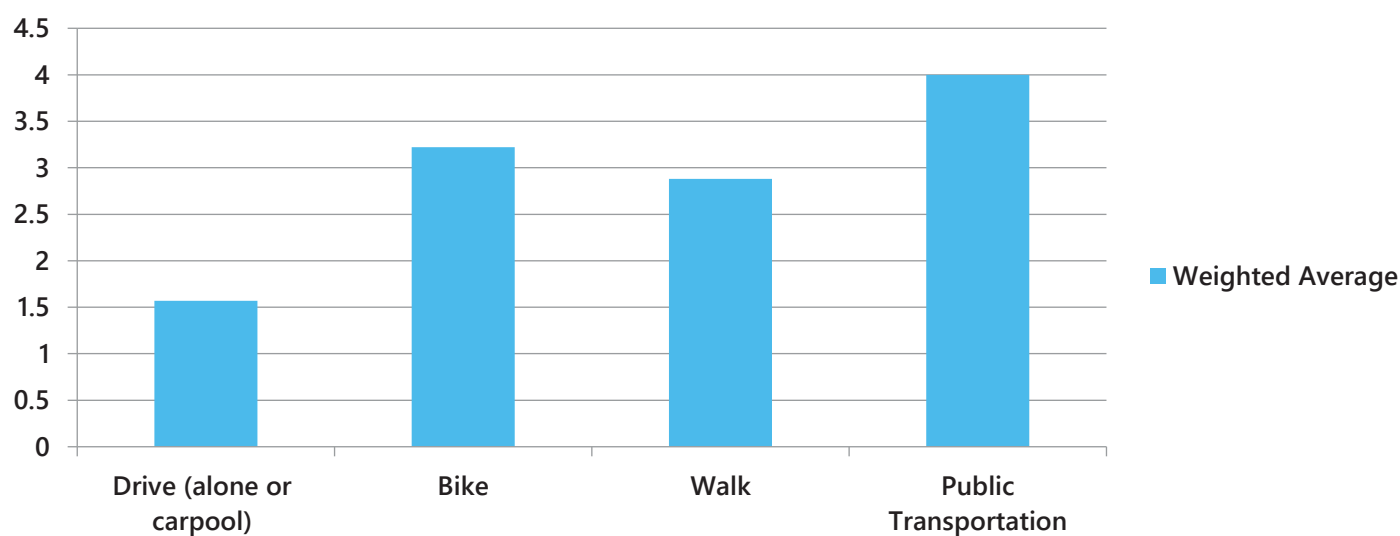
An online survey for the community at-large was provided and conducted to gauge the public's interest, use, and suggestions for active transportation facilities, as well as to guide the direction and recommendations of this Plan. The resident turnout for the survey was considered favorable, with a total of 46 residents responding to the survey.

The survey was available online through the project website and was distributed via several of the City's social media platforms. The survey included 16 questions, with seven required questions focusing active transportation while the remaining eight questions were socioeconomic-related questions to gain additional insight about the nature of the respondents. The responses show a strong desire for the expansion of walking and cycling infrastructure that can be used by all ages and abilities. Improving safety and lighting is another priority identified through the survey. The results of the survey are summarized in this section while the complete survey results are included in the Appendix E.

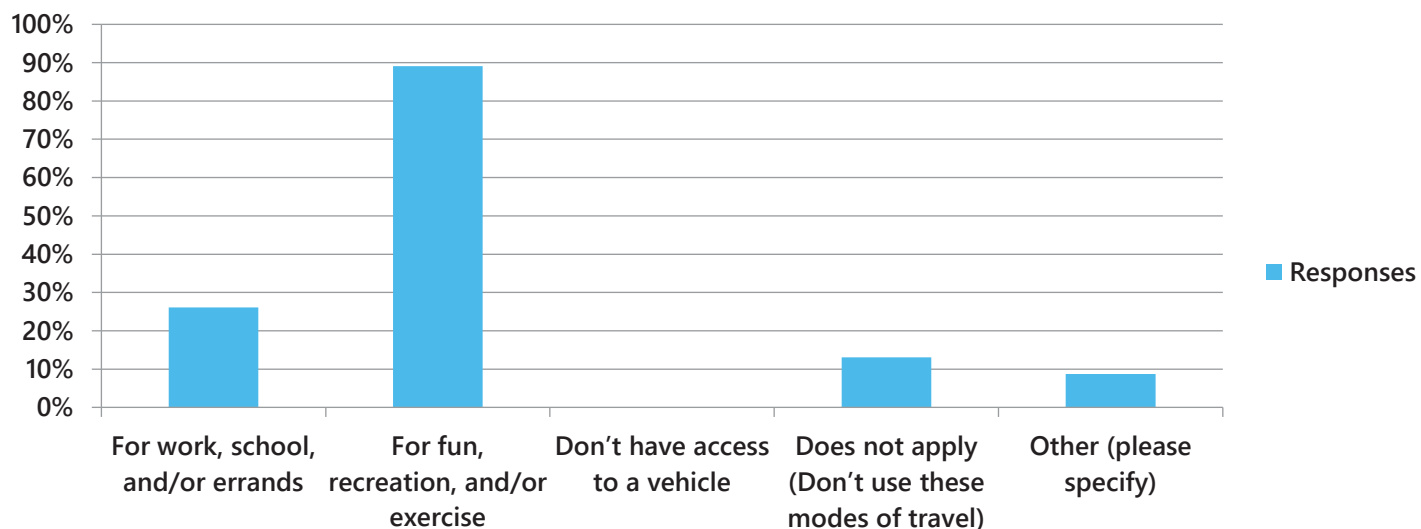
1. Walking and biking in Avondale is a safe and convenient means of traveling from one place to another?



2. During a typical week, how many days do you use the following modes of transportation?



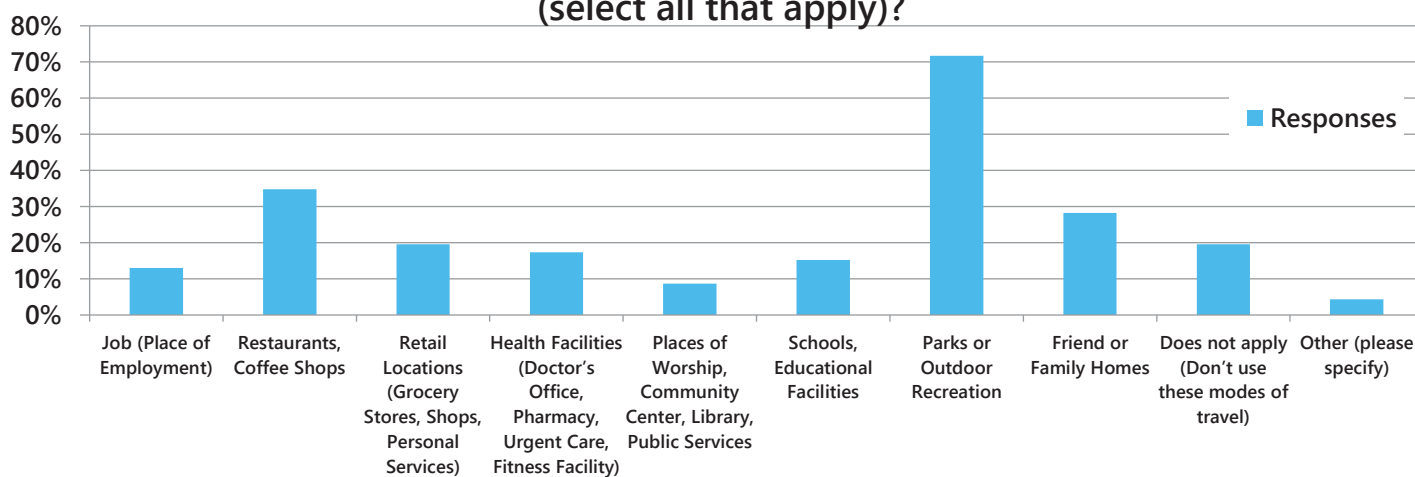
3. For what purpose do you walk, bike, and/or take public transportation (select all that apply)?



Other responses:

- My kids walk to their school bus stop. Pedestrians are not safe when walking here
- To save gas running errands
- Walking pets

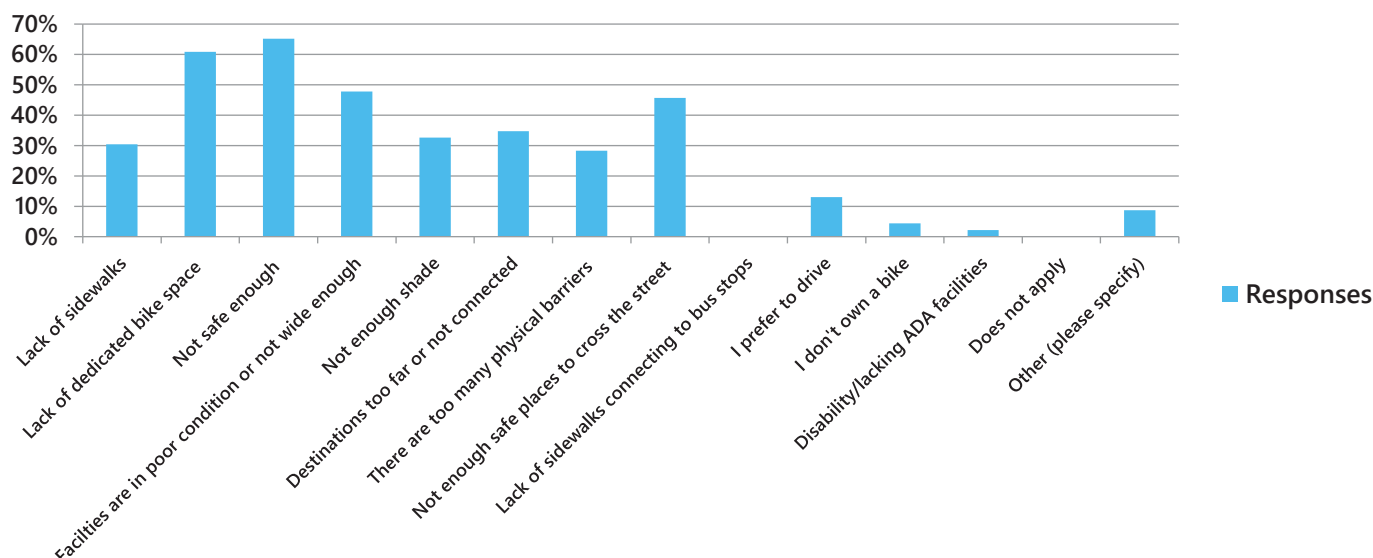
4. What type of destinations do you walk, bike, or take transit to (select all that apply)?



Other responses:

- Exercise only
- "Use trail system from Glendale to Peoria for biking"

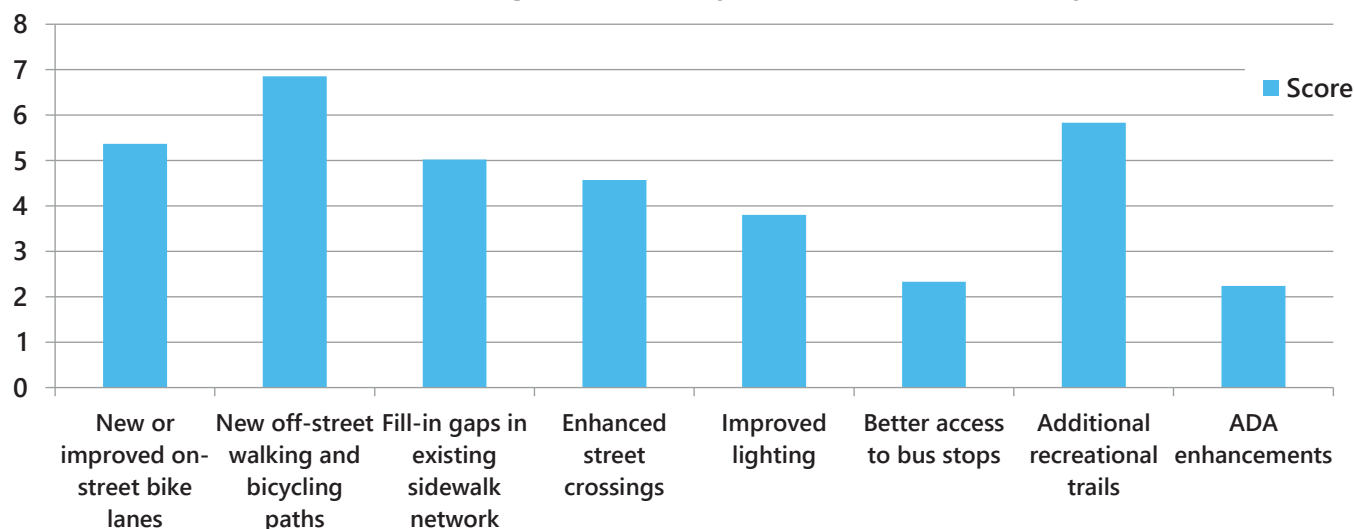
5. What prevents you from walking, biking, and/or taking public transit (select all that apply)?



Other responses:

- Motorists don't give cyclists respect! They drive to close, flip us off, blow exhaust smoke at us.
- My work does not provide a safe place to store my bike.
- Bus service too infrequent, does not connect to places I need to go

6. What improvements would you like to see Avondale invest in? Rank 1 (highest priority) to 8 (lowest priority).



7. What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Avondale?

- Safety of paths lack of lights
- The number of people driving that are not obeying the speed limit makes me feel unsafe.
- Red light runners, people who don't yield to bicycles when using crosswalks, cars going way over the speed limit, cars not looking for bicycles even though you are at an intersection
- places I would walk to are too far from residential area
- Sidewalks that don't connect
- Safe bike lanes
- Lots of homeless around Central Ave. Very little light.
- No sidewalks
- Safety, designated bike lane, lack of enforcement of 3 feet law, driver education programs that bikes share the road.
- Distracted Drivers. Bikers and walkers need a better safe space than right next to cars.
- Crossing I-10 & main roads without bike lanes
- The lack of Safe and maintained bike lanes. Also trail heads that are closed, not marked or difficult to identify. I've called Parks and rec about the trailhead in friendship park and none of the employees knew what I was talking about.
- Cars
- Clearly marked bike lanes on streets.
- Safety. Riding a bicycle on most roads in the west valley isn't for the inexperienced. Dedicated space/lanes like other cities have helps significantly create a safe way to ride.
- Bike lanes are inconsistent and not interconnected. So, I might be able to ride one or two miles on a bike lane, but then the lane ends for a mile or two and then picks back up again. It's very difficult or impossible to plan a route, and have it be safe. Additionally, bike lanes are sometimes not well maintained and have debris and potholes, which make them dangerous.
- Motorists
- Safety along biking/walking paths. They all need barriers like landscaping or poles. Curbs that run flat into the street aren't safe because they encourage cars to cut corners and drive recklessly!
- It's not safe
- Continuous bike paths
- Lack of trails that connect to other trails or pathways.
- The bike path that follows Agua Fria is great. We need more paths like that. Keeps motorists and cyclists / walkers separated from each other. It's safer for everyone.
- There aren't a lot of safe places to ride and the destinations aren't connected.
- Motorized vehicles

- Lack of sidewalks and insufficient or non-existent bike lanes. This is more evident south of I10.
- Traffic, mostly at stop signs
- Shade during summer, city sprawl means locations are far apart
- Crossing major intersections
- Street lighting
- Neighbor areas are not connected to walking paths
- Providing parking to use the trail system and the system is not connected from southern to northern parts of Avondale and connected to Glendale
- Safety
- Lack of bike lanes and few off street bike/walking paths.
- Speeding cars
- High speed and dense traffic conditions.
- The coffee shops or other restaurants are kind of far away for walking or biking
- Lighting, traffic and overall safety
- We need more light systems. There is so much development and new housing. We need traffic lights and speed zones so families feel comfortable walking/riding bikes.
- Bike lanes
- Lighting and continuous sidewalks
- Unfamiliar with available paths and not enough paths / connection
- Safety- crime, and people drive crazy - speeding/unauthorized parking/etc.
- Stores are so far apart and sidewalks don't go everywhere. McDowell west of Avondale is all dirt for a while and my husband, and I both got flat tires when we tried to bike there
- Dangerous intersections and lack of sidewalks completed throughout the path I want to take. Unsafe to take children and cross major roads.
- We need the trail along the Agua Fria River at the I-10 to connect to Friendship Park and then on to Peoria's New River trail. Once that happens the whole valley is open to bike travel.

4 PROJECT RECOMMENDATIONS

Avondale's current and future active communities deserve a safe, connected, and substantive active transportation network that builds upon the existing infrastructure and provides a balance of utilitarian and recreational facilities. The Avondale ATP project recommendations will assist the City in bicycle and pedestrian project decision making and prioritization, resource allocation, design, implementation, and maintenance of the proposed multimodal network. Avondale's active transportation network should include options that provide a variety of choices for users of varying ages and capabilities. This includes existing users such as road cyclists that ride scenic routes to younger cyclists that ride shorter distances recreationally, as well as pedestrians throughout the region. Bicycling and walking infrastructure are most effective when destinations are nearby, as is the case in mixed-use developments, and when multiple transportation options are available for residents near employment centers. A multi-use trail system is also an important element of the proposed active transportation network and can improve community-wide mobility and connectivity, promote economic development efforts and enhance the overall appeal of Avondale.

The Avondale ATP recommends carefully integrating pedestrian, bicycle, and transit planning to ensure an effective and truly connected active transportation system. Connecting both walking and bicycling to transit increases the "catchment area" of transit stations and increases the total possible trip length for all users, which replaces longer car trips and can lead to reduced emissions.

The proposed active transportation network was developed with a focus on connecting people to places and using a place-based approach. The proposed network was developed by documenting the existing infrastructure, reviewing proposed bicycle projects from previous plans and studies, evaluating public and stakeholder inputs and survey responses, and analysis of existing data. The network was carefully designed by developing routes that connect with regional destinations or other multimodal facilities, while ensuring routes were placed with a conscious focus on safety and accessibility.

This section provides a summary of recommendations for new and improved active transportation infrastructure; as well as, recommendations that go beyond the "Engineering", but also take into account on the other five E's of active transportation: Evaluation, Education, Encouragement, Enforcement, and Equity. It is important to keep in mind when planning and implementing active transportation projects and programs, nearly all recommendations in this Plan require a collaborative effort between public, private, non-profit organizations, and local businesses and residents. There must be support and leadership from a network of strong and willing partners in order to implement the recommendations of this Plan.

The active transportation project recommendations included in this Section outline projects are intended to be implemented over the next 20 years to create a safe and equitable active transportation network that is accessible and well-connected throughout Avondale and the broader region. The recommendations were built around the following considerations:

- Building a functional pedestrian/bicycle transportation network;
- Coordinating previous planning efforts;

- Connecting pedestrians and bicyclist to public transit; and
- Improving signage.

The recommendations are broken down into three categories or project types:

1. On-street bicycle network;
2. Off-Street multi-use network; and
3. Pedestrian network.

ON-STREET BICYCLE NETWORK

A primary objective of this Plan is to create a well-connected bicycle network through a series of loops, spines, branches, and protected lanes. An additional objective of the Plan is to focus on investing and creating a connected network of active transportation facilities, not isolated facilities.

Many of the recommendations from previous planning efforts are reiterated and complement the newer and expanded aspects of this Plan. Based on the assessment of bicycle transportation needs and practices in the region, recognition as budget priorities to the recommendations presented in this Plan are necessary to support the City's vision to attract more residents to use alternative modes of transportation.

Methods for creating a safe and desirable bicycle network include the process of making priority destinations accessible. Bicycle networks should strive to accommodate a wide range of bicyclists in the community. Common trends in bicycle networks across the United States are incorporating design features to accommodate for all ages and abilities. Designing an interconnected and accessible network for all ages and abilities provides the entire community a safe alternative mode of transport.

The proposed bicycle network is based on the notion that bike lanes address the desire for efficient bicycle transportation with more cyclist's comfort when compared to sharing the same travel lane with vehicular traffic. This would appeal to those who are not as comfortable to ride in traffic but are frustrated by factors such as indirectness and frequent stops and starts. Creating a high-quality, connected network appeals to a broader range of residents.

The proposed bike facility projects could be implemented incrementally by building on Avondale's existing base of on-street bikeways over the next 20 years to achieve the long-term network.

The proposed on-street bicycle recommendations include adding bike lanes to roads currently lacking a dedicated bicycle facility and implementing wayfinding signage. Some roads currently have no bike lanes on either side of the roadway while some only have a bike lane one side of the road. These gaps can be the result of the development process – vacant parcels yet to develop their roadway and other frontage improvements such as bike lanes and sidewalks. The proposed on-street bicycle network ensures all arterial and collector roadways within Avondale have bike lanes on both side of the road. The proposed and existing on-street bicycle facilities illustrated in **Figure 4-1. Table 4-1** (in no particular order) provides a complete list of the on-street bicycle recommendations.

In total, there are 71 proposed on-street bicycle recommendations which include three projects that would add a bike lane on one side of the street, 53 projects that would add bike lanes on both sides of the street, and 15 wayfinding signage projects.

Currently there are a total of 93.8 miles of on-street bike ways in Avondale, and the proposed on-street bicycle recommendations would add an additional 91.2 miles of bike lanes to the overall on-street network, yielding roughly 185 linear miles of bike lanes in Avondale. As adoption of this Plan, Avondale's General Engineering Requirements Manual does not contain specific design guidelines for bicycle facilities and only notes that all arterial and collector roads are required to include a bike lane. For the purposes of the Avondale ATP, the typical bicycle lane envisioned would consist of a striped lane (4 ft or wider) with pavement marking and a designated buffer space separating the bike lane from motor vehicle travel lanes. Facilities may have curb and gutter present or a flush shoulder.

Figure 4-1: On-Street Bicycle Network Recommendations Map

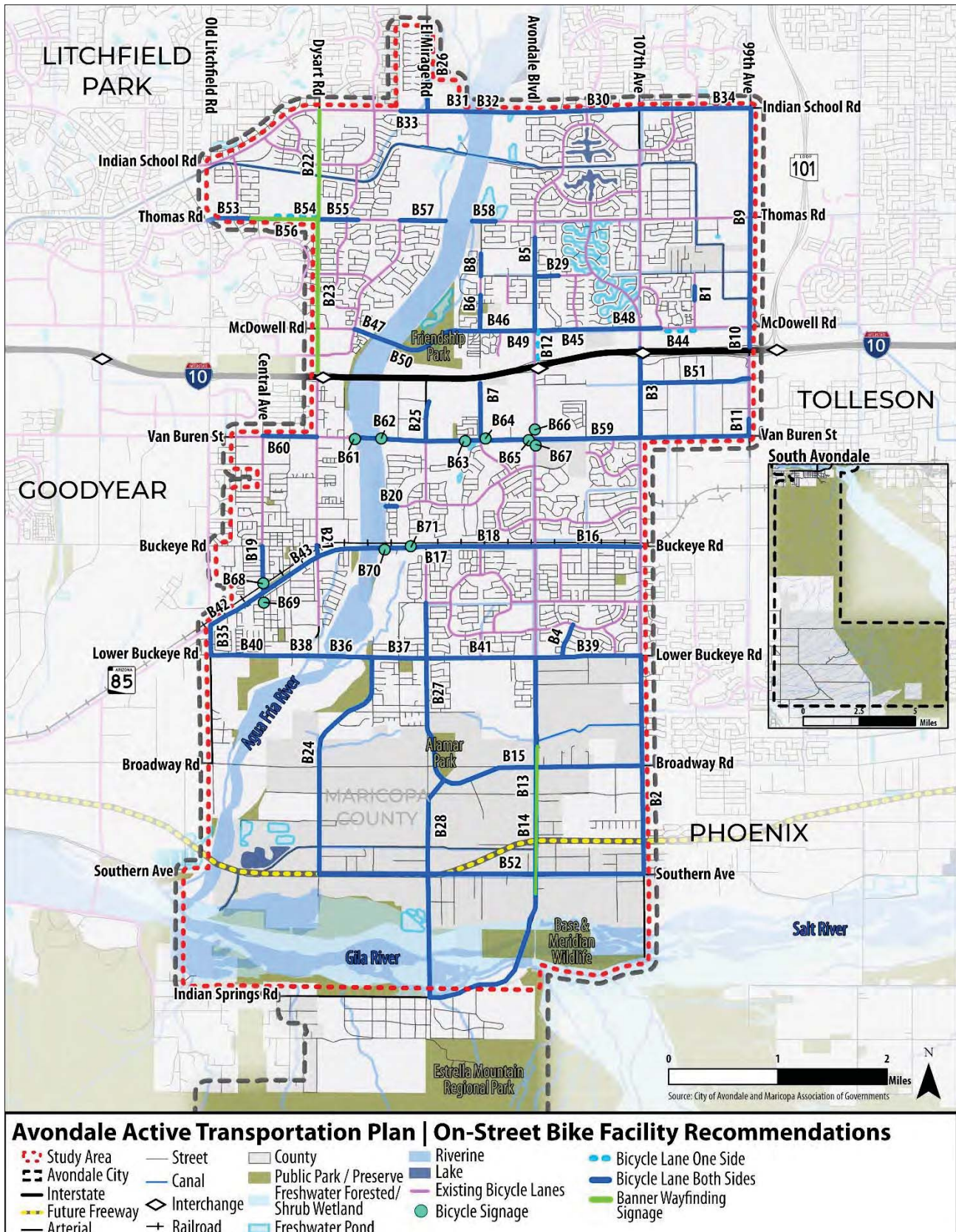


Table 4-1: On-Street Bicycle Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
B1	103rd Ave	Bicycle Lane Both Sides	0.13	Zinc Apartment Parcel	Zinc Apartment Parcel
B2	107th Ave	Bicycle Lane Both Sides	1.99	Lower Buckeye Rd	Southern Ave
B3	107th Ave	Bicycle Lane Both Sides	0.81	I-10	Van Buren St
B4	112th Lane	Bicycle Lane Both Sides	0.32	Whyman Ave	Lower Buckeye Rd
B5	115th Ave	Bicycle Lane Both Sides	0.84	Roanoke Dr	McDowell Rd
B6	119th Ave	Bicycle Lane Both Sides	0.33	Monte Vista Rd	McDowell Rd
B7	119th Ave	Bicycle Lane Both Sides	0.51	I-10	Van Buren St
B8	119th Ave	Bicycle Lane Both Sides	0.20	Thomas Rd	Encanto Blvd
B9	99th Ave	Bicycle Lane Both Sides	2.00	Indian School Rd	McDowell Rd
B10	99th Ave	Bicycle Lane Both Sides	0.19	McDowell Rd	I-10
B11	99th Ave	Bicycle Lane Both Sides	0.16	820 feet North Van Buren St	Van Buren St
B12	Avondale Blvd	Bicycle Lane One Side	0.28	McDowell Rd	I-10
B13	Avondale Blvd	Banner Wayfinding Signage	1.35	Broadway Rd	Southern Ave
B14	Avondale Blvd	Bicycle Lane Both Sides	3.74	Lower Buckeye Rd	Southern Ave
B15	Broadway Rd	Bicycle Lane Both Sides	1.85	El Mirage Rd	107th Ave
B16	Buckeye Rd	Bicycle Lane Both Sides	0.96	Avondale Blvd	107th Ave
B17	Buckeye Rd	Bicycle Lane Both Sides	0.35	1000 ft West El Mirage Rd	760 ft East El Mirage Rd
B18	Buckeye Rd	Bicycle Lane Both Sides	0.86	121st Lane	Avondale Blvd
B19	Central Ave	Bicycle Lane Both Sides	0.42	Western Ave	Main St
B20	Coldwater Springs Blvd	Bicycle Lane Both Sides	0.10	126th Ave	125th Ave
B21	Dysart Rd	Bicycle Lane Both Sides	0.11	Western Ave	Buckeye Rd
B22	Dysart Rd	Banner Wayfinding Signage	1.00	Indian School Rd	Thomas Rd
B23	Dysart Rd	Banner Wayfinding Signage	1.39	Thomas Rd	I-10
B24	Dysart/Vermeersch Rd	Bicycle Lane Both Sides	2.19	Lower Buckeye Rd	Southern Ave
B25	El Mirage Rd	Bicycle Lane Both Sides	0.36	Garfield St	Van Buren St
B26	El Mirage Rd	Bicycle Lane Both Sides	0.74	Highland Ave	Indian School
B27	El Mirage Rd	Bicycle Lane Both Sides	1.65	Durango St	Broadway Rd
B28	El Mirage Rd	Bicycle Lane Both Sides	2.02	Broadway Rd	Indian Springs Rd
B29	Encanto Blvd	Bicycle Lane Both Sides	0.22	115th Ave	112th Lane
B30	Indian School Rd	Bicycle Lane Both Sides	1.99	El Mirage Rd	103rd Ave

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
B31	Indian School Rd	Bicycle Lane Both Sides	0.17	1000 ft East El Mirage Rd	Agua Fria River Bridge
B32	Indian School Rd	Bicycle Lane Both Sides	0.31	Agua Fria River West	Agua Fria River East
B33	Indian School Rd	Bicycle Lane Both Sides	0.25	124th Ave	El Mirage Rd
B34	Indian School Rd	Bicycle Lane Both Sides	0.50	103rd Ave	99th Ave
B35	Litchfield Rd	Bicycle Lane Both Sides	0.28	Main St	Lower Buckeye Rd
B36	Lower Buckeye Rd	Bicycle Lane Both Sides	0.57	Agua Fria River West	Agua Fria River East
B37	Lower Buckeye Rd	Bicycle Lane Both Sides	0.49	127th Ave	El Mirage Rd
B38	Lower Buckeye Rd	Bicycle Lane Both Sides	0.16	4th St	Agua Fria River West
B39	Lower Buckeye Rd	Bicycle Lane Both Sides	0.97	Avondale Blvd	107th Ave
B40	Lower Buckeye Rd	Bicycle Lane Both Sides	0.75	Litchfield Rd	4th St
B41	Lower Buckeye Rd	Bicycle Lane Both Sides	1.01	El Mirage Rd	Avondale Blvd
B42	Main St	Bicycle Lane Both Sides	0.28	Litchfield Rd	Hummingbird 2 MPH
B43	Main St / Buckeye Rd	Bicycle Lane Both Sides	1.69	Hummingbird 2 MPH	1000 ft West El Mirage Rd
B44	McDowell Rd	Bicycle Lane One Side	0.31	Harbor Shores Blvd	103rd Ave
B45	McDowell Rd	Bicycle Lane Both Sides	0.48	Avondale Blvd	515 ft East 112th Ave
B46	McDowell Rd	Bicycle Lane Both Sides	0.19	119th Ave	117th Ave
B47	McDowell Rd	Bicycle Lane Both Sides	0.20	Rancho Santa Fe	Agua Fria River
B48	McDowell Rd	Bicycle Lane Both Sides	0.67	112th Ave	Harbor Shores Blvd
B49	McDowell Rd	Bicycle Lane Both Sides	0.31	117th Ave	Avondale Blvd
B50	McDowell Rd	Bicycle Lane Both Sides	1.04	Agua Fria River West	119th Ave
B51	Roosevelt St	Bicycle Lane Both Sides	1.00	107th Ave	99th Ave
B52	Southern Ave	Bicycle Lane Both Sides	2.97	Dysart Rd	107th Ave
B53	Thomas Rd	Bicycle Lane Both Sides	0.63	Litchfield Rd	Estrella Mountain CC
B54	Thomas Rd	Bicycle Lane One Side	0.38	Estrella Mountain CC	Dysart Rd
B55	Thomas Rd	Bicycle Lane Both Sides	0.37	Dysart Rd	560 ft East Santa Fe Trl
B56	Thomas Rd	Banner Wayfinding Signage	0.62	136th Ave	Dysart Rd
B57	Thomas Rd	Bicycle Lane Both Sides	0.42	Rancho Santa Fe Blvd	Agua Fria River West
B58	Thomas Rd	Bicycle Lane Both Sides	0.21	Agua Fria River East	118th Dr
B59	Van Buren St	Bicycle Lane Both Sides	3.62	Agua Fria River West	99th Ave
B60	Van Buren St	Bicycle Lane Both Sides	0.49	Central Ave	Dysart Rd
B61	Van Buren St	Bicycle Signage	-	Van Buren St and Agua Fria River EB	.

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
B62	Van Buren St	Bicycle Signage	-	Van Buren St and Agua Fria River WB	.
B63	Van Buren St	Bicycle Signage	-	Van Buren St and 120th Ave EB	.
B64	Van Buren St	Bicycle Signage	-	Van Buren St and 120th Ave WB	.
B65	Van Buren St	Bicycle Signage	-	Van Buren St and Avondale Blvd EB	.
B66	Avondale Blvd	Bicycle Signage	-	Avondale Blvd and Van Buren St SB	.
B67	Avondale Blvd	Bicycle Signage	-	Avondale Blvd and Van Buren St NB	.
B68	Central Ave	Bicycle Signage	-	Central Ave and Main St SB	.
B69	Central Ave	Bicycle Signage	-	Central Ave and Harrison Dr NB	.
B70	Buckeye Rd	Bicycle Signage	-	Buckeye Rd and Agua Fria River EB	.
B71	Buckeye Rd	Bicycle Signage	-	Buckeye Rd and Agua Fria River WB	.

OFF-STREET MULTI-USE NETWORK

Existing and new paths will serve the on-street bicycle network. These off-street multi-use facilities were selected because they provide an enhanced level of safety considering they are not sharing a road with automobiles. The paths along the Agua Fria and the Gila/Salt Rivers act like spines connecting to other bicycle and pedestrian facilities within the City, while the paths also can provide a regional conduit connecting to neighboring municipalities and destinations outside of Avondale.

The proposed and existing off-street multi-use facilities are illustrated in **Figure 4-2**; and, **Table 4-2** provides a complete inventory of all of the on-street bicycle recommendations. There are a total of 11 proposed off-street multi-use facility recommendations which include either a multi-use path or a trail segment.

The proposed off-street multi-use paths provide facilities on both sides of the Agua Fria River and on the north side of the Gila/Salt River throughout the City. In addition, there are three proposed multi-use paths outside of the river basins; one along the Durango Street alignment just east of El Mirage Road that connects to a proposed Agua Fria River multi-use path (MU7), another along the future State Route 30, and a proposed multi-use path connecting an existing path within the Del Rio community to Alamar Park to the south starting from Lower Buckeye Road and ultimately connecting to the a proposed Agua Fria River path to the west.

Currently there are a total of 34.5 miles of off-street multi-use paths in Avondale, and the proposed off-street multi-use facility recommendations would add an additional 22.7 miles of multi-use paths to the overall off-street facility network, yielding roughly 57.2 linear miles of off-street multi-use paths and 23.7 linear miles of recreation trails across the city upon buildout.

Figure 4-2: Off-Street Multi-Use Network Recommendations Map

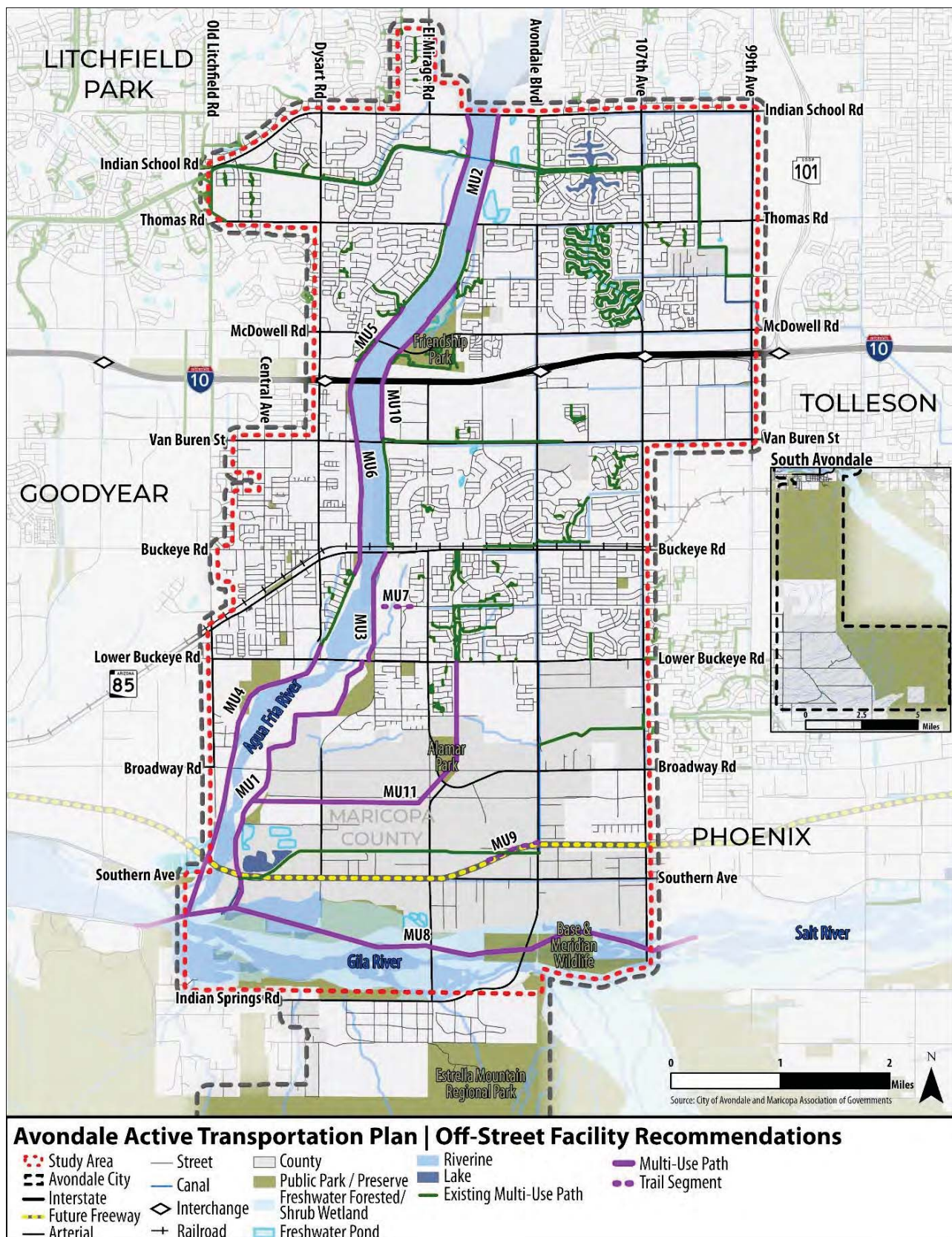


Table 4-2: Off-Street Multi-Use Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
MU1	Agua Fria River East	Multi-Use Path	2.97	Lower Buckeye Rd	Gila River
MU2	Agua Fria River East	Multi-Use Path	2.07	Indian School Rd	McDowell Rd
MU3	Agua Fria River East	Multi-Use Path	1.01	Buckeye Rd	Lower Buckeye Rd
MU4	Agua Fria River West	Multi-Use Path	2.81	Lower Buckeye Rd	Gila River
MU5	Agua Fria River West	Multi-Use Path	1.87	Indian School Rd	I-10
MU6	Agua Fria River West	Multi-Use Path	1.92	I-10	Lower Buckeye Rd
MU7	Durango Street	Trail Segment	0.32	125th Ave	Agua Fria Trail
MU8	Gila River	Multi-Use Path	5.27	143rd Ave	East of 107 Ave
MU9	SR-30	Trail Segment	0.57	119th Ave	Avondale Blvd
MU10	Agua Fria River	Multi-Use Path	0.88	McDowell Rd	Van Buren St
MU11	Transmission Lines	Multi-Use Path	2.95	Lower Buckeye Rd	Broadway Rd / Agua Fria River

PEDESTRIAN NETWORK

A priority of this Plan is to ensure residents have safe, secure, reliable, accessible, and connected sidewalks.

The approach to developing the proposed pedestrian network focused on closing existing sidewalk gaps and providing a safe and comfortable experience for users of all ages and abilities. In addition, the proposed pedestrian network aimed to include accessible sidewalk connections to all transit stops equipped with shelters, signage, and education resources should be considered, as well as incorporating accessible boarding and alighting for those with mobility issues.

The existing and proposed pedestrian network is illustrated in **Figure 4-3**, while **Table 4-3** provides a complete inventory of all of sidewalk network recommendations. The result of the proposed pedestrian network would ensure sidewalks are offered on both sides of the street on all roads within Avondale. The proposed pedestrian network would more than 100 miles of new sidewalks within the city – nearly a 20 percent increase from the existing condition.

Sidewalks provide many benefits including safety, mobility, and healthier communities. In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. By providing sidewalks on both sides of the street, numerous midblock crossing crashes can be eliminated.

By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses. Moreover, we can better serve our local populations. Many people cannot drive a car and are reliant on walking and public transit for transportation. Children, older adults, and people with disabilities make up a substantial portion of the population. Other people might choose to walk if they had better accommodations. Providing sidewalks, widened paved shoulders, or stabilized shoulders—particularly when providing access to transit and schools—can increase the transportation options for these individuals. Additionally, by moving pedestrians off the travel lanes, motorists' operations are improved and capacity increased. Research also indicates that people will walk for recreational purposes if a facility is provided. Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day.

Figure 4-3: Pedestrian Network Recommendations Map

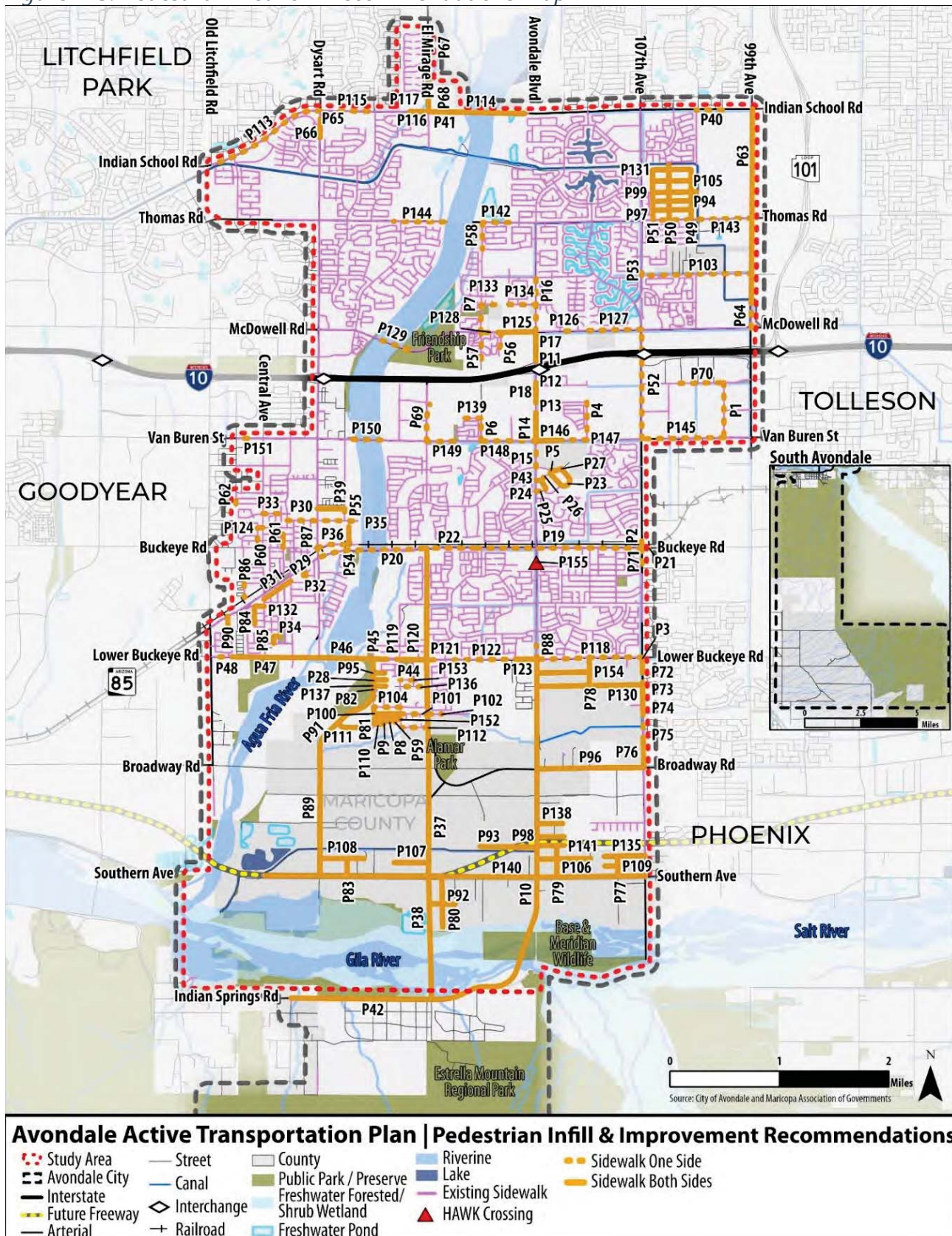


Table 4-3: Pedestrian Network Recommendations

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P19	Buckeye Rd	Sidewalk One Side	1.53	119th Ln	107th Ave
P124	W Madden Dr	Sidewalk Both Sides	0.05	1st Ave	Central Ave
P87	S 8th St	Sidewalk One Side	0.10	Western Ave	Buckeye Rd
P113	W Indian School Rd	Sidewalk One Side	1.13	Litchfield Park	Dysart Rd
P52	N 107th Ave	Sidewalk One Side	1.00	McDowell Rd	Van Buren St
P46	Lower Buckeye Rd	Sidewalk Both Sides	0.72	4th St	127th Ave
P16	Avondale Blvd	Sidewalk One Side	0.49	Encanto Blvd	McDowell Rd
P31	E Brooke Pl	Sidewalk Both Sides	0.30	Central Ave	4th St
P143	W Thomas Rd	Sidewalk One Side	0.91	106th Ave	99th Ave
P20	Buckeye Rd	Sidewalk One Side	0.97	Dysart Rd	El Mirage Rd
P60	N 1st Ave	Sidewalk One Side	0.12	Madden Dr	Hill Dr
P35	E Riley Dr	Sidewalk One Side	0.65	4th St	420 ft East Eliseo C Felix Jr Way
P71	S 107th	Sidewalk One Side	0.15	350 north Buckeye Rd	2nd St
P36	E Western Ave	Sidewalk One Side	0.29	Dysart Rd	Eliseo C Felix Jr Way
P14	Avondale Blvd	Sidewalk Both Sides	0.23	City Center Dr	Van Buren St
P15	Avondale Blvd	Sidewalk One Side	0.24	Van Buren St	Coldwater Springs Blvd
P61	N 3rd St	Sidewalk Both Sides	0.13	Kinderman Dr	Hill Dr
P126	W McDowell Rd	Sidewalk One Side	0.08	113th Dr	113th Ave
P127	W McDowell Rd	Sidewalk One Side	0.50	415 ft East 112th Ave	107th Ave
P21	Buckeye Rd	Sidewalk Both Sides	0.06	107th Ave	320 ft East 107th
P64	N 99th Ave	Sidewalk One Side	0.22	Palm Ln	McDowell Rd
P12	Avondale Blvd	Sidewalk One Side	0.10	I-10	Roosevelt St
P29	E Agua Fria Ln	Sidewalk One Side	0.08	Corral St	Dead End
P32	E Corral St	Sidewalk One Side	0.10	Corral St	7th St
P2	107th Ave	Sidewalk One Side	0.07	350 ft north Buckeye Rd	Buckeye Rd
P155	Avondale Blvd	HAWK Crossing	-	Avondale and Littleton Elementary	.
P10	Avondale Blvd	Sidewalk Both Sides	3.73	Lower Buckeye Rd	El Mirage Rd
P125	W McDowell Rd	Sidewalk Both Sides	0.32	117th Ave	Avondale Blvd
P129	W McDowell Rd	Sidewalk One Side	0.34	Agua Fria River West	Agua Fria River East
P84	S 1st Ave	Sidewalk Both Sides	0.16	Overlin Ln	Whyman Ave

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P65	N Dysart Rd	Sidewalk One Side	0.10	Indian School Rd	500 ft south of Dysart Rd
P148	W Van Buren St	Sidewalk One Side	0.50	119th Ave	Avondale Blvd
P149	W Van Buren St	Sidewalk One Side	0.25	Fairway Dr	120th Ln
P13	Avondale Blvd	Sidewalk One Side	0.17	515 ft south Roosevelt St	City Center Dr
P18	Avondale Blvd	Sidewalk Both Sides	0.10	Roosevelt St	515 ft south Roosevelt St
P150	W Van Buren St	Sidewalk One Side	0.27	Agua Fria River West	Agua Fria River East
P37	S El Mirage Rd	Sidewalk Both Sides	4.12	Buckeye Rd	Indian Springs Rd
P118	W Lower Buckeye Rd	Sidewalk One Side	0.97	Avondale Blvd	107th Ave
P40	Indian School Rd	Sidewalk One Side	0.24	100th Ave	103rd Ave
P41	Indian School Rd	Sidewalk Both Sides	0.07	El Mirage Rd	El Mirage Rd to East .07 miles
P117	W Indian School Rd	Sidewalk Both Sides	0.14	745 ft West El Mirage Rd	El Mirage Rd
P86	S 3rd Ave	Sidewalk One Side	0.13	Rhodes Ave	Dead End
P90	S Greenleaf Ln	Sidewalk Both Sides	0.08	Main St	Dead End
P132	W Overlin Ln	Sidewalk Both Sides	0.09	1st Ave	Central Ave
P146	W Van Buren St	Sidewalk Both Sides	0.24	Avondale Blvd	1/4 mile west 111th Ave
P63	N 99th Ave	Sidewalk Both Sides	1.78	Indian School Rd	Palm Ln
P151	W Van Buren St	Sidewalk One Side	0.10	137th Ave	535 ft east of 137th Ave
P121	W Lower Buckeye Rd	Sidewalk One Side	0.07	El Mirage Rd	460 ft East El Mirage Rd
P11	Avondale Blvd	Sidewalk Both Sides	0.22	290 ft south McDowell Rd	I-10
P66	N Dysart Rd	Sidewalk Both Sides	0.15	500 ft south of Dysart Rd	Fairmount Ave
P22	Buckeye Rd North	Sidewalk One Side	0.47	West of El Mirage Rd	West of 119th Ave
P53	N 107th Ave	Sidewalk One Side	0.10	320 ft North Encanto Blvd	Encanto Blvd
P116	W Indian School Rd	Sidewalk One Side	0.11	125th Dr	745 ft West El Mirage Rd
P128	W McDowell Rd	Sidewalk One Side	0.18	119th Ave	117th Ave
P48	Lower Buckeye Rd	Sidewalk One Side	0.21	Litchfield Rd	300 ft East of 5th Ave
P33	E Ludlow Dr	Sidewalk One Side	0.17	Central Ave	3rd St
P3	107th Ave	Sidewalk Both Sides	0.02	Lower Buckeye Rd	125 ft south Lower Buckeye Rd
P44	Lower Buckeye Rd	Sidewalk Both Sides	0.03	125th Ave	125th Ave East .01 miles
P115	W Indian School Rd	Sidewalk One Side	0.29	700 ft east Dysart Rd	320 ft east Santa Fe Trl
P34	E Park Dr	Sidewalk Both Sides	0.05	1st St	2nd St
P85	S 1st St	Sidewalk Both Sides	0.06	Park Dr	Elm Ln

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P47	Lower Buckeye Rd	Sidewalk Both Sides	0.52	300 ft East of 5th Ave	4th St
P68	N el Mirage Rd	Sidewalk Both Sides	0.16	825 ft north Indian School Rd	Indian School Rd
P51	N 106th Ave	Sidewalk Both Sides	0.46	Mulberry Dr	Thomas Rd
P134	W Palm Ln	Sidewalk One Side	0.25	116th Ln	Avondale Blvd
P30	E Brinker Dr	Sidewalk Both Sides	0.25	Dysart Rd	Eliseo C Felix Jr Way
P17	Avondale Blvd	Sidewalk One Side	0.06	McDowell Rd	290 ft south McDowell Rd
P88	S Avondale Blvd	Sidewalk One Side	0.13	Rio Vista Ln	Lower Buckeye Rd
P122	W Lower Buckeye Rd	Sidewalk One Side	0.59	121st Dr	116th Ave
P123	W Lower Buckeye Rd	Sidewalk Both Sides	0.17	116th Ave	Avondale Blvd
P103	W Encanto Blvd	Sidewalk One Side	1.01	107th Ave	99th Ave
P145	W Van Buren St	Sidewalk One Side	0.75	107th Ave	101st Ave
P114	W Indian School Rd	Sidewalk Both Sides	0.81	380 ft East El Mirage Rd	Copenhagen Dr
P69	N el Mirage Rd	Sidewalk One Side	0.34	Garfield St	Van Buren St
P142	W Thomas Rd	Sidewalk One Side	0.24	119th Ave	116th Ave
P49	N 103rd Ave	Sidewalk Both Sides	0.46	Mulberry Dr	Thomas Rd
P50	N 105th Ave	Sidewalk Both Sides	0.50	Mulberry Dr	Thomas Rd
P94	W Avalon Dr	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P97	W Catalina Dr	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P45	Lower Buckeye Rd	Sidewalk Both Sides	0.08	127th Ave	127th Ave East .07 miles
P82	S 127th Ave	Sidewalk Both Sides	0.31	Lower Buckeye Rd	Superior Ave
P153	W Whyman St	Sidewalk One Side	0.12	125th Ave	124th Ave
P120	W Lower Buckeye Rd	Sidewalk Both Sides	0.21	175 ft East 125th Ave	El Mirage Rd
P105	W Flower St	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P131	W Mulberry St	Sidewalk Both Sides	0.35	106th Ave	103rd Ave
P147	W Van Buren St	Sidewalk One Side	0.22	1/4 mile west 111th Ave	111th Ave
P39	Elisio Felix Jr Way	Sidewalk One Side	0.11	Brinker Dr	Riley Dr
P62	N 4th Ave	Sidewalk One Side	0.10	Loma Linda Blvd	Brinker Dr
P99	W Earl Dr	Sidewalk Both Sides	0.40	106th Ave	103rd Ave
P91	S Vermeersch Rd	Sidewalk Both Sides	0.67	Superior Ave	1.5 miles south Superior Ave
P96	W Broadway Rd	Sidewalk Both Sides	0.98	Avondale Blvd	107th Ave
P67	N El Mirage Rd	Sidewalk One Side	0.58	<Null>	825 ft north Indian School Rd

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P144	W Thomas Rd	Sidewalk One Side	0.46	350 ft West Rancho Santa Fe Blvd	Agua Fria River West
P6	119th Ave	Sidewalk One Side	0.21	Roosevelt St	Van Buren St
P7	119th Ave	Sidewalk One Side	0.26	Palm Ln	McDowell Rd
P23	Civic Center Dr	Sidewalk Both Sides	0.31	400 ft southeast 114th Ave	Coldwater Springs Blvd
P24	Civic Center Dr	Sidewalk One Side	0.09	Avondale Blvd	Madison St
P56	N 117th Ave	Sidewalk One Side	0.22	McDowell Rd	1/4 mile south McDowell Rd
P57	N 119th Ave	Sidewalk One Side	0.24	McDowell Rd	Roosevelt Ave
P139	W Roosevelt St	Sidewalk One Side	0.16	120 Dr	119th Ave
P1	101st Ave	Sidewalk One Side	0.50	Roosevelt St	Van Buren St
P70	Roosevelt St	Sidewalk One Side	0.40	103rd Ave	101st Ave
P28	County Line Rd	Sidewalk Both Sides	0.12	127th Ave	Dead End
P95	W Bohne St	Sidewalk Both Sides	0.11	127th Ave	Dead End
P119	W Lower Buckeye Rd	Sidewalk One Side	0.16	126th Ave	125th Ave
P54	N 10th St	Sidewalk Both Sides	0.14	435 ft south Riley Dr	Western Ave
P55	N 10th St	Sidewalk One Side	0.08	Riley Dr	435 ft south Riley Dr
P81	S 127th Ave	Sidewalk One Side	0.28	Vermeersch Rd	Illini St
P101	W Elwood St	Sidewalk One Side	0.25	125th Ave	El Mirage Rd
P5	114th Ave	Sidewalk One Side	0.04	Coldwater Springs Blvd	Civic Center Dr
P25	Civic Center Dr	Sidewalk Both Sides	0.09	Madison St	Jefferson St
P26	Civic Center Dr	Sidewalk One Side	0.17	Jefferson St	400 ft southeast 114th Ave
P27	Coldwater Springs Blvd	Sidewalk Both Sides	0.10	114th Ave	Civic Center Dr
P43	Jefferson St	Sidewalk One Side	0.06	Avondale Blvd	Civic Center Dr
P58	N 119th Ave	Sidewalk One Side	0.24	Thomas Rd	Virginia Ave
P42	Indian Springs Rd	Sidewalk Both Sides	1.28	133rd Ave	El Mirage Rd
P136	W Pioneer St	Sidewalk One Side	0.19	125th Ave	330 ft east 124th Ave
P137	W Pioneer St	Sidewalk Both Sides	0.12	127th Ave	Dead End
P154	W Winslow Ave	Sidewalk Both Sides	0.48	Avondale Blvd	111th Ave
P140	W Southern Ave	Sidewalk Both Sides	3.47	Buckeye Canal	107th Ave
P72	S 107th Ave	Sidewalk Both Sides	0.09	125 ft south Lower Buckeye Rd	600 ft south Lower Buckeye Rd
P73	S 107th Ave	Sidewalk One Side	0.14	600 ft south Lower Buckeye Rd	Miami Ave
P74	S 107th Ave	Sidewalk Both Sides	0.25	Miami Ave	1/4 Mile south Miami Ave



ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P4	111th Ave	Sidewalk One Side	0.34	Roosevelt St	Van Buren St
P152	W Warner St	Sidewalk Both Sides	0.24	127th Ave	125th Ave
P133	W Palm Ln	Sidewalk One Side	0.12	119th Ave	650 ft East 119th Ave
P112	W Illini St	Sidewalk One Side	0.25	125th Ave	El Mirage Rd
P8	126th Ave	Sidewalk Both Sides	0.03	Warner St	Dead End
P9	126th Dr	Sidewalk Both Sides	0.04	Warner St	Illini St
P59	N 125th Dr	Sidewalk Both Sides	0.03	Warner St	Dead End
P100	W Elwood St	Sidewalk Both Sides	0.24	127th Ave	125th Ave
P104	W Florence St	Sidewalk One Side	0.25	127th Ave	125th Ave
P110	W Illini St	Sidewalk Both Sides	0.09	127th Ave	126th Dr
P111	W Illini St	Sidewalk Both Sides	0.19	Vermeersch Rd	Dead End
P38	el Mirage Rd	Sidewalk Both Sides	0.26	Alta Vista Rd	Gila River
P75	S 107th Ave	Sidewalk One Side	0.26	1/4 Mile south Miami Ave	Jones Ave
P76	S 107th Ave	Sidewalk Both Sides	0.25	Jones Ave	Broadway Rd
P89	S Dysart Rd	Sidewalk Both Sides	1.24	1.5 miles south of Superior St	Southern Ave
P78	S 111th Ave	Sidewalk Both Sides	0.26	Lower Buckeye Rd	Miami Ave
P130	W Miami Ave	Sidewalk Both Sides	0.97	Avondale Blvd	107th Ave
P102	W Elwood St	Sidewalk One Side	0.13	El Mirage Rd	122nd Ave
P77	S 109th Ave	Sidewalk Both Sides	0.19	Pecan Rd	Southern Ave
P79	S 114th Ave	Sidewalk Both Sides	0.29	Sunland Ave	Southern Ave
P80	S 122nd Ave	Sidewalk Both Sides	0.45	Southern Ave	Gila River
P83	S 129th Ave	Sidewalk Both Sides	0.16	Hidalgo Ave	Southern Ave
P92	W Alta Vista Rd	Sidewalk Both Sides	0.24	El Mirage Rd	121st Ave
P93	W Atlanta Ave	Sidewalk Both Sides	0.52	1/2 Mile west Avondale Blvd	Avondale Blvd
P98	W Chambers Ave	Sidewalk Both Sides	0.25	Avondale Blvd	350 ft east 114th Ave
P106	W Hidalgo Ave	Sidewalk Both Sides	0.49	Avondale Blvd	111th Ave
P107	W Hidalgo Ave	Sidewalk Both Sides	0.31	1/4 mile El Mirage Rd	El Mirage Rd
P108	W Hidalgo Ave	Sidewalk Both Sides	0.40	Dysart Rd	830 ft east of 129th Ave
P109	W Hidalgo Ave	Sidewalk Both Sides	0.12	630 ft west of 109th Ave	109th Ave
P135	W Pecan Rd	Sidewalk Both Sides	0.37	625 ft west 109th Ave	107th Ave
P138	W Roeser Rd	Sidewalk Both Sides	0.24	Avondale Blvd	350 ft east 114th Ave

ID	Location	Facility Type	Length (Miles)	Limit From	Limit To
P141	W Sunland Ave	Sidewalk Both Sides	0.25	Avondale Blvd	350 ft east 114th Ave



SUPPORTING POLICY CONSIDERATIONS

In addition to improving Avondale's active transportation network through tangible projects and engineering solutions, a holistic perspective of supporting policy, programmatic, education, enforcement, and encouragement elements will be critical for implementing and sustaining a pedestrian- and bicycle-friendly network. The following supporting policy and programming recommendations are categorized in the six E's of active transportation.

Engineering

Creating safe and convenient places to ride and walk

- Continue to evaluate the City's Capital Improvement Programs annually to include priority projects and programs recommended in the ATP.
- Upgrade roadway design standards to include more modern bicycle pedestrian facility types and conditions.
- The average person feels most comfortable walking or riding a bike off the roadway, particularly with children in-tow. For this reason, residential PUD's or MPC's should be required to improve bicycle and pedestrian facilities within new subdivisions well as connection between subdivisions (or residential communities) in the subdivision platting process. In addition, pedestrian connections should be made to cul- de-sac, and around (not through) retention and detention basins. All connections should be complete with equitable ADA transitions and signage providing access for all abilities. Additional considerations should be made to incorporate a "Behind the Wall" trail system/design connecting neighborhoods and amenities including City-planned paths and trails
- Retrofit existing facilities to incorporate ADA compliant facilities, as needed.
- Canopies, awnings, and similar architectural features that shade public and private sidewalks and accentuate entries should be incorporated into the design of buildings, where appropriate.
- In conjunction with routine roadway maintenance and/or pavement management system, implement a roadway re-stripping program to include provisions for bike lanes when and where feasible.
- Coordinate with Phoenix, Tolleson and Goodyear to achieve continuity of bike lanes across jurisdictional boundaries.
- Consider the creation a Vision Zero Policy and attach a date: recommended 2040 (consistent with the plan horizon of the Avondale Transportation Planning Study). Vision Zero was created to reduce traffic related pedestrian deaths, with the ultimate goal of zero.
- In relation to the ongoing General Plan update, consider a policy that encourages housing at greater densities within transit corridors and transit stops to facilitate walkable neighborhoods that encourage healthy lifestyles.



- Create an ordinance to prohibit illegal uses on the path and trail systems and establish fines that serve as a substantial deterrent. Require removable bollards at entrances to all multi-use paths to prevent OHV's and other forms of unwarranted motorized vehicles (including e-bikes of a certain speed threshold) from entering and to provide access for maintenance vehicles.
- Continue to ensure bicycle racks are placed in public areas and pedestrian activity centers. These areas include, but are not limited to parks, civic uses, churches, and schools. These efforts should consist of the City placing bike racks or working with other public institutions to have them placed on site. The City should add minimum bike parking requirements to their zoning codes for private developments. Typically bike parking requirements should be 10 to 20 percent of the number of off-street spaces that are required with a minimum of two bike parking spaces provided on-site (one inverted U rack). This provision could be waived if public facilities are available nearby. The inverted U is the preferred type of bike rack.
- Formulate a policy to consider access and ways to activate the space along and/or adjacent to canals with all incoming developments
- In high pedestrian activity areas, evaluate pedestrian crossing times to ensure that pedestrians have ample time to cross.
- Create an ordinance or policy that either allows or disallows private companies from operating a bike or scooter share in the City of Avondale. If desired, the City's ordinance can serve as an attractor to such companies.
- The term "Complete Streets" refers to the practice of designing streets so that people of all ages and abilities can choose and use their travel mode safely (i.e. take transit, use a wheelchair or other mobility device, drive a car, walk, ride a bicycle) and not be confined to one choice. The City should consider adopting a Complete Streets policy to ensure that all users are considered, if not accommodated, with each opportunity for changing streets within Avondale City Limits. Some recommended aspects of such policy include, but are not limited to:
 - Drinking fountains/ water bottle fillers (dogs too!) and trash receptacles
 - Shade (art, landscaping, architecture)
 - Lighting and seating
 - Wayfinding
- Identify best practices for all implemented facilities regarding striping, sealing, reconstruction, and environmental damage repair. Utilize volunteer and community service organizations for trail maintenance and litter abatement activities on a quarterly basis.
- Work with the Parks and Recreation Department to install signage on routes that connect to parks and trailheads.
- Collaborate with MAG and local jurisdictions to incorporate wayfinding for regional bicycle routes.

Education

Giving people of all ages and abilities the skills and confidence to ride and walk

- Design and launch a broad reaching bike skills training and bike lock/safety gear distribution initiative.
- Launch a professional driver education program.
- Improve the reach of safety outreach campaigns to drivers.
- Public Service Announcements - Visual Trainings to educate all ages on important safety topics.

Evaluation & Planning

Evaluate use of the active transportation network and impact of implemented projects, programs and policies

- Increase local capacity for pedestrian/bike project planning, implementation, and evaluation.
- Establish a set of performance measures to annually evaluate and report on the progress of active transportation network improvements and mode shift.
- In tandem with developing performance measure, create a “data dashboard” of key metrics and evaluate progress towards walk and bike mode goals and performance measure.

Encouragement

Creating a strong culture that welcomes and celebrates multimodal users

- Expand the landscape of encouragement events to offer new, and more frequent programming.
- Host targeted events and programs to engage underrepresented groups, such as women and seniors.
- Grow awareness of and participation in existing Transportation Demand Management Programs.

Enforcement

Ensuring safe roads for all users

- Revise crash reporting protocol to collect more robust data for crashes involving people walking or biking.
- Increase collaboration between local law enforcement agencies, emergency service providers, City departments, and local organizations.

Equity

Supporting safe, active, and healthy opportunities in underrepresented and vulnerable communities

- Expand education efforts and access to low income and minority communities
- Consider location equity in distributing walk/bike improvements across Avondale's neighborhoods.
- Safeguard against discriminatory enforcement.

5 IMPLEMENTATION PLAN

This section outlines a sequence to help appropriately and effectively implement the recommended active transportation infrastructure. Successfully implementing the Plan's recommendations will help achieve the Avondale's vision for a safe and accessible active transportation network. The implementation framework focuses on an equitable and systematic prioritization of projects to determine the Plan's implementation over a timeframe that spans 20 years. The goal is to incrementally implement as many of the projects as possible while recognizing fiscal limitations and other municipal budgetary needs will influence the specific implementation of the many projects identified in this ATP.

PRIORITIZATION & IMPLEMENTATION TIMELINE

Project Prioritization Approach

Creating a prioritization framework assists in directing Avondale design efforts and funding considerations towards areas which are in the highest need, and likely to yield the highest return on investment in bicycling, walking, and using transit once facilities are installed or upgraded. These areas are prioritized based on factors such as safety, proximity to schools, neighborhoods, jobs, and cultural institutions as well as areas where bicycling, walking, and using transit may be the predominant mode of travel for socioeconomic reasons.

A prioritization model was developed to inform the intended implementation process. The prioritization tool was created to be dynamic and flexible by accommodating updates in the future as the recommendations are implemented and new needs arise. Through the application of quantitative and qualitative evaluation criteria, the results of the prioritized recommendations provide clear, pragmatic, and justifiable guidance on the order of which recommendations should be implemented.

During the creation of the prioritization model, five evaluation criteria were identified, and weights were assigned based on stakeholder inputs received. **Table 5-1** provides a description of each evaluation criteria and the corresponding weight.

Table 5-1: Evaluation Criteria & Weighting

Evaluation Criteria	Weight
Proximity & Connectivity: a project that fills a gap or connects to the network and is adjacent to key destinations.	20
Safety: a project that may improve the safety and potentially reduce pedestrian- or bicycle-related crashes	30
Comfort: a project creating a more comfortable experience for pedestrians and bicyclists by mitigating the negative effects of vehicular speed, traffic volume, and the number of potential conflicts.	20
Social Equity: a project providing access to or located within an underserved geography where bicycling, walking, and using transit may be the predominant mode of travel based on socioeconomic conditions.	15

Deliverability & Constructability: a project that is more likely to be implanted based on other factors such as roadway ownership, estimated cost, and previously recommended improvement from prior planning efforts.	15
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The results of the prioritization process are not intended to preclude projects from receiving funding or from being incorporated into a new development or other roadway project. All recommended improvement projects have merit and should be implemented as timely and cost-effective opportunities arise regardless if they are initiated by Avondale or other government agency, a land owner or other entity.

Prioritization Sub-Criterion & Scoring

Four additional metrics (Sub-Criteria) were developed for each of previously mentioned evaluation criteria to score and rank the recommendations and projects. The evaluation criteria and sub-criteria resulted in an objective and equitable scoring system that measures each project. Both qualitative and quantitative metrics were used creating an intuitive and clear, data-driven format that meets the needs of the community and the objectives of this Plan.

The possible score for each sub-criterion is determined by the weight of the corresponding evaluation criterion. There are four sub-criteria with each evaluation criterion, and the possible scores of the metric are equal within the evaluation criteria. For example, if an evaluation criterion was assigned a weight of 20, each of the sub-criteria had a highest possible score of 5. Depending on the sub-criterion and the results of the evaluation, each sub-criterion scored a project under two or three scoring thresholds. The lowest possible score a project could receive for any sub-criterion is 1. And the sub-criterion with a three-tier scoring threshold used an intermediate score of half of the total possible points. Using the same example, if the total possible score for a sub-criterion is five, projects falling within the middle scoring threshold would receive 2.5 points.

Table 5-2 through Table 5-6 describe the project prioritization sub criteria scoring utilized. Ultimately, the sub criteria scores for each project are combined to generate an overall project score. A high priority project (a project with a higher overall score) provides the greatest benefit for the criteria identified. Avondale staff should regularly revisit the project list and reapply the prioritization methodology to help schedule short-term improvements.



Table 5-2: Proximity & Connectivity Evaluation/Scoring Framework

Proximity & Connectivity				
Fills a gap or connects to the network and adjacent to key destinations				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
20	Project addresses infrastructure gaps or connects to the current system to create a continuous network.	Spatial overlay to determined connections to the existing/planned network.	5	Yes = 5
				No = 1
	Project connects people within City neighborhoods and/or across adjacent jurisdictions.	Spatial inventory of total connections.	5	7 to 12 = 5
				4 to 6 = 2.5
				0 to 3 = 1
	Project improves direct access to critical facilities such as schools and medical services.	Spatial inventory of the total number of critical facilities within 1/4 mile.	5	5 to 7 = 5
				2 to 4 = 2.5
				0 to 1 = 1
	Project improves access to transit stops and surrounding destinations.	Spatial inventory of bus stops located within 1/4 mile.	5	8 to 13 = 5
				2 to 7 = 2.5
				0 to 1 = 1

Table 5-3: Safety Evaluation/Scoring Framework

Safety				
May improve the safety and potentially reduce pedestrian- or bicycle-related crashes				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
30	Project may address areas with a high number of pedestrian/bicycle related crashes.	Spatial inventory of pedestrian and or bicycle related crashes within 250 Ft.	7.5	7 to 17 = 7.5
				2 to 6 = 3.75
				0 to 1 = 1
	Project may address areas with a higher number of crashes resulting in serious injuries for bicyclists and pedestrians.	Spatial inventory of crashes within 250 ft that resulted in a bicyclist or pedestrian fatality or incapacitating injury.	7.5	2 to 3 = 7.5
				1 = 3.75
				0 = 1
	Project may address areas with a high number of all types of crashes.	Spatial inventory of all crash types and severity within 250 ft.	7.5	273 to 779 = 7.5
				80 to 272 = 3.75
				0 to 79 = 1
	Project has a high likelihood of reducing bicycle and pedestrian crashes.	The facility type has a positive Crash Reduction Factor (CRF) assigned by FHWA's Crash Modification Factors Clearinghouse.	7.5	Yes = 7.5
				No = 1

Table 5-4: Comfort Evaluation/Scoring Framework

Comfort				
Creates a more comfortable experience for pedestrians and bicyclists by mitigating the negative effects of vehicular speed, traffic volume, and the number of potential conflicts.				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
20	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with higher amount of traffic lanes.	Average number of vehicular traffic lanes adjacent to a project.	5	4.3 to 6 = 5
				2.1 to 4.2 = 2.5
				0 to 2 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher posted speed limit.	Average speed limit on roads adjacent to a project.	5	31 to 50 = 5
				1 to 30 = 2.5
				0 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher amounts of traffic volumes.	Average daily traffic volumes on roads adjacent to a project.	5	23,512 to 53,711 = 5
				9,859 to 23,511 =2.5
				0 to 9,858 = 1
	Project provides increased comfort for bicyclists and pedestrians through new or improved infrastructure on roads with a higher frequency of conflict points (i.e. intersections, driveways, and railroad crossings).	Total number of potential conflict points within project limits.	5	9 to 19 = 5
				4 to 8 =2.5
				0 to 3 = 1

Figure 5-1 shows examples of comfort for multimodal roadway users by facility type and condition.

Figure 5-1: Multimodal Roadway User Comfort Level Scale

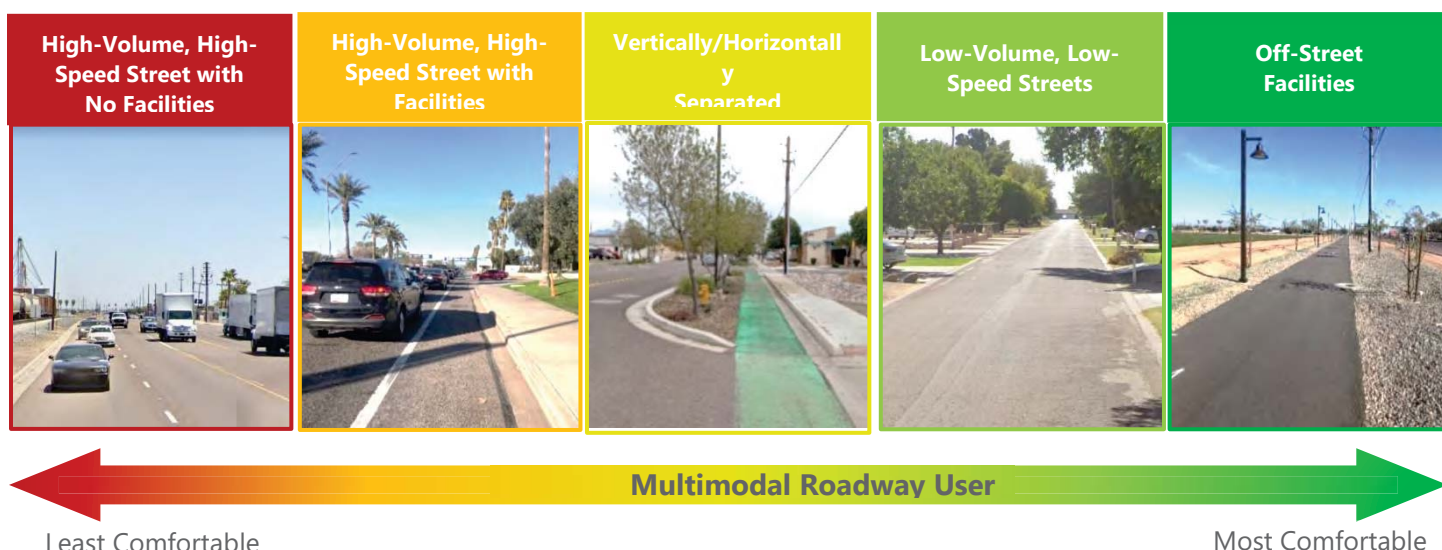


Table 5-5: Social Equity Evaluation/Scoring Framework

Social Equity				
Provides access to underserved geography where bicycling, walking, and using transit may be the predominant mode of travel based on socioeconomic conditions.				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
15	Project serves an area with high number of low income and zero-car household populations.	Total number of people below the poverty level or without access to an automobile within 1/4 mile.	3.75	832 to 20,666 = 3.75
				307 to 831 = 1.875
				3 to 306 = 1
	Project serves an area with a high number of individuals with disabilities.	Total number of people with disabilities within 1/4 mile.	3.75	603 to 1,401 = 3.75
				235 to 602 = 1.875
				3 to 234 = 1
	Project serves an area with a disproportionate rate of vulnerable users (i.e. children, elderly, and minorities).	Total population of potential vulnerable roadway users within 1/4 mile.	3.75	5,607 to 9,613 = 3.75
				2294 to 5,606 = 1.875
				18 to 2,293 = 1
	Project provides active transportation facilities in an area where residents more frequently commute by alternative modes of transportation.	The average percent of the population within 1/4 mile who commute to work by walking, biking, or taking public transportation.	3.75	6.68% to 21.66% = 3.75
				2.27% to 6.67% = 1.875
				0% to 2.26% = 1

Table 5-6: Deliverability & Constructability Evaluation/Scoring Framework

Deliverability & Constructability				
Higher likelihood of implementation based on other factors such as roadway ownership, estimated cost, and previously recommended improvement from prior planning efforts.				
Weight	Sub-Criteria Description	Metric	Scoring Thresholds	
15	Project was previously recommended prior to this Plan.	Project is derived from a previous locally or regionally adopted plan or report - Yes or No.	3.75	Yes = 3.75
				No = 1
	Project cost estimate for construction.	The total planning-level cost estimate for construction relative to other projects.	3.75	\$3k to \$2.09M = 3.75
				\$2.09M to \$6.49M = 1.875
				\$6.49M to \$16.49M = 1
	Projected maintenance cost.	Estimated level of ongoing maintenance based on the project type.	3.75	Low = 3.75
				Medium = 1.875
				High = 1
	Roadway ownership status.	Project is located on a roadway owned and maintained by the City.	3.75	Fully Owned = 3.75
				Partially Owned = 1.875
				No Owned = 1

Project Prioritization & Implementation

This section summarizes the project scores derived from the application of the evaluation criteria and the projects total score and rank. Refer to Appendix F for the full inventory of the results from the project prioritization model, which includes the detailed results of the inputs and outputs for each of the sub-criteria and the resulting score for each project. A total of 240 recommended active transportation projects were identified as part of this Plan. Each of the projects were scored through the previously mentioned evaluation criteria on a scale from 0 to 100. The highest ranked project received a score of 82 points while the lowest ranked project scored 35.63 points.

The projects identified in this Plan can each be considered segments of the full proposed network. Creating the vision for the proposed full network is a multi-year process; implementation of the full proposed network will be phased over the next 20 years and beyond, with the goal of more than doubling the miles of improved and interconnected on-street and off-street routes within the network over the next 20+ years. All 240 projects have been prioritized and divided into three different implementation timeframes based on the results of the evaluation criteria and project ranking. The three implementation timeframes include:

- Short-Term: 0-5 Years
- Mid-Term: 5-20 Years
- Long-Term 20+ Years

Projects considered high priority within the short-term period are proposed to be developed within the first five years after Plan adoption. It is highly recommended that at least eight projects be completed each year to meet this goal. Projects in the mid-term of the network development will build upon the connected network built within 20 years, while the projects within the long-term will further enhance the network towards complete beyond 20 years.

Planning-level Cost Estimates

The planning-level cost estimates generated as part of this Plan are presented in 2021 dollars. Site specific details of each project, such as utility impacts, detailed constructability issues, and environmental investigations, were not intended to be investigated under the scope of work for this Plan, but will be further evaluated in any future engineering design process. Unit costs

Table 5-7: Planning-level Cost Estimate Unit Costs

Facility Type	Cost	Unit
Bike lanes (both sides)	\$350,000	Per mile
New off-street paved path	2,000,000	Per mile
HAWK Crossing	\$180,000.00	Per crossing
Sidewalks (include C/G)	\$71	Per linear foot
Local road	\$3,200,000.00	Per mile
Bicycle wayfinding sign	\$1,685	Per sign
Design factor	10%	-
Contingency factor	30%	-

were developed here to reflect average conditions in the region. Improvements on some corridors are likely to be more expensive than estimated, while others are likely to be less expensive than estimated. That is to say, costs included herein will fluctuate when further defined in future engineering design processes but are of value here as a broad measure of anticipated project costs for comparative purposes in this Plan. The cost estimates do not include any potential right-of-way acquisition, also to be determined on individual projects' right-of-way needs during the future engineering design process as projects become implemented. However, the cost estimates are intended to include both design and contingency factors.

Cost estimates were determined using a four-step process, as follows:

1. Project identification;
2. Determine facility type of each project;
3. Identify unit costs for each accommodation type; and
4. Calculate cost estimate for each project as the product of the length and the unit cost.

Short-Term Projects

Based on the results of the project prioritization process, a total of 40 projects are identified as a short-term priority. The short-term recommended projects include a variety of project facility types; however, this set of projects primarily includes the installation of new bike lanes to fill an existing gap in the on-street network (19 of the 40 projects). Other projects include bicycle signage, wayfinding signage and applications, and sidewalk infill projects.

The short-term priority projects are estimated to cost approximately \$16.2 million to collectively implement. These projects would result in roughly 34 lane-miles of new on-street bike facilities, 10 miles of new sidewalks, a roadway improvement project, and a series of directional and wayfinding signage originally recommended by the Avondale Wayfinding Plan. **Figure 5-2** illustrates the impact of the short-term projects on the active transportation network by showing the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to **Figure 5-3** for a map of all 40 short-term projects and **Table 5-8** for a complete inventory of recommended short-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-2: Short-Term Projects Infographic

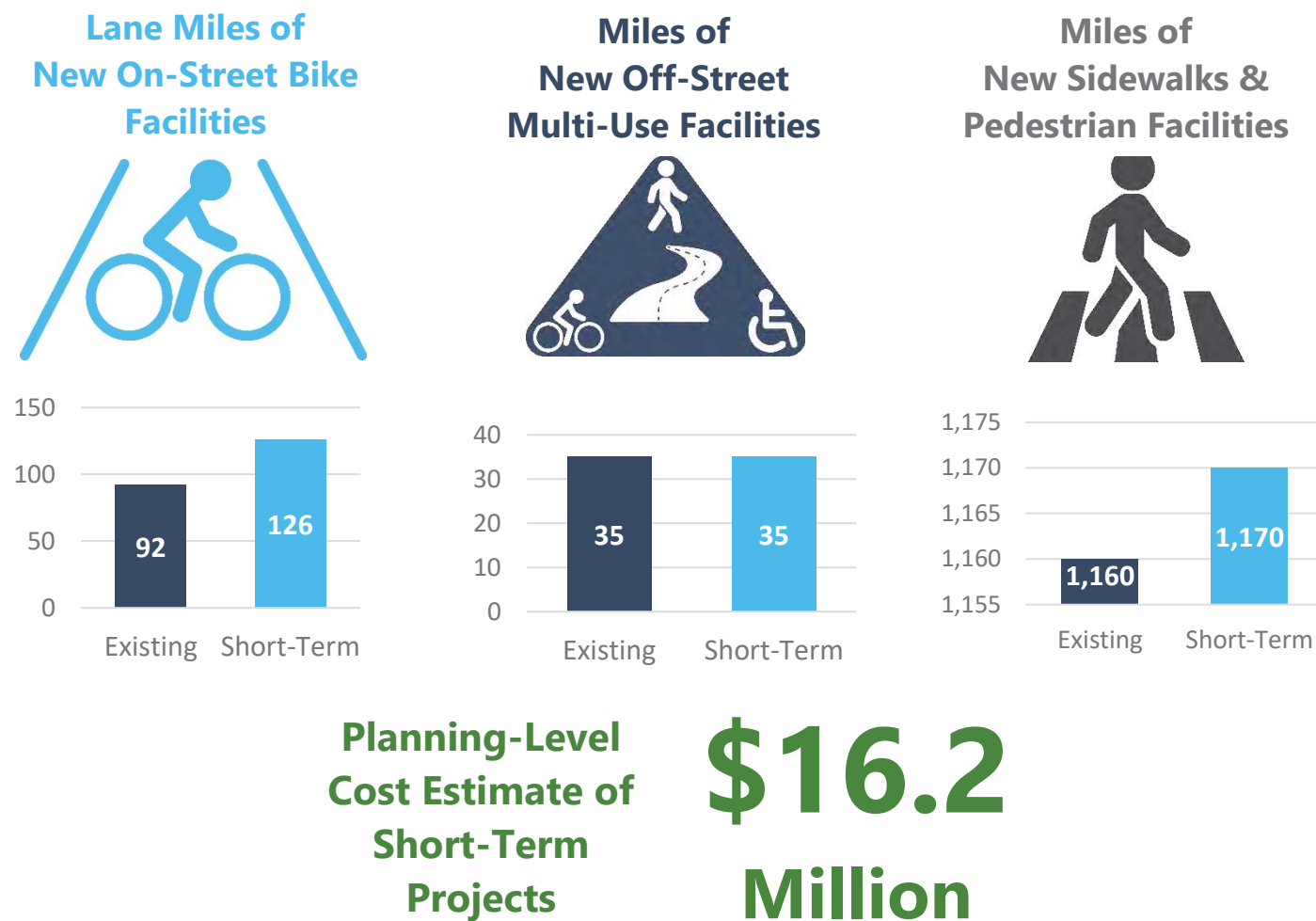


Figure 5-3: Map of Short-Term Projects (0-5 years)

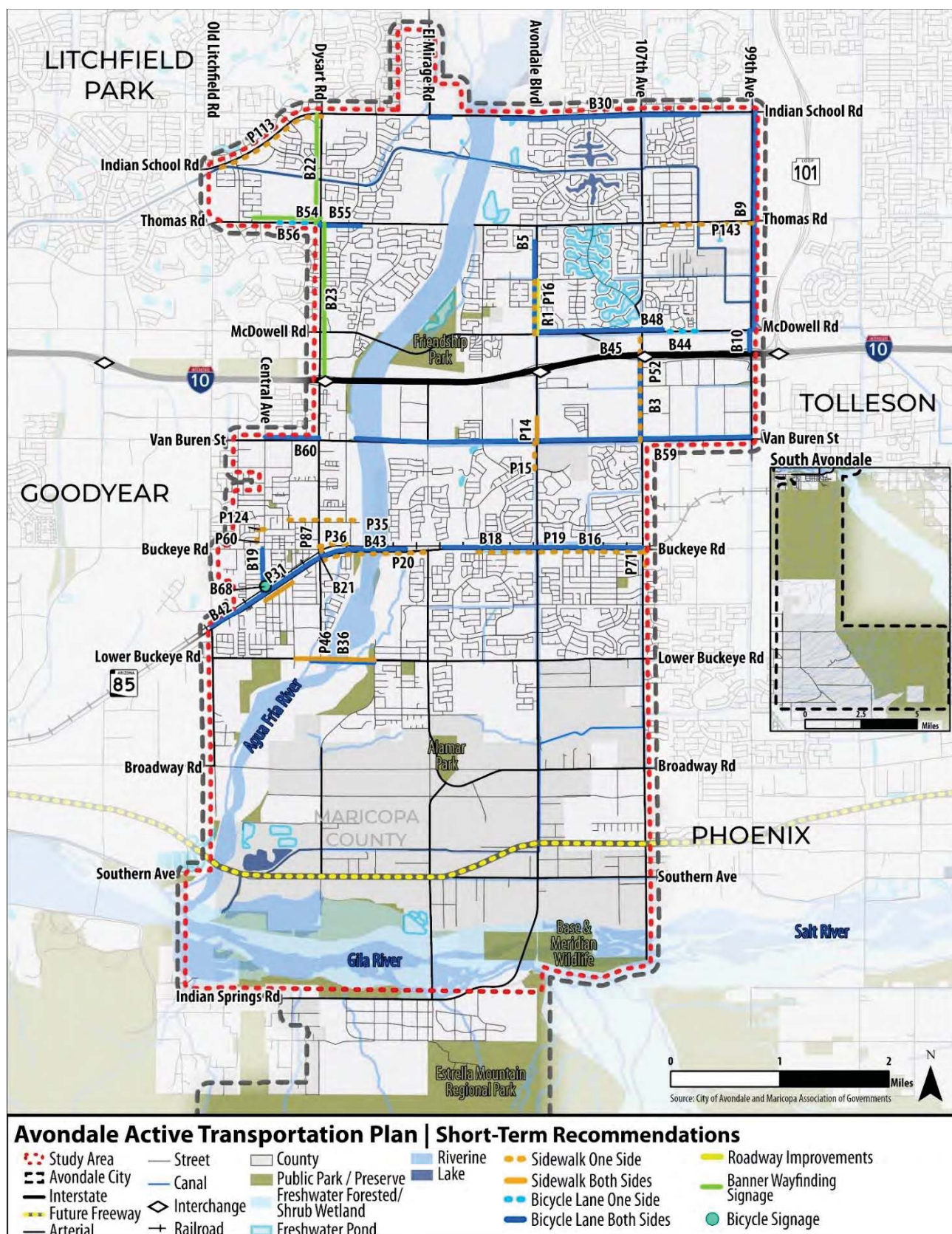


Table 5-8: Short-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Prioritization		
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
B23	Dysart Rd	Banner Wayfinding Signage	1.39	Thomas Rd to I-10	\$53,000	12	30	17.5	7.5	15	82.00	1
B30	Indian School Rd	Bicycle Lane Both Sides	1.99	El Mirage Rd to 103rd Ave	\$1,092,000	20	23.5	15	6.625	10.375	75.50	2
B22	Dysart Rd	Banner Wayfinding Signage	1.00	Indian School Rd to Thomas Rd	\$53,000	11	26.25	15	6.625	15	73.88	3
B43	Main St/Buckeye Rd	Bicycle Lane Both Sides	1.69	Hummingbird 2 MPH to 1000 ft West El Mirage Rd	\$924,000	13.5	19.75	15	13.125	11.25	72.63	4
B60	Van Buren St	Bicycle Lane Both Sides	0.49	Central Ave to Dysart Rd	\$271,000	12	30	12.5	7.5	10.375	72.38	5
B16	Buckeye Rd	Bicycle Lane Both Sides	0.96	Avondale Blvd to 107th Ave	\$526,000	13.5	18.75	12.5	10.375	13.125	68.25	6
P19	Buckeye Rd	Sidewalk One Side	1.53	119th Ln to 107th Ave	\$894,000	13.5	18.75	12.5	10.375	10.375	65.50	7
P124	W Madden Dr	Sidewalk Both Sides	0.05	1st Ave to Central Ave	\$57,000	12.5	19.75	5.5	15	12.25	65.00	8
B21	Dysart Rd	Bicycle Lane Both Sides	0.11	Western Ave to Buckeye Rd	\$59,000	9.5	18.75	8.5	15	13.125	64.88	9
B59	Van Buren St	Bicycle Lane Both Sides	3.62	Agua Fria River West to 99th Ave	\$1,981,000	17.5	16	13.5	7.5	10.375	64.88	10
B19	Central Ave	Bicycle Lane Both Sides	0.42	Western Ave to Main St	\$232,000	15	10.5	11	15	13.125	64.63	11
P87	S 8th St	Sidewalk One Side	0.10	Western Ave to Buckeye Rd	\$60,000	9.5	18.75	8.5	15	12.25	64.00	12
B10	99th Ave	Bicycle Lane Both Sides	0.19	McDowell Rd to I-10	\$102,000	9.5	18.75	16	6.625	13.125	64.00	13
P113	W Indian School Rd	Sidewalk One Side	1.13	Litchfield Park to Dysart Rd	\$663,000	11	22.5	12.5	5.75	12.25	64.00	14
P52	N 107th Ave	Sidewalk One Side	1.00	McDowell Rd to Van Buren St	\$586,000	12.5	19.75	12.5	6.625	12.25	63.63	15
B5	115th Ave	Bicycle Lane Both Sides	0.84	Roanoke Dr to McDowell Rd	\$460,000	15	18.75	11	7.5	10.375	62.63	16
B9	99th Ave	Bicycle Lane Both Sides	2.00	Indian School Rd to McDowell Rd	\$1,095,000	9.5	22.5	12.5	6.625	11.25	62.38	17
B54	Thomas Rd	Bicycle Lane One Side	0.38	Estrella Mountain CC to Dysart Rd	\$104,000	15	16	11	6.625	13.125	61.75	18
P46	Lower Buckeye Rd	Sidewalk Both Sides	0.72	4th St to 127th Ave	\$845,000	13.5	19.75	9.5	6.625	12.25	61.63	19
B44	McDowell Rd	Bicycle Lane One Side	0.31	Harbor Shores Blvd to 103rd Ave	\$85,000	9.5	16	16	6.625	13.125	61.25	20
B56	Thomas Rd	Banner Wayfinding Signage	0.62	136th Ave to Dysart Rd	\$53,000	11	16	12.5	6.625	15	61.13	21
P16	Avondale Blvd	Sidewalk One Side	0.49	Encanto Blvd to McDowell Rd	\$290,000	12.5	18.75	9.5	7.5	12.25	60.50	22
B36	Lower Buckeye Rd	Bicycle Lane Both Sides	0.57	Agua Fria River West to Agua Fria River East	\$314,000	13.5	19.75	9.5	6.625	10.375	59.75	23
B45	McDowell Rd	Bicycle Lane Both Sides	0.48	Avondale Blvd to 515 ft East 112th Ave	\$264,000	9.5	13.25	16	7.5	13.125	59.38	24
R1	Avondale Blvd	Roadway Improvements	0.49	Encanto Blvd to McDowell Rd	\$875,000	11	18.75	9.5	7.5	12.25	59.00	25
B55	Thomas Rd	Bicycle Lane Both Sides	0.37	Dysart Rd to 560 ft East Santa Fe Trl	\$204,000	12.5	18.75	8	6.625	13.125	59.00	26
B48	McDowell Rd	Bicycle Lane Both Sides	0.67	112th Ave to Harbor Shores Blvd	\$367,000	12.5	13.25	16	6.625	10.375	58.75	27
P31	E Brooke Pl	Sidewalk Both Sides	0.30	Central Ave to 4th St	\$348,000	11	13.25	7	15	12.25	58.50	28
P143	W Thomas Rd	Sidewalk One Side	0.91	106th Ave to 99th Ave	\$533,000	12	13.25	13.5	7.5	12.25	58.50	29
P20	Buckeye Rd	Sidewalk One Side	0.97	Dysart Rd to El Mirage Rd	\$569,000	12	16	12.5	7.5	10.375	58.38	30
P60	N 1st Ave	Sidewalk One Side	0.12	Madden Drive to Hill Drive	\$69,000	15	10.5	5.5	15	12.25	58.25	31
B68	Central Ave	Bicycle Signage	0	Central Ave and Main St SB	\$3,000	8	10.5	9.5	15	15	58.00	32
P35	E Riley Dr	Sidewalk One Side	0.65	4th St to 420 ft East Eliseo C Felix Jr Way	\$380,000	11	19.75	7	7.5	12.25	57.50	33
P71	S 107th	Sidewalk One Side	0.15	350 north Buckeye Rd to 2nd St	\$88,000	11	10.5	11	12.25	12.25	57.00	34
B18	Buckeye Rd	Bicycle Lane Both Sides	0.86	121st Ln to Avondale Blvd	\$468,000	13.5	16	11	8.5	7.625	56.63	35
B3	107th Ave	Bicycle Lane Both Sides	0.81	I-10 to Van Buren St	\$443,000	11	16	12.5	6.625	10.375	56.50	36
P36	E Western Ave	Sidewalk One Side	0.29	Dysart Rd to Eliseo C Felix Jr Way	\$172,000	9.5	16	5.5	13.125	12.25	56.38	37
B42	Main St	Bicycle Lane Both Sides	0.28	Litchfield Rd to Hummingbird 2 MPH	\$152,000	8	10.5	9.5	15	13.125	56.13	38



ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Prioritization		
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P14	Avondale Blvd	Sidewalk Both Sides	0.23	City Center Dr to Van Buren St	\$269,000	8	13.25	16	6.625	12.25	56.13	39
P15	Avondale Blvd	Sidewalk One Side	0.24	Van Buren St to Coldwater Springs Blvd	\$143,000	8	13.25	16	6.625	12.25	56.13	40



Mid-Term Projects

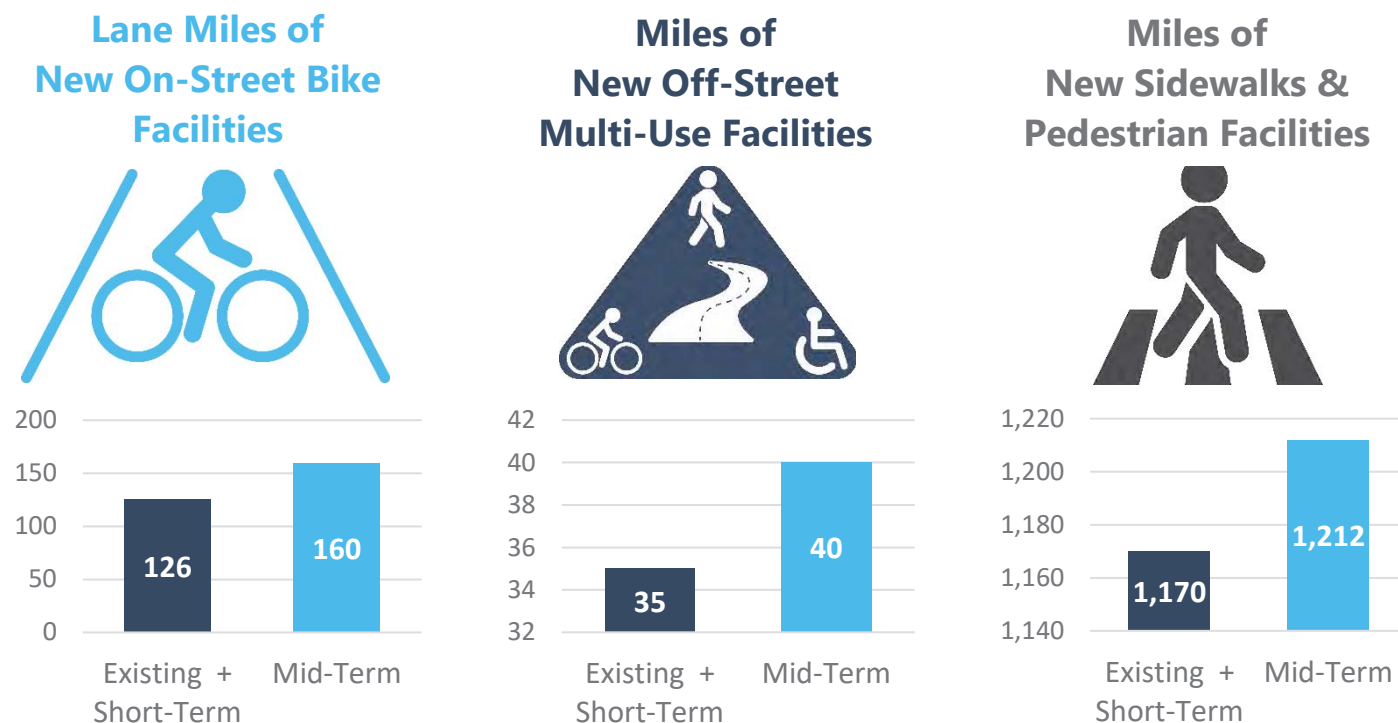
There are 104 projects (beginning with the 41st ranked project) that are recommended to be implemented within the mid-term or intermediate planning horizon – 5 to 20 years. The mid-term recommended projects include a variety of project facility types; however, this set of projects primarily includes the installation of new sidewalks to fill an existing gap (66 of the 104 projects). The mid-term projects also include 25 on-street bike facility projects, two off-street multi-use facility projects, and one mid-block crossing.

The mid-term projects are collectively estimated to cost approximately \$50.5 million to implement, which would result in roughly 19 lane-miles of new on-street bike facilities, 42 miles of new sidewalks, and five miles of new multi-use paths.

Figure 5-4 illustrates the impact of the mid-term projects (including the short-term projects) on the active transportation network by showcasing the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to **Figure 5-5** for a map of all 104 mid-term projects and **Table 5-9** for a complete inventory of mid-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-4: Mid-Term Projects Infographic



**Planning-Level
Cost Estimate of
Mid-Term
Projects**

**\$50.5
Million**

Figure 5-5: Map of Mid-Term Projects (5-20 years)

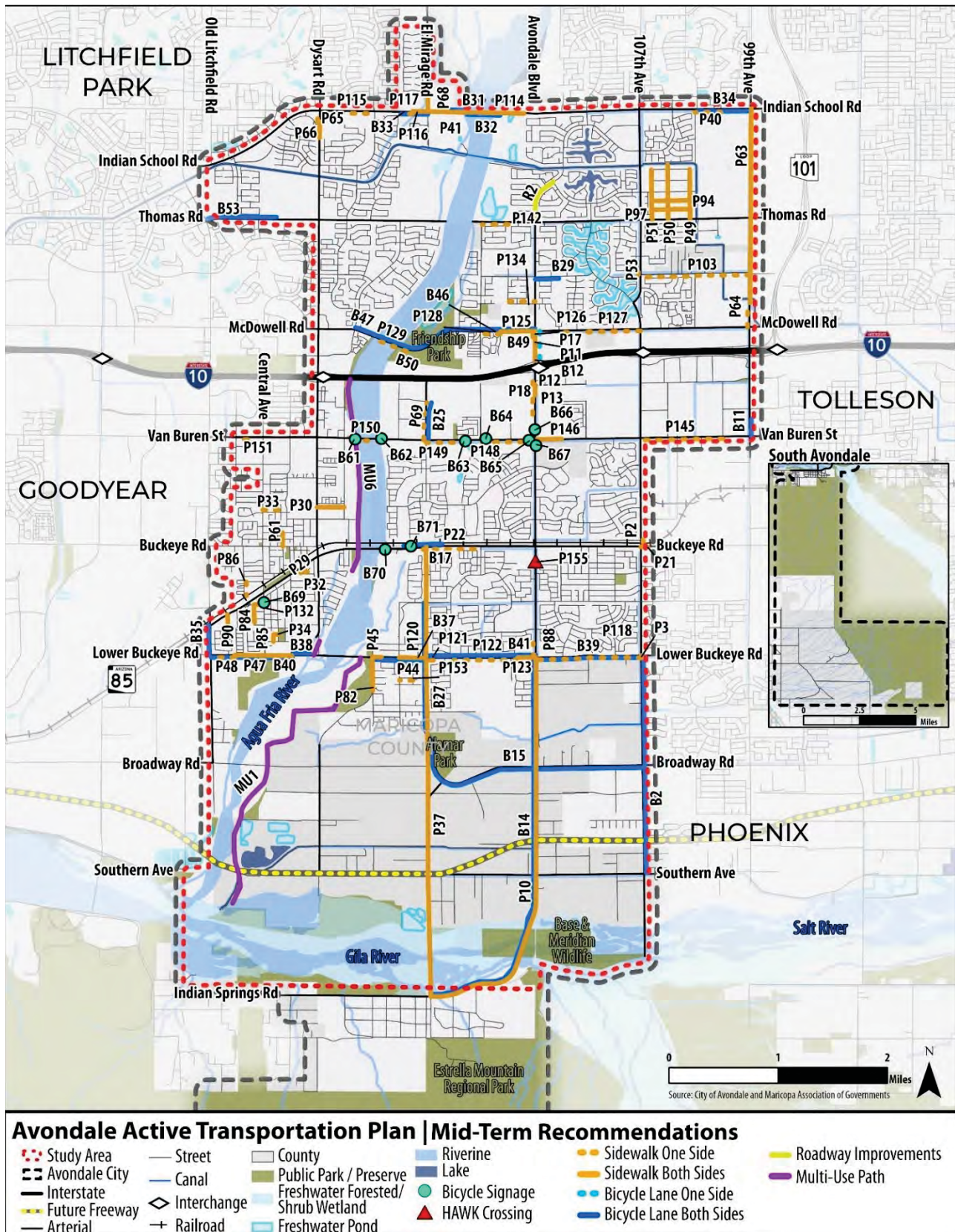


Table 5-9: Mid-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Deliverability & Constructability	Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity		Score	Rank
P61	N 3rd St	Sidewalk Both Sides	0.13	Kinderman Dr to Hill Dr	\$148,000	12.5	10.5	5.5	15	12.25	55.75	41
P126	W McDowell Rd	Sidewalk One Side	0.08	113th Dr to 113th Ave	\$47,000	9.5	10.5	16	7.5	12.25	55.75	42
B47	McDowell Rd	Bicycle Ln Both Sides	0.20	Rancho Santa Fe to Agua Fria River	\$107,000	11	10.5	13.5	7.5	13.125	55.63	43
P127	W McDowell Rd	Sidewalk One Side	0.50	415 ft East 112th Ave to 107th Ave	\$295,000	12.5	13.25	11	6.625	12.25	55.63	44
P21	Buckeye Rd	Sidewalk Both Sides	0.06	107th Ave to 320 ft East 107th	\$71,000	9.5	10.5	11	12.25	12.25	55.50	45
P64	N 99th Ave	Sidewalk One Side	0.22	Palm Ln to McDowell Rd	\$131,000	9.5	18.75	11	6.625	9.5	55.38	46
P12	Avondale Blvd	Sidewalk One Side	0.10	I-10 to Roosevelt St	\$60,000	8	13.25	16	5.75	12.25	55.25	47
B61	Van Buren St	Bicycle Signage	0	Van Buren St and Agua Fria River EB	\$3,000	11	10.5	11	7.5	15	55.00	48
B11	99th Ave	Bicycle Ln Both Sides	0.16	820 ft North Van Buren St to Van Buren St	\$85,000	11	10.5	16	4	13.125	54.63	49
P29	E Agua Fria Ln	Sidewalk One Side	0.08	Corral St to Dead End	\$47,000	11	10.5	5.5	15	12.25	54.25	50
P32	E Corral St	Sidewalk One Side	0.10	Corral St to 7th St	\$61,000	11	10.5	5.5	15	12.25	54.25	51
P2	107th Ave	Sidewalk One Side	0.07	350 ft north Buckeye Rd to Buckeye Rd	\$39,000	9.5	10.5	9.5	12.25	12.25	54.00	52
P155	Avondale Blvd	HAWK Crossing	0	Avondale and Littleton Elementary	\$282,000	7	10.5	11	10.375	15	53.88	53
B14	Avondale Blvd	Bicycle Ln Both Sides	3.74	Lower Buckeye Rd to Southern Ave	\$2,046,000	11	16	13.5	4.875	8.5	53.88	54
P10	Avondale Blvd	Sidewalk Both Sides	3.73	Lower Buckeye Rd to El Mirage Rd	\$4,379,000	11	16	13.5	4.875	8.5	53.88	55
P125	W McDowell Rd	Sidewalk Both Sides	0.32	117th Ave to Avondale Blvd	\$375,000	9.5	13.25	11	7.5	12.25	53.50	56
P129	W McDowell Rd	Sidewalk One Side	0.34	Agua Fria River West to Agua Fria River East	\$200,000	9.5	10.5	13.5	7.5	12.25	53.25	57
B41	Lower Buckeye Rd	Bicycle Ln Both Sides	1.01	El Mirage Rd to Avondale Blvd	\$551,000	13.5	13.25	11	4.875	10.375	53.00	58
B53	Thomas Rd	Bicycle Ln Both Sides	0.63	Litchfield Rd to Estrella Mountain CC	\$345,000	11	10.5	12.5	5.75	13.125	52.88	59
P84	S 1st Ave	Sidewalk Both Sides	0.16	Overlin Ln to Whyman Ave	\$189,000	9.5	10.5	5.5	15	12.25	52.75	60
P65	N Dysart Rd	Sidewalk One Side	0.10	Indian School Rd to 500 ft south of Dysart Rd	\$58,000	8	13.25	13.5	5.75	12.25	52.75	61
B63	Van Buren St	Bicycle Signage	0	Van Buren St and 120th Ave EB	\$3,000	9.5	10.5	11	6.625	15	52.63	62
B64	Van Buren St	Bicycle Signage	0	Van Buren St and 120th Ave WB	\$3,000	9.5	10.5	11	6.625	15	52.63	63
B39	Lower Buckeye Rd	Bicycle Ln Both Sides	0.97	Avondale Blvd to 107th Ave	\$530,000	11	13.25	9.5	5.75	13.125	52.63	64
P148	W Van Buren St	Sidewalk One Side	0.50	119th Ave to Avondale Blvd	\$294,000	9.5	13.25	11	6.625	12.25	52.63	65
P149	W Van Buren St	Sidewalk One Side	0.25	Fairway Dr to 120th Ln	\$147,000	9.5	13.25	11	6.625	12.25	52.63	66
P13	Avondale Blvd	Sidewalk One Side	0.17	515 ft south Roosevelt St to City Center Dr	\$103,000	8	10.5	16	5.75	12.25	52.50	67
P18	Avondale Blvd	Sidewalk Both Sides	0.10	Roosevelt St to 515 ft south Roosevelt St	\$115,000	8	10.5	16	5.75	12.25	52.50	68
P150	W Van Buren St	Sidewalk One Side	0.27	Agua Fria River West to Agua Fria River East	\$161,000	11	10.5	11	7.5	12.25	52.25	69
B66	Avondale Blvd	Bicycle Signage	0	Avondale Blvd and Van Buren St SB	\$3,000	4	10.5	16	6.625	15	52.13	70
B67	Avondale Blvd	Bicycle Signage	0	Avondale Blvd and Van Buren St NB	\$3,000	4	10.5	16	6.625	15	52.13	71
P37	S el Mirage Rd	Sidewalk Both Sides	4.12	Buckeye Rd to Indian Springs Rd	\$4,836,000	13.5	13.25	12	4.875	8.5	52.13	72
B62	Van Buren St	Bicycle Signage	0	Van Buren St and Agua Fria River WB	\$3,000	8	10.5	11	7.5	15	52.00	73
P118	W Lower Buckeye Rd	Sidewalk One Side	0.97	Avondale Blvd to 107th Ave	\$567,000	11	13.25	9.5	5.75	12.25	51.75	74
B49	McDowell Rd	Bicycle Ln Both Sides	0.31	117th Ave to Avondale Blvd	\$172,000	9.5	13.25	11	7.5	10.375	51.63	75
P40	Indian School Rd	Sidewalk One Side	0.24	100th Ave to 103rd Ave	\$142,000	9.5	10.5	13.5	5.75	12.25	51.50	76
P41	Indian School Rd	Sidewalk Both Sides	0.07	El Mirage Rd to El Mirage Rd to East .07 miles	\$86,000	11	10.5	11	6.625	12.25	51.38	77
B50	McDowell Rd	Bicycle Ln Both Sides	1.04	Agua Fria River West to 119th Ave	\$567,000	9.5	10.5	13.5	7.5	10.375	51.38	78
P117	W Indian School Rd	Sidewalk Both Sides	0.14	745 ft West El Mirage Rd to El Mirage Rd	\$166,000	11	10.5	11	6.625	12.25	51.38	79
P86	S 3rd Ave	Sidewalk One Side	0.13	Rhodes Ave to Dead End	\$75,000	8	10.5	5.5	15	12.25	51.25	80
P90	S Greenleaf Ln	Sidewalk Both Sides	0.08	Main St to Dead End	\$94,000	8	10.5	5.5	15	12.25	51.25	81
P132	W Overlin Ln	Sidewalk Both Sides	0.09	1st Ave to Central Ave	\$106,000	8	10.5	5.5	15	12.25	51.25	82



ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
B27	El Mirage Rd	Bicycle Ln Both Sides	1.65	Durango St to Broadway Rd	\$906,000	13.5	10.5	12	4.875	10.375	51.25	83
B65	Van Buren St	Bicycle Signage	0	Van Buren St and Avondale Blvd EB	\$3,000	8	10.5	11	6.625	15	51.13	84
B12	Avondale Blvd	Bicycle Ln One Side	0.28	McDowell Rd to I-10	\$76,000	9.5	13.25	9.5	5.75	13.125	51.13	85
P146	W Van Buren St	Sidewalk Both Sides	0.24	Avondale Blvd to 1/4 mile west 11th Ave	\$285,000	9.5	13.25	9.5	6.625	12.25	51.13	86
B46	McDowell Rd	Bicycle Ln Both Sides	0.19	119th Ave to 117th Ave	\$103,000	9.5	10.5	11	6.625	13.125	50.75	87
P63	N 99th Ave	Sidewalk Both Sides	1.78	Indian School Rd to Palm Ln	\$2,086,000	9.5	13.25	11	6.625	10.375	50.75	88
P151	W Van Buren St	Sidewalk One Side	0.10	137th Ave to 535 ft east of 137th Ave	\$60,000	11	10.5	9.5	7.5	12.25	50.75	89
P121	W Lower Buckeye Rd	Sidewalk One Side	0.07	El Mirage Rd to 460 ft East El Mirage Rd	\$40,000	11	10.5	12	4.875	12.25	50.63	90
B35	Litchfield Rd	Bicycle Ln Both Sides	0.28	Main St to Lower Buckeye Rd	\$151,000	8	10.5	9.5	9.375	13.125	50.50	91
P11	Avondale Blvd	Sidewalk Both Sides	0.22	290 ft south McDowell Rd to I-10	\$254,000	9.5	13.25	9.5	5.75	12.25	50.25	92
MU1	Agua Fria River East	Multi-Use Path	2.97	Lower Buckeye Rd to Gila River	\$9,298,000	9.5	19.75	4	6.625	10.375	50.25	93
B69	Central Ave	Bicycle Signage	0	Central Ave and Harrison Dr NB	\$3,000	4	10.5	5.5	15	15	50.00	94
P66	N Dysart Rd	Sidewalk Both Sides	0.15	500 ft south of Dysart Rd to Fairmount Ave	\$172,000	8	10.5	13.5	5.75	12.25	50.00	95
P22	Buckeye Rd North	Sidewalk One Side	0.47	West of El Mirage Rd to West of 119th Ave	\$278,000	9.5	10.5	11	6.625	12.25	49.88	96
B71	Buckeye Rd	Bicycle Signage	0	Buckeye Rd and Agua Fria River WB	\$3,000	9.5	10.5	11	6.625	12.25	49.88	97
P53	N 107th Ave	Sidewalk One Side	0.10	320 ft North Encanto Blvd to Encanto Blvd	\$60,000	11	10.5	9.5	6.625	12.25	49.88	98
P116	W Indian School Rd	Sidewalk One Side	0.11	125th Dr to 745 ft West El Mirage Rd	\$63,000	9.5	10.5	11	6.625	12.25	49.88	99
P128	W McDowell Rd	Sidewalk One Side	0.18	119th Ave to 117th Ave	\$106,000	9.5	10.5	11	6.625	12.25	49.88	100
MU6	Agua Fria River West	Multi-Use Path	1.92	I-10 to Lower Buckeye Rd	\$6,001,000	15	10.5	5.5	7.5	11.25	49.75	101
P48	Lower Buckeye Rd	Sidewalk One Side	0.21	Litchfield Rd to 300 ft East of 5th Ave	\$125,000	9.5	10.5	8	9.375	12.25	49.63	102
B33	Indian School Rd	Bicycle Ln Both Sides	0.25	124th Ave to El Mirage Rd	\$136,000	11	10.5	11	6.625	10.375	49.50	103
B70	Buckeye Rd	Bicycle Signage	0	Buckeye Rd and Agua Fria River EB	\$3,000	8	10.5	11	7.5	12.25	49.25	104
P33	E Ludlow Dr	Sidewalk One Side	0.17	Central Ave to 3rd St	\$98,000	13.5	10.5	5.5	7.5	12.25	49.25	105
P3	107th Ave	Sidewalk Both Sides	0.02	Lower Buckeye Rd to 125 ft south Lower Buckeye Rd	\$28,000	8	10.5	8	10.375	12.25	49.13	106
P44	Lower Buckeye Rd	Sidewalk Both Sides	0.03	125th Ave to 125th Ave East .01 miles	\$39,000	13.5	10.5	8	4.875	12.25	49.13	107
B32	Indian School Rd	Bicycle Ln Both Sides	0.31	Agua Fria River West to Agua Fria River East	\$167,000	8	10.5	13.5	6.625	10.375	49.00	108
P115	W Indian School Rd	Sidewalk One Side	0.29	700 ft east Dysart Rd to 320 ft east Santa Fe Trl	\$170,000	9.5	10.5	11	5.75	12.25	49.00	109
B37	Lower Buckeye Rd	Bicycle Ln Both Sides	0.49	127th Ave to El Mirage Rd	\$270,000	13.5	10.5	9.5	4.875	10.375	48.75	110
P34	E Park Dr	Sidewalk Both Sides	0.05	1st St to 2nd St	\$53,000	11	10.5	5.5	9.375	12.25	48.63	111
P85	S 1st St	Sidewalk Both Sides	0.06	Park Dr to Elm Ln	\$74,000	11	10.5	5.5	9.375	12.25	48.63	112
P47	Lower Buckeye Rd	Sidewalk Both Sides	0.52	300 ft East of 5th Ave to 4th St	\$615,000	11	10.5	8	6.625	12.25	48.38	113
P68	N El Mirage Rd	Sidewalk Both Sides	0.16	825 ft north Indian School Rd to Indian School Rd	\$183,000	11	10.5	8	6.625	12.25	48.38	114
P51	N 106th Ave	Sidewalk Both Sides	0.46	Mulberry Dr to Thomas Rd	\$538,000	11	10.5	7	7.5	12.25	48.25	115
B2	107th Ave	Bicycle Ln Both Sides	1.99	Lower Buckeye Rd to Southern Ave	\$1,090,000	9.5	10.5	12	5.75	10.375	48.13	116
B17	Buckeye Rd	Bicycle Ln Both Sides	0.35	1000 ft West El Mirage Rd to 760 ft East El Mirage Rd	\$192,000	9.5	10.5	11	6.625	10.375	48.00	117
B31	Indian School Rd	Bicycle Ln Both Sides	0.17	1000 ft East El Mirage Rd to Agua Fria River Bridge	\$92,000	9.5	10.5	11	6.625	10.375	48.00	118
B38	Lower Buckeye Rd	Bicycle Ln Both Sides	0.16	4th St to Agua Fria River West	\$85,000	11	10.5	9.5	6.625	10.375	48.00	119
B40	Lower Buckeye Rd	Bicycle Ln Both Sides	0.75	Litchfield Rd to 4th St	\$409,000	11	10.5	9.5	6.625	10.375	48.00	120
P134	W Palm Ln	Sidewalk One Side	0.25	116th Ln to Avondale Blvd	\$145,000	9.5	16	5.5	7.5	9.5	48.00	121
B25	El Mirage Rd	Bicycle Ln Both Sides	0.36	Garfield St to Van Buren St	\$195,000	9.5	13.25	5.5	6.625	13.125	48.00	122
R2	Garden Lakes Parkway	Improvements Phase 1	0.44	Thomas Rd to Lakeshore Dr	\$900,000	8	13.25	7	7.5	12.25	48.00	123
P30	E Brinker Dr	Sidewalk Both Sides	0.25	Dysart Rd to Eliseo C Felix Jr Way	\$292,000	12	10.5	5.5	7.5	12.25	47.75	124
P17	Avondale Blvd	Sidewalk One Side	0.06	McDowell Rd to 290 ft south McDowell Rd	\$32,000	9.5	10.5	9.5	5.75	12.25	47.50	125



ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results					Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P88	S Avondale Blvd	Sidewalk One Side	0.13	Rio Vista Ln to Lower Buckeye Rd	\$76,000	9.5	10.5	9.5	5.75	12.25	47.50	126
P122	W Lower Buckeye Rd	Sidewalk One Side	0.59	121st Dr to 116th Ave	\$345,000	9.5	10.5	9.5	5.75	12.25	47.50	127
P123	W Lower Buckeye Rd	Sidewalk Both Sides	0.17	116th Ave to Avondale Blvd	\$194,000	9.5	10.5	9.5	5.75	12.25	47.50	128
P103	W Encanto Blvd	Sidewalk One Side	1.01	107th Ave to 99th Ave	\$595,000	11	10.5	7	6.625	12.25	47.38	129
B15	Broadway Rd	Bicycle Ln Both Sides	1.85	El Mirage Rd to 107th Ave	\$1013,000	9.5	13.25	12	4	8.5	47.25	130
P145	W Van Buren St	Sidewalk One Side	0.75	107th Ave to 101st Ave	\$442,000	9.5	10.5	11	4	12.25	47.25	131
P114	W Indian School Rd	Sidewalk Both Sides	0.81	380 ft East El Mirage Rd to Copenhagen Dr	\$947,000	9.5	10.5	11	6.625	9.5	47.13	132
P69	N El Mirage Rd	Sidewalk One Side	0.34	Garfield St to Van Buren St	\$201,000	9.5	13.25	5.5	6.625	12.25	47.13	133
B34	Indian School Rd	Bicycle Ln Both Sides	0.50	103rd Ave to 99th Ave	\$271,000	9.5	10.5	13.5	5.75	7.625	46.88	134
P142	W Thomas Rd	Sidewalk One Side	0.24	119th Ave to 116th Ave	\$141,000	9.5	10.5	8	6.625	12.25	46.88	135
P49	N 103rd Ave	Sidewalk Both Sides	0.46	Mulberry Dr to Thomas Rd	\$535,000	9.5	10.5	7	7.5	12.25	46.75	136
P50	N 105th Ave	Sidewalk Both Sides	0.50	Mulberry Dr to Thomas Rd	\$590,000	9.5	10.5	7	7.5	12.25	46.75	137
P94	W Avalon Dr	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	\$412,000	11	10.5	5.5	7.5	12.25	46.75	138
P97	W Catalina Dr	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	\$411,000	11	10.5	5.5	7.5	12.25	46.75	139
P45	Lower Buckeye Rd	Sidewalk Both Sides	0.08	127th Ave to 127th Ave East .07 miles	\$98,000	11	10.5	8	4.875	12.25	46.63	140
P82	S 127th Ave	Sidewalk Both Sides	0.31	Lower Buckeye Rd to Superior Ave	\$363,000	9.5	10.5	9.5	4.875	12.25	46.63	141
P153	W Whyman St	Sidewalk One Side	0.12	125th Ave to 124th Ave	\$72,000	13.5	10.5	5.5	4.875	12.25	46.63	142
B29	Encanto Blvd	Bicycle Ln Both Sides	0.22	115th Ave to 112th Ln	\$119,000	13.5	10.5	5.5	6.625	10.375	46.50	143
P120	W Lower Buckeye Rd	Sidewalk Both Sides	0.21	175 ft East 125th Ave to El Mirage Rd	\$249,000	13.5	10.5	8	4.875	9.5	46.38	144



Long-Term Projects

There are 96 projects that are recommended to be implemented within the long-term planning horizon – after 20 years and beyond. The long-term recommended projects include a variety of project facility types; however, this set of projects primarily includes (72 of the 96 projects) the installation of new sidewalks to fill an existing gap. The long-term project set also includes 13 on-street bike facility projects, nine off-street multi-use facility projects, one wayfinding project, and one roadway extension project.

The long-term projects are estimated to cost approximately \$86.6 million to implement, which would result in roughly 23 lane-miles of new on-street bike facilities, 41 miles of new sidewalks, 18 miles of off-street multi-use/trail facilities, two miles wayfinding applications, and one roadway extension project.

Figure 5-6 illustrates the impact of the long-term projects (plus the short- and mid-term projects) on the active transportation network by showcasing the increase of miles of new on-street bike, off-street multi-use, and pedestrian facilities.

Refer to **Figure 5-7** for a map of all 96 long-term projects and **Table 5-10** for a complete inventory of long-term projects, which includes the project ID, location, cost estimate, and evaluation criteria and project prioritization results.

Figure 5-6: Long-Term Projects Infographic

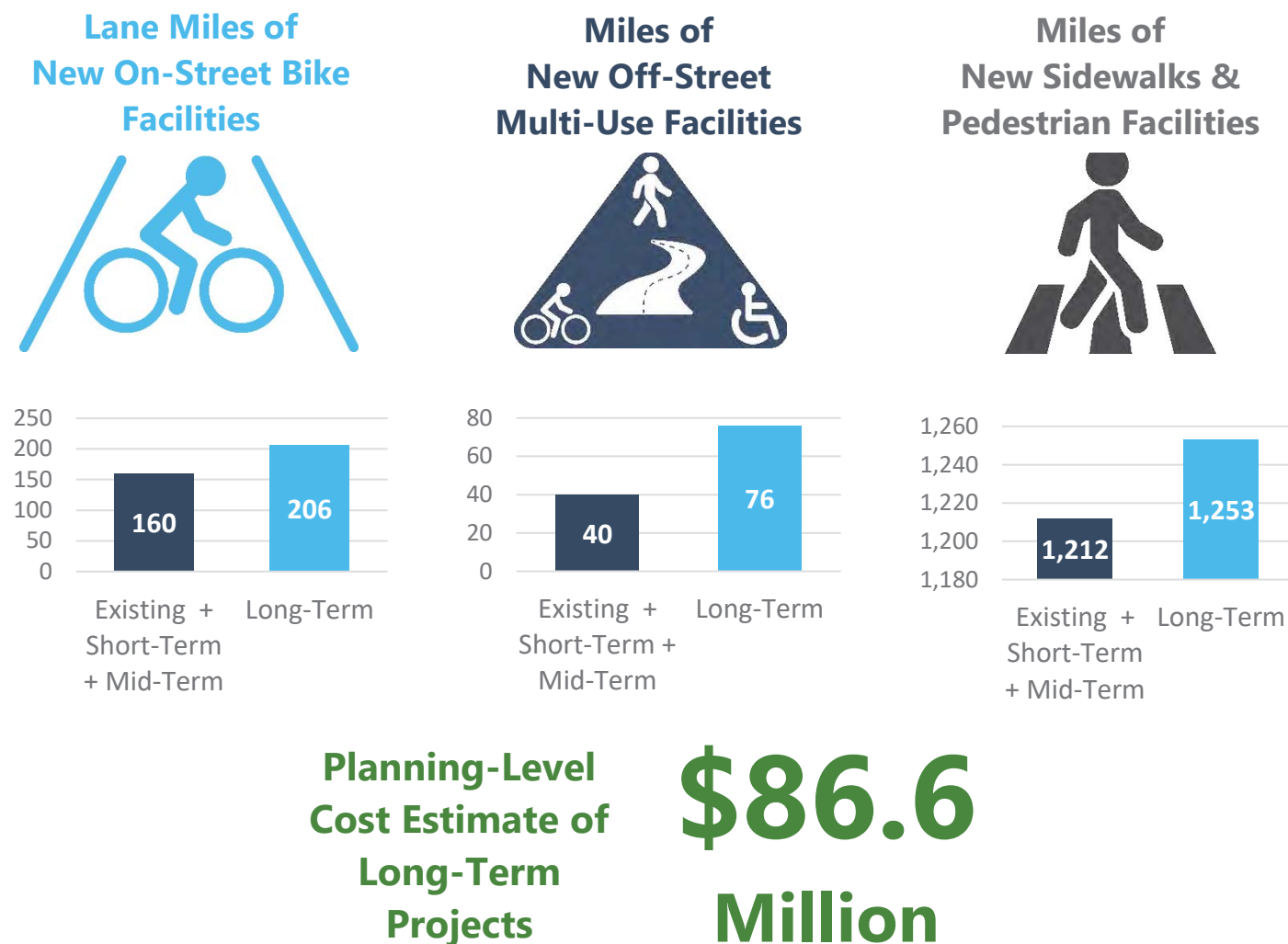


Figure 5-7: Map of Long-Term Projects (20+ years)

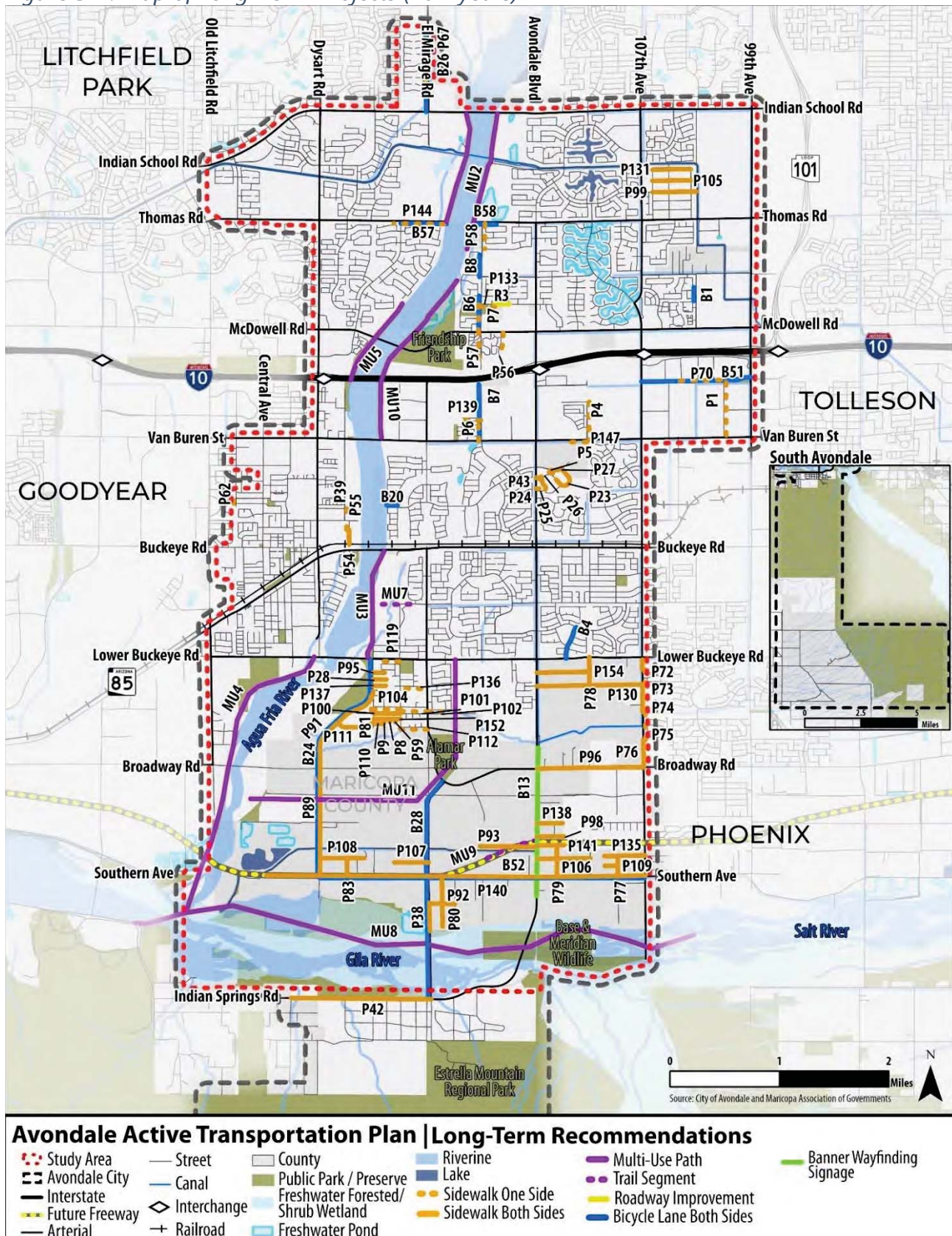


Table 5-10: Long-Term Projects Inventory

ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Deliverability & Constructability	Prioritization	
						Proximity & Connectivity	Safety	Comfort	Social Equity		Score	Rank
B1	103rd Ave	Bicycle Ln Both Sides	0.13	Zinc Apartment Parcel	\$69,000	8	10.5	8	6.625	13.125	46.25	145
P105	W Flower St	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	\$413,000	11	10.5	5.5	6.625	12.25	45.88	146
P131	W Mulberry St	Sidewalk Both Sides	0.35	106th Ave to 103rd Ave	\$412,000	11	10.5	5.5	6.625	12.25	45.88	147
P147	W Van Buren St	Sidewalk One Side	0.22	1/4 mile west 11th Ave to 11th Ave	\$130,000	9.5	10.5	9.5	4	12.25	45.75	148
MU3	Aqua Fria River East	Multi-Use Path	1.01	Buckeye Rd to Lower Buckeye Rd	\$3,161,000	12	10.5	4	7.5	11.25	45.25	149
P39	Elisio Felix Jr Way	Sidewalk One Side	0.11	Brinker Dr to Riley Dr	\$63,000	9.5	10.5	5.5	7.5	12.25	45.25	150
P62	N 4th Ave	Sidewalk One Side	0.10	Loma Linda Blvd to Brinker Dr	\$58,000	9.5	10.5	5.5	7.5	12.25	45.25	151
P99	W Earll Dr	Sidewalk Both Sides	0.40	106th Ave to 103rd Ave	\$468,000	9.5	10.5	5.5	7.5	12.25	45.25	152
P91	S Vermeersch Rd	Sidewalk Both Sides	0.67	Superior Ave to 1.5 miles south Superior Ave	\$785,000	9.5	10.5	8	4.875	12.25	45.13	153
P96	W Broadway Rd	Sidewalk Both Sides	0.98	Avondale Blvd to 107th Ave	\$1,146,000	9.5	13.25	8	4	10.375	45.13	154
P67	N El Mirage Rd	Sidewalk One Side	0.58	825 ft north Indian School Rd to city limits	\$340,000	9.5	10.5	8	6.625	10.375	45.00	155
B58	Thomas Rd	Bicycle Ln Both Sides	0.21	Aqua Fria River East to 118th Dr	\$117,000	9.5	10.5	8	6.625	10.375	45.00	156
B20	Coldwater Springs Blvd	Bicycle Ln Both Sides	0.10	126th Ave to 125th Ave	\$55,000	8	10.5	5.5	7.5	13.125	44.63	157
B26	El Mirage Rd	Bicycle Ln Both Sides	0.74	Highland Ave to Indian School	\$405,000	11	10.5	8	6.625	8.5	44.63	158
P144	W Thomas Rd	Sidewalk One Side	0.46	350 ft West Rancho Santa Fe Blvd to Aqua Fria River West	\$270,000	8	10.5	8	5.75	12.25	44.50	159
MU7	Durango St	Trail Segment	0.32	125th Ave to Aqua Fria Trail	\$1,015,000	5.5	10.5	4	11.25	13.125	44.38	160
P6	119th Ave	Sidewalk One Side	0.21	Roosevelt St to Van Buren St	\$123,000	9.5	10.5	5.5	6.625	12.25	44.38	161
P7	119th Ave	Sidewalk One Side	0.26	Palm Ln to McDowell Rd	\$150,000	9.5	10.5	5.5	6.625	12.25	44.38	162
MU2	Aqua Fria River East	Multi-Use Path	2.07	Indian School Rd to McDowell Rd	\$6,490,000	12	10.5	4	6.625	11.25	44.38	163
P23	Civic Center Dr	Sidewalk Both Sides	0.31	400 ft southeast 114th Ave to Coldwater Springs Blvd	\$362,000	9.5	10.5	5.5	6.625	12.25	44.38	165
P24	Civic Center Dr	Sidewalk One Side	0.09	Avondale Blvd to Madison St	\$54,000	9.5	10.5	5.5	6.625	12.25	44.38	166
P56	N 117th Ave	Sidewalk One Side	0.22	McDowell Rd to 1/4 mile south McDowell Rd	\$131,000	9.5	10.5	5.5	6.625	12.25	44.38	167
P57	N 119th Ave	Sidewalk One Side	0.24	McDowell Rd to Roosevelt Ave	\$143,000	9.5	10.5	5.5	6.625	12.25	44.38	168
P139	W Roosevelt St	Sidewalk One Side	0.16	120 Dr to 119th Ave	\$96,000	9.5	10.5	5.5	6.625	12.25	44.38	168
MU5	Aqua Fria River West	Multi-Use Path	1.87	Indian School Rd to I-10	\$5,837,000	9.5	10.5	5.5	7.5	11.25	44.25	169
P1	101st Ave	Sidewalk One Side	0.50	Roosevelt St to Van Buren St	\$295,000	9.5	10.5	8	4	12.25	44.25	170
P70	Roosevelt St	Sidewalk One Side	0.40	103rd Ave to 101st Ave	\$237,000	8	10.5	9.5	4	12.25	44.25	171
P28	County Line Rd	Sidewalk Both Sides	0.12	127th Ave to Dead End	\$143,000	11	10.5	5.5	4.875	12.25	44.13	172
P95	W Bohne St	Sidewalk Both Sides	0.11	127th Ave to Dead End	\$125,000	11	10.5	5.5	4.875	12.25	44.13	173
B4	112th Ln	Bicycle Ln Both Sides	0.32	Whyman Ave to Lower Buckeye Rd	\$173,000	9.5	10.5	7	6.625	10.375	44.00	174
B6	119th Ave	Bicycle Ln Both Sides	0.33	Monte Vista Rd to McDowell Rd	\$178,000	9.5	10.5	7	6.625	10.375	44.00	175
P119	W Lower Buckeye Rd	Sidewalk One Side	0.16	126th Ave to 125th Ave	\$94,000	11	10.5	8	4.875	9.5	43.88	176
P54	N 10th St	Sidewalk Both Sides	0.14	435 ft south Riley Dr to Western Ave	\$161,000	8	10.5	5.5	7.5	12.25	43.75	177
P55	N 10th St	Sidewalk One Side	0.08	Riley Dr to 435 ft south Riley Dr	\$49,000	8	10.5	5.5	7.5	12.25	43.75	178
P81	S 127th Ave	Sidewalk One Side	0.28	Vermeersch Rd to Illini St	\$167,000	9.5	10.5	7	4	12.25	43.25	179
P101	W Elwood St	Sidewalk One Side	0.25	125th Ave to El Mirage Rd	\$149,000	9.5	10.5	7	4	12.25	43.25	180
P5	114th Ave	Sidewalk One Side	0.04	Coldwater Springs Blvd to Civic Center Dr	\$25,000	8	10.5	5.5	6.625	12.25	42.88	181
P25	Civic Center Dr	Sidewalk Both Sides	0.09	Madison St to Jefferson St	\$109,000	8	10.5	5.5	6.625	12.25	42.88	182
P26	Civic Center Dr	Sidewalk One Side	0.17	Jefferson St to 400 ft southeast 114th Ave	\$100,000	8	10.5	5.5	6.625	12.25	42.88	183
P27	Coldwater Springs Blvd	Sidewalk Both Sides	0.10	114th Ave to Civic Center Dr	\$121,000	8	10.5	5.5	6.625	12.25	42.88	184
B24	Dysart/Vermeersch Rd	Bicycle Ln Both Sides	2.19	Lower Buckeye Rd to Southern Ave	\$1,198,000	9.5	10.5	9.5	4.875	8.5	42.88	185
P43	Jefferson St	Sidewalk One Side	0.06	Avondale Blvd to Civic Center Dr	\$34,000	8	10.5	5.5	6.625	12.25	42.88	186



ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Prioritization		
						Proximity & Connectivity	Safety	Comfort	Social Equity		Deliverability & Constructability	Score
P58	N 119th Ave	Sidewalk One Side	0.24	Thomas Rd to Virginia Ave	\$143,000	8	10.5	5.5	6.625	12.25	42.88	187
P42	Indian Springs Rd	Sidewalk Both Sides	1.28	133rd Ave to El Mirage Rd	\$1,502,000	8	10.5	8	4	12.25	42.75	188
B13	Avondale Blvd	Banner Wayfinding Signage	1.35	Broadway Rd to Southern Ave	\$53,000	4	10.5	11	4	13.125	42.63	189
B57	Thomas Rd	Bicycle Ln Both Sides	0.42	Rancho Santa Fe Blvd to Agua Fria River West	\$229,000	8	10.5	8	5.75	10.375	42.63	190
P136	W Pioneer St	Sidewalk One Side	0.19	125th Ave to 330 ft east 124th Ave	\$113,000	9.5	10.5	5.5	4.875	12.25	42.63	191
P137	W Pioneer St	Sidewalk Both Sides	0.12	127th Ave to Dead End	\$135,000	9.5	10.5	5.5	4.875	12.25	42.63	192
B7	119th Ave	Bicycle Ln Both Sides	0.51	I-10 to Van Buren St	\$277,000	9.5	10.5	5.5	6.625	10.375	42.50	193
MU4	Agua Fria River West	Multi-Use Path	2.81	Lower Buckeye Rd to Gila River	\$8,778,000	11	10.5	4	6.625	10.375	42.50	194
B51	Roosevelt St	Bicycle Ln Both Sides	1.00	107th Ave to 99th Ave	\$549,000	8	10.5	9.5	4	10.375	42.38	195
P154	W Winslow Ave	Sidewalk Both Sides	0.48	Avondale Blvd to 111th Ave	\$565,000	11	10.5	5.5	5.75	9.5	42.25	196
B52	Southern Ave	Bicycle Ln Both Sides	2.97	Dygart Rd to 107th Ave	\$1,625,000	8	10.5	12	4	7.625	42.13	197
P140	W Southern Ave	Sidewalk Both Sides	3.47	Buckeye Canal to 107th Ave	\$4,065,000	8	10.5	12	4	7.625	42.13	198
P72	S 107th Ave	Sidewalk Both Sides	0.09	125 ft south Lower Buckeye Rd to 600 ft south	\$103,000	8	10.5	8	5.75	9.5	41.75	199
P73	S 107th Ave	Sidewalk One Side	0.14	600 ft south Lower Buckeye Rd to Miami Ave	\$81,000	8	10.5	8	5.75	9.5	41.75	200
P74	S 107th Ave	Sidewalk Both Sides	0.25	Miami Ave to 1/4 Mile south Miami Ave	\$295,000	8	10.5	8	5.75	9.5	41.75	201
P4	111th Ave	Sidewalk One Side	0.34	Roosevelt St to Van Buren St	\$201,000	9.5	10.5	5.5	4	12.25	41.75	202
P152	W Warner St	Sidewalk Both Sides	0.24	127th Ave to 125th Ave	\$286,000	8	10.5	7	4	12.25	41.75	203
MU10	Agua Fria River	Multi-Use Path	0.88	McDowell Rd to Van Buren St	\$2,761,000	8	10.5	4	7.5	11.25	41.25	204
R3	Palm Ln	Roaddd Extension	0.14	116th Ave to 118th Ave	\$691,000	9.5	10.5	4	6.625	10.375	41.00	205
P133	W Palm Ln	Sidewalk One Side	0.12	119th Ave to 650 ft East 119th Ave	\$73,000	8	10.5	5.5	6.625	10.375	41.00	206
P112	W Illini St	Sidewalk One Side	0.25	125th Ave to El Mirage Rd	\$144,000	9.5	10.5	7	4	9.5	40.50	207
B28	El Mirage Rd	Bicycle Ln Both Sides	2.02	Broadway Rd to Indian Springs Rd	\$1,108,000	8	10.5	9.5	4	8.5	40.50	208
P8	126th Ave	Sidewalk Both Sides	0.03	Warner St to Dead End	\$33,000	8	10.5	5.5	4	12.25	40.25	209
P9	126th Dr	Sidewalk Both Sides	0.04	Warner St to Illini St	\$42,000	8	10.5	5.5	4	12.25	40.25	210
P59	N 125th Dr	Sidewalk Both Sides	0.03	Warner St to Dead End	\$32,000	8	10.5	5.5	4	12.25	40.25	211
P100	W Elwood St	Sidewalk Both Sides	0.24	127th Ave to 125th Ave	\$286,000	8	10.5	5.5	4	12.25	40.25	212
P104	W Florence St	Sidewalk One Side	0.25	127th Ave to 125th Ave	\$144,000	8	10.5	5.5	4	12.25	40.25	213
P110	W Illini St	Sidewalk Both Sides	0.09	127th Ave to 126th Dr	\$111,000	8	10.5	5.5	4	12.25	40.25	214
P111	W Illini St	Sidewalk Both Sides	0.19	Vermeersch Rd to Dead End	\$225,000	8	10.5	5.5	4	12.25	40.25	215
B8	119th Ave	Bicycle Ln Both Sides	0.20	Thomas Rd to Encanto Blvd	\$112,000	8	10.5	5.5	5.75	10.375	40.13	216
P38	El Mirage Rd	Sidewalk Both Sides	0.26	Alta Vista Rd to Gila River	\$305,000	8	10.5	8	4	9.5	40.00	217
P75	S 107th Ave	Sidewalk One Side	0.26	1/4 Mile south Miami Ave to Jones Ave	\$150,000	8	10.5	8	4	9.5	40.00	218
P76	S 107th Ave	Sidewalk Both Sides	0.25	Jones Ave to Broadway Rd	\$294,000	8	10.5	8	4	9.5	40.00	219
P89	S Dysart Rd	Sidewalk Both Sides	1.24	1.5 miles south of Superior St to Southern Ave	\$1,458,000	8	10.5	8	4	9.5	40.00	220
P78	S 111th Ave	Sidewalk Both Sides	0.26	Lower Buckeye Rd to Miami Ave	\$303,000	8	10.5	5.5	5.75	9.5	39.25	221
P130	W Miami Ave	Sidewalk Both Sides	0.97	Avondale Blvd to 107th Ave	\$1,134,000	8	10.5	5.5	5.75	9.5	39.25	222
P102	W Elwood St	Sidewalk One Side	0.13	El Mirage Rd to 122nd Ave	\$74,000	9.5	10.5	5.5	4	9.5	39.00	223
P77	S 109th Ave	Sidewalk Both Sides	0.19	Pecan Rd to Southern Ave	\$222,000	8	10.5	5.5	4	9.5	37.50	224
P79	S 114th Ave	Sidewalk Both Sides	0.29	Sunland Ave to Southern Ave	\$340,000	8	10.5	5.5	4	9.5	37.50	225
P80	S 122nd Ave	Sidewalk Both Sides	0.45	Southern Ave to Gila River	\$531,000	8	10.5	5.5	4	9.5	37.50	226
P83	S 129th Ave	Sidewalk Both Sides	0.16	Hidalgo Ave to Southern Ave	\$190,000	8	10.5	5.5	4	9.5	37.50	227
P92	W Alta Vista Rd	Sidewalk Both Sides	0.24	El Mirage Rd to 121st Ave	\$281,000	8	10.5	5.5	4	9.5	37.50	228
P93	W Atlanta Ave	Sidewalk Both Sides	0.52	1/2 Mile west Avondale Blvd to Avondale Blvd	\$609,000	8	10.5	5.5	4	9.5	37.50	229



ID	Location	Facility Type	Miles	Project Limits	Cost Estimate	Evaluation Criteria Results				Prioritization		
						Proximity & Connectivity	Safety	Comfort	Social Equity	Deliverability & Constructability	Score	Rank
P98	W Chambers Ave	Sidewalk Both Sides	0.25	Avondale Blvd to 350 ft east 114th Ave	\$291,000	8	10.5	5.5	4	9.5	37.50	230
P106	W Hidalgo Ave	Sidewalk Both Sides	0.49	Avondale Blvd to 111th Ave	\$573,000	8	10.5	5.5	4	9.5	37.50	231
P107	W Hidalgo Ave	Sidewalk Both Sides	0.31	1/4 mile El Mirage Rd to El Mirage Rd	\$369,000	8	10.5	5.5	4	9.5	37.50	232
P108	W Hidalgo Ave	Sidewalk Both Sides	0.40	Dysart Rd to 830 ft east of 129th Ave	\$475,000	8	10.5	5.5	4	9.5	37.50	233
P109	W Hidalgo Ave	Sidewalk Both Sides	0.12	630 ft west of 109th Ave to 109th Ave	\$140,000	8	10.5	5.5	4	9.5	37.50	234
P135	W Pecan Rd	Sidewalk Both Sides	0.37	625 ft west 109th Ave to 107th Ave	\$436,000	8	10.5	5.5	4	9.5	37.50	235
P138	W Roeser Rd	Sidewalk Both Sides	0.24	Avondale Blvd to 350 ft east 114th Ave	\$277,000	8	10.5	5.5	4	9.5	37.50	236
P141	W Sunland Ave	Sidewalk Both Sides	0.25	Avondale Blvd to 350 ft east 114th Ave	\$291,000	8	10.5	5.5	4	9.5	37.50	237
MU11	Transmission Lines	Multi-Use Path	2.95	Lower Buckeye to Broadway / Agua Fria River	\$9,227,000	9.5	10.5	5.5	4	7.625	37.13	238
MU8	Gila River	Multi-Use Path	5.27	143rd Ave to East of 107 Ave	\$16,489,000	8	10.5	4	4	10.375	36.88	239
MU9	SR-30	Trail Segment	0.57	119th Ave to Avondale Blvd	\$1,770,000	4	10.5	4	4	13.125	35.63	240



FUNDING OPPORTUNITIES

Funding for proposed active transportation projects is a key obstacle to their implementation. Mobility improvements and active transportation projects are funded from a variety of sources. The available funding comes from an array of local, state, and federal sources, with federal transportation programs being a common source of funding for bicycle and pedestrian improvements.

The potential funding source is dependent on the type of project or program. Several factors such as the project's location, type, and target user can impact the decision of which funding source or sources to pursue. Project phases can also be funded separately using different sources. For example, funding opportunities exist for design phases and construction. The adjacent table shows common funding sources for active transportation projects and programs.

Several funding resources need to be allocated through various entities and programs. The prioritization of projects helps determine which projects should be funded in the short-term. Some of the potential funding sources for the recommended projects are listed below:

- City General Funds
- Capital Improvement Program Revenue Sources
- Private Funding/Development/Public Private Partnerships
- MAG Funding Opportunities
- Federal Land Access Program - National Parks Service
- Federal Transit Administration Grant Programs
- U.S. Department of Transportation (USDOT) Grant Programs

To make the Plan a reality, local officials will need to move quickly to get projects on the ground. Greater reliance on phased or "rapid implementation" approaches using less expensive materials can be effective and efficient and provide for a more adaptable transportation network. This approach will not only bring substantial transportation benefits sooner, but it will also allow for flexibility as transportation patterns continue to shift over the next 20 years and beyond.

Priority projects that can be easily completed should be programmed into the City's Capital Improvement Program (CIP). The project recommendations included in this Plan should be reviewed when developing the CIP.

Potential Funding Strategies & Policy Considerations

The Active Transportation Plan supports a variety of strategies and actions to effectively fund and implement the recommended projects and programs.

- Establish dedicated budget funds/dedicated funding source for active transportation projects.
- Consider creating developer incentives to encourage developers to provide Complete Streets.

- Secure private funding and consider public-private partnerships.
- Utilize MAG planning process, Transportation Improvement Program (TIP), and Design Assistance to program funds.
- Pursue state and federal grants.
- Establish annual funding targets.
- Market the Plan (i.e. Foldout map with advertisement space).
- Continue to coordinate with school districts to create and implement Safe Routes to School plans.
- Set aside dedicated funding annually for proper maintenance of bike facilities and sidewalks.
- Set aside dedicated funding annually specifically for ADA and accessibility related projects.

Investment in the region's active transportation system will require the use of a multitude of funding strategies to help achieve this Plan's vision and meet the mobility needs of the community. It is essential to consider all funding options, including bonds, reallocation of existing sales tax revenues, reallocation of general fund budget, grants, improvement districts, and the creation of new revenue sources.

Potential Funding Sources

The appropriate funding opportunity for each unique project in this Plan can be identified quickly using **Table 5-11**. Detailed descriptions of each funding source can be found in the following sub-sections.

Table 5-11: Potential Funding Sources Matrix

Funding Source	Design/Build	Planning	Programming
Local			
City General Funds	✓	✓	✓
City Capital Improvement Program	✓		✓
MAG Safe Routes to School		✓	✓
MAG Transportation Improvement Program	✓	✓	✓
MAG Design Assistance Program	✓		
State			
AZ Governor's Office of Highway Safety			✓
Arizona State Parks and Trails	✓	✓	✓
Federal			
Federal Highway Administration	✓	✓	✓
Federal Transit Administration	✓	✓	✓
National Parks Service	✓	✓	
Land and Water Conservation Fund	✓	✓	
USDOT Safe Streets and Roads for All (SS4A) Action Plan Grants		✓	✓

USDOT Safe Streets and Roads for All (SS4A) Implementation Grants	✓	✓	✓
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	✓	✓	✓
Other			
American Association of Retired Persons	✓		
Active Living Research		✓	✓
Trust for Public Land		✓	
People for Bikes	✓		
Rails to Trails Conservancy	✓		

Local Funding Sources

The following are potential funding strategies and sources at the local level.

City of Avondale Funding Mechanisms

The City of Avondale can include a variety of items in their active transportation project funding toolbox. The City can program projects through their recurring CIP process. The City can also utilize Development Impact Fees, sell path and trail naming rights, utilize severance fees from the various operations surrounding the Agua Fria and Gila Rivers, sell Bonds, and seek funds from the General Fund when available. School Zone speeding fines can also be allocated to the construction and maintenance of paths and trails. There are opportunities for fundraising and campaign drives, trail sponsorship funds, corporate donations, and the use of volunteers to save money.

MAG Safe Routes to School Funds

Each year MAG budgets approximately \$400,000 for non-infrastructure projects related to Safe Routes to School. In fall of 2017, a call for applications occurred and 39 projects were awarded. While much of the money has been allocated, there is two million dollars remaining for projects through fiscal year 2022, specifically for Priority 2-SRTS Support Activities.

MAG TIP Modal Applications (Transportation Alternatives)

Bicycle-Pedestrian non-infrastructure Safe Routes to School projects and bicycle and pedestrian infrastructure projects are both eligible for Federal Highway Administration funds allocated via MAG via the following programs: Congestion Mitigation and Air Quality Improvement Program (CMAQ-2.5), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (Infrastructure and Non-infrastructure) (TA-MAG), and Surface Transportation Block Grant Program (STBGPMAG). Total funding available as of September 2017 was estimated at \$42.8 million.

MAG Design Assistance Program

The MAG Design Assistance Program was created to assist communities by funding infrastructure projects related to bike, pedestrian, and shared-use facilities such as multi-use paths. A request for projects for Design Assistance funding is released by MAG in May each year. Types of projects that are eligible for Design Assistance funding include: projects that facilitate safe crossings and access to bike/pedestrian facilities, bike and pedestrian access to transit, and bike and pedestrian facility construction and improvements (sidewalk improvements, bike lanes and shoulders, safety improvements, and signing, marking and wayfinding). Applicants interested in using design assistance funds must create preliminary scoping documents for each project.

State Funding Sources

The following are potential funding strategies and sources at the state level.

Arizona State Parks and Trails (ASPT)

Motorized and Non-Motorized Grant Program funds can be allocated for trail development and maintenance (equestrian, pedestrian, and bicycling uses included ADA access needs), off-road vehicle trails and law enforcement of OHVs, and trail education and safety programs and materials. There is an additional OHV Supplemental Program which can be utilized for repairs to OHV trails due to weather and/ or vandalism, constructing and maintaining trails, and law enforcement. ASPT provides Safety and Environmental Education (SEE) funds for trail programs and educational aspects of projects.

Arizona Governor's Office of Highway Safety (GOHS)

The Arizona Governor's Office of Highway Safety places a special emphasis on projects that enforce pedestrian and bicycle safety laws, as well as school-based education programs. Their funding can be applied to supporting "Bicycle Safety Month" and "Back to School Safety Month" efforts, bicycle helmet distribution programs (specifically to low-income areas), the coordination of "Safety Fairs", comprehensive school-based pedestrian and bicycle safety education outreach, and the CARE fair (Children's Assistance and Resource Event) which distributes bicycle helmets to children and provides safety education. AGOHS grant funding is based on the Federal fiscal year calendar (October 1 - September 30). Grants for the 2020 Federal fiscal year are awarded for a one-year period. Applying for a GOHS grant begins with submission of a proposal and signed cover letter. Grant applications are available for download in PDF format on the GOHS website beginning January 21, 2019.

Federal Funding Sources

The following are potential funding strategies and sources at the federal level.

The Federal Highway Administration (FHWA)

There are multiple funding sources available for bike and pedestrian projects through the FHWA. Funding programs include: The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), National Highway



Performance Program (NHPP), Federal Lands Access Programs (FLAP), the Surface Transportation Block Grant Program (FAST Act), and Transportation Alternatives (TA). Each program has different requirements to receive funding. For example:

- CMAQ funds must be used for projects that benefit air quality.
- HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem.
- NHPP-funded projects or activities must be associated with an NHS facility.
- FLAP funds could be used for bicycle and pedestrian accommodations on, adjacent to, or within Federal lands.
- TAP funds can be used for capital costs related to bike share, educational programs, lighting and environmental resiliency for bike and pedestrian facilities, project planning, and land acquisition for bike and pedestrian facilities.
- FAST Act funds can be used for recreational trails and pedestrian and bicycle projects, safe routes to school projects, bridge and tunnel projects, as well as improvements to roadways from the minor collector functional classification to the principal arterial.
- Recreational Trails Program (RTP) funds can be applied using a “user pay/benefit” model that uses a small portion of fuel sales tax from non-highway trail users (OHVs) to build trails (motorized trails, and non-motorized multi-use trails).

The Federal Transit Administration (FTA)

FTA funding may also be utilized for bike and pedestrian improvements adjacent to transit projects through the Capital Investment Grant Program (Section 5309), the associated transit improvements component of the Rural Area Formula Program Grants (Section 5311), and the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310). Transit funds may be used to improve bicycle lanes and sidewalks if they provide direct access to transit and Section 5310 funds can be used to construct accessible connections to a bus stop, as well as signage and wayfinding.

The National Park Service (NPS)

NPS offers community assistance through the Rivers, Trails, and Conservation Assistance Program (RTCA). RTCA funds can be used to create recreation opportunities, preserve and improve access to rivers, and design parks and trails. This program has a rotating deadline of June 30th.

Land & Water Conservation Fund (LWCF)

This funding source can be used to construct trail projects as well as recreation (including playgrounds) and conservation projects. It can be utilized for land acquisition, the protection of fish and wildlife habitat and preserving public access for recreation uses.

Safe Streets and Roads for All (SS4A) Action Plan Grants

SS4A Action Plan Grants provide competitive discretionary funding to develop, complete, or supplement a comprehensive safety action plan. Action Plan Grants may also fund supplemental Action Plan activities. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities in a locality, tribe, or region.

The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. Eligible jurisdictions must submit a grant application and compete for an award of funding. Action Plan grants award amounts are based on estimated costs, with an expected minimum of \$200,000 for all applicants, and an expected maximum of \$1,000,000 for a political subdivision of a State.

Successful Action Plan grant applications and strategies include leadership commitment and safety goal setting, identification of a committee, task force, implementation group, or similar body charged with overseeing plan development, analysis of historical safety trends and existing conditions, robust engagement with the public and relevant stakeholders, including the private sector and community groups, and plan development using inclusive and representative processes geared towards underserved communities.

Safe Streets and Roads for All (SS4A) Implementation Grants

SS4A Implementation Grants fund capital projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund associated planning and design and supplemental action plan activities in support of an existing Action Plan. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan as defined in the SS4A Program Notice of Funding Opportunity.

The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. Eligible jurisdictions must submit a grant application and compete for an award of funding. For Implementation Grants, the USDOT expects the minimum award will be \$5,000,000 and the maximum award will be \$30,000,000 for political subdivisions of a State.

Typical successful Implementation Grant applications and projects consider promoting improved safety, employing low-cost, high-impact strategies that can improve safety over a wide geographic area, ensuring equitable investment in the safety needs of underserved communities, incorporation of evidence-based projects and strategies, and aligning with the USDOT's mission and priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

RAISE Grants provide competitive discretionary funding of planning and capital investments in surface transportation that will have a significant local or regional impact by improving safety, economic strength and global competitiveness, equity, and mitigating climate change and promoting sustainability consistent with the USDOT's strategic goals.

Eligible projects are surface transportation capital projects that are highway, bridge, or other road projects, public transportation projects, passenger and freight rail projects, port infrastructure investments, surface transportation components of an airport project, intermodal projects, projects to replace or rehabilitate a culvert or prevent stormwater runoff, projects investing in surface transportation located on tribal land, and any other transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of the program.

Planning activities are also eligible and include multidisciplinary projects or regional planning, such as development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans, planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic, development of port and regional port planning grants, risk assessments to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster.

USDOT seeks to fund projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. The competitive grant solicitation process is initiated by the USDOT on an annual-basis through issuance of a Notice of Funding Opportunity. The minimum Capital Grant award is \$5 million in urban areas and \$1 million in rural areas, and the maximum amount that can be requested is \$45 million. Planning Grants do not have a minimum request threshold and must not exceed \$45 million.

Other Funding Sources

The following are other potential funding strategies and sources.

American Association of Retired Persons (AARP)

AARP provides funding to communities through their competitive Annual Community Challenge. The goal of the challenge is to make immediate improvements for long-term progress helping residents of all ages improve their quality of life. The "quick-action" solutions can include transportation and public spaces improvements.

Active Living Research (ALR)

Grants can be procured through ALR for various types of projects benefiting human activity, environmental improvements, researching health needs, and more.

The Trust for Public Land

Previously known as The Conservation Campaign, The Trust for Public Land's Action Fund can be used to assist in land conservation efforts and the creation of public parks. They offer legal assistance with ballot measures and provide legislative advocacy.

People for Bikes

The People for Bikes Community Grant Program awards funding to projects that advance bicycling such as trails and paths (including rail trails and mountain bike trails), and bike and BMX parks. They have an alternating grant schedule, with odd years supporting bike park and pump track projects only.

Rails To Trails Conservancy (RTC)

The Rails to Trails Conservancy offers an annual competitive grant program titled the Doppelt Family Trail Development Fund. Funds can be used to build to improve multi-use trails.

ACTIVE TRANSPORTATION PLAN MAINTENANCE & UPDATING

As illustrated in **Figure 5-8**, there are multiple key ingredients for plan execution - It is essential the implementation of this Plan to be an ongoing, community-oriented effort. Implementing the Plan will require a collaborative and coordinated effort with community leaders, residents, stakeholders, and partner entities.

Effective and ongoing outreach and community engagement is vital to the ATP's success. Involving the public in the Plan's implementation can play a key role in ensuring successful outcomes.

Thus, it is necessary to continually engage stakeholders and the public throughout the Plan's implementation phase through various channels such as neighborhood workshops, online tools, and events. Furthermore, additional partners should be pursued and engaged during the implementation phase. This Plan shall remain a top priority for residents and stakeholders.

Making the Plan accessible using an interactive online platform will help enable implementation. This also ensures the public's continued involvement in the Plan's implementation and future update process.

Figure 5-8: Recipe of Key Elements for ATP Implementation



Strategies to Facilitate Implementation

The following set of strategies will help effectively implement this Plan:

- Referencing of ATP on staff communications to City Council, Technical and Policy Committees, and Planning Commission when applicable.
- Produce an Annual Strategic Report.
- Develop and monitor performance measures.
- Publish yearly list of projects on a website.
- Continued engagement on social media; engagement at neighborhood level.
- Ensuring future plans, development applications, and code changes are aligned with the Plan.
- Initiate pilot projects and tactical urbanism, where applicable.
- Create ATP Facility Selection Guide.
- Refer to the ATP priorities when developing the CIP.

Lastly, the implementation strategies should also be revisited regularly as part of the Plan's evaluation and update process. It is recommended that the Plan be revisited every 3 to 5 years to determine if an update is warranted.

Appendix A – Literature Review of Existing Plans, Studies & Relevant Information

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EXISTING PLANS, STUDIES & RELEVANT INFORMATION

There are a variety of existing studies and reports that influence and inform the preparation of the Avondale ATP. The studies outlined in **Table 1** were reviewed for applicable bicycle and pedestrian facilities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Avondale. A detailed review of the key studies is included in following sub-sections.

Table 1: Existing Plan, Studies, & Relevant Information

	Plan Title		Plan Type	Year	Key Study
City of Avondale Plans	Avondale Transportation Master Plan		Transportation	2017	✓
	Avondale General Plan 2030		General Plan	2012	✓
	Avondale Strategic Plan		Strategic Plan	2021	✓
	Avondale Parks, Recreation, Libraries and Trails Master Plan Update		Recreation & Trails	2017	✓
	Avondale Wayfinding Master Plan		Active Transportation	2015	✓
	City of Avondale 5-year CIP				✓
	El Rio Design Guidelines & Planning Standards		Design	2015	✓
	Public Art Master Plan		Community	2014	
	North Avondale Specific Plan		Community	2013	✓
	The BLVD Specific Plan		Community	2019	✓
	Healthy Lifestyle Plan		Community	2011	✓
	Freeway Corridor Specific Plan		Transportation	2015	✓
	Tres Rios Greenway Specific Plan		Community	2002	✓
	Old Town, Cashion, Las Ligas/Rio Vista Specific Area Plan		Community	2021	✓
	Municipal Sustainability Plan		Community	2014	✓
	Street Tree Master Plan		Community	2014	
	Safe Routes to School Plans	Completed: Canyon Breeze, Michael Anderson, Estrella Vista, Garden Lakes, Littleton	Active Transportation	Ongoing	✓
		Ongoing: Lattie Coor, Eliseo C Felix, Corte Sierra, Rio Vista, Avondale Middle Schools			
	Stormwater Management Plan		Design	2016	
	Avondale General Engineering Requirements Manual		Design	2018	✓
Regional Plans	MAG Active Transportation Plan		Active Transportation	2020	✓
	MAG Multimodal Level-of-Service Study		Active Transportation	2017	✓
	MAG 2040 Regional Transportation Plan Update		Transportation	2017	
	MAG Regional Bikeway Master Plan		Active Transportation	2007	✓
	MAG Regional Pedestrian Plan		Active Transportation	2000	✓
	MAG West Valley Multimodal Transportation Corridor Plan		Transportation	2001	
County Plans	MCDOT 2035 Regional Transportation System Plan (2040 Update underway)		Transportation	2014	
	MCDOT Active Transportation Plan		Active Transportation	2018	✓
	Maricopa County Regional Trail System Plan		Trails	2004	✓
State Plans	ADOT Bicyclist Safety Action Plan		Active Transportation	2018	✓
	ADOT Pedestrian Safety Action Plan		Active Transportation	2017	✓
	ADOT An Economic Impact Study of Bicycling in Arizona		Economic	2013	



CITY OF AVONDALE PLANS

Avondale Transportation Master Plan

The City of Avondale 2017 Transportation Plan Update is a robust document that provides detailed analysis and specifies recommendations for the future of Avondale's multi-modal transportation system which include development of streets, transit services, bicycle facilities, and intelligent transportation systems (ITS). This document contains fairly updated roadway classification, truck plan, transit plan, and recommended bicycle network maps.

This document also includes roadway cross-sections for arterial, minor arterial, and collector roadways, all of which contain required bike and pedestrian facilities.

Relevant Street Plan Recommendations:

- Take advantage of partially improved corridors/segments to complete gaps within the roadway network and/or multimodal networks within the City.

Relevant Short-Term Transit Enhancements:

- Transit Plan Updates and Passenger Amenity Improvements (i.e. terminal/ stop facilities)

Relevant Bike Plan Recommendations (See Figure 2 below):

- Require all newly constructed and improved roadways on arterial- and collector-class facilities and all pavement preservation projects to conform to standard cross-sections, which include bike lane provisions.
- Provide bi-directional improvements where current facilities on arterial roadways exist on only one side.
- Provide a bikeways improvement on the Durango Street alignment from 125th Avenue to Agua Fria Trail. Also, divert the existing Durango Channel Trail west and south along the SR-30 Right of Way. These trail improvements were not scored along with the roadway bicycle improvements but were given low priority due to expected development schedules.
- Work with developers to provide bicycle-friendly amenities and connections and/or integrate similar aspects into City projects, as appropriate.
- Review public buildings for bicycle-friendly amenities—work with City facilities, parks, and police divisions.
- Strive to achieve a Bike Friendly Community rating through the League of American Bicyclists.
- Coordinate efforts and potential projects with information presented in the recently adopted "Parks, Recreation and Trails Master Plan" and with an ultimate goal of a bikeway network that connects to the City's system of parks.
- Implement a roadway re-striping program to include provisions for bike lanes when and where feasible.
- Coordinate with adjacent jurisdictions to achieve continuity of bike lanes across jurisdictional boundaries.

Figure 2: Recommended Bicycle-Only Projects



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Avondale General Plan 2030

The City of Avondale General Plan is a guiding document that forecasts the city's needs for twenty years and is generally applicable for ten. The ratified document contains five themes: Sustainable Development, Open Space, Community Mobility, Community Facilities, and Quality of Life. The policies within the following goals will be applied to the recommendations of the Avondale Active Transportation Plan wherever relevant.

Goals from the Community Mobility Theme's include:

Bicycle Element-

1. Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.
2. Continue to make the street system accessible, safe, and convenient for bicycles and pedestrians.
3. Increase recreational opportunities for bicyclists throughout Avondale.
4. Become a recognized bicycling friendly city.

Transit Oriented Development Element-

1. Enhance public transit options for residents of Avondale.
2. Require development and redevelopment within areas designated as TOD on the General Plan Land Use Map to facilitate and encourage the use of transit by visitors and residents.
3. Promote and support the incorporation of commercial uses as a component of transit-oriented development.
4. Promote and support the incorporation of complete streets design criteria into TOD development, which contributes to a healthy community.

Goals from the Open Space Theme relevant to Active Transportation include:

Open Space Element-

2. Create linkages to parks, trails, rivers, and mountains.

Recreation Element-

4. Create shared use linkages throughout the community in order to support a healthy lifestyle.

Avondale Strategic Plan (2021)

"Avondale's strategic planning process was designed to assure:

- A shared vision of the city's ultimate goals. Organizations driven by clear purposes and shared values have a greater capacity to succeed than those that are not.

- A collective understanding of the available resources, the environment, and the principles upon which strategies will be based.
- Acceptance of the direction and urgency of the strategic plan, which will be integrated into the way the city is operated on a day-to-day basis.”

There are seven Avondale strategic outcome areas listed below along with associated strategies relevant to Active Transportation:

1. Creative and Sustainable Community Development
 - a. Maintain and expand quality infrastructure and improve connectivity to city amenities
2. Diverse Recreation and Entertainment Opportunities
 - a. Promote community's health, wellness, active lifestyle, and social connectivity
3. Community-Oriented Lifelong Learning Opportunities
4. Innovative Program and Service Delivery
5. Connected Community
6. Public Health and Safety
7. Natural Resources and Open Spaces
 - a. Promote and expand Avondale's natural assets such as parks, trails, rivers, and wilderness areas to residents, visitors, and businesses

Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017

This update to the 2009 Plan includes a Parks Chapter, Trails Chapter, and Recommendations Chapter that are all relevant to the creation of this Active Transportation Plan. As a result of the public outreach efforts of the Parks, Recreation, Libraries & Trails Master Plan Update, the community identified four priorities, with the following priority relating directly to active transportation: *Trail system development to connect Avondale's facilities, the regional trail system and natural resource areas.* The Plan also provided reinvestment goals that include sidewalk repair or replacement.

Parks Planning:

While much of this chapter is not directly relevant to active transportation, the following topics will be referenced during the preparation of this Plan.

Bicycle and Pedestrian Access to Existing Parks:

For this analysis, a ½ mile radius buffer was applied to each park, both public and private as shown in Figure 3. This buffer was selected as an assumed comfortable distance for bicyclists and pedestrians of most abilities. Highlights from the analysis are as follows:

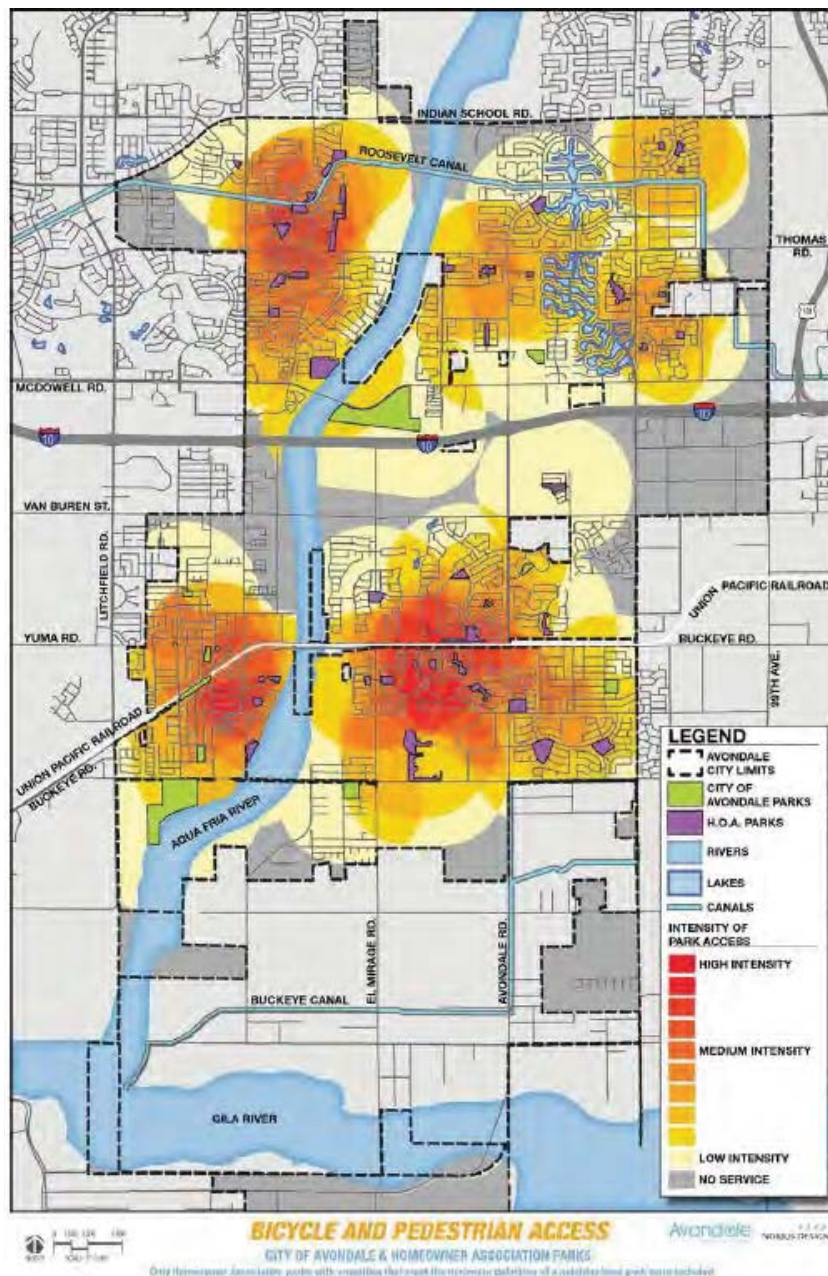
- The western portion of the City along Buckeye Road has the highest intensity of bicycle/pedestrian access to City Parks. This is due to many small parks being located relatively close to one another.
- Some overlap of service between HOA and City parks occurs in the southern portion of Avondale.

- Gaps in coverage occur in the central and northern Avondale, with the entire northeastern portion of the city having limited bicycle/pedestrian access to City parks.

Conclusions (relevant to Active Transportation):

- Improve connection to City parks by developing a trail system along the Aqua Fria River
- Improve pedestrian connections to parks through trail, greenway and multi-use path development.

Figure 3: Bicycle and Pedestrian Access to Existing Parks Provided by the City of Avondale and Homeowners' Associations



Trails Planning:

This section of the Plan provides trail classifications, designations, and cross-sections as well as the following Key Findings, Key Observations, Areas of Focus, and Conclusions.

Key Findings:

- Avondale is at the confluence of many trails planning efforts. Major connections along the Agua Fria and Gila Rivers make Avondale a critical regional connection.
- The Agua Fria River multi-use path is a major connection and a high priority as it serves as a primary corridor in Avondale's planned trail system.
- Roosevelt and Buckeye Canals as well as Van Buren Street provide secondary trail corridors.
- Avondale is a prime connection for the Phoenix-metropolitan area to regional natural resource parks such as Estrella Mountain Regional Park, Base Meridian Wildlife Area and Tres Rios Wetlands.
- Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Agua Fria, Salt and Gila Rivers.
- Trails and open space requirements for new development provide a high level of connectivity.
- Ensure trails and open space in new development connect to existing and planned trail systems.
- Create connections between existing homeowner association owned paths and larger trail system (fill in the gaps).

Key Observations:

- Avondale is a prime connection for the rest of the Metro Phoenix area to Regional Natural resource parks; Estrella Mountain Park and Tres Rios
- Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Agua Fria, Salt and Gila Rivers.
- HOA trails are defined as existing pathways that are separate from sidewalks and run through designated open space. (See Del Rio Ranch Trails)
- The planned multi-purpose path along the Agua Fria River would connect many of Avondale's parks
- HOA trail systems offer a high level of connectivity within development, but limited connectivity to trail systems outside of development.
- Surrounding jurisdiction trails are converging or are planned to converge on Avondale. Two types of trails are converging:
 - Enhanced transportation corridors: sidewalk and soft paths along roadways (see City of Phoenix trails along Lower Buckeye Road).
 - Regional River Trails: part of Maricopa County Regional Trail System along Agua Fria and Salt/Gila Rivers
 - River trails are major connectors for the trail system in the West Valley. An essential segment in the completion of Maricopa County's Sun Circle Trail, a loop centered on the Gila River, is located in Avondale.

- River trails connect to regional natural resource parks, i.e., Estrella Mountain Regional Park, Tres Rios Wetlands and Base & Meridian Wildlife Area

Areas of Focus:

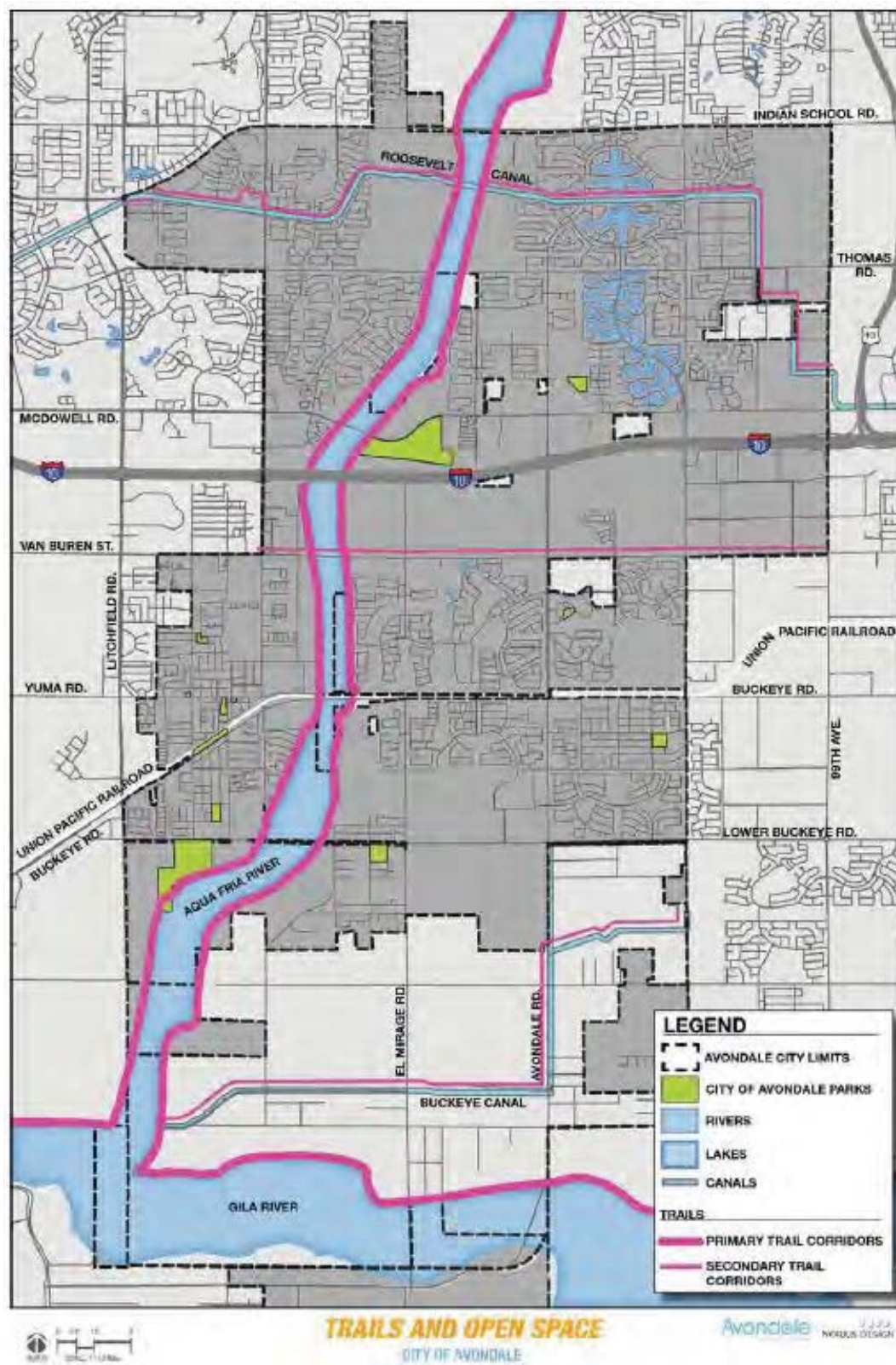
Sun Circle Trail-McDowell Road to Indian School Road; Goodyear Trail Connection North of I-10; Yuma Road/ Western Avenue to Agua Fria; Litchfield Road to Lower Buckeye Road; Del Rio Ranch to Agua Fria via Durango Street; City of Phoenix Lower Buckeye Road Multi-Use Path; Confluence of Agua Fria and Gila River; South Avondale and Planning Area.

Conclusions:

1. Avondale is a prime connection for the rest of the Metro Phoenix area to Regional Natural resource parks; Estrella Mountain Regional Park and Tres Rios.
2. Avondale can capitalize on the completion of the Maricopa Regional Trail system along the Agua Fria, Salt and Gila Rivers.
3. HOA trails are defined as existing pathways separate from sidewalks and running through designated open space, such as Crystal Gardens walking trails along lakes, Del Rio Ranch trails and Roosevelt Canal Trail.
4. Surrounding jurisdiction trails are converging or are planned to converge on Avondale. Two types of trails are converging:
 - a. Enhanced transportation corridors: sidewalk and soft path along roadways (see City of Phoenix trails along Lower Buckeye Road)
 - b. Regional River Trails: Part of Maricopa County Regional Trail System along Agua Fria and Salt/Gila Rivers
 - i. River trails are major connectors for trail system in the West Valley. Avondale is the last piece to complete a loop the Sun Circle trail made up of the Salt, Gila and Agua Fria River trails.
 - ii. River trails connect to regional natural resource parks – Estrella Mountain Park, Tres Rios Wetlands and Base & Meridian Wildlife Area
5. The Agua Fria trail would connect a majority of Avondale Parks. 4. HOA trail systems offer a high level of connectivity within a development but limited connectivity to trail system outside of the development.
6. Trails and open space in new developments should connect to existing and planned trail systems.
7. Create connections between HOA trails and larger trail systems by filling in gaps.
8. Coordinate trail connections with the Development and Engineering Services Department as well as surrounding jurisdictions.
9. The Agua Fria trail is a major connection and a high priority.
10. Other possible trail locations:
 - a. Buckeye Canal: Alignment in Maricopa county. The Western end has a flat dirt access road that connects to the Agua Fria.
 - b. Lower Buckeye Road: City of Phoenix multi-use path with sidewalk and soft path along Lower Buckeye road east of Avondale. The roadway runs West and crosses the Agua Fria. Las Ligas Park and Festival Fields are located on Lower Buckeye Road.



Figure 4: Planned Trails Corridors in the City of Avondale



Recommendations

Relevant plangoals include:

- GOAL 3: Respond to the community's priorities of investing in walking and biking paths, neighborhood and community park improvements, and Civic Center Library and Community/Senior Center improvements as identified in the public outreach process.
- GOAL 4: Respond to the community's priority to increase connectivity through implementation of existing trails master plans.

Avondale Wayfinding Master Plan

The City of Avondale Wayfinding Master Plan provides core wayfinding principles (Connect Places, Be Predictable, & Keep it Simple), as well as technical guidance for vehicular, bicycle, and pedestrian signage complete with Americans with Disabilities Act (ADA) Guidance. The Plan also provides specific recommendations including: Wayfinding Sign Family, Brand Identity, Destination Hierarchy and Sign Placement. Recommended sign schedule is identified in Figure 5 and sign placement is identified in Figure 6.

Figure 5: Bicycle & Trail Signage Needs Tables from Wayfinding Master Plan

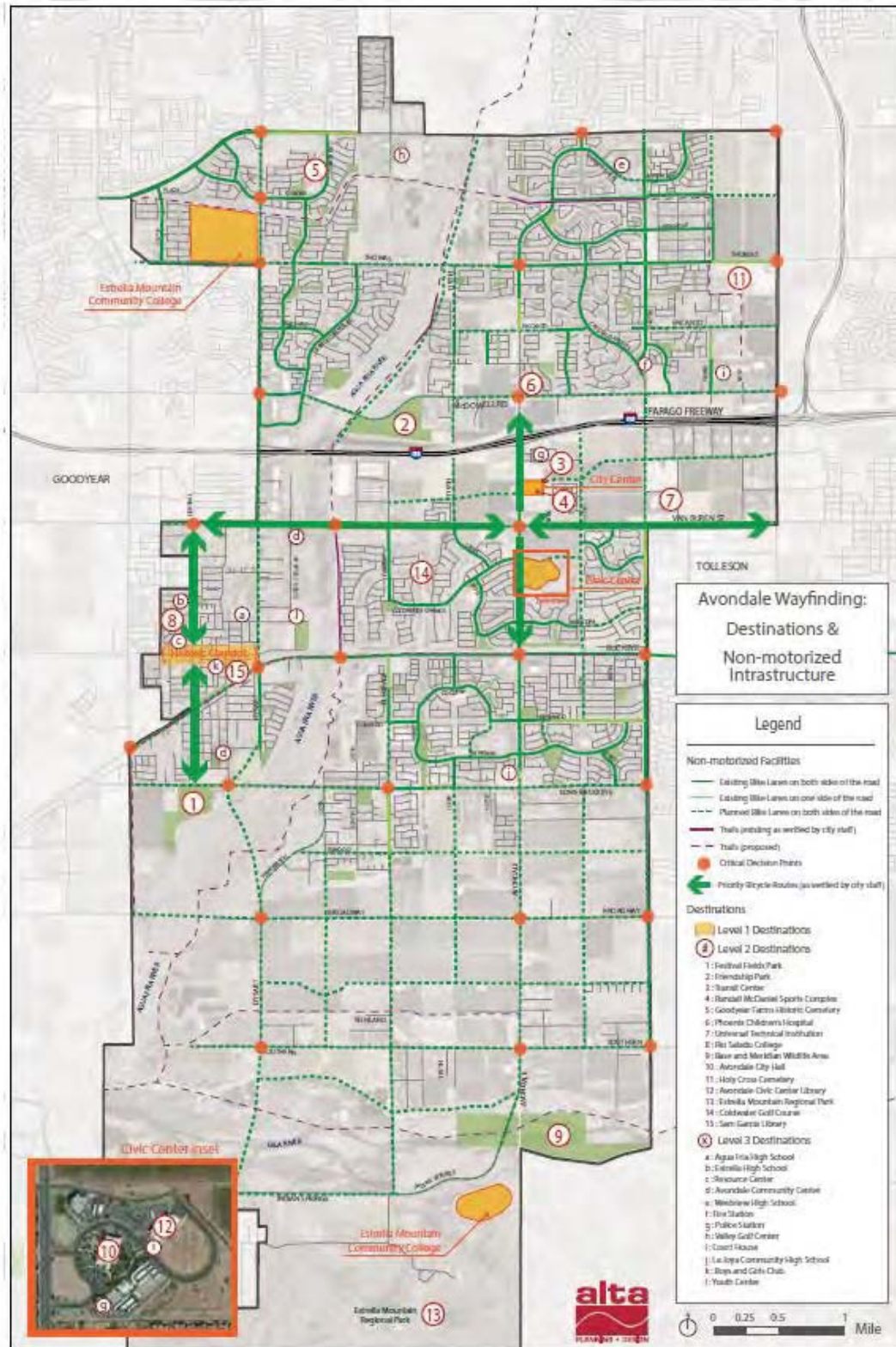
Table 6: Priority Bicycle Directional Sign Schedule

SIGN NO.	LOCATION
1	Heading WB: north side of Van Buren Road
2	Heading NB: east side of Central Ave.
3	Heading WB: north side of Van Buren Road
4	Heading EB: south side of Van Buren Road
5	Heading WB: north side of Van Buren Road
6	Heading EB: south side of Van Buren Road
7	Heading WB: north side of Van Buren Road
8	Heading EB: south side of Van Buren Road
9	Heading SB: west side of Avondale Blvd.
10	Heading NB: west side of Avondale Blvd.
11	Heading SB: east side of Central Road
12	Heading SB: west side of Central Road
13	Heading NB: east side of Central Road
14	Heading SB: west side of Central Road
15	Heading NB: east side of Central Road
16	Heading EB: south side of Buckeye Road
17	Heading WB: north side of Buckeye Road

Table 7: Trail Directional Signs

SIGN NO.	LOCATION
1	Heading NB: east side of Shared Use Path
2	Heading SB: west side of Shared Use Path

Figure 6: Avondale Bicycle Circulation and Decision Points:



City of Avondale 5-year Capital Improvement Plan (CIP)

The City of Avondale maintains their CIP within their overall city budget. Programmed projects with Active Transportation impacts are as follows:

1. Garden Lakes Parkway Improvements Phase I (Thomas Road to Lakeshore Drive)
2. Agua Fria Trail Phase I
3. Transportation Safety Enhancement
4. Agua Fria Trail Phase II (Pedestrian Bridge)
5. Street Light Infill Program
6. Thomas Road Bridge design concept review
7. Palm Lane Road Extension - 116th Avenue to 118th Avenue
8. Historic Avondale, Cashion and Las Ligas Improvements – Streets
9. Bus Shelters
10. Van Buren Multi-Use Path
11. Wayfinding Signage
12. Bike Retrofit Program
13. Pedestrian Ramp/Sidewalks Program
14. Traffic Signal - 119th Ave and McDowell- removing RRFB to be used elsewhere in the future*
15. Streetlight Replacement Program
16. Avondale Blvd- McDowell to Encanto
17. Crystal Gardens Trail Improvements
18. Multi-Modal Trail System

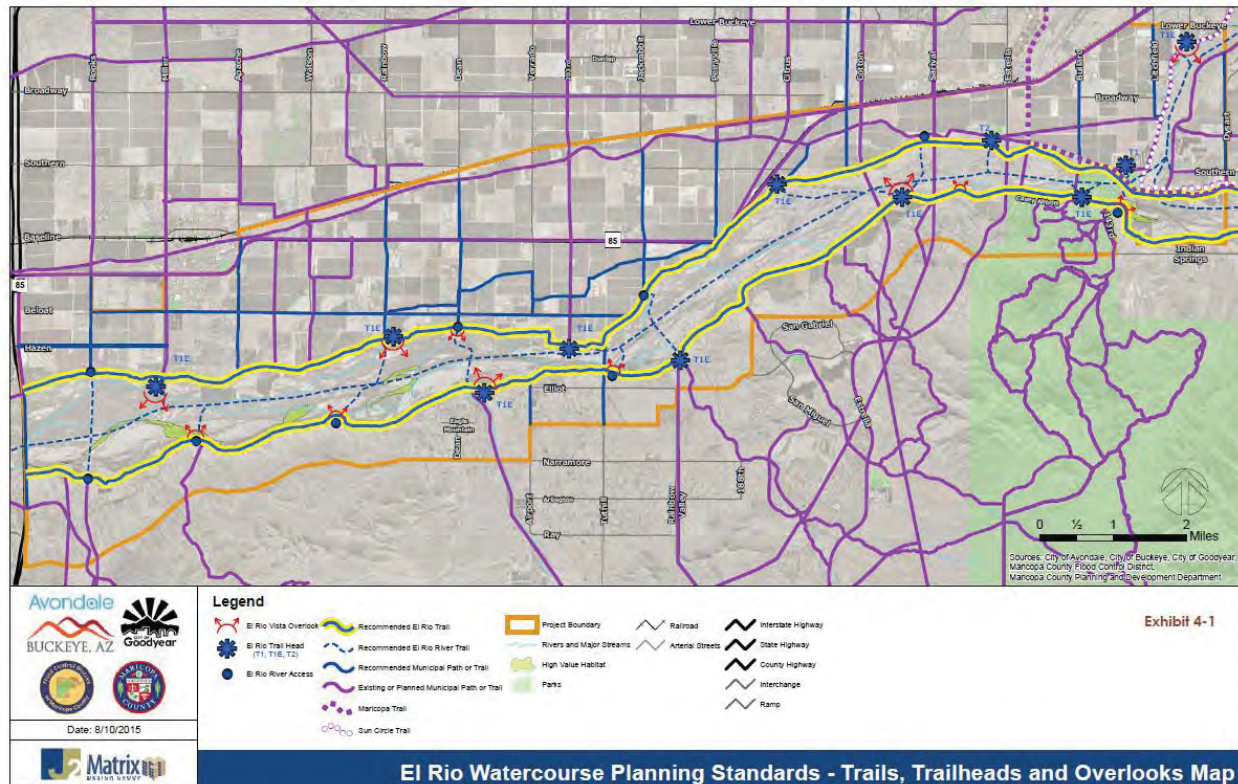
These projects include the addition of bike lanes, ADA improvements, sidewalk and ramp upgrades, street lighting and wayfinding upgrades, bus shelter upgrades and install, and trail and multi-use path developments.

More information about these projects can be found in Appendix B.

El Rio Design Guidelines & Planning Standards

This Plan addresses a 53 square mile area in South Avondale along the Gila River and provides 12 Character Areas and a Vision for the project area's development. Chapter 4 outlines Open Spaces, Paths, Trails and Edge Treatments across the El Rio project corridor. There are additional wayfinding requirements identified as well. Chapter 4 provides Path, Trail, and Trailhead Design recommendations, 9 Trail Goals and 5 Edge Treatment Goals, and lays out plans for the El Rio Trail and El Rio River Trail.

Figure 7: El Rio Watercourse Planning Standards- Trails, Trailheads and Overlooks Map



North Avondale Specific Plan

This Plan focuses on North Avondale and contains 8 objectives. Each objective references various goals and policies from the General Plan 2030. Objective 4 is relevant to Active Transportation within the study area and states “Increase the multi-modal transportation options available in North Avondale.” In addition to this objective and a list of ways this can be achieved, the plan identifies Design and Development Requirements as shown below:

- All residential developments, regardless of density and type, shall be planned with pedestrian cut-through pathways that provide residents with easy access to adjacent collector or arterial street rights-of-way.
- Residential development adjacent to commercially zoned or developed parcels shall provide direct pedestrian access from the residential community into the commercial area. Likewise, commercial development shall be designed to welcome pedestrian access from adjacent residential neighborhoods. Existing neighborhoods and adjacent commercial centers that do not incorporate these types of compatible designs should be evaluated for opportunities to enhance connectivity.
- All new roads shall be “complete streets”, designed for pedestrian, cyclist, automobile, and potentially transit use. Existing roadways shall be converted to “complete streets” where feasible.

- Development in North Avondale shall provide transit stops at any location determined to be required by the City Engineer. Each stop shall be unique and incorporate materials, colors, and themes from the adjacent development. Stops must include shading, seating, lighting, a trash receptacle, and artistic features. A photovoltaic system should be used to supply the power needed for illumination purposes and WiFi at these locations if feasible.
- Developers of sites adjacent to the Agua Fria River will be responsible for the construction of any portion of the Agua Fria Trail adjacent to their properties. Pedestrian nodes shall be located at minimum increments of every 1,300 feet. The design specifications of the remainder of the trail shall be per City of Avondale and FCDMC standards.
- Developers of sites adjacent to the Roosevelt Irrigation District (RID) canal will be responsible for construction and dedication of a public trail abutting the RID right-of-way. Pedestrian nodes shall be located at minimum increments of every 1,300 feet.

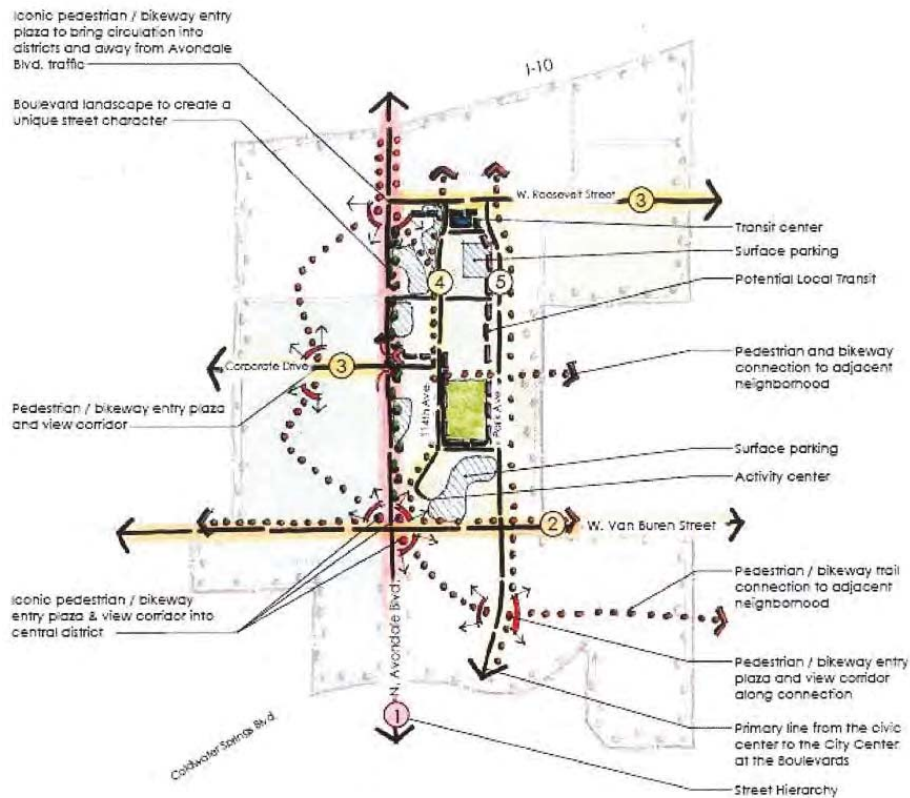
The Plan contains additional development and design requirements that support and encourage multi-modal transportation, but do not directly apply to this specific planning effort.

The BLVD Specific Plan

The BLVD Specific Plan outlines a plan for development for the area bounded by I-10, 11th Avenue, the 117th Avenue alignment, and the Civic Center. The BLVD contains six districts with specified land use types and densities. These districts include: The Gateway District, Residential District, Village District, Park Avenue District, Neighborhood District, and the Promenade District.

This plan addresses multimodal circulation within and between the BLVD districts and provides six roadway cross-section details for the following roadways: Avondale Boulevard, Van Buren Street, Roosevelt Street (2), Park Avenue, and Corporate Drive, all of which provide dedicated space for cyclists and pedestrians. It also recommends safe pedestrian crossings mid-block on both Avondale Boulevard and Van Buren Street to enhance pedestrian connectivity and identifies a High Intensity Activated Crosswalk (HAWK) or pedestrian bridge may be appropriate solutions.

Figure 8: The BLVD Specific Plan Street Network Concept



Avondale Healthy Lifestyle Plan

This Plan primarily focuses on food security and sustainability, but it also highlights healthy lifestyle factors in the community such as walkability, connectivity, shade, scale and pedestrian amenities, public transit, and automobile dependence.

Active Lifestyle Recommendations include:

- Extend the current bicycle lanes already in use.
- Use of bicycle lanes to incorporate more of the city, connectivity with lanes to shopping, arterial streets to encourage biking as another form of transportation
- Construction of more parks especially south of interstate 10 where only 1 exists. Dispersing of parks to more residents, avoid clustering of parks within 1.5 miles of one another.

Avondale Healthy Lifestyle Policies that are related to active transportation are as follows:

Land Use Theme

- Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development.
- Support higher density/urban land uses to support future transit and light rail.
- Continue to monitor the zoning and design requirements for Old Town to ensure these requirements are functioning optimally to create a visually interesting, active, and vibrant pedestrian oriented place.
- Coordinate connectivity opportunities with neighboring communities when creating pedestrian and non-motorized trail systems.

Economic Vitality Theme

- Recruit businesses that encourage pedestrian traffic into appropriate mixed-use areas and transit riders.

Neighborhoods Theme

- Encourage subdivision design, which promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.
- Ensure all new non-residential development is designed to actively engage and attract pedestrians and to provide residents the opportunity to lead a healthy lifestyle residing in the surrounding neighborhoods.
- Improve the physical connectivity between our existing neighborhoods as well as between our existing neighborhoods and nearby non-residential developments.

Sustainable Development Theme

- Encourage “walkable” communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.
- Encourage City employees to reduce vehicle trips by carpooling, biking, taking transit, and utilizing alternate work schedules.

Open Space Theme

- Retain Avondale’s commitment to becoming a “Healthy Lifestyle Community” through development of the Tres Rios Greenway Specific Plan.
- Establish Avondale as a “Healthy Community” by encouraging walkable neighborhoods, community gardens, urban agriculture, and other healthy lifestyle services.
- Link parks to open spaces, other community facilities, and each other through a citywide trail system.
- Actively work with public and private partners to develop the Tres rios Greenway Specific Plan as a recreational amenity, equestrian, and transportation facility.
- Link community parks to open spaces, other community facilities, and each other as a means to providing further physical activity for one’s well being.



- Retain Avondale's commitment to becoming a "Healthy Lifestyle Community" through development of Tres Rios Greenway Specific Plan.
- Identify the recreation needs of the community
- Provide a range of parks and recreation facilities that are linked to one another and equitably distributed throughout the City.
- Establish Avondale as a "Healthy Community" by encouraging walkable neighborhoods, community gardens, urban agriculture, and other healthy lifestyle services.
- Link parks to open spaces, other community facilities, and each other through a Citywide trail system.

Community Mobility Theme

- Integrate bicycle transportation needs into ongoing and future planning.
- Create a plan of action to meet the requirements in order to be recognized as a bicycling friendly and healthy lifestyle community.
- Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.
- Concentrate housing at greater densities within transit corridors and at transit stops to facilitate walkable neighborhoods that encourage healthy lifestyles.
- Determine which bicycling advocacy's rating program best fits with Avondale's existing conditions and future plans.
- Create a plan of action to meet the requirements in order to be recognized as a bicycling friendly and healthy lifestyle community.
- Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.
- Explore the advantages of walkable/bikeable neighborhoods in lowering vehicle use and reducing harmful pollutants caused by vehicular traffic and the resulting benefits for the residents.

Freeway Corridor Specific Plan

The Freeway Corridor Specific Plan is primarily an economic development plan with an additional focus on circulation, connectivity, and walkability. The Freeway Corridor is loosely bounded by Dysart Road, Van Buren Street, 99th Avenue, and McDowell Road.

Objective 4 is relevant to Active Transportation within the study area and states "Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community."

Freeway Corridor Design and Development Requirements relevant to active transportation include:

- All development shall provide safe, convenient pedestrian and bicyclist access to each building on site from adjacent rights-of-way, transit stops, and parking areas. Pedestrian connections shall feature a minimum 5' wide path and shading. Pedestrian

paths, except where they cross driveways and drive aisles, are expected to be located at least 10' from driveways and parking spaces, to buffer pedestrians from vehicular traffic.

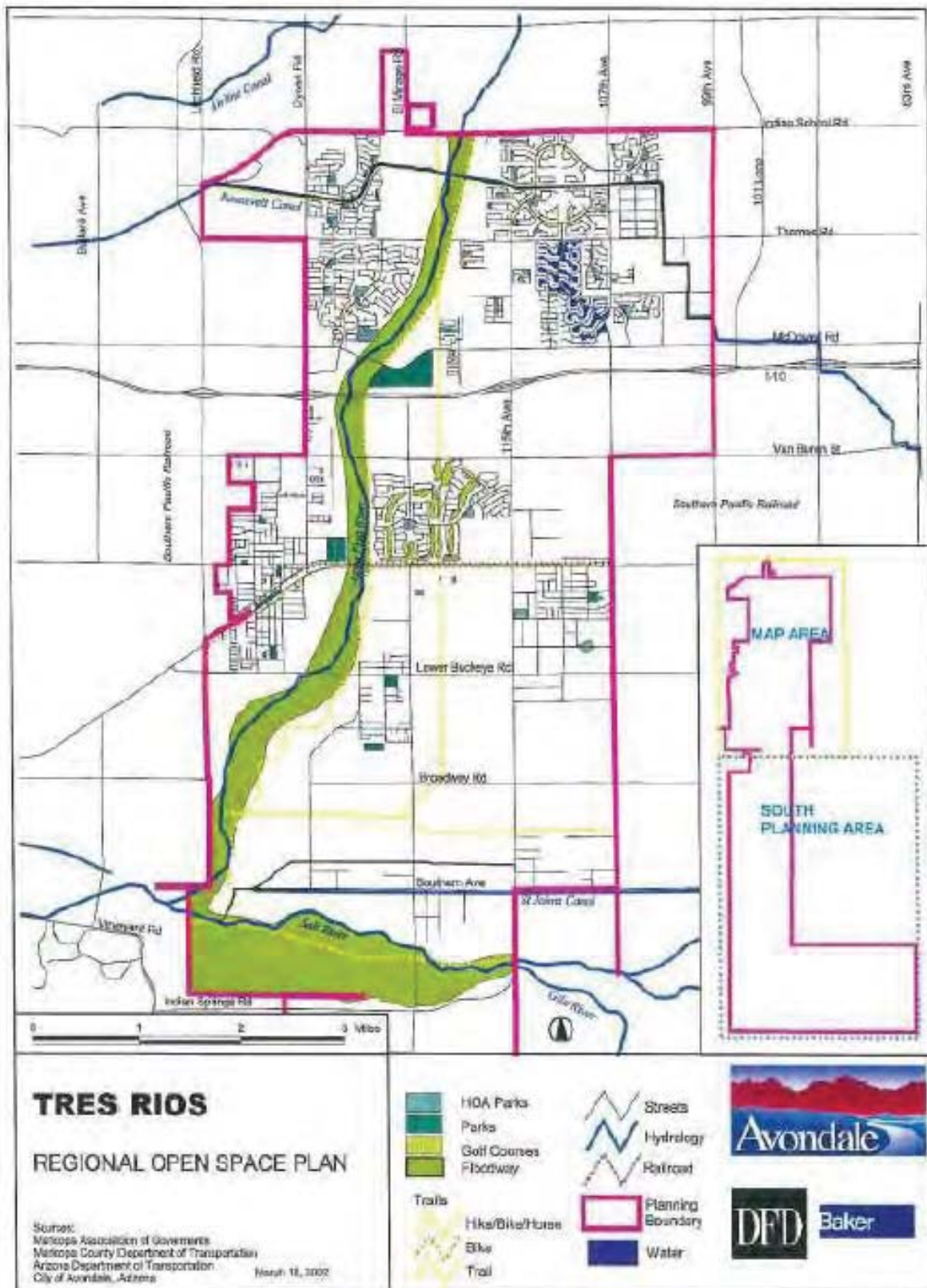
- All public sidewalks shall be detached and shaded with trees unless otherwise approved by the City Engineer.
- Development adjacent to the City's planned HCT corridor should anticipate providing right-of-way beyond what is typically required (up to 50' additional per half street) to accommodate future transit service.
- Retail/ Restaurant developments adjacent to collector or local streets should incorporate "parklets" into their designs. Parklets are small areas designed to accommodate pedestrian seating and are generally located in areas of high pedestrian traffic.

Tres Rios Greenway Specific Plan

This Plan addresses the three rivers that intersect Avondale's boundaries: The Gila, The Salt, and The Agua Fria. This intersection is dubbed the Tres Rios Greenway. The Greenway will, upon completion, contain trails, bikeways, and pathways that will connect neighboring communities, facilities, and regional open spaces.

The Plan contains design specifics relative to Multi-Use Trails (both urbanized and natural area examples), the Sun Circle Multi Use Trail, signage, lighting, and furnishings. The Plan also identifies design requirements for circulation internally and externally which includes arterials, canals, activity nodes, and parking.

Figure 9: Tres Rios Regional Open Space Plan



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

This Plan implements the General Plan within three historic areas of Avondale; Old Town, Cashion, and Las Ligas & Rio Vista.

Old Town is loosely bounded by Van Buren Street, The Agua Fria River, Lower Buckeye Road, and Local Roadways east of Litchfield Road. Old Town serves as a business district with a pedestrian focus. There are six districts within Old Town: Core Business District, Commercial District Areas, Eliseo C Felix Jr. Industrial District, Historic Neighborhood (1930-1950), Historic Neighborhood (1951-1970), and Contemporary Neighborhood (1970-Present).

Cashion is loosely bounded by Buckeye Road, 107th Ave, Durango Street, and 113th Avenue. Cashion has opportunity for commercial and light industrial infill. Buckeye Road properties qualify for commercial development and the Cashion Business District (CBD) zoning in lieu of residential zoning.

Las Ligas & Rio Vista is loosely bounded by the Agua Fria River, local roadways north of Lower Buckeye Road, El Mirage Road, and Illini Street. Las Ligas & Rio Vista provides opportunity for residential development and increased density.

All three of these areas are host to the City's largest concentration of older commercial buildings and residential homes. The character of these areas is the key to their success, and therefore preservation and restoration is paramount.

The four guiding principles of the Plan are:

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

While the Circulation section of the Plan addresses bike and pedestrian connectivity, the roundabout design and the Western cross sections provided do not include bicycle facilities, only pedestrian connections.

Municipal Sustainability Plan

The City of Avondale proved their commitment to a sustainable future with the creation of this Municipal Sustainability Plan (MSP). The MSP identifies 11 Impact Areas: Community & Engagement; Transportation; Land Use; Procurement, Materials & Waste; Buildings & Maintenance; Health & Well-being; Ecosystems; Energy & Climate; Water; Air Quality, and Economy.

In Section 1: Current State Assessment, The Transportation Impact Area identifies current actions by the City (as of 2104) including Transit efforts, programming the Bike, Pedestrian, and

Trails Master Plan, adopting a Complete Streets philosophy, City staff alternative transportation incentive and driving reduction programs. This section also identifies opportunities for improvement which include: adopting an official complete street policy, providing continuity between existing pedestrian and bike routes, enhancing the public transit system, continue and enhance City staff programs, increase bike parking, and continue developing the Transit Oriented Development in Central Avondale specified in the 2030 General Plan.

In Section 2: Vision and Goals, there is one applicable active transportation related “Create an accessible, multimodal transportation system that enables safe movement and promotes human and environmental health”.

In Section 3: Implementation System, the Transportation Impact Area has 5 Strategies, 12 Actions, and 9 Targets as shown below in Figure 10.

Figure 10: Implementation System- Transportation Impact Area

#	Strategy	Action	Additional Impact Areas										Related *All percentage-based targets use a 2013 baseline, unless otherwise noted	Targets	Related Goals	
			2013	2015	2017	2019	2021	2023	2025	2027	2029					
Transportation																
10	Fuel efficiency	Green vehicle policy	✓	✓	✓					✓	✓	✓	- Perform lifecycle analysis for all new vehicle purchases by 2016 - Reduce vehicle emissions 10% by 2017; 20% by 2020; and 30% by 2030 - Increase fleet fuel efficiency 4% by 2017; 10% by 2020; and 15% by 2025 3% of fleet uses alternative fuels by 2017; 8% by 2020; and 12% by 2025 - Evaluate fleet size, determine reduction targets for 2015 - Increase staff alternative commuting 5% by 2017; 10% by 2020; and 20% by 2023 - All staff receive annual efficient driving and alternative commute training - All City-led development incorporates Complete Streets by 2016 - All applicable developers encouraged to use Complete Streets principles by 2016	1, 2, 3, 4, 5, 6, 7, 8, 9		
11		Efficient driving training	✓	✓	✓					✓	✓	✓				✓
12	Alternative fuels	Hybrid and electric administrative vehicles	✓	✓	✓					✓	✓	✓				
13		Plan for alternative fuel large fleet vehicles	✓	✓	✓					✓	✓	✓				
14	Fleet size	Phase-out unnecessary administrative vehicles	✓	✓	✓					✓	✓	✓				
15	Multimodal transportation	Complete Streets development guidelines	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
16		Complete Streets policy for City development	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
17		Bicycle, Pedestrian, and Trails Master Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
18		Season-specific alternative commuting promotion	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
19	Alternative commuting	Recognize top alternative commuting employees	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
20		Safe cycling on the street course	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
21		City bike map	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				

Safe Routes to School Studies

The U.S. Department of Transportation defines Safe Routes to School (SRTS) as “an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.” SRTS focuses on enhancing safety and physical health in children. Local SRTS funds are distributed to applicants based on need through our metropolitan planning organization, Maricopa Association of Governments (MAG).

In 2018, the City of Avondale received \$96,186 for SRTS studies at Canyon Breeze Elementary, Michael Anderson Elementary, Estrella Vista Elementary, Garden Lakes Elementary, and Littleton Elementary. In 2019, the City of Avondale received \$96,186 for SRTS studies at Rio Vista Elementary, Corte Sierra Elementary, Avondale Middle School, Lattie Coor Elementary, and Eliseo C. Felix Elementary. In 2020, the City of Avondale received \$100,000 for SRTS studies at Quentin Elementary, Collier Elementary, Legacy Traditional School, and Rancho Santa Fe Elementary.

Completed study boundaries include:

Canyon Breeze Elementary

Completed by our team in 2019 simultaneously with Canyon Breeze Elementary, this study focused on the neighborhood bounded by McDowell Road, 120th Avenue, West Virginia Avenue, and Avondale Boulevard.

Michael Anderson Elementary

Completed by our team in 2019 simultaneously with Michael Anderson Elementary, this study focused on the neighborhood bounded by Harrison Drive, Dysart Road, Riley Drive and Litchfield Road.

Estrella Vista Elementary

This study focused on the neighborhood bounded by Buckeye Road, Avondale Boulevard, Lower Buckeye Road and El Mirage Road.

Garden Lakes Elementary

This study focused on the neighborhood bounded by Garden Lakes Parkway, 107th Avenue, Lakeshore Drive, Roosevelt Canal, and Indian School Road.

Littleton Elementary

This study focused on the neighborhood bounded by Buckeye Road, 11th Avenue, Durango Street, Cocopah Circle and 119th Avenue.

Some recommendations of these completed Safe Routes to School Studies include:

- HAWK crossings
- Proposed School Crosswalks (with Crossing Guards)
- Enhanced signage
- Sidewalk repairs and/or installation
- Striping
- Speed limit analysis and stop sign warrant studies
- Turn lane reconfigurations
- Bike facilities
- Shade enhancements for pedestrian facilities

Avondale General Engineering Requirements Manual

This Manual includes the following active transportation related engineering requirements:

Roadway Street Classifications*

- Arterial Streets: 6-foot detached sidewalks (except for adjacent to a school, which requires 10-foot detached sidewalks), two bicycle lanes,
- Collector Streets: 6-foot detached sidewalks and striped bicycle lanes. For industrial collectors, sidewalks may be attached and bike lane markings may be deleted with the City Traffic Engineer's approval.
- Local Streets: 5-foot wide detached sidewalk

*Special Note:

Sidewalks abutting schools require a minimum width of 10 feet. Sidewalks along designated safe routes to schools may be required to have wider than minimum width as directed by the City. Additional right-of-way or a sidewalk easement may be required to accommodate the extra width sidewalk.

Pedestrian Ways

Pedestrian ways shall be constructed to connect sidewalks with public and private facilities not located in the public street right-of-way. Public pedestrian ways shall be within a tract or easement for such purposes that define the access and maintenance responsibility. The minimum width shall be six feet, or a width consistent with adjacent trails, and may be used for additional purposes as approved by the City. If additional uses are approved, the minimum required width may be increased depending on the specific use.

Multi-Use Paths/Trails

Multi-use path or trail surfaces should be firm, stable, and slip resistant material. Minimum design criteria for a multi-use path is as follows:

- (1) Minimum 12-foot in width paved/concrete, unless the Design Engineer can show that 12 feet cannot be accommodated; in such cases, 10-foot shall be the minimum.
- (2) Maximum longitudinal grade shall be five percent unless otherwise approved by the City.
- (3) Minimum foot graded area adjacent to both sides of the path
- (4) Minimum separation of five feet from a roadway
- (5) Maintain a minimum vertical clearance of eight feet, and keep free to protruding objects.
- (6) Edge protection, if required, shall be a minimum height of 42 inches.
- (7) Paths designated for equestrian and pedestrian use, the vertical clearance must be 10 feet.

The Manual also addresses: Public Transit Facilities, Bus Pull-Out Bays, Bus Shelter Pads, Traffic Calming, Street Lighting, and Signage and Pavement Markings.

REGIONAL PLANS

Maricopa Association of Governments Active Transportation Plan 2018

The Maricopa Association of Governments (MAG) Active Transportation Plan (ATP) completed in 2018 was developed to provide guidance to communities on how to best achieve regional active transportation connectivity while increasing walking, biking, and transit use locally. MAG stresses the regions need for enhanced infrastructure and safety in the plan and sites the following alarming statistics: “Since 2007, 1,069 pedestrians and 196 bicyclists have been killed in the MAG region, and an average of over 2,000 people walking and biking have been injured on roads in the region each year.” Also, “...from 2007 to 2016 there was an 80% increase in the total number of bicyclist fatalities and a 63% increase in pedestrian fatalities.”

Goals of the plan include: GOAL 1: Increase the active transportation mode share to 30 percent by 2040, GOAL 2: Achieve zero pedestrian and bicyclist traffic fatalities by 2030, GOAL 3: Increase the percentage of people getting enough physical activity to 80 percent by 2040.

Some strategies to achieve these goals include the following: Create desirable short trips, provide comfortable networks, manage vehicle speeds, integrate active transportation and transit, and count active transportation trips. The plan also provides an existing active transportation grid for communities to capitalize on, highlights regional conduits that are primed for active transportation development, and identifies activity centers that deserve special attention.

The plan outlines four “*Principles for an all ages and abilities active transportation network*”: Equity and Inclusion, Safety, Comfort, and Connectivity. The MAG ATP also provides a list of local agency tools:

- Build high quality infrastructure within the AT Grid, activity centers and Regional Conduits
- Adopt policies or ordinances that support complete streets
- Establish a Safe System policy
- Update street design standards and guidelines
- Adopt supportive land use and development regulations
- Update parking requirements
- Dedicate resources for active transportation
- Become a walk friendly and bicycle friendly community

In regard to implementation cost, the Plan estimates that Regional Conduits will cost Avondale \$4,200,000, and outlines funding and assistance opportunities to help with that cost. Additionally, the MAG ATP references the City of Avondale Central Avenue Protected Bikes Lanes as a Case Study of a successful facility.

Maricopa Association of Governments Multimodal Level-of-Service (MMLOS) Study

The Multimodal Level-of-Service (MMLOS) study performed an evaluation at nine locations in the MAG region – which included $\frac{3}{4}$ miles stretch of McDowell Road from 107th Avenue to 101st Avenue in Avondale. This MMLOS Study provided analysis for urban streets and explored a method for assessing how well an urban street serves multimodal users. The method for evaluating the MMLOS estimates the auto, bus, bicycle, and pedestrian level-of-service (LOS) on an urban street. It uses a combination of available data and data gathered by an agency to assess auto and transit level of service.

The intent was to gain a greater understanding of how the tool may be used to facilitate planning efforts and establish performance metrics for the region. The results of the study provide a better understanding of the variables that improve the experiences of all users. It also underscores the reality that creating an objective metric for non-vehicular travel experience is complex.

Avondale – McDowell Road Inventory and MMLOS Analysis

Table 2 displays key study corridor characteristics, including the number of travel lanes, the curb-to-curb width, presence and type of median, presence of bike lane, and posted speed limit. There are three different cross-section widths along the Avondale study corridor, ranging from 94' to 108'. McDowell Avenue is a 5- or 6-lane roadway with posted speeds of 45 mph. Segments 1 and 3 differ only in the type of median present. Of the four cross-sections along the study corridor, Segment 3, between 103rd Street and 101st St, was chosen for development of Striping and Customized alternatives for further MMLOS analysis.

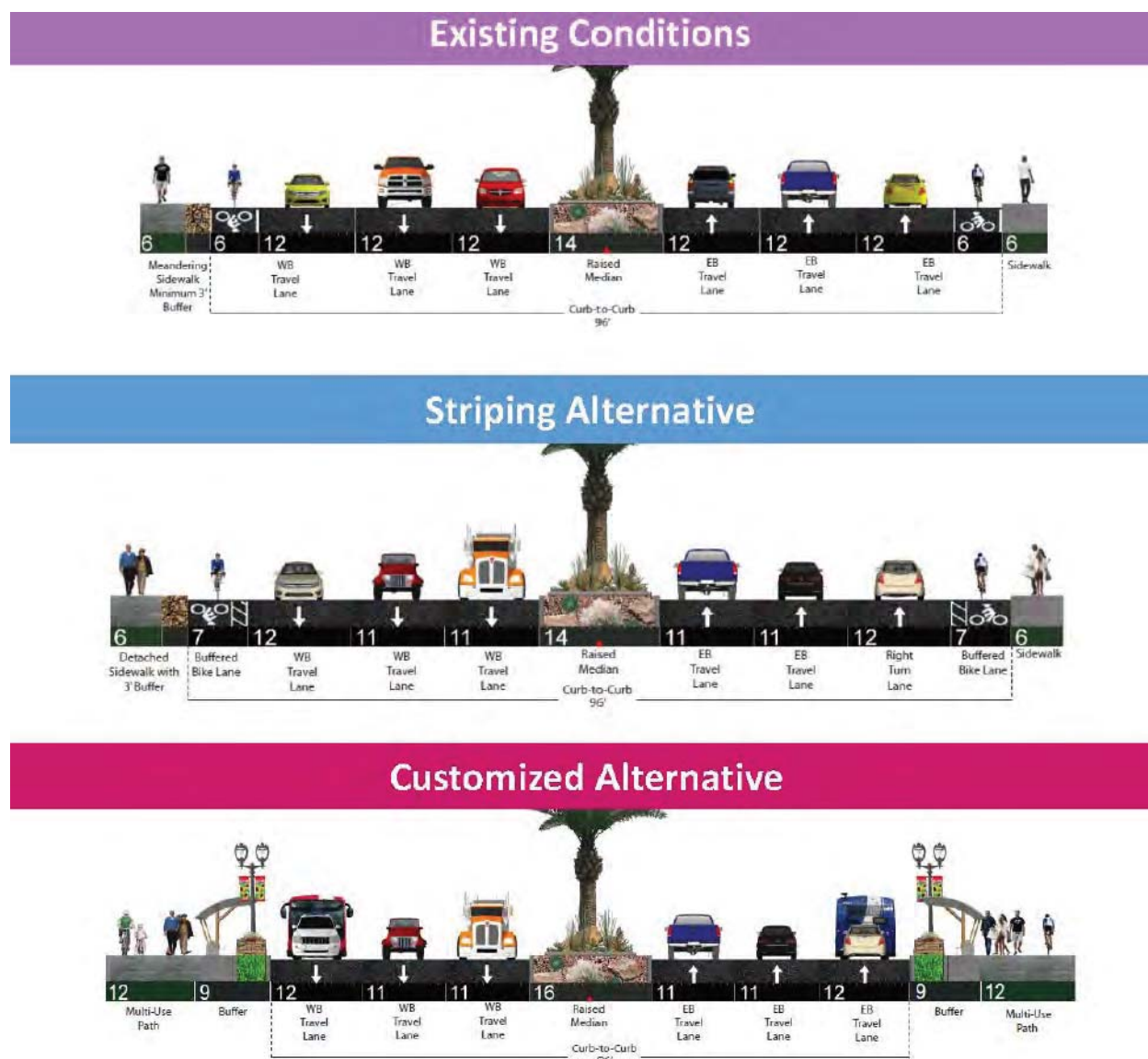
Figure 11 displays existing conditions, as well as the Striping and Customized alternatives for Segment 3 of McDowell Road. As shown, reductions in the width of travel lanes provide sufficient room for the installation of 1-foot buffers along the existing bike lanes. The Customized alternative, by contrast, allows for the addition of two feet to the center raised median, while accommodating pedestrians and cyclists via a multi-use path, set back approximately 9 feet from the roadway.

Table 2: Avondale – McDowell Road Study Corridor Inventory

Seg. ID	From	To	WB Lanes	EB Lanes	Curb-to-Curb Width (ft)	Median Type	Bike Lane Present?	Posted Speed Limit (mph)
1	107 th Avenue	1,000 feet east of 107 th Avenue	3	2	96'	2 Way Left Turn Lane	No	45
2	1,000 feet east of 107 th Avenue	103 rd Avenue	3	3	94-96'	2 Way Left Turn Lane	No	45
3	103 rd Avenue	101 st Avenue	3	3	96'	Raised	No	45
4	101 st Avenue	99 th Avenue	3	3	96-108'	Raised	No	45

Source: Chen Ryan Associates, January 2017

Figure 11: Avondale - McDowell Road Study Corridor Alternatives



MMLOS analyses were performed for Segment 3, between 103rd Avenue and 10th Avenue, under Striping alternative and Customized alternative conditions. These results are summarized in **Table 3**.

As shown, the Striping alternative provides moderate improvement to pedestrians, bicycles, and transit with no degradation to auto LOS. The Customized alternative provides a significant improvement to pedestrians and bikes through the introduction of a separate, multi-use path facilities.

Table 3: MMLOS Analysis Results for Avondale – McDowell Road from 103rd Avenue to 107th Avenue

Period		Auto LOS/Score				Pedestrian LOS/Score				Bike LOS/Score				Transit LOS/Score			
Existing Conditions																	
		EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	D	3.52	D	3.65	D	3.75	D	4.10	B	2.48	A	1.12	
PM	B	2.26	B	2.24	D	3.72	D	3.70	D	3.88	E	4.45	B	2.61	A	1.24	
Striping Alternative																	
		EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	C	3.45	D	3.57	C	3.39	D	3.74	B	2.45	A	1.10	
PM	B	2.26	B	2.24	D	3.65	D	3.62	D	3.51	D	4.09	B	2.58	A	1.22	
Customized Alternative																	
		EB		WB		EB		WB		EB		WB		EB		WB	
AM	B	2.22	B	2.21	A (Multi-Use Path)								B	2.36	A	1.01	
PM	B	2.26	B	2.24									B	2.49	A	1.13	

Source: Chen Ryan Associates, January 2017

COUNTY PLANS

MCDOT Active Transportation Plan 2018

In 2016, Maricopa County Department of Transportation (MCDOT) initiated the Active Transportation Plan (ATP) to develop a comprehensive guide that outlines a vision for active transportation within unincorporated Maricopa County. the ATP is an action plan that guides decisions and investments about when, where, why, and how to logically and meaningfully increase active transportation in Maricopa County. The actions and needs identified in the ATP will strategically overcome network gaps, support growth, and increase transportation options along MCDOT roadways.

The plan held the following four goals: GOAL 1: Provide a System that is Safe and Efficient for All Modes of Travel, GOAL 2: Promote Quality of Life and Economic Vitality, GOAL 3: Encourage a Seamless Regional Transportation Network, and GOAL 4: Protect Past and Future Transportation Investments through Strategic System Preservation. The following 20 Avondale-area Active Transportation needs were identified in the plan:

Pedestrian Network Needs

Sidewalks Missing at Intersection:

1. Sidewalk NE corner- Indian School Rd & El Mirage Rd
2. Sidewalk SW & SE corner- Lower Buckeye Rd & 107th Ave
3. Sidewalk SE corner- Lower Buckeye Rd & 125th Ave
4. Sidewalk ADA- MC 85 & 107th Ave

Minor Gap Needs in the Pedestrian Network:

5. Sidewalk south side- Indian School Rd from 103rd Ave to West of 100th Ave (0.05 miles)
6. Sidewalk both sides- Indian School Rd from El Mirage Rd to East of El Mirage Rd (0.07 miles)
7. Sidewalk both sides- Lower Buckeye Rd from 127th Ave to East of 127th Ave (0.07 miles)



8. Sidewalk both sides- Lower Buckeye Rd from West of 125th Ave to West of 125th Ave (0.01 miles)

Corridor and Network Expansion Needs in the Pedestrian Network:

9. Sidewalk both sides- Lower Buckeye Rd from 4th St to 127th Ave (0.72 miles)
10. Sidewalk both sides- Lower Buckeye Rd from East of 5th Ave to 4th St (0.54 miles)
11. Sidewalk south side- Lower Buckeye Rd from Litchfield Rd to East of Litchfield Rd (0.22 miles)
12. Sidewalk both sides- MC 85 from West of El Mirage Rd to East of El Mirage Rd (0.42 miles)

Bicycle Network Needs

River, Canal, and Roadway Crossing Needs in the Bicycle Network:

13. River Crossing- Indian School Rd at the Agua Fria River
14. River Crossing- Lower Buckeye Rd at the Agua Fria River

Regional Bicycle Connections and Network Expansion in the Bicycle Network:

15. Bicycle facility- 107th Ave from Southern Ave to Lower Buckeye Rd (2 miles)
16. Bicycle facility- Indian School Rd from El Mirage Rd to 103rd Ave (2.46 miles)
17. Bicycle facility- Lower Buckeye Rd from 127th Ave to El Mirage Rd (0.48 miles)
18. Bicycle facility- Lower Buckeye Rd from 4th St to 127th Ave (0.72 miles)
19. Bicycle facility- Lower Buckeye Rd from Avondale Blvd to 107th Ave (0.97 miles)
20. Bicycle facility- Lower Buckeye Rd from Litchfield Rd to 4th St (0.76 miles)

Maricopa County Regional Trail System Plan

The Maricopa County Regional Trail System Plan of 2004 laid the groundwork for a regional trail system consisting of the Maricopa Trail (242 miles) and the Sun Circle Trail (appx. 140 miles) connecting the county's regional parks. The plan provides three goals, 23 policies, and trail design guidelines to help steer the development of the regional system.

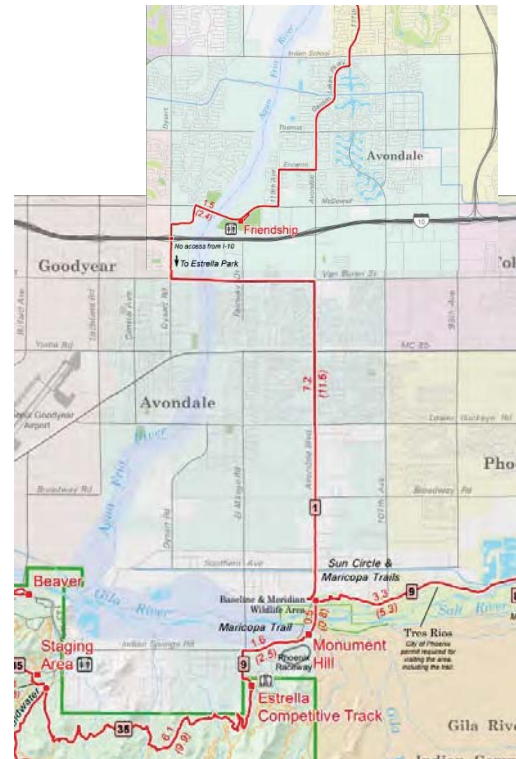
The plan held the following three goals:

- GOAL 1: Provide a shared use, nonmotorized trail system to connect the Maricopa County Regional Parks together.
- GOAL 2: Link metropolitan areas, municipal trails, communities, and neighborhoods with regional nonmotorized multi-modal corridors.
- GOAL 3: Provide open space corridors to protect natural and cultural resources from development.

Avondale Facilities

Segments 1 and 9 of the Sun Circle Trail bisect the City of Avondale connecting the northern boundary at Phoenix to the southern boundary at Estrella Mountain Regional Park. There are two trailheads within Avondale: Friendship Trailhead at Friendship Park and Monument Hill Trailhead at Monument Hill north of the Phoenix Raceway. The Monument Hill Trailhead serves as a terminus for the Maricopa Trail that circumnavigates the County.

Figure 12: Sun Circle Trail- Avondale Sections 1 & 9



STATE PLANS

ADOT Bicyclist Safety Action Plan Update 2018

The 2018 Bicycle Safety Action Plan (BSAP) consists of an update to the 2012 BSAP that results in a strategic action plan that effectively focuses resources on making the changes that reduce the greatest number of severe injury and fatal bicycle motor vehicle crashes. ADOT recognizes that the focus of the BSAP identifies and evaluates only a small percentage of the total number of crashes involving people on bikes that occur in the state of Arizona because it does not include any crashes off the State Highway System that ADOT owns and operates. The BSAP observes that other agencies and jurisdictions in Arizona will develop their own bicycle safety action plans to meet their respective needs. The following objectives guide the 2018 BSAP Update development:

- Evaluate the strategies, progress, and effectiveness of the 2012 BSAP to reduce the frequency of bicycle crashes.
- Collect and analyze bicycle crash data on the SHS for the most recent five years available (2012- 2016). Identify crash types and review contributing factors to the crashes.
- Identify high-priority crash locations involving people biking.

- Identify specific steps, actions, and potential countermeasures that, upon implementation and over time, will measurably reduce bicycle crashes, injuries, and fatalities on the SHS.

This study is extensive in nature and includes the following additional topics for discussion and evaluation:

- State Highway System bicycle crash locations
- Bicycle Crash potential assessment
- Priority locations and potential countermeasures
- Evaluation of high crash locations and future possible ADOT five-year Transportation Facilities Construction program
- Funding sources for bicycle infrastructure and programs

One high crash intersection exists at Dysart Road and Interstate 10 within the City of Avondale with 5 crash occurrences reported (analysis years 2012-2016). Through the bicycle crash potential assessment process conducted by the BSAP, it was determined that no further analysis of high crash potential locations is required within the City of Avondale. Additional information of interest to the Avondale ATP includes:

- 1) 62.7% of all vehicle-bicycle crashes on the ADOT SHS have no presence of a bicycle facility on the roadway and that there were more crashes in instances where the paved shoulder is greater than/equal to 4 feet (27.2%) versus those roadways with shoulders 4 foot or less (5.5%).
- 2) Nearly 80% of all people on bikes involved in crashes on the ADOT SHS were males.
- 3) The most prominent violation for motorists was failure to yield the right-of-way (20.6 percent) For people on bikes, the most prominent violation was driving/riding in the opposing traffic lane (25.1 percent) and disregarding traffic signals (12.7 percent).
- 4) The BSAP analysis concluded through its investigations the person riding their bike was primarily at fault in nearly 43 percent of the reported crashes. The motorist was judged to be primarily at fault in almost 39 percent of the reported crashes. Both were at fault in 7.7% of the crashes, and fault could not be determined or was not reported in 8.5% of the person riding/person driving crashes.
- 5) Over 58 percent of the reported bicycle crashes occurred when the person biking was riding along the sidewalk, riding in the crosswalk, or crossing a driveway. Twenty-one (21) percent of the crashes included the person riding in the general travel lane (no bicycle lane present).
- 6) The crash analysis identified many crashes that occur on the state highway system occur at interstate interchanges with local arterials.

ADOT Pedestrian Safety Action Plan 2017

The 2017 Pedestrian Safety Action Plan (PSAP) serves as an update to the 2009 PSAP that provides a strategic action plan that effectively focuses resources to reduce the greatest number of severe injury and fatal pedestrian-motor vehicle crashes on the Arizona State Highway System (SHS). Like the BSAP, the PSAP addresses only a small percentage of the total

number of pedestrian crashes that occur in the state of Arizona. The PSAP was developed under the following objectives:

- Evaluate the framework, strategies, progress, and effectiveness of the 2009 PSAP.
- Collect and analyze pedestrian crash data for the five most recent years available (2011-2015) for crashes that occurred within the ADOT-maintained state highway right-of-way.
- Identify specific steps, actions, and potential countermeasures that, upon implementation, will measurably reduce pedestrian crashes, injuries, and fatalities on the SHS.

A summary of some key findings of the PSAP include:

- 1) Overall, pedestrian-vehicle crashes saw an increase on the SHS in 2011-2015 from analysis years 2002-2006 to 2011. Total pedestrian crashes were on the SHS were up 6.9% on average.
- 2) In an analysis and identification of high priority pedestrian crash roadway segments on the SHS, none are located in the City of Avondale.
- 3) Crossing-at-intersection or midblock crashes were the most prevalent crash types in terms of crash frequency.
- 4) The other common crash type fell within the “unusual circumstances” description. It was found that these crashes were the result of a person stepping out of a possibly disabled vehicle on the side of the highway/freeway and getting struck by a vehicle. Nearly 15% of all crashes were categorized in this class and had a 52% severe injury percentage.
- 5) 53% of pedestrian crashes occurred during nighttime or dark conditions. 41% of pedestrian crashes occurred in daylight conditions. Injury severity was increased for crashes occurring at nighttime.
- 6) With respect to evaluating a pedestrian crash risk assessment of the probability of future pedestrian crashes, no highway segments in the City of Avondale were identified as high-risk locations.



▶ ANNUAL BUDGET & FINANCIAL PLAN

ARTIST'S RENDERING OF THE CARE1ST AVONDALE RESOURCE CENTER



ARTIST'S
RENDERING OF
THE POLICE
DEPARTMENT'S
HEADQUARTERS
EXPANSION

FISCAL YEAR **2020-2021**

Avondale
Arizona

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Friendship Park Enhancements **Project Number:** 1027**Funding Source:** Operating Funds**Project Type:** Parks and Culture**Project Description:**

Changes to Friendship Park for FY 2020-2021 include replacing the existing playground equipment within the existing area, surfacing and shading for the playground at the west end of park, installing two new shade canopies inside the maintenance yard to protect and preserve equipment, creating a new bicycle park area for novice mountain bike training on the east side of the park (east of the basketball and tennis court area). Also, replacing the existing tennis court fence fabric, adding new windscreen material to the fence, and if funding allows to create a new lighted monument sign along McDowell Road north of the small pond at the park.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8001-Design/Engineering Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
310 - 8210-Land Improvements	\$0	\$595,000	\$595,000	\$0	\$0	\$0	\$0
Totals	\$0	\$595,000	\$595,000	\$0	\$0	\$0	\$0

Project Title: Multi-Modal Trail System **Project Number:** 1029**Funding Source:** Operating Funds**Project Type:** Parks and Culture**Project Description:**

This request is to develop new primary trails along the Agua Fria River corridor and connect missing links of trails from residential areas to the primary trail on the Agua Fria River. Phased development of various segments are identified to extend the primary trail between Indian School Road on the northern end of Avondale to Lower Buckeye Road at Festival Fields within the next five years, and within the 10-year program trails connecting the northern city limits at Indian School Road to the Gila River.

Phased implementation of recreational trails and improvements throughout the West Valley Multi-modal Recreation Corridor parallel to the Agua Fria River. A multi-modal trail system will be developed to provide connectivity between the Agua Fria River, the El Rio Watercourse Master Plan, Tres Rios, and the City of Avondale Bike, Pedestrian and Trails Master Plan.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	\$0	\$0	\$0	\$300,000	\$3,200,000	\$300,000	\$340,000
Totals	\$0	\$0	\$0	\$300,000	\$3,200,000	\$300,000	\$340,000

Operating Impact

Object	2021	2022	2023	2024	2025
6731-R&M Grounds & Parks	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Goodyear Farms Cemetery Gate **Project Number:** 1387**Funding Source:** Operating Funds**Project Type:** Parks and Culture**Project Description:**

All work and improvements funded in Fiscal Year 2019-2020 should be completed by June 2020. Improvements include paved parking, security lighting, security cameras, electronic gate, public art (arch over gateway entrance), irrigation system installation, and landscape improvements focusing on new shade trees.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	\$0	\$245,000	\$245,000	\$0	\$0	\$0	\$0
Totals	\$0	\$245,000	\$245,000	\$0	\$0	\$0	\$0

Project Title: Crystal Gardens Trail Improvements **Project Number:** 1462**Funding Source:** Operating Funds**Project Type:** Parks and Culture**Project Description:**

To replace an existing deteriorated metal edging along the existing walking paths in all 21 small ponds/lakes within the Crystal Gardens development with concrete curbing. Also, re-compact the soft-surface walking path along with site restoration after the concrete flatwork disturbance. Additional improvements to many of the lake cells also include landscape replacements such as irrigation system modifications and upgrades to better reduce water consumption, landscape plantings to replace plants that have perished over time and decomposed granite throughout the various lake "cells" in the Crystal Gardens residential area.

This request is to renovate the existing infrastructure and assets that are currently unsafe in some areas, and failing in other areas throughout each of the various lakes that the city is required to maintain by development agreement.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
310 - 8210-Land Improvements	\$250,000	\$169,000	\$419,000	\$0	\$250,000	\$250,000	\$250,000
Totals	\$250,000	\$169,000	\$419,000	\$0	\$250,000	\$250,000	\$250,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Avondale Blvd - McDowell to Encanto **Project Number:** 1125**Funding Source:** Development Fees
Operating Funds**Project Type:** Transportation**Project Description:**

This project includes the design and construction of improvements that will complete the widening of Avondale Boulevard. A project design engineering firm has been retained for preparing construction documents. The road will be widened with a single southbound lane along the west side of Avondale Boulevard from McDowell Road to Encanto Boulevard for a total distance of 2,600 feet. The project improvements include vertical curb and gutter, sidewalk, bike lanes, conduit, streetlights, a new pavement section, new striping, temporary retention basins, and scuppers. The project will include the undergrounding of an existing irrigation ditch as well as the relocation of existing overhead electric lines (12kV). Landscaping of new median will be included as part of these improvements. Right of Way acquisition will commence once 30% plans are completed.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$0	\$312,000	\$312,000	\$0	\$0	\$0	\$0
304 - 8012-Technology - Hardware	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$0
304 - 8420-Roadway Improvement/Major Main	\$0	\$675,000	\$675,000	\$0	\$0	\$0	\$0
340 - 8420-Roadway Improvement/Major Main	\$975,000	\$0	\$975,000	\$0	\$0	\$0	\$0
Totals	\$1,075,000	\$987,000	\$2,062,000	\$0	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$0	\$1,000	\$1,000	\$1,000	\$1,000
Totals	\$0	\$1,000	\$1,000	\$1,000	\$1,000

Project Title: Streetlight Replacement Program **Project Number:** 1164**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project is a program that allocates funds to be used citywide to replace streetlight poles that have reached the end of their life-cycle. In FY24, \$200k is allocated for the next citywide street light pole assessment and prioritization.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0
304 - 8420-Roadway Improvement/Major Main	\$200,000	\$330,000	\$530,000	\$200,000	\$200,000	\$200,000	\$200,000
Totals	\$200,000	\$330,000	\$530,000	\$200,000	\$200,000	\$400,000	\$200,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Traffic Signal - 119th Ave and McDowell **Project Number:** 1187**Funding Source:** Development Fees
Operating Funds**Project Type:** Transportation**Project Description:**

This project includes design and construction of a traffic signal using rectangular, cocoa brown double mast arms and poles at the intersection of 119th Avenue and McDowell Road. The City will re-evaluate the traffic impact of West Point High School at this location and design the signal and improvements accordingly.

A crosswalk with a rectangular rapid flashing beacon (RRFB) was installed during FY2020 as an interim measure to assist students crossing McDowell Road. Once the traffic signal is installed, the RRFB equipment will be removed and inventoried for future use where needed.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0
304 - 8420-Roadway Improvement/Major Main	\$125,000	\$0	\$125,000	\$0	\$0	\$0	\$0
340 - 8420-Roadway Improvement/Major Main	\$475,000	\$0	\$475,000	\$0	\$0	\$0	\$0
Totals	\$675,000	\$0	\$675,000	\$0	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6230-Electricity	\$0	\$2,000	\$2,000	\$2,000	\$2,000
6712-R&M ROW	\$0	\$1,000	\$1,000	\$1,000	\$1,000
Totals	\$0	\$3,000	\$3,000	\$3,000	\$3,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Pedestrian Ramp/Sidewalks Program **Project Number:** 1220**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project is an annual program that allocates money to facilitate the Citywide installation of sidewalk improvements and Americans with Disabilities Act (ADA) compliant ramps where needed. This program will also allocate funds to upgrade existing ramps to ADA compliant ramps. Future locations will be evaluated, but areas addressed during FY20 include:

Crosswalk and ramps at Estrella Vista Elementary School, curb ramps at 119th & McDowell, Lower Buckeye & Central Avenue (Festival Fields Entrance) and El Mirage and Indian School Rd.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	\$100,000	\$188,000	\$288,000	\$100,000	\$100,000	\$100,000	\$200,000
Totals	\$100,000	\$188,000	\$288,000	\$100,000	\$100,000	\$100,000	\$200,000

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Totals	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Western - Central to 4th Ave - Improvements **Project Number:** 1275**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project includes design and construction of improvements that will reconstruct Western Avenue from Central Avenue to 4th Avenue. The improvements will include replacing the street pavement section and the addition of storm drain facilities. The reconstruction of driveways, sidewalks, and curb and gutter are included in the cost. The project will also include re-striping, which may consider alternative on-street parking options on the north side of Western Avenue.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0
304 - 8420-Roadway Improvement/Major Main	\$0	\$0	\$0	\$925,000	\$0	\$0	\$0
Totals	\$75,000	\$0	\$75,000	\$925,000	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$0	\$0	\$3,000	\$3,000	\$3,000
Totals	\$0	\$0	\$3,000	\$3,000	\$3,000

Project Title: Communication Conduit and Fiber Backbone Program **Project Number:** 1294**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project will install fiber optic infrastructure and interim equipment to utilize existing wireless communications systems, including replacing the existing wireless communication system. This infrastructure is crucial to running the Traffic Operations Center (TOC). This project will include design, construction, and possible right-of-way acquisition. Upon ultimate completion, this project will include infrastructure for Lower Buckeye, Van Buren Street, Indian School Road, and will complete infrastructure on McDowell Road, Avondale Boulevard, and Dysart Road.

Recently completed conduit installations include Avondale Blvd by the new signal at Maricopa Street, and Avondale Blvd along the West Point High School frontage. This year, the project will address a relocation of a fiber communication vault at Coldwater Springs Blvd and Avondale Blvd to provide proper clearance from an existing SRP irrigation pipe.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8012-Technology - Hardware	\$250,000	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
304 - 8410-Roadway Construction	\$0	\$173,000	\$173,000	\$0	\$0	\$0	\$0
Totals	\$250,000	\$173,000	\$423,000	\$250,000	\$250,000	\$250,000	\$250,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Van Buren Multi-Use Path **Project Number:** 1408**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project has been designed and construction will commence in the Spring of 2020. Since this is a federally funded project, Arizona Department of Transportation (ADOT) will be administering the construction.

This project will design and construct a multi-use path between 127th Avenue and 113th Avenue. The trail will include lighting, landscaping, and other pedestrian and bicycle amenities. Previously, this project included a drainage channel component, which has been removed, and the current project comprises the path only. Federal TAP funding of \$2M is available towards construction. All right-of-way along the north side of Van Buren Street has been acquired for the project.

In FY20, the City applied for additional Federal funding through Maricopa Association Funding (MAG) for \$253k. An additional City contribution of \$15k was required to match the Federal funds. The City is also setting aside an additional \$35k for contingency.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
Totals	\$0	\$0					

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$0	\$10,000	\$10,000	\$10,000	\$10,000
Totals	\$0	\$10,000	\$10,000	\$10,000	\$10,000

Project Title: Wayfinding Signage **Project Number:** 1460**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project will continue to install Wayfinding signs in conformance with the Wayfinding Signage Master Plan. In FY19, the City installed street sign toppers for several neighborhood districts within Historic Avondale in conformance with the Historic Avondale Design and Development Guidelines.

In FY21, the City plans to install Wayfinding signs south of I-10, to inform and direct drivers to destinations in Historic Avondale. In FY21 the City also plans to install a digital monument sign along Avondale BLVD including campus pedestrian Wayfinding signs throughout the Civic Center campus.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$25,000
Totals	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$25,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Dysart Road Median Improvements - I-10 to Indian School **Project Number:** 1465**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project is being completed in FY20

This project will remove and replace all broken median curbing, remove and replace brick pavers as needed, remove/replace dead trees and shrubs, and supplement the existing trees with new trees and shrubs. The project is also replacing the existing irrigation system with new pipes, valves and controllers. The project will be 100% City funded.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	\$0	\$379,000	\$379,000	\$0	\$0	\$0	\$0
Totals	\$0	\$379,000	\$379,000	\$0	\$0	\$0	\$0

Project Title: Bus Shelters **Project Number:** 1466**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This program will design and construct bus shelters where needed throughout the City. Design and construction of ADA compliant ramps and sidewalk are included.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
325 - 8630-Equipment	\$0	\$500,000	\$500,000	\$50,000	\$50,000	\$50,000	\$50,000
Totals	\$0	\$500,000	\$500,000	\$50,000	\$50,000	\$50,000	\$50,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Historic Avondale, Cashion and Las Ligas Improvements - Streets **Project Number:** 1500**Funding Source:** Bond Funds
Operating Funds**Project Type:** Transportation**Project Description:**

This program will address the reconstruction of roads and upgrades of water and sewer facilities in neighborhoods located in Historic Avondale, Cashion and Las Ligas. The project has been broken into six identified phases and the scope of work will include the removal and replacement of asphalt pavement as well as the installation of sidewalk, ramp and driveway improvements in accordance with current Americans with Disabilities Act (ADA) guidelines, the relocation of existing utility poles and the upgrade of water and sewer facilities. The six areas, include:

Phase 1 - 3rd Avenue to Central Avenue, Western Ave to Buckeye Road(MC 85) for FY21.

Phase 2 - 3rd Ave/3rd Pl to Central Avenue, Western to Dooley for FY22

Phase 3 - Cashion, 113th to 111th Ave, Durango to MC 85 for FY23

Phase 4 - Central to 4th Street, Elm to Harrison for FY24

Phase 5 - 1st St to Central Avenue, Whyman to MC 85 & Greenleaf, and 4th ST to 7th St, Pacific to Western Ave (includes coordination with the Roosevelt Irrigation District) for FY25

Phase 6 - Las Ligas, 127th Ave to 125th Ave, Elwood to Illini for FY26

During FY20, a Design Build Contractor was retained and design for Phase I is underway

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001- Design/Engineering Services	\$0	\$0	\$0	\$0	\$90,000	\$251,000	\$169,000
304 - 8420-Roadway Improvement/Major Main	\$0	\$65,000	\$65,000	\$0	\$0	\$2,225,000	\$1,825,000
351 - 8001- Design/Engineering Services	\$282,000	\$0	\$282,000	\$346,000	\$197,000	\$0	\$0
351 - 8420-Roadway Improvement/Major Main	\$1,475,000	\$0	\$1,475,000	\$2,025,000	\$1,675,000	\$0	\$0
360 - 8001- Design/Engineering Services	\$200,000	\$0	\$200,000	\$275,000	\$0	\$0	\$0
360 - 8520-Water Sys. Improve/Major Main.	\$1,125,000	\$150,000	\$1,275,000	\$2,250,000	\$0	\$0	\$0
513 - 8620-Sewer Sys. Improve/Major Main.	\$100,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
514 - 8001- Design/Engineering Services	\$0	\$0	\$0	\$275,000	\$222,000	\$79,000	\$97,000
514 - 8520-Water Sys. Improve/Major Main.	\$0	\$0	\$0	\$0	\$6,875,000	\$2,625,000	\$1,000,000
Totals	\$3,182,000	\$215,000	\$3,397,000	\$5,271,000	\$9,159,000	\$5,280,000	\$3,191,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Palm Lane Road Extension - 116th Avenue to 118th Avenue **Project Number:** 1509**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project includes design and construction of half-street improvements on the southern portion of Palm Lane between 116th and 118th Avenue. Palm Lane is classified as a local road which requires 50-feet of right-of-way (ROW) and includes 2-travel lanes, bike lanes, and sidewalks. Specific half-street improvements include curb gutter, sidewalk, pavement, drainage, and streetlight improvements. It is assumed that the existing basin on the school property can be utilized for the new roadway drainage. The project estimate assumes that ROW will be dedicated by the school along Palm Lane at no cost to the City. Landscaping is not included as part of this project.

A design consultant has been selected, and project design is underway.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$0	\$39,000	\$39,000	\$0	\$0	\$0	\$0
304 - 8200-Land Acquisition	\$0	\$35,000	\$35,000	\$0	\$0	\$0	\$0
304 - 8420-Roadway Improvement/Major Main	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$0
Totals	\$300,000	\$74,000	\$374,000	\$0	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$0	\$1,000	\$1,000	\$1,000	\$1,000
Totals	\$0	\$1,000	\$1,000	\$1,000	\$1,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Street Light Infill Program **Project Number:** 1517**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project is intended to add street light poles with Light Emitting Diode (LED) fixtures along sections of roadway which are not lighted adequately due to large gaps between existing street lights.

In FY21, the Cashion neighborhood will receive fifteen (15) additional street light poles with LED fixtures.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	\$50,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$100,000
Totals	\$50,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$100,000

Project Title: 9th Street Roadway Improvements **Project Number:** 1520**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project will construct 9th Street to the extent required to serve the proposed Resource Center. 9th Street will extend from Riley Drive approximately 575 feet south to the road terminus. Design will include pavement, curb, gutter, sidewalk, street drainage and street lights. Project design has been complete.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0
Totals	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Totals	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** 119th Avenue Road Connection **Project Number:** 1541**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project includes the design and construction of one lane in each direction on 119th Avenue extending from the West Point High School Driveway to Virginia Avenue. Relocation of two overhead electric lines (69kV) poles and utility coordination will be required with Salt River Project (SRP), and a retaining wall will be required. The project will extend the existing 10-foot multiuse path. Project will include curb, gutter, new asphalt pavement, guard rail at utility poles and street lighting. The project will address any localized drainage issues and a temporary drainage easement may be required. Right of way acquisition is not anticipated. The cost of construction includes the relocation of two SRP poles.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$0
304 - 8410-Roadway Construction	\$0	\$0	\$0	\$1,350,000	\$0	\$0	\$0
Totals	\$150,000	\$0	\$150,000	\$1,350,000	\$0	\$0	\$0

Operating Impact

Object	2021	2022	2023	2024	2025
6712-R&M ROW	\$0	\$0	\$500	\$500	\$500
Totals	\$0	\$0	\$500	\$500	\$500

Project Title: Agua Fria Trail Phase II (Pedestrian Bridge) **Project Number:** 1542**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project will design and construct a pedestrian/bike bridge including communication conduits across the Arizona Department of Transportation (ADOT) channel connecting Friendship Park to the existing trail head recently constructed with the Agua Fria I-10 Underpass Project. This project will require a 404 permit (Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands) from the Army Corps of Engineers. The conduit will provide future connectivity to one of the City water facility.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001-Design/Engineering Services	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0
304 - 8012-Technology - Hardware	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0
304 - 8410-Roadway Construction	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0
Totals	\$200,000	\$0	\$200,000	\$0	\$2,835,000	\$0	\$0

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Transportation Safety Enhancement **Project Number:** 1552**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

The project included the design and construction of safety enhancements such as ramps, sidewalk, traffic signal, storm drain system or any other related Transportation related features.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8410-Roadway Construction	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
Totals	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0

Project Title: Agua Fria Trail Phase I **Project Number:** 1553**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

The design for this project has been completed in FY19. The project improvements involve construction of a paved path approximately 2,400 feet long and 12 to 16-foot wide for pedestrian and bicycle use that will terminate at a trail head that will be constructed as part of the Aqua Fria Trail and Trailhead project Phase. The path system elements include: ramps, lighting, pedestrian amenities, and trail termination amenities.

This project is located approximately 200 ft north of Van Buren Street and along the eastern Agua Fria levee.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8420-Roadway Improvement/Major Main	\$700,000	\$0	\$700,000	\$0	\$0	\$0	\$0
310 - 8210-Land Improvements	\$0	\$391,000	\$391,000	\$0	\$0	\$0	\$0
Totals	\$700,000	\$391,000	\$1,091,000	\$0	\$0	\$0	\$0

Project Title: Traffic Signal Replacements **Project Number:** 1554**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

The repair or replacement of traffic signals throughout Avondale that are at the end of their life.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 7691-Traffic Signals	\$300,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Totals	\$300,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

Capital Improvement Plan - Fiscal Years 2020-2025**Project Title:** Dysart Road Median Offsets **Project Number:** 1558**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This project will design and construct modifications to existing medians at intersections along Dysart Road between McDowell Rd and Osborn Rd. The City will apply for funding through the MAG (Maricopa Association of Government) Road Safety Program (RSP) to share the cost of improvements. The following are the intersections that will be evaluated for potential modification:

Dysart Road and Thomas Road

Dysart Road and Osborn Road

Dysart Road and McDowell Road

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001- Design/Engineering Services	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0
304 - 8410-Roadway Construction	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0
Totals	\$0	\$0	\$0	\$50,000	\$450,000	\$0	\$0

Project Title: Garden Lakes Parkway Improvements Phase I (Thomas Rd to Lakeshore Dr) **Project Number:** 1601**Funding Source:** Operating Funds**Project Type:** Transportation**Project Description:**

This is the first phase of a three-phase project along the Garden Lakes Parkway (GLP) corridor. This project (Phase I) will design and construct raised center medians with turn lanes at Garden Lake Parkway intersections between Thomas Road and Lakeshore Drive. The existing at-grade footpath on the west side of GLP will be converted to a raised sidewalk with curb and curb ramps. Buffered bike lanes with small decorative paved medians located at intersections and mid-block locations will be installed to channelize vehicles entering and exiting GLP and reduce high-risk passing maneuvers.

At the intersection of Lakeshore Drive and GLP, the intersection will be raised to provide a traffic table, improve pedestrian visibility and reduce approaching vehicle speeds. The four corners of the intersection will be extended with reduced curb returns/bulb-outs to reduce the pedestrian crossing distance on all four legs of the intersection. Speed table warning signs will be placed in advance of the intersection on all four approaches.

Land acquisition is not anticipated as part of the project.

Capital Outlay

Fund - Object	2021	Carryover	2021 Total	2022	2023	2024	2025
304 - 8001- Design/Engineering Services	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
304 - 8410-Roadway Construction	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0

Proposed Capital Improvement Plan

FY2022

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Capital Improvement Report

Project Number:	1500	Project Stage:	Funded / Planned						
Title:	Historic Avondale, Cashion and Las Ligas Improvements								
Reason:	Maintaining Service	Impact Fee Eligible?	No						
Priority Rank:	2								
Scope:	This program will address the reconstruction of roads and upgrades of water and sewer facilities in neighborhoods located in Historic Avondale, Cashion and Las Ligas. The project has been broken into six identified phases and the scope of work will include the removal and replacement of asphalt pavement as well as the installation of sidewalk, ramp and driveway improvements in accordance with current Americans with Disabilities Act (ADA) guidelines, the relocation of existing utility poles and the upgrade of water and sewer facilities. The six areas, include: Phase 1 - 3rd Avenue to Central Avenue, Western Ave to Buckeye Road(MC 85) for FY21. Phase 2 - 3rd Ave/3rd Pl to Central Avenue, Western to Dooley for FY22 Phase 3 - Cashion, 113th to 111th Ave, Durango to MC 85 for FY23 Phase 4 - Central to 4th Street, Elm to Harrison for FY24 Phase 5 - 1st St to Central Avenue, Whyman to MC 85 & Greenleaf, and 4th ST to 7th St, Pacific to Western Ave (includes coordination with the Roosevelt Irrigation District) for FY25 Phase 6 - Las Ligas, 127th Ave to 125th Ave, Elwood to Illini for FY26								
Justification:	These streets are amongst the oldest pavements in the City, and are all past their useful life. Additionally the utility lines in the area also are need of repair and replacement. This program will improve aesthetics of the Historic Avondale, Las Ligas and Cashion neighborhoods.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	\$0	\$0	\$0	\$90,000	\$251,000	\$169,000	\$0	\$0	\$510,000
Street Construction - Design/Engineering	\$0	\$0	\$346,000	\$197,000	\$0	\$0	\$0	\$0	\$543,000
Street Construction - Infrastructure - CAP	\$65,000	\$0	\$0	\$0	\$2,225,000	\$1,825,000	\$1,175,000	\$0	\$5,225,000
Street Construction - Infrastructure - CAP	\$65,000	\$0	\$2,025,000	\$1,675,000	\$0	\$0	\$0	\$0	\$3,700,000

Capital Improvement Report

Street Construction - Infrastructure - CAP	\$65,000	\$0	\$608,000	\$503,000	\$668,000	\$548,000	\$353,000	\$0	\$2,680,000
Totals	\$0	\$0	\$2,979,000	\$2,465,000	\$3,144,000	\$2,542,000	\$1,528,000	\$0	\$12,658,000

Capital Improvement Report

Project Number:	1125	Project Stage:	Funded / Planned						
Title:	Avondale Blvd - McDowell to Encanto								
Reason:	Enhanced Level of Service	Impact Fee Eligible?	Yes						
Priority Rank:	11								
Scope:	This project includes the design and construction of improvements that will complete the widening of Avondale Boulevard. A project design engineering firm has been retained for preparing construction documents. The road will be widened with a single southbound lane along the west side of Avondale Boulevard from McDowell Road to Encanto Boulevard for a total distance of 2,600 feet. The project improvements include vertical curb and gutter, sidewalk, bike lanes, conduit, streetlights, a new pavement section, new striping, temporary retention basins, and scuppers. The project will include the undergrounding of an existing irrigation ditch as well as the relocation of existing overhead electric lines (12kV). Landscaping of new median will be included as part of these improvements. Right of Way acquisition has commenced.								
Justification:	Residential development including the Elementary School has led to the increase in traffic volumes creating significant traffic queues during school hours that require expansion of the existing road. The additional lane will increase the necessary capacity to help mitigate the delays. The project will provide sidewalks and bike lanes to support students in walking and biking to school.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	\$675,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Street Construction - Land Acquisition	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Street Construction - Technology - Hardware CAP	\$100,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Totals	\$100,000	\$0	\$875,000	\$0	\$0	\$0	\$0	\$0	\$875,000

Capital Improvement Report

Project Number:	1220	Project Stage:	Funded / Planned						
Title:	ADA and Sidewalk Gap Study								
Reason:	Maintaining Service	Impact Fee Eligible?	No						
Priority Rank:	16								
Scope:	This project is an annual program that allocates money to facilitate the Citywide installation of sidewalk improvements and Americans with Disabilities Act (ADA) compliant ramps where needed. This program will also allocate funds to upgrade existing ramps to ADA compliant ramps. In FY 21, the pedestrian refuge island on El Mirage Road was addressed. The FY22 program will include a ADA transition study to provide an assessment of our current street roadway ADA compliance. This study will identify the location of the infrastructure that does not currently meet ADA requirements and cost to bring them into compliance. The cost of study will be approximately \$150K.								
Justification:	The ramps and sidewalk program improves ADA-compliant pedestrian connectivity, meeting current Federal guidelines.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Street Construction - Infrastructure - CAP	\$288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

Capital Improvement Report

Project Number:	1517	Project Stage:	Funded / Planned						
Title:	Street Light Infill Program								
Reason:	Maintaining Service	Impact Fee Eligible?	No						
Priority Rank:	17								
Scope:	This project is intended to add street light poles with Light Emitting Diode (LED) fixtures along sections of roadway which are not lighted adequately due to large gaps between existing street lights.								
	In FY21, work began on providing fifteen additional street light poles with LED fixture thru out the the Cashion neighborhood to meet current lighting standards. In FY22, the Cashion streetlight project will be completed. The project will also include a lighting analysis for other neighborhoods in Southern Avondale to identify under lit areas.								
Justification:	As part of the LED Street Light Conversion Project in 2018, the City's consultant conducted a photometric analysis, identifying gaps in street lighting within the Cashion neighborhood. Future analysis will identify other lighting needs throughout the City. The infill of street lights adds additional light where needed in the roadway, and improves safety.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Totals	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

Capital Improvement Report

Project Number:	1460	Project Stage:	Funded / Planned						
Title:	Wayfinding Signage								
Reason:	Maintaining Service	Impact Fee Eligible?	No						
Priority Rank:	20								
Scope:	In FY21, the City installed a parking lot sign at Western Avenue and 6th Street and three directional sign in Old town Avondale. It also included vehicular directional signs, vehicular destination signs and pedestrian directional signs, that were installed as part of Phase I signage of the Civic Center Campus project.								
	The future Phase II signage for the Civic Center Annex will include vehicular directional (One sign), vehicular destination (Seven signs) and pedestrian directional (two signs).								
Justification:	The signage will improve pedestrian navigation within the Civic Center campus, build our brand equity and create a sense of space as our Civic Center Campus grows while enhancing the level of signage currently provided on our campus.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	\$120,000	\$0	\$110,000	\$0	\$0	\$25,000	\$25,000	\$50,000	\$210,000
Street Construction - Infrastructure - CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$120,000	\$0	\$110,000	\$0	\$0	\$25,000	\$25,000	\$50,000	\$210,000

Capital Improvement Report

Project Number:	1541	Project Stage:	Funded / Planned						
Title:	119th Avenue Road Connection								
Reason:	Enhanced Level of Service	Impact Fee Eligible?	No						
Priority Rank:	22								
Scope:	This project includes the design and construction of one lane in each direction on 119th Avenue extending from the West Point High School Driveway to Virginia Avenue. Relocation of two overhead electric lines (69kV) poles and utility coordination will be required with Salt River Project (SRP), and a retaining wall will be required. The project will extend the existing 10-foot multiuse path. Project will include curb, gutter, new asphalt pavement, guard rail at utility poles and street lighting. The project will address any localized drainage issues and a temporary drainage easement may be required. Right of way acquisition is not anticipated. The cost of construction includes the relocation of two SRP poles.								
Justification:	The development of the new High School has generated significant volumes of traffic especially during peak periods. This project will improve traffic circulation, reducing congestion on Encanto Boulevard and Avondale Boulevard, due to the increased volume from the newly constructed High School.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$1,350,000
Totals	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$1,350,000

Capital Improvement Report

Project Number:	1542	Project Stage:		Funded / Planned					
Title:	Agua Fria Trail Phase II (Pedestrian Bridge)								
Reason:	Enhanced Level of Service	Impact Fee Eligible?	No						
Priority Rank:	25								
Scope:	This project will design and construct a pedestrian/bike bridge including communication conduits across the Arizona Department of Transportation (ADOT) channel connecting Friendship Park to the existing trail head recently constructed with the Agua Fria I-10 Underpass Project. This project will require a 404 permit (Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands) from the Army Corps of Engineers. The conduit will provide future connectivity to one of the City water facility.								
Justification:									
This project will improve local and regional connectivity to the newly constructed Agua Fria Trail project and will promote the ability to walk/bike around the City. This project is a high priority due to Federal Highway requirement for the reimbursement of funds for Agua Fria Trail.									
The City applied for Congestion Mitigation of Air Quality (CMAQ) and Transportation Alternatives (TA) funding through MAG (Maricopa Association of Government) for the Pedestrian Bridge over the ADOT Channel (connecting to Friendship Park). The City was advised in late December 2019, that the application for grant funding was unsuccessful, and Avondale will not receive either CMAQ or TA funding toward the project. Our project didn't rank high as compared to the others proposed around the Valley. Federal Highway Administration (FHWA) requires this project to be under construction by 2023 or else the City will need to reimburse FHWA for the Agua Fria Trail Phase I.									
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Infrastructure - CAP	\$0	\$0	\$0	\$2,800,000 0	\$0	\$0	\$0	\$0	\$2,800,000
Street Construction - Technology - Hardware CAP	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
Totals	\$0	\$0	\$0	\$2,835,000 0	\$0	\$0	\$0	\$0	\$2,835,000

Capital Improvement Report

Project Number:	AUTO - 579	Project Stage:	Funded / Planned						
Title:	Western Avenue Pedestrian Streetlights								
Reason:	Enhanced Level of Service	Impact Fee Eligible?	No						
Priority Rank:	61								
Scope:	This project includes design and construction to remove 52 existing double mast arm decorative pedestrian light poles/fixtures along Western Avenue between Dysart Road and Central Avenue to replace them with single mast arm pedestrian light poles and fixtures similar to the style used on Dysart Road north of Buckeye Road (MC85). The pedestrian lights will be 16 feet tall with a 5 foot extension to accommodate future string lights and banners. The new pedestrian lights will be able to use the existing bases with a retrofit kit. The project will also upgrade existing wiring, conduit and Junction boxes to new standards. In order to accommodate new string lights, an additional structural design of the pedestrian light pole and foundation will be required. The plans will be need to be submitted for approval to Arizona Public Service (APS).								
Justification:	The new lighting system will improve aesthetics on Western Avenue, will enhance pedestrian safety and will serve as a revitalization effort in accordance with the Historic Avondale Specific Plan.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Street Construction - Infrastructure - CAP	\$0	\$0	\$595,000	\$0	\$0	\$0	\$0	\$0	\$595,000
Totals	\$0	\$0	\$645,000	\$0	\$0	\$0	\$0	\$0	\$645,000

Capital Improvement Report

Project Number:	1510	Project Stage:	Funded / Planned						
Title:	Thomas Road Bridge design								
Reason:	Enhanced Level of Service	Impact Fee Eligible?	No						
Priority Rank:	63								
Scope:	This project includes the design and construction of improvements that will widen Thomas Road to two lanes in each direction with curb, gutter sidewalk and conduit, including a concrete bridge from approximately 0.5 miles west of the Agua Fria River westerly levee to 0.4 miles east of the easterly levee. The bridge will be approximately 1,300 feet in length spanning the Agua Fria River and will include lighting with pedestrian and bicycle facilities. The project will require permits from the United States Army Corps of Engineers (404 and 408 permits) through coordination with the Maricopa Flood Control District for construction within navigable waters of the US. A major right of way acquisition will be required for the project. The Design Concept Report was completed in FY21 and included 15% design plans for the proposed Bridge. This request is to move the funding for the remainder of Bridge Design from FY25 to FY22, which will identify all required right of way needs.								
Justification:	This project would provide a major east-west connectivity across the Agua River River, reducing congestion on the adjacent arterial streets. During peak hours of the day McDowell Road operated at Level of Service F. Construction of the bridge will help McDowell to an acceptable Level Of Service. The City has applied for Prop 400 Extension funds through MAG, and grant funding for the bridge, if awarded, may be available as early as FY26. Moving the design funding to FY22 will allow the City to complete design in advance of the construction funding, positioning the City to utilize the construction funding as soon as it becomes available.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Street Construction - Design/Engineering	\$284,000	\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$3,400,000
Street Construction - Infrastructure - CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$15,000,000
Street Construction - Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$2,480,000	\$0	\$2,480,000
Street Construction - Technology - Hardware CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Totals	\$284,000	\$0	\$3,400,000	\$0	\$0	\$0	\$2,480,000	\$15,250,000	\$21,130,000

Capital Improvement Report

Project Number:	1462	Project Stage:	Funded / Planned						
Title:	Crystal Gardens Trail Improvements								
Reason:	Maintaining Service	Impact Fee Eligible?	No						
Priority Rank:	5								
Scope:	To replace an existing deteriorated metal edging along the existing walking paths in all 21 small ponds/lakes within the Crystal Gardens development with concrete curbing. Also, re-compact the soft-surface walking path along with site restoration after the concrete flatwork disturbance. Additional improvements to many of the lake cells also include landscape replacements such as irrigation system modifications and upgrades to better reduce water consumption, landscape plantings to replace plants that have perished over time and decomposed granite throughout the various lake "cells" in the Crystal Gardens residential area. This request is to renovate the existing infrastructure and assets that are currently unsafe in some areas, and failing in other areas throughout each of the various lakes that the city is required to maintain by development agreement. Justification: The existing landscape and paths along the various lake areas are part of the city's discharge and water reclamation facilities. These service areas are nearing 20 years of age and are in a state of decline and in need of replacement. Original irrigation systems are failing. The trail buffering is failing and in need replacement with a more permanent solution, such as a concrete curb. Much of the landscaping has died and needs replacement. In 2014 capital funding was established to renovate metal edging to a concrete curb that separates granite walking path and grass. Concrete edging has been replaced in 12 of the 21 cells. It is estimated that another \$1,000,000 will complete renovations for the 9 remaining cells if the work was completed in one phase. Priorities for these replacements and renovations occur between the City's staff expertise with input from our landscape maintenance contractor based on the system condition, and with input from the homeowners association board members.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Park Construction - Land Improvement	\$419,000	\$0	\$275,000	\$275,000	\$275,000	\$275,000	\$0	\$0	\$1,100,000
Totals	\$419,000	\$0	\$275,000	\$275,000	\$275,000	\$275,000	\$0	\$0	\$1,100,000

Capital Improvement Report

Project Number:	1029	Project Stage:	Funded / Planned						
Title:	Multi-Modal Trail System								
Reason:	New Program	Impact Fee Eligible?	No						
Priority Rank:	8								
Scope:	This request is to develop new primary trails along the Agua Fria River corridor and connect missing links of trails from residential areas to the primary trail on the Agua Fria River. Phased development of various segments are identified to extend the primary trail between Indian School Road on the northern end of Avondale to Lower Buckeye Road at Festival Fields within the next five years, and within the 10-year program trails connecting the northern city limits at Indian School Road to the Gila River.								
	In FY2023, a Design Concept Review (DCR) is planned to help guide future expansions of the multi-modal trail system.								
	Phased implementation of recreational trails and improvements throughout the West Valley Multi-modal Recreation Corridor parallel to the Agua Fria River. A multi-modal trail system will be developed to provide connectivity between the Agua Fria River, the El Rio Watercourse Master Plan, Tres Rios, and the City of Avondale Bike, Pedestrian and Trails Master Plan.								
Justification:	Development of the trail connections include City of Avondale investment and adjacent development requiring connectivity. Priority trail development is focused along the Agua Fria River between Indian School Road and Lower Buckeye Road. In addition to private development/investment and capital improvement program funding, federal funding will be sought to leverage costs to maximize future development of the trails system along the Agua Fria river.								
Expenditures									
Fund/Object	2021	Carryover	2022	2023	2024	2025	2026	2027-2031	10 Yr Total
Park Construction - Design/Engineering	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Park Construction - Land Improvement	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$8,140,000	\$8,440,000
Totals		\$0	\$300,000	\$200,000	\$0	\$0	\$0	\$8,140,000	\$8,640,000

Appendix B – Crash Data

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Appendix C – Detailed Pedestrian & Bicycle Count Data

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Avondale Active Transportation Plan

Pedestrian and Bicycle Count Location Raw Data

Location 1	
N-S Street	Dysart Rd
E-W Street	Van Buren St
Date	12/09/21
Day	Thursday
City	Avondale

TIME	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	1	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	1	0	1
1:00 AM	0	0	0	0
1:15 AM	0	0	0	1
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	1	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	1
4:30 AM	0	0	0	1
4:45 AM	0	0	0	0
5:00 AM	0	0	1	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	1	0	1
6:15 AM	0	0	0	1
6:30 AM	0	0	0	0
6:45 AM	0	1	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	1	0
8:00 AM	1	0	1	0
8:15 AM	0	0	1	0
8:30 AM	0	1	0	1
8:45 AM	0	0	1	1
9:00 AM	0	0	0	1
9:15 AM	0	0	1	0
9:30 AM	1	1	0	1
9:45 AM	0	0	0	1
10:00 AM	0	0	0	0
10:15 AM	1	0	0	2
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	1	0	3	0
11:45 AM	3	0	1	1
12:00 PM	0	0	2	1
12:15 PM	3	0	1	3
12:30 PM	0	0	1	0
12:45 PM	0	0	1	2
1:00 PM	1	0	0	0
1:15 PM	1	0	2	2
1:30 PM	2	0	0	2
1:45 PM	1	0	0	1
2:00 PM	2	0	1	2
2:15 PM	1	0	1	0
2:30 PM	0	0	1	4
2:45 PM	2	0	0	2
3:00 PM	0	0	0	2
3:15 PM	0	0	0	0
3:30 PM	4	1	2	1
3:45 PM	2	1	2	2
4:00 PM	0	1	4	0
4:15 PM	4	0	5	5
4:30 PM	1	1	1	0
4:45 PM	0	0	1	0
5:00 PM	2	1	1	0
5:15 PM	1	0	1	1
5:30 PM	0	0	0	0
5:45 PM	2	2	0	4
6:00 PM	2	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	1
6:45 PM	2	0	0	0
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	1
7:45 PM	0	0	0	0
8:00 PM	0	0	1	0
8:15 PM	0	0	0	0
8:30 PM	6	0	1	0
8:45 PM	2	1	0	1
9:00 PM	1	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	1	0	0
9:45 PM	0	1	0	1
10:00 PM	1	1	0	0
10:15 PM	0	0	0	2
10:30 PM	0	1	2	0
10:45 PM	0	1	0	1
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	50	20	42	57

TIME	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	1	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	1	0
5:00 AM	0	1	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	1	0	1	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	1	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	3	0	2
1:00 PM	0	0	2	0
1:15 PM	1	0	0	0
1:30 PM	0	0	0	1
1:45 PM	0	0	0	0
2:00 PM	2	0	0	0
2:15 PM	0	0	0	4
2:30 PM	0	0	0	1
2:45 PM	0	0	0	1
3:00 PM	0	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	1
3:45 PM	0	0	0	1
4:00 PM	3	1	2	1
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	1	0	1
5:00 PM	0	0	1	0
5:15 PM	2	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	1	2	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	2	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	1	0	0
8:30 PM	0	2	2	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	1	0	0
10:00 PM	0	0	1	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	1
10:45 PM	0	0	0	2
11:00 PM	1	0	0	1
11:15 PM	0	0	0	2
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	12	15	11	21

Location 2									
N-S Street					Dysart Rd				
E-W Street					Rancho Santa Fe Blvd				
Date					12/09/21				
Day					Thursday				
City					Avondale				
PEDESTRIANS					BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG	TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0	12:00 AM	0	0	0	0
12:15 AM	0	0	0	0	12:15 AM	0	0	0	0
12:30 AM	0	0	0	0	12:30 AM	0	0	0	0
12:45 AM	0	0	1	0	12:45 AM	0	0	0	0
1:00 AM	0	0	0	0	1:00 AM	0	0	0	0
1:15 AM	0	0	0	0	1:15 AM	0	0	0	0
1:30 AM	0	0	0	0	1:30 AM	0	0	0	0
1:45 AM	0	0	2	0	1:45 AM	0	0	0	0
2:00 AM	0	0	0	0	2:00 AM	0	0	0	0
2:15 AM	0	0	0	0	2:15 AM	0	0	0	0
2:30 AM	0	0	0	0	2:30 AM	0	0	0	0
2:45 AM	0	0	0	0	2:45 AM	0	0	0	0
3:00 AM	0	0	0	0	3:00 AM	0	0	0	0
3:15 AM	0	0	0	0	3:15 AM	0	0	0	0
3:30 AM	0	0	0	0	3:30 AM	0	0	0	0
3:45 AM	0	0	0	0	3:45 AM	0	1	0	0
4:00 AM	0	0	0	0	4:00 AM	0	0	0	0
4:15 AM	0	0	0	0	4:15 AM	0	0	0	0
4:30 AM	0	0	0	0	4:30 AM	0	0	0	0
4:45 AM	0	0	0	0	4:45 AM	0	0	0	0
5:00 AM	0	0	0	0	5:00 AM	0	0	0	0
5:15 AM	0	0	0	0	5:15 AM	0	0	0	0
5:30 AM	1	0	0	0	5:30 AM	0	0	0	0
5:45 AM	0	0	0	0	5:45 AM	0	0	0	0
6:00 AM	0	0	0	0	6:00 AM	0	0	0	0
6:15 AM	0	0	0	0	6:15 AM	0	0	0	0
6:30 AM	1	0	0	0	6:30 AM	0	0	1	0
6:45 AM	0	0	0	0	6:45 AM	0	0	0	0
7:00 AM	0	0	0	0	7:00 AM	0	0	0	0
7:15 AM	1	0	0	0	7:15 AM	1	0	0	0
7:30 AM	0	0	0	0	7:30 AM	0	0	0	0
7:45 AM	0	0	1	0	7:45 AM	0	0	0	0
8:00 AM	0	0	0	0	8:00 AM	0	0	0	0
8:15 AM	0	0	0	0	8:15 AM	0	0	0	0
8:30 AM	0	0	0	0	8:30 AM	0	0	0	0
8:45 AM	1	0	1	0	8:45 AM	0	0	0	0
9:00 AM	0	0	0	0	9:00 AM	0	0	0	0
9:15 AM	1	0	0	0	9:15 AM	0	0	0	0
9:30 AM	0	0	0	0	9:30 AM	0	0	0	0
9:45 AM	1	0	0	0	9:45 AM	0	0	0	0
10:00 AM	0	0	0	0	10:00 AM	0	0	0	0
10:15 AM	0	0	0	0	10:15 AM	0	0	0	0
10:30 AM	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	0	1	0	11:00 AM	0	0	0	0
11:15 AM	2	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	0	0	0	11:30 AM	2	0	2	0
11:45 AM	0	0	3	0	11:45 AM	0	0	0	0
12:00 PM	1	0	2	0	12:00 PM	0	0	0	0
12:15 PM	4	0	3	0	12:15 PM	0	0	0	0
12:30 PM	0	0	2	0	12:30 PM	0	0	0	0
12:45 PM	0	0	0	0	12:45 PM	0	0	2	0
1:00 PM	1	0	3	0	1:00 PM	0	0	0	0
1:15 PM	0	0	1	0	1:15 PM	0	0	1	0
1:30 PM	3	0	0	0	1:30 PM	0	0	0	0
1:45 PM	1	0	1	0	1:45 PM	0	0	0	0
2:00 PM	1	0	0	0	2:00 PM	0	0	0	0
2:15 PM	0	0	1	0	2:15 PM	0	1	1	0
2:30 PM	0	0	0	0	2:30 PM	1	0	0	0
2:45 PM	0	0	1	0	2:45 PM	0	0	1	0
3:00 PM	0	0	0	0	3:00 PM	0	0	0	0
3:15 PM	2	0	3	0	3:15 PM	0	0	0	0
3:30 PM	0	0	1	1	3:30 PM	2	0	1	0
3:45 PM	2	0	2	1	3:45 PM	0	0	0	0
4:00 PM	0	0	0	1	4:00 PM	0	0	0	0
4:15 PM	2	0	1	2	4:15 PM	0	0	1	0
4:30 PM	0	0	0	2	4:30 PM	0	0	0	0
4:45 PM	2	0	3	0	4:45 PM	0	0	0	0
5:00 PM	1	0	1	1	5:00 PM	0	0	0	0
5:15 PM	1	0	1	1	5:15 PM	0	0	0	0
5:30 PM	1	0	1	0	5:30 PM	0	0	1	0
5:45 PM	1	0	0	0	5:45 PM	0	0	0	0
6:00 PM	0	0	0	0	6:00 PM	0	0	0	1
6:15 PM	1	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	0	3	0	6:30 PM	0	0	1	0
6:45 PM	0	0	0	0	6:45 PM	0	0	0	0
7:00 PM	0	0	1	0	7:00 PM	0	0	0	1
7:15 PM	0	0	1	0	7:15 PM	0	0	0	0
7:30 PM	0	0	0	0	7:30 PM	0	0	0	0
7:45 PM	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	0	1	0	8:00 PM	0	0	0	0
8:15 PM	0	0	0	0	8:15 PM	0	0	0	0
8:30 PM	0	0	0	0	8:30 PM	0	0	2	0
8:45 PM	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	0	0	0	9:00 PM	0	0	0	0
9:15 PM	0	1	1	0	9:15 PM	0	0	0	0
9:30 PM	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	0	9:45 PM	0	0	0	0
10:00 PM	1	0	0	1	10:00 PM	0	0	0	0
10:15 PM	0	0	0	0	10:15 PM	0	0	0	0
10:30 PM	0	0	1	0	10:30 PM	0	0	0	0
10:45 PM	0	0	0	0	10:45 PM	0	0	0	0
11:00 PM	0	0	0	0	11:00 PM	0	0	0	0
11:15 PM	0	0	0	0	11:15 PM	0	0	0	0
11:30 PM	0	0	0	0	11:30 PM	0	0	0	0
11:45 PM	0	0	0	0	11:45 PM	0	0	0	0
TOTAL	33	1	44	10	TOTAL	6	2	14	2

Location 3	
N-S Street	99 th Ave
E-W Street	McDowell Rd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	1	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	1	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	1
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	1	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	1	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	1	0	0
11:00 AM	0	0	0	1
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	1
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	1	0
1:45 PM	0	1	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	1
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	1	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	1
4:15 PM	0	1	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	1
5:15 PM	0	1	0	2
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	0
6:30 PM	0	0	0	1
6:45 PM	0	1	0	1
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	0
9:00 PM	0	1	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	1
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	7	9	2	12

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	1	0
9:15 AM	0	0	0	0
9:30 AM	1	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	1
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	1	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	1	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	1	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	2	1	2	2

Location 4				
N-S Street			Avondale Blvd	
E-W Street			Van Buren St	
Date			12/09/21	
Day			Thursday	
City			Avondale	

PEDESTRIANS				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	1	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	0
7:00 AM	3	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	2
7:45 AM	2	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	1
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	1	0	0	0
12:15 PM	2	0	0	2
12:30 PM	0	0	0	2
12:45 PM	0	0	0	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	1
3:15 PM	0	0	0	1
3:30 PM	1	0	0	0
3:45 PM	0	0	0	1
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	1
5:00 PM	0	0	0	1
5:15 PM	2	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	2	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	1
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	14	1	2	15

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	1	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	1	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	1	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	10	0	1	1

Location 5	
N-S Street	Central Ave
E-W Street	Lower Buckeye Rd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	2	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	1	0	1	0
9:15 AM	0	0	0	0
9:30 AM	2	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	1	0
12:45 PM	0	0	0	1
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	1
1:45 PM	0	0	0	0
2:00 PM	0	0	0	1
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	3
3:30 PM	0	0	0	0
3:45 PM	0	0	0	4
4:00 PM	0	0	0	0
4:15 PM	0	0	2	0
4:30 PM	0	0	0	0
4:45 PM	0	0	3	5
5:00 PM	0	0	0	1
5:15 PM	0	0	0	4
5:30 PM	0	0	2	1
5:45 PM	0	0	0	0
6:00 PM	0	0	1	0
6:15 PM	0	0	1	2
6:30 PM	0	0	3	3
6:45 PM	0	0	4	3
7:00 PM	0	0	1	3
7:15 PM	0	0	2	0
7:30 PM	0	3	3	0
7:45 PM	0	0	0	2
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	1	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	3	3	28	34

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	2	1
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	1	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	1	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	1	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	1	1
5:15 PM	0	0	1	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	1	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	1	0
8:45 PM	0	1	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	0	1	9	3

Location 6	
N-S Street	Avondale Blvd
E-W Street	Encanto Blvd
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	1	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	1	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	2	0	0
7:15 AM	2	3	0	0
7:30 AM	4	0	0	1
7:45 AM	22	0	0	0
8:00 AM	30	1	0	0
8:15 AM	8	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	1	0	0
9:00 AM	0	0	0	0
9:15 AM	1	0	0	0
9:30 AM	1	1	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	1	0	0	0
10:45 AM	1	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	1	0	0
12:00 PM	0	2	0	0
12:15 PM	0	0	0	0
12:30 PM	0	7	0	0
12:45 PM	0	0	0	0
1:00 PM	2	2	0	0
1:15 PM	1	0	0	0
1:30 PM	2	0	0	0
1:45 PM	0	0	0	0
2:00 PM	2	0	0	0
2:15 PM	7	1	0	0
2:30 PM	2	1	0	0
2:45 PM	1	0	0	0
3:00 PM	100	0	13	0
3:15 PM	26	1	5	0
3:30 PM	0	1	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	0
4:15 PM	3	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	1	0	0
5:00 PM	2	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	223	26	18	1

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	2	0	1	0
3:15 PM	1	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	3	0	1	0

Location 7	
N-S Street	Avondale Blvd
E-W Street	Durango St
Date	12/09/21
Day	Thursday
City	Avondale

PEDESTRIANS				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	2	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	1
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	1
6:30 AM	0	2	0	0
6:45 AM	0	6	0	0
7:00 AM	2	22	0	1
7:15 AM	1	8	0	1
7:30 AM	1	0	0	0
7:45 AM	0	6	0	1
8:00 AM	0	4	0	0
8:15 AM	0	11	0	1
8:30 AM	0	5	1	0
8:45 AM	0	8	0	0
9:00 AM	0	2	0	0
9:15 AM	0	3	1	0
9:30 AM	0	5	4	2
9:45 AM	0	5	4	0
10:00 AM	1	5	0	0
10:15 AM	0	1	0	0
10:30 AM	2	80	10	1
10:45 AM	0	8	4	0
11:00 AM	0	2	0	0
11:15 AM	0	6	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	2	1	2	2
12:15 PM	2	3	3	0
12:30 PM	0	0	0	0
12:45 PM	2	2	2	0
1:00 PM	0	3	1	0
1:15 PM	0	2	0	0
1:30 PM	2	3	1	0
1:45 PM	0	1	0	0
2:00 PM	1	0	0	0
2:15 PM	2	1	0	0
2:30 PM	0	2	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	0
3:45 PM	0	0	0	0
4:00 PM	0	1	5	1
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	0	3	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	1
6:00 PM	0	0	1	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	1	0	0
7:15 PM	0	0	1	0
7:30 PM	0	0	0	0
7:45 PM	0	0	1	0
8:00 PM	0	0	0	0
8:15 PM	0	1	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	20	213	45	14

BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	1	0	0
7:00 AM	0	0	0	1
7:15 AM	0	1	0	0
7:30 AM	0	1	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	1	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	1	0	0
1:30 PM	1	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	1	1	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	1	0
6:15 PM	1	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	2	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	1	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	3	7	4	1

Location 8									
N-S Street					Central Ave				
E-W Street					La Canada Blvd				
Date					12/09/21				
Day					Thursday				
City					Avondale				
PEDESTRIANS					BICYCLES				
TIME	N-LEG	S-LEG	E-LEG	W-LEG	TIME	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0	12:00 AM	0	0	0	0
12:15 AM	0	0	0	0	12:15 AM	0	0	0	0
12:30 AM	0	0	0	0	12:30 AM	0	0	0	0
12:45 AM	0	0	0	0	12:45 AM	0	0	0	0
1:00 AM	0	0	0	0	1:00 AM	0	0	1	0
1:15 AM	0	0	1	0	1:15 AM	0	0	0	0
1:30 AM	0	0	0	0	1:30 AM	0	0	0	0
1:45 AM	0	0	0	0	1:45 AM	0	0	0	0
2:00 AM	0	0	0	0	2:00 AM	0	0	0	0
2:15 AM	0	0	0	0	2:15 AM	0	0	0	0
2:30 AM	0	0	1	0	2:30 AM	0	0	0	0
2:45 AM	0	0	0	0	2:45 AM	0	0	0	0
3:00 AM	0	0	0	0	3:00 AM	0	0	0	0
3:15 AM	0	0	0	0	3:15 AM	0	0	0	0
3:30 AM	0	0	0	0	3:30 AM	0	0	0	1
3:45 AM	0	0	0	0	3:45 AM	0	0	0	0
4:00 AM	0	0	0	0	4:00 AM	0	0	1	0
4:15 AM	0	0	0	0	4:15 AM	0	0	0	0
4:30 AM	0	0	0	0	4:30 AM	0	0	0	0
4:45 AM	0	1	1	0	4:45 AM	0	0	0	0
5:00 AM	0	0	0	0	5:00 AM	0	0	0	0
5:15 AM	0	0	1	0	5:15 AM	0	0	0	0
5:30 AM	0	0	1	0	5:30 AM	0	0	0	0
5:45 AM	0	0	2	0	5:45 AM	0	0	0	0
6:00 AM	0	0	0	0	6:00 AM	0	0	0	1
6:15 AM	0	0	0	0	6:15 AM	0	0	0	0
6:30 AM	0	0	1	2	6:30 AM	0	0	1	0
6:45 AM	0	2	0	4	6:45 AM	0	0	0	0
7:00 AM	1	0	2	0	7:00 AM	0	0	0	1
7:15 AM	1	0	1	1	7:15 AM	0	0	0	0
7:30 AM	3	0	3	1	7:30 AM	0	0	0	0
7:45 AM	4	0	3	11	7:45 AM	0	0	1	0
8:00 AM	4	0	0	8	8:00 AM	0	0	0	0
8:15 AM	3	1	1	1	8:15 AM	0	0	0	1
8:30 AM	0	3	1	1	8:30 AM	0	0	1	0
8:45 AM	1	0	1	1	8:45 AM	0	0	0	0
9:00 AM	0	0	4	0	9:00 AM	0	0	0	0
9:15 AM	1	0	1	0	9:15 AM	0	0	1	0
9:30 AM	0	0	1	0	9:30 AM	0	0	0	0
9:45 AM	1	0	2	0	9:45 AM	0	0	0	0
10:00 AM	0	0	2	0	10:00 AM	0	0	0	0
10:15 AM	0	0	1	1	10:15 AM	0	0	1	0
10:30 AM	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	0	0	0	11:00 AM	0	0	0	0
11:15 AM	0	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	0	0	0	11:30 AM	0	0	1	0
11:45 AM	0	0	1	1	11:45 AM	0	0	0	0
12:00 PM	0	0	1	0	12:00 PM	0	0	0	0
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1:15 PM	0	0	1	0	1:15 PM	0	0	0	0
1:30 PM	3	0	0	1	1:30 PM	0	0	0	0
1:45 PM	0	0	5	0	1:45 PM	0	1	0	0
2:00 PM	2	0	1	0	2:00 PM	0	0	0	0
2:15 PM	1	0	2	1	2:15 PM	0	0	0	0
2:30 PM	3	0	4	2	2:30 PM	0	0	1	0
2:45 PM	0	0	2	2	2:45 PM	0	0	0	0
3:00 PM	0	0	1	0	3:00 PM	0	0	0	1
3:15 PM	0	0	3	0	3:15 PM	0	0	1	1
3:30 PM	3	0	5	1	3:30 PM	0	0	2	2
3:45 PM	1	0	1	4	3:45 PM	0	0	2	0
4:00 PM	6	1	5	0	4:00 PM	1	0	2	0
4:15 PM	0	0	2	0	4:15 PM	0	0	1	0
4:30 PM	0	0	3	0	4:30 PM	0	0	5	1
4:45 PM	0	0	3	0	4:45 PM	0	0	0	0
5:00 PM	0	0	5	0	5:00 PM	0	0	0	1
5:15 PM	3	0	7	0	5:15 PM	0	0	0	1
5:30 PM	0	0	1	0	5:30 PM	0	0	0	0
5:45 PM	0	1	1	0	5:45 PM	0	0	0	1
6:00 PM	2	1	1	0	6:00 PM	0	0	0	0
6:15 PM	0	0	1	1	6:15 PM	0	0	0	2
6:30 PM	0	0	1	0	6:30 PM	0	0	0	1
6:45 PM	0	0	2	1	6:45 PM	0	0	0	0
7:00 PM	0	0	4	1	7:00 PM	0	0	0	0
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7:45 PM	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	0	0	0	8:00 PM	0	0	0	0
8:15 PM	0	0	1	1	8:15 PM	0	0	0	0
8:30 PM	0	0	0	0	8:30 PM	0	0	0	0
8:45 PM	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	0	1	0	9:00 PM	0	0	0	0
9:15 PM	0	0	1	0	9:15 PM	0	0	0	0
9:30 PM	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	0	9:45 PM	0	0	0	1
10:00 PM	0	0	1	1	10:00 PM	0	0	0	1
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10:45 PM	0	0	0	0	10:45 PM	0	0	1	0
11:00 PM	0	0	1	0	11:00 PM	0	0	0	0
11:15 PM	0	0	3	0	11:15 PM	0	0	0	0
11:30 PM	0	0	0	1	11:30 PM	0	0	0	0
11:45 PM	0	0	0	0	11:45 PM	0	0	0	0
TOTAL	73	10	110	77	TOTAL	1	1	23	18

Appendix D – Public Involvement Plan

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City of Avondale

Active Transportation Plan

Public Involvement Plan

November 10, 2021

INTRODUCTION

The City of Avondale is seeking assistance to prepare a city-wide Active Transportation Plan (ATP). The project study area for this project will include the areas within the incorporated limits of the City of Avondale, which is approximately 47 square miles.

The existing Avondale Parks, Recreation, Libraries and Trails Master Plan was not tasked with evaluating and recommending a comprehensive and cohesive network of on street and off-street bicycle facilities and pedestrian paths. The Avondale ATP seeks to fill that need.

This Public Involvement Plan (PIP) outlines the necessary steps to achieve a successful level of outreach and engagement with the public and stakeholders.

ROLES & RESPONSIBILITIES

Consultant

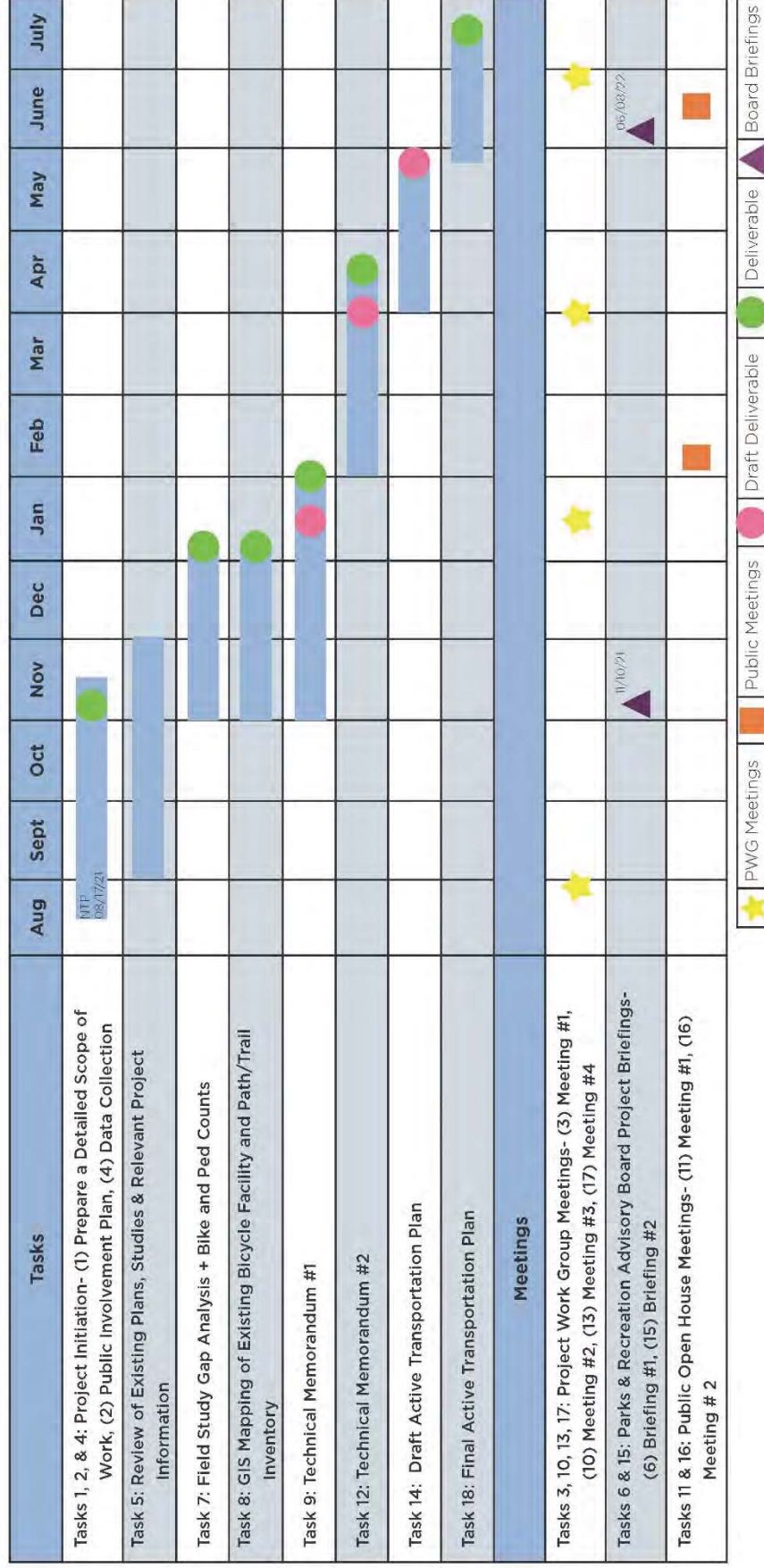
- For each Public Open House meeting (2), a meeting announcement/ flyer in 8.5 X 11" PDF format will be prepared by the consultant in coordination with City staff for advertising and distribution. The consultant will create PowerPoint Presentations, meeting presentation boards (up to 5), sign-in sheets, and meeting summary reports for both meetings. The consultant will also provide up to three (3) staff in attendance.
- For each Project Work Group meeting (4), the consultant will prepare PowerPoint Presentations, sign-in sheets, and meeting summary reports.
- For each Parks & Recreation Advisory Board Briefing (2), the consultant will create PowerPoint Presentations and will also provide up to two (2) staff in attendance.
- In the event of that the optional City Council Project Briefings are instated; the consultant will prepare PowerPoint Presentations and provide up to two (2) staff in attendance.
- All draft materials will be provided to City Staff for review prior to their dissemination.

Client

- For each Public Open House meeting (2), City staff will reserve the meeting facility. The City of Avondale will also be responsible for the dissemination of all electronic and/or print mediums of public notification to stakeholders and the public.
- For each Project Work Group meeting (4), City staff will assist Consultant in scheduling the meeting and securing the meeting facility.
- For each Parks & Recreation Advisory Board Briefing (2), the City will keep official meeting minutes.
- All draft materials will be carefully reviewed with City Staff prior to their dissemination.

**Meetings and briefings are presently assumed to be in-person, however as the COVID-19 Pandemic evolves, these roles and responsibilities may be revised upon discussion with staff.*

PROJECT TIMELINE



GOALS

The Avondale ATP will:

- 1) Conduct a city-wide inventory and gap analysis of all existing bicycle and pedestrian facilities in Avondale,
- 2) Recommend a comprehensive and cohesive series of city wide on street and off-street bicycle facility types and pedestrian facility types,
- 3) Develop policies and procedures necessary to create a system for bicycle and pedestrian traffic in an integrated, safe and efficient multi-modal transportation system,
- 4) Identify locations where Avondale bicycle and pedestrian facilities connect to regional facilities,
- 5) Establish a hierarchy of bicycle facilities and pedestrian path/trail types and design specifications and planning level cost estimates, and
- 6) Establish a formal ATP to better position Avondale to apply and compete for MAG and other government agency design assistance funding.

KEY STAKEHOLDERS

The City of Avondale is made up of many individuals, stakeholders, groups and neighborhoods. This section provides an overview of the varying members of “The Public” that will be engaged during the ATP.

COMMUNITY MEMBERS

The City of Avondale is a product of an assortment of individuals with varying points of views, life experiences, and priorities. To capture those and see them reflected in the ATP, public outreach to the following groups will be invaluable to the process:

- Residents,
- Community Service Organizations,
- Neighborhood/Homeowner Associations,
- Education groups,
- Healthcare organizations,
- Cycling groups,
- Youth organizations, and
- Local Church Communities

STAKEHOLDERS

Stakeholders are individuals or groups with direct interests in the community that wish to participate in the planning process or whose support is key to implementing certain aspects of the ATP. Stakeholders range from major employers, to small business owners and from large landowners and developers, to school boards and youth groups. The more diverse the group

of stakeholder's expertise is, the more encompassing and successful the ATP will be. Stakeholders identified to date include:

- Mayor & Council
- Planning & Zoning Commission Members
- Chamber of Commerce
- Major Employers and Local Business Leaders
- Landowners and community developers
- Public Agency and Service Representatives

COMMUNICATION METHODS AND TOOLS

While techniques may ultimately vary to address new issues that may arise over the life of the project, at minimum, the community wide Avondale ATP public engagement process will encompass the following key efforts:

PROJECT WORK GROUP (PWG) AND PWG MEETINGS (4)*

A Project Work Group (PWG) will be established to guide and coordinate the Consultant's efforts throughout the course of the Avondale ATP process. The PWG will be comprised of Avondale city staff members from various departments to help provide input and oversight to developing a plan that achieves cross department needs and objectives. The PWG will hold four (4) meetings at key project milestones to provide the Consultant feedback on various draft deliverables.

PARKS & RECREATION ADVISORY BOARD BRIEFINGS (2)

Michael Baker will brief members of the Parks & Recreation Advisory Board to seek input on key elements of the ATP. The first briefing will introduce the project and obtain input and guidance from board members. The second briefing will focus on a review of the Draft ATP seeking feedback on recommendations, bike facility and pedestrian path/trail types and locations, evaluation criteria results (if necessary), and prioritization.

PUBLIC OPEN HOUSE MEETINGS (2)*

The Michael Baker Team will prepare for and facilitate two (2) public open house meetings associated with the ATP process. The following is a conceptual format for each meeting that will be modified and refined based on further discussion with City Staff upon their implementation.

Public Open House Meeting #1- Review of Technical Memo #1

This meeting will review existing and future conditions, identify deficiencies as compared to plan objectives and seek public input on their preferences and desires for bicycle and pedestrian facility types, locations and priorities. Consult will first lead a presentation, followed by an open house style meeting with information stations and interactive exercises to engage participants input.

Public Open House Meeting #2- Draft Active Transportation Plan Review

The purpose of Public Meeting #2 is to obtain public input on the Draft Active Transportation Plan recommendations. Meeting attendees will receive a presentation on the draft ATP recommendations, bike facility types and locations, pedestrian path/trail types and locations, evaluation criteria results (if necessary). Through thoughtful discussion and an interactive exercise, meeting attendees will provide input to identify areas of agreement and areas of potential change or adjustment in prioritization or application of recommended facilities. Consult will first lead a presentation, followed by an open house style meeting with information stations and interactive exercises to engage participants input.

OPTIONAL CITY COUNCIL BRIEFINGS

Michael Baker will brief members of the City Council as needed (2 optional meetings scoped). The first briefing may introduce the project and obtain input and guidance from Council. The second briefing may focus on a review of the Technical Memo #2 or the Draft ATP seeking feedback on recommendations and prioritization.

**Meetings and briefings are presently assumed to be in-person, however as the COVID-19 Pandemic evolves, these communication methods and tools may be revised upon discussion with staff.*

Appendix E – Public Survey Results

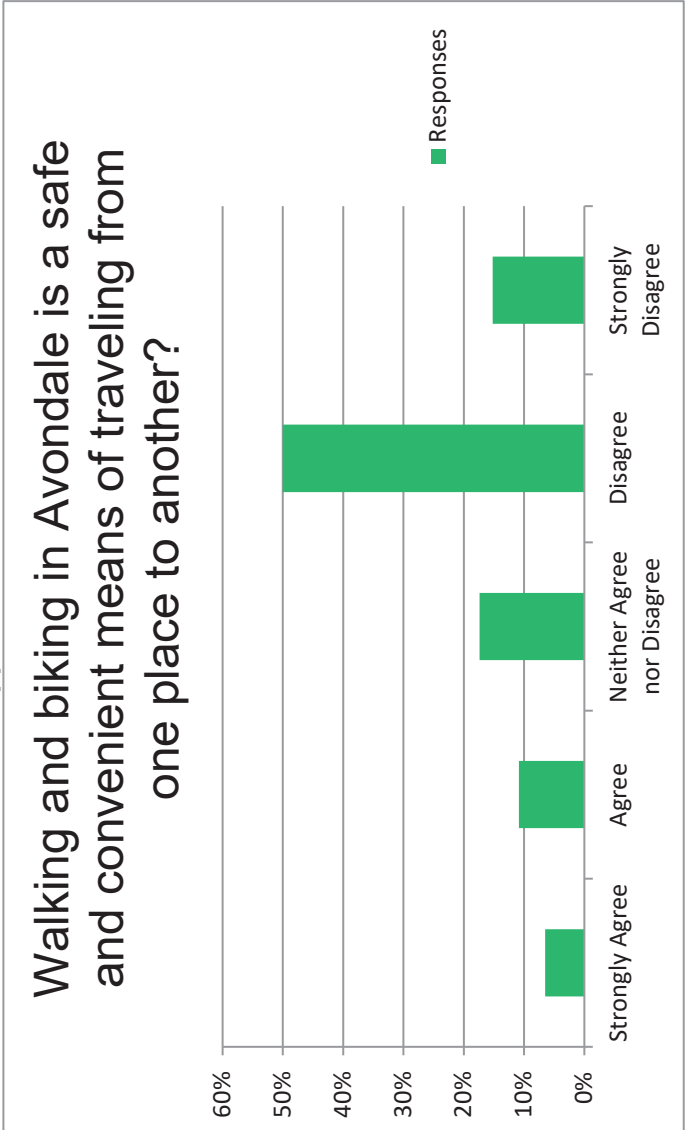
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Avondale Active Transportation Plan

Walking and biking in Avondale is a safe and convenient means of traveling from one place to another?

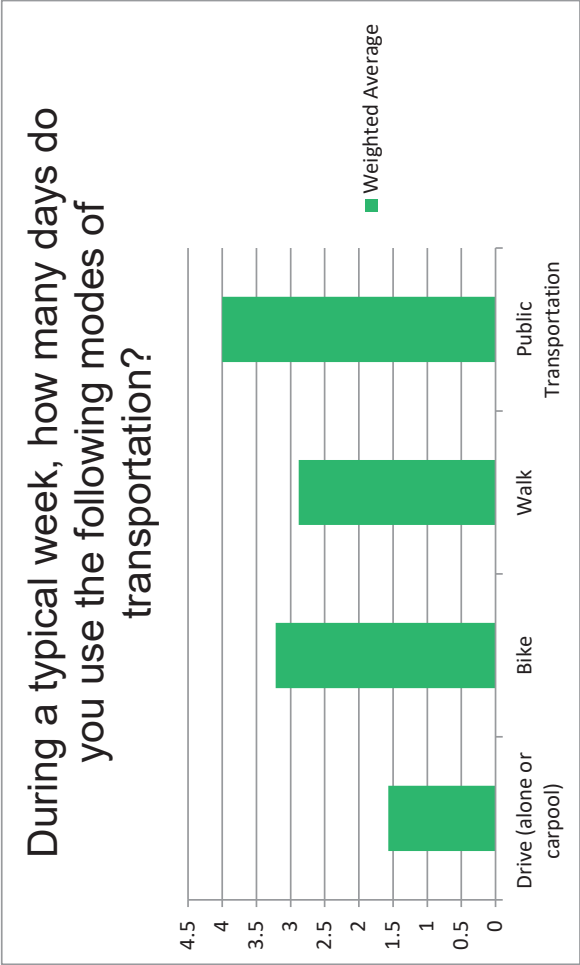
Answer Choices	Responses
Strongly Agree	7%
Agree	11%
Neither Agree nor Disagree	17%
Disagree	50%
Strongly Disagree	15%
Answered 46	
Skipped 0	



Avondale Active Transportation Plan

During a typical week, how many days do you use the following modes of transportation?

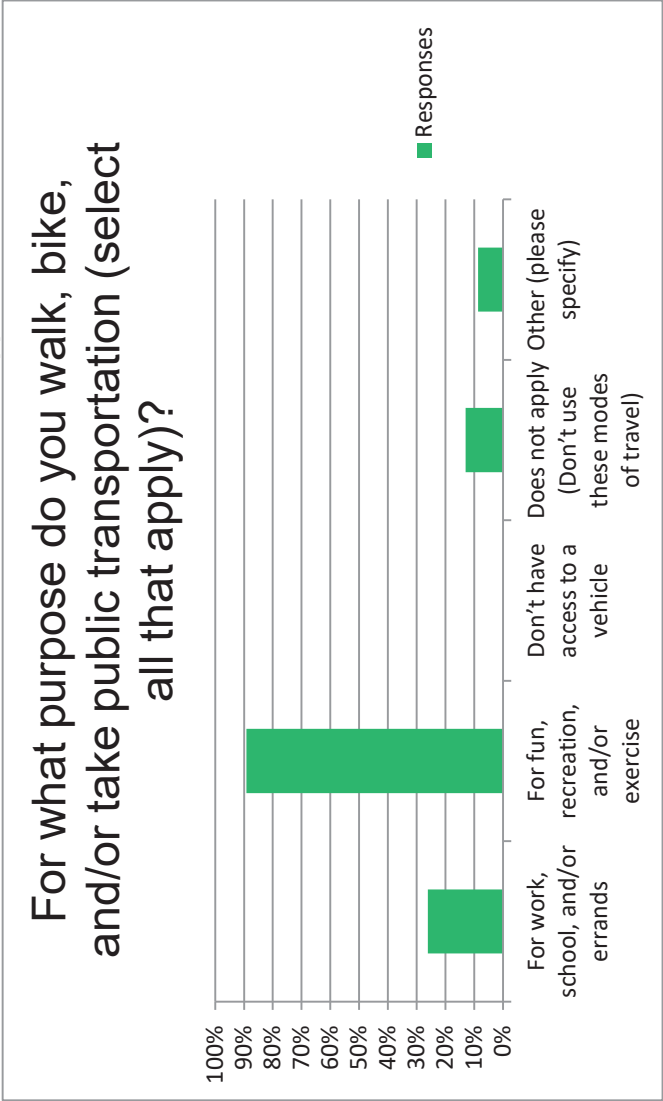
	Everyday	3-6 days a week	1-2 days a week	Never	Total	Weighted Average
Drive (alone or carpool)	52.27%	23	17	0	44	1.57
Bike	2.22%	1	9	21	45	3.22
Walk	14.29%	6	5	12	42	2.88
Public Transportation	0.00%	0	0	41	41	4
					Answered 46	
					Skipped 0	



Avondale Active Transportation Plan

For what purpose do you walk, bike, and/or take public transportation (select all that apply)?

Answer Choices	Responses
For work, school, and/or errands	12
For fun, recreation, and/or exercise	41
Don't have access to a vehicle	0
Does not apply (Don't use these modes of travel)	6
Other (please specify)	4
	46
Answered	
Skipped	0



Respondents	Response Date	Other (please specify)	Tags
1	Mar 16 2022	0 My kids walk to their school bus stop.	Pedestrians are not safe when walking here
2	Mar 15 2022	0 To save gas running errands	
3	Mar 05 2022	1 Ugh	
4	Feb 24 2022	1 Walking pets	

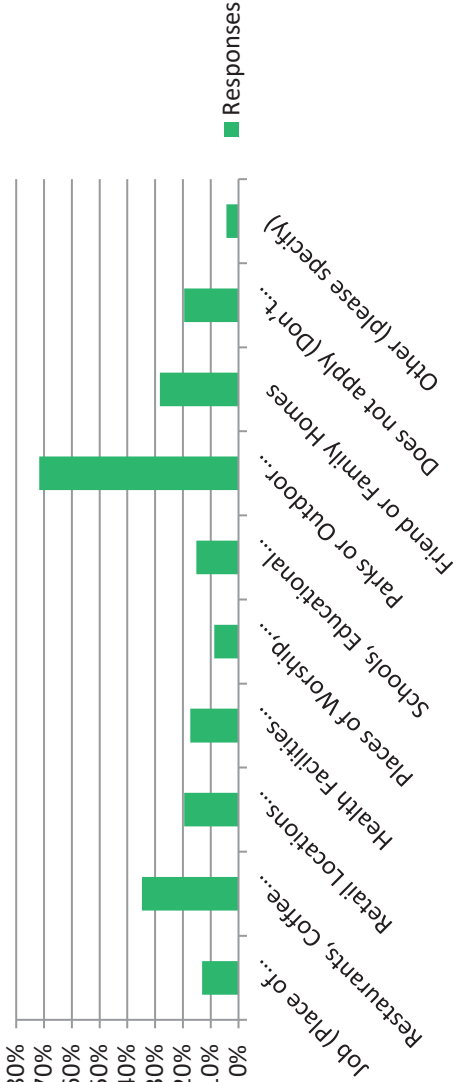
Avondale Active Transportation Plan

What type of destinations do you walk, bike, or take transit to (select all that apply)?

Answer Choices	Responses
Job (Place of Employment)	6
Restaurants, Coffee Shops	16
Retail Locations (Grocery Stores, Shops, Personal Services)	9
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Fa	8
Places of Worship, Community Center, Library, Public Services	4
Schools, Educational Facilities	7
Parks or Outdoor Recreation	33
Friend or Family Homes	13
Does not apply (Don't use these modes of travel)	9
Other (please specify)	2
	46
	0

Answered
Skipped

What type of destinations do you walk, bike, or take transit to (select all that apply)?



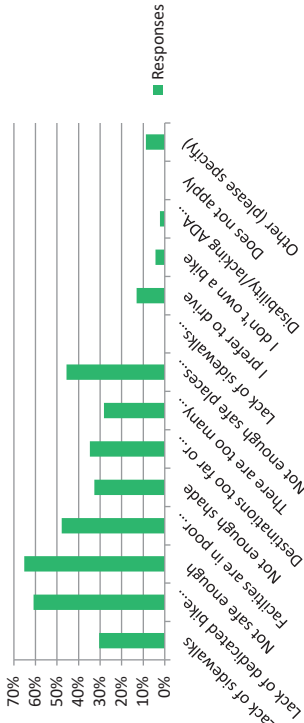
- 1 Mar 03 2022 0 Exercise only
- 2 Feb 25 2022 0 Use trail system from Glendale to Peoria for biking

Avondale Active Transportation Plan

What prevents you from walking, biking, and/or taking public transit (select all that apply)?

Answer Choices	Responses
Lack of sidewalks	14
Lack of dedicated bike space	28
Not safe enough	30
Facilities are in poor condition or not wide enough	22
Not enough shade	15
Destinations too far or not connected	16
There are too many physical barriers	13
Not enough safe places to cross the street	21
Lack of sidewalks connecting to bus stops	0
I prefer to drive	6
I don't own a bike	2
Disability/lacking ADA facilities	1
Does not apply	0
Other (please specify)	9%
	46
	0

What prevents you from walking, biking, and/or taking public transit (select all that apply)?



Respondents

Response Date Other (please specify) Tags

1 Mar 15 2022 0N.a

2 Mar 05 2022 1Motorists don't give cyclists respect! They drive to close, flip us off, blow exhaust smoke at us.

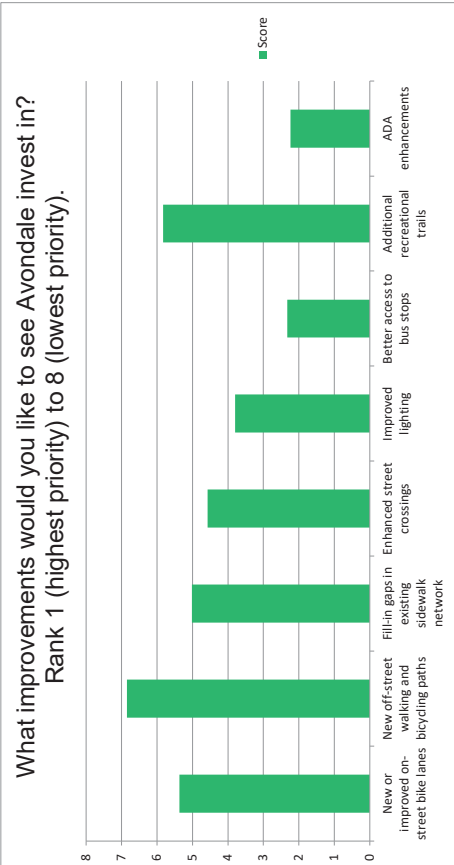
3 Mar 04 2022 0My work does not provide a safe place to store my bike.

4 Feb 26 2022 1Bus service too infrequent, does not connect to places I need to go

Avondale Active Transportation Plan

What improvements would you like to see Avondale invest in? Rank 1 (highest priority) to 8 (lowest priority).

	1		2		3		4		5		6		7		8		Total	Score
New or improved on-street bike lanes	26.09%	12	15.22%	7	10.87%	5	13.04%	6	10.87%	5	6.52%	5	10.87%	3	6.52%	5	46	5.37
New off-street walking and bicycling paths	36.96%	17	36.96%	17	10.87%	5	8.70%	4	2.17%	1	4.35%	2	0.00%	0	0.00%	0	46	6.85
Fill-in gaps in existing sidewalk network	6.52%	3	10.87%	5	23.91%	11	21.74%	10	19.57%	9	8.70%	4	8.70%	0	0.00%	4	46	5.02
Enhanced street crossings	4.35%	2	13.04%	6	8.70%	4	19.57%	9	30.43%	14	13.04%	6	8.70%	1	2.17%	4	46	4.57
Improved lighting	2.17%	1	2.17%	1	8.70%	4	15.22%	7	19.57%	9	41.30%	19	6.52%	2	4.35%	3	46	3.8
Better access to bus stops	2.17%	1	0.00%	0	6.52%	3	2.17%	1	4.35%	2	10.87%	5	41.30%	15	32.61%	19	46	2.33
Additional recreational trails	21.74%	10	19.57%	9	26.09%	12	15.22%	7	4.35%	2	4.35%	2	0.00%	4	8.70%	0	46	5.83
ADA enhancements	0.00%	0	2.17%	1	4.35%	2	4.35%	2	8.70%	4	10.87%	5	23.91%	11	45.65%	11	46	2.24
																	Answered	46
																	Skipped	0



Avondale Active Transportation Plan

What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Avondale?

Answered 46

Skipped 0

Respondents	Response Date	Responses	Tags	Sentiment
1	Mar 16 2022 0	It's not safe		Negative
2	Mar 16 2022 0	The number of people driving that are not obeying the speed limit makes me feel unsafe.		Negative
3	Mar 16 2022 0	Safety of paths lack of lights red Light runners, people who don't yield to bicycles when using crosswalks, cars going way over the speed limit, cars not looking		Negative
4	Mar 15 2022 0	for bicycles even though you are at an intersection		Negative
5	Mar 15 2022 0	places I would walk to are too far from residential area		Negative
6	Mar 15 2022 0	Sidewalks that don't connect		Positive
7	Mar 15 2022 0	Safe bike lanes		Negative
8	Mar 15 2022 0	Lots of homeless around Central Ave. Very little light.		Neutral
9	Mar 15 2022 1	No side walk		Negative
10	Mar 09 2022 0	Safety, designated bike lane, lack of enforcement of 3 feet law, driver education programs that bikes share the road.		Negative
11	Mar 08 2022 0	Distracted Drivers. Bikers and walkers need a better safe space than right next to cars.		Negative
12	Mar 08 2022 0	Crossing I-10 & main roads without bike lanes The lack of Safe and maintained bike lanes. Also trail heads that are closed, not marked or difficult to identify. I've called Parks		Negative
13	Mar 07 2022 1	and rec about the trailhead in friendship park and none of the employees knew what I was talking about.		Negative
14	Mar 07 2022 0	Cars		Negative
15	Mar 07 2022 0	Clearly marked bike lanes on streets. Safety. Riding a bicycle on most roads in the west valley isn't for the inexperienced. Dedicated space/lanes like other cities have		Negative
16	Mar 05 2022 0	helps significantly create a safe way to ride. Bike lanes are inconsistent and not interconnected. So, I might be able to ride one or two miles on a bike lane, but then the lane		Negative
17	Mar 05 2022 1	ends for a mile or two and then picks back up again. It's very difficult or impossible to plan a route, and have it be safe.		Negative
18	Mar 05 2022 1	Additionally, bike lanes are sometimes not well maintained and have debris and pot holes, which make them dangerous. Motorists		Negative
19	Mar 04 2022 0	Safety along biking/walking paths. They all need barriers like landscaping or poles. Curbs that run flat into the street aren't safe		Negative
20	Mar 04 2022 0	because they encourage cars to cut corners and drive recklessly!		Negative
21	Mar 04 2022 1	Continuous bike paths		Negative
22	Mar 04 2022 1	Lack of trails that connect to other trails or pathways.		Unknown
23	Mar 04 2022 0	na The bike path that follows agua fria is great. We need more paths like that. Keeps motorists and cyclists / walkers separated from		Negative
24	Mar 04 2022 0	each other. It's safer for everyone.		Negative
25	Mar 03 2022 0	There aren't a lot of safe places to ride and the destinations aren't connected.		Negative
26	Mar 03 2022 0	Motorized vehicles		Negative
27	Mar 03 2022 0	Lack of sidewalks and insufficient or non-existent bike lanes. This is more evident south of I10.		Positive
28	Mar 02 2022 0	motivation		Negative
28	Mar 02 2022 1	Traffic, mostly at stop signs		Negative

29 Feb 26 2022 1 Shade during summer, city sprawl means locations are far apart

Crossing major intersections

30 Feb 26 2022 0 Street lighting

31 Feb 25 2022 1 Neighbor areas are not connected to walking paths

32 Feb 25 2022 0 connected to Glendale

33 Feb 25 2022 0 Safety

34 Feb 24 2022 1 Lack of bike lanes and few off street bike/walking paths.

35 Feb 24 2022 0 Speeding cars

36 Feb 24 2022 0 High speed and dense traffic conditions.

37 Feb 24 2022 0 The coffee shops or other restaurants are kind of far away for walking or biking

38 Feb 24 2022 1 Lighting, traffic and overall safety

We need more light systems. There is so much development and new housing. We need traffic lights and speed zones so

39 Feb 24 2022 1 families feel comfortable walking/riding bikes.

40 Feb 24 2022 1 Bike lanes

41 Feb 24 2022 1 Lighting and continuous sidewalks

42 Feb 24 2022 1 Unfamiliar with available paths and not enough paths / connection

43 Feb 24 2022 1 Safety- crime, and people drive crazy - speeding/unauthorized parking/etc.

Stores are so far apart and sidewalks don't go everywhere. McDowell west of Avondale is all dirt for a while and my husband and

44 Feb 24 2022 1 I both got flat tires when we tried to bike there

45 Feb 24 2022 1 major roads.

We need the trail along the Agua Fria river at the I-10 to connect to Friendship Park and then on to Peoria's New River trail. Once

46 Feb 24 2022 1 that happens the whole valley is open to bike travel.

Negative

Negative

Negative

Positive

Negative

Negative

Negative

Negative

Negative

Negative

Negative

Negative

Positive

Negative

Negative

Negative

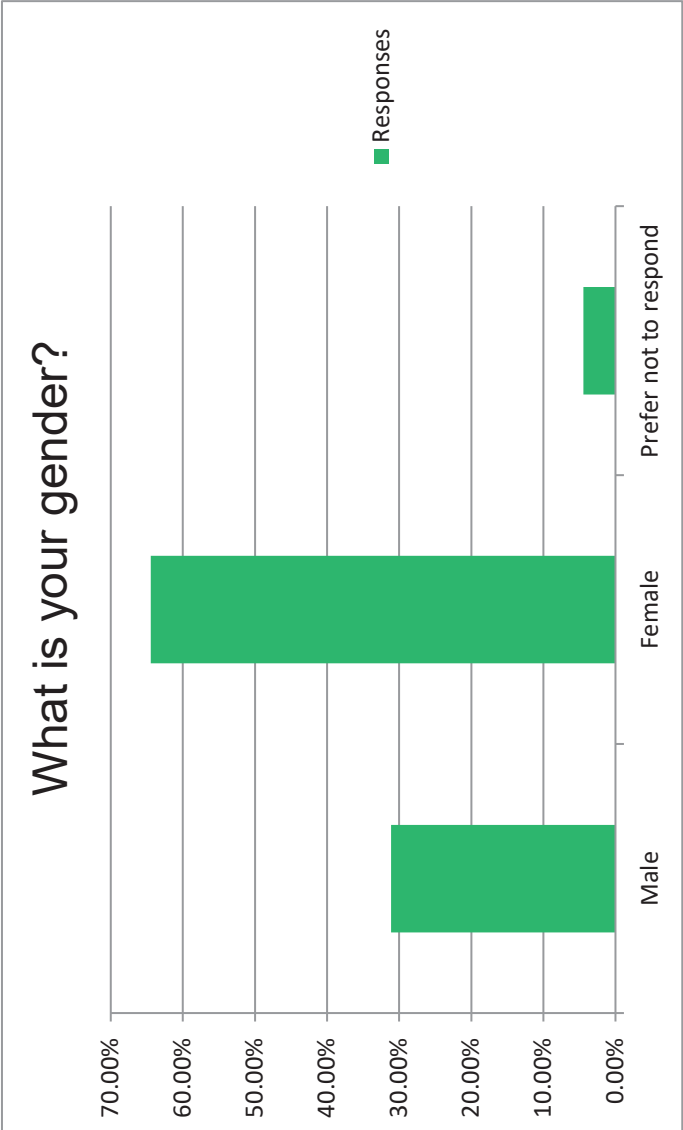
Negative

Negative

Avondale Active Transportation Plan

What is your gender?

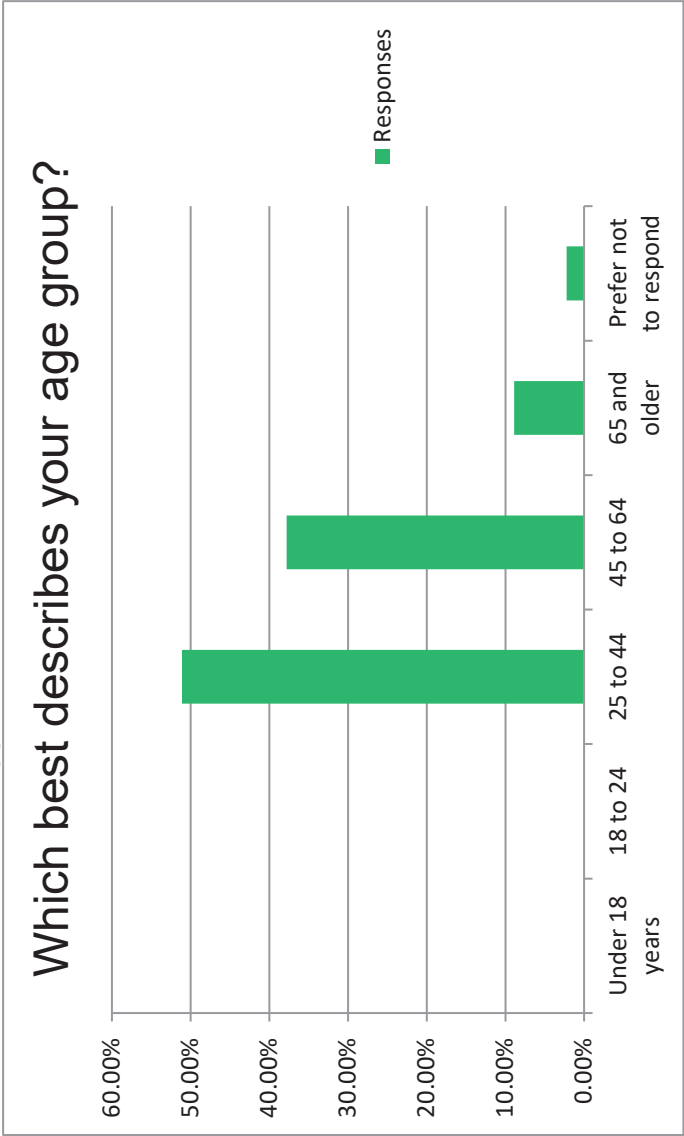
Answer Choices	Responses
Male	14
Female	29
Prefer not to respond	2
Answered 45	
Skipped 1	



Avondale Active Transportation Plan

Which best describes your age group?

Answer Choices	Responses
Under 18 years	0
18 to 24	0
25 to 44	23
45 to 64	17
65 and older	4
Prefer not to respond	1
	Answered 45
	Skipped 1

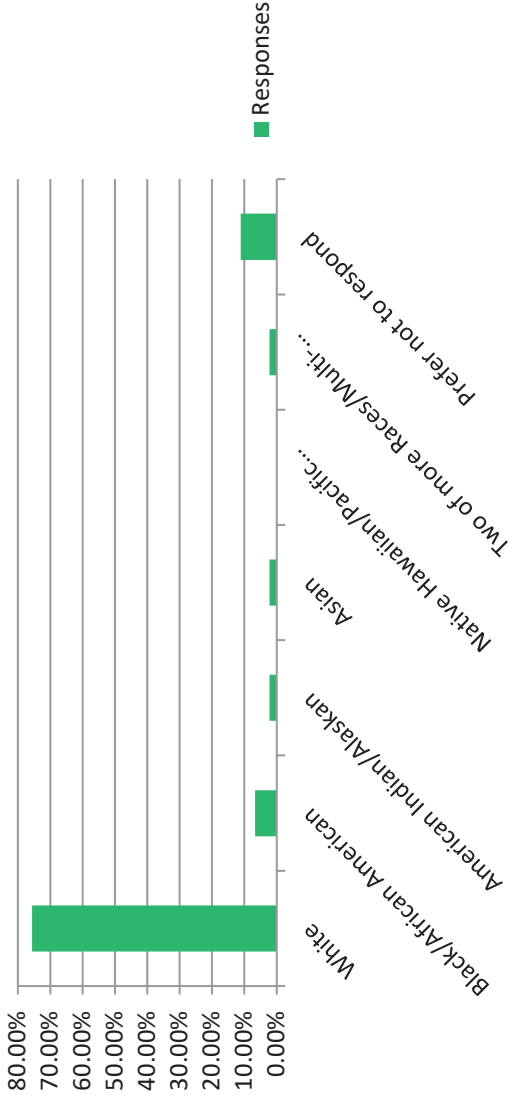


Avondale Active Transportation Plan

Race (Self-Identify the group you most closely relate to)

Answer Choices	Responses
White	34
Black/African American	3
American Indian/Alaskan	1
Asian	1
Native Hawaiian/Pacific Islander	0
Two of more Races/Multi-Racial	1
Prefer not to respond	5
	45
	Skipped
	1

Race (Self-Identify the group you most closely relate to)

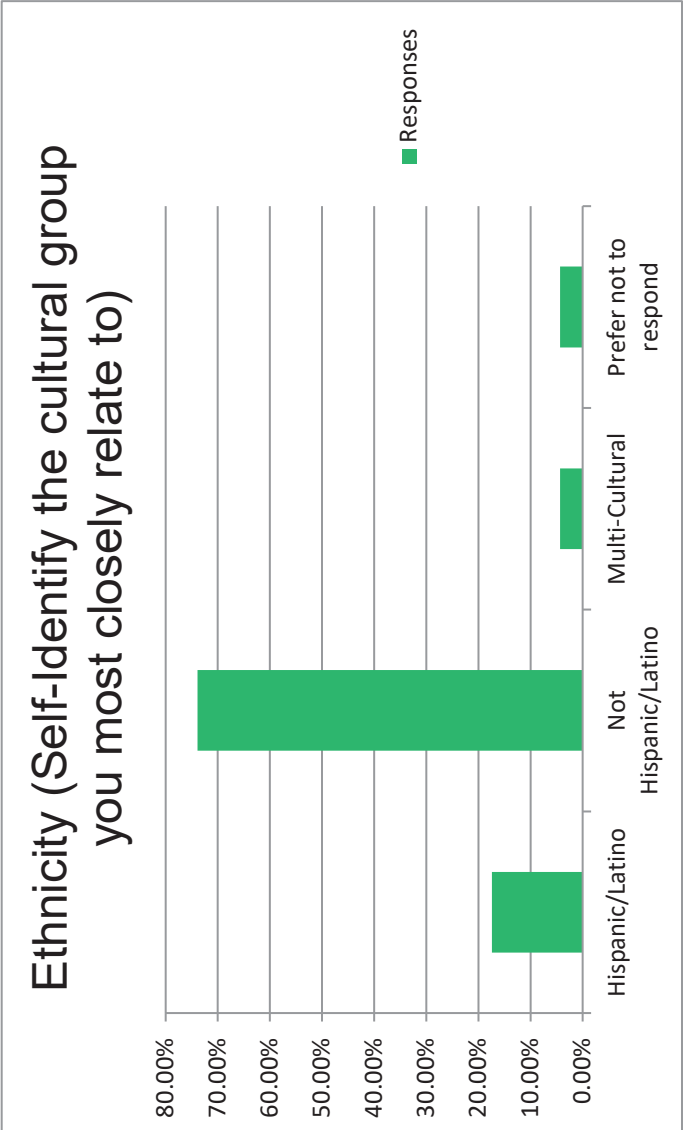


Avondale Active Transportation Plan

Ethnicity (Self-Identify the cultural group you most closely relate to)

Answer Choices	Responses
Hispanic/Latino	8
Not Hispanic/Latino	34
Multi-Cultural	2
Prefer not to respond	2

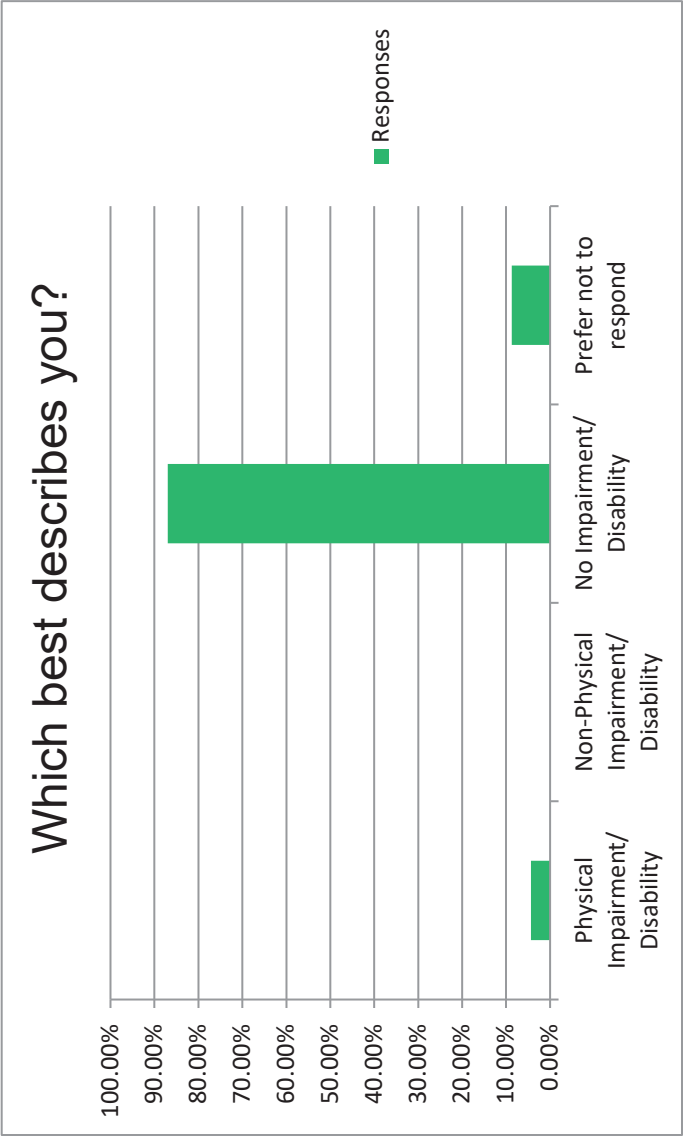
Answered 46
Skipped 0



Avondale Active Transportation Plan

Which best describes you?

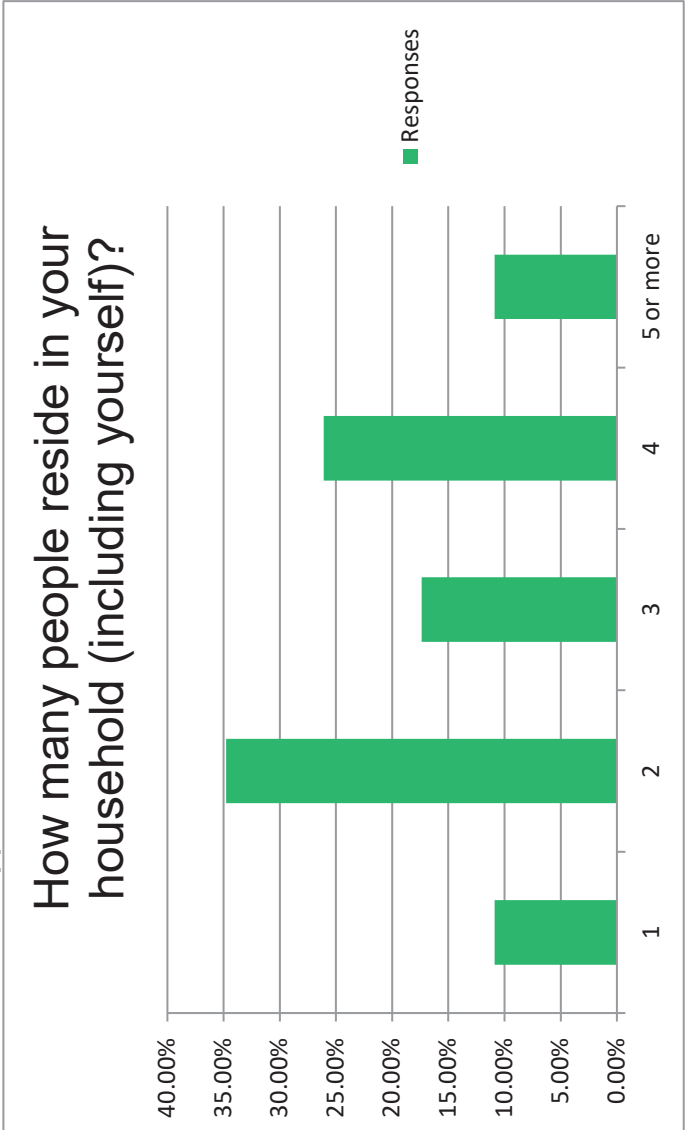
Answer Choices	Responses
Physical Impairment/ Disability	4.35% 2
Non-Physical Impairment/ Disability	0.00% 0
No Impairment/ Disability	86.96% 40
Prefer not to respond	8.70% 4
	Answered 46
	Skipped 0



Avondale Active Transportation Plan

How many people reside in your household (including yourself)?

Answer Choices	Responses
1	10.87% 5
2	34.78% 16
3	17.39% 8
4	26.09% 12
5 or more	10.87% 5
Answered 46	
Skipped 0	



Avondale Active Transportation Plan

What is the nearest intersection to your residence?

Answer Choices	Responses
Street 1	100.00% 37
Street 2	100.00% 37

Answered

37

9

Respondents	Response Date	Street 1	Tags	Street 2	Tags
1	Mar 16 2022	0 Broadway Rd		Priest Dr	
2	Mar 16 2022	0 Fairway		Avondale blvd	
3	Mar 15 2022	0 Avondale Blvd		McDowell	
4	Mar 15 2022	0 Garden Lakes Parkway		Indian School	
5	Mar 15 2022	0 Durango		Avondale	
6	Mar 15 2022	0 107th Avenue		Thomas Road	
7	Mar 15 2022	0 3rd st		Dooley	
8	Mar 15 2022	1 MC 85		Avondale	
9	Mar 09 2022	0 Bullard Rd		Earl Drive	
10	Mar 08 2022	0 Dysart		Thomas	
11	Mar 07 2022	1 Avondale Blvd		Buckeye Rd	
12	Mar 07 2022	0 Elliot		Estrella Parkway	
13	Mar 07 2022	0 MC Dowell		Rancho	
14	Mar 05 2022	0 McDowell		Dysart	
15	Mar 05 2022	1 Bethany Home		Dysart	
16	Mar 05 2022	1 Estrella		Vineyard	
17	Mar 04 2022	0 Yuma		Sarival	
18	Mar 04 2022	0 Yuma		Estrella	
19	Mar 04 2022	0 na		na	
20	Mar 04 2022	0 107th ave		Thomas	
21	Mar 03 2022	0 Avondale Blvd		Encanto	
22	Mar 02 2022	0 Avondale		MC 85	
23	Mar 02 2022	1 Van Buren		Avondale Blvd.	
24	Feb 26 2022	0 Avondale blvd		Van buren	
25	Feb 25 2022	1 Avondale Blvd		VanBuren	

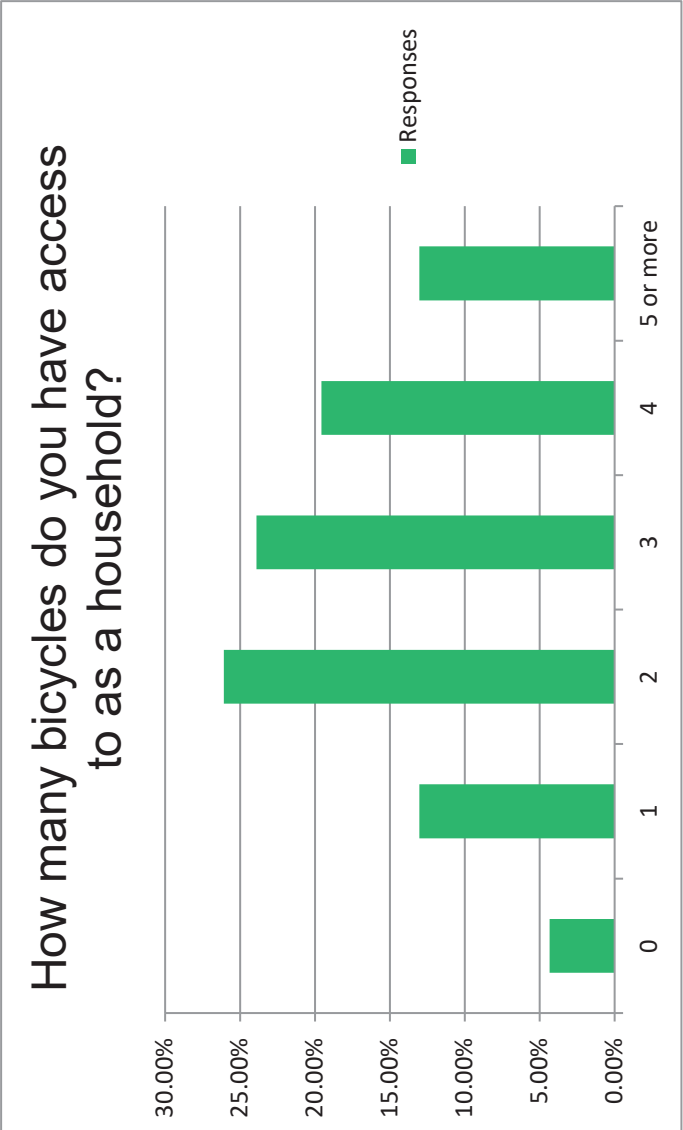
26 Feb 25 2022 0 Dysart
27 Feb 25 2022 0 Fairway
28 Feb 24 2022 0 McDowell
29 Feb 24 2022 0 Van Buren
30 Feb 24 2022 0 Avondale Blvd
31 Feb 24 2022 1 111
32 Feb 24 2022 1 Doris
33 Feb 24 2022 1 Encanto
34 Feb 24 2022 1 115th Ave
35 Feb 24 2022 1 Buckeye
36 Feb 24 2022 1 Avondale or 107th
37 Feb 24 2022 1 North Fairway

Sage
Van Buren
119th Ave
107th Ave
MC85
Pima
Dysart
Avondale blvd
Thomas
El mirage
Van Buren
West Van Buren

Avondale Active Transportation Plan

How many bicycles do you have access to as a household?

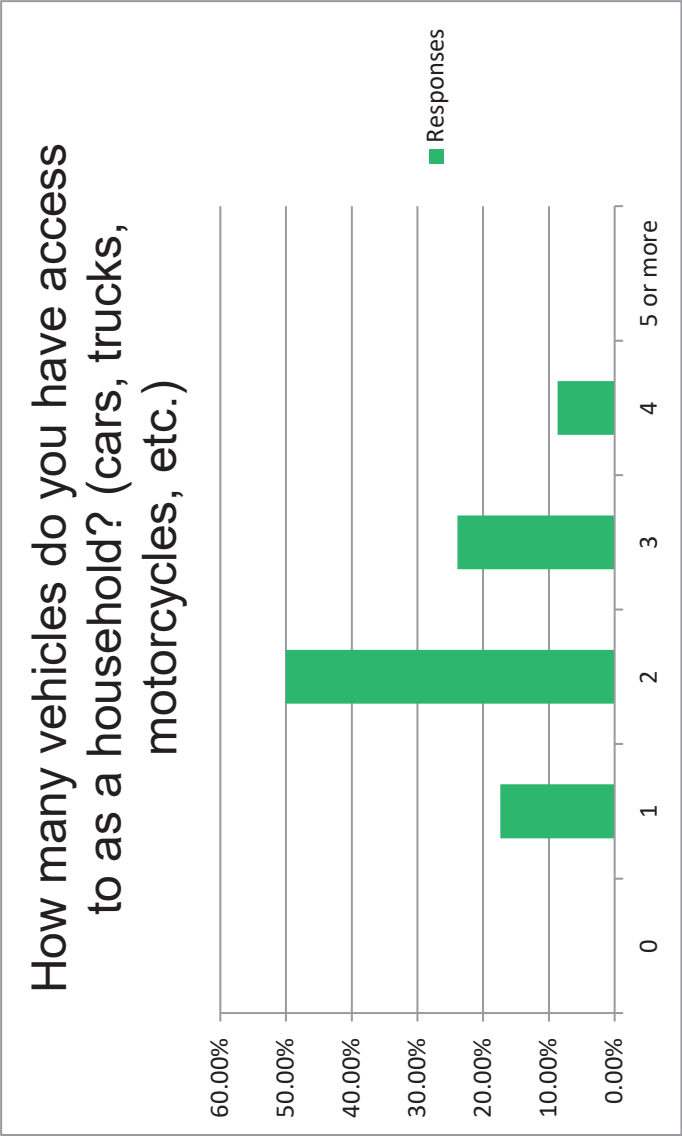
Answer Choices	Responses
0	4.35% 2
1	13.04% 6
2	26.09% 12
3	23.91% 11
4	19.57% 9
5 or more	13.04% 6
Answered 46	
Skipped 0	



Avondale Active Transportation Plan

How many vehicles do you have access to as a household? (cars, trucks, motorcycles, etc.)

Answer Choices	Responses
0	0.00% 0
1	17.39% 8
2	50.00% 23
3	23.91% 11
4	8.70% 4
5 or more	0.00% 0
Answered 46	
Skipped 0	



Appendix F – Detailed Project Prioritization Results

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Proximity & Connectivity				
Criteria Weight	Sub-Criteria (SC)	SC Score	Scoring Thresholds	
20	Fills a gap in the existing system	5	Yes	5
			No	1
	Connects neighborhoods /parks/adjacent jurisdictions	5	7-12	5
			4-6	2.5
			0-3	1
	Provides access to school and medical facilities	5	5-7	5
			2-4	2.5
			0-1	1
	Addresses first mile/last mile connection	5	8-13	5
			2-7	2.5
			0-1	1

Safety				
Criteria Weight	Sub-Criteria (SC)	(SC) Score	Scoring Thresholds	
30	May Address pedestrian/ bicycle safety issues	7.5	7-17	7.5
			2-6	3.75
			0-1	1
	May Address pedestrian/ bicycle fatality and/or incapacitating injury	7.5	2-3	7.5
			1	3.75
			0	1
	May address related safety issues at project location	7.5	273-779	7.5
			80-272	3.75
			0-79	1
			Yes	7.5
Positive Crash Reduction Factor		7.5	0	1

Comfort				
Criteria Weight	Sub-Criteria (SC)	(SC) Score	Scoring Thresholds	
20	Number of Lanes	5	4.3-6	5
			2.1-4.2	2.5
			0-2	1
	Speed Limit	5	31-50	5
			1-30	2.5
			0	1
	Traffic Volume	5	23,512-53,711	5
			9,859-23,511	2.5
			0-9,858	1
	Facility conflicts	5	9-19	5
			4-8	2.5
			0-3	1

Social Equity			
Criteria Weight	Sub-Criteria (SC)	SC Score	Scoring Thresholds
			832-20666
			3.75

15	Serves an area with high number of low income and zero car household populations	3.75	307-831	1.875
			3-306	1
	Serves an area with high number of individuals with disabilities	3.75	603-1401	3.75
			235-602	1.875
			3-234	1
	Serves areas with disproportionate rate of vulnerable users	3.75	5607-9613	3.75
			2294-5606	1.875
			18-2293	1
			6.68-21.66	3.75
	Provides active transportation facilities in an area where residents commute by alternative modes of transportation	3.75	2.27-6.67	1.875
			0-2.26	1

Deliverability & Constructability				
Criteria Weight	Sub-Criteria (SC)	SC Score	Scoring Thresholds	
15	Previously recommended project	3.75	Yes	3.75
			No	1
	Project cost	3.75	\$3,000 - 2.09M	3.75
			2.09M - 6.49M	1.875
			6.49M - 16.49M	1
	Maintenance cost	3.75	Low	3.75
			Medium	1.875
			High	1
	Physical constraints (Owned and Maintained Roadway)	3.75	Avondale Maintained	3.75
			Partially Maintained	1.875
			County Maintained	1

ATTRIBUTE TABLE

Project ID	Length (Miles)	Location	Facility Type	Plan	Limit From	Limit To	Roadway Classification	Join_Field
P1	0.50	01st Ave	Sidewalk One Side	Avondale ATP 2022	Rosewell Street	Van Buren Street	LOCAL	1
B1	0.13	03rd Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Zinc Apartment Prcld	Zinc Apartment Prcld	COLLECTOR	2
P2	0.07	07th Ave	Sidewalk One Side	MCDOT ATP 2018	350 feet north Buckeye Rd	Buckeye Rd	ARTERIAL	3
B2	1.99	07th Ave	Bicycle Lane Both Sides	MCDOT ATP 2018	Lower Buckeye Rd	Southern Ave	ARTERIAL	4
B3	0.81	07th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	I-10	Van Buren Street	ARTERIAL	5
P3	0.02	07th Ave	Sidewalk Both Sides	MCDOT ATP 2018	Lower Buckeye Road	125 feet south Lower Buckeye Road	ARTERIAL	6
P4	0.34	11th Ave	Sidewalk One Side	Avondale ATP 2022	Rosewell Street	Van Buren Street	COLLECTOR	7
B4	0.32	12th Lane	Bicycle Lane Both Sides	Avondale ATP 2022	Whymian Ave	Lower Buckeye Road	COLLECTOR	8
P5	0.04	14th Ave	Sidewalk One Side	Avondale ATP 2022	Colwater Springs Blvd	Civic Center Drive	LOCAL	9
B5	0.84	15th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Roosevelt Drive	McDowell Road	ARTERIAL	10
B6	0.33	19th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Monte Vista Road	McDowell Road	COLLECTOR	11
B7	0.31	19th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Thomas Road	Van Buren Street	COLLECTOR	12
B8	0.20	19th Ave	Bicycle Lane Both Sides	Avondale ATP 2022	Encanto Blvd	Encanto Blvd	COLLECTOR	13
P6	0.21	19th Ave	Sidewalk One Side	Avondale ATP 2022	Rosewell Street	Van Buren Street	COLLECTOR	14
P7	0.26	19th Ave	Sidewalk One Side	Avondale ATP 2022	Palm Lane	McDowell Road	COLLECTOR	15
P8	0.03	26th Ave	Sidewalk Both Sides	Avondale ATP 2022	Warner Street	Dead End	LOCAL	16
P9	0.04	26th Dr	Sidewalk Both Sides	Avondale ATP 2022	Illini Street	Illini Street	LOCAL	17
B9	2.00	98th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Indian School Road	McDowell Road	ARTERIAL	18
B10	0.16	98th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	McDowell Road	I-10	ARTERIAL	19
B11	0.16	98th Avenue	Bicycle Lane Both Sides	Avondale Transportation Master Plan	820 feet North Van Buren St	Van Buren St	ARTERIAL	20
M11	2.97	Aqua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Lower Buckeye Road	Gila River	OFF-Street	21
M12	2.07	Aqua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Indian School Road	McDowell Road	OFF-Street	22
M13	1.01	Aqua Fria River East	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Buckeye Road	Lower Buckeye Road	OFF-Street	23
M14	2.81	Aqua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Lower Buckeye Road	Gila River	OFF-Street	24
M15	1.87	Aqua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	Indian School Road	I-10	OFF-Street	25
M16	0.32	Aqua Fria River West	Multi-Use Path	Avondale Parks, Recreation, Libraries & Trails Master Plan Update 2017	I-10	Lower Buckeye Road	OFF-Street	26
B12	0.38	Avondale Blvd	Bicycle Lane One Side	Avondale Transportation Master Plan	McDowell Road	Southern Avenue	ARTERIAL	27
B13	0.49	Avondale Blvd	Banner Wayfinding Signage	Wayfinding Master Plan	Broadway Road	McDowell Road	ARTERIAL	28
B14	3.74	Avondale Blvd	Bicycle Lane Both Sides	Avondale ATP 2022	Lower Buckeye Road	Southern Ave	ARTERIAL	29
P10	0.72	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	Lower Buckeye Road	El Mirage Road	ARTERIAL	30
P11	0.32	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	990 feet south McDowell Road	I-10	ARTERIAL	31
P12	0.10	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	515 feet south Roosevelt Street	Rosewell Street	ARTERIAL	32
P13	0.17	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	CITY Center Drive	CITY Center Drive	ARTERIAL	33
P14	0.33	Avondale Blvd	Sidewalk Both Sides	Avondale ATP 2022	Van Buren Street	Van Buren Street	ARTERIAL	34
P15	0.24	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	Colwater Springs Blvd	Colwater Springs Blvd	ARTERIAL	35
P16	0.69	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	Encanto Blvd	McDowell Road	ARTERIAL	36
P17	0.06	Avondale Blvd	Sidewalk One Side	Avondale ATP 2022	McDowell Road	399 feet south McDowell Road	ARTERIAL	37
P18	0.10	Avondale Blvd	Bicycle Lane Both Sides	Avondale ATP 2022	Rosewell Street	515 feet south Roosevelt Street	ARTERIAL	38
B15	1.03	Postway Road	Sidewalk One Side	Avondale ATP 2022	El Mirage Road	107th Ave	ARTERIAL	39
P19	1.33	Buckeye Rd	Sidewalk One Side	Avondale ATP 2022	119th Lane	107th Ave	ARTERIAL	40
P20	0.37	Buckeye Rd	Sidewalk Both Sides	Avondale ATP 2022	Dysart Road	El Mirage Road	ARTERIAL	41
P21	0.06	Buckeye Rd	Sidewalk Both Sides	Avondale ATP 2022	West of El Mirage Rd	320 feet East 107th	ARTERIAL	42
B16	0.47	Buckeye Rd North	Bicycle Lane Both Sides	MCDOT ATP 2018	Avondale Blvd	107th Avenue	ARTERIAL	43
B17	0.36	Buckeye Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Avondale Blvd	780 FT East El Mirage Road	ARTERIAL	45
B18	0.36	Buckeye Road	Bicycle Lane Both Sides	Avondale ATP 2022	1000 FT West El Mirage Road	Avondale Blvd	ARTERIAL	46
B19	0.42	Central Avenue	Bicycle Lane Both Sides	Avondale ATP 2022	121st Lane	Western Ave	COLLECTOR	47
P23	0.31	DWC Center Dr	Sidewalk Both Sides	Avondale ATP 2022	400 feet southeast 114th Ave	Main Street	LOCAL	48
P24	0.09	DWC Center Dr	Sidewalk One Side	Avondale ATP 2022	Avondale Blvd	Madison Street	LOCAL	49
P25	0.09	DWC Center Dr	Sidewalk Both Sides	Avondale ATP 2022	Jefferson Street	Jefferson Street	LOCAL	50
P26	0.17	DWC Center Dr	Sidewalk One Side	Avondale ATP 2022	128th Avenue	400 feet southeast 114th Ave	LOCAL	51
B20	0.10	Colwater Springs Blvd	Bicycle Lane Both Sides	Avondale Transportation Master Plan	128th Avenue	Civic Center Drive	COLLECTOR	52
P27	0.10	Colwater Springs Blvd	Sidewalk Both Sides	Avondale ATP 2022	114th Ave	Civic Center Drive	COLLECTOR	54
P28	0.12	County Line Rd	Sidewalk Both Sides	Avondale ATP 2022	125th Avenue	Dead End	LOCAL	55
M17	0.32	Durango Street	Trail Segment	Avondale Transportation Master Plan	125th Avenue	Aqua Fria Trail	OFF-Street	56
B21	0.11	Dysart Road	Bicycle Lane Both Sides	Avondale Transportation Master Plan	Western Ave	Buckeye Road	ARTERIAL	58
B22	1.00	Dysart Road	Banner Wayfinding Signage	Wayfinding Master Plan	Indian School Road	Thomas	ARTERIAL	59
B23	1.39	Dysart Road	Bicycle Lane Both Sides	Wayfinding Master Plan	Lower Buckeye Road	I-10	ARTERIAL	60
B24	2.19	Dysart/Vermerech Road	Sidewalk One Side	Avondale ATP 2022	Corral Street	Southern Ave	ARTERIAL	61
P30	0.08	Aqua Fria Ln	Sidewalk Both Sides	Avondale ATP 2022	Dysart Rd	Dead End	LOCAL	62
P31	0.25	Brinker Dr	Sidewalk Both Sides	Avondale ATP 2022	Central Ave	Eliseo C Felix Jr Way	COLLECTOR	63
P32	0.10	Broole Pl	Sidewalk Both Sides	Avondale ATP 2022	Central Ave	4th Street	LOCAL	64
P33	0.10	Corral St	Sidewalk One Side	Avondale ATP 2022	Central Ave	7th Street	LOCAL	65
P34	0.07	Ludlow Dr	Sidewalk One Side	Avondale ATP 2022	Central Ave	3rd Street	LOCAL	66
P35	0.05	El Park Dr	Sidewalk Both Sides	Avondale ATP 2022	1st Street	2nd Street	LOCAL	67
P36	0.29	Western Ave	Sidewalk One Side	Avondale ATP 2022	4th Street	420 feet East Eliseo C Felix Jr Way	LOCAL	68

Construction Cost	Inflation Adjustment	Design	Contingency	Cost Estimate
\$ 188,480	\$ 210,551	\$ 21,055	\$ 21,055	\$ 295,000
\$ 44,107	\$ 49,272	\$ 4,927	\$ 4,927	\$ 69,000
\$ 24,825	\$ 27,732	\$ 2,773	\$ 2,773	\$ 39,000
\$ 696,859	\$ 778,462	\$ 77,846	\$ 77,846	\$ 1,090,000
\$ 283,105	\$ 316,256	\$ 31,626	\$ 31,626	\$ 443,000
\$ 17,838	\$ 19,926	\$ 1,993	\$ 1,993	\$ 28,000
\$ 128,741	\$ 143,816	\$ 14,382	\$ 14,382	\$ 201,000
\$ 110,937	\$ 123,928	\$ 12,393	\$ 12,393	\$ 173,000
\$ 15,783	\$ 17,631	\$ 1,763	\$ 1,763	\$ 25,000
\$ 293,958	\$ 328,380	\$ 32,838	\$ 32,838	\$ 460,000
\$ 114,076	\$ 127,434	\$ 12,743	\$ 12,743	\$ 178,000
\$ 177,160	\$ 197,906	\$ 19,791	\$ 19,791	\$ 272,000
\$ 71,452	\$ 79,819	\$ 7,982	\$ 7,982	\$ 112,000
\$ 78,441	\$ 87,627	\$ 8,763	\$ 8,763	\$ 123,000
\$ 96,055	\$ 107,303	\$ 10,730	\$ 10,730	\$ 150,000
\$ 21,030	\$ 23,493	\$ 2,349	\$ 2,349	\$ 32,000
\$ 27,078	\$ 30,449	\$ 3,025	\$ 3,025	\$ 42,000
\$ 701,363	\$ 782,275	\$ 78,238	\$ 78,238	\$ 1,095,000
\$ 64,953	\$ 72,559	\$ 7,256	\$ 7,256	\$ 102,000
\$ 54,457	\$ 60,834	\$ 6,083	\$ 6,083	\$ 85,000
\$ 5,945,232	\$ 6,641,486	\$ 664,149	\$ 664,149	\$ 9,298,000
\$ 4,149,482	\$ 4,635,386	\$ 463,539	\$ 463,539	\$ 6,490,000
\$ 2,021,316	\$ 2,258,012	\$ 225,801	\$ 225,801	\$ 3,161,000
\$ 5,613,022	\$ 6,270,307	\$ 627,031	\$ 627,031	\$ 8,781,000
\$ 3,733,370	\$ 4,169,943	\$ 416,943	\$ 416,943	\$ 5,837,000
\$ 3,837,178	\$ 4,286,512	\$ 428,512	\$ 428,512	\$ 6,001,000
\$ 48,837	\$ 54,555	\$ 5,555	\$ 5,555	\$ 76,000
\$ 33,600	\$ 37,535	\$ 3,753	\$ 3,753	\$ 53,000
\$ 1,308,491	\$ 1,461,716	\$ 146,172	\$ 146,172	\$ 2,046,000
\$ 2,799,778	\$ 3,127,632	\$ 312,763	\$ 312,763	\$ 4,379,000
\$ 162,306	\$ 181,312	\$ 18,131	\$ 18,131	\$ 254,000
\$ 38,670	\$ 43,209	\$ 4,320	\$ 4,320	\$ 60,000
\$ 65,549	\$ 73,225	\$ 7,322	\$ 7,322	\$ 103,000
\$ 171,194	\$ 193,258	\$ 19,258	\$ 19,258	\$ 269,000
\$ 91,868	\$ 102,403	\$ 10,240	\$ 10,240	\$ 143,000
\$ 185,555	\$ 207,283	\$ 20,728	\$ 20,728	\$ 290,000
\$ 20,812	\$ 23,037	\$ 2,304	\$ 2,304	\$ 32,000
\$ 732,19	\$ 81,793	\$ 8,179	\$ 8,179	\$ 115,000
\$ 647,565	\$ 723,395	\$ 72,339	\$ 72,339	\$ 1,013,000
\$ 371,797	\$ 638,754	\$ 63,875	\$ 63,875	\$ 894,000
\$ 363,583	\$ 406,159	\$ 40,616	\$ 40,616	\$ 569,000
\$ 45,486	\$ 50,813	\$ 5,081	\$ 5,081	\$ 71,000
\$ 177,737	\$ 198,550	\$ 19,555	\$ 19,555	\$ 278,000
\$ 336,364	\$ 375,753	\$ 37,575	\$ 37,575	\$ 526,000
\$ 122,788	\$ 137,167	\$ 13,717	\$ 13,717	\$ 192,000
\$ 299,332	\$ 334,384	\$ 34,384	\$ 34,384	\$ 488,000
\$ 146,632	\$ 166,037	\$ 16,604	\$ 16,604	\$ 232,000
\$ 231,319	\$ 258,406	\$ 25,841	\$ 25,841	\$ 362,000
\$ 34,354	\$ 38,377	\$ 3,838	\$ 3,838	\$ 54,000
\$ 69,916	\$ 78,103	\$ 7,810	\$ 7,810	\$ 109,000
\$ 63,838	\$ 71,313	\$ 7,313	\$ 7,313	\$ 100,000
\$ 35,361	\$ 39,501	\$ 3,950	\$ 3,950	\$ 55,000
\$ 77,380	\$ 86,442	\$ 8,642	\$ 8,642	\$ 121,000
\$ 91,451	\$ 102,160	\$ 10,216	\$ 10,216	\$ 143,000
\$ 649,300	\$ 725,533	\$ 72,533	\$ 72,533	\$ 1,015,000
\$ 37,913	\$ 42,553	\$ 4,255	\$ 4,255	\$ 59,000
\$ 33,600	\$ 37,535	\$ 3,753	\$ 3,753	\$ 53,000
\$ 33,600	\$ 37,535	\$ 3,753	\$ 3,753	\$ 53,000
\$ 766,279	\$ 856,010	\$ 85,601	\$ 85,601	\$ 1,198,000
\$ 29,911	\$ 33,413	\$ 3,341	\$ 3,341	\$ 47,000
\$ 186,827	\$ 208,704	\$ 20,870	\$ 20,870	\$ 292,000
\$ 222,814	\$ 248,905	\$ 24,891	\$ 24,891	\$ 348,000
\$ 38,943	\$ 43,503	\$ 4,350	\$ 4,350	\$ 61,000
\$ 62,447	\$ 69,759	\$ 6,976	\$ 6,976	\$ 98,000
\$ 33,920	\$ 37,892	\$ 3,789	\$ 3,789	\$ 53,000
\$ 243,241	\$ 271,724	\$ 27,172	\$ 27,172	\$ 380,000
\$ 110,114	\$ 123,009	\$ 12,301	\$ 12,301	\$ 172,000

P143	0.34	W Thomas Rd	Avondale ATP 2022	119th Ave	115th Ave	ARTERIAL	90,248	\$	100,815	\$	10,082	\$	141,000	\$	
P144	0.91	W Thomas Rd	Avondale ATP 2022	105th Ave	99th Ave	ARTERIAL	340,685	\$	380,580	\$	30,245	\$	332,580	\$	
P145	0.46	W Thomas Rd	Avondale ATP 2022	350 feet West Rancho Santa Fe Blvd	Agua Fria River West	ARTERIAL	172,701	\$	192,925	\$	19,392	\$	270,000	\$	
P146	0.25	W Van Buren St	Avondale ATP 2022	107th Ave	101st Ave	ARTERIAL	315,884	\$	282,736	\$	31,584	\$	442,000	\$	
P147	0.24	W Van Buren St	Avondale ATP 2022	Avondale Blvd	1/4 mile west 111th Ave	ARTERIAL	182,363	\$	203,717	\$	20,372	\$	285,000	\$	
P148	0.22	W Van Buren St	Avondale ATP 2022	1/4 mile west 111th Ave	111th Ave	ARTERIAL	83,402	\$	93,168	\$	9,772	\$	130,000	\$	
P149	0.59	W Van Buren St	Avondale ATP 2022	Avondale Blvd	Avondale Blvd	ARTERIAL	188,200	\$	210,238	\$	21,034	\$	294,000	\$	
P150	0.25	W Van Buren St	Avondale ATP 2022	Fairway Drive	120th Lane	ARTERIAL	94,168	\$	105,195	\$	10,520	\$	147,000	\$	
P151	0.10	W Van Buren St	Avondale ATP 2022	Agua Fria River West	Agua Fria River East	ARTERIAL	102,840	\$	114,882	\$	11,488	\$	161,000	\$	
P152	0.10	W Van Buren St	Avondale ATP 2022	137th Ave	535 feet east of 137th Ave	ARTERIAL	42,585	\$	47,259	\$	4,759	\$	60,000	\$	
P153	0.12	W Warner St	Avondale ATP 2022	127th Ave	125th Ave	LOCAL	38,121	\$	42,585	\$	4,259	\$	286,000	\$	
P154	0.12	W Whymar St	Avondale ATP 2022	124th Ave	124th Ave	LOCAL	46,300	\$	51,771	\$	5,172	\$	72,000	\$	
MU11	2.95	W Winslow Ave	Avondale ATP 2022	Avondale Blvd	111th Ave	LOCAL	361,027	\$	403,304	\$	40,330	\$	565,000	\$	
B61	0	Van Buren Street	Avondale Wayfinding Master Plan	Lower Buckeye	Broadway / Agua Fria River	Off-Street	5,899,762	\$	6,590,624	\$	659,862	\$	9,227,000	\$	
B62	0	Van Buren Street	Avondale Wayfinding Master Plan	Van Buren Street and Agua Fria River EB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B63	0	Van Buren Street	Avondale Wayfinding Master Plan	Van Buren Street and 120th Avenue EB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B64	0	Van Buren Street	Avondale Wayfinding Master Plan	Van Buren Street and 120th Avenue WB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B65	0	Van Buren Street	Avondale Wayfinding Master Plan	Van Buren Street and Avondale Blvd EB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B66	0	Avondale Blvd	Avondale Wayfinding Master Plan	Avondale Blvd and Van Buren Street EB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B67	0	Avondale Blvd	Avondale Wayfinding Master Plan	Avondale Blvd and Van Buren Street WB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B68	0	Central Avenue	Avondale Wayfinding Master Plan	Central Avenue and Main Street SB	COLLECTOR	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B69	0	Central Avenue	Avondale Wayfinding Master Plan	Central Avenue and Harrison Drive NB	COLLECTOR	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B70	0	Buckeye Road	Avondale Wayfinding Master Plan	Buckeye Road and Agua Fria River EB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
B71	0	Buckeye Road	Avondale Wayfinding Master Plan	Buckeye Road and Agua Fria River WB	ARTERIAL	641	\$	1,685.00	\$	2,135.06	\$	214	\$	3,000	\$
P155	0	Avondale Blvd	Safe Routes to School Studies	Avondale and Littletown Elementary	ARTERIAL	242	\$	180,000.0	\$	20,107.8	\$	60,323.4	\$	282,000	\$

Accommodation	Assumed Unit Cost	Source
Shared Lane	\$ 10,000.00	MAG ATP
Bike Lanes, No Widening	\$ 350,000.00	MAG ATP
Bike Lanes, Widening	\$ 3,500,000.00	MAG ATP
New Off-Street Paved Path	\$ 2,000,000.00	MAG ATP
HAWK Crossing	\$ 180,000.00	City of Phoenix
Sidewalk (includes C/G)	\$ 71.00	City of Phoenix
Local Road	\$ 374,880.00	Per Linear foot
Bicycle Wayfinding Sign	\$ 1,885.00	Per mile
Design		Per sign
Contingency	10%	
	30%	

Maintenance Costs	Low
Banner Wayfinding Signage	Medium
Bicycle Lane Both Sides	Medium
Bicycle Lane One Side	Low
Bicycle Signage	Low
HAWK Crossing	High
Improvements Phase 1	Medium
Multi-Use Path	High
Road Extension	High
Roadway Improvements	High
Sidewalk Both Sides	Low
Sidewalk One Side	Low
Trail Segment	Medium

Facility Type	Cost	Unit
Bike lanes (both sides)	\$350,000	Per mile
New off-street paved path	2,000,000	Per mile
PAV Crossing	\$1,800,000	Per crossing
Sidewalks (include C/G)	\$21	Per linear foot
Local road	\$3,200,000.00	Per mile
Bicycle wayfinding sign	\$1,685	Per sign
Design factor	10%	-
Contingency factor	30%	-

ATTRIBUTE TABLE

EVALUATION

Project ID	Length (Miles)	Location	Facility Type	Limit From	Limit To	Project Cost	Access & Easements	Safety	Transportation Stress Level	Equity	Environmental & Sustainability	Total	Tier	Rank
B30	1.39	Dyart Road	Barrier Wayfinding Signage	Thomas Road	110	\$53,000	12	30	17.5	7.5	12.25	79.25	Short	1
B43	1.09	Indian School Rd	Barrier Wayfinding Signage	El Mirage Rd	103rd Ave	\$1,092,000	20	23.5	15	6.625	12.25	72.75	Short	2
B42	1.00	Dyart Road	Barrier Wayfinding Signage	Indian School Road	Thomas	\$934,000	11	26.25	15	6.625	12.25	71.13	Short	3
B43	1.69	Man Street / Buckeye Road	Hummingbird 2 MPH	Hummingbird 2 MPH	1000 Ft West El Mirage Road	\$974,000	13.5	19.75	15	13.125	8.5	69.88	Short	4
B60	0.48	Van Buren Street	Bicycle Lane Both Sides	Central Ave	Dyart Road	\$271,000	12	30	12.5	7.5	7.625	69.63	Short	5
B43	0.48	Van Buren Street	Bicycle Lane Both Sides	Central Ave	Dyart Road	\$271,000	12	30	12.5	7.5	7.625	69.63	Short	6
B19	1.53	Buckeye Rd	Sidewalk One Side	119th Lane	107th Ave	\$894,000	13.5	18.75	18.5	10.375	7.625	62.75	Short	7
B124	0.05	W Madden Dr	Sidewalk Both Sides	341 Ave	Central Ave	\$57,000	12.5	19.75	8.5	15	9.5	62.25	Short	8
B21	0.11	Dyart Road	Bicycle Lane Both Sides	Western Ave	Buckeye Road	\$59,000	9.5	18.75	8.5	15	10.375	62.13	Short	9
B59	3.62	Van Buren Street	Bicycle Lane Both Sides	Agua Fria River West	99th Ave	\$1,981,000	17.5	16	13.5	7.5	7.625	62.13	Short	10
B39	0.42	Central Avenue	Bicycle Lane Both Sides	Western Ave	Man Street	\$232,000	15	10.5	11	15	10.375	61.88	Short	11
B40	0.19	99th Avenue	Bicycle Lane Both Sides	McDowell Road	110th Ave	\$102,000	9.5	18.75	16	6.625	10.375	61.25	Short	12
B113	1.13	W Indian School Rd	Sidewalk One Side	Litchfield Park	Dyart Road	\$663,000	11	22.5	12.5	5.75	9.5	61.25	Short	14
P32	1.00	N 107th Ave	McDowell One Side	McDowell Road	Van Buren Street	\$586,000	12.5	19.75	12.5	6.625	9.5	60.88	Short	15
B5	0.84	111th Ave	Roundel Drive	Roundel Drive	McDowell Road	\$460,000	15	18.75	11	7.5	7.625	59.88	Short	16
B9	2.00	99th Avenue	Bicycle Lane Both Sides	Indian School Road	McDowell Road	\$1,095,000	9.5	22.5	12.5	6.625	8.5	59.63	Short	17
B46	0.21	Lower Buckeye Rd	Bicycle Lane Both Sides	4th St	127th Avenue	\$485,000	13.5	19.75	9.1	6.625	9.5	58.88	Short	19
B44	0.31	McDowell Road	Harbor Shores Blvd	Harbor Shores Blvd	103rd Avenue	\$85,000	9.5	16	16	6.625	10.375	58.50	Short	20
B56	0.62	Thomas Road	Barrier Wayfinding Signage	136th Avenue	Dyart Road	\$53,000	11	16	12.5	6.625	12.25	58.38	Short	21
P16	0.49	Avondale Blvd	Sidewalk One Side	Escorial Blvd	McDowell Road	\$290,000	12.5	18.75	9.5	7.5	9.5	57.75	Short	22
B36	0.57	Lower Buckeye Rd	Bicycle Lane Both Sides	Agua Fria River West	Agua Fria River East	\$314,000	13.5	19.75	9.5	6.625	7.625	57.00	Short	23
B45	0.48	McDowell Road	Avondale Blvd	Avondale Blvd	3425 E 122nd Avenue	\$264,000	11	18.25	9.5	7.5	10.375	56.63	Short	24
B47	0.26	Man Street	Bicycle Lane Both Sides	Litchfield Road	Hummingbird 2 MPH	\$152,000	9	10.5	9.5	15	10.375	53.38	Short	38
B55	0.37	Thomas Road	Bicycle Lane Both Sides	Dyart Road	560 Ft East Santa Fe Trl	\$204,000	12.5	18.75	8	6.625	10.375	56.25	Short	26
B48	0.67	McDowell Road	Bicycle Lane Both Sides	112th Ave	Harbor Shores Blvd	\$367,000	12.5	13.25	16	6.625	7.625	56.00	Short	27
P31	0.30	E Brooke Pl	Sidewalk Both Sides	Central Ave	4th Street	\$348,000	11	13.25	7	15	9.5	55.75	Short	28
P143	0.91	W Thomas St	Sidewalk One Side	106th Ave	99th Ave	\$533,000	12	13.25	13.5	7.5	9.5	55.75	Short	29
P20	0.37	Buckeye Rd	Sidewalk One Side	El Mirage Road	El Mirage Road	\$509,000	12	16	12.5	7.5	7.625	55.63	Short	30
B68	0.65	Central Avenue	Bicycle Signage	Central Avenue and Main Street SB	110 Drive	\$1,000	11	10.5	11	15	12.25	55.25	Short	32
P35	0.65	E Riley Dr	Sidewalk One Side	4th Street	420 feet East Ellice C Fels 11 Way	\$380,000	11	19.75	7	7.5	9.5	54.75	Short	33
P71	0.15	S 107th	Sidewalk One Side	350 north Buckeye Road	2nd Street	\$88,000	11	10.5	11	12.25	9.5	54.25	Short	34
B18	0.86	Buckeye Road	Bicycle Lane Both Sides	121st Lane	Avondale Blvd	\$468,000	13.5	16	11	8.5	4.875	53.88	Short	35
B3	0.81	107th Ave	Bicycle Lane Both Sides	110 Drive	Van Buren Street	\$443,000	11	16	12.5	6.625	7.625	53.75	Short	36
B42	0.26	Man Street	Bicycle Lane Both Sides	Litchfield Road	Hummingbird 2 MPH	\$152,000	9	10.5	9.5	15	10.375	53.38	Short	38
P14	0.23	Avondale Blvd	Sidewalk One Side	City Center Drive	Van Buren Street	\$269,000	8	13.25	16	6.625	9.5	53.38	Short	39
P15	0.24	Avondale Blvd	Sidewalk One Side	Goldwater Springs Blvd	McDowell Road	\$143,000	8	13.25	16	6.625	9.5	53.38	Short	40
P61	0.13	N 3rd St	Sidewalk Both Sides	Kendleman Drive	Hill Drive	\$348,000	12.5	10.5	5.5	15	9.5	53.00	Mld	41
P236	0.08	W McDowell Rd	Sidewalk One Side	113th Ave	113th Ave	\$47,000	9.5	10.5	16	7.5	9.5	53.00	Mld	42
P217	0.50	W McDowell Rd	Sidewalk One Side	115 feet south Roosevelt Street	115 feet south Roosevelt Street	\$296,000	11	10.5	13.5	6.625	9.5	52.88	Mld	43
P21	0.06	Buckeye Rd	Sidewalk Both Sides	107th Ave	320 feet East 107th	\$71,000	9.5	10.5	11	12.25	9.5	52.75	Mld	45
P64	0.22	N 9th Ave	Sidewalk One Side	Palm Lane	McDowell Road	\$131,000	9.5	18.75	11	6.625	6.75	52.63	Mld	46
P12	0.10	Avondale Blvd	Sidewalk One Side	Reverend Street	Reverend Street	\$60,000	8	13.25	16	5.75	9.5	52.50	Mld	47
B61	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River EB	...	\$3,000	11	10.5	11	7.5	12.25	52.25	Mld	48
B13	0.18	99th Avenue	Bicycle Lane Both Sides	200 feet North Van Buren St	Van Buren St	\$85,000	11	10.5	16	4	10.375	51.88	Mld	49
P32	0.10	E Corral St	Sidewalk One Side	Central Street	7th Street	\$61,000	11	10.5	5.5	15	9.5	51.50	Mld	51
P2	0.07	107th Ave	Sidewalk One Side	350 feet north Buckeye Rd	Buckeye Rd	\$39,000	9.5	10.5	9.5	12.25	9.5	51.25	Mld	52
P155	0	Avondale Blvd	HAWK Crossing	Avondale and Litchfield Elementary	...	\$282,000	7	10.5	11	10.375	12.25	51.13	Mld	53
B14	3.74	Avondale Blvd	Bicycle Lane Both Sides	Lower Buckeye Road	Southern Ave	\$2,046,000	11	16	13.5	4.875	5.75	51.13	Mld	54
P19	3.73	Avondale Blvd	Sidewalk Both Sides	Lower Buckeye Road	El Mirage Road	\$4,379,000	11	16	13.5	4.875	7.625	53.00	Mld	55
P129	0.34	W McDowell Rd	Sidewalk One Side	Agua Fria River West	Agua Fria River East	\$200,000	9.5	13.25	13.5	7.5	9.5	50.50	Mld	57
B43	1.01	Lower Buckeye Road	Bicycle Lane Both Sides	El Mirage Road	Avondale Blvd	\$551,000	13.5	13.25	11	4.875	7.625	50.25	Mld	58
P84	0.63	Thomas Road	Bicycle Lane Both Sides	Estrella Mountain CC	Avondale Blvd	\$345,000	11	10.5	12.5	5.75	10.375	50.13	Mld	59
P65	0.16	S 14 Ave	Sidewalk One Side	Ovettin Lane	Whymen Lane	\$189,000	9.5	10.5	5.5	15	9.5	50.00	Mld	60
B46	0.10	N Dyart Rd	Bicycle Signage	Indian School Road and 120th Avenue EB	500 Ft south of Dyart Road	\$86,000	8	13.25	13.5	5.75	9.5	50.00	Mld	61
B44	0	Van Buren Street	Bicycle Signage	Van Buren Street and 120th Avenue WB	107th Ave	\$3,000	9.5	10.5	11	6.625	12.25	49.88	Mld	62
B39	0.97	Lower Buckeye Rd	Bicycle Lane Both Sides	Avondale Blvd	107th Ave	\$530,000	11	13.25	9.5	5.75	10.375	49.88	Mld	63
P148	0.50	W Van Buren St	Sidewalk One Side	159th Ave	Avondale Blvd	\$294,000	9.5	13.25	11	6.625	9.5	49.88	Mld	65
P149	0.25	W Van Buren St	Sidewalk One Side	159th Ave	120th Lane	\$147,000	9.5	13.25	11	6.625	9.5	49.88	Mld	66
P13	0.17	Avondale Blvd	Sidewalk One Side	515 feet south Roosevelt Street	City Center Drive	\$103,000	8	10.5	16	5.75	9.5	49.75	Mld	67
P150	0.13	Avondale Blvd	Sidewalk One Side	525 feet south Roosevelt Street	City Center Drive	\$115,000	8	10.5	16	5.75	9.5	49.75	Mld	68
B66	0	Avondale Blvd	Bicycle Signage	Agua Fria River East	Agua Fria River East	\$3,000	4	10.5	16	6.625	12.25	49.38	Mld	70
B67	0	Avondale Blvd	Bicycle Signage	Avondale Blvd and Van Buren Street SB	Avondale Blvd	\$3,000	4	10.5	16	6.625	12.25	49.38	Mld	71
P27	4.12	S-e l Mirage Rd	Bicycle Lane Both Sides	Buckeye Road	Indian Springs Road	\$4,886,000	13.5	13.25	12	4.875	7.625	51.25	Mld	72
B62	0	Van Buren Street	Bicycle Signage	Van Buren Street and Agua Fria River WB	107th Ave	\$3,000	8	10.5	11	7.5	12.25	49.25	Mld	73
P118	0.97	W Lower Buckeye Rd	Sidewalk One Side	Avondale Blvd	107th Ave	\$567,000	11	13.25	9.5	5.75	9.5	49.00	Mld	74
P40	0.24	Indian School Rd	Sidewalk One Side	106th Ave	106th Ave	\$142,000	9.5	10.5	13.5	5.75	7.625	48.75	Mld	76
P41	0.07	Indian School Rd	Bicycle Lane Both Sides	El Mirage Rd	El Mirage Rd to East 07 miles	\$86,000	11	10.5	11	6.625	9.5	48.63	Mld	77
B50	1.04	McDowell Road	Bicycle Lane Both Sides	Agua Fria River West	119th Ave	\$567,000	9.5	10.5	13.5	7.5	7.625	48.63	Mld	78
P117	0.14	W Indian School Rd	Sidewalk Both Sides	745 feet West El Mirage Road	El Mirage Road	\$166,000	11	10.5	11	6.625	9.5	48.63	Mld	79
P86	0.13	S 3rd Ave	Sidewalk One Side	Rhodes Ave	Dead End	\$75,000	8	10.5	5.5	15	9.5	48.50	Mld	80
P119	0.13	W Indian School Rd	Sidewalk One Side	115 feet south Roosevelt Street	115 feet south Roosevelt Street	\$166,000	11	10.5	11	6.625	9.5	48.50	Mld	81
P132	0.09	W Ovettin Ln	Sidewalk Both Sides	Central Ave	Central Ave	\$106,000	8	10.5	5.5	15	9.5	48.50	Mld	82

P1	0.50 101st Ave	Roosevelt Street	Van Buren Street	\$295,000	9.5	10.5	8	4	9.5	41.50	Long	170
P70	0.40 Roosevelt St	103rd Ave	101st Ave	\$237,000	8	10.5	9.5	4	9.5	41.50	Long	171
P28	0.12 County Line Rd	127th Ave	Dead End	\$143,000	11	10.5	5.5	4.875	9.5	41.38	Long	172
P45	0.12 131st Ave	127th Ave	127th Ave	\$171,000	9.5	10.5	5.5	6.625	7.625	41.35	Long	173
P46	0.31 131st Ave	127th Ave	127th Ave	\$171,000	9.5	10.5	5.5	6.625	7.625	41.25	Long	174
B6	0.31 111 9th Ave	McDowell Road	McDowell Road	\$178,000	9.5	10.5	7	6.625	7.625	41.25	Long	175
P119	0.16 10th Ave	126th Ave	125th Ave	\$94,000	11	10.5	8	4.875	6.75	41.13	Long	176
P54	0.14 N 10th St	435 feet south Riley Drive	Western Ave	\$161,000	8	10.5	5.5	7.5	9.5	41.00	Long	177
P55	0.08 N 10th St	Riley Drive	435 feet south Riley Drive	\$49,000	8	10.5	5.5	7.5	9.5	41.00	Long	178
P56	0.26 137th Ave	Vermeersch Road	Illin Street	\$107,000	9.5	10.5	7	6.4	9.5	40.50	Long	179
P57	0.26 137th Ave	Vermeersch Road	Illin Street	\$107,000	9.5	10.5	7	6.4	9.5	40.50	Long	180
P5	0.04 114th Ave	Goldwater Springs Blvd	Civic Center Drive	\$25,000	8	10.5	5.5	6.625	9.5	40.13	Long	181
P25	0.09 Civic Center Dr	Madison Street	Jefferson Street	\$109,000	8	10.5	5.5	6.625	9.5	40.13	Long	182
P26	0.17 Civic Center Dr	Jefferson Street	400 feet southeast 114th Ave	\$100,000	8	10.5	5.5	6.625	9.5	40.13	Long	183
P27	0.10 Goldwater Springs Blvd	114th Ave	Civic Center Drive	\$121,000	8	10.5	5.5	6.625	9.5	40.13	Long	184
B24	2.19 Dyant Vermeersch Road	Lower Buckeye Road	Southern Ave	\$1,196,000	9.5	10.5	9.5	4.875	5.75	40.13	Long	185
P48	0.24 N 119th Ave	Thomas Road	Vermeersch Road	\$1,403,000	8	10.5	5.5	6.625	9.5	40.13	Long	186
P42	1.26 Indian Springs Road	133rd Ave	El Mirage Road	\$1,502,000	8	10.5	8	4	9.5	40.00	Long	188
B13	1.35 Avondale Blvd	Broadway Road	Southern Avenue	\$53,000	4	10.5	11	4	10.375	39.88	Long	189
B37	0.42 Thornhill Road	Barcho Santa Fe Blvd	Agua Fria River West	\$29,000	8	10.5	8	5.75	7.625	39.88	Long	190
P136	0.19 W Pioneer St	125th Ave	330 feet east 124th Ave	\$113,000	9.5	10.5	5.5	4.875	9.5	39.88	Long	191
P137	0.19 W Pioneer St	125th Ave	330 feet east 124th Ave	\$113,000	9.5	10.5	5.5	4.875	9.5	39.88	Long	192
B7	0.51 131st Ave	140 Ave	Van Buren Street	\$277,000	9.5	10.5	5.5	6.625	7.625	39.75	Long	193
P73	0.44 S 10th Ave	Glis River	Glis River	\$8,778,000	11	10.5	4	6.625	10.375	42.50	Long	194
M34	2.81 Agua Fria River West	107th Ave	89th Ave	\$549,000	8	10.5	9.5	4	7.625	39.63	Long	195
B51	1.00 Roosevelt Street	Avondale Blvd	111th Ave	\$201,000	9.5	10.5	5.5	4	9.5	39.00	Long	201
P154	0.48 W Window Ave	107th Ave	107th Ave	\$565,000	11	10.5	5.5	5.75	6.75	39.50	Long	196
B52	2.97 Southern Ave	Deant Road	107th Ave	\$1,625,000	8	10.5	12	4	4.875	39.38	Long	197
P40	0.26 131st Ave	135 Ave	107th Ave	\$4,065,000	8	10.5	12	4	6.75	41.25	Long	198
P70	0.26 131st Ave	135 Ave	107th Ave	\$4,065,000	8	10.5	12	4	6.75	41.25	Long	199
P73	0.44 S 10th Ave	660 feet south Lower Buckeye Road	Miami Ave	\$81,000	8	10.5	8	5.75	6.75	39.00	Long	200
P74	0.25 S 10th Ave	Miami Ave	1/4 Mile south Miami Ave	\$295,000	8	10.5	8	5.75	6.75	39.00	Long	201
P4	0.24 111th Ave	Roosevelt Street	Van Buren Street	\$201,000	9.5	10.5	5.5	4	9.5	39.00	Long	202
P152	0.24 W Warner St	127th Ave	125th Ave	\$286,000	8	10.5	7	4	9.5	39.00	Long	203
M10	0.86 Agua Fria River	McDowell Road	McDowell Road	\$2,761,000	8	10.5	7	4	10.375	40.38	Long	204
P13	0.12 W Palm St	119th Ave	660 feet East 119th Ave	\$71,000	8	10.5	4	6.625	7.625	39.00	Long	205
P113	0.25 W Palm St	119th Ave	660 feet East 119th Ave	\$71,000	8	10.5	5.5	6.625	7.625	38.25	Long	206
B28	2.02 El Mirage Road	Broadway Road	Indian Springs Road	\$144,000	9.5	10.5	7	4	6.75	37.75	Long	207
P8	0.03 126th Ave	Warner Street	Dead End	\$33,000	8	10.5	9.5	4	5.75	37.75	Long	208
P9	0.04 126th Dr	Warner Street	Dead End	\$42,000	8	10.5	5.5	4	9.5	37.50	Long	209
P100	0.24 W Pioneer St	127th Ave	125th Ave	\$286,000	8	10.5	5.5	4	9.5	37.50	Long	211
P104	0.25 W Florence St	127th Ave	125th Ave	\$144,000	8	10.5	5.5	4	9.5	37.50	Long	213
P110	0.09 W Illin St	127th Ave	125th Drive	\$111,000	8	10.5	5.5	4	9.5	37.50	Long	214
P111	0.19 W Illin St	Vermeersch Road	Dead End	\$225,000	8	10.5	5.5	4	9.5	37.50	Long	215
B8	0.20 119th Rd	Thomas Road	Encanto Blvd	\$112,000	8	10.5	5.5	5.75	7.625	37.38	Long	216
P76	0.26 S 10th Ave	1/4 Mile south Miami Ave	Glis River	\$500,000	8	10.5	8	4	6.75	37.25	Long	217
P76	0.26 S 10th Ave	1/4 Mile south Miami Ave	Glis River	\$500,000	8	10.5	8	4	6.75	37.25	Long	218
P76	0.26 S 10th Ave	1/4 Mile south Miami Ave	Glis River	\$500,000	8	10.5	8	4	6.75	37.25	Long	219
P89	1.24 S Dyant Rd	1.5 miles south of Superior Street	Southern Ave	\$1,488,000	8	10.5	8	4	6.75	37.25	Long	220
P78	0.26 S 111th Ave	Lower Buckeye Road	Miami Ave	\$303,000	8	10.5	5.5	5.75	6.75	36.50	Long	221
P130	0.97 W Miami Ave	Avondale Blvd	107th Ave	\$1,134,000	8	10.5	5.5	5.75	6.75	36.50	Long	222
P102	0.13 W Wood St	El Mirage Road	222nd Ave	\$74,000	9.5	10.5	5.5	4	6.75	36.25	Long	223
P79	0.26 S 114th Ave	Southern Ave	Southern Ave	\$340,000	8	10.5	5.5	4	6.75	34.75	Long	225
P80	0.45 S 124th Ave	Southern Ave	Glis River	\$531,000	8	10.5	5.5	4	6.75	34.75	Long	226
P81	0.16 S 129th Ave	Indiogo Ave	Southern Ave	\$190,000	8	10.5	5.5	4	6.75	34.75	Long	227
P92	0.24 W Alta Vista Rd	El Mirage Road	121st Ave	\$281,000	8	10.5	5.5	4	6.75	34.75	Long	228
P93	0.52 W Atlanta Ave	Avondale Blvd	Avondale Blvd	\$609,000	8	10.5	5.5	4	6.75	34.75	Long	229
P106	0.49 W Hidalgo Ave	Avondale Blvd	111th Ave	\$573,000	8	10.5	5.5	4	6.75	34.75	Long	230
P107	0.31 W Hidalgo Ave	1/4 mile El Mirage Road	El Mirage Road	\$369,000	8	10.5	5.5	4	6.75	34.75	Long	232
P108	0.40 W Hidalgo Ave	Dyant Road	830 feet east of 128th Ave	\$475,000	8	10.5	5.5	4	6.75	34.75	Long	233
P109	0.12 W Hidalgo Ave	630 feet west of 109th Ave	109th Ave	\$340,000	8	10.5	5.5	4	6.75	34.75	Long	234
P135	0.37 W Pecan Rd	625 feet west 109th Ave	107th Ave	\$486,000	8	10.5	5.5	4	6.75	34.75	Long	235
P143	0.25 W Sanford Ave	Avondale Blvd	350 feet east 141st Ave	\$291,000	8	10.5	5.5	4	6.75	34.75	Long	237
M11	2.95 Transmision Line	Lower Buckeye	Broadway/ Agua Fria River	\$9,227,000	9.5	10.5	5.5	4	7.625	37.13	Long	238
M18	5.27 Gil River	143rd Ave	East of 107 Ave	\$16,489,000	8	10.5	4	4	10.375	36.88	Long	239
M19	0.57 SR-30	119th Ave	Avondale Blvd	\$1,770,000	4	10.5	4	4	10.375	32.88	Long	240

CITY COUNCIL REPORT

SUBJECT: Minor Land Division - Villages at River Grove - Application PL-22-0268

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Development

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

PURPOSE:

City Council will consider a request by Dan Mann of 3 engineering, LLC, on behalf of Michael Wong of Clear Sky Capital River Grove, LP, for approval of a Minor Land Division – Villages at River Grove located at the southeast corner of Buckeye Road and El Mirage Road. The Council will take appropriate action.

BACKGROUND:

The 9.65 gross-acre parcel is zoned Villages at River Grove Planned Area Development (PAD).

The existing uses and zoning of the surrounding properties are as follows:

NORTH: Union Pacific Railroad (UPRR) tracks run east/west immediately north of Buckeye Road. Just north of the UPRR facilities is Coldwater Springs, a subdivision consisting of 1,887 lots developed with single-family residential detached homes, and the Coldwater Springs Golf Club. The Coldwater Springs subdivision and golf course are zoned Coldwater Springs Planned Area Development (PAD).

EAST and SOUTH: Cambridge Estates, a subdivision consisting of 564 lots developed with single-family residential detached homes. The subdivision is Phase 3 of the Coldwater Springs Planned Area Development (PAD).

WEST: Fiesta Barn Market, a convenience store on property zoned Community Commercial (C-2). Fiesta Barn hosts an outdoor swap meet on select weekends; the swap meet use is legal non-conforming as it has been operating since before the site was annexed into the City. South of Fiesta Barn is Diamond Ridge, a subdivision consisting of 210 lots developed with single-family residential detached homes. The subdivision is zoned Diamond Ridge PAD (Planned Area Development).

SUMMARY OF REQUEST

The City is requesting approval of a Minor Land Division, to dedicate seventeen (17) feet of right-of-way (comprising 0.23 acres) along El Mirage Road, bringing the net size of the property to 9.42 acres. The Minor Land Division will also dedicate eight (8)-foot public utility easements along both Buckeye Road and El Mirage

Road. These dedications will facilitate the development of the site with a for-rent townhome development containing 180 units (previously approved by City Council under Rezoning case PL-20-0349 on July 5, 2021, and Site Plan & Design Review approval by staff).

ANALYSIS

- The proposed Minor Land Division 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 Minor Land Division complies with all applicable City documents, including but not limited to, the Avondale Subdivision Regulations, Zoning Ordinance, General Plan 2030, and the General Engineering Requirements Manual.
- Approval of the proposed Minor Land Division will dedicate right-of-way and easements necessary to serve the future development of the property.
- Approval of the Minor Land Division conforms to the boundaries of the Minor Land Division Map dated October 28, 2022.

DISCUSSION:

The proposed Minor Land Division is in conformance with the City of Avondale Zoning Ordinance and Subdivision Regulations.

The condition of approval is 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:

Staff recommends that City Council **APPROVE** Application PL-22-0268 Villages at River Grove Minor Land Division, subject to the following condition of approval:

1. The recorded Minor Land Division shall be in conformance with the Villages at River Grove Minor Land Division dated October 28, 2022.

PROPOSED MOTION:

I move that City Council **APPROVE** application PL-22-0268, subject to one (1) condition of approval as listed in the staff report.

Contact person for document distribution: Ann Dolmage

FOR
RIVER G
SEC EL MIRAGE ROAD
LOCATED IN A PORTION OF THE NORTHWEST QUARTER OF
OF THE GILA AND SALT RIVER MERIDIAN

The map displays a portion of the Northwest Quarter of the Gila and Salt River Meridian. A grid of roads is shown, with the project location marked by a red arrow on El Mirage Rd. The roads shown include El Mirage Rd, Avondale Blvd, 107th Ave, 99th Ave, and Southern Ave. Other roads shown include Dismal Rd, Thomas Rd, McCord Rd, Van Buren St, McRae-Buckeye Rd, Lower Buckeye Rd, Broadway Rd, and Litchfield Rd. A north arrow is located in the top right corner of the map.

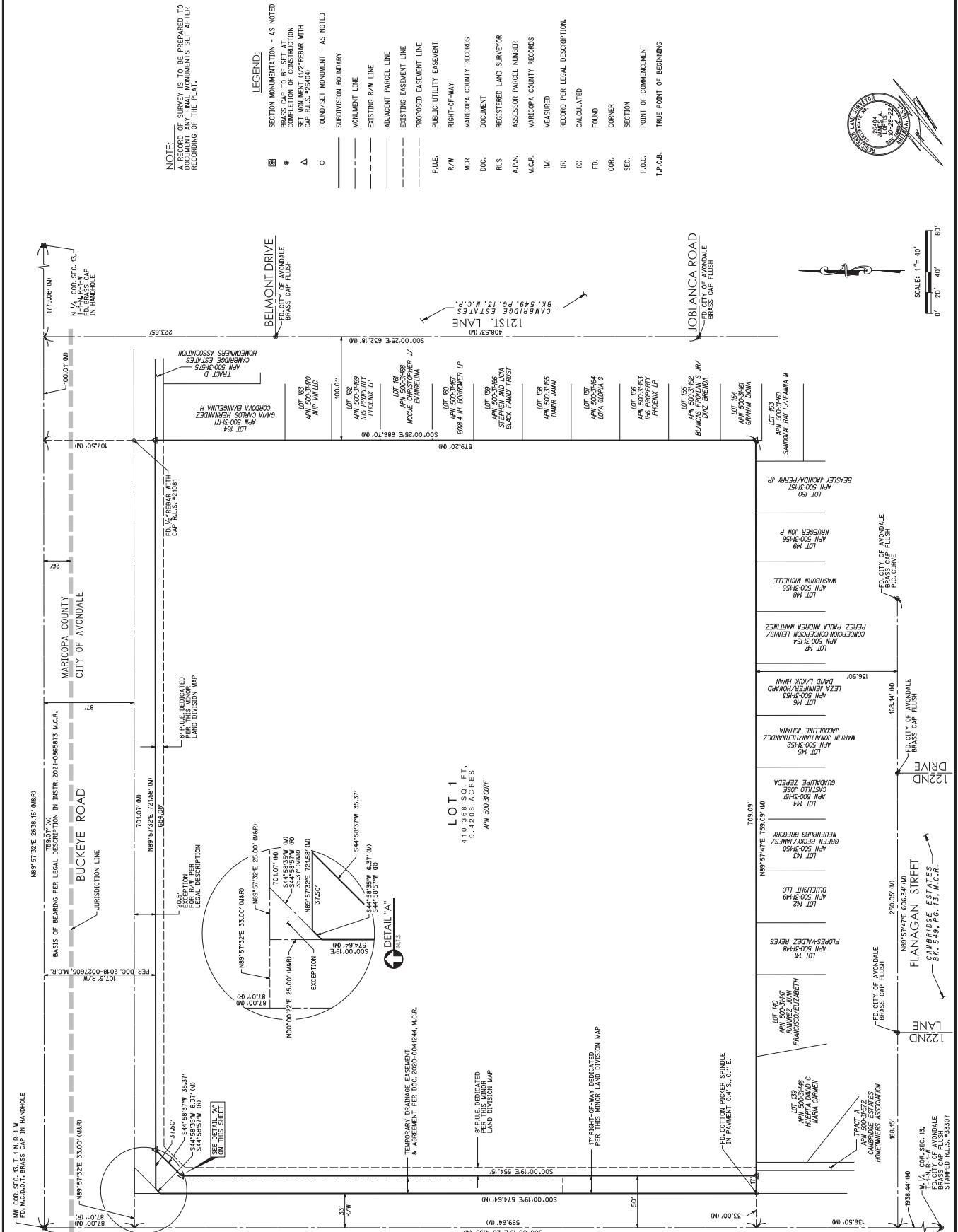
AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

OF THE GILA AND SALT RIVER MERIDIAN, CITY OF AVONDALE, MARICOPA COUNTY, ARIZONA AND
WITHIN THE BOUNDARIES OF THE ABOVE DESCRIBED LAND.

TELEPHONE: (602) 334-4387

SHEET NO. 1

SHEET NO. 1





Aerial Photograph



Subject Property

CITY COUNCIL REPORT

SUBJECT: "SWC 107th Avenue and McDowell Road" – Final Plat – Application PL-22-0157

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME: Creative and Sustainable Development.

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

PURPOSE:

City Council will consider a request by Juan Romero, on behalf of property owner FER Properties, QuikTrip and DOC-10815 West McDowell Road MOB LLC for approval of a Final Plat for a site located at the southwest corner of 107th Avenue and McDowell Road. The proposed Final Plat splits a 10.2-acre parcel into 4 parcels, dedicates a Public Utility Easement (PUE) and sidewalk easement along McDowell Road that ranges from 8-12 feet in width, dedicates an 8-foot PUE along 107th Avenue, and dedicates waterline easements on the property. The Council will take appropriate action.

BACKGROUND:

The 10.2-acre site is located at the southwest corner of 107th Avenue and McDowell Road and was annexed into the City's corporate limits on June 17, 2003. It is irregularly shaped, and the site is currently undeveloped. A gas station and convenience store has been approved for the hard corner.

The parcel was rezoned from Agricultural (AG) to Freeway Commercial (C-3) in February 2022 for a commercial project with a QuikTrip gas station and convenience store. The purpose of the C-3 district is to promote freeway-oriented services and products with a community-wide to regional trade area while avoiding the disruption of less intensive commercial activities. The General Plan land use designation is Freeway Commercial, which is a land use category to accommodate the more intense uses of the I-10 Freeway, Loop 101, SR 30, and other future parkway corridors.

The existing uses and zoning of the surrounding properties are as follows:

NORTH OF MCDOWELL ROAD: Medical office complex and Walgreens, a pharmacy and convenience store zoned Crystal Gardens PAD.

EAST OF 107TH AVENUE: Vacant land zoned Park 10 PAD.

SOUTH: Walled in SRP substation on the hard corner that includes a wireless communication facility. South of the I-10 Freeway is vacant land zoned Avondale Gateway PAD that is currently being farmed.

WEST: Multi-story medical office building zoned AKOS PAD.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Final Plat (Exhibit A) which splits a 10.2 acre property into 4 lots with the following approximate sizes:

- Lot 1: 1.73 acres
- Lot 2: 1.29 acres
- Lot 3: 0.93 acres
- Lot 4: 6.2 acres

The Final Plat also dedicates a public utility easement (PUE) along McDowell Road that ranges from 8-12 feet in width. The 12-foot portion also includes a sidewalk easement. Additionally, the Final Plat dedicates an 8-foot PUE along 107th Avenue as well as waterline easements on the property.

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 complies with all applicable City documents, including, but not limited to, the Avondale Subdivision Regulations, Zoning Ordinance, General Plan 2030, and the General Engineering Requirements Manual.
- Approval of the proposed Final Plat will dedicate easements necessary to serve the future development of the property.

DISCUSSION:

1. The proposed Final Plat is in conformance with the City of Avondale Zoning Ordinance and Subdivision Regulations.
2. 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:

Staff recommends that City Council **APPROVE** Application PL-22-0157 SWC 107th Avenue and McDowell Road - Final Plat, subject to the following condition of approval:

1. The recorded Final Plat shall be in conformance with the SWC 107th Avenue and McDowell Road - Final Plat dated December 7, 2022.

Contact person for document distribution: Michelle Simerdla

FINAL PLAT SWC 107TH AVENUE AND MCDOWELL ROAD

A COMMERCIAL SUBDIVISION
BEING A REPLAT OF LOT 1, AVONDALE INTEGRATED MEDICAL
SERVICES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN
BOOK 768 OF MAPS, PAGE 38, RECORDS OF MARICOPA COUNTY,
ARIZONA AND A PORTION OF THE NORTHEAST QUARTER OF SECTION
6, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER
BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

BASIS OF BEARING

THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 6, SAID LINE BEARS SOUTH 88 DEGREES 48 MINUTES 15 SECONDS WEST.

100-YEAR ASSURED WATER SUPPLY

THE AREA PLATTED HEREON LIES WITHIN THE DOMESTIC WATER SERVICE AREAS OF THE CITY OF AVONDALE WHICH IS DESIGNATED AS HAVING AN ASSURED WATER SUPPLY PURSUANT TO SECTION 45-576 ARIZONA REVISED STATUTES.

LEGAL DESCRIPTION

BEING A PORTION OF LAND DESCRIBED IN A SPECIAL WARRANTY DEED RECORDED AS DOCUMENT NUMBER 2020-0302750 IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, LOCATED WITHIN THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA & SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND BRASS CAP IN HANDHOLE MARKING THE NORTHEAST CORNER OF SECTION 6 FROM WHICH A FOUND BRASS CAP IN HANDHOLE MARKING THE NORTH QUARTER CORNER OF SAID SECTION 6 BEARS SOUTH 88 DEGREES 48 MINUTES 15 SECONDS WEST, A DISTANCE OF 2636.17 FEET;

THENCE SOUTH 88 DEGREES 48 MINUTES 15 SECONDS WEST ALONG THE NORTH LINE OF SECTION 6, A DISTANCE OF 514.96 FEET;

THENCE SOUTH 00 DEGREES 03 MINUTES 45 SECONDS EAST, ALONG THE EAST LINE OF LOT 1 RECORDED IN BOOK 768, PAGE 38, MARICOPA COUNTY RECORDER, A DISTANCE OF 65.07 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 88 DEGREES 48 MINUTES 15 SECONDS EAST ALONG THE SOUTH RIGHT OF WAY LINE OF MCDOWELL ROAD, A DISTANCE OF 28.88 FEET;

THENCE SOUTH 88 DEGREES 21 MINUTES 46 SECONDS EAST ALONG THE SOUTH RIGHT OF WAY LINE OF MCDOWELL ROAD, A DISTANCE OF 150.45 FEET;

THENCE SOUTH 88 DEGREES 21 MINUTES 46 SECONDS EAST ALONG THE SOUTH RIGHT OF WAY LINE OF MCDOWELL ROAD, A DISTANCE OF 75.06 FEET;

THENCE NORTH 88 DEGREES 49 MINUTES 15 SECONDS EAST ALONG THE SOUTH RIGHT OF WAY LINE OF MCDOWELL ROAD, A DISTANCE OF 146.00 FEET;

THENCE SOUTH 45 DEGREES 37 MINUTES 54 SECONDS EAST, A DISTANCE OF 56.01 FEET TO THE WEST RIGHT OF WAY LINE OF 107TH AVENUE;

THENCE SOUTH 00 DEGREES 04 MINUTES 04 SECONDS EAST ALONG THE WEST RIGHT OF WAY LINE OF 107TH AVENUE, A DISTANCE OF 155.00 FEET;

THENCE SOUTH 14 DEGREES 07 MINUTES 29 SECONDS EAST ALONG THE WEST RIGHT OF WAY LINE OF 107TH AVENUE, A DISTANCE OF 41.17 FEET;

THENCE SOUTH 00 DEGREES 04 MINUTES 04 SECONDS EAST ALONG THE WEST RIGHT OF WAY LINE OF 107TH AVENUE, A DISTANCE OF 56.25 FEET;

THENCE SOUTH 00 DEGREES 04 MINUTES 04 SECONDS EAST ALONG THE WEST RIGHT OF WAY LINE OF 107TH AVENUE, A DISTANCE OF 133.05 FEET;

THENCE SOUTH 89 DEGREES 56 MINUTES 00 SECONDS WEST, A DISTANCE OF 255.01 FEET;

THENCE SOUTH 00 DEGREES 03 MINUTES 42 SECONDS EAST, 314.24 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE A.D.O.T. RIGHT OF WAY OF INTERSTATE 10;

THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 194.92 FEET TO THE EAST LINE OF LOT 1 RECORDED IN BOOK 768, PAGE 38, MARICOPA COUNTY RECORDER;

THENCE NORTH 00 DEGREES 03 MINUTES 45 SECONDS WEST, ALONG SAID EAST LINE, A DISTANCE OF 751.36 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

LOT 1, AVONDALE INTEGRATED MEDICAL SERVICES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN BOOK 768 OF MAPS, PAGE 38, RECORDS OF MARICOPA COUNTY, ARIZONA.

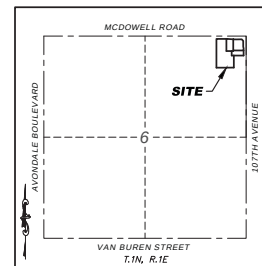
REFERENCE DOCUMENTS

(R) DEED 2010-0782800 MCR
(R1) RECORD OF SURVEY BK. 1475 PG. 23 MCR
(R2) MOD BK. 768 PG. 38

LOT AREA TABLE		
LOT #	AREA (SF)	AREA (AC)
1	75,507	1.733
2	56,219	1.291
3	40,710	0.935
4	271,182	6.225

RIGHT-OF-WAY DEDICATION TABLE

STREET CLASSIFICATION	R.O.W. DEDICATION	
	SF	AC
LOCAL	0	0
COLLECTOR	0	0
ARTERIAL	0	0



VICINITY MAP
N.T.S.

SHEET INDEX

SHEET 1 - COVER SHEET
SHEET 2 - FINAL PLAT

SURVEYOR

SURVEY INNOVATION GROUP
22425 N. 16TH STREET, SUITE 1
PHOENIX, ARIZONA 85024
PHONE: (480) 922-0780
CONTACT: JARED HANSMANN, RLS
JHANSMANN@RIKENGINEERING.COM

OWNERS

QUIKTRIP CORPORATION
5725 FOXRIDGE DRIVE
MISSION, KS 66202
JESSICA GLAVAS
JGLAVAS@QUIKTRIP.COM

F E R PROPERTIES
11111 W MCDOWELL RD
AVONDALE, AZ 85323
THOMAS F. ROSZTOCZY

DOC - 10815 WEST MCDOWELL
ROAD MOB LLC
309 N. WATER STREET, SUITE 500
MILWAUKEE, WI 53202
LYNN A BROWN
LAB@OOCREIT.COM

NOTES

- ALL LANDSCAPING WITHIN ADJACENT PUBLIC RIGHT-OF-WAY AND LANDSCAPE MEDIANS ARE TO BE MAINTAINED BY THE RESPECTIVE PROPERTY OWNERS, EXCLUDING MEDIANS ON ARTERIAL STREETS.
- ALL UTILITY AND PUBLIC SERVICE EASEMENTS, INCLUDING ANY LIMITATIONS OF EASEMENTS, AND CONSTRUCTION WITHIN SUCH EASEMENTS SHALL BE LIMITED TO UTILITIES, LANDSCAPING, AND WOOD, WIRE OR REMOVABLE SECTION TYPE FENCES.
- ALL EXISTING OVERHEAD UTILITIES UNDER 69KV SHALL BE INSTALLED UNDERGROUND IN ACCORDANCE WITH CITY OF AVONDALE MUNICIPAL CODE AND AS REQUIRED BY THE ARIZONA CORPORATION COMMISSION.
- NO ALTERATIONS SHALL BE MADE TO THE STORM WATER RETENTION AREAS AND APPROVED OR EXISTING CONVEYANCE PATTERNS THAT ARE A PART OF THESE PREMISES WITHOUT WRITTEN APPROVAL BY THE CITY OF AVONDALE.
- NO STRUCTURES SHALL BE CONSTRUCTED IN OR ACROSS NOR SHALL OTHER IMPROVEMENTS OR ALTERATIONS BE MADE TO THE DRAINAGE FACILITIES THAT ARE A PART OF THIS SUBDIVISION WITHOUT WRITTEN AUTHORIZATION BY THE CITY OF AVONDALE.
- NO WALLS/FENCES SHALL BE BUILT WITHOUT PRIOR CITY OF AVONDALE APPROVAL.
- ALL DRAINAGE EASEMENTS SHOWN ARE PRIVATE AND SHALL BE MAINTAINED BY THE OWNER.
- CROSS ACCESS AND CROSS UTILITY ACCESS GRANTED THROUGH RECIPROCAL EASEMENT AGREEMENT 20220370720 RECORDED RECIPROCAL EASEMENT AGREEMENT 04/28/22.
- BLANKET CROSS ACCESS EASEMENT OVER THE DRIVEWAY AREAS AND DRIVE LANES THAT EXIST ON LOT 3 FROM TIME TO TIME FOR THE SOLE PURPOSE OF VEHICULAR ACCESS, INGRESS AND EGRESS TO AND FROM LOT 2, AND THE OWNER OF LOT 3 SHALL HAVE THE RIGHT TO RECONFIGURE THE DRIVEWAYS, DRIVE LANES, ROADWAYS, CURB CUTS, OR RELATED IMPROVEMENTS LOCATED ON LOT 3 FROM TIME TO TIME AS APPROVED BY THE APPLICABLE GOVERNMENTAL AUTHORITIES IF NECESSARY.

APPROVALS AND ACCEPTANCE OF DEDICATION

PLAT APPROVED AND DEDICATED RIGHT-OF-WAY AND EASEMENTS ACCEPTED BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA

APPROVED BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA THIS ____ DAY OF _____ 202__

MAYOR _____ DATE _____

ATTEST: CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

CERTIFICATION

THIS IS TO CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WAS MADE UNDER MY DIRECTION DURING THE MONTH OF DECEMBER 2022; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN; THAT THE EXTERIOR BOUNDARY MONUMENTS SHOWN ACCORDING TO THE PLAT OR AS SET AS SHOWN; THAT THEIR POSITIONS ARE CORRECTLY SHOWN; AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THIS SURVEY TO BE RETRACED.

JARED HANSMANN
RLS #60697

12-7-22

DEDICATION

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

KNOW ALL MEN BY THESE PRESENTS:

THAT QUIKTRIP CORPORATION, AN OKLAHOMA CORPORATION, F E R PROPERTIES AND DOC - 10815 WEST MCDOWELL ROAD MOB LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS OWNERS, HAVE SUBDIVIDED UNDER THE NAME OF "SWC 107TH AVENUE AND MCDOWELL ROAD", A COMMERCIAL SUBDIVISION, BEING A REPLAT OF LOT 1, AVONDALE INTEGRATED MEDICAL SERVICES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN BOOK 768 OF MAPS, PAGE 38, RECORDS OF MARICOPA COUNTY, ARIZONA AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AS SHOWN AND PLATTED HEREON AND HEREBY PUBLISHES THIS PLAT AS AND FOR THE PLAT OF "SWC 107TH AVENUE AND MCDOWELL ROAD" HEREBY DECLARES THAT SAID PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE STREETS, LOTS, AND EASEMENTS CONSTITUTING SAME AND THAT EACH STREET, LOT, AND EASEMENT SHALL BE KNOWN BY THE NAME, NUMBER OR LETTER GIVEN TO EACH RESPECTIVELY ON SAID PLAT.

THE OWNERS, AS LISTED ABOVE, HEREBY DEDICATE IN FEE ALL RIGHT TITLE AND INTEREST TO THE CITY FOR USE AS SUCH, THE STREET RIGHTS OF WAY AS SHOWN ON SAID MAP AND INCLUDED IN THE ABOVE DESCRIBED PREMISES, AN EASEMENT FOR PUBLIC WATER IS HEREBY DEDICATED TO THE CITY OF AVONDALE, PUBLIC UTILITY EASEMENTS ARE HEREBY DEDICATED TO THE CITY OF AVONDALE.

IN WITNESS WHEREOF:

QUIKTRIP CORPORATION, AN OKLAHOMA CORPORATION

BY: _____
JASON ACORD

ITS: DIRECTOR OF REAL ESTATE

F E R PROPERTIES

BY: _____
ITS: _____

DOC - 10815 WEST MCDOWELL ROAD MOB LLC

BY: PHYSICIANS REALTY LP., ITS MANAGER
BY: PHYSICIANS REALTY TRUST, ITS GENERAL PARTNER

BY: _____
ITS: _____

ACKNOWLEDGEMENT

STATE OF KANSAS }
COUNTY OF JOHNSON } SS

BEFORE ME THIS ____ DAY OF _____, 202__, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED JASON ACORD, WHO ACKNOWLEDGED HIMSELF/HERSELF TO BE THE DIRECTOR OF REAL ESTATE OF QUIKTRIP CORPORATION, AN OKLAHOMA CORPORATION, AND ACKNOWLEDGED THAT HE/SHE EXECUTED THIS INSTRUMENT FOR THE PURPOSES HEREIN CONTAINED.

IN WITNESS WHEREOF, I HERETO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC: _____ MY COMMISSION EXPIRES: _____

ACKNOWLEDGEMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

BEFORE ME THIS ____ DAY OF _____, 202__, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, WHO ACKNOWLEDGED HIMSELF/HERSELF TO BE THE ____ OF F E R PROPERTIES, AND ACKNOWLEDGED THAT HE/SHE EXECUTED THIS INSTRUMENT FOR THE PURPOSES HEREIN CONTAINED.

IN WITNESS WHEREOF, I HERETO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC: _____ MY COMMISSION EXPIRES: _____

ACKNOWLEDGEMENT

STATE OF _____ }
COUNTY OF _____ } SS

BEFORE ME THIS ____ DAY OF _____, 202__, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, WHO ACKNOWLEDGED HIMSELF/HERSELF TO BE THE ____ OF DOC - 10815 WEST MCDOWELL ROAD MOB LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED THAT HE/SHE EXECUTED THIS INSTRUMENT FOR THE PURPOSES HEREIN CONTAINED.

IN WITNESS WHEREOF, I HERETO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC: _____ MY COMMISSION EXPIRES: _____

22425 N. 16TH ST. SUITE 1
PHOENIX, ARIZONA 85024
SURVEY INNOVATION PHONE (480) 922-0780
FAX (480) 922-0781
WWW.SIGSURVEYAZ.COM
Land Surveying Services
SIG
GROUP, INC.

FINAL PLAT
SWC 107TH AVENUE AND MCDOWELL ROAD
AVONDALE, ARIZONA



REVISIONS:

△

△

△

DRAWING NAME:
P5862 PLAT

JOB NO. P5862

DRAWN: ABM

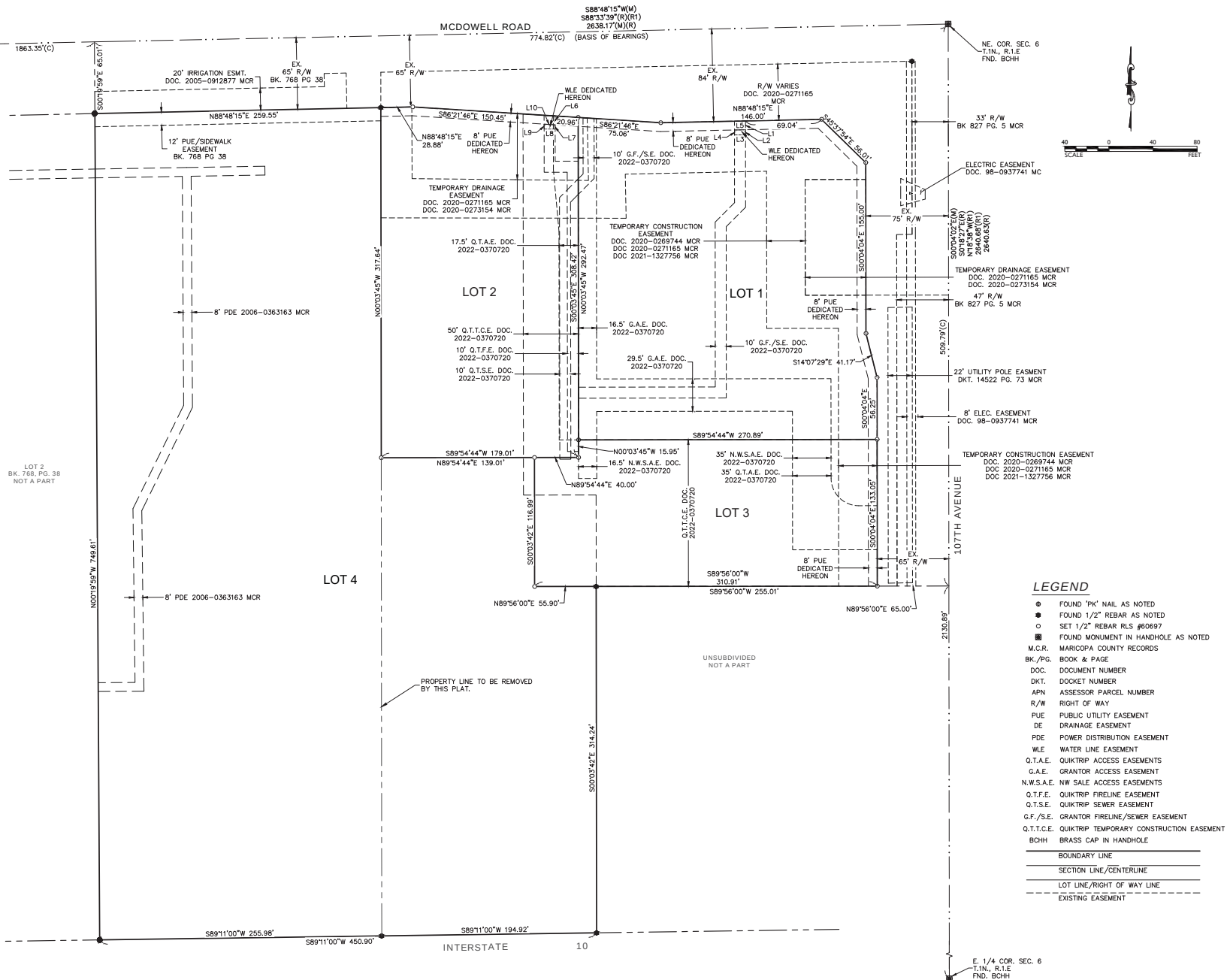
CHECKED: JH

DATE: 12/05/22

SCALE: N.T.S.

SHEET: 1 OF 2

LINE	DIRECTION	LENGTH
L1	S00°01'46"E	8.00'
L2	S00°01'46"E	4.58'
L3	S89°55'56"W	10.00'
L4	N00°01'46"W	4.39'
L5	N88°48'15"E	10.00'
L6	S00°04'08"E	8.02'
L7	S00°04'08"E	3.85'
L8	S89°55'54"W	10.00'
L9	N00°04'08"W	4.50'
L10	S86°21'46"E	10.02'



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FINAL PLAT
SWC 107TH AVENUE AND MCDOWELL ROAD
AVONDALE, ARIZONA



REVIEWS:

DRAWING NAME:
P5862 PLAT

JOB NO.:P5862

DRAWN:ABM

CHECKED:JH

DATE:12/05/22

SCALE:1" = 40'

SHEET:2 OF 2

CITY COUNCIL REPORT

SUBJECT: Public Hearing and Resolution 1004-0123 - Minor General Plan Amendment for Alamar - Application PL-22-0067

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic Outcome Area: 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 hold a public hearing and consider a request to adopt Resolution 1004-0123, approving a request by Brookfield Lakin LLC for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for the Alamar Planned Area Development (PAD), and authorize the Mayor, City Manager, City Attorney and City Clerk to execute the necessary documents. If approved, the proposed Minor General Plan Amendment will amend the General Plan 2030 Land Use Map designation from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR) for a ten-acre parcel of land known as the Church Parcel. A concurrent request for a Major PAD Amendment (PL-22-0089; to be covered in a separate item) will rezone this same parcel to Alamar PAD to incorporate it into the Alamar master-planned community. The Council will take appropriate action.

BACKGROUND:

The applicant has purchased approximately ten acres of vacant land from St. John Vianney Church (SJVC). The purchased lot is located along the northern boundary of the Alamar master planned community, and more specifically, south and west of the intersection of Illini Street and 125th Avenue. These ten acres are referred to as the Church Parcel (referring to its previous ownership, not to the presence of an actual church building, as the site is undeveloped), and the site is specifically described in the revised legal description. If approved, the proposed Minor General Plan Amendment (Minor GPA) will amend the General Plan 2030 Land Use Map designation for these ten acres from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR). The MDR designation allows for development of detached single-family residential homes at a density of 2.5 to 4 dwelling units per acre. The target density in the MDR designation is 2.5 dwelling units per acre.

The existing uses and zoning of surrounding properties include:

NORTH: Existing single-family developments including Las Ligas, Cantada Ranch, and Fleming Farms. Salt River Project (SRP) switchyard and some areas that are currently being utilized for agriculture. Zoning: A-1, AG, PAD.

EAST: Avondale Boulevard, then a mix of agriculture and single-family residential on larger rural County lots. Zoning: PAD, RR-43.

SOUTH: Sunland Avenue alignment, then a combination of single-family residential on larger County rural lots and agricultural uses. Zoning: PAD, County.

WEST: Dysart Road, then the City's wastewater treatment plant, an undeveloped school site owned by Tolleson Union High School District and located in the County, agricultural uses, and the Agua Fria River. Zoning: A-1, AG, County.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Minor General Plan Amendment (Exhibit B) to the General Plan 2030 Land Use Map to change the Land Use designation of the Church Parcel from Rural Low Density (RLDR) to Medium Density Residential (MDR). The MDR category accommodates development of suburban detached single-family residences within a density range of 2.5 to 4.0 dwelling units per acre, with a target density of 2.5 units per acre. The Church Parcel will then be integrated into the overall Alamar master planned community, and a concurrent Major PAD Amendment (PL-22-0089) is presented as a separate item to complete that integration.

PROCESS:

The General Plan 2030 outlines criteria for what constitutes a Major or Minor General Plan Amendment. An Amendment for a PAD is considered a Major Amendment when it involves a change necessary for the establishment or amendment of a PAD District encompassing 80 gross acres or more that meets at least one of the following criteria:

- An increase in residential land-use densities that is greater than two Land Use Map categories;
- A net change in the land-use categories affecting greater than 10% of the total land area; or
- Any change in non-residential land-use categories.

Since the subject Church Parcel is ten acres and does not meet any of the criteria for a Major General Plan Amendment, the request is considered a Minor General Plan Amendment.

PUBLIC PARTICIPATION:

A neighborhood meeting to discuss the proposal with neighboring property owners and other interested parties was held on June 28, 2022. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit E. The neighborhood meeting attendees had general questions regarding how the Minor General Plan Amendment would affect them. The Applicant responded to each attendee that the Church Parcel is a vacant ten-acre property that will fold into the development of Phase 5 of Alamar. All required notifications for the Planning Commission and City Council public hearings have been completed. To date, no public comments regarding this project have been received.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The subject property is located within the areas of the Littleton Elementary School District (Littleton ESD) and Tolleson Union High School District (Tolleson UHSD). Both districts have provided updated Certificates of Adequate School Facilities indicating that they have adequate capacity to accommodate the estimated enrollment generated by the Alamar PAD, including both the existing areas of the PAD and the Church Parcel that is proposed to be added to the PAD (Exhibit F). The Certificate from Littleton ESD is dated November 21, 2022, and the Certificate from Tolleson UHSD is dated December 1, 2022.

Tolleson UHSD owns an approximately 56-acre parcel at the southeast corner of Dysart Road and the future Broadway Road extension, adjacent to Alamar but within Maricopa County's jurisdiction. A new high school is expected to begin construction on this site in Fall 2023. Currently, high school age students in the Alamar area attend La Joya High School, located at Avondale Boulevard and Durango Street.

Within the Alamar PAD, an approximately 21-acre public elementary school site is located at the intersection of El Mirage Road and Broadway Road, and Littleton ESD has begun construction of Lakin Elementary School at this location, with a target opening date of Fall of 2023. Elementary-age students within Littleton ESD may

attend any school in the district, including Littleton Elementary, Collier Elementary, Estrella Vista STEM Academy, and Tres Rios Service Academy. The opening of Lakin will provide an additional option for students in this district.

PLANNING COMMISSION ACTION:

On November 16, 2022, the Planning Commission conducted a public hearing on the General Plan Amendment alongside a public hearing on the concurrent PAD Amendment. At the time of the Planning Commission meeting, the applicant had not obtained recent Certificates of Adequate School Facilities for either school district that serves Alamar. The certificates attached to the Planning Commission staff report were the original certificates obtained when Alamar underwent its first Rezone in 2017, and contained outdated information about the number of units anticipated within the development. Furthermore, the 2017 certificate from Littleton ESD indicated that this district did not have adequate capacity for Alamar's expected enrollment.

During the Planning Commission meeting, staff noted that the forms were old and contained outdated information, and that the applicant would obtain new forms prior to bringing the General Plan Amendment and PAD Amendment requests to City Council. Staff and the applicant explained that in the years since the original certificates were signed, the applicant had donated land to Littleton ESD for the new Lakin Elementary School (described above). Staff and the applicant also noted that Tolleson UHSD plans to construct a new high school at Dysart and Broadway roads, immediately adjacent to Alamar. The applicant has obtained new certificates from both districts, noting the correct number of units for the community and indicating that the districts have sufficient capacity to accommodate Alamar's enrollment. These certificates are attached as Exhibit F.

Two members of the public spoke during the Planning Commission hearing. Both speakers noted that they lived near Alamar, and were concerned that the proposals being heard would result in their homes being demolished. The Commission clarified that the General Plan Amendment affected only ten acres of vacant land that the applicant had recently purchased, and that the speakers' homes were not in the subject area, the homes were located north of Alamar, and were not slated for demolition.

The Planning Commission voted to recommend approval of the General Plan Amendment, 4 to 0.

ANALYSIS:

City Council must determine that the proposed amendment meets four findings prior to recommending approval. Staff's analysis of each of the required findings is presented below.

The development pattern contained on the Land Use Plan inadequately provides sufficient sites for the use or change proposed in the amendment.

The ability to relocate the proposal to another site in the City is not an option due to the lack of available vacant parcels adjacent to Alamar that can adequately accommodate a master planned community the size and scale of Alamar.

The amendment constitutes an overall improvement to the 2012 Plan and is not solely for the good or benefit of a particular landowner or owners.

The existing General Plan Land Use designation for the Church Parcel is Rural Low Density Residential. The parcel is immediately adjacent to Medium Density Residential and consistent with the majority of the residential land uses in Alamar.

The amendment will not adversely impact the community as a whole or a portion of the community by: (1) significantly altering the acceptable land use patterns; (2) requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change; or (3) adversely impacting the existing land uses.

The Development Services, Engineering, and Public Works Departments have reviewed the requested changes to the land use map. The increase in potential dwelling units over the existing land use designation will be accommodated within the existing capacity of the City's systems. The Minor GPA will not require any larger or more expensive public infrastructure improvements over what would be needed if the area was developed under the existing land use designations.

The proposal will not adversely impact the existing land uses in the area. The Minor GPA will assist in facilitating additional residences in the Alamar master planned community. This is in an area that will deliver enhanced infrastructure, a connected roadway network, and improvements to the regional drainage solution for the entire area.

The amendment is consistent with the overall intent of the 2012 Plan and other adopted plans, codes and ordinances.

The proposed amendment will facilitate construction of the Church Parcel with a medium-density, single-family residential community, similar in type and intensity to developments on surrounding properties.

The proposed Minor General Plan Amendment is also consistent with several goals of the General Plan, including the following:

Land Use Goal 1. Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.

Land Use Goal 3. Promote a strong balance of high quality residential, employment, recreation, and educational land uses.

Land Use Goal 4. Ensure all land use decisions meet the long-term social and economic goals of the community.

Housing Element Goal 4. Require excellence and innovation in residential design and construction.

DISCUSSION:

Staff finds this request meets the four required findings and recommends approval of the proposed Minor General Plan Amendment.

BUDGET IMPACT:

No budget impacts.

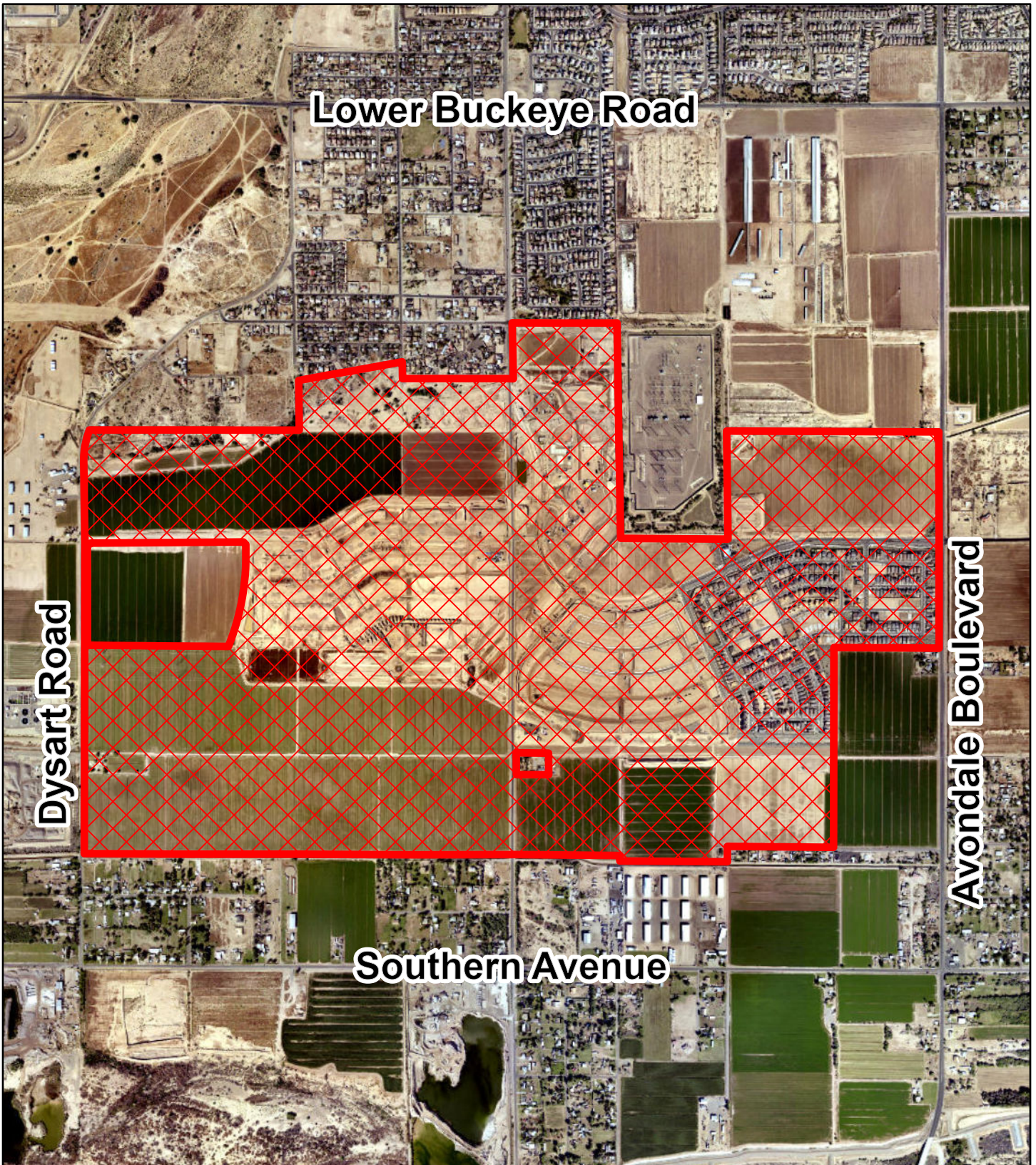
RECOMMENDATION:

City Council will conduct a public hearing and **ADOPT** a Resolution approving Application PL-21-0067 Alamar, a request for a Minor Amendment to the General Plan 2030 Land Use Map, changing the land use designation of the Church Parcel from Rural Low Density Residential to Medium Density Residential.

PROPOSED MOTION:

I move that City Council **ADOPT** a Resolution approving Application PL-21-0067 Alamar, a request for a Minor Amendment to the General Plan 2030 Land Use Map, changing the land use designation of the Church Parcel from Rural Low Density Residential to Medium Density Residential.

Contact person for document distribution: Ann Dolmage



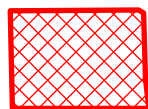
Lower Buckeye Road

Dysart Road

Avondale Boulevard

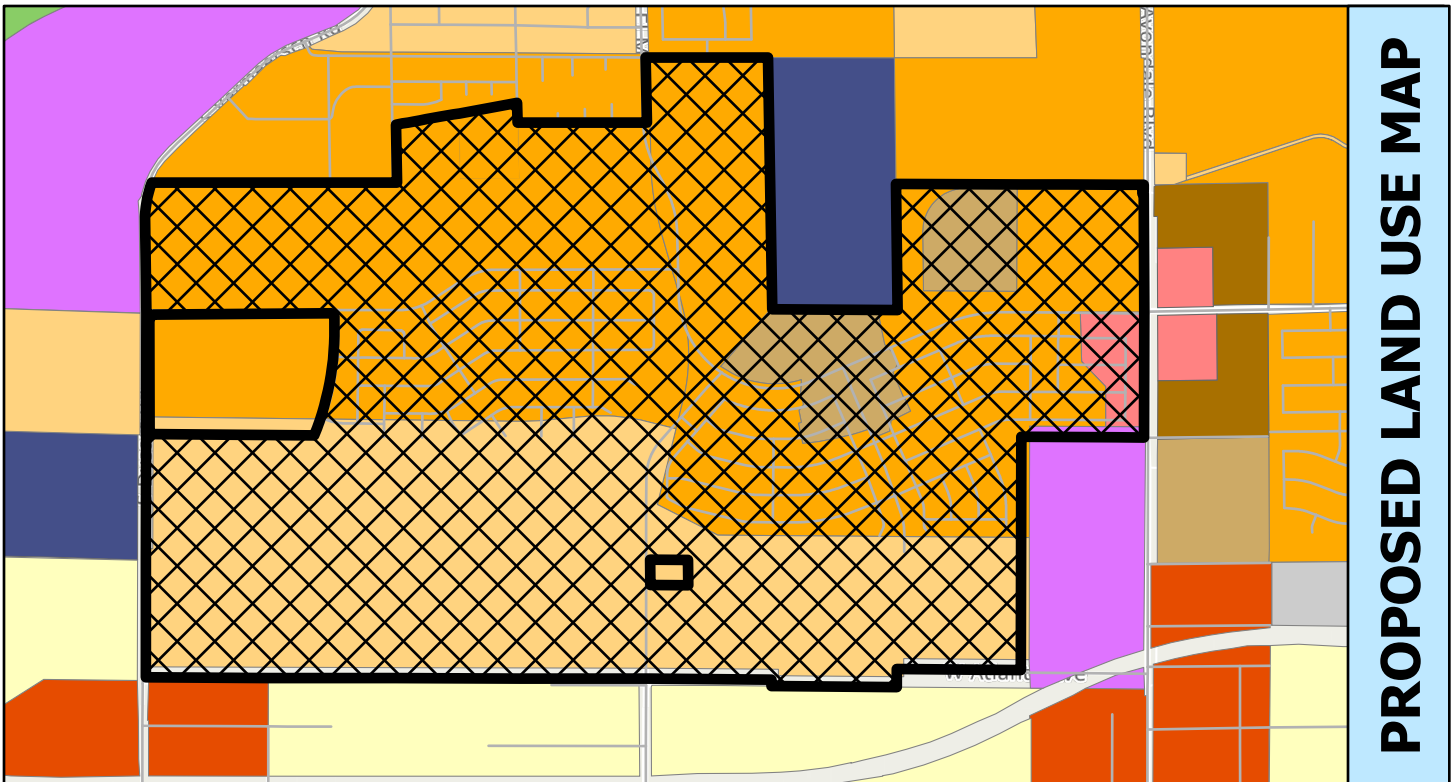
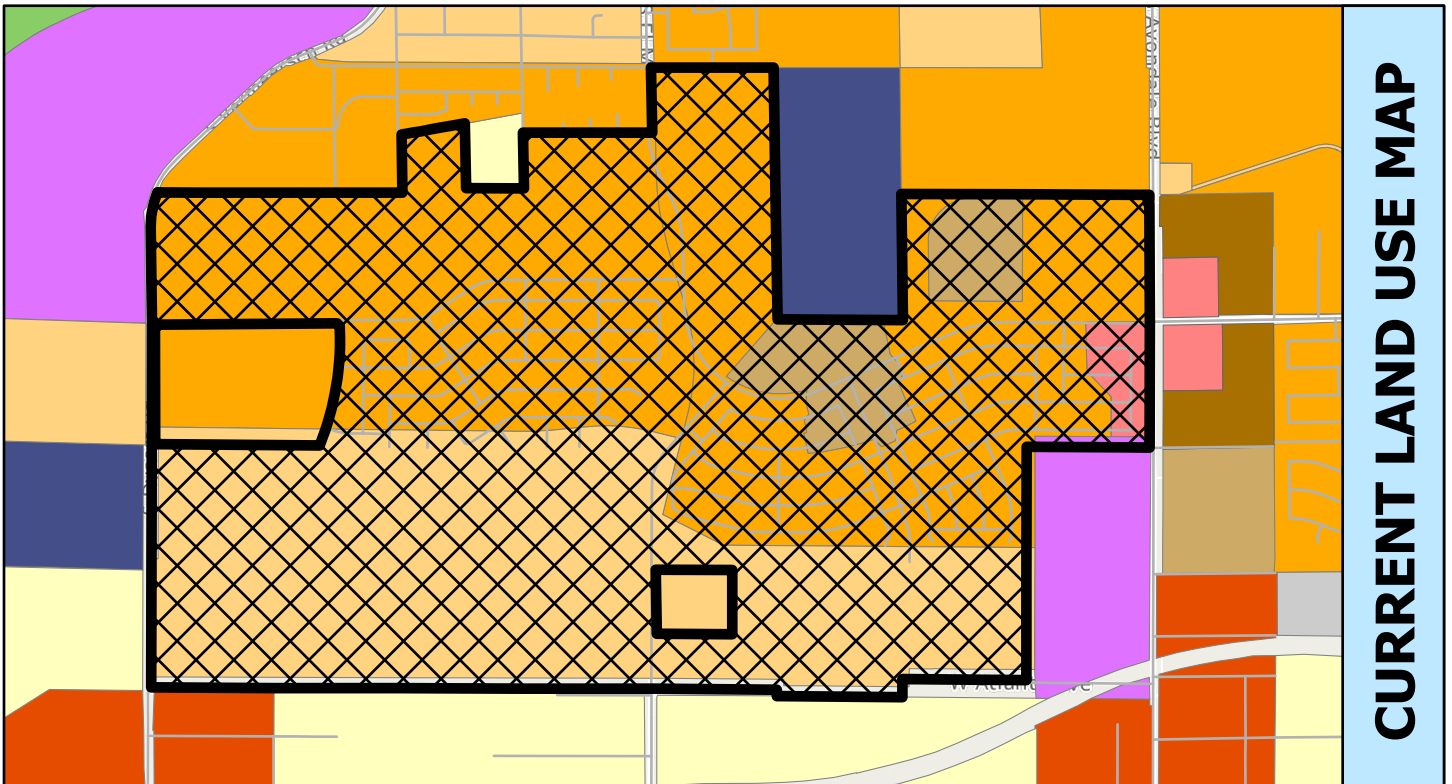
Southern Avenue

Aerial Photograph



Subject Property

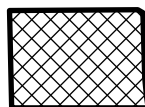




General Plan Land Use

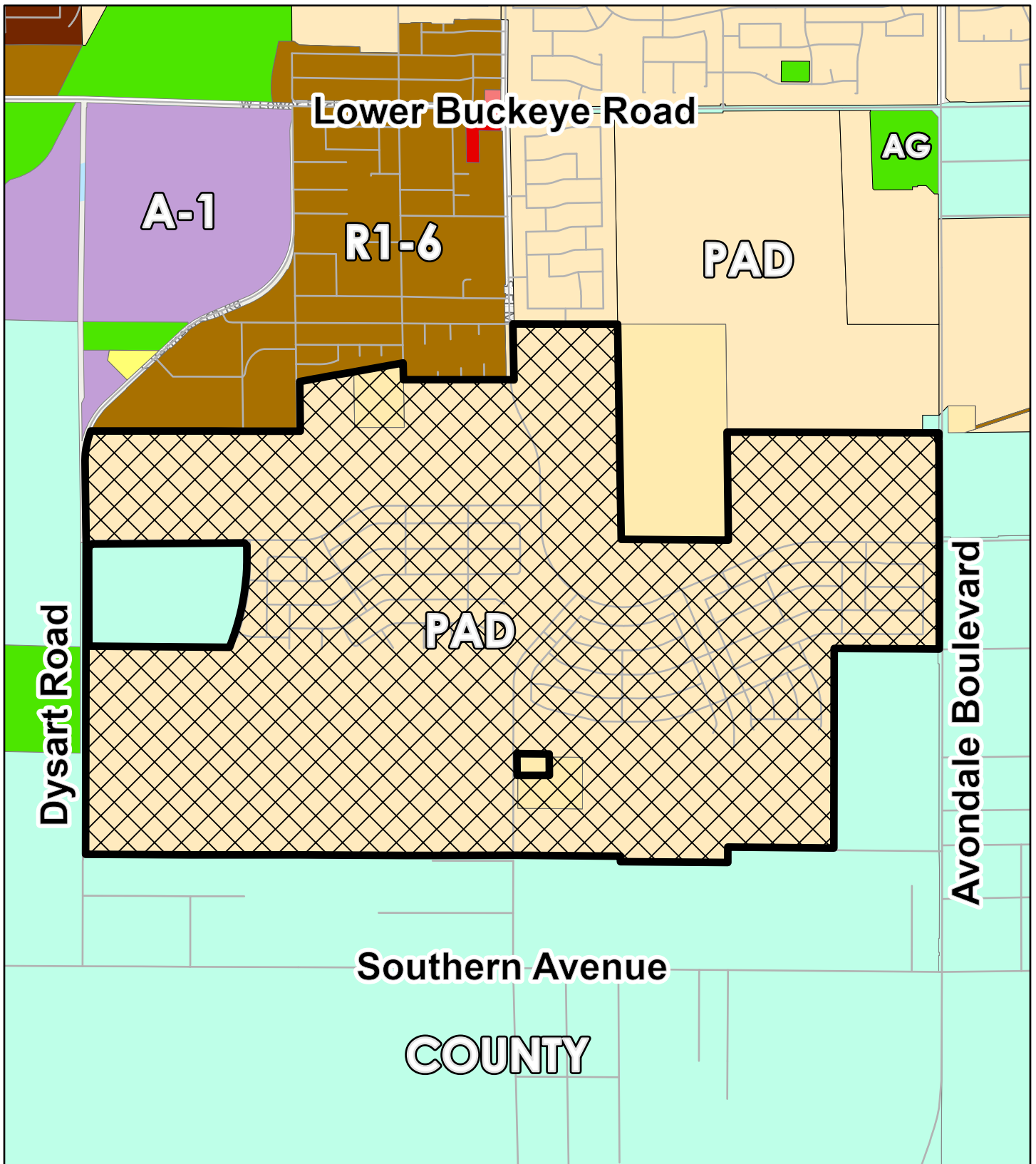


- Local Commercial
- Low Density Residential
- Medium Density Residential
- Medium High Density
- Rural Low Density Residential

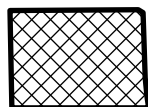


Subject Property





Zoning Vicinity



Subject Property





CITY OF AVONDALE GENERAL PLAN
MINOR MAP AMENDMENT REQUEST
PROJECT NARRATIVE
PL-22-0067
July 2022

APPLICANT

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CONSULTANTS

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jdenzak@swaback.com

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Exhibit C (Proposed General Plan Enlargement).....12

NARRATIVE

Introduction

ALAMAR (“Property”) is a Planned Area Development (PAD) by Brookfield Residential (Arizona) (“Brookfield”) encompassing approximately 1,130 gross acres of land within the City of Avondale. The property is located west of Avondale Boulevard and north and south of the Broadway Road alignment.

The Property was annexed into the City of Avondale (“City”) in May of 2018. ALAMAR was also zoned to a Planned Area Development (PAD) in May of 2018, subsequently amended in February of 2020, and July of 2021. A concurrent Major PAD Amendment has been submitted along with this General Plan Minor Map Amendment Request which would align the PAD with this land use designation change request.

As Brookfield continues with the thoughtful and strategic planning for the future development of ALAMAR, the pressures on growth and expansion push northwesterly along the north and west boundary of the Property. Brookfield has purchased approximately 10 acres of land from St. John Vianney Church (“SJVC”) located along the northern Property boundary and more specifically south and west of the intersection of Illini Street and S. 125th Avenue. These 10 acres are referred to as the “Church Parcel” and are specifically described in the legal description which accompanies this request.

Purpose

As the City is aware, when planning and developing a master plan community, the developer and the City work cooperatively to implement a vision that is appropriate for the city and creates a community with a distinct sense of place. The development lifecycle of a major master planned community typically spans ten or more years. During this time, it is expected that development conditions will change. Whether such change is initiated by market conditions, change in Council, or change in staff, one feature that is essential to the successful implementation of a master planned community is its flexibility to respond to changing conditions.

From ALAMAR’s initial inception, Brookfield’s vision set out to create a connected, integrated, and holistic master plan community that would result in a strong identity. They believed in this unique opportunity and the opportunity to celebrate the natural beauty of the adjacent Sierra Estrella Mountains by providing a framework for community health and wellness. This focus on health and wellness continues to this day through the design of family-friendly and multi-generational neighborhoods with an abundance of parks connected through a comprehensive network of trails and open spaces.

Request

Brookfield is submitting for a General Plan Minor Map Amendment to adjust the land use designation of the recently purchased Church Parcel from Rural Low Density Residential to Medium Density Residential. The Church Parcel will be integrated into the overall composition of the master plan to further achieve the above stated vision.

Project Justification

The City of Avondale’s General Plan and Zoning Ordinance recognizes the importance of flexibility when

conditions dictate changes and provides several policies that support this Minor Map Amendment.

2030 General Plan Supporting Statement and Policies

First and foremost, Page 15 of the 2030 General Plan and supported by A.R.S.§9-461.06.

“...changes to the 2012 Plan are to be considered major amendments if the resulting change is a “substantial alteration of the municipality’s land use mixture of balance” as established in this 2012 Plan.”

The above statement provides strong support for the proposed Minor Map Amendment. Additional Goals and Policies supporting this proposal are provided hereinafter.

Land Use Element

- *Goal 1: “Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”*

Response: the proposed amendment expands ALAMAR’s overall community design fabric, providing a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness continues to guide ALAMAR’s development and has been made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

- *Goal 3: “Promote a strong balance of high quality residential, employment, recreation, and educational land uses.”*

Response: ALAMAR continues to include a diverse range of housing product within the community. The proposed amendment allows Brookfield to expand the offerings of high to medium-high density residential, and medium to low density residential.

- *Goal 4: “Ensure all land use decisions meet the long-term social and economic goals of the community.”*

Response: ALAMAR continues to provide executive housing and larger lots for the greater Avondale community. Based on research to date, discussions with the home builder industry and an analysis of comparable projects, the inclusion of executive housing and larger lots greatly expand the current offering in the Southwest Valley. However, it is important to note that ALAMAR will also be providing higher density housing where appropriate, adjacent to higher intensity uses such as utilities, commercial, and public uses. The higher density housing will support more vibrant commercial areas through increased population supporting more diversity of non-residential uses and ultimately higher sales tax revenues.

- *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.”*

Response: The proposed amendment expands Brookfield’s vision to create a connected, integrated, and holistic master plan community resulting in a strong identity for the City. With the Properties unique location, directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes in the unique opportunity to develop a comprehensive master plan community that embraces the City’s desire to celebrate the natural beauty of the Sierra Estrella Mountains. The provided framework for community health and wellness is achieved through an expansive trail system,

large community park, and efficient drainage design, it is also accomplished through architectural design, community amenities, elements and design components organized around a series of materials and desert treatments that respect the natural environment. Proposed color palettes will be comprised of muted tones and will take clues from natural context of the land, river valley, and adjacent mountains as well as the historic contexts of the surrounding properties.

- *Goal 7: “Plan for educational facility locations as development and redevelopment occurs”.*

Response: Brookfield continues to coordinate with the Littleton Elementary School District (“LESD”) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community’s well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield continues its discussions with both the City and the LESD on the potential opportunities for co-locating open space and recreation improvements within the context of land adjacent to the school site.

Cost of Development Element

- *Goal 2: “Preserve and enhance infrastructure and the existing level of public services for residents and businesses.”*

Response: With the continued success of ALAMAR, this project has substantially and will continue to substantially augment the City’s infrastructure and existing level of public services in south Avondale through the reservation of land for the development of a new fire/ safety substation and a new elementary school. Brookfield also reserved land and has contributed to the development of a new 30 +/- acre community park. Through the development of the Property, this project will provide water, sewer, and road connectivity over two square miles where supportive infrastructure that did not and does not currently exist. This will have the added benefit of attracting other users to the area who will be able to capitalize on the new infrastructure.

Housing Element

Goal 2: “Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels”

Response: This proposed amendment allows ALAMAR to continue to provide housing designs with rich character and quality with a range of housing design styles that will help to curtail the typical suburban look of monotony and sameness. Based on the overall community theming and branding, the project continues to included four distinct architectural styles but is not limited to, Spanish Colonial, Territorial Ranch, Craftsman/Bungalow, and Traditional Southwest.

Goal 4: “Require excellence and innovation in residential design and construction.”

Response: Brookfield continues to coordinate all residential building activities to ensure design excellence. A focus on key components and the appropriate design composition will be mandated through the proposed architectural design standards and guidelines in Section 5 of the PAD.

Conservation, Rehabilitation, and Redevelopment Element, and Neighborhood Preservation and Revitalizations Element

- *Goal 2: “Create a true sense of community that stretches beyond neighborhood boundaries.”*

Response: The proposed amendment allows ALAMAR to continue to provide carefully positioned neighborhoods around formative parks and associated open space elements that help foster social engagement help create a special sense of place. Rather than a simple series of block forms repeated over and over, residential blocks continue to be organized in more interesting (and different) shapes, sizes and orientations that help to create for a more varied and visually interesting street scene.

Energy Element

- *Goal 5: “Integrate electric power line corridors, electric substations, and other energy infrastructure into future development.”*

Response: The Property includes a linear electrical corridor and associated easements that includes a “Y” separation near the middle of the Property. Brookfield continues to work closely with and coordinate with the utility providers. Based on this coordination and collaboration, Brookfield plans to utilize the corridors and easements for trails, informal open spaces for recreation, and for detention design requirements.

Environmental Planning and Conservation Element

- *Goal 1: “Protect floodways, floodplains, hillsides, and other environmentally sensitive areas from inappropriate development.”*

Response: Brookfield continues to coordinate with FEMA, creating and submitting multiple Conditional Letters of Map Revisions (“CLOMR”) and multiple Letters of Map Revisions (“LOMR”) as necessary. Brookfield has also been in communication and coordinated accordingly with the design of components related to the Durango Regional Conveyance Channel (“DRCC”) relative to the Property.

- *Goal 4: “Maintain or enhance the quality of Avondale’s natural resources.”*

Response: Brookfield continues to organize community features, elements, and design components around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement, and connection to nature.

- *Goal 8: “Conserve Water.”*

Response: ALAMAR will continue to utilize a low water use landscape palette that is appropriate for the desert environment.

Open Space Element

- *Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle”*

Response: ALAMAR continues to focus on providing an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system provides convenient linkages to the unique riverfront setting. ALAMAR has become a source of pride for the City of Avondale and continues its focus on livability and long- term sustainability.

- Goal 2: *“Create linkages to parks, trails, rivers, and mountains.”*

Response: The proposed amendment allows ALAMAR to continue and expands upon its well-connected series of family-friendly neighborhoods. The planned 9.5 miles of trails will further create linkages to the series of specialty designed parks, neighborhoods, and adjacent amenities.

- Goal 3: *“Make Avondale’s unique natural setting central to its identity as a Healthy Lifestyle City.”*

Response: ALAMAR’s unique location at the convergence of multiple rivers limits transportation circulation west of the Property, as well as significant limitations to the south of the Property. These geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan community that has become a regional destination within the City. The community is a special asset to the Avondale community complementing the Cities overall fabric while reinforcing the community as a great place to live, work, and play.

- Goal 4: *“Protect views of and access to mountains and river corridors.”*

Response: One of ALAMAR’s central themes has been and will continue to be its visual and physical access to the surrounding natural areas. With this in mind, the community has been carefully designed with an integrated street system to take advantage of the existing view sheds. The series of designed open spaces, park system, and trail network connecting the family-friendly neighborhoods all help to connect citizens to the surrounding natural areas.

Recreational Amenities Element

- Goal 1: *“Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”*

Response: Brookfield has reserved a large 30+/-acre community park site and has contributed to the development of this site. Additionally, the project includes three strategically located neighborhood parks that will range in size from approximately 2 to 3 acres, as well as a series of formative parks. The neighborhood park spaces are geared toward the community’s adjacent neighborhoods and residents. These parks will incorporate a range of uses providing each one with a unique identity. Brookfield has coordinated with the Littleton Elementary School District (LESD) reserving a 21-acre school site on the Property. 6-acres of the school site will be organized as open space with park amenities for joint use between the LESD and City of Avondale. The formative parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents and will be strategically embedded in each grouping of neighborhoods.

Circulation Element

- Goal 1: *“Provide a transportation system that is complementary to the existing and planned land uses.”*

Response: The proposed amendment allows further complimentary circulation with the existing and planned land uses. While ALAMAR has been designed as a unique destination-oriented master planned community, it still allows for circulation and connectivity around and within the Property.

Bicycling Element

- *Goal 1: “Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.”*

Response: This proposed amendment further establishes the community’s connectivity and extensive network of bicycle and pedestrian paths. Connectivity has been planned throughout the community as well as with the larger external Avondale and regional network. The internal network includes over 9.5 miles of trails, which will allow for biking, walking, and jogging.

- *Goal 3: “Increase recreational opportunities for bicyclists throughout Avondale.”*

Response: ALAMAR continues its implementation of well-connected neighborhoods, and this proposed amendment provides further connectivity to the trail system which has been thoughtfully integrated into the Community Park to ensure convenient access for residents on foot or on bike. The communities trail network is considered an ‘active’ transportation network that accommodates bicyclist, pedestrians, and handicapped users.

Safety Element

- *Goal 1: “Provide a safe and healthy environment for all Avondale residents, employees, and visitors.”*

Response: ALAMAR’s overall community design fabric has provided a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

- *Goal 5: “Continue to provide for the protection of life and property from the destruction of fire and to mitigate other life-threatening incidents.”*

Response: Brookfield continues to coordinate with the City and City’s fire department on a fire safety facility location reserved within the Property. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Goal 6: “Provide fire, advanced life support, and emergency medical services to all residents and visitors in the City.”

Response: The proposed fire safety site within the Property will greatly enhance the City’s service area in south Avondale. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Water Resource Element

Goal 4: “Encourage efficient water use and conservation throughout the community.”

Response: ALAMAR will continue to utilize a landscape palette that is appropriate for the desert environment and sensitive to the use of water.

Urban Design Element

Goal 1: “Identify and preserve Avondale’s cultural resources and local sense-of-place.”

Response: The Property is blessed with significant natural resources including the local river corridors and the Sierra Estrella Mountains to the south. These natural features provide the foundation of the community theme, acting as the anchor to develop a distinct sense of place, that is unique to Avondale. The community theme focuses on health and wellness, community engagement, and connections to nature. These goals continue to be achieved through several design features including the hierarchy of parks, the connection of these parks through an extensive trail system, as well as final design details such as lot orientation and road corridor layout that enhance and preserve view corridors.

Goal 3: “Foster the idea of distinguishable urban neighborhoods and districts within Avondale.”

Response: With a continued focus on health and wellness the proposed amendment further allows ALAMAR to carefully integrate family-friendly and multi-generational neighborhoods that provide an abundance of parks, trails, and open spaces. These community amenities encourage social engagement and place a premium on the opportunities to connect back to nature. Brookfield continues to implement a creative interpretive art program through the parks and trails that celebrates the geological history of the land, as well as the nearby mountains and rivers.

Goal 5: “Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainable and economically.”

Response: The communities fully connected family-friendly neighborhoods and overall trail network will amply provide connectivity throughout the community as well as linkages to the regional trail network.



Vernon D. Swaback FAIA, FAICP

John E. Sather AIA, AICP

Jon C. Bernhard AIA

Michael D. Wetzel, AIA

Jeffrey M. Denzak, ASLA, APA

July 5th, 2022

Mr. Mark Trinidad
City of Avondale
Development & Engineering Services Department
11465 West Civic Center Drive, Suite 110
Avondale, AZ 85323-6804

mtrinidad@avondaleaz.gov

Re: ALAMAR

Neighborhood Meeting Narrative (Minor General Plan Amendment – PL-22-0067 &
Major PAD Amendment – PI-22-0089)

Neighborhood Meeting Attendees

- Development Team: Roger Theis (Brookfield Residential), Jeff Denzak (Swaback), and Troy Hansen (Swaback)
- City Staff: Mark Trinidad
- Public: A copy of the sign in sheet has been provided herein.

Dear Mr. Trinidad:

The following is our narrative for the Minor General Plan Amendment and Alamar Major PAD Amendment Neighborhood Meeting. The meeting took place at La Joya Community High School Lecture Hall, Room 204, located at 11650 W Whyman Avenue, Avondale, AZ 85353 on June 28th, 2022, between 6:00pm and 7:00pm.

The Neighborhood Meeting was orchestrated as an open house with three stations. The first station, "ALAMAR Today" featured context maps, highlighted the construction progress, and featured photography of constructed elements within Phase 1. The second station, "Minor General Plan Map Amendment" presented the proposed changes to Avondale's General Plan Map. Lastly, the third station, "Major PAD Amendment" featured the proposed changes to ALAMAR's PAD.

Most of the public attendees' questions revolved around the status of construction. A summary of those questions are listed below. These questions were answered appropriately.

1. When would the signal at Avondale Blvd and Broadway be built?
2. How long would Broadway be closed off?
3. When will the Avondale Community Park open?
4. When will the elementary school open?
5. Is the High School site part of ALAMAR?
6. How many homes are planned for ALAMAR?

July 5th, 2022

ALAMAR

Neighborhood Meeting Narrative

7. When will the overall ALAMAR community be built out?
8. Is there another pool complex planned?
9. What's planned for the commercial area?
10. What's the timing on SR 30?
11. When will Steadfast Farms open for business?

Some of the public attendees' questions dealt with how the Minor General Plan Map Amendment would affect them. This was handled on a case-by-case basis depending on where the individual or individuals resided. It was described to each individual or individuals that the "Church Site" was a vacant 10 +/- acre piece of land that Brookfield Residential has purchased and would fold right into the development of Phase 5.

Overall, the interaction with the public attendees was positive. No questions, issues, or concerns were raised by the public attendees that would cause revisions, additions, or subtractions from the Minor General Plan Amendment and Major PAD Amendment.

End of Neighborhood Meeting Narrative



ALAMAR NEIGHBORHOOD OPEN HOUSE - SIGN IN SHEET

GENERAL PLAN AMENDMENT & PLANNED AREA DEVELOPMENT (PAD) AMENDMENT

DATE: JUNE 28TH, 2022

TIME: 6:00 PM TO 7:00 PM

LOCATION: LA JOYA COMMUNITY HIGH SCHOOL LECTURE HALL

ADDRESS: 11650 W. WHYMAN AVE., AVONDALE, AZ 85323

NAME

AFFILIATION (PROPERTY OWNER/ RESIDENT/ STAKEHOLDER/ HOA REP.)

Betty Ledesma

SANTANA LEDESMA

George Moreno

Janice + Ralph Woods

Edie + Jonathan Carrillo

Hovan SALEBIAN

Mike Frickstad + Diane D. Carlo

Alfonso Pineda

Preston Flores

Guillermina Gama Z

MARC TRUJILLO

Manuel Gama

Robert Billings

Prop. owner

owner

owner

PRO OWNER

owner

Partner - CITY

Owner.



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Alamar PAD Amendment #3 has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Alamar Project Manager: Ann Dolmage
 Request: PAD Amendment Acreage/Parcel Size: 1,150 acres
 Current Density Allowed: 3.3 Density Proposed: 3.5
 Total number of residential units proposed: 4,036

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

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

Yes ☒ No ☐

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

Is a school site within the proposed development needed?
If answered yes, how many acres is needed for the school site?

Yes ☒ No ☐
(18.21)

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

If answered yes, please explain below:

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

Date Reviewed: 4/21/22
 School District: Littleton ESD
 District Superintendent: R. Freeman
 Phone #: 623-478-5611
 E-mail: freeman.roger@littletonaz.org
 Signature: [Signature]

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

Development & Engineering Services Department

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



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

Yes ☐ No ☒

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

If answered yes, please explain below:

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

Date Reviewed: December 1, 2022
School District: Tolleson Union High School District #214
District Superintendent: Mrs. Nora Gutierrez
Phone #: 623-478-4000
E-mail: nora.gutierrez@tuhsd.org

Signature: Nora Gutierrez

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

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

RESOLUTION NO. 1004-0123

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE CITY OF AVONDALE GENERAL PLAN REGARDING THE LAND-USE DESIGNATION OF APPROXIMATELY $\pm$ 10 ACRES GENERALLY LOCATED SOUTH AND WEST OF THE INTERSECTION OF ILLINI STREET AND 125TH AVENUE, AS SHOWN IN APPLICATION PL-22-0067 FROM RURAL LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL.

WHEREAS, the City of Avondale General Plan (the “General Plan”) was adopted by the Mayor and Council of the City of Avondale (the “City Council”) on April 2, 2012, and ratified by the qualified electors of the City of Avondale on August 28, 2012; and

WHEREAS, the General Plan was readopted by the City Council on May 2, 2022, and ratified by the qualified electors of the City of Avondale on August 2, 2022; and

WHEREAS, the City Council desires to amend the General Plan to change the land-use designation for approximately $\pm$ 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue, from Rural Low Density Residential to Medium Density Residential, as shown in Application PL-22-0067 (the “General Plan Amendment”); and

WHEREAS, pursuant to ARIZ. REV. STAT. § 9-461.06 and the General Plan, the City of Avondale (the “City”) has consulted with, advised and provided the opportunity for public comment on the General Plan Amendment; and

WHEREAS, all due and proper notices of the public hearings on the General Plan Amendment held before the City of Avondale Planning Commission (the “Commission”) and the City Council were given in the time, form and substance required by ARIZ. REV. STAT. § 9-461.06; and

WHEREAS, pursuant to ARIZ. REV. STAT. § 9-461.06 and the General Plan, the Commission held a public hearing on the proposed General Plan Amendment on November 16, 2022, after which the Commission recommended approval; and

WHEREAS, pursuant to ARIZ. REV. STAT. § 9-461.06 and the General Plan, the City Council held a public hearing on the proposed General Plan Amendment on January 9, 2023.

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 General Plan is hereby amended to change the land-use designation for approximately $\pm$ 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue, as shown in Application PL-22-0067, as depicted on Exhibit A, attached hereto and incorporated herein by reference, from Rural Low Density Residential to Medium Density Residential.

SECTION 3. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

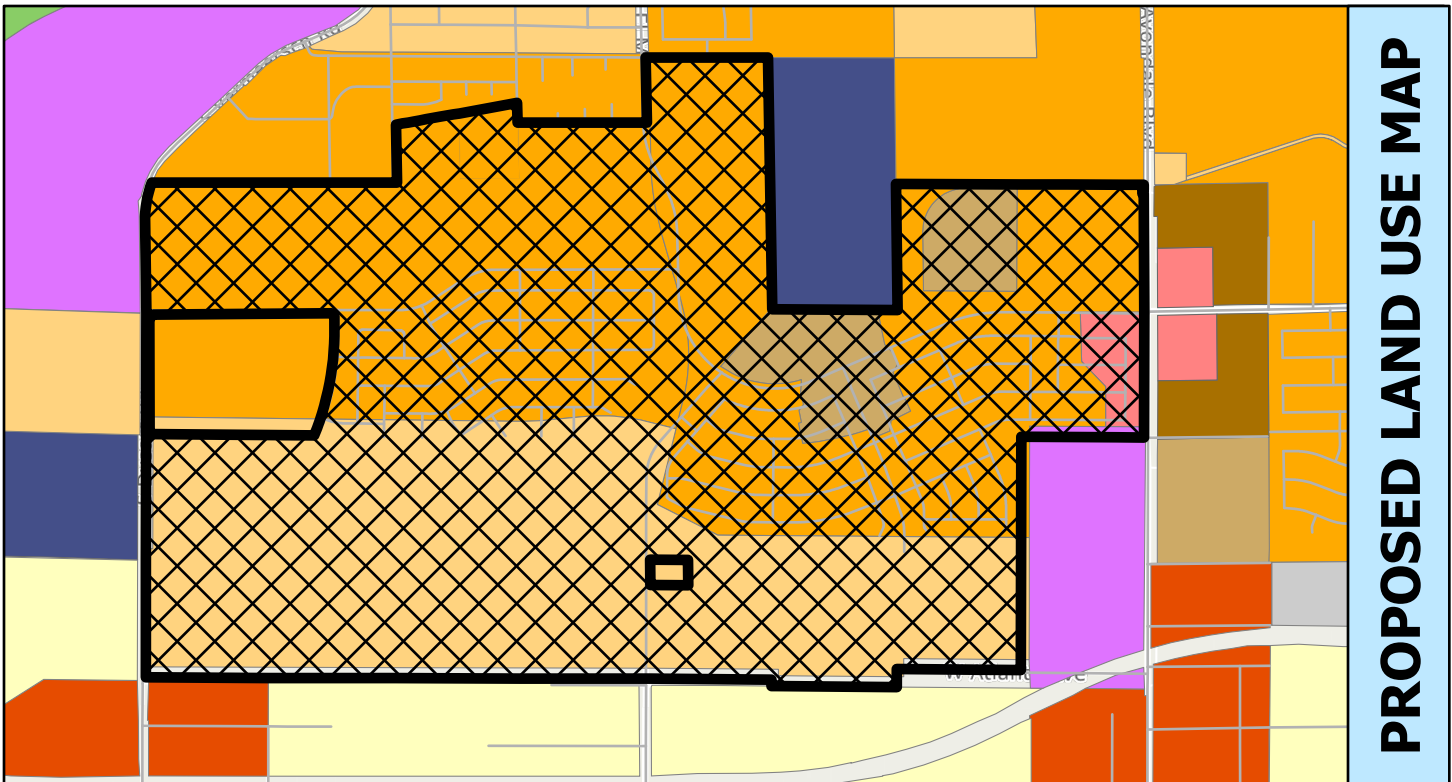
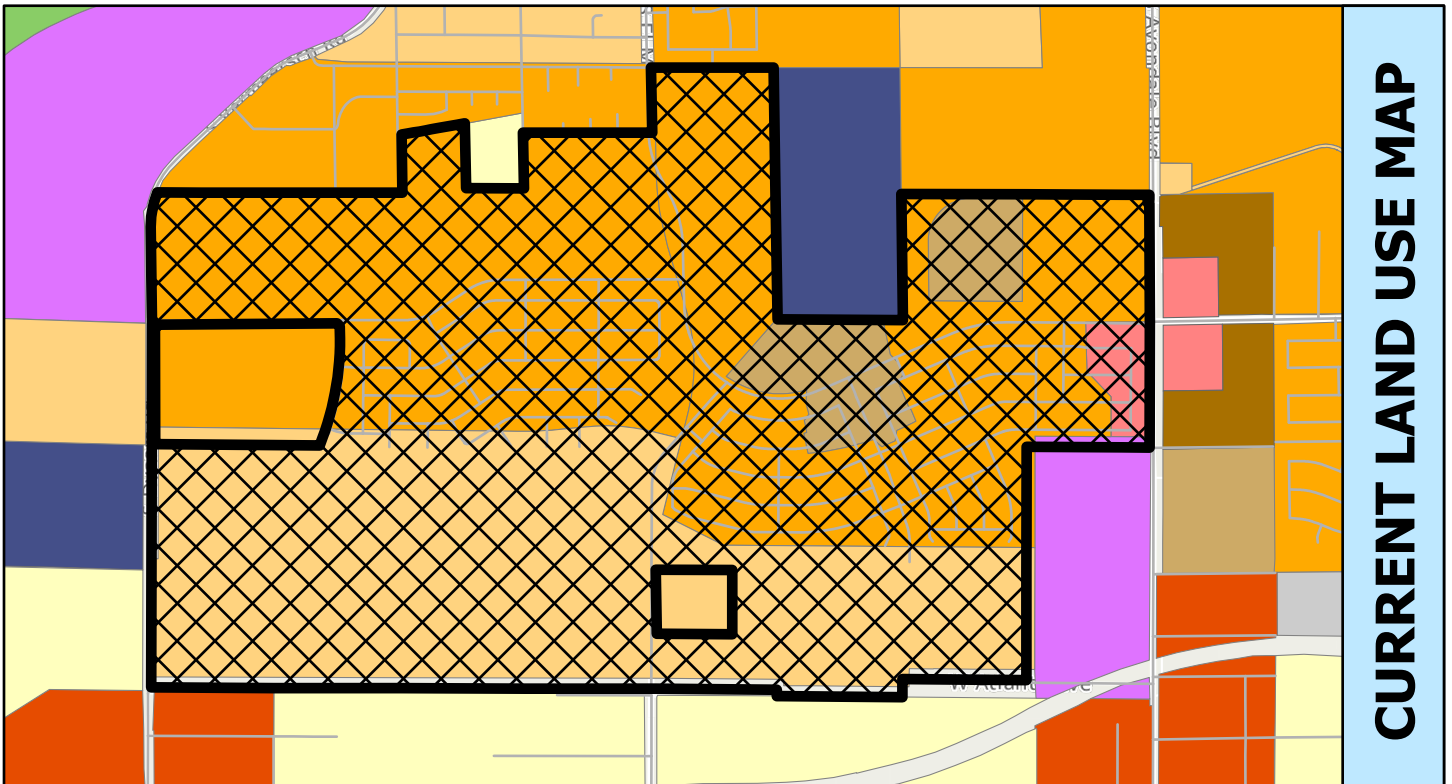
APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1004-0123

[General Plan Amendment Map]

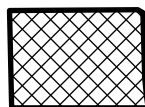
See following page.



General Plan Land Use



- Local Commercial
- Low Density Residential
- Medium Density Residential
- Medium High Density
- Rural Low Density Residential



Subject Property



CITY COUNCIL REPORT

SUBJECT: Public Hearing and Ordinance 2001-0123 - Major Planned Area Development Amendment for Alamar - Application PL-22-0089

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic Outcome Area: 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 hold a public hearing and consider a request to adopt Ordinance 2001-0123, approving a request by Brookfield Lakin LLC for a Major Planned Area Development Amendment to the 1,130 gross acre Alamar Planned Area Development (PAD), west of Avondale Boulevard and north and south of the Broadway Road alignment. The Council will take appropriate action.

BACKGROUND:

Alamar represents properties for a Planned Area Development (PAD) zoning amendment (Exhibit A). The overall Alamar PAD area is approximately 1,130 gross acres and is bordered by Avondale Boulevard on the east, Dysart Road on the west, Illini Street alignment on the north (approximately 3/4 miles south of Lower Buckeye Road), and the Sunland Avenue/channel alignment to the south (1/4 miles north of Southern Avenue).

The existing land uses and zoning of surrounding properties include:

NORTH: Existing single-family developments including Las Ligas, Cantada Ranch, and Fleming Farms. SRP switchyard and some areas that are currently being utilized for agriculture. Zoning: A-1, AG, PAD.

EAST: Avondale Boulevard, then a mix of agriculture and single-family residential on larger rural County lots. Zoning: PAD, RR-43.

SOUTH: Sunland Avenue alignment, then a combination of single-family residential on larger County rural lots and agricultural uses. Zoning: PAD, County.

WEST: Dysart Road, then the City's wastewater treatment plant, an undeveloped school site (Tolleson Union High School District) located in the County, agricultural uses and the Aqua Fria River. Zoning: A-1, AG, County.

SUMMARY OF REQUEST:

The Applicant proposes major amendments to the Alamar Planned Area Development (PAD) zoning, including the following:

1. Add 20 acres of land to the Alamar PAD, increasing its size from 1,130 acres to 1,150 acres.

The applicant has recently acquired two parcels of land each of which is approximately ten (10) acres in size. One parcel was purchased from St. John Vianney Church and is located along the northern boundary of Alamar, south and west of the intersection of Illini Street and 125th Avenue. The Yerington parcel is located north and east of the intersection of Chambers Avenue and El Mirage Road. The proposed Major PAD Amendment would add both of these parcels to the Alamar PAD and incorporate them into Phase 5 and Phase 3 of the community, respectively. The addition of these two parcels to Alamar would increase its total size from 1,130 acres to 1,150 acres. A concurrent Minor General Plan Amendment request (PL-22-0067) is presented under a separate item to change the land use designation of the parcel purchased from St. John Vianney Church from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR).

2. Add 341 residential units to the total units allowed within the PAD, increasing it from 3,695 units to 4,036 units.

Currently, the General Plan allows for a total of 4,212 dwelling units across the Alamar master planned community. Approval of the concurrent Minor General Plan Amendment for the parcel purchased from St. John Vianney church (PL-22-0067), and the addition of the Church Parcel and the Yerington Parcel to the PAD, would bring the total units allowed by the General Plan to 4,281. The Alamar PAD currently caps development at 3,695 units (well below the number allowed by the General Plan). This PAD Amendment would increase the cap to 4,036 units, for a gain of 341 units, which still conforms to the General Plan limit.

3. Remove the Heritage Site land use from the PAD and establish a related use at the Steadfast Farms location.

Initially, Alamar PAD envisioned a "Farm and Ranch Experience Heritage Center" at the west side of Alamar, on an approximately 28-acre parcel along Dysart Road. The center would have operated as a living museum and event center, focused on programs and activities to educate citizens about the history and future of farming and ranching in the region. The funding for this center did not come to fruition, so this Amendment will remove the use from the Alamar PAD. The 28-acre parcel that the center was intended to occupy will instead be incorporated into Alamar's Phase 6, for which a Preliminary Plat has not yet been submitted to the City. Phase 6 will also now contain the relocated third Neighborhood Park and feature vehicular connections to El Mirage Road, South 128th Avenue, and Dysart Road.

Replacing the Heritage Site will be Steadfast Farm, a two-acre farm and market to be located on El Mirage Road at the "Y" intersection of the powerline corridor (near the center of Alamar). Steadfast Farm will grow and sell fruits, vegetables, cut flowers, and additional agricultural sundries, through its community-supported agriculture (CSA) program and on-site shop. Steadfast Farm is intended to honor the agrarian heritage of the area, and is anticipated to be a distinctive community attraction that is open to both Alamar residents and the greater community.

4. Adopt Alamar PAD zoning for the Church and Yerington Parcels and modify the intended uses for the Heritage Site and Steadfast Farm Site.

The addition of the Church Parcel and Yerington Parcel to Alamar requires the affected properties to adopt Alamar PAD zoning. Furthermore, the removal of the Heritage Site and establishment of Steadfast Farm within Alamar requires changes to the previously-approved Alamar PAD Narrative.

PUBLIC PARTICIPATION:

A neighborhood meeting to discuss the proposal with neighboring property owners and other interested parties was held on June 28, 2022. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit F. Neighborhood meeting attendees had general questions regarding how the PAD Amendment and concurrent General Plan Amendment would affect them. Many of these questions focused on the timing and status of construction for various elements of the development. All required notifications for the neighborhood meeting, Planning Commission, and City Council public hearings have been

completed. To date, no public comments regarding this project have been received.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The subject property is located within the areas of the Littleton Elementary School District (Littleton ESD) and Tolleson Union High School District (Tolleson UHSD). Both districts have provided updated Certificates of Adequate School Facilities indicating that they have adequate capacity to accommodate the estimated enrollment generated by the Alamar PAD, including both the existing areas of the PAD and the twenty (20) acres to be added via integration of the Church and Yerington Parcels (Exhibit G). The Certificate from Littleton ESD is dated November 21, 2022, and the Certificate from Tolleson UHSD is dated December 1, 2022.

Tolleson UHSD owns an approximately 56-acre parcel at the southeast corner of Dysart Road and the future Broadway Road extension, adjacent to Alamar but within Maricopa County's jurisdiction. A new high school is expected to begin construction on this site in the fall of 2023. Currently, high school age students in the Alamar area attend La Joya High School, located at Avondale Boulevard and Durango Street.

Within the Alamar PAD, an approximately 21-acre public elementary school site is located at the intersection of El Mirage Road and Broadway Road. Littleton ESD has begun construction of Lakin Elementary School at this location, with a target opening date in the fall of 2023. Elementary-age students within Littleton ESD may attend any school in the district, including Littleton Elementary, Collier Elementary, Estrella Vista STEM Academy, and Tres Rios Service Academy. The opening of Lakin Elementary will provide an additional option for students in this district.

PLANNING COMMISSION ACTION:

On November 16, 2022, the Planning Commission conducted a public hearing on the PAD Amendment alongside a public hearing on the concurrent General Plan Amendment. At the time of the Planning Commission meeting, the applicant had not obtained recent Certificates of Adequate School Facilities for either school district that serves Alamar. The certificates attached to the Planning Commission staff report were the original certificates obtained when Alamar underwent its first Rezone in 2017, and contained outdated information about the number of units anticipated within the development. Furthermore, the 2017 certificate from Littleton ESD indicated that this district did not have adequate capacity for Alamar's expected enrollment.

During the Planning Commission meeting, staff noted that the forms were old and contained outdated information, and that the applicant would obtain new forms prior to bringing the General Plan Amendment and PAD Amendment requests to City Council. Staff and the applicant explained that in the years since the original certificates were signed, the applicant had donated land to Littleton ESD for the new Lakin Elementary School (described above). Staff and the applicant also noted that Tolleson UHSD plans to construct a new high school at Dysart and Broadway, immediately adjacent to Alamar. The applicant has obtained updated certificates from both districts, noting the correct number of units for the community and indicating that the districts have sufficient capacity to accommodate Alamar's enrollment. These certificates are attached as Exhibit G.

Two members of the public spoke during the Planning Commission hearing. Both speakers noted that they lived near Alamar, and were concerned that the proposals being heard would result in their homes being demolished. The Commission clarified that the PAD Amendment affected vacant properties adjacent to and within Alamar, and that the speakers' homes, located north of Alamar, were not a part of this application request and not slated for demolition.

The Planning Commission voted to recommend approval of the PAD Amendment, 4 to 0.

ANALYSIS:

Section 603 of the Zoning Ordinance establishes five (5) criteria that any request for PAD zoning must meet. The criteria are listed below, with an analysis of each.

1. The proposed PAD amendment is in conformance with the General Plan and applicable specific plan(s). The current General Plan land use designations for Alamar are shown in Exhibit B. The applicant has submitted a concurrent Minor GPA amendment (PL-22-0067) that will amend the General Plan 2030 Land Use

Map designation for the Church Parcel from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR). The addition of the Church Parcel and Yerington Parcel to the PAD, combined with the proposed GPA for the Church Parcel, will increase the number of units the General Plan allows for Alamar from 4,212 to 4,281. The PAD Amendment proposes to cap development within Alamar to 4,036 units, so the number of units to be built will not exceed the amount allowed by the General Plan.

2. The proposed PAD amendment meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, unless otherwise modified by the PAD Narrative. The proposed PAD Amendment meets all applicable regulations including zoning classifications, development standards, and engineering standards necessary to administer the intended development. Development standards were established for the residential and commercial components of Alamar under previous PAD approvals, and the current Amendment will establish new standards for Steadfast Farm. Individual phases within Alamar are subject to platting and design review requirements, and the Church, Yerington, and Steadfast Farm sites will be incorporated into these processes as their respective phases are developed. The applicant utilizes an in-house design review process for its developments to augment the design review performed by City staff, to ensure high-quality, attractive residential and commercial products.

3. That adequate public infrastructure and services exist to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD. The City's existing public infrastructure is adequate to provide the necessary services for the Alamar PAD. The applicant has or will construct additional infrastructure to support all Alamar developments as each phase of the project develops.

4. The proposed PAD amendment will result in compatible land use relationships within the proposed development and with adjacent properties. The Alamar PAD provides a connected and integrated master plan that will result in residential, commercial, and recreational opportunities for the community, surrounding areas, and the City. In addition to the community amenities provided, the development will also provide updated infrastructure for the area, a community park, an elementary school site, and a public safety facility site. The proposed Major PAD Amendment will incorporate the Church and Yerington Parcels into the PAD, and the single-family homes to be constructed on these parcels will be compatible with existing single-family neighborhoods within Alamar. The proposed Steadfast Farm amenity will provide locally-grown produce and other goods for residents of the PAD, as well as for the wider community.

5. The development standards of the proposed PAD amendment are consistent with or exceed the desired character of development for the area. Alamar's existing development standards for residential and commercial components include requirements for setbacks, lot width and depth, lot coverage, building height, and off-street parking. The proposed PAD Amendment removes development standards for the Heritage Site and adds new standards for Steadfast Farm, which resemble those of the Neighborhood Commercial (C-1) zoning district with some modifications. All development standards contained within the Alamar PAD have been reviewed and are consistent with the desired character of the development.

DISCUSSION:

Staff recommends approval of the Major PAD Amendment request for the following reasons:

1. The proposed PAD Amendment is in conformance with the General Plan land use designations for Alamar. The maximum number of units to be constructed in Alamar will not exceed the number allowed by the General Plan.

2. The proposed PAD Amendment is in conformance with the Zoning Ordinance, Subdivision Regulations, Design Manuals, and other applicable regulations and requirements, unless otherwise modified by the PAD Amendment Narrative. Development standards have been established for the residential and commercial components of Alamar under previous approvals, and the PAD Amendment will establish new development standards for Steadfast Farm. Individual phases of Alamar are subject to platting and design review requirements as they are constructed.

3. The proposed PAD Amendment will result in compatible land use relationships. The Church and Yerington Parcels are expected to be developed with single-family homes to coordinate with the primarily single-family character of Alamar. Steadfast Farm will provide fresh fruits, vegetables, and other products for the community.
4. Adequate public infrastructure to support the proposed development either currently exists or will be constructed by the developer.
5. The proposed PAD Amendment will increase Avondale's stock of housing units.
6. The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

There are three conditions recommended for approval regarding signage since Alamar has an approved Comprehensive Sign Plan and the new developments may have additional signage added within the community. These conditions were included in a prior PAD amendment case for Alamar too.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

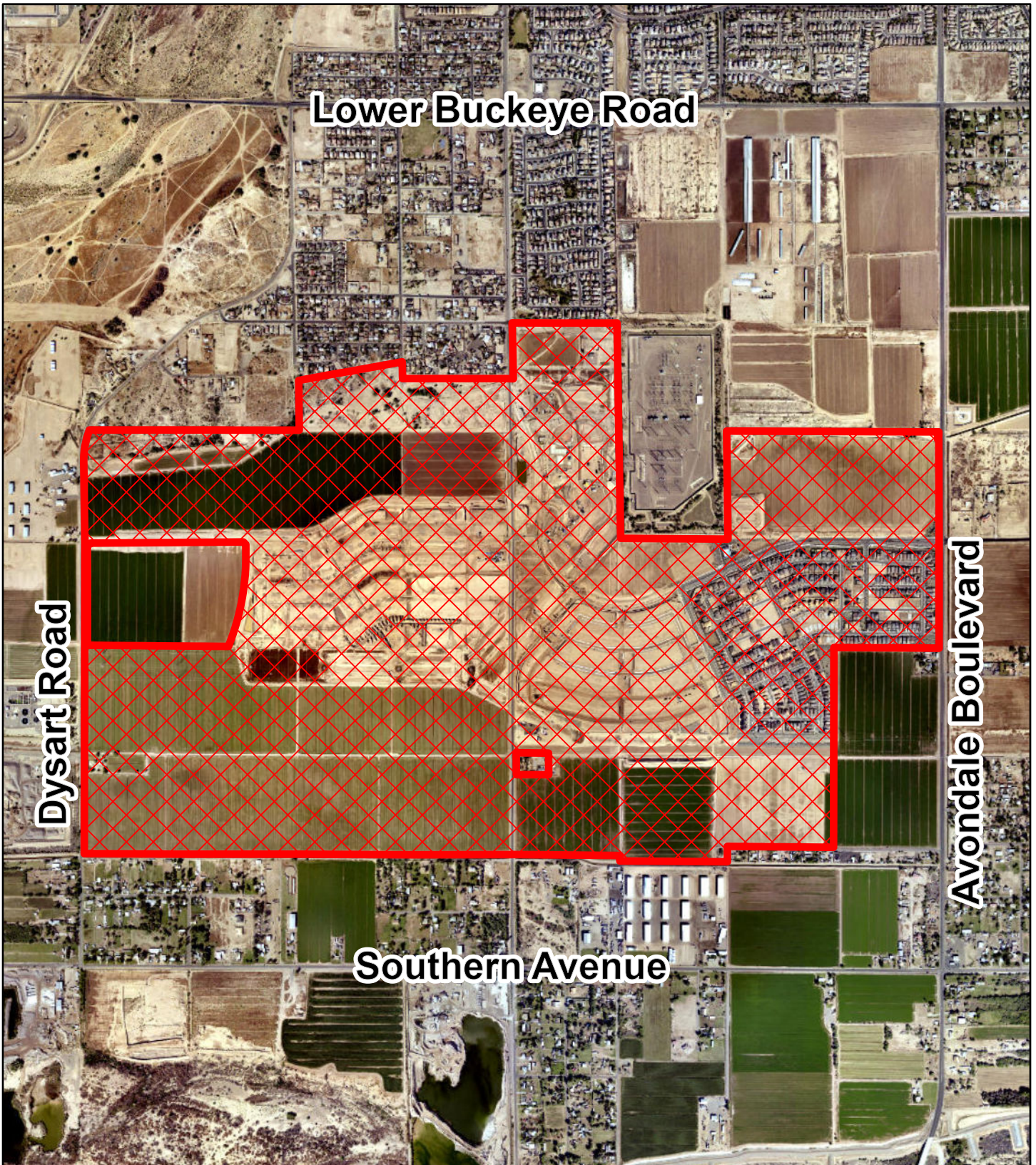
City Council will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0089, a request to amend the Alamar Planned Area Development, subject to the following six (6) conditions of approval:

1. Development shall conform to the Alamar Major PAD Amendment Narrative dated July 2022 and approved by Ordinance 2001-0123 and approved with this Application PL-22-0089.
2. All stipulations of the approval of Ordinance 1651-518 and 2001-0123 shall remain in full force and effect unless explicitly modified by this PAD Amendment.
3. The Applicant and/or Homeowners Association shall be responsible for installation, maintenance, repair, and replacement of all sign types described within the Alamar Master Sign Package, including signs located within the public right-of-way. Maintenance responsibilities shall include the sign structures and any related lighting.
4. The City shall have the right to remove any damaged sign within the public right-of-way if said damaged sign is not repaired within fifteen (15) days of notice being provided to the developer and/or Homeowners Association.
5. In the event that the Homeowners Association no longer wishes to maintain Alamar "Specialty Street Signs", the City will remove the specialty street signs and replace them with standard-issue City street signs.
6. The total allowed units are subject to City acceptance, review, and approval of all required PAD master plan(s) and report(s).

PROPOSED MOTION:

I move that City Council recommend **APPROVAL** of Application PL-22-0089, a request to amend the Alamar Planned Area Development, subject to six (6) recommended conditions of approval as listed in the staff report.

Contact person for document distribution: Ann Dolmage



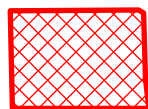
Lower Buckeye Road

Dysart Road

Avondale Boulevard

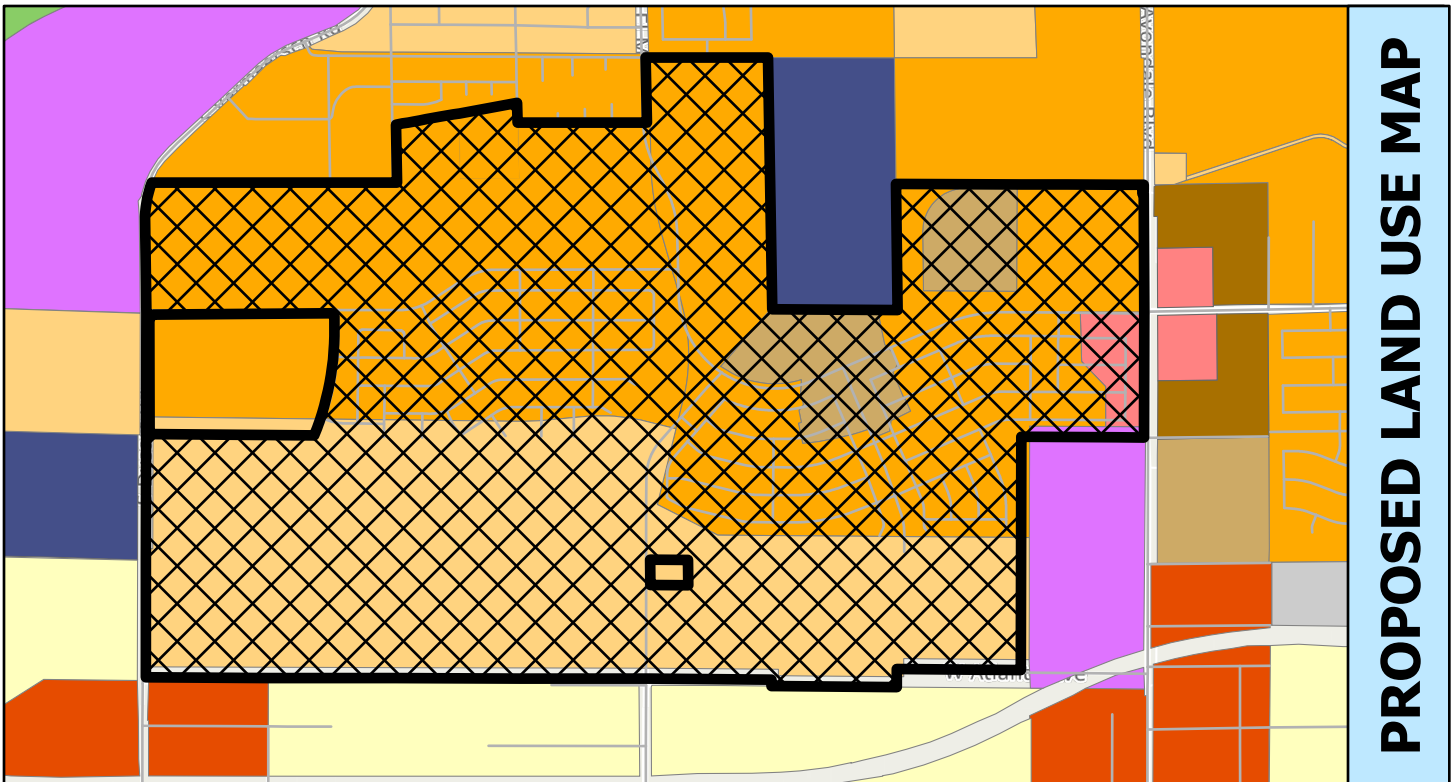
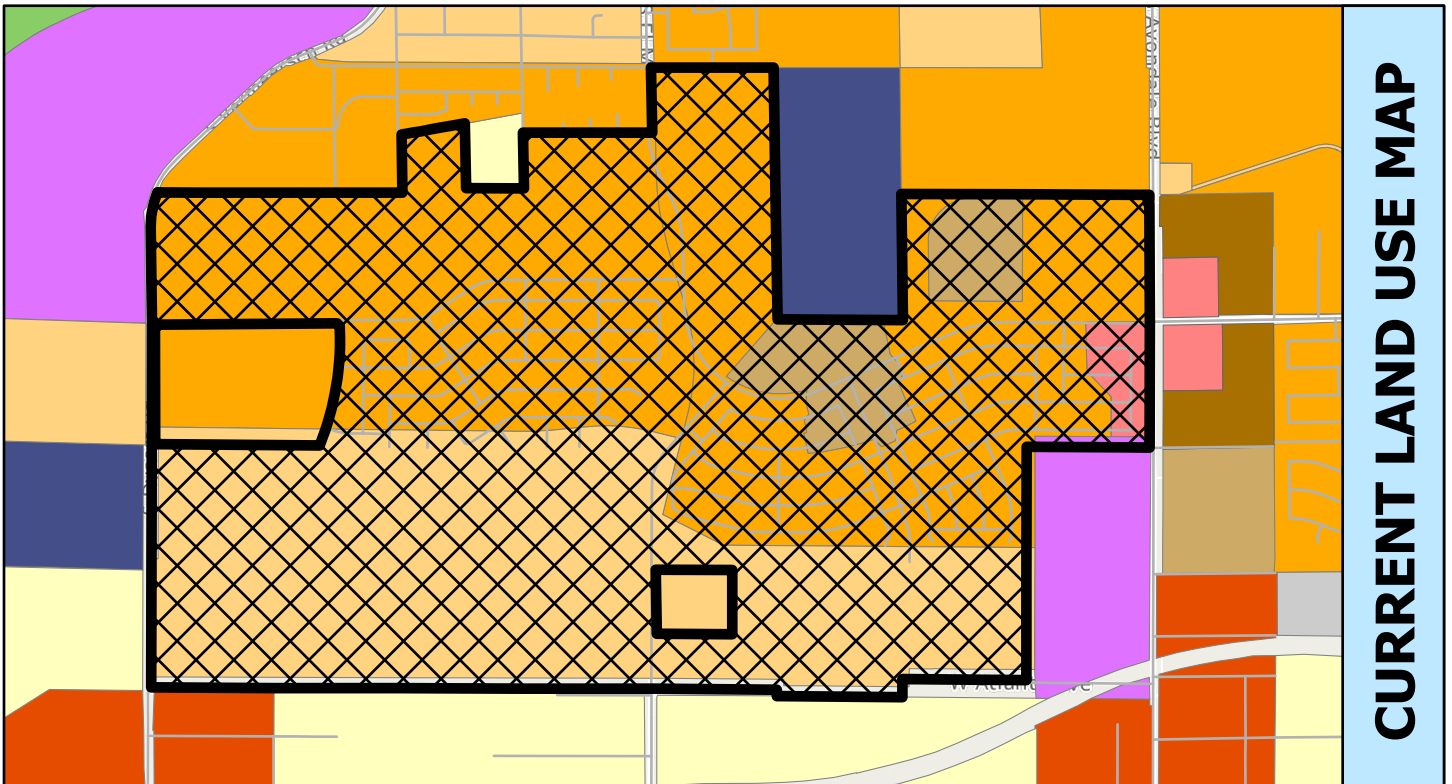
Southern Avenue

Aerial Photograph



Subject Property

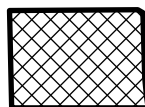




General Plan Land Use

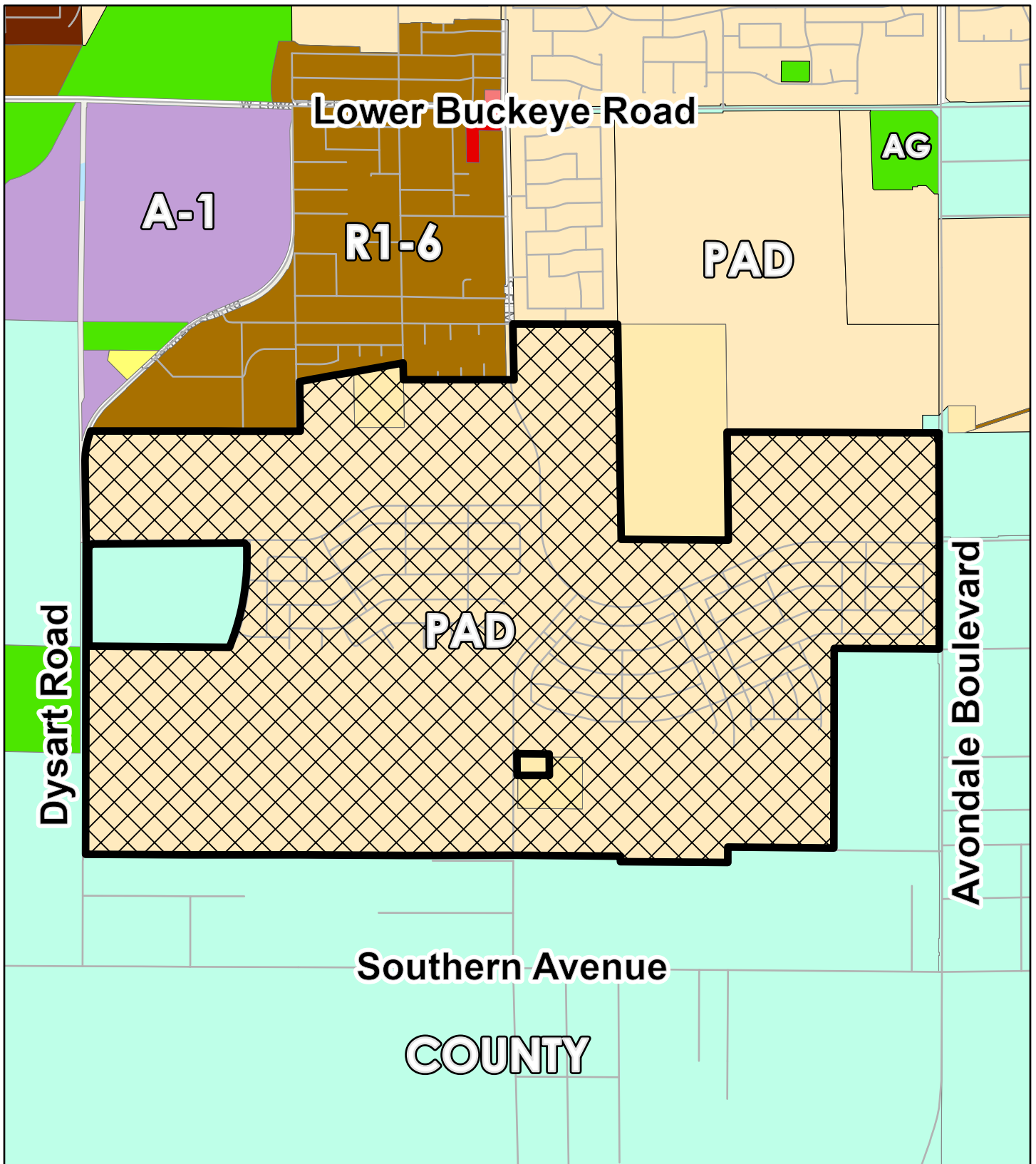


- Local Commercial
- Low Density Residential
- Medium Density Residential
- Medium High Density
- Rural Low Density Residential

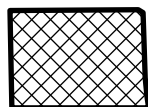


Subject Property





Zoning Vicinity



Subject Property





ALAMAR

CITY OF AVONDALE
MAJOR PAD AMENDMENT
PROJECT NARRATIVE
PL-22-0089
July 2022

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NARRATIVE

Introduction

ALAMAR (“Property”) is a Planned Area Development (PAD) by Brookfield Residential (Arizona) LLC (“Brookfield”) currently encompassing approximately 1,130 gross acres of land within the City of Avondale. The property is located west of Avondale Boulevard and north and south of the Broadway Road alignment.

The Property was annexed into the City of Avondale (“City”) in May of 2018. Alamar was also zoned to a Planned Area Development (PAD) in May of 2018, subsequently amended in February of 2020, and July of 2021. A concurrent Minor General Plan Map Amendment has been submitted along with this Major PAD Amendment related to a small portion of land along the northwest border of the property referred to as the “Church Parcel”: and now planned for additional residences within the ALAMAR community.

As Brookfield continues their thoughtful and strategic planning and development of ALAMAR, new opportunities to grow and expand the community have come about. Brookfield is submitting for a Major PAD Amendment to include the following:

- a. an additional 20 acres of land within the PAD,
- b. removing the Heritage Site program while introducing the Steadfast Farm program,
- c. increasing the allowed total unit quantity.

Project Description

From Alamar’s initial inception, Brookfield’s vision set out to create a connected, integrated, and holistic master plan community that would result in a strong identity. Brookfield continues to believe in this special project and the opportunity to celebrate the natural beauty of the adjacent Sierra Estrella Mountains by providing a framework for community health and wellness. This focus on health and wellness continues to this day-through the design of family-friendly and multi-generational neighborhoods with an abundance of parks connected through a comprehensive network of trails and open spaces.

Request

Brookfield is submitting for a Major PAD amendment to include the following items:

- a. an additional 20 acres increasing the total acres from 1,120 to 1,150 acres;
- b. introduce Steadfast Farm, a Community Supported Agriculture (CSA) program;
- c. remove the Heritage Site and relocate the use and program to Steadfast Farm;
- d. an additional 341 lots increasing the total permitted dwelling units from 3,695 to 4,036 dwelling units; and
- e. adopt PAD zone for the Heritage, Steadfast Farm, Church and Yerington Parcel(s).

As stated above, a concurrent Minor General Plan Map Amendment has been submitted along with this Major PAD Amendment Request to change the land use designation of the “Church Parcel” from Rural Low Density to Medium Density Residential. This Major PAD Amendment proposes the adjustments listed below.

1. Brookfield has purchased approximately 10 acres of land from St. John Vianney Church (“SJVC”) located along the northern Property boundary and more specifically south and west of the intersection of Illini Street and S. 125th Avenue. These 10 acres are referred to as the “Church Parcel” and are

specifically described in the legal description accompanying this request. Brookfield has also purchased approximately 10 acres of land from the Yerington Living Trust (“YLT”) located along El Mirage Road and more specifically north and east of the intersection of Chambers Avenue and El Mirage Road. These 10 acres are referred to as the “Yerington Parcel” or and are specifically described in the legal description accompanying this request. The Church Parcel will be folded into the overall fabric of Phase 5 while the Yerington Parcel will be included Phase 3.

2. The Heritage Site was originally located on the western Property boundary along Dysart Road just south of the powerline corridor. Although these 28 acres are already within the ALAMAR PAD and have an underlying residential use per the approved PAD, the land ownership was retained by the previous owner, the Lakin Family, with the intent to develop a “Farm and Ranch Experience Heritage Center.” The finances for such an endeavor have not come to fruition so Brookfield has purchased those 28 acres with the intent to incorporate them into the overall fabric of the community. The Heritage Site will be developed as part of Phase 6 of ALAMAR. This Phase will also now contain the relocated third Neighborhood Park and feature vehicular connections to El Mirage Road, South 128th Avenue, and Dysart Road.

3. The introduction of Steadfast Farm, located along El Mirage Road at the “Y” intersection of the powerline corridor, furthers Brookfield’s vision to create a master plan community that provides the framework for community health and wellness. This cultural mixed-use project will be designed to showcase some of the best organic agricultural practices in Arizona. Steadfast Farm works with communities to offer small scale localized agricultural produce that are based on bio-intensive best-practices. The approximately 2-acre farm and market will have a variety of offerings to the local community including; fruits and vegetables, cut flowers, and a modest farm “store” supported through a robust CSA (Community Supported Agriculture) program (similar to the successful program used at Brookfield’s Eastmark community in Mesa, AZ).

Its implementation will honor the rich history of the property and it’s agrarian heritage. The development will also serve as a distinctive community destination. Brookfield proposes exchanging the approved Heritage Site uses with the Steadfast Farm uses.

4. Brookfield is in escrow to sell Phase 7 to Shea Homes who plans to develop a new Trilogy Community. Trilogy, a leading nation-wide brand, is an age qualified resort style community featuring clubhouses and amenities for active adults. Trilogy strives to create communities that provide enriched lifestyles through opportunities to explore new interests, achieve wellness, and connect to a vibrant social life. Trilogy and ALAMAR are a perfect fit!

ALAMAR’s carefully crafted community fabric with multi-generational neighborhoods, its focus on health and wellness, is heightened and improved with the addition of Trilogy expanding the already diverse range of housing product and amenities ALAMAR provides. This unique opportunity to include an active adult element expands and enhances the initial vision and goals Brookfield established. Brookfield will continue to coordinate all residential building activities to ensure design excellence.

5. With the inclusion of the Church and Yerington Parcel’s, removal of the Heritage Site program, introduction of Steadfast Farm program and Trilogy, Brookfield is proposing an increase to the approved overall unit count for ALAMAR. Currently the General Plan allows for a total of 4,216 units within the ALAMAR PAD (the current ALAMAR PAD only calls for a total of 3,695 units). The inclusion of the Church and Yerington Parcel’s into the ALAMAR PAD would allow for an additional 65 units per the amended General Plan, thus increasing the allowed maximum unit count of ALAMAR to a total of 4,281. Brookfield is proposing an increase to a total of 4,036 units within this Major PAD Amendment.

This proposed change in total units will only result in an increase in density from 3.3 du/ac to 3.5 du/ac (still below the 3.7 du/ac that are allowed within the General Plan).

Project Justification

As the City is aware, when planning and developing a master plan community, the developer and the City work cooperatively to implement a vision that is not only appropriate for the city but creates a community with a distinct sense of place. The development lifecycle of a major master planned community typically spans ten or more years. During this time, it is expected that development conditions will change. Whether such change is initiated by market conditions, change in Council, or change in staff, one feature that is essential to the successful implementation of a master planned community is its flexibility to respond to changing conditions. The City of Avondale's General Plan and Zoning Ordinance, and ALAMAR's PAD recognizes the importance of this dynamic by providing several policies that support this Major PAD Amendment.

2030 General Plan Supporting Statements and Goals

First and foremost, Page 15 of the 2030 General Plan and supported by A.R.S. §9-461.06.

“...changes to the 2012 Plan are to be considered major amendments if the resulting change is a “substantial alteration of the municipality’s land use mixture of balance” as established in this 2012 Plan.”

The above statement provides strong support for the proposed Major PAD Amendment. Additional Goals and Policies supporting this proposal are provided hereinafter.

Land Use Element

- Goal 1: “Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”

Response: the proposed amendment expands ALAMAR's overall community design fabric, providing a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness continues to guide Alamar's development and has been made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

- Goal 3: “Promote a strong balance of high quality residential, employment, recreation, and educational land uses.”

Response: ALAMAR continues to include a diverse range of housing product within the community. The proposed amendment allows Brookfield to expand the offerings of high to medium-high density residential, and medium to low density residential.

- Goal 4: “Ensure all land use decisions meet the long-term social and economic goals of the community.”

Response: Alamar continues to provide executive housing and larger lots for the greater Avondale community. Based on research to date, discussions with the home builder industry and an analysis of comparable projects, the inclusion of executive housing and larger lots greatly expand the current

offering in the Southwest Valley. However, it is important to note that Alamar will also be providing higher density housing where appropriate, adjacent to higher intensity uses such as utilities, commercial, and public uses. The higher density housing will support more vibrant commercial areas through increased population supporting more diversity of non-residential uses and ultimately higher sales tax revenues.

- 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.”

Response: The proposed amendment expands Brookfield’s vision to create a connected, integrated, and holistic master plan community resulting in a strong identity for the City. With the Properties unique location, directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes in the unique opportunity to develop a comprehensive master plan community that embraces the City’s desire to celebrate the natural beauty of the Sierra Estrella Mountains. The provided framework for community health and wellness is achieved through an expansive trail system, large community park, and efficient drainage design, it is also accomplished through architectural design, community amenities, elements and design components organized around a series of materials and desert treatments that respect the natural environment. Proposed color palettes will be comprised of muted tones and will take clues from natural context of the land, river valley, and adjacent mountains as well as the historic contexts of the surrounding properties.

Goal 7: “Plan for educational facility locations as development and redevelopment occurs”.

Response: Brookfield continues to coordinate with the Littleton Elementary School District (“LESD”) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community’s well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield continues its discussions with both the City and the LESD on the potential opportunities for co-locating open space and recreation improvements within the context of land adjacent to the school site.

Cost of Development Element

Goal 2: “Preserve and enhance infrastructure and the existing level of public services for residents and businesses.”

Response: With the continued success of Alamar, this project has substantially and will continue to substantially augment the City’s infrastructure and existing level of public services in south Avondale through the reservation of land for the development of a new fire/ safety substation and a new elementary school. Brookfield also reserved land and has contributed to the development of a new 30 +/- acre community park. Through the development of the Property, this project will provide water, sewer, and road connectivity over two square miles where supportive infrastructure that did not and does not currently exist. This will have the added benefit of attracting other users to the area who will be able to capitalize on the new infrastructure.

Housing Element

Goal 2: “Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels”

Response: This proposed amendment allows Alamar to continue to provide housing designs with rich character and quality with a range of housing design styles that will help to curtail the typical suburban look of monotony and sameness. Based on the overall community theming and branding, the project continues to include four distinct architectural styles but is not limited to, Spanish Colonial, Territorial Ranch, Craftsman/Bungalow, and Traditional Southwest.

Goal 4: “Require excellence and innovation in residential design and construction.”

Response: Brookfield continues to coordinate all residential building activities to ensure design excellence. A focus on key components and the appropriate design composition will be mandated through the proposed architectural design standards and guidelines in Section 5 of the PAD.

Conservation, Rehabilitation, and Redevelopment Element, and Neighborhood Preservation and Revitalizations Element

- Goal 2: “Create a true sense of community that stretches beyond neighborhood boundaries.”

Response: The proposed amendment allows Alamar to continue to provide carefully positioned neighborhoods around formative parks and associated open space elements that help foster social engagement help create a special sense of place. Rather than a simple series of block forms repeated over and over, residential blocks continue to be organized in more interesting (and different) shapes, sizes and orientations that help to create for a more varied and visually interesting street scene.

Energy Element

- Goal 5: “Integrate electric power line corridors, electric substations, and other energy infrastructure into future development.”

Response: The Property includes a linear electrical corridor and associated easements that includes a “Y” separation near the middle of the Property. Brookfield continues to work closely with and coordinate with the utility providers. Based on this coordination and collaboration, Brookfield plans to utilize the corridors and easements for trails, informal open spaces for recreation, and for detention design requirements.

Environmental Planning and Conservation Element

- Goal 1: “Protect floodways, floodplains, hillsides, and other environmentally sensitive areas from inappropriate development”

Response: Brookfield continues to coordinate with FEMA, creating and submitting multiple Conditional Letters of Map Revisions (“CLOMR”) and multiple Letters of Map Revisions (“LOMR”) as necessary. Brookfield has also been in communication and coordinated accordingly with the design of components related to the Durango Regional Conveyance Channel (“DRCC”) relative to the Property.

Goal 4: “Maintain or enhance the quality of Avondale’s natural resources.”

Response: Brookfield continues to organize community features, elements, and design components around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement, and connection to nature.

Goal 8: “Conserve water”

Response: Alamar will continue to utilize a low water use landscape palette that is appropriate for the desert environment.

Open Space Element

Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle”

Response: Alamar continues to focus on providing an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system provides convenient linkages to the unique riverfront setting. Alamar has become a source of pride for the City of Avondale and continues its focus on livability and long-term sustainability.

Goal 2: “Create linkages to parks, trails, rivers, and mountains.”

Response: The proposed amendment allows Alamar to continue and expands upon its well-connected series of family-friendly neighborhoods. The planned 9.5 miles of trails will further create linkages to the series of specialty designed parks, neighborhoods, and adjacent amenities.

Goal 3: “Make Avondale’s unique natural setting central to its identity as a Healthy Lifestyle City.”

Response: Alamar’s unique location at the convergence of multiple rivers limits transportation circulation west of the Property, as well as significant limitations to the south of the Property. These geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan community that has become a regional destination within the City. The community is a special asset to the Avondale community complementing the Cities overall fabric while reinforcing the community as a great place to live, work, and play.

Goal 4: “Protect views of and access to mountains and river corridors.”

Response: One of Alamar’s central themes has been and will continue to be its visual and physical access to the surrounding natural areas. With this in mind, the community has been carefully designed with an integrated street system to take advantage of the existing view sheds. The series of designed open spaces, park system, and trail network connecting the family-friendly neighborhoods all help to connect citizens to the surrounding natural areas.

Recreational Amenities Element

Goal 1: “Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”

Response: Brookfield has reserved a large 30+/-acre community park site and has contributed to the development of this site. Additionally, the project includes three strategically located neighborhood parks that will range in size from approximately 2 to 3 acres, as well as a series of formative parks. The neighborhood park spaces are geared toward the community’s adjacent neighborhoods and residents.

These parks will incorporate a range of uses providing each one with a unique identity. Brookfield has coordinated with the Littleton Elementary School District (LESD) reserving a 21-acre school site on the Property. 6-acres of the school site will be organized as open space with park amenities for joint use between the LESD and City of Avondale. The formative parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents and will be strategically embedded in each grouping of neighborhoods.

Circulation Element

Goal 1: “Provide a transportation system that is complementary to the existing and planned land uses.”

Response: The proposed amendment allows further complimentary circulation with the existing and planned land uses. While Alamar has been designed as a unique destination-oriented master planned community, it still allows for circulation and connectivity around and within the Property.

Bicycling Element

Goal 1: “Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.”

Response: This proposed amendment further establishes the community’s connectivity and extensive network of bicycle and pedestrian paths. Connectivity has been planned throughout the community as well as with the larger external Avondale and regional network. The internal network includes over 9.5 miles of trails, which will allow for biking, walking, and jogging.

Goal 3: “Increase recreational opportunities for bicyclists throughout Avondale.”

Response: Alamar continues its implementation of well-connected neighborhoods, and this proposed amendment provides further connectivity to the trail system which has been thoughtfully integrated into the Community Park to ensure convenient access for residents on foot or on bike. The communities trail network is considered an ‘active’ transportation network that accommodates bicyclist, pedestrians, and handicapped users.

Safety Element

Goal 1: “Provide a safe and healthy environment for all Avondale residents, employees, and visitors.”

Response: Alamar’s overall community design fabric has provided a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

Goal 5: “Continue to provide for the protection of life and property from the destruction of fire and to mitigate other life-threatening incidents.”

Response: Brookfield continues to coordinate with the City and City’s fire department on a fire safety facility location reserved within the Property. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Goal 6: “Provide fire, advanced life support, and emergency medical services to all residents and visitors in the City.”

Response: The proposed fire safety site within the Property will greatly enhance the City’s service area in south Avondale. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Water Resource Element

Goal 4: “Encourage efficient water use and conservation throughout the community.”

Response: Alamar will continue to utilize a landscape palette that is appropriate for the desert environment and sensitive to the use of water.

Urban Design Element

Goal 1: “Identify and preserve Avondale’s cultural resources and local sense-of-place.”

Response: The Property is blessed with significant natural resources including the local river corridors and the Sierra Estrella Mountains to the south. These natural features provide the foundation of the community theme, acting as the anchor to develop a distinct sense of place, that is unique to Avondale. The community theme focuses on health and wellness, community engagement, and connections to nature. These goals continue to be achieved through several design features including the hierarchy of parks, the connection of these parks through an extensive trail system, as well as final design details such as lot orientation and road corridor layout that enhance and preserve view corridors.

Goal 3: “Foster the idea of distinguishable urban neighborhoods and districts within Avondale.”

Response: With a continued focus on health and wellness the proposed amendment further allows Alamar to carefully integrate family-friendly and multi-generational neighborhoods that provide an abundance of parks, trails, and open spaces. These community amenities encourage social engagement and place a premium on the opportunities to connect back to nature. Brookfield continues to implement a creative interpretive art program through the parks and trails that celebrates the geological history of the land, as well as the nearby mountains and rivers.

Goal 5: “Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainable and economically.”

Response: The communities fully connected family-friendly neighborhoods and overall trail network will amply provide connectivity throughout the community as well as linkages to the regional trail network.

Zoning Ordinance Supporting Statements and Goals

This proposed Major PAD Amendment is supported by the City of Avondale Zoning Ordinance. As stated in Section 601 of the City of Avondale Zoning Ordinance, the purpose of the Planned Area Development (PAD) district is to:

“... promote the development of mixed-use developments and/or residential subdivisions that include residential, commercial or business park development according to an overall plan. It is the intent of the PAD district to:

- a. Encourage creative and innovative planning principles by providing greater flexibility in design.
- b. Establish mixed-use developments or residential neighborhoods that have a distinct character and an established sense of place.
- c. Create residential communities with a mix of lot sizes and complementary uses.
- d. Provide a process that relates the architecture, urban design, and scale of the project to the unique characteristics of the site.
- e. Require the nature and intensity of development to be supported by adequate utilities, transportation, drainage and open spaces to serve the development and to minimize impact on existing or future adjacent development.
- g. Encourage development that is consistent with the policies and the guidelines established in applicable specific plans and the General Plan.

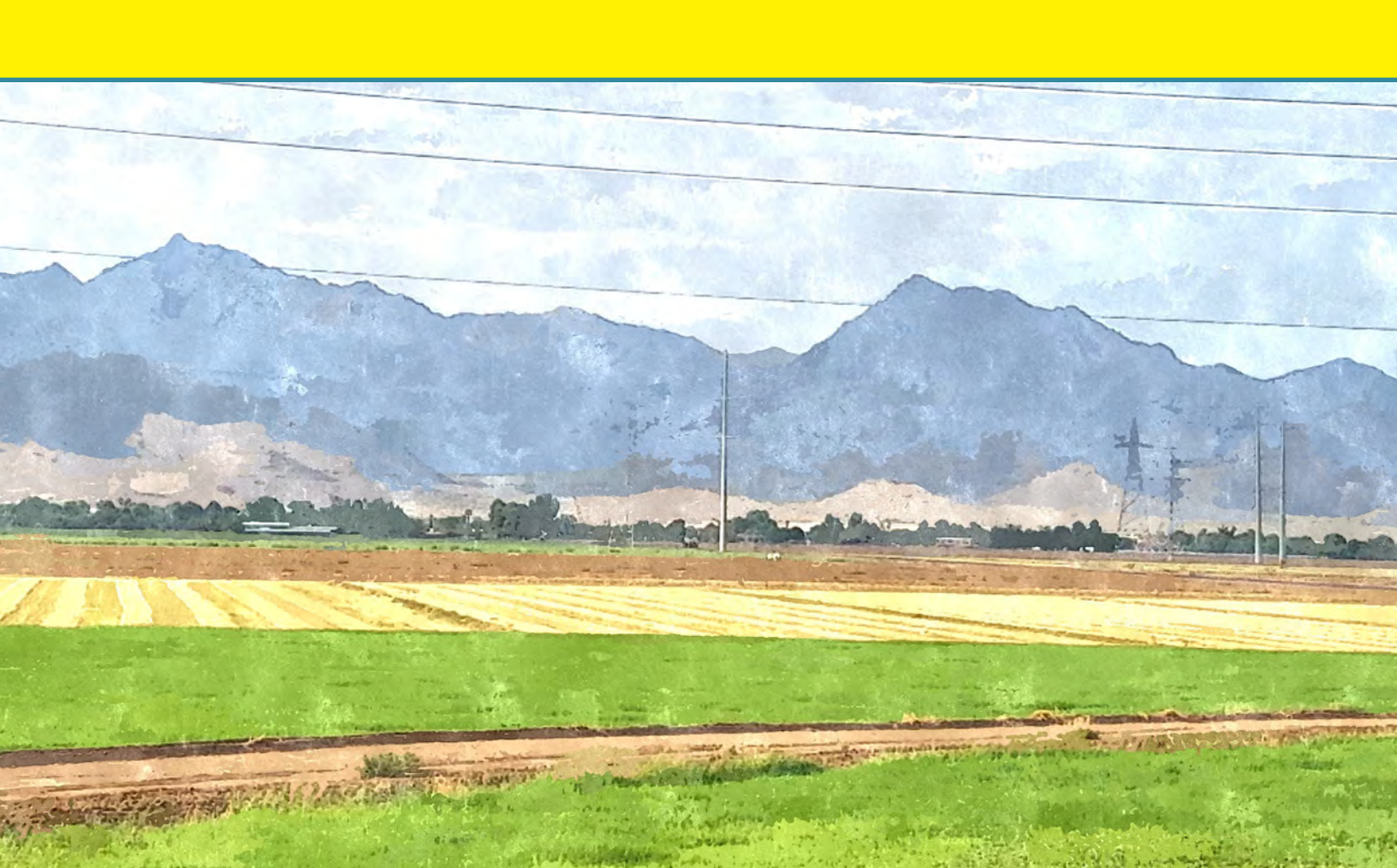
ALAMAR's PAD Supporting Statement and Policies

Page 42 of the Alamar PAD.

“Amendments to the PAD may be necessary from time to time to reflect changes in market conditions or to meet requirements of potential users or builders... The following shall be deemed to be major amendments...

- 2. An overall increase in residential unit count for the Property”

Brookfield remains committed to creating a connected, integrated, and holistic master plan community. The implementation of a PAD is long-term and usually spans one or more business cycles. As cycles evolve and development conditions adjust, there are time when it is necessary to modify the approved uses to maintain the above stated principles. These proposed adjustments ensure continued success the project in both the short and long term.



ALAMAR

PLANNED AREA DEVELOPMENT AMENDMENT

Prepared for:

Brookfield
Residential

Original Approval: 05.21.2018
PAD Amendment #1: 02.12.2020
PAD Amendment #2: July 2021
PAD Amendment #3: July 2022

Avondale
Aspiring. Achieving. Accelerating.

PL-17-0223, PL-19-0231
PL-21-0253



View from Hayes Peak - Sierra Estrella Mountain



“While typical Developers tend to promise that one big idea and always seem to come up short, our commitment for Alamar is to do a thousand things really, really well. That’s the true role of a community builder.”

- VERNON D. SWABACK

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Appendix:

- 1: TRAFFIC IMPACT ANALYSIS
- 2: WASTEWATER MASTER PLAN
- 3: WATER MASTER PLAN
- 4: DRAINAGE MASTER PLAN

The yellow bar across the top of the page highlights revisions made to the PAD document, see corresponding narrative for summary.

Note: All photographs, illustrations, and perspective sketches are intended to communicate Owner aspiration for future development and should be considered conceptual in nature.

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SECTION 1 - INTRODUCTION TAB

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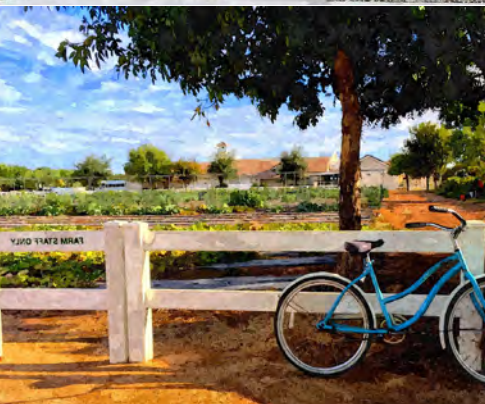
1. INTRODUCTION

1.1 Developer

Brookfield Residential (Arizona) LLC ("Brookfield") has entered into an agreement with Lakin Cattle Company ("LCC"), and Cashion Farms Limited Partnership Properties ("CFLPP"), to purchase purchased approximately 1,130 1,150 net acres of land located in unincorporated Maricopa County, Arizona, south and west of the City of Avondale, an Arizona municipal corporation (interchangeably "Avondale" or the "City"), mostly commonly referred to as "Alamar" and more specifically described in the legal description which accompanies Brookfield's Planned Area Development (PAD) application (the "Property"). LCC, and CFLPP, (the current owners of the Property), have granted Brookfield the authority to submit this PAD as well as the associated entitlement development applications and annexation petition to facilitate development of the Property as a Brookfield master-planned community.

Based on these parameters, Brookfield is the identified “Applicant” of this PAD document. Brookfield is a leading North America land developer and home builder with operations in ~~42~~ 33 U.S. markets in which they own ~~100,000~~ 77,000 lots and deliver on average 3,200 homes a year to a broad spectrum of home buyers. Brookfield’s Arizona division currently has a number of developments throughout the Phoenix metropolitan area, including a joint venture partnership with DMB Associates at Eastmark in Mesa. Eastmark is currently ranked the top-selling master-planned community in Arizona and the 6th top-selling master-planned community in the Nation. Brookfield’s Eastmark community has garnered numerous awards as well as significant national recognition for its success.

Brookfield invests in markets for the long-term, building communities as places of great character and value where people want to live and call home. For each new community, Brookfield creates a blueprint that guides the land development process from start to finish, resulting in a community with attributes that make each unique and special place. Brookfield is committed to providing all resources needed to make a positive lasting social impact in all their communities.



1.2 The Vision

The project is envisioned as a connected, integrated and holistic master plan that will result in a very strong identity for the community as well as the City. Because the Property is located directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes that this is a unique opportunity to develop a comprehensive community master plan that embraces the City's desire to celebrate the natural beauty of the Sierra Estrella Mountains and provides a framework for community health and wellness.

The Property's unique location at the convergence of these rivers limits transportation circulation west of the Property and presents limitations south of the Property as well. These geographical and physical conditions reinforce Brookfield's desire to create a carefully crafted destination-oriented master plan community that can become a regional destination within the City. The Property is a special asset that will complement the overall fabric of Avondale and help to reinforce the community as a great place to live, work and play.

The focus on health and wellness will be realized through the design of family-friendly and multi-generational neighborhoods that are carefully integrated with an abundance of parks, trails and open space. Each of these community amenities will encourage social engagement and place a premium on the opportunities to connect back to nature. Brookfield envisions a creative interpretive art program integrated within the parks and trails. The interpretive arts program will be incorporated with special signs and information articulated in thoughtful formats that celebrate the history of the land and nearby mountains and rivers.



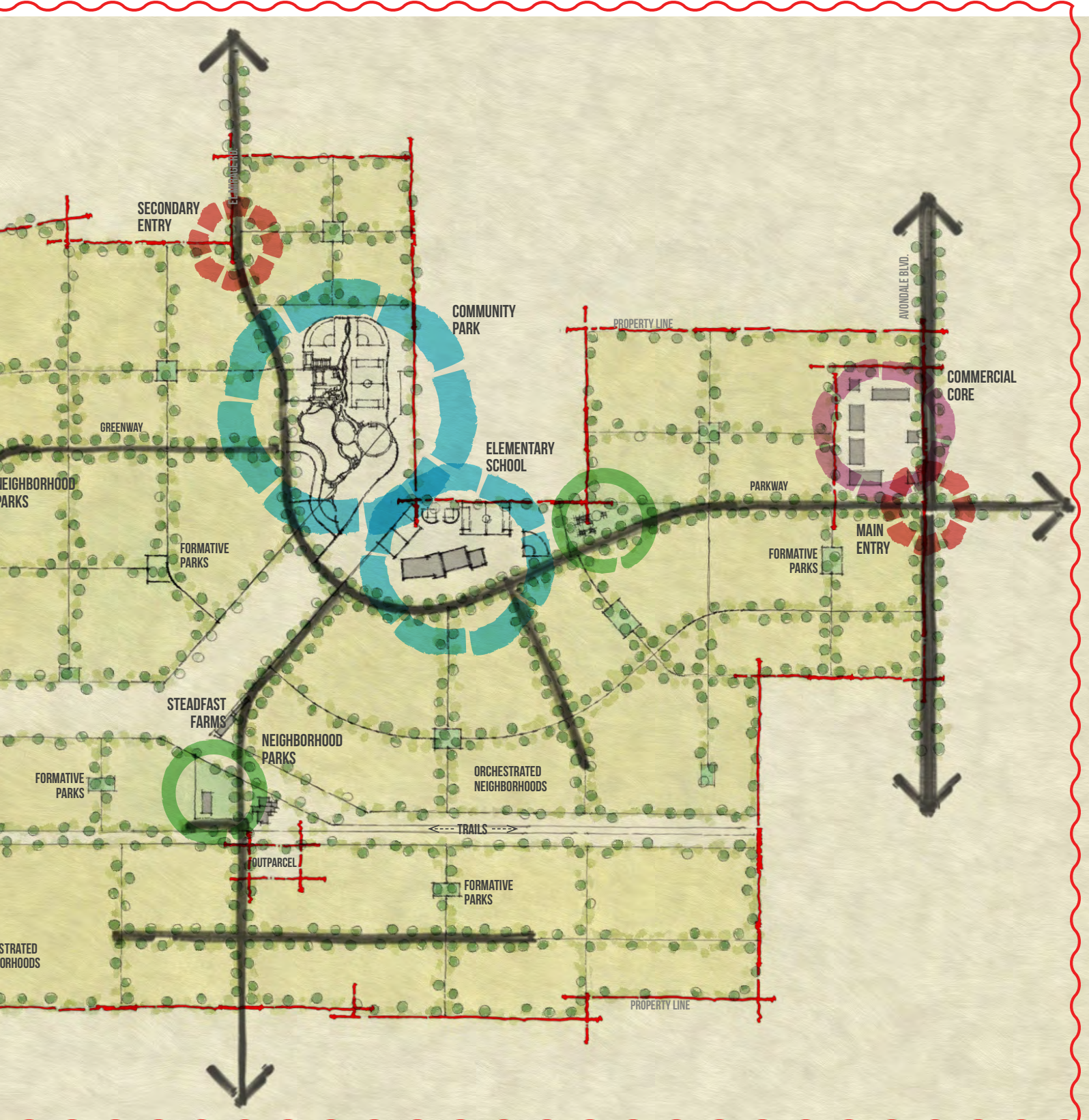


Exhibit #1 - The Vision Plan

1.3 Branding and Theming

The design is envisioned to celebrate the very best aspects of community and to bring people together in the great Arizona outdoors. Over 9.5 miles of trails will connect a series of family friendly neighborhoods and an integrated series of specialty designed parks. The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors. Whether it's a casual walk to the neighborhood park down the street for a community celebration or a 5-mile run with your next door neighbor along the Heritage Loop Trail, there will be an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system will also provide convenient linkage to Avondale's trail system and nearby river corridors and mountains. The new community will be a source of pride for the City of Avondale focused on livability and long-term sustainability.

Parks, landscape features and community monumentation will be designed to pay tribute to the heritage of the Property in creative and contemporary ways. Park design and associated program elements will allow for both formal activities and informal gatherings; all with the intent of encouraging healthy living. Landscapes will be designed in more contemporary manner with a strong focus on shade, comfort and visual interest. Unlike the organic and natural feel of the Sonoran Desert, the landscape form and structure will take on a more formal feel highlighted by rows of trees on streets, in parks and along borders. Community monuments and features will include stone, stucco, steel, concrete and wood; all integrated into fresh sculptural design motifs with creative references to the nearby river corridors and mountain context.





Over 9.5 miles of trails will provide connectivity throughout the community

1.4 Project Description

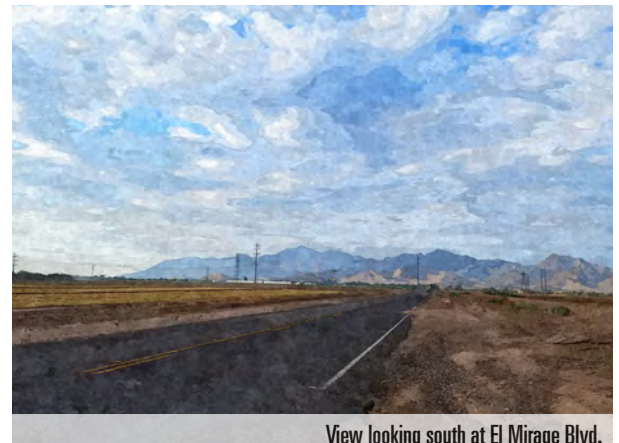
The Property is ~~4,130~~ 1,150 net acres bounded on the east by Avondale Boulevard which is envisioned as the main entry into the community. The northern boundary of the Property is bounded by several different conditions including: agriculture related uses, a Salt River Project substation and residential subdivisions (Cantada Ranch and Las Ligas). The current El Mirage Road alignment is envisioned as a secondary entry into the community. The western-most portion of the Property aligns with Dysart Road and the Lakin milling operations and the City of Avondale Water Treatment Center are located west of Dysart Road. It is important to note, the adjacent out-parcel along the Dysart Road alignment is a 56-acre Tolleson Unified School District site planned for a future high school. ~~A 28-acre Heritage Site located south of the high school property is planned for a future low intensity mixed-use center by the Lakin family.~~ The southern portion of the Property terminates along W. Atlanta Avenue and the existing Sunland drainage channel.

An additional out-parcel is depicted on the Development Plan, adjacent to El Mirage Road in the Southeast Planning Unit of the Property and is identified as the "Yerington Property".

In addition, the Property is traversed by a series of utility (electric line) easements as well as an existing effluent line easement that runs east-west along the southern half of the Property. Currently, the Property is utilized for agricultural use. Development will occur in phases from the east (starting from Avondale Boulevard) to the west. Agricultural operations will likely continue over time as phases of development are implemented.



View looking south to Estrella Mountain



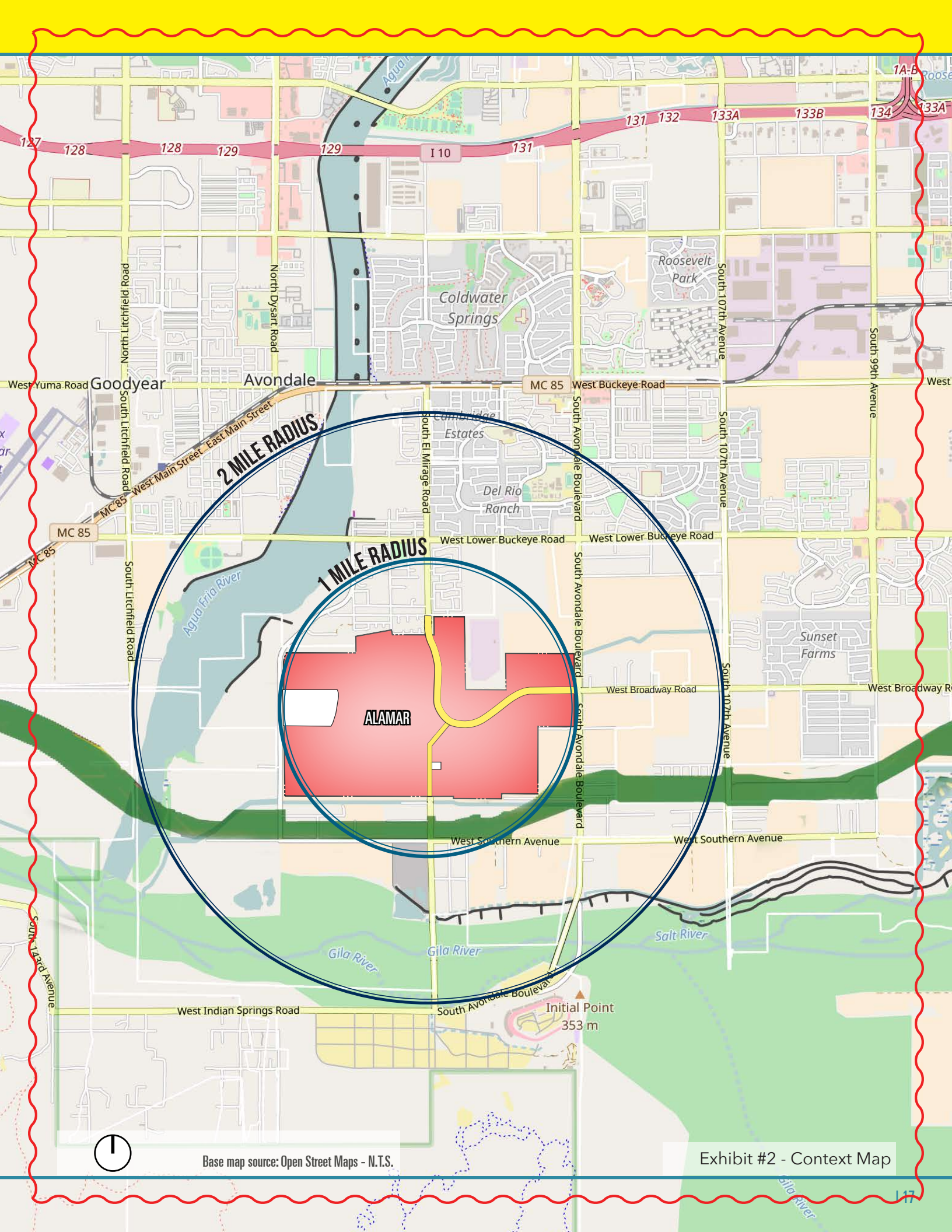
View looking south at El Mirage Blvd.



View looking west along irrigation canal



View looking southwest



Base map source: Open Street Maps - N.T.S.

Exhibit #2 - Context Map

While the Property has several physical constraints, the opportunity to create a comprehensive community master plan is illustrated in the accompanying Vision Plan and Land Use Development Plan. The organization of the plan is based on several key components including:

A. Organization of Vehicular Circulation

The plan calls for the creation of an internally focused vehicular circulation system that reinforces the destination oriented community master plan. The main circulation spine road connects the Broadway Road alignment at Avondale Boulevard with the El Mirage Road alignment in a sweeping curvilinear geometry that allows for critical connectivity to the series of neighborhood parcels throughout the Property. Rather than a large major arterial road that is oriented to accommodating cut through traffic, the proposed roadway would be designed as a major collector road that provides safe and functional access to all the planned neighborhoods as well as allowing for access south of the Property on El Mirage Road. This parkway concept will be much more in-line with the comprehensive nature of the community master plan and will also be much more comfortable for residents who will utilize the adjacent trail system.

Broadway and El Mirage will be complemented by a minor collector road system that will provide convenient access to parcels south and west. These roadways articulated on the Vision Plan and Land Use Development Plan have been studied in great detail. This specific strategy is to design a creative circulation system that allows for an efficient and effective transition to the local neighborhood roads. This may be done by considering roundabouts and other methods to address the intended distribution of vehicle trips in a methodology that does not rely on a suburban oriented hierarchical road system of arterial, collector and local roads. The goal is to reinforce the connectivity of the community fabric with road sections that allow easier access for vehicles and pedestrians from one neighborhood to next. If the Traffic Impact Analysis (TIA) in the future shows/ triggers the need for a collector road to Dysart Road, the Developer will be incorporated at such time.

In addition to these site specific and contextual circulation components, another significant factor that impacts the overall proposed circulation plan is the timing and design for the future State Road 30 (SR 30) alignment. The construction of SR 30 is an important element to the City's future goals associated with growth in and around the southern portion of the City. The preferred SR 30 alignment through this portion of the City identifies major interchanges at both the Avondale Boulevard and Dysart Road alignments. Based on our discussions with the Arizona Department of Transportation ("ADOT") and the Maricopa Department of Transportation ("MCDOT"), this regional transportation strategy aligns with our findings that El Mirage Road will have a greatly diminished role to play in terms of local and regional connectivity due to the fact that it does not provide continuous access through Avondale, it does not provide access across the river during storm events and it is not connected to the I-10 transportation corridor.

B. Overall Structure and Organization of Land Uses

The range of land uses envisioned for the Property have been carefully organized to encourage a socially interconnected community fabric of neighborhoods, community services and future shopping opportunities.

C. Parks and Open Space Framework

The parks and open space framework provide an important component for opportunities to socially engage with neighbors and friends within the context of a specially designed park system that is connected through convenient trails.

“BY THE NUMBERS”



9.5+ MILES

of interconnected **TRAILS** focused on celebrating the geographical history of the adjacent rivers, mountains and basin



14 MILLION

COMMUNITY PARK jointly funded by the City and Brookfield



6 ACRES

of Elementary School **OPEN SPACE** envisioned as a co-located community resource for shared use*



3 NEIGHBORHOOD PARKS

strategically located with specialty community **PROGRAM ELEMENTS AND FEATURES** including comfort stations (and a pool at the Beacon Park)



21+ FORMATIVE PARKS

carefully located and crafted formative parks to be embedded throughout the neighborhoods to encourage **OUTDOOR ENGAGEMENT**

* Note: if the shared school open space does not come to fruition, Brookfield will provide an additional 6-acres of Park space.

1.4.1 General Plan

The Property is 1,150 net acres and is located within an unincorporated area of the City of Avondale's General Plan boundaries. As such, the General Plan provides a guidance on the allowable land uses, density and intensity of such uses. The following is a description of the land use designations per the City's General Plan.

ELDR: Estate Low Density Residential

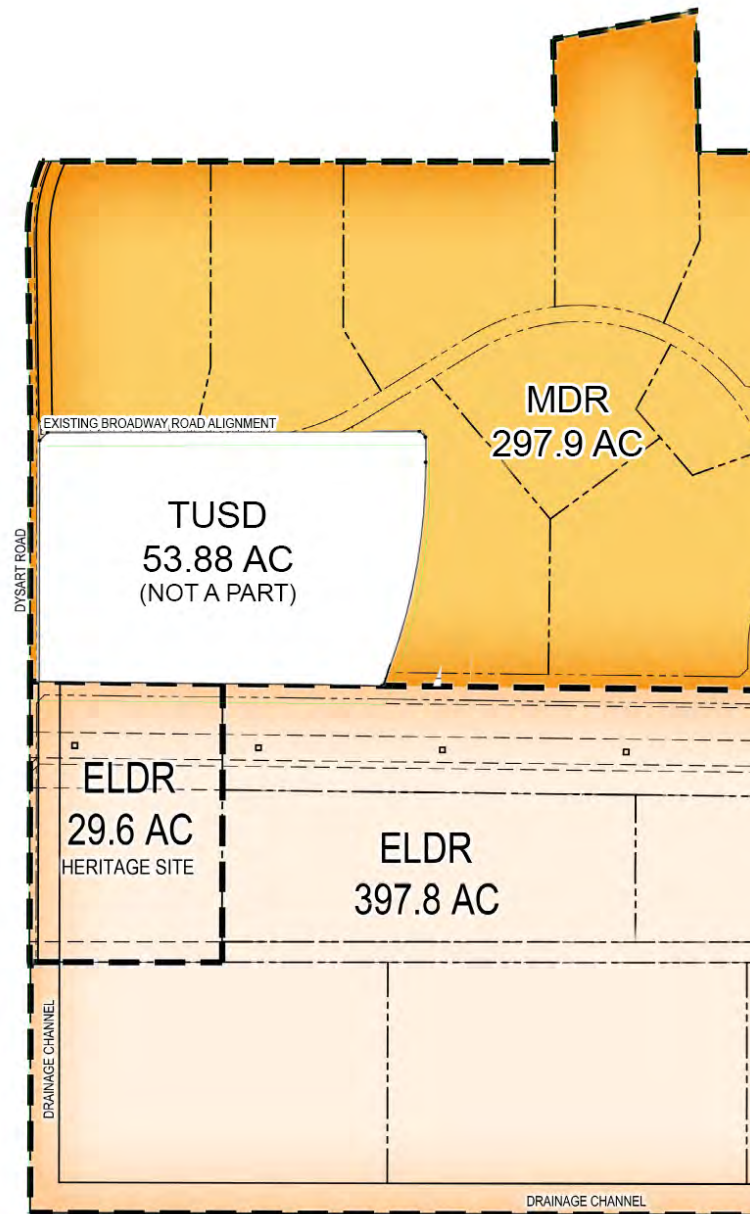
MDR: Medium Density Residential

MHDR: Medium/ High Density Residential

In addition, the General Plan identifies 19-acres along Avondale Boulevard as Commercial.

The General Plan residential land use designations for the Property allow up to ~~4,242~~ 4,281 units. The Developer is proposing a blended density plan totaling ~~3,695~~ 4,036 units, well below the maximum allowed units. Section 2 "Conformance with the General Plan" of this PAD identifies in detail how the proposed Development Plan conforms to the goals and policies of the General Plan.

By creating a detailed comprehensive community master plan, Brookfield is able to ensure the careful organization of a well-crafted open space and amenity strategy for the Property. This strategy does not rely on the target densities contemplated for each individual parcel, but considers the allowed overall density ranges, per the City's General Plan, based on an overall integrated master plan strategy.



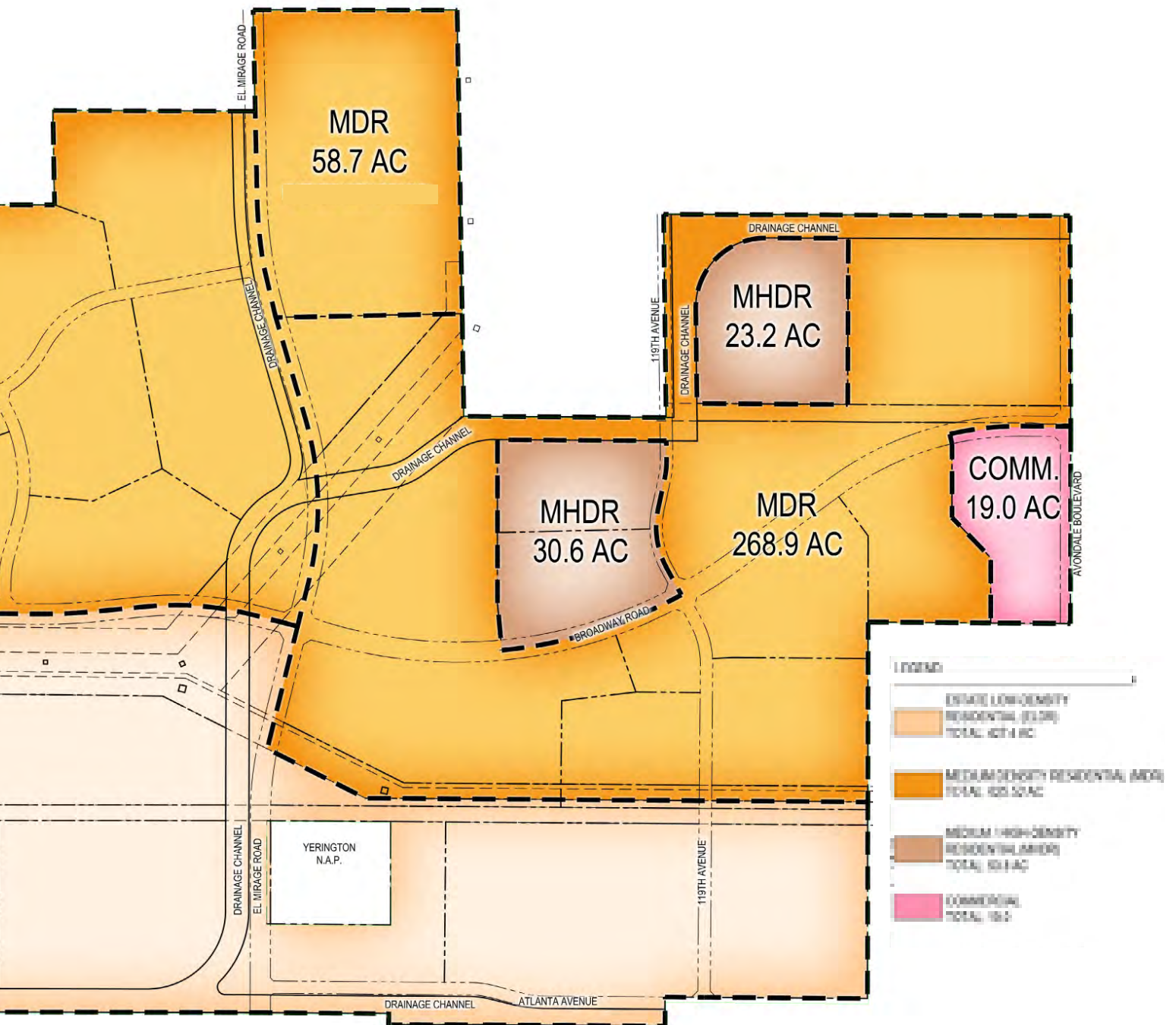


Exhibit #3 - Existing General Plan

1.5 Existing Conditions

Electrical Utility Corridors

The Property includes linear electrical transmission corridors and associated easements that include a “Y” separation near the middle of the Property. The easements widths vary across the site and are managed by SRP, APS and WAPA all of whom provide electricity to a large geographical region. The associated sub-station is located north of the Property east of the El Mirage roadway alignment. Brookfield has been working closely with the utility providers during the planning and preliminary engineering phases and based on this coordination and collaboration, Brookfield plans to utilize the easements as part of the overall trail system, informal open space for recreation and for detention design requirements. Cross sections of the Electrical Utility corridor have been illustrated in Section 3.4.2 - Trails Network.

Sewer and Effluent Line

The existing City of Avondale Waste Water Treatment Plant is west of Dysart Road along the Broadway Road alignment and is connected to the existing sewer trunk line and easement which traverses across the south half of the Property in an east/ west alignment. The Palo Verde effluent line is planned to be undisturbed during the project’s development except three roadway crossings and trails as shown on the development plan. Developer will install landscaping and trails within the effluent line corridor.

Water

Existing water transmission lines adjacent to the Property boundaries at Avondale Boulevard, El Mirage Road and Dysart Road will be utilized for the project. All water needs will be serviced by the City’s existing facilities based on existing capacity.

Floodplain

A large portion of the project area is impacted by three floodplains along the east and south portions of the Property. Brookfield is currently working with the City, the Maricopa County Flood Control District (“MCFCD”) and (“FEMA”) to revise the floodplain maps to remove some of the current impacts. Brookfield will continue to coordinate with the City, MCFCD and FEMA to eliminate floodplain designations from the maps as warranted in order to allow for the proposed development. It is expected, the total amount of fill will be in the range of two to three feet. In some cases, due to isolated anomalies, the fill amount may be greater. It is Brookfield’s intent to balance cut and fill within the project boundaries.

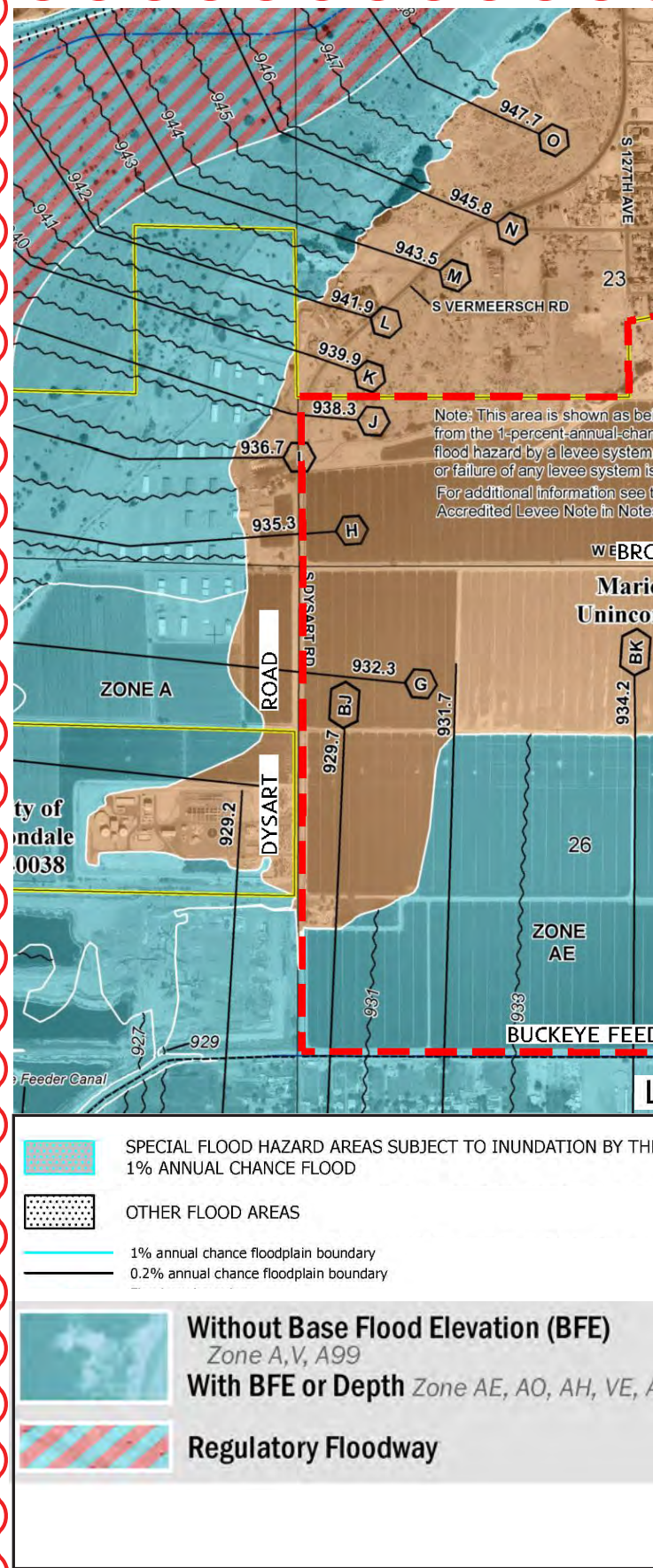


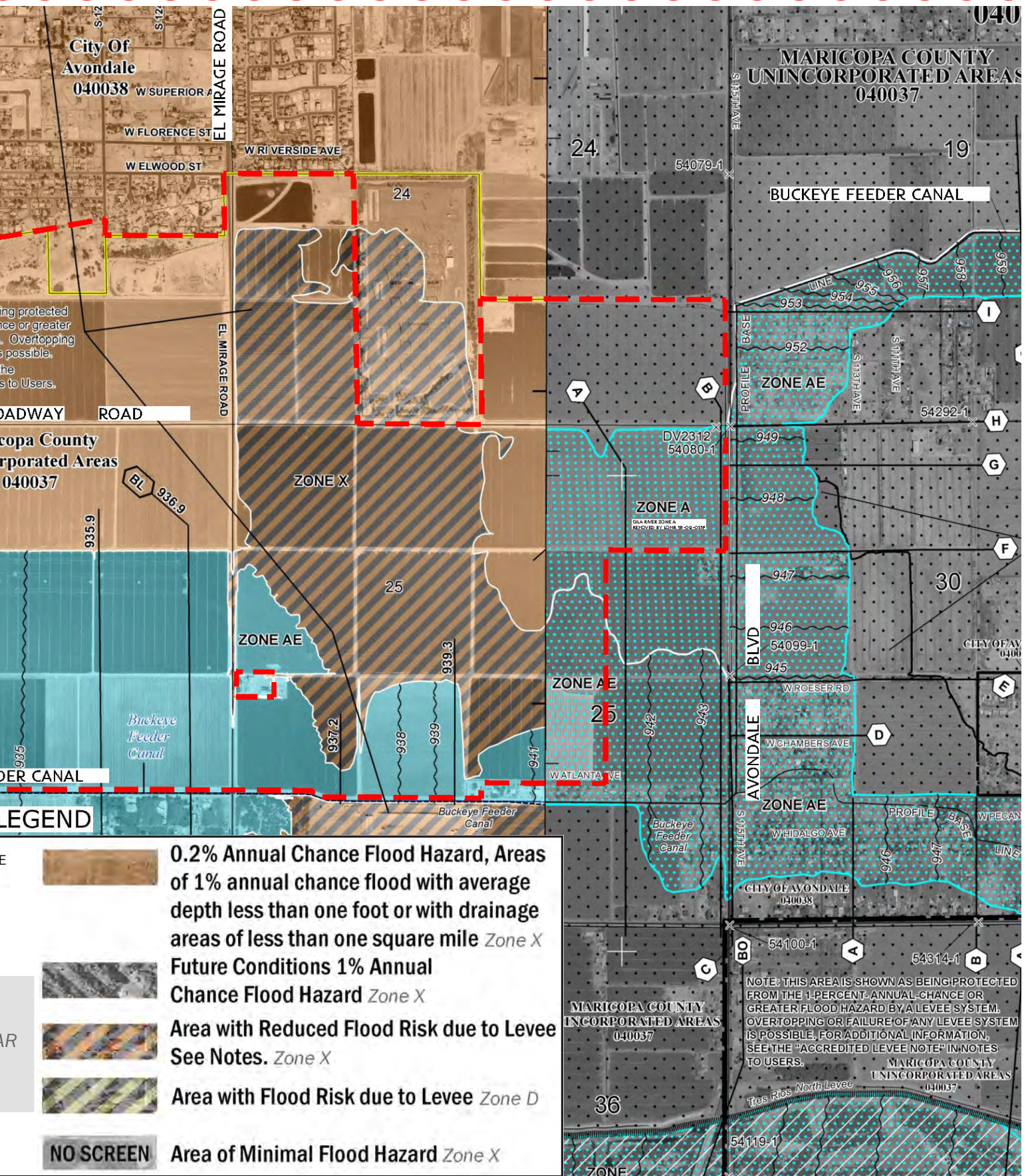
The proposed trail system will follow the alignment of the existing utility corridor

Regional Drainage Pattern

Brookfield has spent considerable time and effort understanding the local and regional issues associated with drainage and floodplains. This investment in technical studies as well as the exploration of storm water management solutions for both the existing and post-development drainage conditions is critical to the success of the project. Brookfield is coordinating with City, County and regional agencies in order to obtain all appropriate approvals for the site's development. This ensures that the vision for the Property can be successfully executed.

The Property is currently impacted by existing floodplains from the Gila River and the Buckeye Feeder Canal. The natural drainage patterns for the site flows from north to south and east to west with runoff concentrating at the intersection of Dysart Road and the existing Buckeye Feeder Canal before leaving the Property. The Property's post-development runoff is anticipated to be conveyed to on-site storm water retention basins. The Property's proposed storm water management systems shall reclaim existing floodplain land which is anticipated to require multiple FEMA Conditional Letters of Map Revisions (CLOMR's) and Letters of Map Revisions (LOMRs). Brookfield will also cooperate in the design of components of the Durango Regional Conveyance Channel (DRCC) as they relate to the Property. All proposed drainage systems will be closely coordinated with the City of Avondale, the Flood Control District of Maricopa County and FEMA.





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SECTION 2 – CONFORMANCE WITH THE
GENERAL PLAN

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BACK PAGE

2. CONFORMANCE WITH THE GENERAL PLAN

Vision Statement

A city of variety, vitality, and values, whose citizens pursue an active role in molding a great place to live, work, and play, in a manner respectful of the City's rich history, growing culture, and invaluable natural resources.

Avondale is unique, choosing to appreciate and maintain its heritage while also pro-actively seeking innovative ways to provide the highest quality of life by becoming a healthy lifestyle community.

Role of the General Plan and Relationship to Alamar

The PAD and intended development has been prepared to achieve the goals, objectives and policies set forth in the General Plan. The focus for this project is to facilitate growth in a manner that continues to elevate the quality of life for all citizens in Avondale.

The City of Avondale General Plan 2030 discusses the importance of building a "Healthy, Sustainable City".

The General Plan notes that this concept is supported by:

- Increasing the City's "walkability" by adding pedestrian and bike paths that encourage people to use non-motorized means of travel rather than driving;
- Promoting neighborhood-serving businesses;
- Working with industry to reduce pollutants and conserve resources;
- Adding and maintaining parks, open space, trails, and greenery in neighborhoods for comfort and recreation;
- Ensuring that the outcome of development maintains quality of life expectations and grows in harmony with its environment and natural resources.

Required Findings

Per Section 603 of the Avondale Zoning Ordinance this PAD document demonstrates with sufficient, objective information that the proposed development complies with the following:

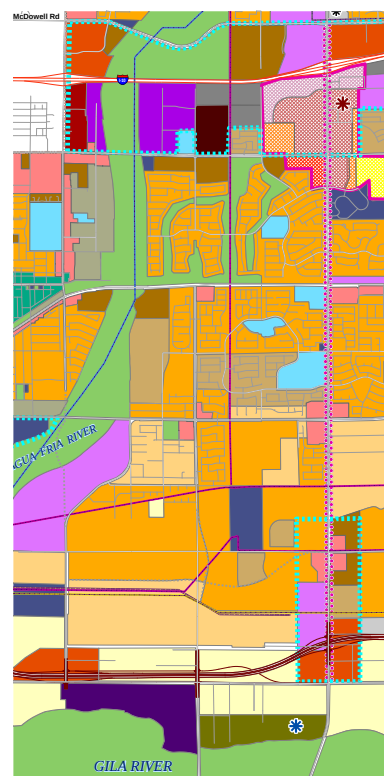
1. The proposed PAD is in conformance with the General Plan and applicable specific plan(s).
2. The proposed PAD meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, as modified herein.
3. Adequate public infrastructure and services exist to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD.
4. The proposed PAD will result in compatible land use relationships within the proposed development and with adjacent properties.
5. The development standards of the proposed PAD are consistent with or exceed the desired character of development for the area.



“A place focused on balancing its amazing views and unique community energy with the appropriate amenities and opportunities for livability and sustainability”

- General Plan Community Vision Statement

LAND USE ELEMENT:	
GP GOAL	Brookfield Response
Goal 1: <u>“Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”</u>	The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.
Goal 3: <u>“Promote a strong balance of high quality residential, employment, recreation, and educational land uses.”</u>	Brookfield is proposing a diverse range of housing product. The proposed development includes high and medium-high density product, medium size lots to low density lot sizes.
Goal 4: <u>“Ensure all land use decisions meet the long-term social and economic goals of the community.”</u>	The community will provide executive housing and larger lots for the community. Based on research to date, discussions with the home builder industry and an analysis of potential comparable projects, the inclusion of executive housing and larger lots will greatly expand the current offering in the Southwest Valley. However, it is important to note that the project will also be providing higher density housing where appropriate, adjacent to higher intensity uses such as utilities, commercial and public uses. The higher density products to include townhomes as well as creative drive court and green court products. All creative clusters to be carefully organized with convenient access to amenities and adjacent open space. This higher density housing will support more vibrant commercial areas through increased population supporting more diversity of non-residential uses and ultimately higher sales tax revenues.

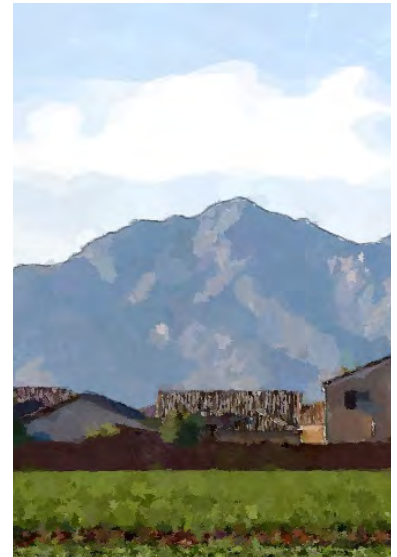


Achieving the aspirations of the City’s General Plan requires acknowledging the links between built environments and healthy living, particularly the influence that patterns of land use, density, transportation strategies, and street design have on a community’s and individual resident’s well-being.

- VERNON D. SWABACK

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 project is envisioned as a connected, integrated and holistic master plan that will result in a very strong identity for the City. Because the Property is located directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes that this is a unique opportunity to develop a comprehensive community master plan that embraces the City’s desire to celebrate the natural beauty of the Sierra Estrella Mountains and provides a framework for community health and wellness. Respecting the natural environment is done not only through an expansive trail system, large community park and efficient drainage design, it is also accomplished through architectural design, community features, elements and design components organized around a series of materials and desert treatments. Proposed color palettes will be comprised of muted tones and will take clues from natural context of the land, river valley and adjacent mountains as well as the historic contexts of the surrounding properties.



Goal 7: “Plan for educational facility locations as development and redevelopment occurs”.

Brookfield has coordinated with the Littleton Elementary School District (“LESD”) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community’s well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with both the City and the LESD on the potential opportunities for co-locating open space and recreation improvements within the context of land adjacent to the school site. This will likely include a co-use agreement to allocate improvement costs and govern operational and maintenance responsibilities.

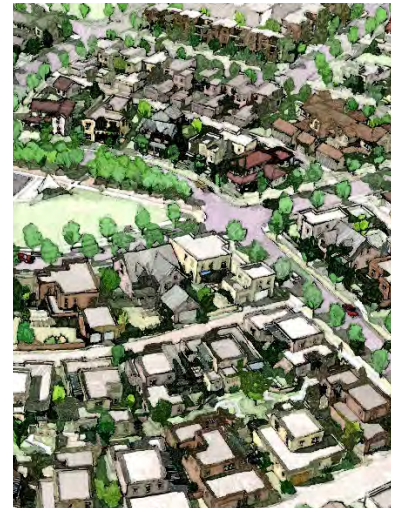


COST OF DEVELOPMENT ELEMENT:**GP GOAL**

Goal 2: "Preserve and enhance infrastructure and the existing level of public services for residents and businesses."

Brookfield Response

The successful development of this project will substantially augment the City's infrastructure and existing level of public services in south Avondale through the reservation of land for the development of a new fire/ safety substation and a new elementary school. This project will also reserve land and contribute to the development of a new 30 +/- acre community park site. Through the development of the Property, this project will provide water, sewer and road connectivity over two square miles where supportive infrastructure does not currently exist. This will have the added benefit of attracting other users to the area who will be able to capitalize on the new infrastructure.

**HOUSING ELEMENT:****GP GOAL**

Goal 2: "Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels"

Brookfield Response

Housing design will create a rich character and quality with a range of housing design styles that will help to curtail the typical suburban look of monotony and sameness. Based on the overall community theming and branding, the project will include four distinct architectural styles: Spanish Colonial, Territorial Ranch, Craftsman/Bungalow and Traditional Southwest.



Goal 4: "Require excellence and innovation in residential design and construction."

The Developer will coordinate all residential building activities to ensure design excellence. A focus on key components and the appropriate design composition will be mandated through the proposed architectural design standards and guidelines in Section 5 of the PAD.



CONSERVATION, REHABILITATION, AND REDEVELOPMENT ELEMENT, AND NEIGHBORHOOD PRESERVATION AND REVITALIZATION ELEMENT:

GP GOAL

Brookfield Response

Goal 2: "Create a true sense of community that stretches beyond neighborhood boundaries."

Neighborhoods will be carefully positioned around formative parks and associated open space elements to help foster social engagement and a special sense of place. Rather than a simple series of block forms repeated over and over, residential blocks shall be organized in more interesting (and different) shapes, sizes and orientations that help to create for a more varied and visually interesting street scene.



ENERGY ELEMENT:

GP GOAL

Brookfield Response

Goal 5: "Integrate electric power line corridors, electric substations, and other energy infrastructure into future development."

The site includes a linear electrical corridor and associated easements that includes a "Y" separation near the middle of the Property. Brookfield has been working closely with the utility providers during the planning and preliminary engineering phases. Based on this coordination and collaboration, Brookfield plans to utilize the easements as part of the overall trail system, informal open space for recreation and for detention design requirements.



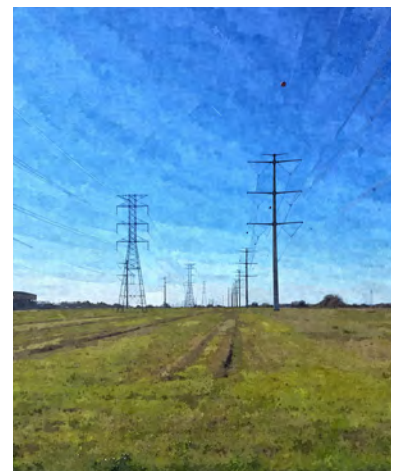
ENVIRONMENTAL PLANNING AND CONSERVATION ELEMENT:

GP GOAL

Brookfield Response

Goal 1: "Protect floodways, floodplains, hillsides, and other environmentally sensitive areas from inappropriate development"

Brookfield understands the local and regional issues associated with drainage and floodplains and explored potential mitigation solutions for the current floodplains, as well as existing and proposed drainage. To address these drainage issues, Brookfield will prepare mass grading reclamation plans, multiple Conditional Letters of Map Revisions ("CLOMR") and multiple Letters of Map Revisions ("LOMR") to be submitted to FEMA as necessary. Brookfield will also cooperate in design of components related to the Durango Regional Conveyance Channel ("DRCC") relative to the Property.



<u>Goal 4: “Maintain or enhance the quality of Avondale’s natural resources.”</u>	Community features, elements and design components will be organized around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement and connection to nature.
<u>Goal 8: “Conserve water”</u>	Although the landscape form and structure will have a formal feel highlighted by rows of trees on streets, in parks and along borders, the overall landscape palette will be low water use and appropriate for the desert environment.
OPEN SPACE ELEMENT:	
GP GOAL	Brookfield Response
<u>Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle”</u>	There will be an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system will also provide convenient linkage to the unique riverfront setting. The new community will be a source of pride for the City of Avondale that focuses on livability and long-term sustainability.
<u>Goal 2: “Create linkages to parks, trails, rivers, and mountains.”</u>	Over 9.5 miles of trails will connect a series of family friendly neighborhoods and an integrated series of specialty designed parks.
<u>Goal 3: “Make Avondale’s unique natural setting central to its identity as a Healthy Lifestyle City.”</u>	The Property’s unique location at the convergence of multiple rivers limits transportation circulation west of the Property as well as significant limitations south of the Property. These geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan community that can become a regional destination within the City. The community will be a special asset that will complement the overall fabric of Avondale and help to reinforce the community as a great place to live, work and play.



Goal 4: “Protect views of and access to mountains and river corridors.”

A central theme of the project is its visual and physical access to the surrounding natural areas. With this in mind, the community will be carefully designed with an integrated street system to take advantage of the existing view sheds, and an open space and park system, and trail network that connects the neighborhoods to the surrounding natural areas.



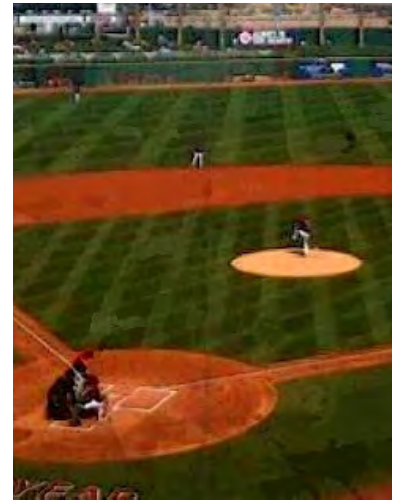
RECREATIONAL AMENITIES ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”

Brookfield intends to reserve a large 30+/- acre community park site and contribute to the development of this site. Additionally, the project includes three strategically located neighborhood parks that will range in size from approximately 2 to 3 acres, as well as a series of formative parks. The neighborhood park space will be geared toward the community’s adjacent neighborhoods and residents and will incorporate a range of uses that give each neighborhood park a unique identity. Brookfield has also coordinated with the Littleton Elementary School District (LESD) and has proposed a 21-acre school site on the Property. 6-acres of the school site will be organized as open space with park amenities for joint use between the LESD and City of Avondale. The formative parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents and will be strategically embedded in each grouping of neighborhoods.



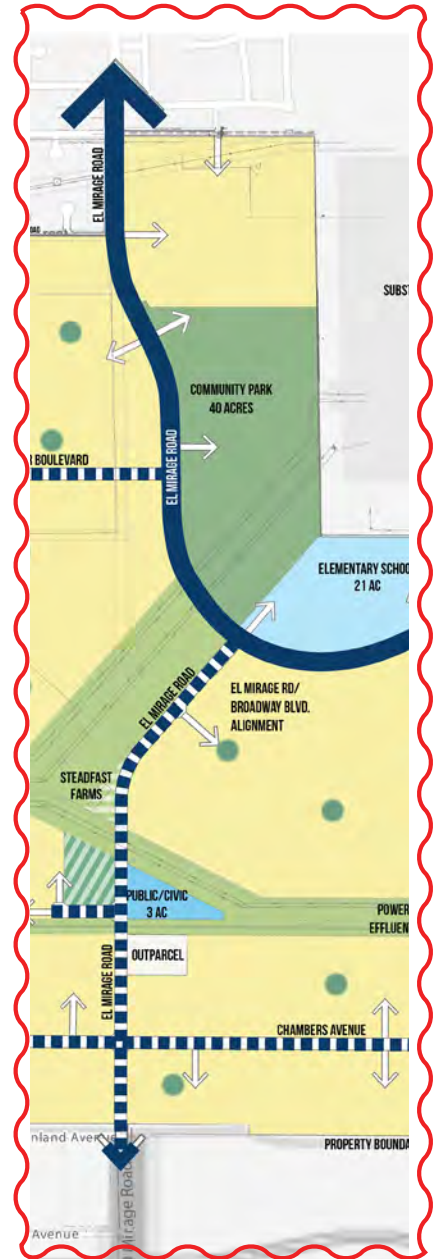
CIRCULATION ELEMENT:**GP GOAL****Brookfield Response**

Goal 1: "Provide a transportation system that is complementary to the existing and planned land uses."

The Property's unique location at the convergence of the nearby rivers limits transportation circulation west of the Property. While the project is to be designed as a unique, destination-oriented master planned community, it still allows for circulation and connectivity around the Property.

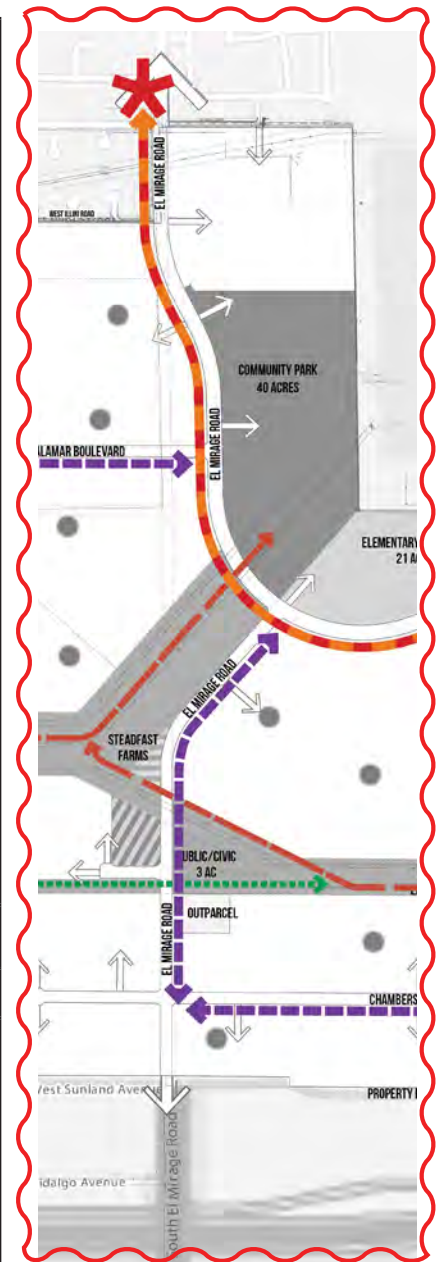
Goal 3: "Provide a transportation system that serves the public in a safe, efficient, and cost-effective manner."

The Property's unique location at the convergence of three rivers limits transportation circulation west of the Property. Additionally, the Estrella Mountains significantly limits transportation circulation south of the property. The geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan. In addition to these site constraints another significant factor that impacts the overall proposed circulation plan is the timing and design for the proposed SR 30 alignment.



Goal 4: “Promote and support an integrated transportation system that mitigates congestion, fosters a sense of community, and preserves the environment.”

The circulation pattern proposed for the Property is intended to set the foundation for the community and establish a distinct sense of place. The primary access to the community will be from Broadway Road to El Mirage Road. These two roads have been planned to form a loop pattern which serves the community but reduces cut-through traffic in an intentional design that will preserve the long-term integrity of the community. The Property’s unique location at the convergence of three rivers limits transportation circulation west of the Property. As such, the plan’s proposed circulation solution allows the project to sufficiently accommodate traffic, mitigate congestion while still allowing for a circulation pattern that will establish a unique, destination-oriented master planned community.



BICYCLING ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.”

The proposed community provides an extensive network of bicycle and pedestrian paths that make-up the overall system. Connectivity is planned throughout the community as well as with the larger, external Avondale and regional network. The network includes over 9.5 miles of trails, which will allow for biking, walking and jogging.



Goal 3: "Increase recreational opportunities for bicyclists throughout Avondale."

The overall community trail system will be thoughtfully integrated with the Community Park to ensure convenient access for residents on foot or on bike. The proposed trail network is considered an 'active' transportation network that accommodates bicyclist, pedestrians and handicapped users.



PUBLIC BUILDINGS, SERVICES, AND FACILITIES ELEMENT:

GP GOAL

Brookfield Response

Goal 1: "Provide effective and efficient public safety services and facilities throughout Avondale."

Property for a public safety facility has been reserved along El Mirage Road between Alamar Parkway and Broadway Road. This location has been coordinated with the City.



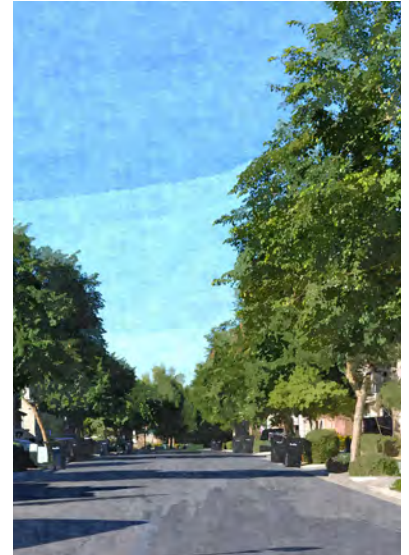
Goal 2: "Provide equitable and well-planned community value services and facilities throughout Avondale."

The Brookfield community enhances the equitable distribution of community services and facilities through the planning, design and development of a 30 +/- acre community park site, three neighborhood parks, several smaller formative parks, extensive bike/pedestrian paths and the reservation of a K-8 school site as well as a public safety facility site. Each of these amenities have been thoughtfully planned throughout the entitlement process with City staff.



Goal 3: “Protect the community from flooding and plan for long-term, effective, and efficient storm water services.”

The Property is impacted by three floodplains along the east and south portions of the Property. Brookfield has proposed extensive design measures to mitigate the impacted areas. As part of the entitlement process, the developer is working with the City, MCFCD and FEMA to receive approval to proceed with the implementation of these measures as the Property develops. Once approved and implemented, these design measures will provide a long-term, effective and cost-efficient solution to protecting the property from flooding.



SAFETY ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Provide a safe and healthy environment for all Avondale residents, employees, and visitors.”

The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.



Goal 5: “Continue to provide for the protection of life and property from the destruction of fire and to mitigate other life-threatening incidents.”

A fire safety facility location, coordinated with the City’s fire department, has been reserved along Avondale Boulevard directly north of the proposed commercial site. This location will have direct access to Avondale Boulevard which will improve response times in the southern portions of the City.



Goal 6: “Provide fire, advanced life support, and emergency medical services to all residents and visitors in the City.”

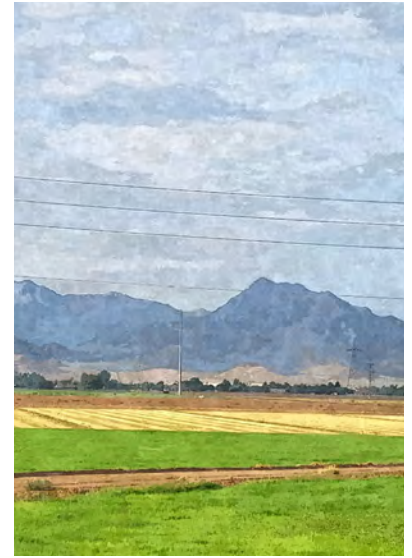
The proposed fire safety site on Avondale Boulevard will greatly enhance the City’s service area in south Avondale.



WATER RESOURCE ELEMENT:**GP GOAL****Brookfield Response**

Goal 4: "Encourage efficient water use and conservation throughout the community."

Although the landscape form and structure will have a formal feel highlighted by rows of trees on streets, in parks and along borders, the overall landscape palette will be appropriate for the desert environment and sensitive to the use of water.

**URBAN DESIGN ELEMENT:****GP GOAL****Brookfield Response**

Goal 1: "Identify and preserve Avondale's cultural resources and local sense-of-place."

The Property is blessed with significant natural resources including the local river corridors and the Estrella Mountains to the south. These natural features will provide the foundation of the community theme, acting as the anchor to develop a distinct sense of place unique to Avondale. The community theme will a focus on health and wellness, community engagement and connections to nature. This will be achieved through several design features including the hierarchy of park space, the connection of these spaces through extensive paths and trails, as well as final design details such as lot orientation and road corridor layout that enhances and preserves view corridors.



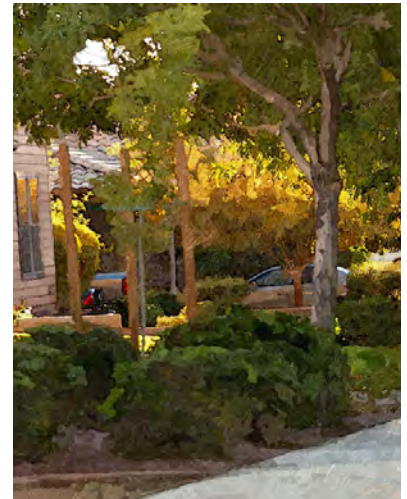
Goal 2: “Establish a positive and distinctive city image and identity by developing and improving focal points, gateways, specific areas, and major corridors.”

A proposed Steadfast Farm is located near the “Y” separation of the electrical corridor and associated easements along El Mirage Boulevard. This project is envisioned as a community-oriented market farm that will honor the rich history of the property and its agriculture heritage. The site will boast an organic farm offering fruits and vegetables, and cut flowers through their Community Supported Agriculture (CSA) program, Farm Store, and Farmers Market. It will serve as a community destination showcasing organic agricultural practices.



Goal 3: “Foster the idea of distinguishable urban neighborhoods and districts within Avondale.”

The focus on health and wellness will be realized through the design of family-friendly and multi-generational neighborhoods that are carefully integrated with an abundance of parks, trails and open space. These community amenities will encourage social engagement and place a premium on the opportunities to connect back to nature. We envision a creative interpretive art program integrated through the parks and trails that celebrates the geological history of the land, as well as the nearby mountains and rivers.



Goal 5: “Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainable and economically.”

Overall trail network should provide connectivity throughout the community as well as linkage to the regional trail network.



INSERT

SECTION 3 - PROPOSED PAD

TAB

TAB
BACK PAGE

3. PROPOSED PLANNED AREA DEVELOPMENT (PAD)

3.1 PAD Overview

The PAD and accompanying master engineering reports (circulation, water, sewer, grading and drainage) are intended to provide the City with the development intent and justification for development of Alamar. As such, the PAD and accompanying master engineering reports include all the applicable regulations including zoning classifications, development standards, and engineering standards necessary to administer the intended development. City zoning standards and engineering standards in effect at the time of submittal of any Preliminary Plat or Site Plan application for the Property which are not modified by the PAD and/or master engineering reports shall govern development of the Property.

In addition to the residential components of the project, the PAD includes several additional uses that will help to enrich the overall fabric of the community. These elements include the following:

- Neighborhood oriented commercial center located at the northwest corner of Avondale Boulevard and Broadway Road. While included in the PAD, this Property will remain in the ownership of ~~LCC and CFLPP~~ Lakin Cattle Company ("LCC") and Cashion Farms Limited Partnership Properties ("CFLPP"). The commercial center is envisioned to include a mix of commercial uses, including retail, restaurants, and office that can serve the community and the southern portion of the City.
- A public safety facility located along El Mirage Road. Brookfield has coordinated with the City and the Fire Marshal as to a preferred location for a public safety facility within the Property. This location has direct access onto El Mirage Road and centrally located within the community.
- Brookfield has coordinated with the Littleton Elementary School District (LESD) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community's well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with both the City and the LESD on potential opportunities for co-locating open space and recreation improvements within the context of or adjacent to the school site. This will likely include a co-use agreement to allocate improvement costs and govern operational and maintenance responsibilities.

- Brookfield and the City have coordinated regarding the location for a community park to be located along the east side of El Mirage Road. The 30 +/- acre community park location aligns with the City's Park Department's need for a community park in the southern portion of the City. Brookfield specifically has coordinated with staff on preliminary program components of the park as well as Brookfield's commitment to assist with the land dedication and improvements to the park.
- A series of neighborhood parks and formative parks for residents will also be integrated into the overall community design. The Open Space section of this PAD provides details on park and open space design.
- An integrated path and trail system to provide connectivity throughout the community.
- ~~A proposed Heritage Site that is located near the south western portion of the Property along Dysart Road. While included in the PAD, this property will remain in the ownership of LCC and CFLPP. The Heritage Site is envisioned as a living museum and event center that celebrates the farming and ranch heritage of the West Valley through the creative introduction of programs and activities that will educate City residents and visitors about the past as well as the future of farming and ranching in Arizona.~~
- A proposed small scale community-oriented market farm, Steadfast Farm, is located near the "Y" separation of the electrical corridor and associated easements along El Mirage Boulevard. This cultural mixed-use project is envisioned as a distinctive community destination, showcasing the very best organic agricultural practices in Arizona. It will be supported through a robust CSA (Community Supported Agriculture) program offering the local community fresh produce and a modest farm "store". It's implementation will honor the rich history of the property and it's agricultural heritage.

Alamar PAD Amendments

Amendments to the PAD may be necessary from time to time to reflect changes in market conditions or to meet requirements of potential users or builders of any part of the Property. When changes or adjustments are necessary or appropriate, such change shall be effectuated as a minor amendment to the PAD through an administrative approval by the City's Development and Engineering Services Director (the "Development Director") which, after approval, shall be incorporated into the PAD and become a part hereof. All major amendments to the PAD shall be subject to the then applicable notice and public hearing requirements of the City's zoning ordinance. The following shall be deemed to be major amendments:

1. An overall increase or decrease of commercial acreage of greater than ten percent for the Property.
2. An overall increase in residential unit count for the Property;
3. The reallocation of residential units between Planning Units of greater than twenty percent of the total number allocated to such Planning Unit;

4. Any change in the lot size mix within a Planning Unit which is deemed substantial by the Development Director.

3.1.1 Purpose of the Request

The PAD encompasses the approximately ~~1,130~~ 1,150 net acres identified in the Land Use Development Plan. All proposed components are necessary to achieve the stated goal of creating a comprehensive community master plan for the Property. Specifically, the PAD allows for the following:

- A blended fabric of residential lot sizes and associated housing products;
- Refined uses and development standards for the range of anticipated housing products;
- Updated circulation system and associated hierarchy of roadway design and updated street cross-sections;
- New Residential Design Guidelines that are aligned with the overall design intent and design themes established for the Property;
- Commercial retail related uses, standards and design guidelines that best complement the overall intent of the Property;
- Put in place the mechanisms necessary for the logistical coordination of the associated Project Annexation and Development Agreement, the Community Facilities District, etc;
- Identification of engineering design standards that vary from current City standards;
- Establish a process for administrative review and approval of minor amendments to the development plan.

3.2 Proposed Land Use Development Plan

The Development Plan provides the framework for all the key components for developing a master planned community including: circulation, land use, parks and open space and overall context. The Development Plan includes design information necessary for the City to analyze, measure and evaluate stages of development associated with this PAD. The PAD is organized in a manner that allows for critical review and approval throughout the actual development of the community. The proposed plan is flexible to allow the development to respond to the market but includes a high level of design to ensure the development maintains a consistent level of quality throughout the Property.

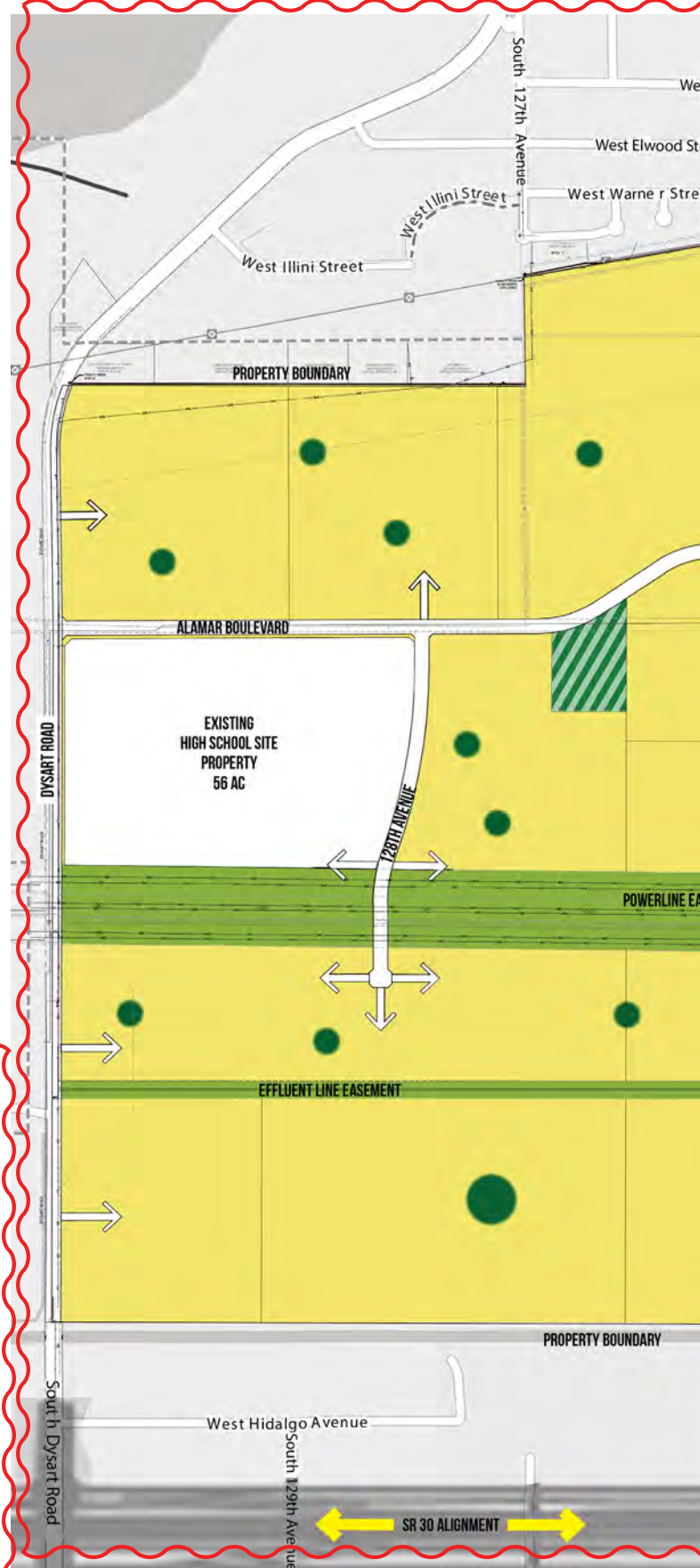
In particular, Phase 7, located in the southwest corner of the Property, is envisioned to be an age-qualified enclave within the greater Alamar community. This specific age-qualified area will feature a mix of attached and traditional detached homes with designs geared to age-qualified buyers. The gated community will feature member-only resort style indoor and outdoor amenities with an extensive trail system tying the residents and amenities together.

LEGEND

- RESIDENTIAL
- COMMERCIAL
- SCHOOL
- PUBLIC / CIVIL
- STEADFAST FARM
- COMMUNITY PARK
- FORMATIVE PARK
- NEIGHBORHOOD PARK
- OPEN SPACE
- OUTPARCEL

**MAX. ALLOWABLE UNIT COUNT
PER CURRENT GENERAL PLAN:
4,281 UNITS**

**TARGET DENSITY BASED ON
LAND USE BUDGET:
4,036 UNITS**



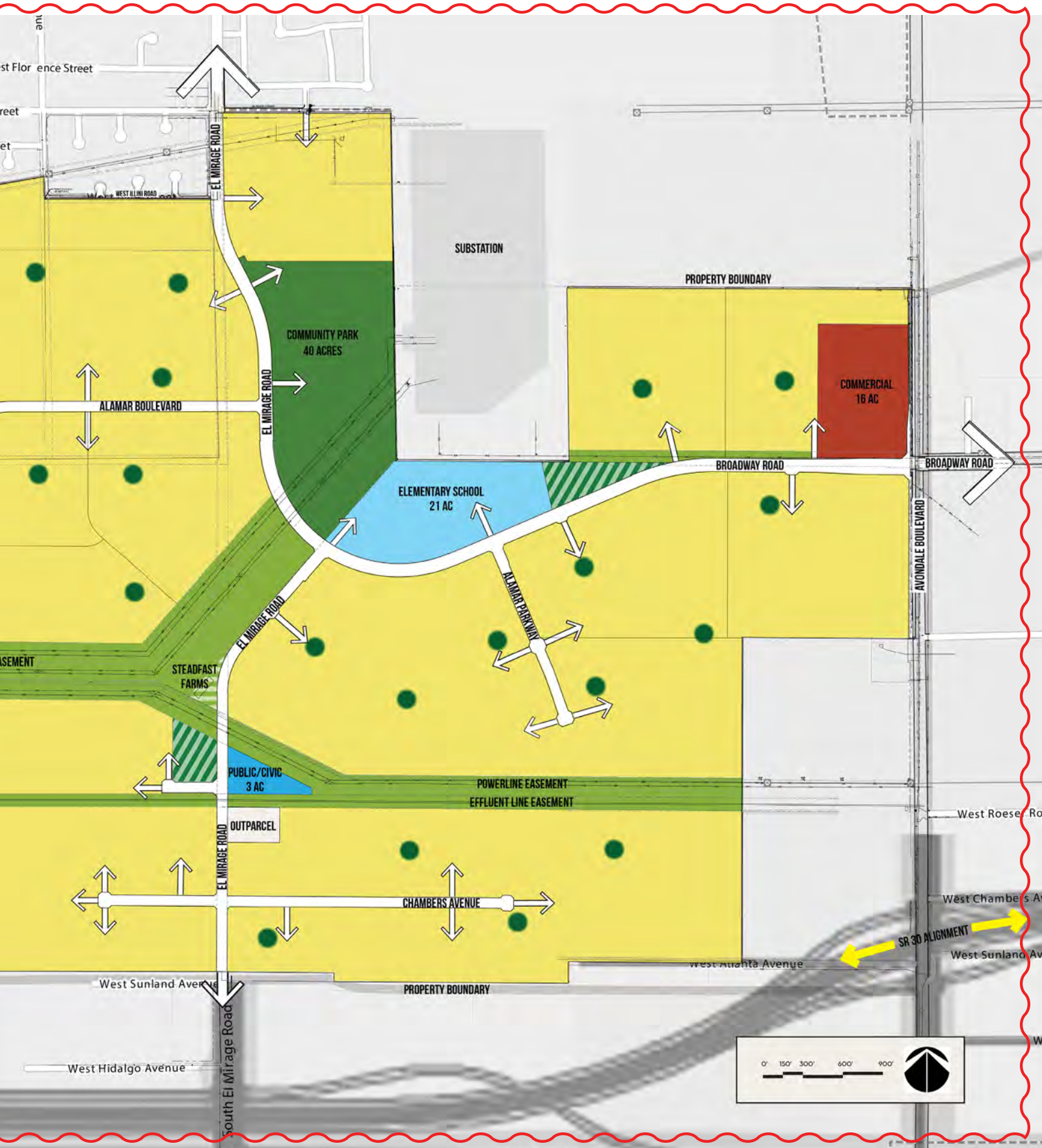


Exhibit #5 - Land Use Development Plan

3.2.1 Residential Land Use Budget

The following Planning Unit Diagram and Residential Land Use Budget establishes the baseline parameters for the Property associated with density, lot size and product distribution. The Land Use Budget is organized for the overall residential development area and establishes density ranges within each Planning Unit. The Land Use Budget provides parameters for overall density and ensures that a variety of land use densities occur in incremental stages that align with the overall total units allowed. The Land Use Budget and ranges of lot sizes will be reviewed and evaluated by the City as part of the preliminary and final plat process to ensure compliance with the PAD.

The Planning Unit Diagram is not intended to relate the development with phasing. (Conceptual Phasing Plan is provided later in this document.) The Land Use Budget proposes a higher average density in the Northeast Planning Unit which is compatible and consistent with densities adjacent to non-residential uses and external impacts. Alternatively, the Southwest Planning Unit is a less impacted area of the overall project, therefore a lower density is proposed in this Planning Unit.

LEGEND		
	SOUTHEAST	333 ACRES
	NORTHEAST	184 ACRES
	NORTHWEST	331 ACRES
	SOUTHWEST	302 ACRES
TOTAL:		1,150 ACRES

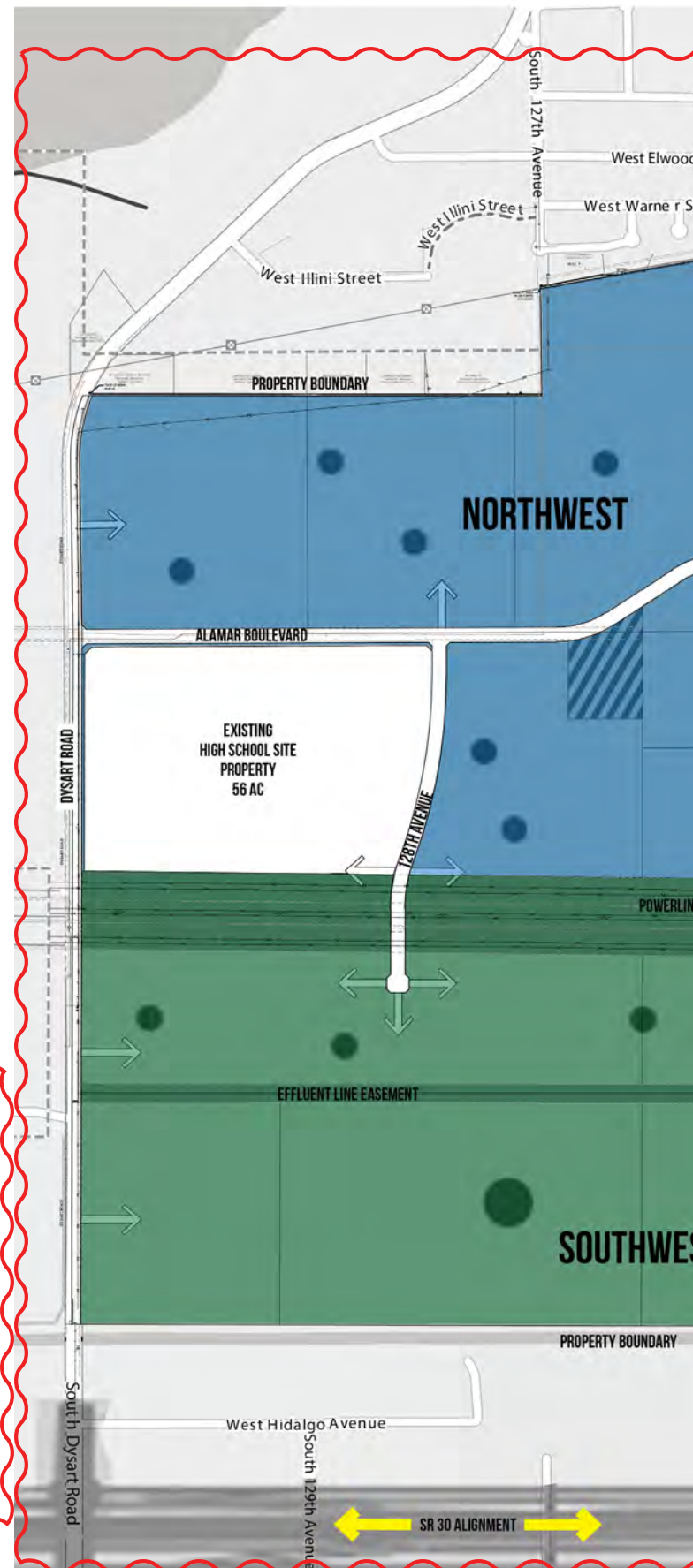




Exhibit #6 - Planning Unit Diagram

RESIDENTIAL LAND USE BUDGET

CATEGORY	GROSS DENSITY (DU/AC)		LOT SIZE (SF)		ALLOCATION (%) (3)	
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
HIGH	8	12	1,000	2,500	10%	15%
MEDIUM HIGH	4	8	2,500	6,000	20%	40%
MEDIUM	3	5	6,000	7,500	25%	35%
MEDIUM LOW	2	3.5	7,200	9,000	10%	20%
LOW	1	3.5	9,000	43,560	5%	10%
TOTAL # UNITS						

ALAMAR # UNITS (3)		PLANNING UNITS (3)							
		SOUTHEAST		NORTHWEST		NORTHEAST		SOUTHWEST	
MIN.	MAX.	MIN. - MAX.		MIN. - MAX.		MIN. - MAX.		MIN. - MAX.	
404	605	0%	5%	0%	12%	30%	80%	0%	2%
807	1,614	20%	37%	30%	41%	20%	60%	20%	60%
1,009	1,413	25%	40%	25%	35%	0%	10%	30%	50%
404	807	19%	40%	20%	30%	0%	10%	5%	35%
202	404	10%	15%	10%	20%	0%	5%	5%	35%
		912	1,689	1,016	1,649	318	1,048	584	1,771
4,036	(1) (2)	1,233		1,195		635		973	

- Notes:**
- 1. The total number of dwelling units permitted at Alamar will not exceed 3,695 4,036.
 - 2. Total allowable number of units per General Plan is ~~4,212~~ 4,281.
 - 3. The allocated minimum and maximum percentages for the total number of units overall is not additive and the total number of units will not exceed 3,695 4,036.
 - 4. Minimum and maximum percentages within each Planning Unit are based on the total number of units for that Planning Unit.
 - 5. Dwelling units may be re-allocated between different Planning Units provided such re-allocation does not increase the receiving Planning Units by more than 20%.

3.3 Proposed Uses

3.3.1 Residential Uses

The proposed residential uses have been organized in five specific categories that range from low density residential through high density residential. The categories are described below and represent the spectrum of the associated lots and building products that are anticipated for Property.

- Low Density Residential
- Medium Low Density Residential
- Medium Residential
- Medium High Density Residential
- High Density Residential

Low Density Residential (LDR)

As part of the fabric of the envisioned community, a critical degree of executive housing and larger lots are being planned. Based on research to date, analysis of similar scenarios in the market, discussions with the home builder industry and an analysis of potential comparable projects, Brookfield believes that these lot sizes will greatly expand the current offering of executive housing in the market. In addition, the PAD will allow for even larger lots based on market conditions and economic demand. Phase One development is expected to include LDR lots. The majority of these homes will be a single story but also include opportunities for second story lofts and full second story living spaces.



Medium Low Density Residential (MLDR)

A significant portion of the community will be made up of traditional MLDR which will be targeted to move-up buyers as well as growing families that need larger living space. These homes will likely be an even mix of one story and two-story living options. MLDR homes will have higher price points, but provide a more cost effective alternative to the executive housing associated with LDR.

Medium Density Residential (MDR)

MDR will be a major component of the housing options within the community. The MDR is anticipated to be an even mix of one story and two-story homes and will likely be geared to first time home-buyers, move-up buyers, empty nesters and young families. Each of these considerations will be included in the associated development standards for MDR.

Medium High Density Residential (MHDR)

MHDR can be characterized by more traditional lots and home sites common to new housing communities in the market. This category provides for some less traditional size lots which will be organized in creative lots clusters such as drive courts, green courts, alley loaded scenarios and wide shallow lots.

High Density Residential (HDR)

Because of the intensity of use, HDR will be limited to certain areas of the community that are most conducive to higher density. This may include areas in close proximity to the planned Commercial Retail Center, the Community Park and possibly the school site. These HDR products may include alley loaded single family detached and attached units (townhomes), as well as creative drive court and green court products organized in 4/6 and 8-pack clusters of small lots. All creative clusters will be carefully organized with convenient access to amenities and adjacent open space. Higher density products, such as multi-family residential may be developed on the Property if market forces and economic conditions allow.

TABLE 1 - Residential Permitted Uses

Land Use Matrix*	HDR	MHDR	MDR	MLDR	LDR
Permitted Principal Uses:					
Child care in the home for four or fewer children not related to the residents as an accessory to the primary residential use of the dwelling	P	P	P	P	P
Child care in the home for five to ten children not related to the residents as an accessory to the primary residential use of a dwelling	C	C	C	C	C
Child Care Center in conjunction with a Place of Worship or School	C	C	C	C	C
Community garden, 1-acre or less	P	P	P	P	P
Cultural Mixed-Use**	N	N	P	P	P
Guest house	N	N	N	N	PC
Group Home	P	P	P	P	P
Home Occupation, as an accessory to the primary residential use of a dwelling.	PC	PC	PC	PC	PC
Multi-family dwelling	P	N	N	N	N
Oversized garage for Recreational Vehicle (RV) parking	N	N	N	N	P
Park and recreation areas, public	P	P	P	P	P
Place of Worship	PC	PC	PC	PC	PC
Public utility facility required for local service	PC	PC	PC	PC	PC
Public utility facility with the exception of those allowed as a Use Permitted with Conditions above	C	C	C	C	C
School, private***	P	P	P	P	P
School, public***	P	P	P	P	P
Single-Family detached dwelling	P	P	P	P	P
Single-Family attached dwelling	P	P	N	N	N

* Uses that are Permitted with Conditions and Permitted with a Conditional Use are contained in Section 2 - Residential Districts in the City of Avondale Zoning Ordinance.

** Cultural Mixed-Use applies to the Heritage Center Steadfast Farm site and underlining zoning shall be residential.

*** Schools can be located within open space areas.

P: Permitted, "C": Conditional Use Permit required, "PC": Permitted with conditions, "N": Not Permitted

Uses Permitted With Conditions (PC)

A. Guest House is allowed in LDR residential Zoning Districts provided that:

1. A guest house shall not be sold separately from the principal residence.
2. A separate address, water meter, utility meter, driveway or parking area shall not be provided for the guest house.
3. The materials, colors and architectural style of the guest house shall be similar to the principal residence.
4. The livable floor area of the guest house shall not exceed fifty percent of the livable floor area of the principal residence.
5. A detached guest house shall meet the location, height and setback requirements in Section 7 of the Zoning Ordinance.
6. The Department shall maintain an administrative record that includes a site plan and a floor plan for each guest house with approved construction plans. The separate Design Review process outlined in Section 1 of the Zoning Ordinance is not required for guest houses.

B. Home Occupations are allowed in certain residential Zoning Districts, provided that in addition to all of the use limitations applicable in the Zoning District in which the home occupation is located, no home occupation shall be permitted unless it complies with the following restrictions:

1. No more than twenty five percent or four hundred square feet of the floor area of the dwelling unit, whichever is less, shall be devoted to the home occupation.
2. The home occupation shall be conducted entirely within the principal dwelling unit or in a permitted accessory building thereto, and in no event shall such use be apparent from any public way.
3. There shall be no signs, no exterior display, no exterior storage of materials, and no other indication of the home occupation or variation from the residential character of the principal building.
4. No mechanical, electrical or other equipment that produces noise, electrical or magnetic interference, vibration, heat, glare or other nuisance outside the residential or accessory structure shall be used.
5. No home occupation shall be permitted that is noxious, offensive or hazardous by reason of vehicular traffic, generation or emission of noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, humidity, glare, refuse, radiation or other objectionable emissions.
6. Any need for parking generated by the home occupation shall be off-street. The Zoning Administrator shall determine the number of parking spaces required based on the parking provisions of this Section.
7. No business vehicle shall be used in connection with the home occupation for delivery of goods to or from the premises. This provision does not preclude the delivery of mail or packages by the Postal Service or other private delivery service.
8. A maximum of one vehicle used in conjunction with the home occupation is permitted to be kept, garaged, or stored at the residence.
9. There shall be no merchandise or commodity sold upon the premises.

10. If the home occupation employs persons other than the family members residing in the dwelling used for the home occupation, such other employees shall not work in the dwelling used for the home occupation.
11. Such occupation shall not require internal or external alterations or construction features or equipment or machinery not customary in residential areas.
12. The activity shall not generate traffic beyond that which is normal in its district.

C. Places of Worship shall be located on an arterial street or at the intersection of two collector streets.

D. Public utility facility required for local service is allowed in certain residential Zoning Districts provided that:

1. It is required for local service.
2. There are no offices, maintenance facilities, outdoor storage or part-time employees related to the site.

Uses Permitted With a Conditional Use Permit

A. Child care in the home for 5 to 10 children not related to the residents may be permitted as a conditional use in certain residential Zoning Districts provided that:

1. The residential character of the exterior of the structure shall be maintained.
2. Signs related to the home child care shall not be allowed.
3. All required licenses, certifications and registrations shall be obtained from the appropriate State or County agency prior to issuance of a business license.
4. All requirements of the City of Avondale Building Code, Fire Code and Zoning Ordinance as amended shall be complied with prior to issuance of a business license.
5. Existing garages, carports or driveways shall not be expanded, enclosed or otherwise modified to accommodate this accessory use.
6. All outdoor recreation areas shall be completely enclosed by a 6-foot high masonry wall with self-closing and self-locking gates.
7. All swimming pools shall be secured by a barrier in conformance with the Arizona State Statutes and International Building Code (IBC), as amended.
8. Notification of the conditional use permit application shall be made to the subject home owners' association management prior to the neighborhood meeting.

B. Child Care Center in conjunction with a Place of Worship may be permitted as a conditional use in certain residential Zoning Districts provided that such activities are on the same lot and share joint use of worship facilities. Independent free-standing signs and wall identification signs for the child care center are not allowed.

C. Public utility facility, with the exception of those allowed as a Use Permitted with Conditions above, may be permitted in certain residential Zoning Districts as a conditional use.



LAWN

SHADE STRUCTURE
W/ PICNIC TABLE

PLAYGROUND



Neighborhood design character
The information shown in this conceptual rendering is for illustrative purposes only

3.3.2 Non-Residential Uses

Commercial Uses

As identified previously, the PAD includes an approximately 16-acre commercial parcel located on the northwest corner of Avondale Boulevard and Broadway Road. The commercial parcel is anticipated to include both neighborhood oriented uses as well as regional commercial uses. A commercial parcel of this size could accommodate a large grocery (40,000-60,000 square feet) as well as numerous sizes and varieties of additional complementary uses. The associated development standards have been established to allow for both single story uses as well as a vertically integrated mix of uses (i.e. a ice cream shop on the ground floor and a dentist office on the second floor). Once the PAD is approved, LCC/ CFLPP will direct the next stages of development associated with the commercial parcel and the site plan approval process.



TABLE 2
C-1 - Neighborhood Commercial Permitted Uses

Land Use Matrix*	
Administrative and Financial Uses:	
Banks and financial institutions without drive-through, excluding non-chartered financial institutions	P
Banks and financial institutions with drive-through, excluding non-chartered financial institutions	PC
Professional offices	P
Automobile Related Uses	
Automobile rental facility with no on-site storage	P
Eating and Drinking Establishments	
Outdoor Dining	A
Restaurant, with drive-through	PC
Restaurant, without drive-through	P
Sidewalk Café	A
Education, Religious and Institutional Uses	
Child care center	C
Community garden, 1-acre or less	P
Employment agencies excluding day labor	P
Libraries	P
Places of worship	P
Preschools and similar uses	C
Public service and non-profit community use	C
Public Uses	P
Public utility buildings, structures, uses, facilities and equipment	PC
Entertainment and Recreation Uses	
Health and exercise center	PC
Social/ private clubs	PC
Theater, excluding movie theater	C

* **P**: Permitted, **"C"**: Conditional Use Permit required, **"PC"**: Permitted with conditions, **"A"**: Accessory Use

TABLE 2 C-1 - Neighborhood Commercial Permitted Uses (Cont.)	
General and Intense Retail Uses	
Antique store	P
Business support services - photocopy, office supply stores, and package delivery services	P
Non-consignment secondhand retail store	P
Retail sales of new merchandise within enclosed buildings, excluding liquor stores	P
Medical	
Emergency medical care facility	P
Massage therapy (medical)	P
Medical, dental or health offices, clinics and laboratories, excluding plasma centers and medical marijuana uses	P
Veterinary hospital, offices and clinics, excluding animal boarding	PC
Mixed Use	
Residential, upper floor	P
Personal Services	
Art studio	P
Barber shop/Beauty Salon	P
Clothing alteration, custom dressmaking or tailor shop	P
Dance studio	P
Dry cleaning and laundry establishment, pick-up and drop-off only	P
Massage or day spa	P
Music studio	P
Nail salon	P
Real estate office	P
Specialty services	P
Tanning salon	P
Ticket and travel agency	P

* Uses that are Permitted with Conditions, Permitted with a Conditional Use, Accessory Uses are contained in Section 3 - Commercial Districts in the City of Avondale Zoning Ordinance.

* P: Permitted, "C": Conditional Use Permit required, "PC": Permitted with conditions, "A": Accessory Use

Uses Permitted With Conditions (PC)

- A. Automobile rental facility with on-site storage is allowed in certain commercial zone districts provided that:
1. No more than six vehicles shall be stored on site in association with an office location that is part of a commercial center, or commercial complex that includes retail uses.
 2. Vehicle storage shall be limited to paved areas and shall not occupy required parking spaces or drive aisles.
 3. Accessory uses, such as vehicle washing, refueling stations, and minor maintenance garages, may be allowed on site only if such uses are screened from off-site view and are not used by the general public. Such uses shall be designed and sited as to limit the noise impacts to surrounding properties.
 4. Storage of vehicles shall be screened from off-site view by a 3-foot or taller screen wall.
- B. Banks and financial institutions without drive-through, excluding non-chartered financial institutions, are allowed in certain commercial zone districts provided that:
1. Banks and financial institutions included within an office building shall not occupy more than 25 percent of the gross floor area.
- C. Drive-through uses, including restaurants and financial institutions are allowed in certain commercial zone districts provided that:
1. Payment and/or pick-up windows shall not face arterial streets unless obscured through allowable screening material as approved by the Zoning Administrator.
 2. Drive-through lane canopies shall be included covering any payment or pick-up windows. Canopies shall be fully architecturally integrated in to the building consistent with the requirements of the Design Manuals.
 3. Portions of a drive-through lane that are adjacent to an arterial street shall be screened by a minimum 3-foot tall wall, berm, or alternative screening method.
 4. Speaker boxes shall be located a minimum of 70 feet from any residentially zoned property or residential use.
 5. Drive-through lane queuing length shall be approved in accordance with a traffic study as approved by the City Engineer.
- D. Health and exercise centers are allowed in certain commercial zone districts provided that:
1. Health and exercise centers located within neighborhood shopping centers shall be limited to no larger than 7,000 square feet in area.

E. Public utility buildings, structures, uses, facilities and equipment are allowed in certain commercial zone districts provided that:

1. Sites shall be screened from off-site view by a minimum 6-foot tall masonry wall. Screen wall may be required to be 8-foot tall as determined by staff. All screen walls shall comply with wall standards set forth in the Design Manuals.

F. Social/Private Club is allowed in certain commercial zone districts provided that:

1. Any restaurant or bar operated in connection with a social/private club shall be an integral part of a principal building, shall have no public entrance except from within the building and shall make no exterior display or advertising of any commercial activity, however incidental.

G. Veterinary hospital, offices and clinics, excluding animal boarding are allowed in certain commercial zone districts provided that:

1. Clinic activities shall be restricted to the medical care and treatment of small animals during regular office hours. The confinement of such animals on the premises shall be limited to essential and occasional overnight care and shall be entirely within enclosed structures. The boarding and breeding of animals shall be prohibited.
2. Clinics shall be constructed to be completely contained as to prevent emission of any noise or odor.
3. Outdoor runs or exercise pens shall be prohibited unless approval from the Zoning Administrator or designee is obtained prior to site plan submittal. Additionally, no outdoor runs, pens or enclosures shall be located closer than 100 feet to any street, residential district or existing restaurant or hotel.

Public Safety Facility

A public safety facility has also been located along El Mirage Road between Alamar Parkway and Broadway Road. Brookfield has coordinated with the City and the Fire Chief as to a preferred location within the Property. This location is centrally located within the community with direct access onto El Mirage Road.



Elementary School

Brookfield has also coordinated the donation of a 21-acre school site with the Littleton Elementary School District (LESD) ~~and has proposed a 21-acre school site~~ on the eastern half of the Property. 6-acres of the school site is anticipated to be for open space and outdoor recreation. Brookfield understands the importance of schools to a community's well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with the City and the LESD on the potential opportunities for co-locating open space components within the context of the school site. This would likely include a co-use agreement relative to specific open space components in order to address use, safety, maintenance and development costs.



Heritage Center Site

The concept for the "Farm and Ranch Experience Heritage Center" was developed in 2006 to honor Arizona's agricultural find , pioneering spirit and ranch experience. This cultural mixed-use project will be designed to preserve the traditions and contributions of agriculture in Arizona. It will serve as a place where people will learn about Arizona's agricultural history through educational programs for the community, elementary, and high school students.

The Heritage Center will be developed by the Lakin Family and is currently planned and designed to include several specialty features:



Source: The Arizona Farm and Ranch Experience website
www.azfare.org

TABLE 3
Heritage Center Site - Permitted Uses

Permitted Principal Uses:

Parking Orchard
Children's Learning Center
Tractor Museum
Heritage Museum
Gathering Plaza and Rose Garden
Museum and Cultural Center
Conference Center
Farmer's market
Butterfly and Dragonfly Pavilion
Community garden
Corral and Blacksmith Shop
Plow Field Event Lawn
Event Staging and Parking
Agricultural Educational



"It's spring at the farm, and the road that leads to the farm is lined with Cottonwood trees. Their branches seemingly grow into the sky as leaves are beginning to sprout. The gnarled roots of each tree are a tangle of tentacles that disappear into the slow, flowing irrigation canal from which they drink. A decorative metal gateway with the inscription "Arizona Farm and Ranch Experience - Heritage Center" lets farm-seekers know they have arrived."

STEADFAST FARM

With its origins here in the Valley, Steadfast Farm works with communities to offer small scale localized farming operations that are based on bio-intensive best-practices. The approximately 2-acre farm and market will have a variety of offerings to the local community including: fruits and vegetables, cut flowers, and a modest farm "store" with special agrarian oriented sundries including their Valley famous coffee and coffee truck. All supported through a robust CSA (Community Supported Agriculture) program (similar to the successful program used at Eastmark in Mesa, AZ). All goods and services will be available to the general public.

It's implementation will honor the rich history of the property and it's agricultural heritage. This cultural mixed-use project will be designed to showcase the very best organic agricultural practices in Arizona. The development will serve as a distinctive community destination where people can learn about agriculture through a series of educational geared programs.



TABLE 3
Steadfast Farms - Permitted Uses

Permitted Principal Uses:
Community Supported Agriculture
Organic Farm and Parking
Farm Store and Maintenance Building(s)
Farmer's Market and Food Truck(s)
Gathering Plaza
Community Garden and Greenhouse(s)
Agricultural Education



3.4 Open Space

A key component of the overall community design is the integration of open space and the associated hierarchy of parks as well as the overall trail system. This sophisticated open space and parks system reinforces the overall community themes with a focus on health and wellness, community engagement and connections to nature.

3.4.1 Open Space Framework Plan

The Open Space Plan illustrates the locations, configurations and arrangement of open space and parks identified for the community. In addition, the map highlights the relationship between parks, open space and trail connections. The following pages provide detailed descriptions for the community park, the neighborhood parks, the formative parks as well as the trails network.

LEGEND

 ELEM. SCHOOL PARK AMENITY

 FORMATIVE PARK: 1/4 AC. +/-

 NEIGHBORHOOD PARK: 3 AC. +/-

 COMMUNITY PARK

 STEADFAST FARM

 POWERLINE EASEMENT

 EFFLUENT EASEMENT

TOTAL AC.

9-10 AC.

6-7 AC.

8-10 AC.

40 AC.

1-2 AC.

82 AC.

22 AC.

TOTAL OPEN SPACE AREA: 173 AC. * (16.5%)

* In addition to the active open space identified, the Applicant anticipates additional areas of informal and formal open space throughout the community (i.e. informal soccer and kick-ball games in lawn covered detention areas, etc.).

The map illustrates the Open Space Framework Plan for the community. It shows the layout of streets including West Illini Street, West Elwood, West Warner, Alamar Boulevard, Dysart Road, South 129th Avenue, and West Hidalgo Avenue. The map also shows the location of the existing high school site (56 AC) and various open space areas, including formative parks, neighborhood parks, and community parks. The map includes a legend and a table of open space areas.

LEGEND	TOTAL AC.
ELEM. SCHOOL PARK AMENITY	9-10 AC.
FORMATIVE PARK: 1/4 AC. +/-	6-7 AC.
NEIGHBORHOOD PARK: 3 AC. +/-	8-10 AC.
COMMUNITY PARK	40 AC.
STEADFAST FARM	1-2 AC.
POWERLINE EASEMENT	82 AC.
EFFLUENT EASEMENT	22 AC.

TOTAL OPEN SPACE AREA: 173 AC. * (16.5%)

64 | MAY 2021 ALAMAR PLANNED AREA DEVELOPMENT AMENDMENT

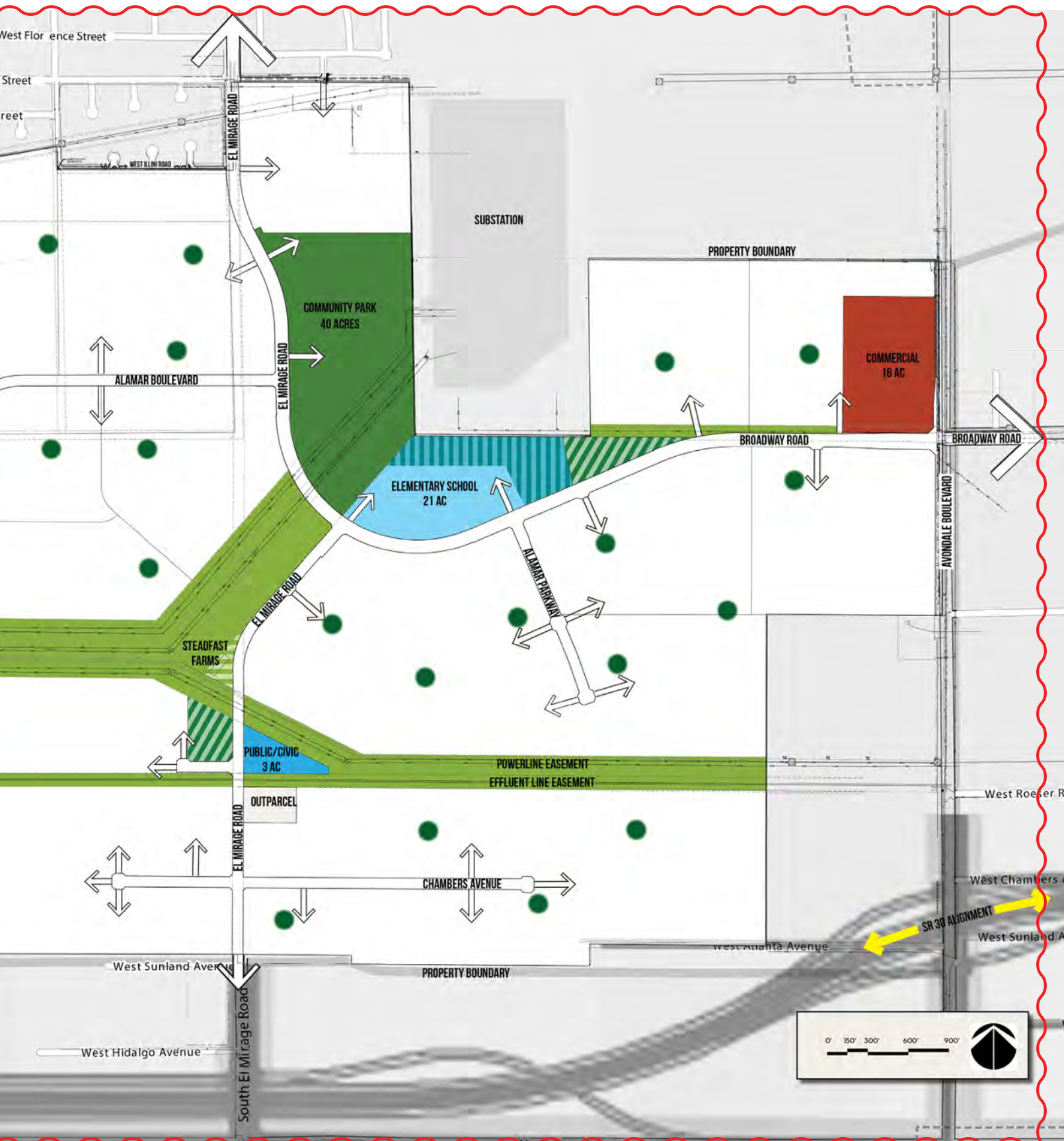


Exhibit #7 - Open Space Plan

In addition, the identified school site is slated for 21-acres. 6-acres of the school site is anticipated to be organized as open space for park amenities. Brookfield has coordinated with the Littleton Elementary School District (“LESD”) and has identified a mutual interest to co-locate community amenities that can be utilized by the school as well as residents of the community. If Brookfield is not able to negotiate a use agreement with the LESD, then Brookfield will provide an additional 6-acres of park area within the overall development.

Park Program Elements

Brookfield has carefully organized the hierarchy of open space and parks (as well as trails), in order to provide a broad spectrum of recreation opportunities throughout the community. All parks will be thoughtfully designed to serve different age groups and different users. The adjacent table of Park Elements, while at a conceptual stage, provides the basis for all that envisioned activities could be included. Particularly, Brookfield has developed these Park Elements with the input of City Staff.



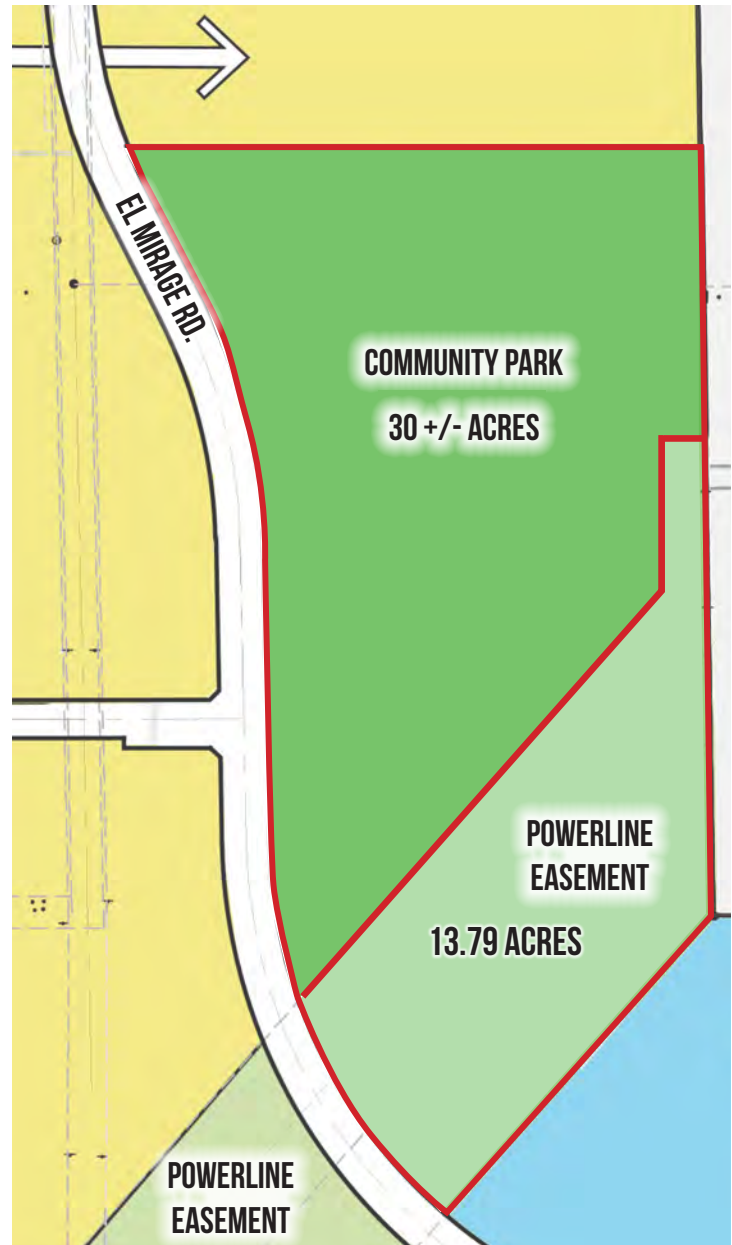
	PARK TYPE			
	FORMATIVE PARK	NEIGHBORHOOD PARK	ELEMENTARY SCHOOL PARK	COMMUNITY PARK
Accent Lighting (safety/ aesthetics/ sports fields)	•	•		•
Amphitheater (need power access for special events)		•	•	•
Arbor / Trellis (maintenance issue)	•	•		
Barbeque	•	•		•
Baseball field (youth focus)				•
Basketball Court (youth focus)		•	•	•
Bike Parking		•	•	•
Climbing Wall (as part of playground)				•
Creative Play (as part of playground)	•	•	•	•
Dog Park				•
Drinking Fountain (as part of comfort station)		•		•
Emergency Access		•		•
Football Field (as part of multi-purpose field)				•
Front Yard Feel	•			
Great Lawn (informal passive)		•		•
Iconic Vertical Elements		•		•
Large Outdoor Fitness				•
Large Playground (K-5 & 5-12)			•	•
Large Shade Structure		•		•
Little League Baseball				•
Maintenance Yard/ Shed				•
Multi-Use Sports Field			•	•
Native Planting Areas (sensitive to water, soil & location)				•
Nature Trail/ Multi-trail system/ D.G.				•
Park benches & Seating Areas	•	•	•	•
Parking (50 spaces per field. Maybe 300+ spaces)		•	•	•
Passive Turf		•	•	•
Pickleball Court				•
Picnic Shelter	•	•		•
Plaza w/ shade trees	•	•	•	•
Pole Lighting (pedestrian)		•		•
Pond (irrigation/ fishing)				•
Restroom		•		•
Sculpture / Art	•	•	•	•
Signage		•	•	•
Skate Park/ Bike Park: BMX				•
Small Outdoor Fitness			•	
Small Playground		•		
Small Shade Structure	•	•	•	
Small Turf Lawn	•			
Soccer Field (as part of multi-purpose field)				•
Space for Food Trucks		•		•
Splash Pad				•
Storage Facility		•		•
Storm Water Storage			•	•
Strolling Pathways				•
Tennis Court				•
Volleyball Court				•
Walls / Fence			•	

* Conceptual list based on preliminary discussions with City Staff.

Community Park

The City and Brookfield have agreed to mutually work together to fund and develop a new City owned and operated Community Park near the north central portion of the Property directly east of the El Mirage Road alignment. While not finalized, the park is envisioned to include a range of amenities to meet the needs of the entire Avondale community. An emphasis on baseball fields and multi-use fields will likely dominate the program and include a full spectrum of park features including: comfort station, playgrounds, ramadas, soccer field, informal lawn areas, lawn games, basketball courts, splash pad, dog park, tennis courts and a potential lake. The Community Park will be designed with a generous landscape palette for shade and accent. Furnishings will include drinking fountains, benches, shade structures and a range of walking surfaces. Parking and vehicular access and circulation will be organized in a safe and convenient manner.

The total Community Park acreage has been identified for 30 +/- acres outside of the power-line easements as illustrated on the adjacent page. The utility corridor (at the south end of the park) will provide additional opportunities for detention, parking, informal fields and trail connections. The overall community trail system will be thoughtfully integrated to ensure convenient access to the Community Park for residents on foot or on bike.



N.T.S



Exhibit #8 - Community Park Acreage



Community Park Conceptual Bubble Diagram

While still conceptual in nature, the conceptual diagram on the following page provides a visual reference as to the overall possible framework of the Community Park. Access, circulation, parking, field location and orientation, and additional features and amenities have been strategically organized to serve as a social and recreational focal point of the Community. In addition an abundance of trails and pedestrian connections are envisioned for convenient access for neighboring residents.

Note, while the utility easements are not included in the 30 +/- acres identified for the Community Park, Brookfield will strategically incorporate park components in order to maximize recreation opportunities.





The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #9 - Community Park - Conceptual Bubble Diagram Plan

Neighborhood Parks

The overall Open Space Plan includes three strategically located neighborhood parks that will range in size from approximately two to three acres. The envisioned programs for these neighborhood parks will be geared toward the community's adjacent neighborhoods and residents and will incorporate a range of uses that give each neighborhood park a unique identity. Brookfield envisions that these neighborhood parks will include significant opportunities for special resident events and programs that will be geared toward opportunities to reinforce the special nature of the community and provide cool places for neighbors to get engaged. Parking will be included along the perimeter of each park and sidewalks along the entire perimeter will allow for safe and convenient access from adjacent neighborhoods. Each park will be designed with a unique shade structure that will provide a visual icon and reference point within the context of the overall community. Comfort stations will be included in all neighborhood parks. Neighborhood parks may include amenities such as outdoor amphitheaters, covered pavilions, splash pads, putting and chipping greens, or other options that will create an interactive community. In general, playground equipment will need to be covered with shade sails, ramadas, etc. to protect the children from the elements and to allow for the equipment to be used for greater periods of time throughout the day. All formal playground equipment structures will need to be covered with shade sales, ramadas, etc. to protect children from the elements and to allow for the equipment to be used for greater periods of time throughout the day. In some cases, stand alone and or small individual pieces of play equipment may not be covered.

The following design concepts and character imagery provide a visual reference as to the design intent and aspirations for the neighborhood parks.





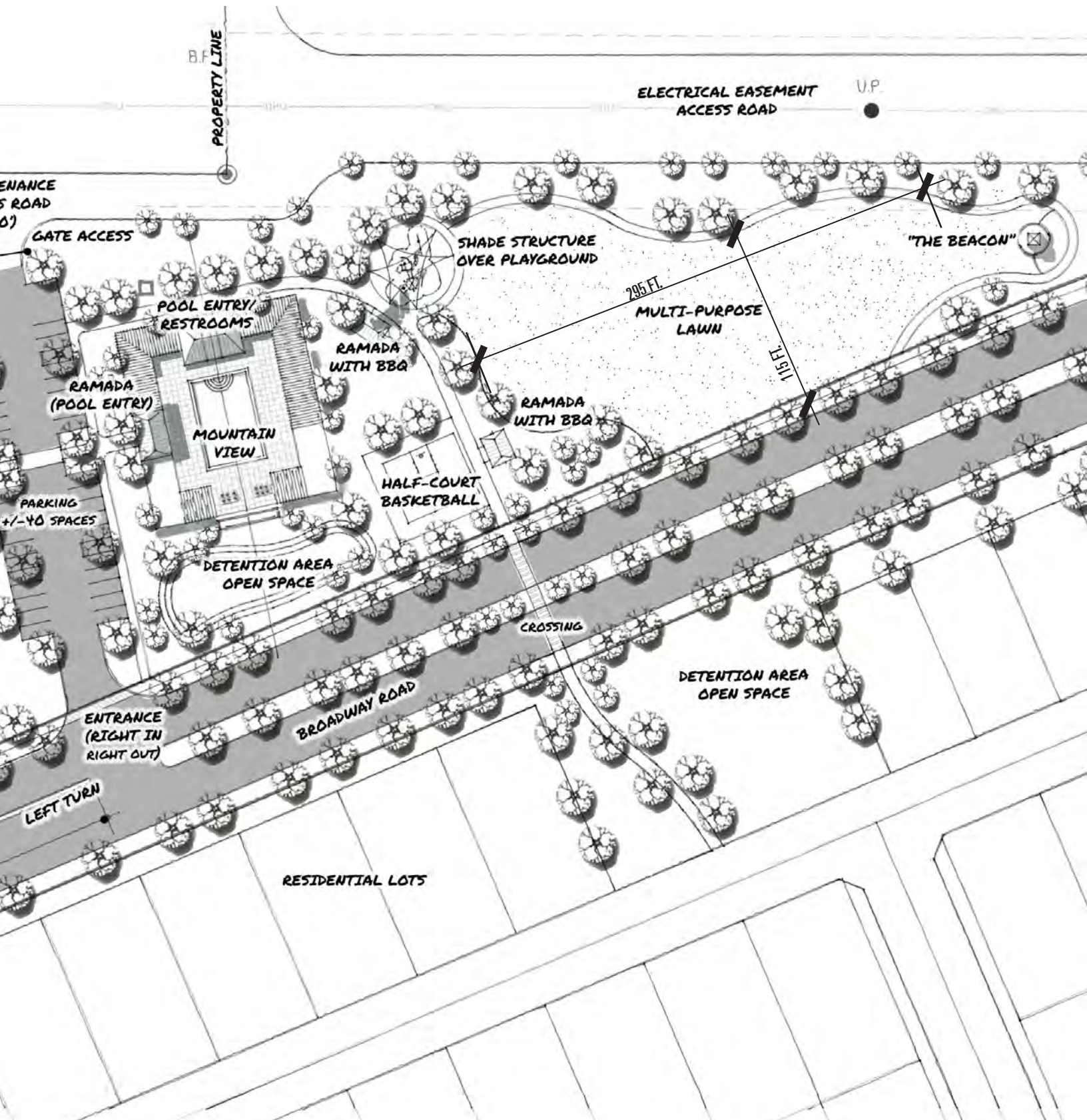
“The Beacon”

Planned as the first neighborhood park and part of phase one development, The Beacon is envisioned as a multi-use space that will be the central social hub for the initial phases of development. A multi-purpose lawn area for a broad range of activities (including informal sports games) will make up the core of the park. An iconic tower will be carefully integrated within the design of the focal shade structure near the center of the park. The tower will be a visual reference for residents and guests and act as a navigation beacon for all surrounding neighborhoods. Whether its informal lawn games, community events or taking the kids over to play in the splash pad, pool or playground- The Beacon will be a cool place to hang-out with neighbors and friends.

While conceptual in nature, the intent of the plan includes all the envisioned park components for The Beacon Park. All the neighborhood parks will include key elements such as: play equipment, open turf areas, ramadas/ shelters, picnic areas, play courts, volleyball, off-street parking, and sensitive site lighting.

While the location of homes and associated neighborhood blocks will carefully be oriented in a north-south alignment to limit west facing backyards, the strategical arrangement of parks and open space throughout the community will provide the very best opportunities to enjoy the dramatic mountain views. The parks specifically will be designed to “frame” and highlight these mountain views. For example, the adjacent conceptual plan of the pool at the Beacon Park has been carefully oriented to align with Hayes Peak- the highest point on the Estrella Mountains.





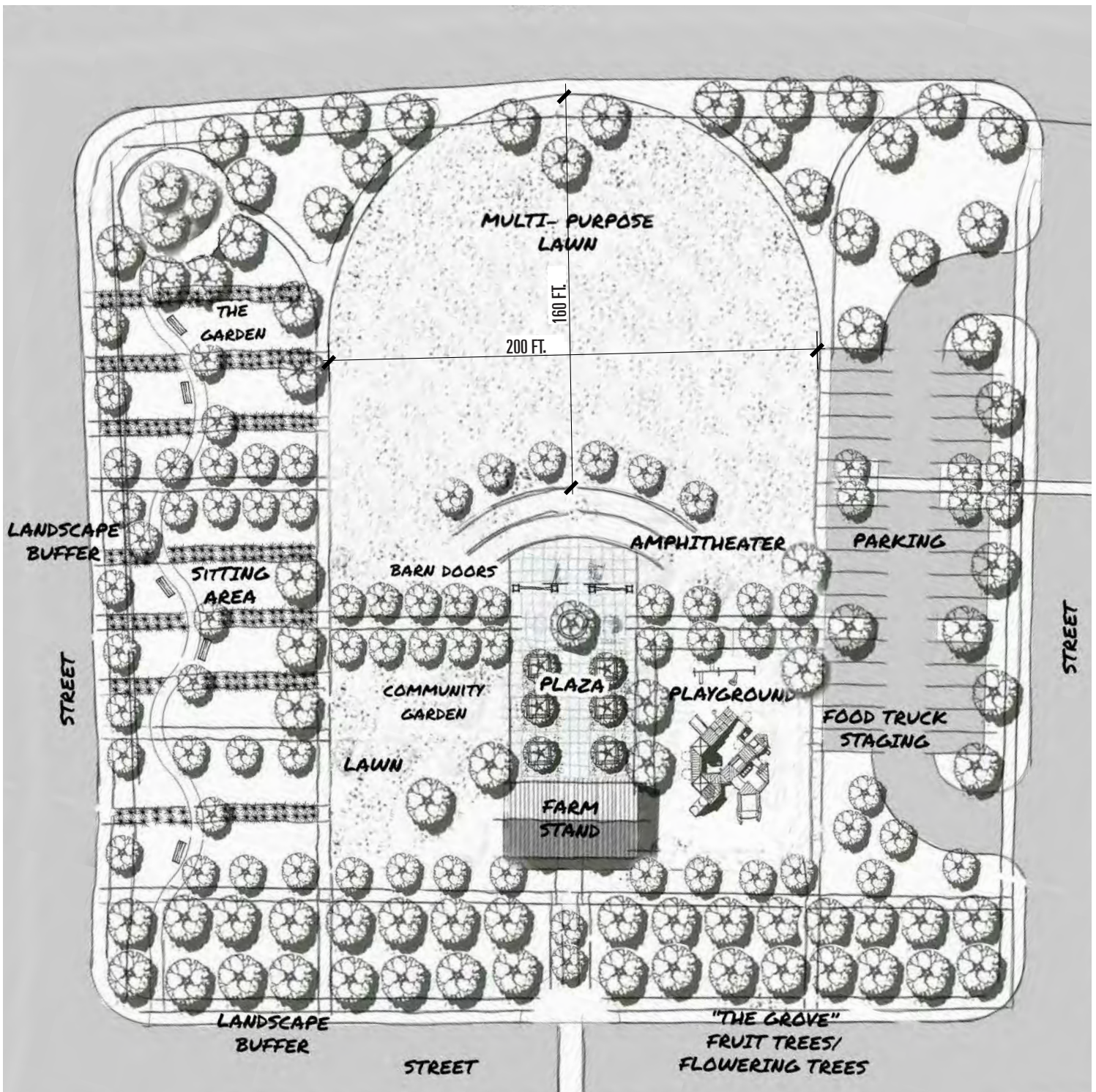
The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #10 - The Beacon Park Conceptual Design

“The Yard House”

This neighborhood park will be highlighted by the “Yard House” shade structure that will provide multi-use space for special events, performances and community celebrations. The Yard House is envisioned to include multiple components including; playgrounds, plaza, amphitheater, community garden, lawn areas and informal sitting areas. The design will be organized with special circulation to accommodate food trucks and vendors for neighborhood gatherings.



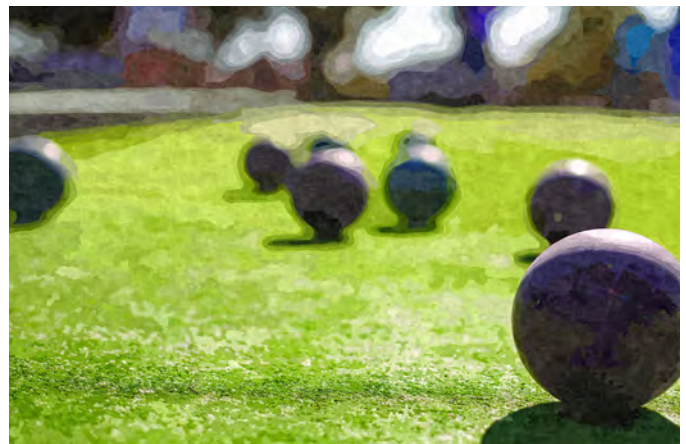


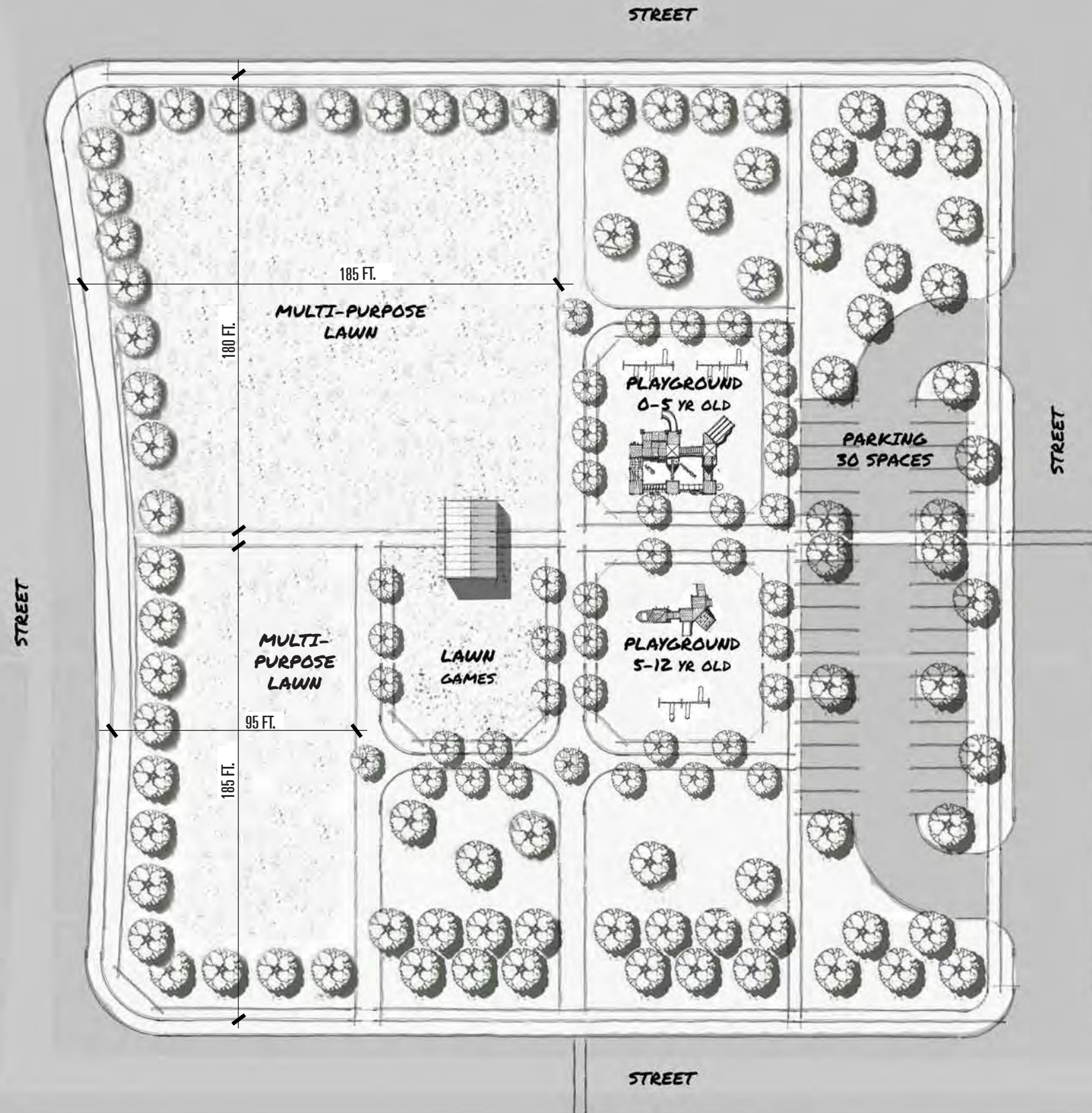
The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #11 - The Yard House Park Conceptual Design

“The Kick Stand”

Geared towards informal recreation for the young and old alike, The Kick Stand neighborhood park is organized around a series of “mini-fields” for recreation and play. Recreation is the focus of this park with extensive lawn areas separated by an elaborate series of post and rail corral fences to accommodate multiple activities at one time. From teaching toddlers soccer, to competitive game of lawn bowling, the Kick Stand will be the place to hone your athletic skills.





The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #12 - The Kick Stand Park Conceptual Design

Formative Parks

The Formative Parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents. Envisioned to be strategically embedded in each grouping of neighborhoods, the Formative Parks will be specially designed to provide a first impression of the community themes associated with health and wellness, connection to nature and social engagement. All designed with more passive program elements in mind, the Formative Parks will be strategically organized with features associated with the buyer demographics for each neighborhood.

The accompanying conceptual design plan and series of character images express the design aspirations that will focus on; convenient access, informal multi-use lawn areas, shade structures with patios and opportunities for creative play for the youngest of residents. Trees and planting will be incorporated to provide shade, visual appeal and character; in a manner that does not block views to and from the parks. Formative Parks will not include detention basins.

Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design.



CORE PROGRAM		FEATURES
INTENSITY SCALE	SHADE	- Arbor - Simple shade trellis - Specimen trees
	GATHERING	- Benches/ Seatwalls - Small d.g. Patio - Picket Fence - BBQ - Picnic table
	LANDSCAPE	- Formal Planting - Landscape accents - Row planting pattern - Orchard - Buffer to Residential
	PLAY	- Creative Play - Small turf panel - Lawn Games
	ART	- Accent Lighting - Sculpture

Formative Park Intensity Scale

The intensity scale above represents the base range of program elements to be included in the Formative Park. Depending on the adjacent home-buyer (resident) profile, each park will be designed specifically for the user in mind. The intensity scale, core program and identified features will “adjust” accordingly. Baseline demographic considerations will likely include: first time home-buyers, growing family home-buyers and empty nester home-buyers.



The information shown in this Conceptual Plan is for illustrative purposes only.



Exhibit 13 - Formative Park Conceptual Design

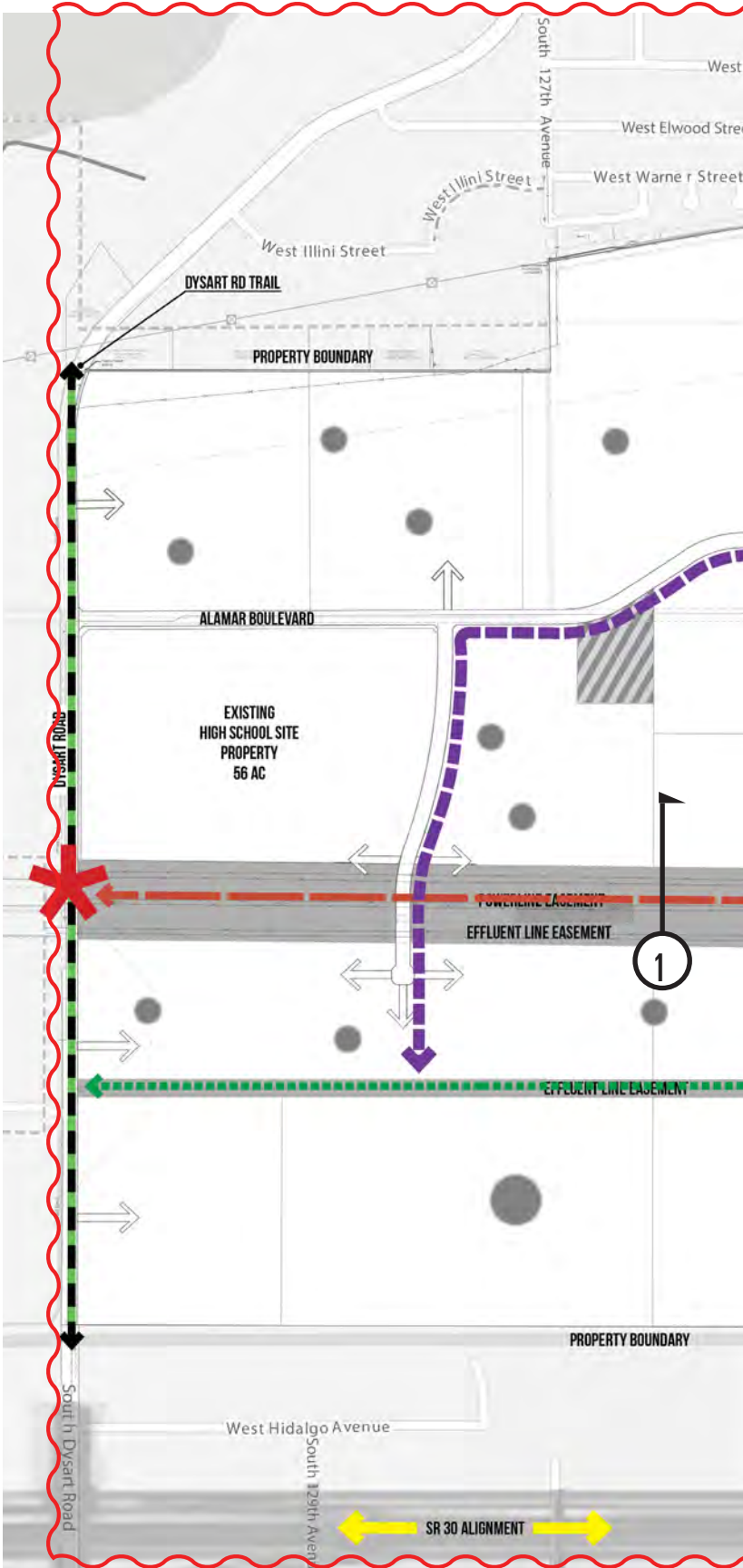
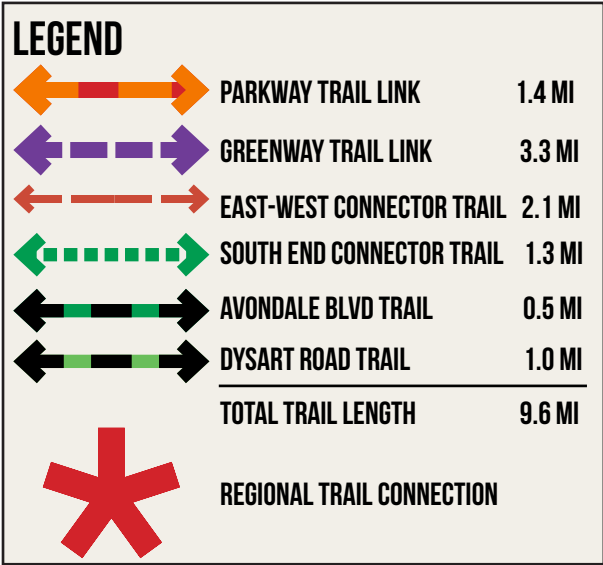
3.4.2 Trails Network

Overview

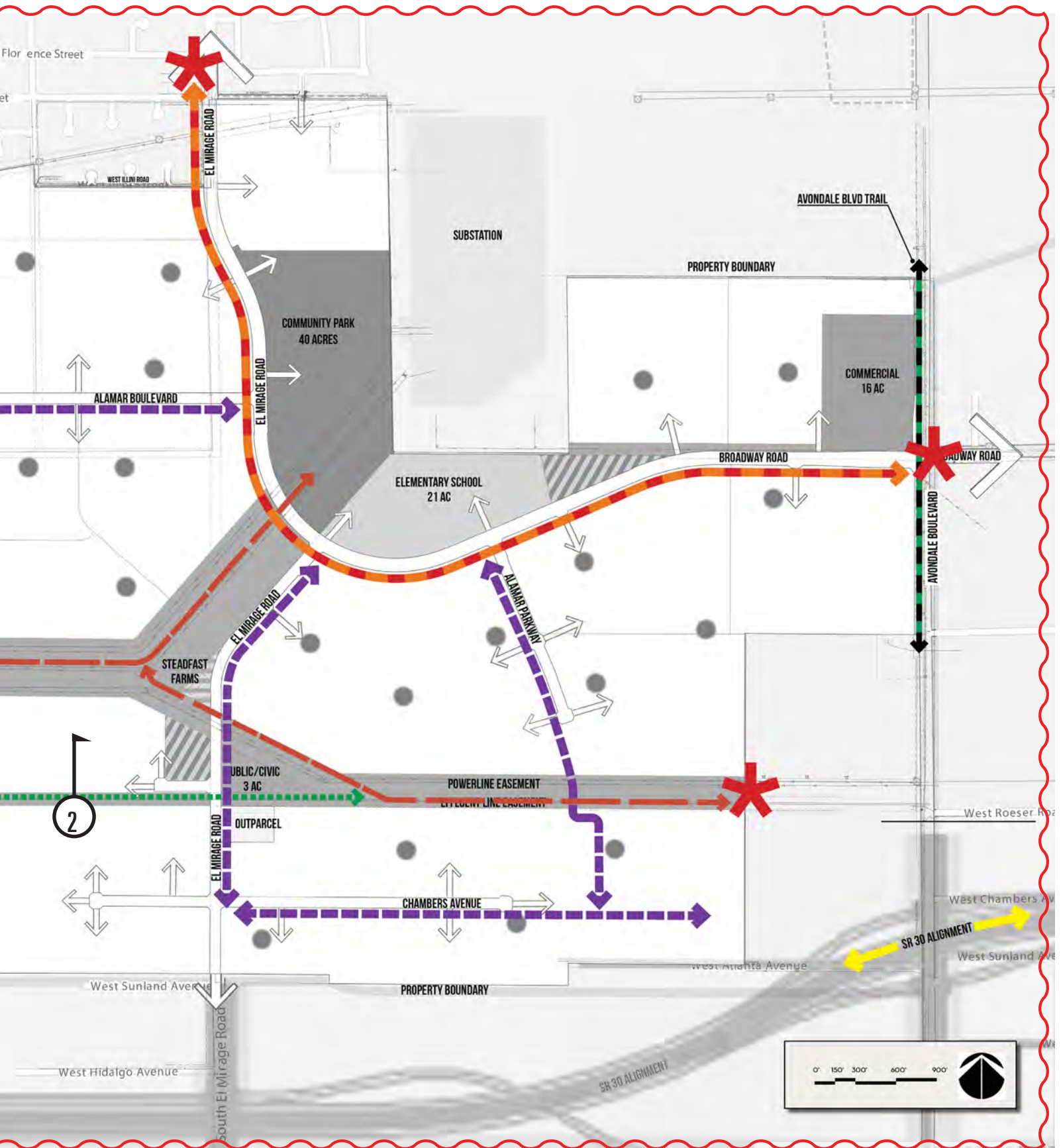
With the carefully located range of parks, from the formative parks to the focal Community Park, it is critical to provide a robust system of paths and trails that provide safe and convenient alternative access. The trails network includes over 9.5 miles of identified trails which traverse the community (not including the internal neighborhoods paths that will connect trails to the full gamut of formative parks). Each trail has been carefully considered within the context of the community, access to parks and also connection to the regional trail system and primary trail corridors along the Agua Fria and Gila Rivers beyond the property boundaries.

Trails

The accompanying exhibit illustrates the general routes for the trails that make-up the overall system of connectivity planned throughout the community. While the overall network includes over 9.5 miles of trails, the layout will allow for a series of walking and or jogging routes that will be organized in an incremental fashion that can meet the needs of each user (.5 mile/ 1.0 mile/ 2.0 mile/ etc.).



Sections 1 and 2 identified in the Trails Map can be seen on p



Parkway Trail Link

The Parkway Trail will be located on the south side of the Parkway road and is envisioned to have a concrete pavement surface with a 10-foot width. The meandering trail will be curb separated and designed within the context of trees, earth berms and landscaping on each side to provide a distinct character as well as visual separation from the roadway. Curb ramps will be provided at street crossings for safety and convenience. This trail will provide regional connectivity at Avondale Boulevard.

The concrete sidewalk on the north side of the Parkway will be more urban in nature with a 6-foot width and follow the horizontal alignment of the Parkway. The Parkway Trail is oriented for walking and jogging. In addition, a bike lane is provided along the interior of the ROW, so the trail is exclusively pedestrian and recreational.



Greenway Trail Link

The Greenway Trail will circle almost the entire property and provide access to and from all groupings of neighborhoods throughout. The trail will be located on the interior of the Greenway road alignment and have a similar character to the Parkway trail with a 10-foot wide meandering, curb separated sidewalk. Like the Parkway, bike lanes are provided in the adjacent roadway.



East West Connector Trail

The East West Connector Trail follows the east west alignment of the electrical line easement. Due to the expansive width of the easement, this trail will include significant meandering to allow for convenient neighborhood access on both the north and south side of the easement. In addition, this trail includes one major link to the Parkway Trail, three major links to the Greenway Trail and two major links to the South End Connector Trail. This trail is envisioned as a multi-purpose concrete trail for walking, jogging and casual biking.

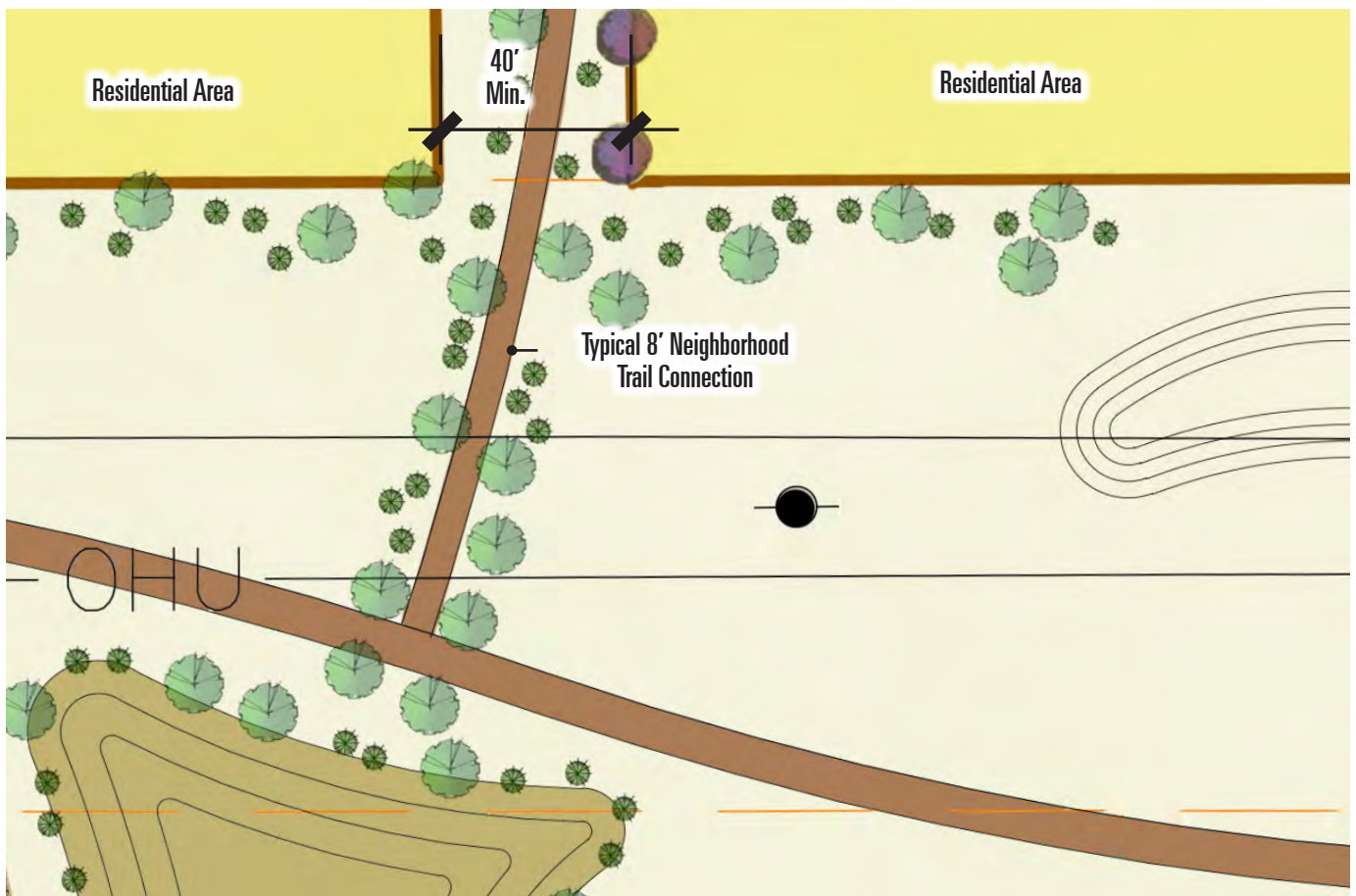
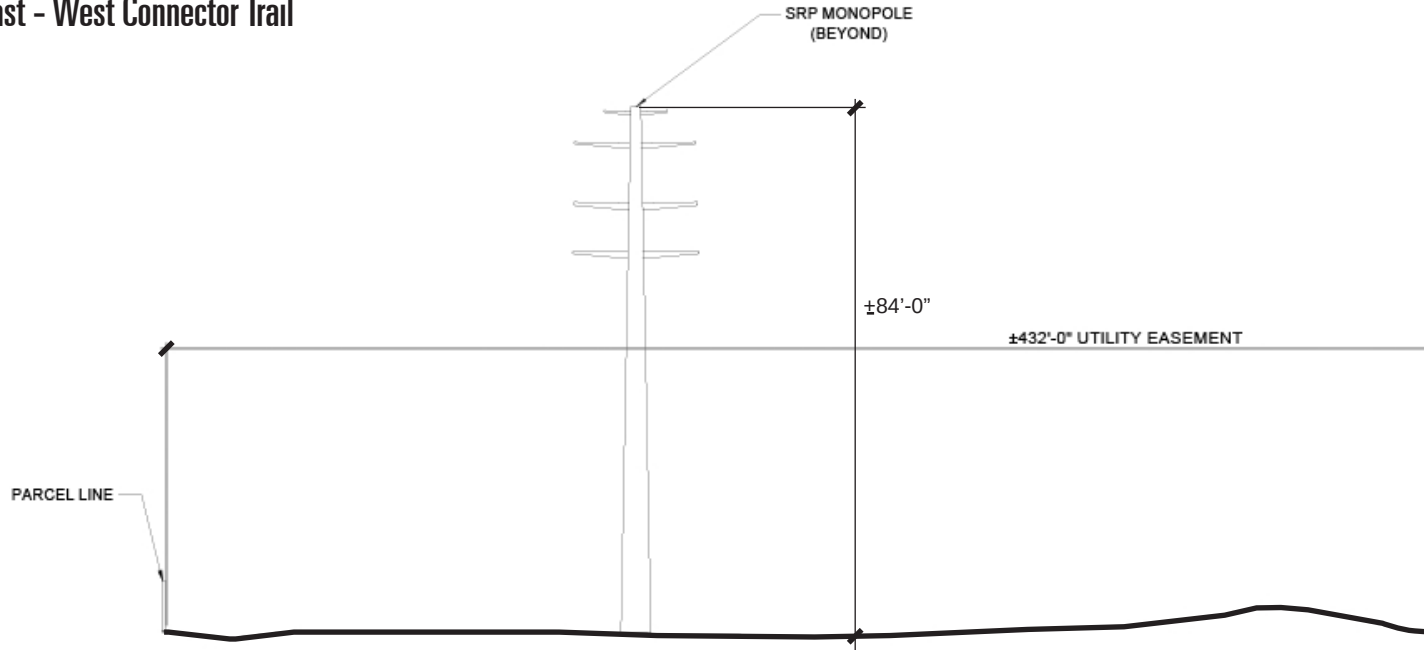
South End Connector Trail

The South End Connector trail will follow the effluent line easement near the southern border of the Property. It provides another layer of connectivity for residents and links to the Greenway Trail at three specific points. This trail will be a 6-foot wide ~~stabilized decomposed granite~~ concrete trail and the route will include specialty wayfinding signage to assist with direction and orientation. This trail will also provide connectivity to the ~~Heritage Site as well as the~~ regional trail system at both the east and west ends.

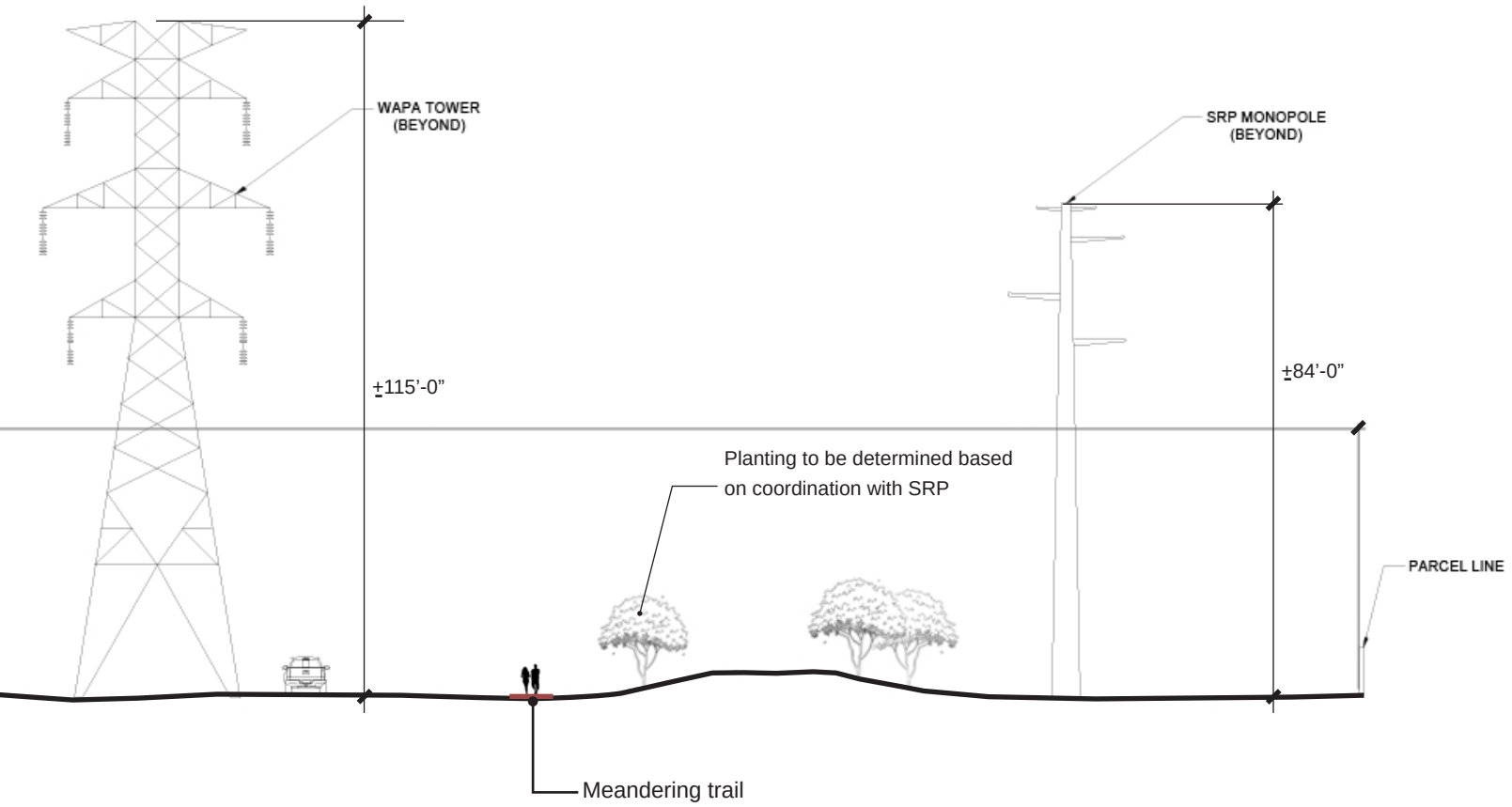


1 ELECTRIC EASEMENT SECTION

East - West Connector Trail

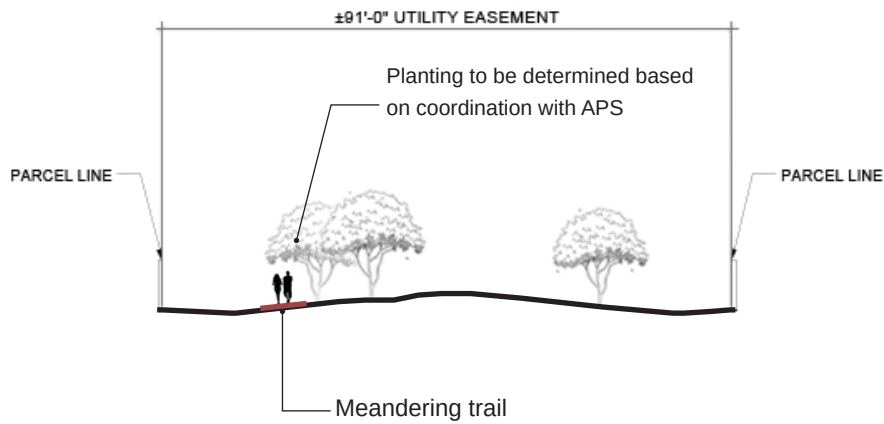


Typical Neighborhood Connection to Community Trail



2 EFFLUENT LINE EASEMENT SECTION

South End Connector Trail

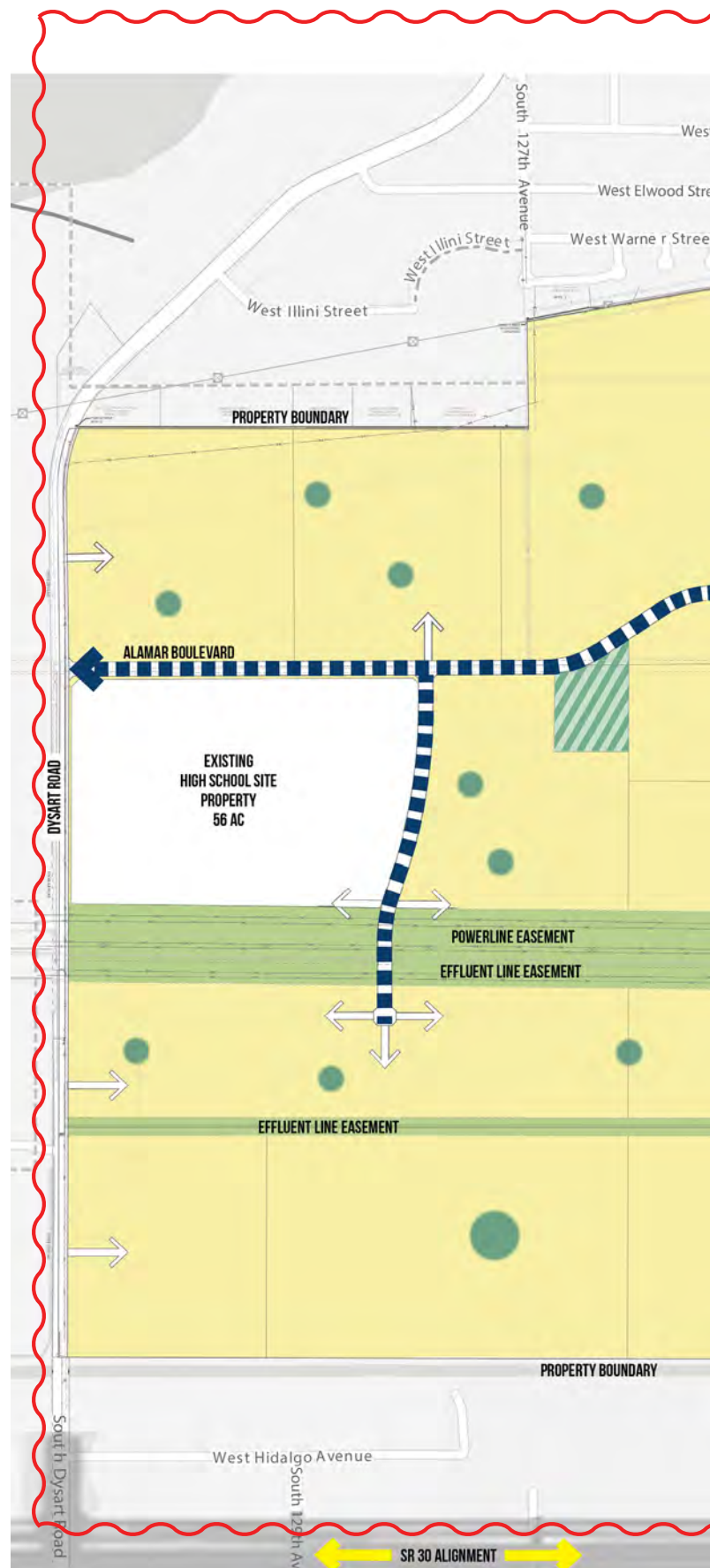
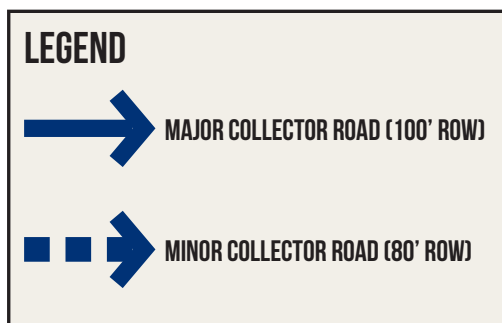


3.5 Traffic and Circulation Plan

The overall circulation plan for the Property has been organized to provide safe, functional and convenient access throughout the community. All community roads are planned to be part of the City's public rights-of-ways. The Parkway (major collector road) alignment provides the connection between the Broadway Road alignment and El Mirage Road. This proposed alignment provides the major circulation through the northeast portion of the Property. The minor collectors provide the additional access throughout the remainder of the community. The new El Mirage alignment along the southern half of the Property is also identified as a minor collector road as it provides connectivity to the south of the Property.

The transition from the Greenway to neighborhood (local) streets will be carefully organized to manage traffic volumes in the most appropriate manner. Roundabouts and other traffic calming devices will be explored and considered within the context of detailed engineering plans at the time of preliminary platting.

At the time preliminary plats are submitted west of El Mirage Road, an updated traffic study will be provided to identify the need for a collector roadway to Dysart Rd. The scope and results of the traffic study shall be mutually agreed upon by the Developer and City Staff.



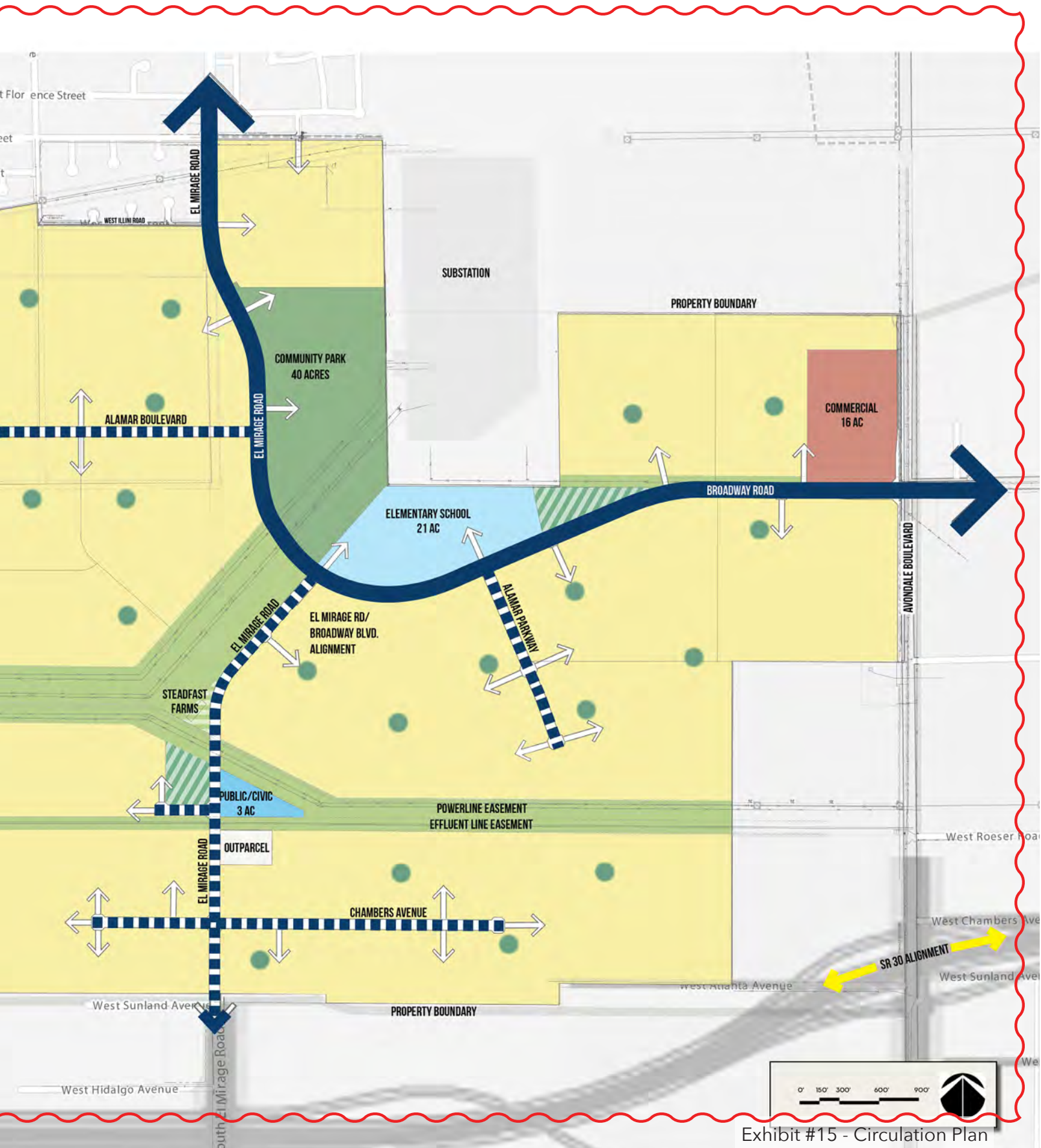
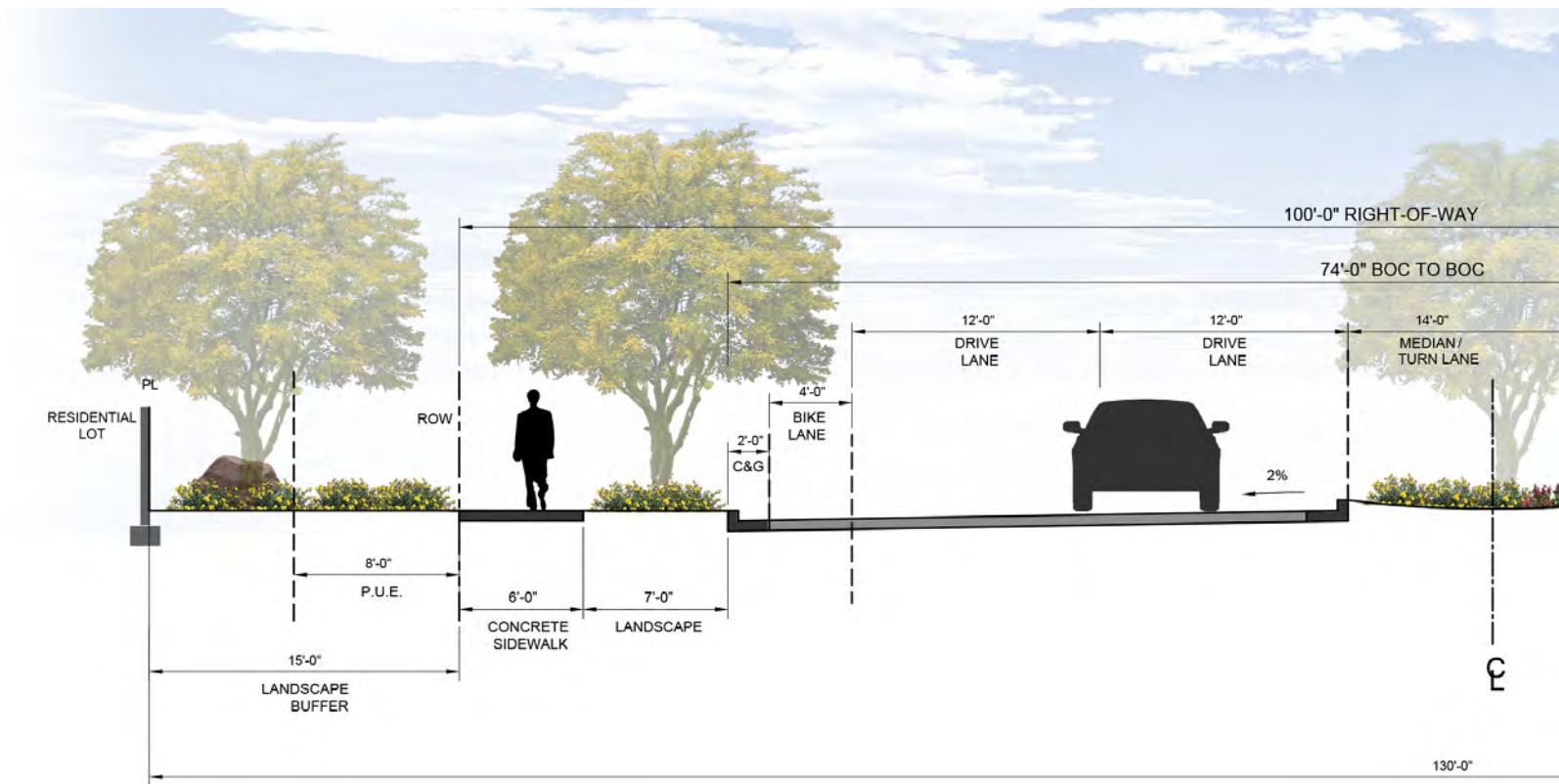


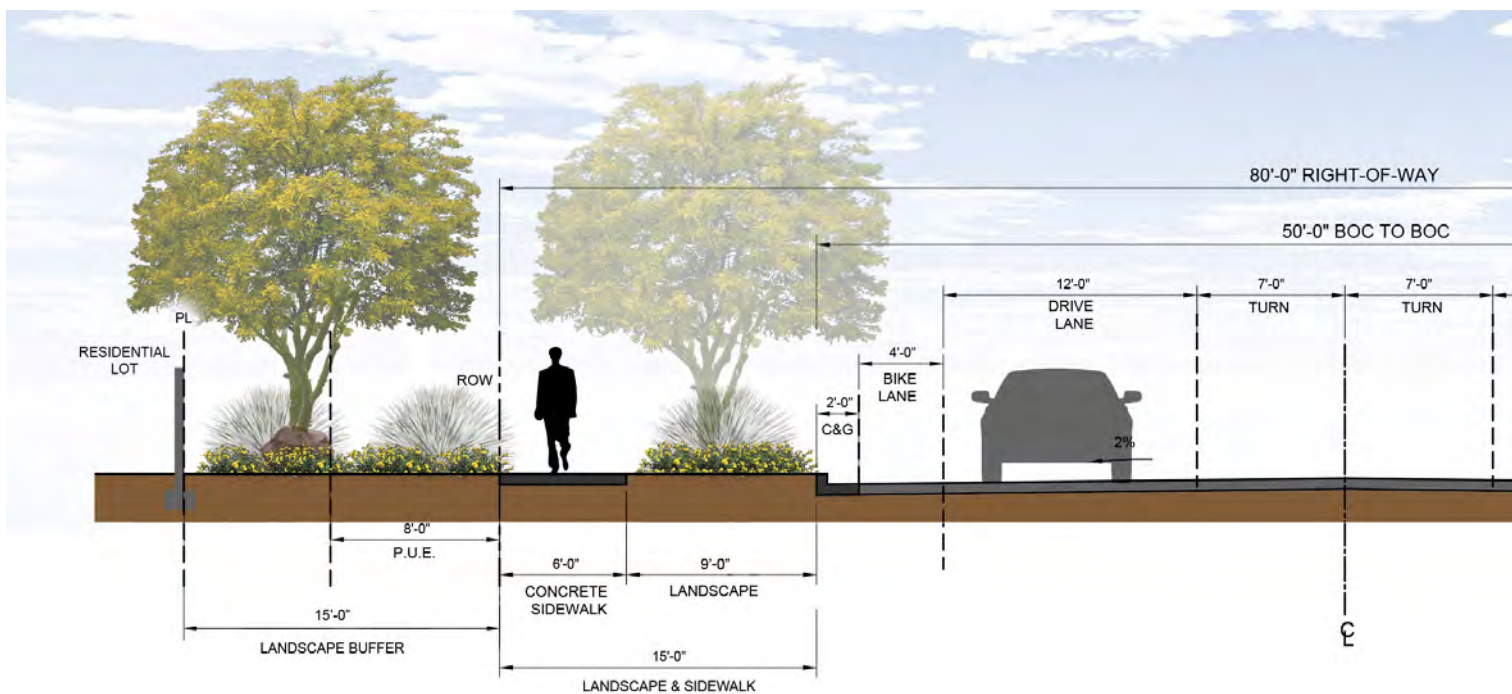
Exhibit #15 - Circulation Plan

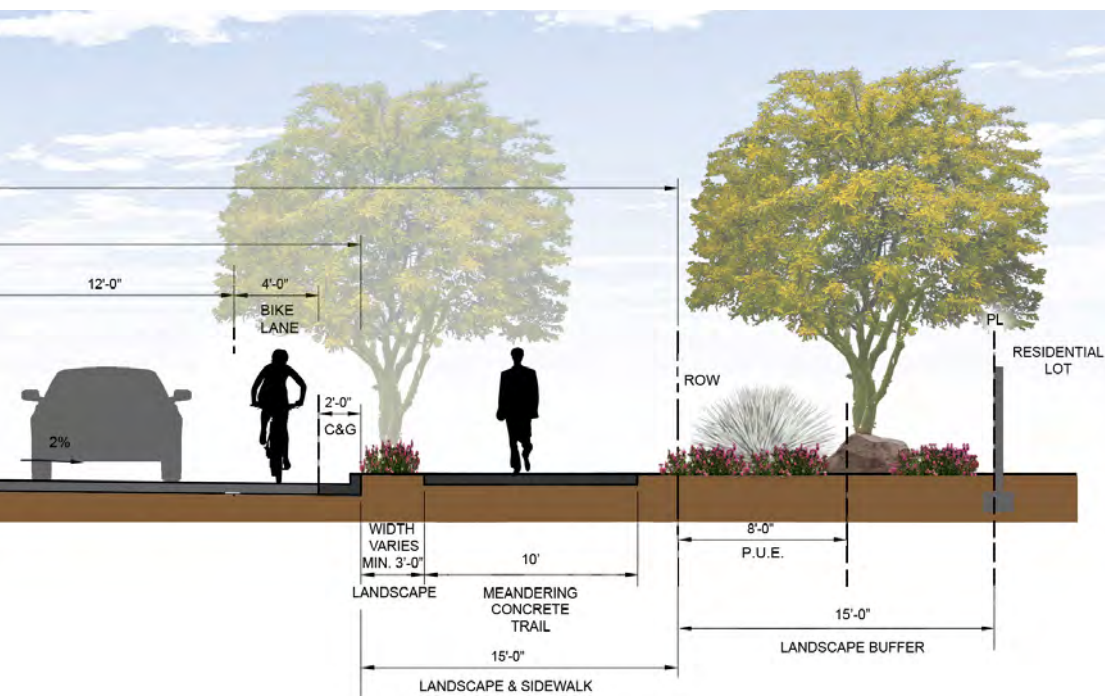
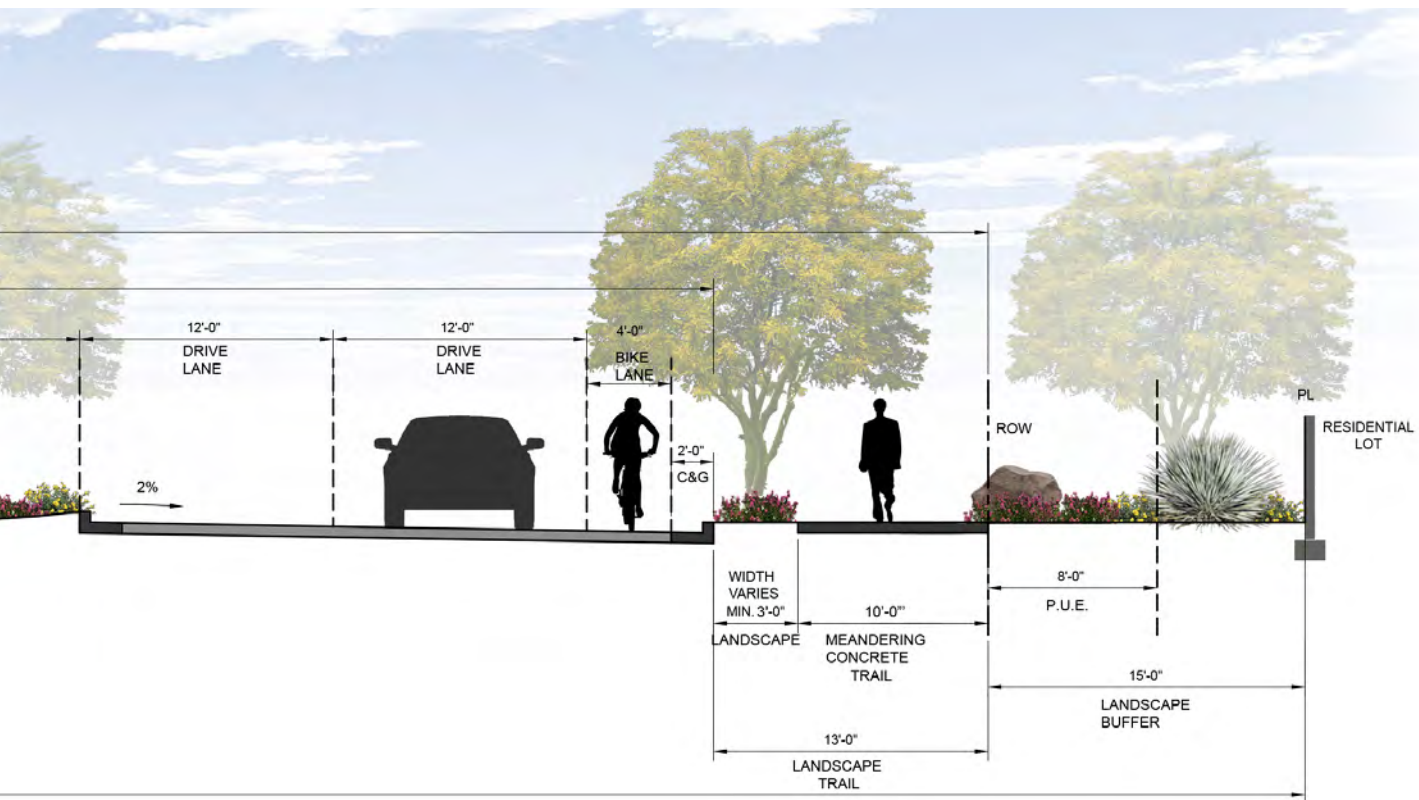
3.5.1 Street sections

The Parkway/ Major Collector (El Mirage and Broadway - 100-foot Right-of-Way)



The Greenway/ Minor Collector - 80-foot Right-of-Way)





* 10-foot wide trail will meander within P.U.E. and R.O.W

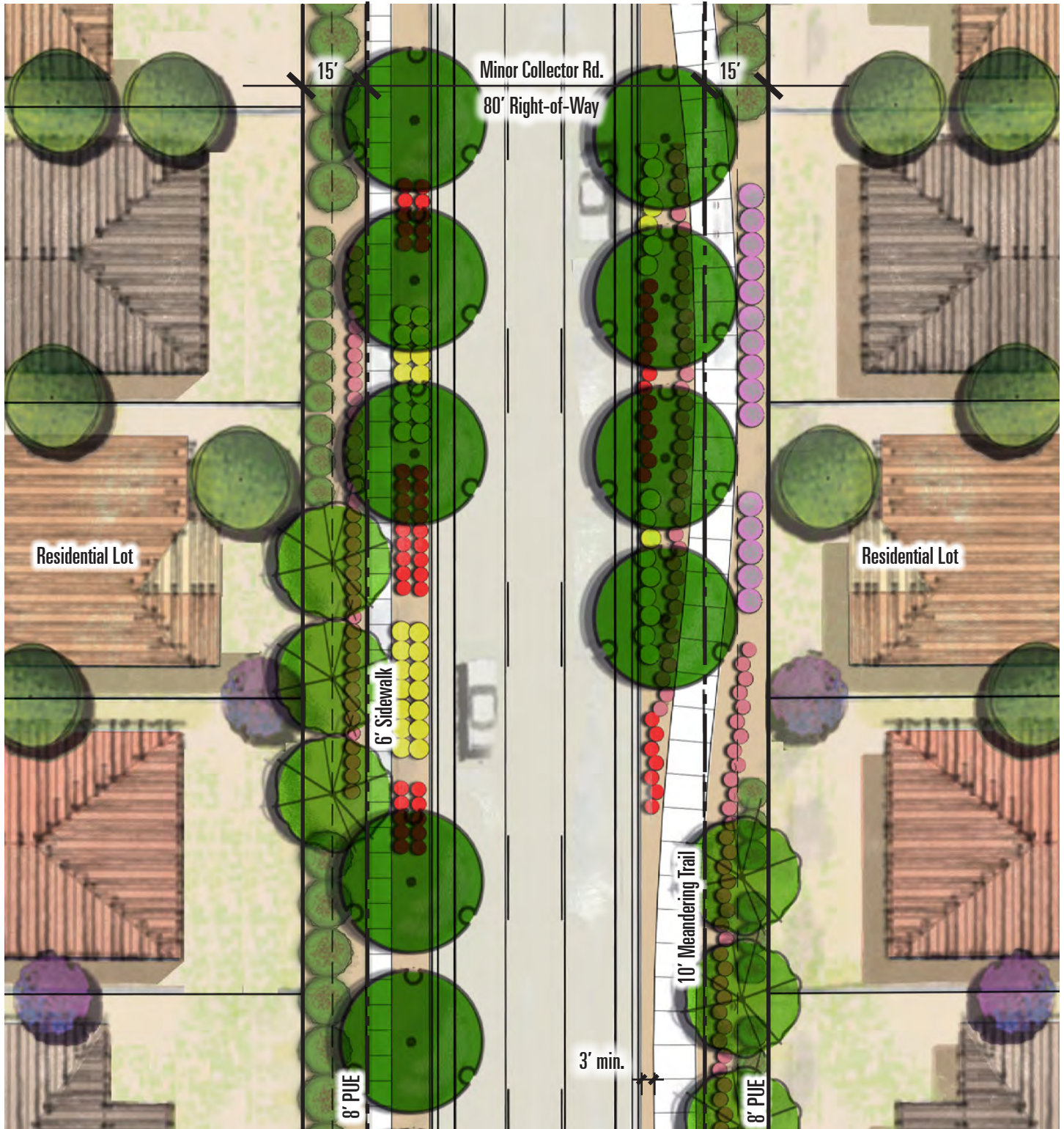
The Parkway/ Major Collector (El Mirage and Broadway - 100-foot Right-of-Way)



PLAN VIEW

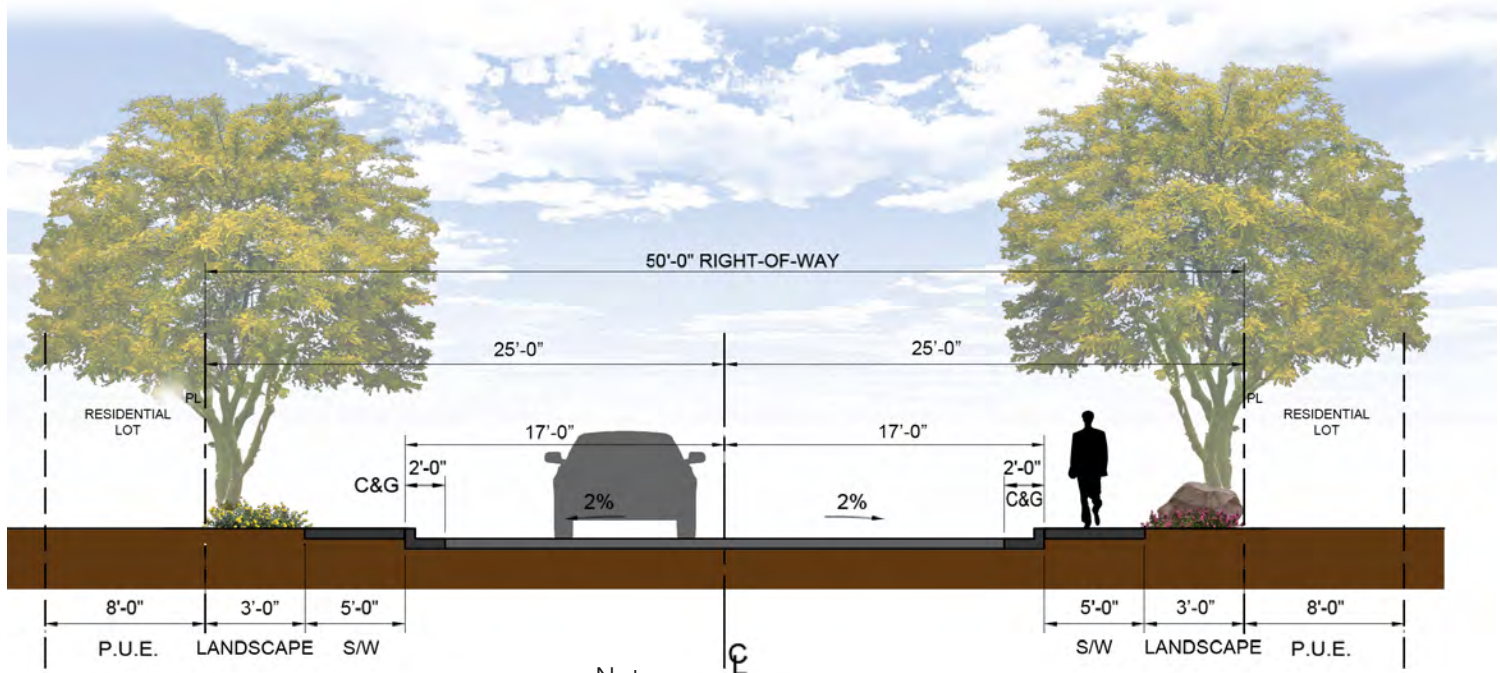
Note: Meandering Trail will allow for expanded tree planting on both sides of sidewalk. Minimum width for tree planting is 5-feet.

The Greenway/ Minor Collector - 80-foot Right-of-Way



PLAN VIEW

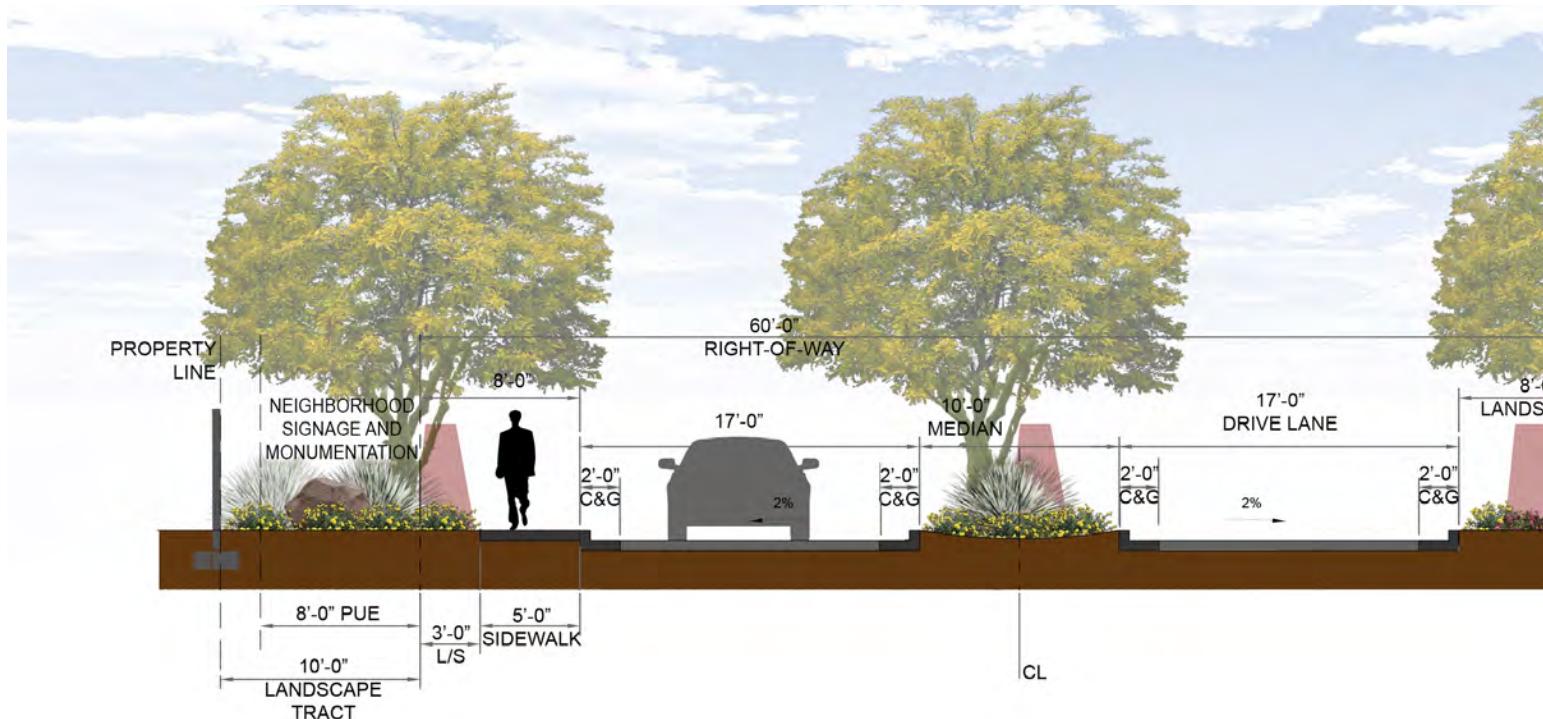
Neighborhood Street/ Modified Public Local street - 50-foot Right-of-Way



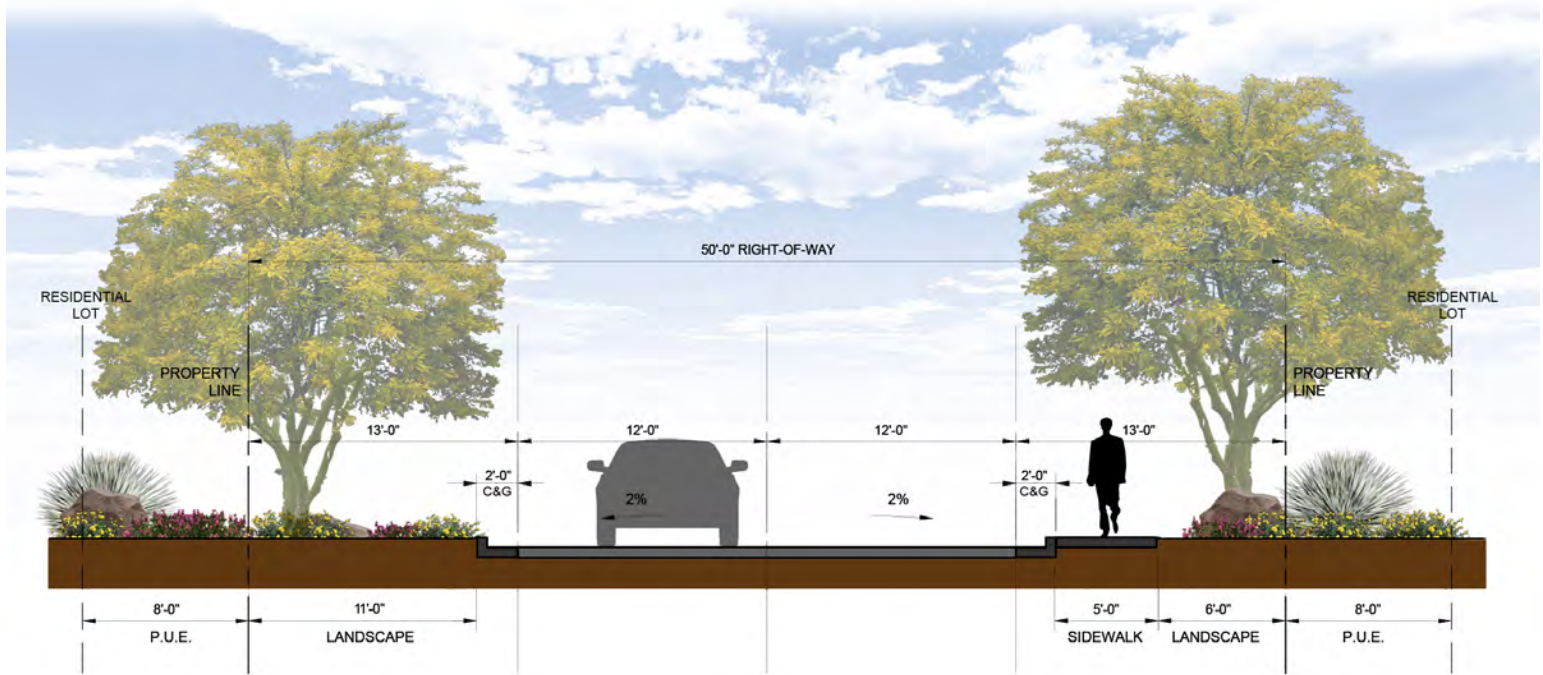
Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the PUE.

Neighborhood Entry Street - 60-foot Right-of-Way



Private Street - 50-foot Right-of-Way



Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the P.U.E.

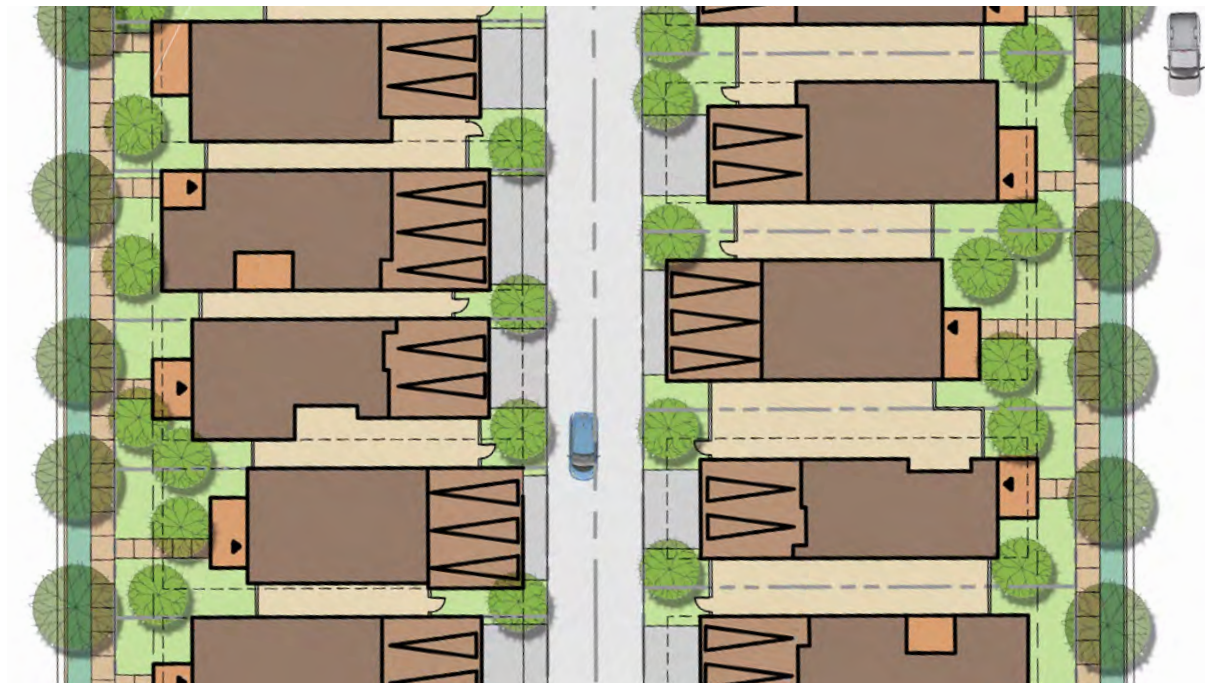
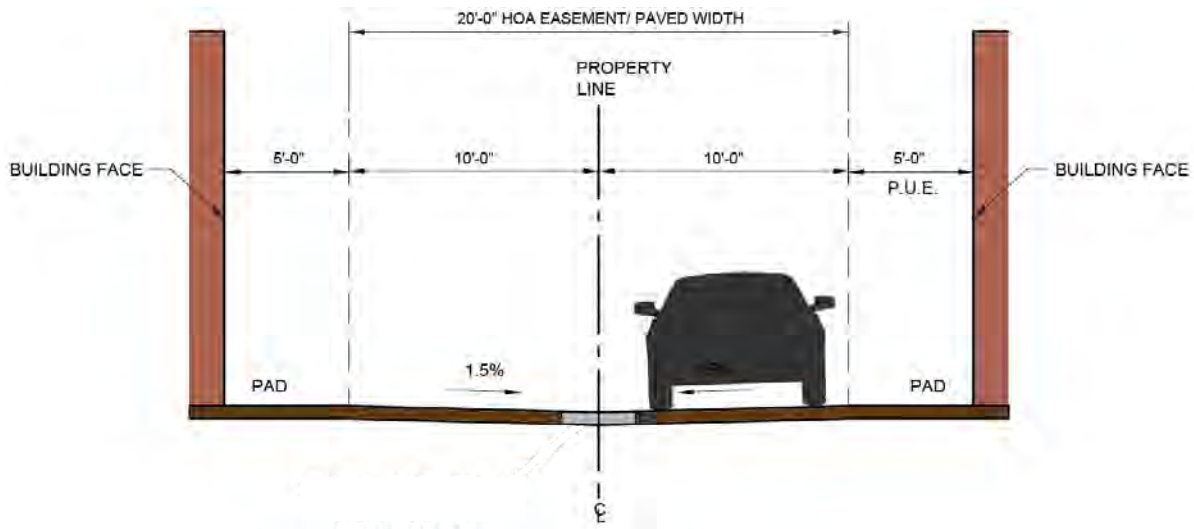


Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the P.U.E.
5. Sidewalk to be on the formative park side.

Alleys

Some residential neighborhoods in the MDR and MHDR zone may have alley access to enhance the front street elevation. The alley design consists of a 20-foot pavement for two-travel lanes. Parking in the alley will be prohibited and enforced by the H.O.A. A five foot min. P.U.E. and building setback will be located on each side of the alley.



3.6 Utilities

3.6.1 Sewer

The Master Waste Water report (under a separate cover as part of the PAD Appendix), has been prepared to meet City of Avondale's standards and requirements, and shall serve as a guide for all development associated with the planned waste water system. There is no off-site infrastructure improvements necessary to serve the proposed development. Planned on-site infrastructure includes gravity sewer lines and at least one sewer lift station.

3.6.2 Water

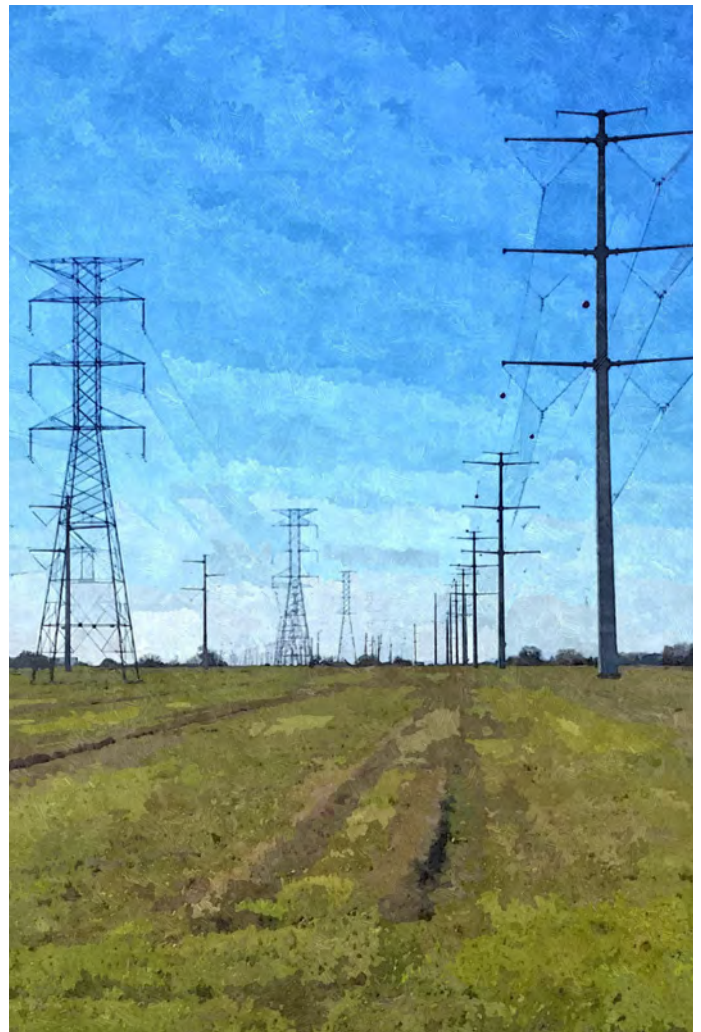
The Master Water Report (under a separate cover as part of the PAD Appendix), has been prepared in accordance with the City of Avondale's technical requirements for water distribution systems as applicable for the Alamar project. The Report presents water design demands to meet the proposed PAD at full build-out as well as each anticipated development phase.

Existing water transmission lines adjacent to the property boundaries at Avondale Boulevard, El Mirage Road and Dysart Road will be utilized for the project. All water needs will be serviced by the City's existing facilities based on existing capacity.

3.6.3 Grading and Drainage

The Master Drainage Report (under a separate cover as part of the PAD Appendix), is in accordance with the City of Avondale requirements. The Report addresses all drainage studies and reports that affect the site. It also includes hydrological analysis based on using the post-development for the proposed Land Use Development Plan. The Master Drainage Plan mitigates, intercepts and conveys off-site flows safely through the site to downstream historical outfall locations.

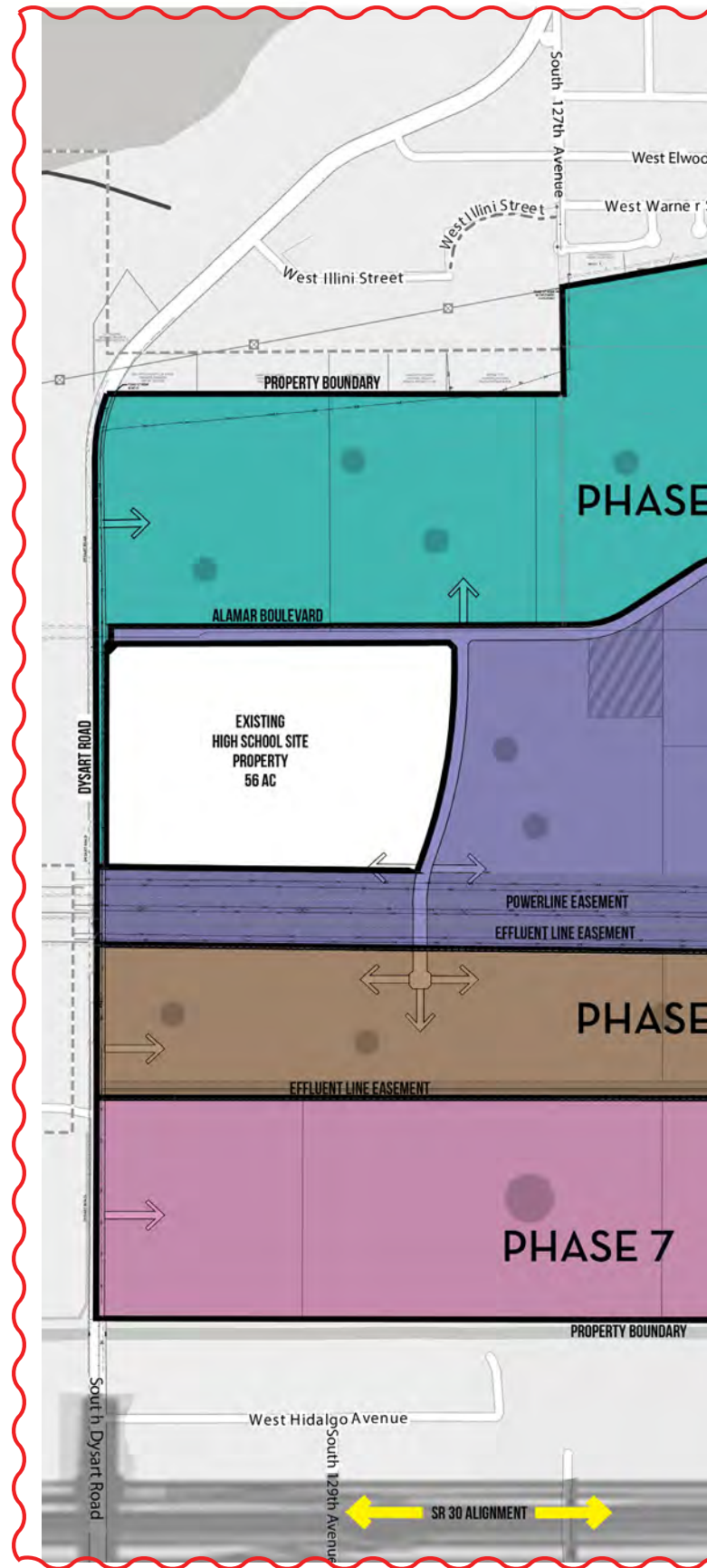
There will be a corridor set aside for the future potential Durango Regional Drainage Channel along the southern boundary of the Property. Optionality with the land planning will be necessary based on the range of future possibilities unknown at this time. In the interim period, the area will be maintained in a dust proof and weed free condition. All future planning considerations will carefully consider the DRCC. If the Durango Regional Drainage Channel does not come to fruition, the Developer may include that land area as part of residential land sales.



3.7 Phasing Plan

The Phasing Plan provides a conceptual “snapshot” of how the parcels are anticipated to be developed based on assumptions to date. The phasing plan and development of the Property is governed by many factors including grading and drainage considerations and existing infrastructure, access and transportation. The overall development sequencing will occur from east to west, starting along Avondale Boulevard. The initial phase of development will most likely occur in the southeast portion of the Property.

The provided plan is intended for reference only and may change and evolve over time based on economic factors.



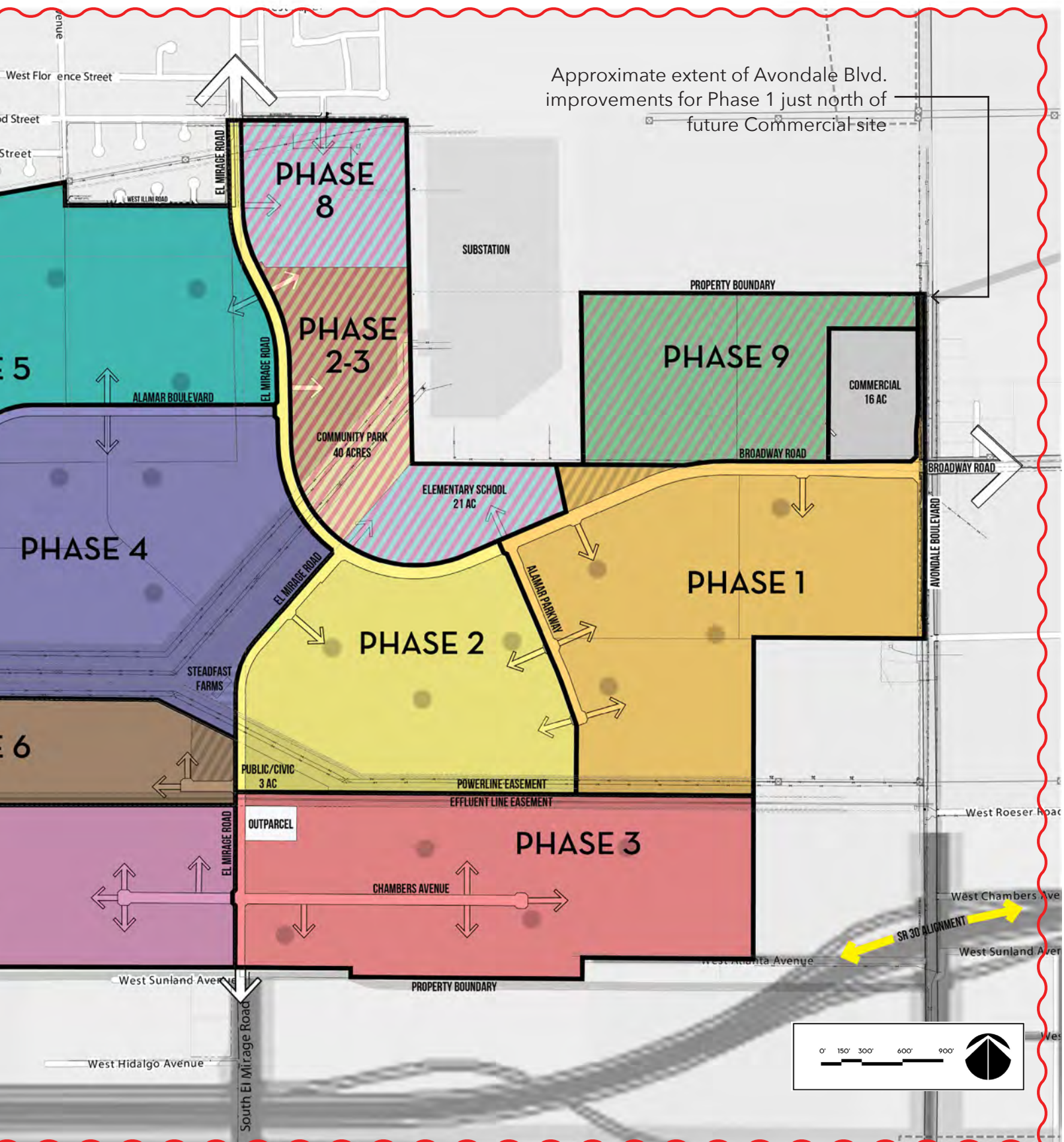


Exhibit #16 - Phasing Plan

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**SECTION 4 - PROPOSED
DEVELOPMENT STDS.**

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4. PROPOSED DEVELOPMENT STANDARDS

Alamar will utilize development standards unique to each product type and land use zone. The regulations and provisions for land uses along with the development standards contained within this PAD will take precedence over regulatory standards for land use and development within the City of Avondale Zoning Ordinance.



4.1 Residential Development Standards

The PAD allows a variety of lifestyle residential products including a mix of single family and higher density single family residences conducive to creating community and neighborhood character.

The following table shows the development standards for all Residential zones.

TABLE 4 Residential Development Standards						
ZONE	LOW DENSITY RESIDENTIAL (LDR)	MEDIUM LOW DENSITY RESIDENTIAL (MLDR) (13)	MEDIUM DENSITY RESIDENTIAL (MDR) (13)	MEDIUM HIGH DENSITY RESIDENTIAL (MHDR) (13)		HIGH DENSITY RESIDENTIAL (HDR)
Unit Type	Single Family Detached	Single Family Detached	Single Family Detached	Single Family Detached	Single Family Attached Townhome Alley loaded Zero Lot Drive Court Green Court	SF Attached (11) Multi-family (10)
Lot Size Sq. Ft (Min to Max.)	9,000 - 43,560	7,200 - 9,000 (14)	6,000 - 7,500 (14)	2,500 - 6,000	2,500	1,000
Minimum Lot Width	70 feet	60 feet	50 feet	45 feet	28 feet	28 feet
Density	1 - 2.5 du/ac	2 - 3.5 du/ac	3 - 5 du/ac	4 - 8 du/ac	4 - 8 du/ac	8 - 12 du/ac
Max. Lot Coverage	50%	56%	57%	60%	80%	45%
Min. Front Yard Setback	20 feet (1)	20 feet (1)	20 feet (1)	20 feet (1)	0 feet	25 feet
Min. Side Yard Setback	10 feet (2) (7)	5 feet (2) (5) (7)	5 feet (5) (7)	5 feet	0 feet (3)	15 feet
Min. Total both Side Yards	20 feet (8)	15 feet (12) (14)	10 feet	10 feet	0 feet	0 feet
Min. Rear Yard Setback	20 feet (4) (9)	20 feet (4) (9) (14)	15 feet (4) (9)	10 feet (9)	5 feet (6)	15 feet (6)
Max. Building Height	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)
Parking	2 off street	2 off street	2 off street	2 off street	0.5 per unit	1 per unit

See reference notes "()" on next page.

Table 4 accompanying notes:

- (1) Minimum front setback to a garage door facing a street is 20 feet. Minimum setback to a front porch is 8 feet. Minimum setback to side entry garage and living space is 10 feet.
- (2) Fireplace, bay windows and media pop-outs may encroach 2 feet into side setback. Minimum street side setback to a porch on a corner lot is 8 feet.
- (3) Product configurations with side yard use and benefit easements are allowed.
- (4) Minimum setback to rear patio cover is 10 feet.
- (5) Street side setback shall be the larger side yard setback dimension.
- (6) Property lot lines extend to the center of the alley for rear-loaded lots with garage access of a rear alley. A 15-foot rear setback is then measured from the property line.
- (7) When a landscape tract with a minimum width of 10 feet is incorporated between the side of a lot and adjacent street right-of-way, the minimum side yard setback can be used between the home and side yard property line.
- (8) 15-foot total side yard setback (5-foot min.) allowed for 70-foot wide lots.
- (9) Detached Accessory Buildings shall conform with City of Avondale Zoning Code.
- (10) Multi-family development standards in HDR category per City's Multi-family Design Manual and Zoning Ordinance.
- (11) SF Attached within the HDR Zone shall comply with the development standards in the SF Attached - MHDR Zone.
- (12) On development Phases 1, 2, and 3 a 10-foot total side yard setbacks (5-foot minimum) will be allowed for 60 foot wide lots (13-foot total side yard setbacks will be allowed for 60 foot wide lots for Phase 4 and beyond.) Standard lot widths greater than 60 feet (i.e. 61 feet and greater) will revert to the requirements of a 15-foot total side yard setback. At the time of Pre-plat, Developer will provide an overall layout/ diagram of grouped residential zones to ensure lot size and product continuity. ROW clips, chamfered corners shall not impact standard lot sizes grouped together.
- (13) Neighborhoods geared for and oriented to age qualified buyers will be allowed.
- (14) On development Phase 7 the following modifications will be allowed. A 10-foot total side yard setbacks (5 foot minimum) will be allowed for 60 foot wide lots. Minimum 6,300 square foot lot size will be allowed for 60 foot wide lots. Minimum 15 foot rear setback will be allowed for 60 foot wide lots. Minimum 5,250 square foot lot size will be allowed for 50 foot wide lots.

4.2 Commercial Development Standards

TABLE 5 C1- Neighborhood Commercial Development Standards	
ZONE	Commercial (C-1)
Minimum Lot Width	None
Minimum Site Depth	None
Lot Coverage	None
Max. Building Height	30 feet (3)
Front Yard Setback	20 feet
Side Yard Setback	15 feet (1)
Rear Yard Setback	20 feet (1)
Parking	Per Zoning Ordinance (2)

(1) Setback from residential use or district: 50 feet .

(2) Commercial parking requirements per Zoning Ordinance. Parking setback from residential use or district: 25 feet.

(3) Special Architectural features including towers, cupolas, spires, clerestory windows, etc have max. height of 35 feet.

All landscaping in the C-1 Zone shall be in accordance with Section 12 of the COA Zoning Ordinance. The development of the site shall be in accordance with the Design Review Manual.

4.3 Steadfast Farm Development Standards

TABLE 6 Steadfast Farm Development Standards	
ZONE	Steadfast Farm Site
Minimum Lot Width	None
Minimum Site Depth	None
Lot Coverage	None
Max. Building Height	30 feet
Front Yard Setback	None
Side Yard Setback	15 <u>10</u> feet (1)
Rear Yard Setback	20 <u>10</u> feet (1)
Parking	Per Zoning Ordinance (2)

(1) Setback from residential use or district: 50 feet.

(2) Parking requirements shall be in accordance with Commercial parking requirements per Zoning Ordinance.

All landscaping in the Heritage Steadfast Farm Site Zone shall be in accordance with Section 12 of the COA Zoning Ordinance this PAD document.

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SECTION 5 - DESIGN GUIDELINES

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5. DESIGN GUIDELINES

5.1 Purpose and Overview

The following information and specific criteria establishes the aspiration for the overall visual character and associated quality for the new community. These guidelines address the basis of expectation for site planning, architecture and landscape architecture as it relates to the integration and orchestration of neighborhoods within the overall comprehensive master planned community. These criteria shall supersede in their entirety the City's Residential Design Manual and those aspects of the Subdivision Ordinance related to Architectural Design. The identified design criteria for each aspect of the residential design guidelines will help to ensure achievement of the goals and objectives established herein.

Brookfield Residential will utilize these PAD related design guidelines as the basis for preparing a set of builder specific design guidelines that will add another layer of detail to help ensure high quality development moving forward.

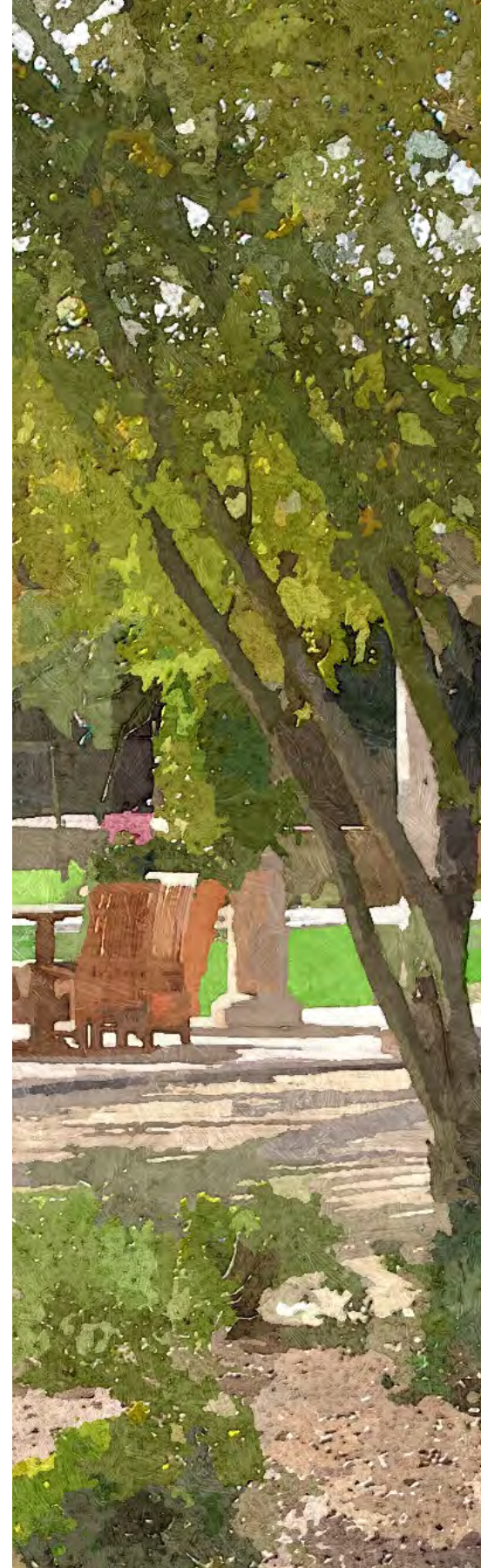
The primary goals of these guidelines are to:

- Encourage creative and flexible site planning solutions that foster safe, attractive and community oriented neighborhoods.
- Establish a palette for architectural design that aligns with the overall vision of the community and ensures a richness of styles, character and variety.
- Incorporate an integrated landscape strategy for the overall community that reinforces the importance of the street scene within the context of residential building fabric.

Key objectives that will be the overarching basis of all design initiatives necessary to achieve the stated goals will include the following:

Site Planning and Design

- o The design of roads, trails, open space features, community amenities and orchestrated neighborhoods shall be crafted in an overall **comprehensive nature** to reinforce the sense of community engagement and identity.
- o Neighborhoods shall be carefully positioned around formative parks and associated open space elements to help **foster** social engagement and a special sense of place.
- o Rather than a simple series of block forms repeated over and over, residential blocks shall be organized in more interesting (and different) shapes, sizes and orientations that help to create for **a more varied and visually interesting street scene**.
- o Each grouping of neighborhoods shall provide a clear **sense of connectivity** to community features, amenities and the trail network.
- o Neighborhood blocks, associated lots and homes will be **oriented for maximum solar exposure** on west facing roof pitches, which can accommodate the opportunity for solar equipment.



Site Planning and Design Prescriptive Summary Data:

1. Street fronting side loaded lots will be accompanied by a 10-foot minimum landscape tract.
2. Walkways within grouping of neighborhoods should provide at least three pedestrian connections to adjacent perimeter pathways (trails).
3. No two identical home elevations shall be placed side-by-side or directly across the street from each other. Same floor plans may be plotted on the adjacent lot provided a different elevation is incorporated. No more than two of the same plan, regardless of the elevation, should be plotted next to each other.
4. A minimum of 3-foot variation (measured from the most forward livable space) will be required to the front of the home in order to ensure the placement of each home is different from the next.
5. A single plan may not be sited on more than 50 percent of the lots on a builder parcel.
6. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations should be used on each side of every block.
7. To ensure the variety of color schemes diversity desired along a street scene, same color schemes cannot be plotted adjacent to one another.
8. Garage doors shall be recessed from the adjacent façade at least 8-inches.
9. Driveways less than 30 feet in length may be a maximum of 18 feet wide.
10. A minimum of 6 feet is required between adjacent detached residential driveways
11. On corner lots, garages and associated driveways should be located on the side of the lot (assuming front street/ not side street) furthest from the corner.
12. Driveway pullouts for additional parking or for access to rear yards are prohibited.
13. Front walks should be a minimum of 3 feet wide and no more than 5 feet wide.
14. Avoid the placement of lots centered on "T" intersections and avoid driveways opposite of "T" intersections.
15. Avoid acute angles where rear lot lines and side lot lines meet.
16. Cul-de-sacs shall not terminate on blank walls or narrow landscape areas.
17. Design neighborhoods so that no more than eight lots are placed in a row backing onto a collector street before there is a change in the lot pattern, streetscape, or wall variation.
18. Where a local street accesses Dysart Road, it shall have a minimum of 600 feet roadway length with no residential frontage.
19. Major collector road shall have a center median.
20. The Parkway and Greenway shall have curb separated sidewalks (the Parkway trail and the Greenway trails shall be meandering).
21. Trails shall be concrete except the South End trail which will be stabilized decomposed granite.
22. Theme walls to be constructed with: block, brick, stone, stucco finish or other approved materials.
23. Street fronting side loaded lots shall be limited to no more than 3 full blocks.

Architecture

- o The strategic location and mix of lot sizes (and associated range of home designs) integrated throughout the neighborhoods shall reinforce the desired **unique character of the community**.
- o Home designs shall express a **sense of variation** as part of the overall street scene based on specific requirements associated with placement, color palette, style and detailing.
- o **Garage dominant street scenes shall be minimized** by providing the following:
 - Home design variation
 - Varied setback
 - Color
 - Street trees
 - Minimal garage impact
 - Home elevations and styles



Architecture Prescriptive Summary Data:

1. Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.
2. Windows should be a minimum of 18 inches from any exterior corner of the building mass.
3. Oversized or undersized shutters will not be permitted.
4. Shutters should have a minimum 1-inch thickness.
5. Roof materials should include a variety of colors and textures (minimum of 3 materials and 3 colors to reinforce visual diversity.) Asphalt shingles will not be permitted.
6. Roof mounted mechanical equipment is not permitted, except for solar equipment.
7. Dormer roof vents are not allowed
8. Perimeter chain link fences will not be allowed in the community.
9. Walls connecting two buildings at the front of a lot (generally parallel to the front street) should be set back a minimum of 5 feet from the front face of the adjoining home.
10. Walls alongside yards/ side street conditions, should be set back at least 5 feet from the front elevation of the home and no closer than 18 inches from a window or "pop out" element.
11. Natural wood is not durable in the desert condition and is not permitted as a primary exterior façade, wall or fence material.
12. View fences should be integrated into the overall layout of community walls and include options for the following scenarios (fence (in feet) and wall (in feet); "1 over 5", "2 over 4", "3 over 3", "4 over 2", and "5 over 1".
13. Side yard access single gates should not exceed 5 feet in width. Double gates will be allowed and should be designed and treated to blend with the home color and adjacent walls.
14. Four approved architectural styles are identified as:
 - Spanish Colonial
 - Territorial Ranch
 - Craftsman/ Bungalow
 - Traditional Southwest

As the Alamar community proceeds, additional architectural styles may be considered to create a more diverse mix of product types.
15. Garages with a minimum 8" recessed from the facade and no white garage doors.
16. Outdoor lighting at home entries is required.
17. All residential site lighting shall provide shielded light source.
18. Spot lights, flood lights are prohibited.
19. Articulated columns shall be a minimum of 8"x8".
20. No more than two predominant facade treatments on any one building.
21. Manufactured masonry veneer shall be incorporated in a manner that terminates at an internal corner.
22. Homes shall include four-sided architecture elements.

Landscape Treatment

- o Street trees shall be organized in a manner that **reflects the overall design of the community** and include a variety of species and treatments in order to reinforce the unique setting.
- o Street trees shall be a major focus of the street scene to **complement residential building forms**.
- o Landscape treatment of open space and parks shall **reinforce the overall design character** and theming of the community and neighborhoods.



Landscape Treatment Prescriptive Summary Data:

1. All plant material shall be low water use.
2. No off-site detention shall be included in any formative park.
3. Backflow prevention devices shall be screened and carefully placed throughout the development.
4. The plant palette shall be based on the list provided within this PAD document.
5. Front yard landscape requirements shall be per Table 7 - Front Yard Landscape Requirements within this PAD document.
6. Trees, shrubs and groundcover spacing and coverage shall be per the threshold identified within this PAD document.

5.2 Site Planning and Design

Overview

The goal for the site planning associated with community and neighborhood development shall focus on all opportunities that reinforce the ability to create unique and distinctive environments. The careful design integration of the street system, the open space and park system, the trail network and the layout of the neighborhoods provides the greatest tools to ensure an attractive and inviting setting. At the same time, all site planning and site design recommendations shall take special care to focus on the relationship between residential privacy needs with the aspirations and opportunities for community engagement. All site planning recommendations shall have at its basis the need for safe, convenient and functional environments.



Street Scene

While the following architectural section of these guidelines shall address style, features and conditions of the 3-dimensional built form based on the individual home design, the street scene is made up of the collection of homes as well as several key other considerations. The following five key components address the key criteria necessary to ensure a successful street scene (one that has visual variety vs. the typical suburban setting that is dominated by sameness).

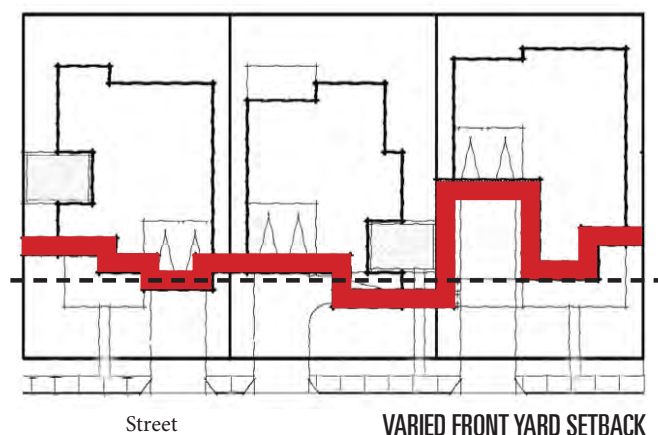
- Home design variation from house to house
- Varied front yard setbacks
- Robust palette of home colors
- Generous street tree program
- Minimizing garage dominant home elevations

A. Home design variation from house to house

For each builder home series associated with a specific neighborhood, a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options will be required. No two identical elevations shall be placed side-by-side or directly across the street from each other. The variety of house models and elevations will be carefully placed to limit repetition and ensure variety. When possible, this will also be done with the careful placement of one and two-story homes to reinforce interesting street scene massing. Developer will coordinate with builder partners to encourage variety in roof forms/ lines related to the adjacent housing product as well as product across the street.

B. Varied front yard setbacks

A minimum of 3-foot variation (measured from the most forward livable space of the home) will be required to the front of the home (assumed 20 feet to face of garage) in order to ensure the placement of each home is different from the next. In addition, livable space and side loaded garages shall be allowed a front yard set back of 10-foot and non-conditioned/ open porches shall have setbacks up to 8 feet. Together, these parameters will encourage the opportunity to create varied setbacks for the range of home designs- thus making the street scene more interesting and attractive.



C. Robust palette of home colors

Unlike subdivisions of the past in the Phoenix valley that were most typically a monotone shade of beige, the goal here is to introduce a variety of color options that are more in-line with the overall theme and brand for the community. A minimum of six color schemes shall be required for each set of builder floor plans and associated elevations.

The proposed color inspirations will take clues from natural context of the land, river valley and adjacent mountains as well as the historic contexts of the surrounding properties.

INSPIRATIONAL



MOUNTAIN



RIVER



LAND

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ALAMAR PLANNED AREA DEVELOPMENT AMENDMENT



D. Generous street tree program

Trees can make the biggest impact on the street scene. Street tree species selection, size, spacing and location will be carefully incorporated into each block to maximize the value of this landscape treatment.

The Landscape and Open Space section of the Design Guidelines includes detailed requirements for front yard landscape treatments that will ensure the desired visual outcome for Alamar neighborhood street scenes. These requirements include the quantity, placement and orientation of trees in front of the home and along the street edge. Trees will provide shade, help screen garage doors and bring added color and character to the neighborhoods.



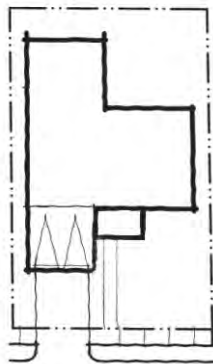


E. Minimizing garage dominant home elevations

Garages shall be designed to blend with the character of the home. Colors should not be white and typically work best if they are a similar shade to the base home color or a little darker complementary color. Garage doors shall be recessed from the adjacent façade at least 8 inches. Special complementary features such as light sconces, iron work accents, medallions, corbels, molding and or accent header boards may be incorporated. At least one accent tree shall be placed in close proximity to the garage and driveway to provide additional visual interest. Developer shall have the builder partners offer enhanced driveway materials that could include: concrete unit pavers, integral color concrete, stained concrete, salt finish concrete, etc. Additionally, Developer and builder partners shall utilize driveway pavers on a minimum of one model home driveway within a model home complex.

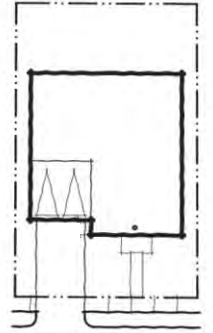
FRONT FORWARD

- FRONT FORWARD GARAGE
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED 8 INCHES



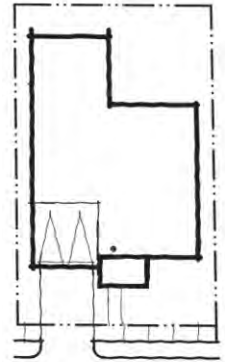
SHALLOW-RECESSED

- RECESSED FROM FRONT LIVING AREA OR FROM A FRONT PORCH
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES



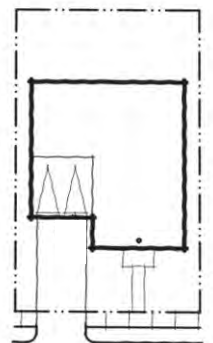
PORCHSIDE

- RECESSED GARAGE FROM FRONT OPEN COVERED PORCH
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES



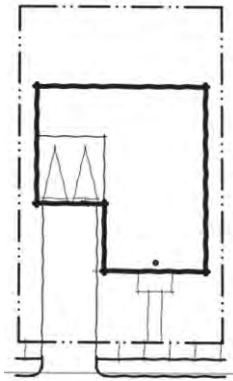
MID-RECESSED

- RECESSED FROM FRONT LIVING AREA
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

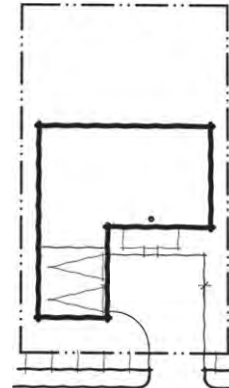


DEEP RECESSED

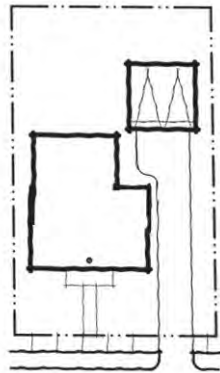
- RECESSED AT FROM FRONT LIVING AREA
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

**SWING-IN**

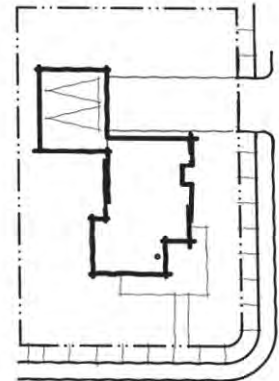
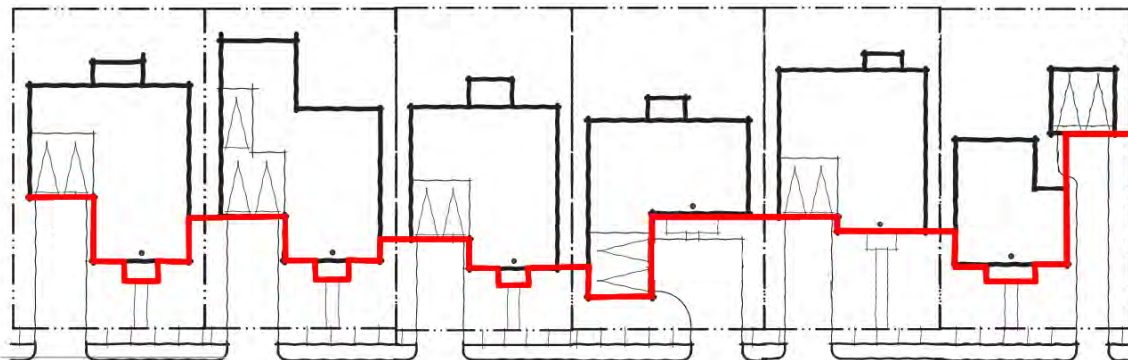
- STREET-FACING WALLS SHALL HAVE THE SAME ARCHITECTURAL TREATMENT AS THE FRONT ELEVATION
- INCLUDE AT LEAST ONE STREET-FACING WINDOW
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- BACK-UP SPACE IS REQUIRED
- GARAGE DOOR(S) SHALL BE RECESSED MINIMUM OF 8 INCHES

**DETACHED REAR YARD**

- THE GARAGE SHALL HAVE THE SAME ARCHITECTURAL DESIGN AND ROOF STYLE AS THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

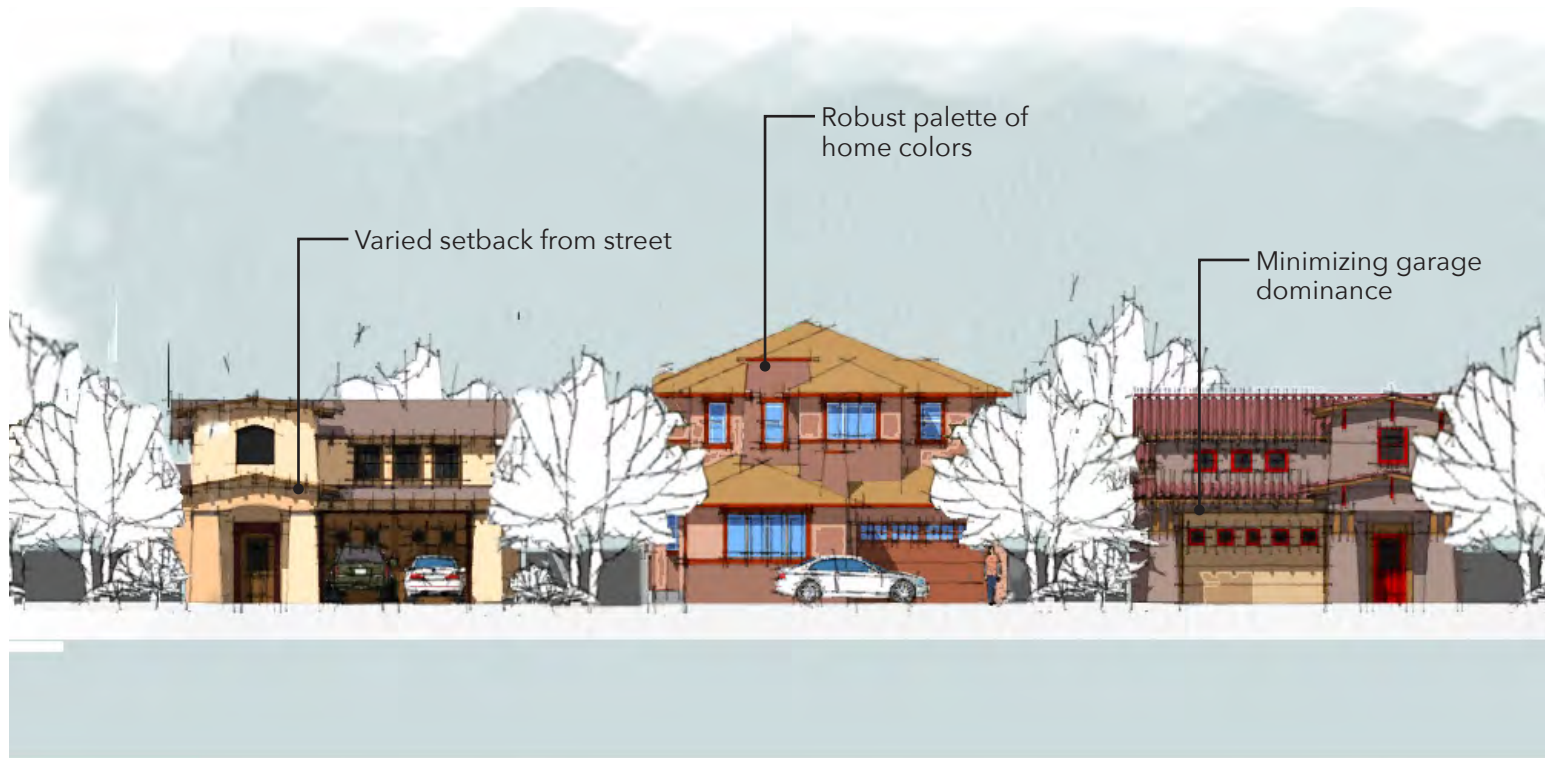
**SIDE-ENTRY**

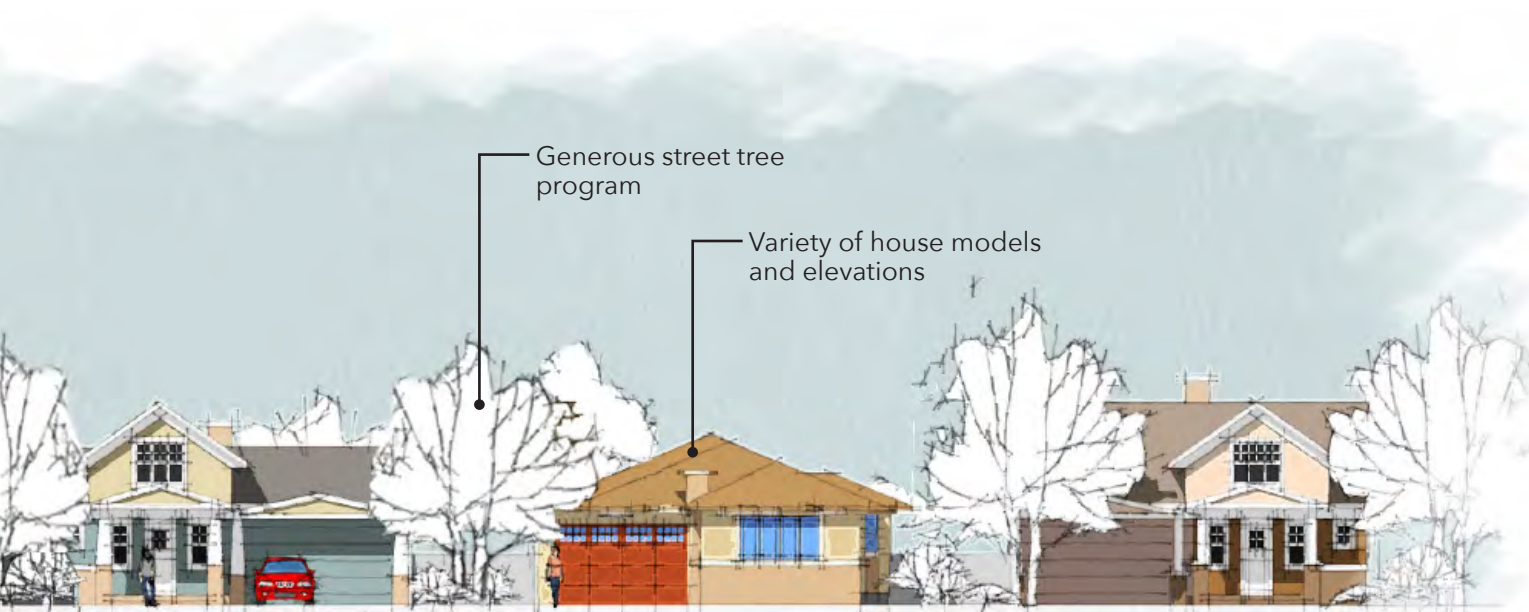
- ALLOWS GARAGE ORIENTATION FLEXIBILITY FOR CORNER LOTS
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

**GARAGE PLACEMENT COMPOSITION**

E. Street Scene

Together, these five components (home design variation from house to house, varied front yard setbacks, robust palette of home colors, generous street tree program and minimizing garage dominant home elevations), along with the actual design of each residence, will result in a very attractive and vibrant street scene. The following illustrations of two contrasting street scenes provide a visual guide to our intended outcome based on the associated design criteria identified.





ALAMAR STREET SCENE



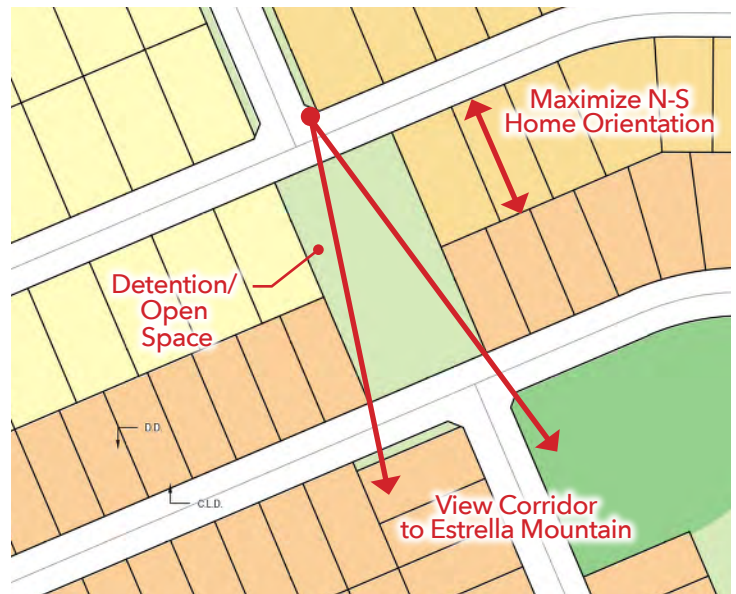
TYPICAL SUBURBAN SPRAWL

Design Criteria

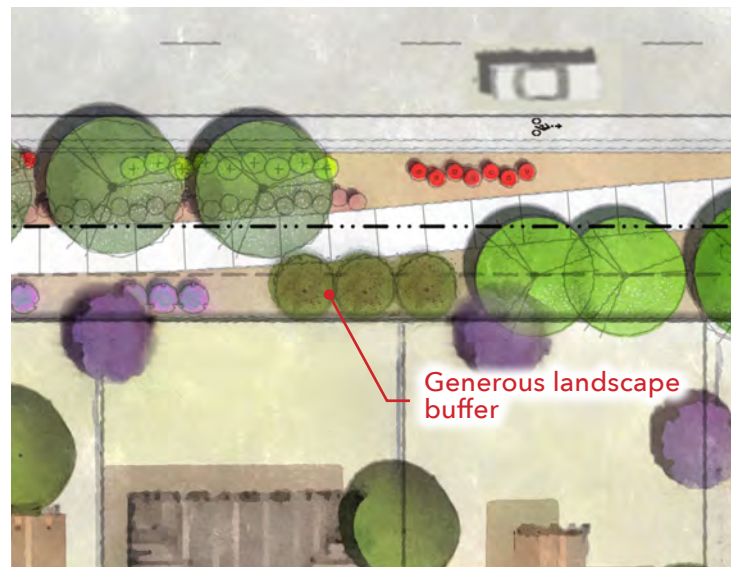
1. Include creative (and smaller) block and street layout patterns that encourage opportunities for visual diversity and special place making.
2. Residential block length shall not exceed 1,000' to a 3-way intersection (measured along the centerline of street and between intersecting street centerlines) or to the point of curvature at the centerline of the roadway design.



3. Streets, blocks and home orientation shall consider both solar orientation as well as special views to the Estrella Mountains.



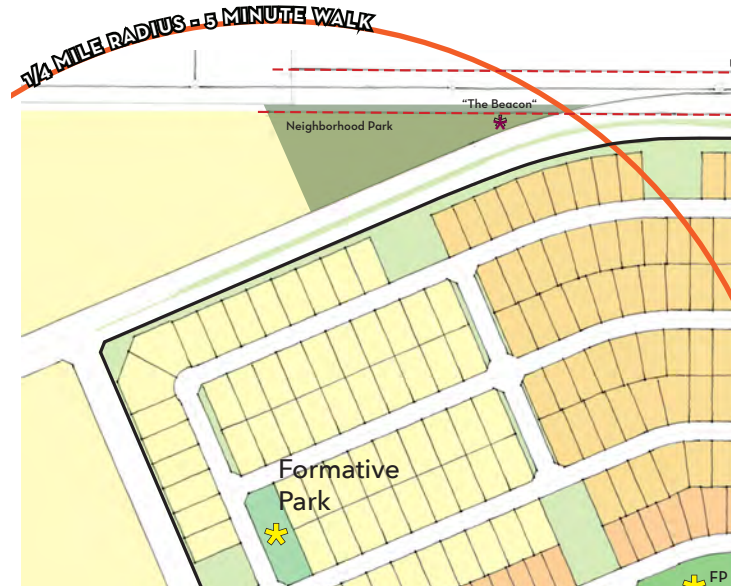
4. Special care shall be given to homes that back up to arterial roads and collector roads. Generous medians with landscaping and earth berms shall soften the visual character.



- Open space for formative parks and or open space for detention should be placed to maximize use, exposure for residents, and opportunities for community engagement through: proximity, ease of access, special programming and unique features.



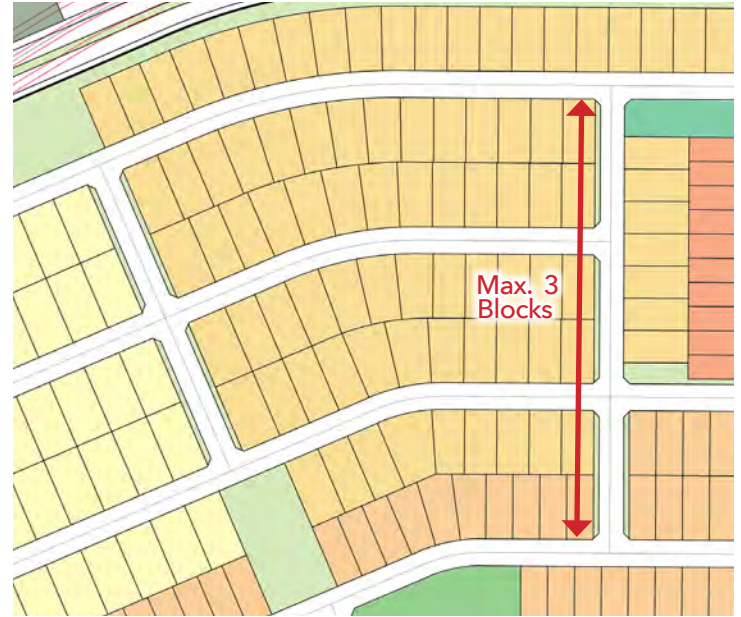
- Formative parks to be strategically located throughout cluster of neighborhoods to provide a special sense of place for residents.



- Strategic lotting techniques shall be utilized along utility line corridors to limit direct visual impacts with vertical pylons.



8. Street fronting side loaded lots shall be limited to no more than three full blocks.



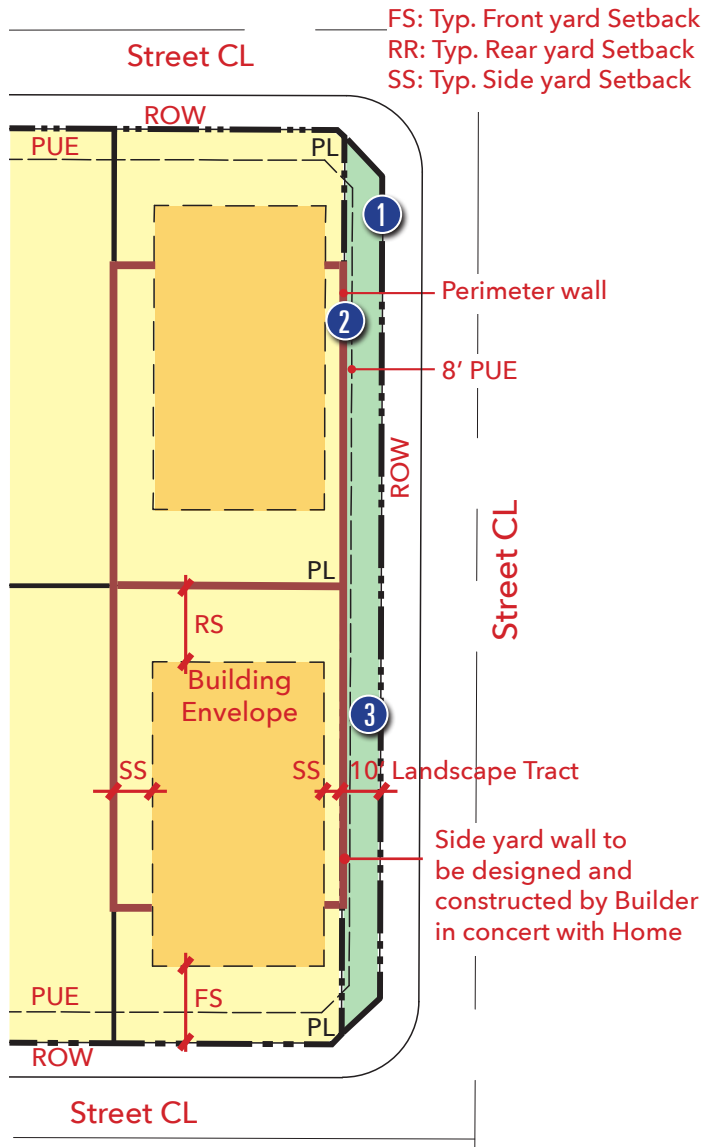
9. Theme walls and perimeter property walls shall be designed within the visual context of the community and specific neighborhood. Perimeter and side yard walls will be encouraged to be designed with view fencing to limit the appearance of solid screen walls. Construct walls with materials such as block, brick, stone, stucco finish or other approved masonry.



10. Special care shall be provided for the design of community and neighborhood entries to integrate landscape, signage and monumentation. Neighborhood entrances are envisioned to be much more subtle in nature.



11. Street fronting side loaded lots will be accompanied by a 10-foot minimum landscape tract.



- 1 10-foot Landscape tract from ROW
- 2 Perimeter wall to be designed and constructed in concert with Home (color and appropriate returns)
- 3 Landscape maintenance: HOA to maintain landscape tract

12. Utility boxes and mechanical equipment shall be screened appropriately.



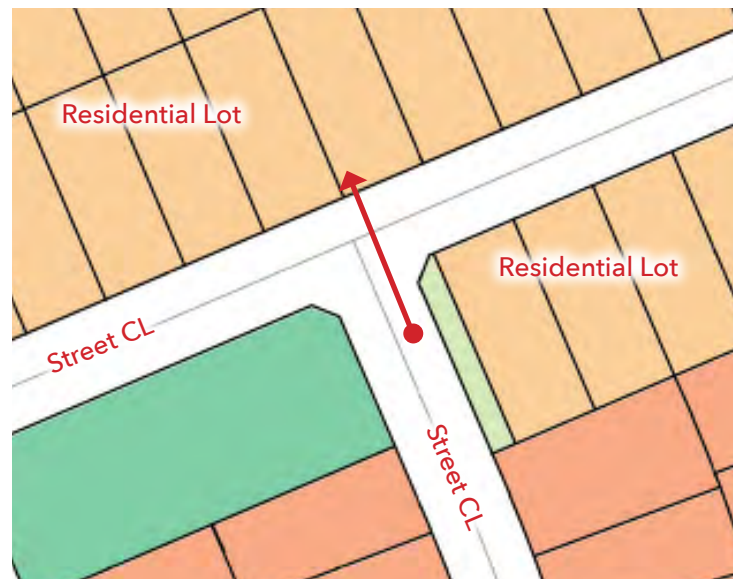
13. Mailbox facilities shall be strategically located for convenience within neighborhood areas and shall visually complement the overall community theming and branding through the use of colors, materials and forms.



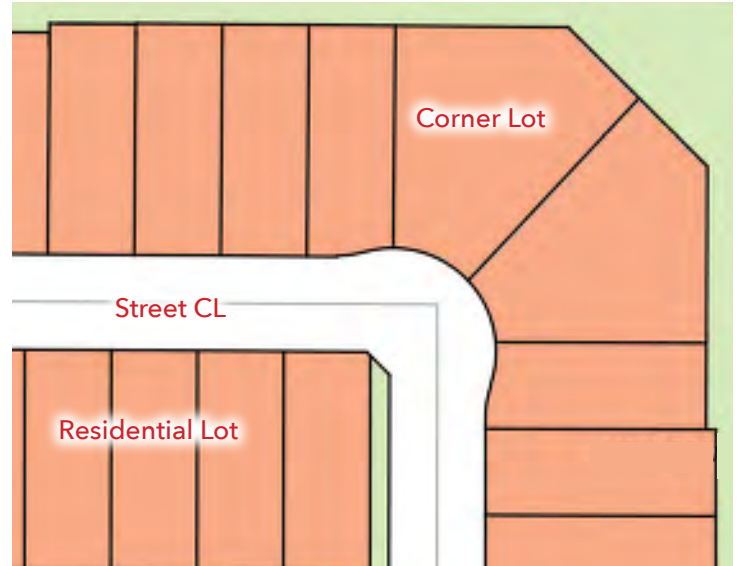
14. Specialty street signs will be incorporated along the Parkway and Greenway.



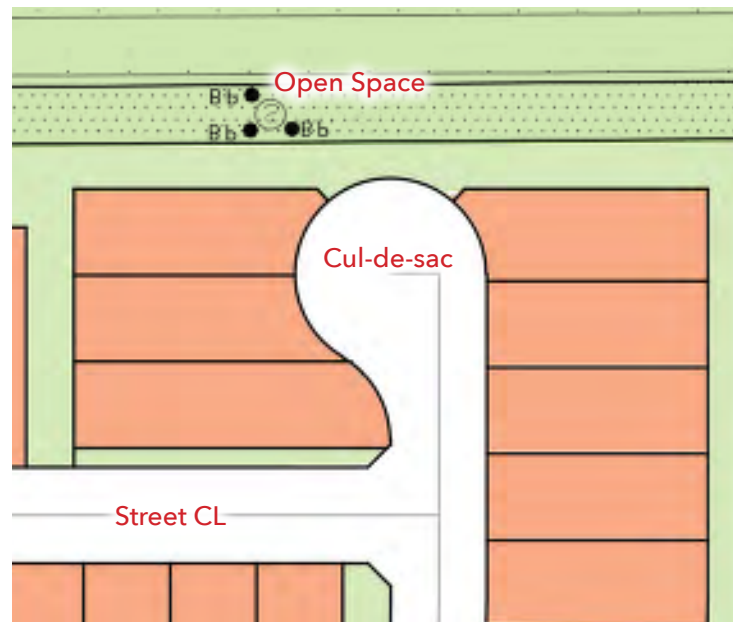
15. Avoid the placement of lots centered on "T" intersections and avoid driveways opposite of the "T" intersection drive lane.



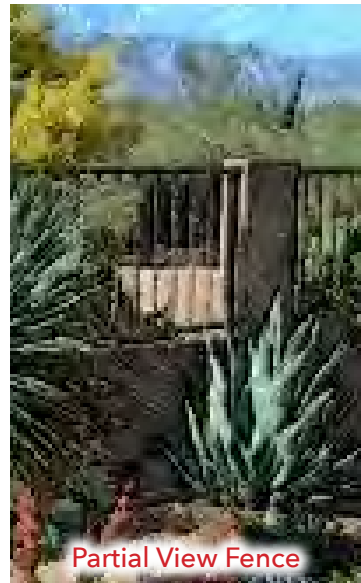
16. Avoid acute angles where rear lot lines and side lot lines meet.



17. Cul-de-sacs shall not terminate on blank walls or narrow landscape areas.



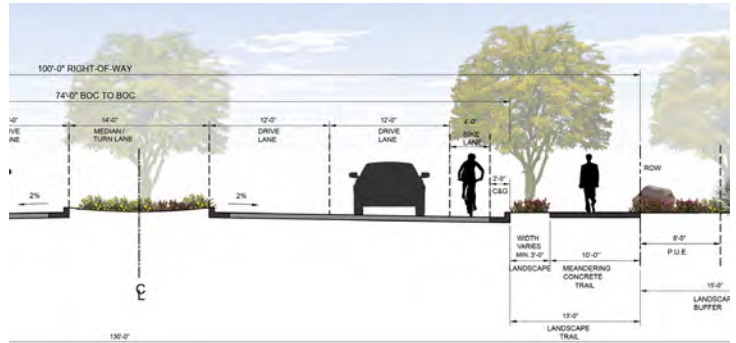
18. Any residential walls adjacent to open space, parks, and or trails should incorporate view fencing.



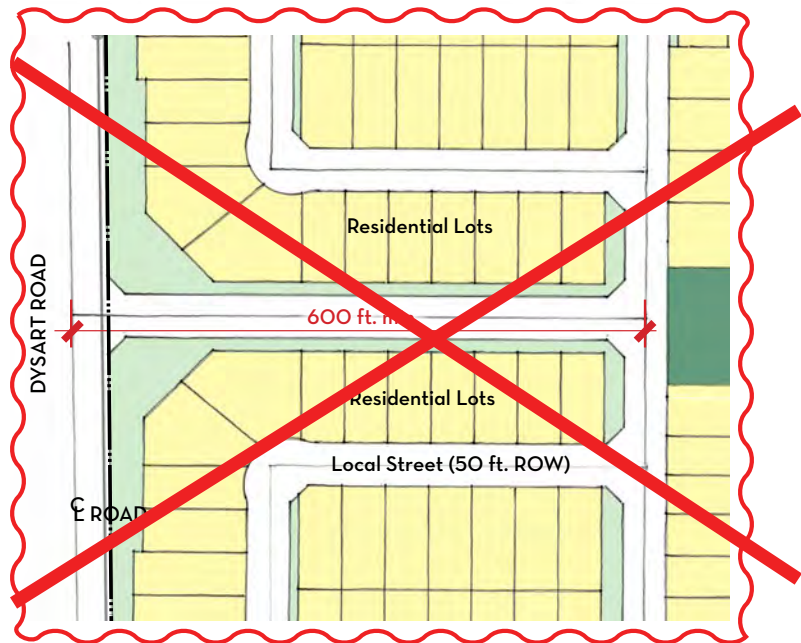
19. Design neighborhoods so that no more than eight lots are placed in a row backing onto a collector street before there is a change in the lot pattern, streetscape, or wall variation.



20. Major collector road to have a median.

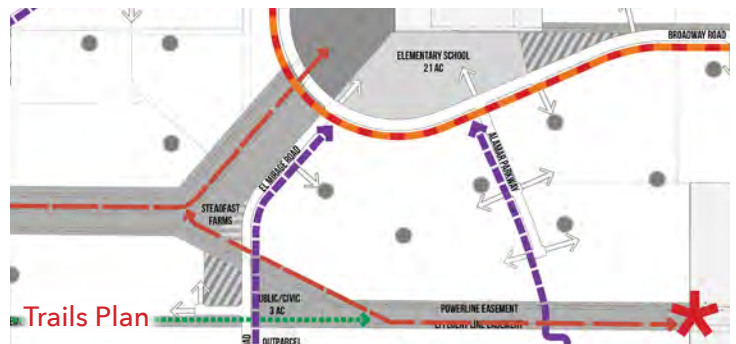


21. Limited collector access/ egress from Dysart Road to have a minimum of 600' roadway length prior to any residential frontage.

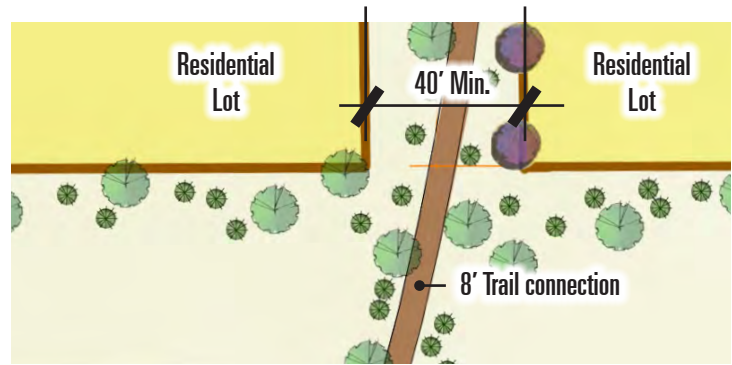


21. The Parkway and Greenway shall have a detached sidewalk on one side and a detached (meandering) trail on the other side.

22. Trails shall be concrete except the South End trail which will be stabilized decomposed granite.



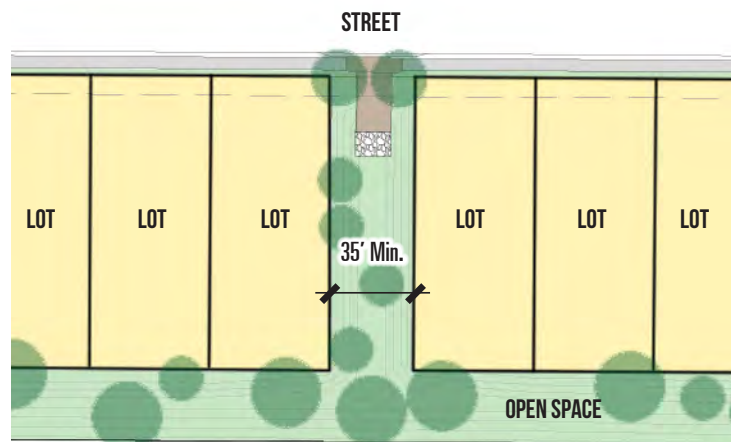
23. The width for an internal subdivision connection to the community main trail corridor shall be a minimum of 40' to allow for safe access and landscape maintenance.



24. A minimum open space buffer of 35' shall be established between lots for drainage corridors not containing trails or sidewalks.

25. The width of the open space and drainage ways between lots can be reduced to a minimum of 30' if a combination of 2 or more of the following design criteria are met:

1. Lots abutting open space buffer feature one-story homes.
2. Garage is located adjacent to open space buffer.
3. Open space tract is aligned with "T" intersection.
4. Partial view fence (2' fence over 4' wall) is provided along side yard abutting open space.



Additional Key Considerations

- The Community framework and series of thoughtfully organized residential neighborhood enclaves form the core residential living environment envisioned for the project.
- The groupings of neighborhood enclaves are connected and tied together by a proposed Parkway (Major Collector street designation) and Greenway (Minor Collector street designation) road system (connected to local roads). These main roadway systems shall be designed with trails, landscape and features that foster the community identify (rather than typical straight-run, higher speed arterial roadway systems).
- The grouping of neighborhoods, form the basis of the social fabric of the entire community.
- The Community Park, Neighborhood Parks, and Formative Parks serve as community gathering spots for socialization, recreation, education and cultural opportunities.
- Open space and trails shall be incorporated into the neighborhoods and fabric of the community in an integral and thoughtful manner.
- Provide a network of convenient pedestrian walkways (trails) to connect areas throughout the property to reinforce the sense of community and connectivity.
- Pedestrian corridors identified across the community and within right-of-ways (ROWS) (as well as easements) shall carefully consider crosswalks, neighborhood connections and multiple route options.
- Walkways within grouping of neighborhoods shall provide at least three pedestrian connections to adjacent perimeter pathways (trails).
- Neighborhood entrances and parks may be signed with neighborhood names, but shall not be used to distinguish a Builder product.
- Access for emergency vehicles shall be integrated into the design of the overall community.
- Elevation diversity is encouraged. Monotonous look-a-like homes are not permitted.
- For a home on a selected lot, the same elevation is not permitted on either of the two adjacent lots as well as the lot directly across the street.
- Same floor plans may be plotted on the adjacent lot, provided a different elevation is incorporated in each plan.
- No more than two of the same plan, regardless of the elevation, shall be plotted next to each other.
- A single plan may not be used on more than 50 percent of the lots on a builder parcel.
- In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations shall be used on each side of every block.
- Rear elevations should include some degree of massing articulation. This can be accomplished by careful consideration of building height, building form, roof lines, porch extrusions and window placement. Different floor plans and architectural styles should reflect these treatments to the rear elevation as well to limit any notion of composition monotony.
- Streetscapes shall provide continuity between adjacent blocks by including cohesive and transitioning landscape treatments.
- Corner lots shall be designed to face the “main street” as well as include design consideration for the adjacent side street.

- Driveway widths should be visually minimized as much as possible.
- Driveways less than 30 feet in length may be a maximum of 18 feet wide.
- Hollywood driveways with lawn strip up center are permitted.
- A minimum of 6 feet is required between adjacent detached residential driveways.
- On corner lots, garages and associated driveways shall be located on the side of the lot (assuming front street/ not side street) furthest from the corner.
- Driveway pullouts for additional parking or for access to rear yards are prohibited.
- Driveways should intersect the street generally at right angles.
- Front walks connecting the public sidewalk to the home front door are encouraged. Front walks should be a minimum of 3 feet wide and typically no more than 5 feet wide.
- Paths to side gates that access enclosed areas and or the home's backyard should be subtle in nature.
- Design of the home should take great care in providing visual relief to the location and prominence of the garage.
- Garages should strive to be less dominant than the front door and to not dominate the view from the street.
- Use garage door materials that give the doors a more residential or personal scale.
- Strategically place plantings adjacent to the garage door and driveway to visually screen the full extent of view.
- Garage door setback shall allow for enough length to allow for parking in the driveway without encroaching into the sidewalk along the street.
- Garage door style shall complement the architecture of the home. Master Developer will coordinate with builder partners to provide garage door base options that have insets and raised panels to articulate more visual interest as well as appropriate colors.
- Use color schemes harmonious with adjacent neighborhoods and enhance the main color theme with accent colors.
- Incorporate a variety of building, trim, accents, color, materials and style into primary design themes to promote architectural visual interest.
- Use exterior building materials, finishes and colors in harmony with the overall community theme and character.
- The use of color and the variety of color is for the homes is an essential element to the overall character and quality of the community. Color schemes shall reflect the architectural styles of the homes, enhance diversity and complement the overall character of the community.
- To ensure the variety of color schemes diversity desired along a street scene, same color schemes cannot be plotted adjacent to one another.

5.3. Architecture

Overview

The proposed architecture for the community will establish a high quality of design and execution. The design direction will complement the overall community theme and branding concepts and will ensure a visual diversity of homes, attractive street scenes and unique neighborhoods. The following considerations for architectural design are intended to ensure the integrity of the built environment and reinforce the overall sense of community.



Architectural Styles

Overview

The community is envisioned to express a wide range of design styles that will reinforce the desire to create a rich fabric of visual character and quality. This range of housing design styles will help to curtail any sense of a typical suburban tract subdivision that are typified by monotony and sameness. Based on the overall community theming and branding, the following four architectural styles will be established for the community:

a. Spanish Colonial

b. Territorial Ranch

c. Craftsman/ Bungalow

d. Traditional Southwest

As the Alamar community proceeds, additional architectural styles may be considered to create a more diverse mix of product types.

Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.



Spanish Colonial



Territorial Ranch



Craftsman/ Bungalow



Traditional Southwest

Spanish Colonial

The Spanish colonial style brings the influences of the New England Colonial home together with the strong Spanish character of curvilinear elements. Arches are typically incorporated in entry doors, windows, covered entry ways, etc. In addition, curved forms can be seen in accents and detailed features throughout the home. Typically, the Spanish Colonial home can be found in both one and two-story scenarios. Stucco is the predominant façade material and colors are usually lighter in shade than the other styles identified. Roof forms are typically gable, but the Spanish influence allows for opportunities to accent massing with other low-pitched forms such as the hip.



Territorial Ranch

The Territorial Ranch style takes its cues from Spanish influences and focuses on simple and utilitarian forms. Ranch homes were historically focused on very functional layouts in response to lifestyle, available building materials and environmental conditions. The strong indoor/outdoor relationship of living in the southwest resulted in straight forward plan layouts with doors and windows typically oriented on special views and or farm fields. Modest shed roof forms were also incorporated to provide relief from the weather. Rectilinear massing with simple gable roof lines is the predominate overall form. Façade treatments include stucco with cladding of board and batten. Accents and detailing were kept simple for typical wear and necessary repairs.



Craftsman/ Bungalow

Historically known for its functional appeal, the craftsman style provides an attractive street presence with inviting entry ways, carefully placed windows and striking asymmetrical composition. Mostly horizontal in nature with shallow pitched roof form, the craftsman bungalow accommodates both single story and two-story design scenarios.

Other typical features include roof overhangs, secondary hipped and or shed roof forms, exposed rafter tails and stucco façade. Accents often include stone or brick. Lines of the roof and massing are typically simple in nature.



Traditional Southwest

The Traditional Southwest style is a picturesque country house based on classical design principles and adapted for the climate and context of the desert southwest. Massing is often more horizontal in appearance with windows typically centered on a particular façade. The massing of the home is simple in nature and windows have a tendency to be more vertical. The main portion of the house is usually more symmetrical. The pitched roof can take on both a gable or hipped form. Typically, facades are organized in a more formal geometry relative to the composition of doors, windows, accents and roof forms. The predominant façade treatment is stucco. Some accenting may include stone and or brick.



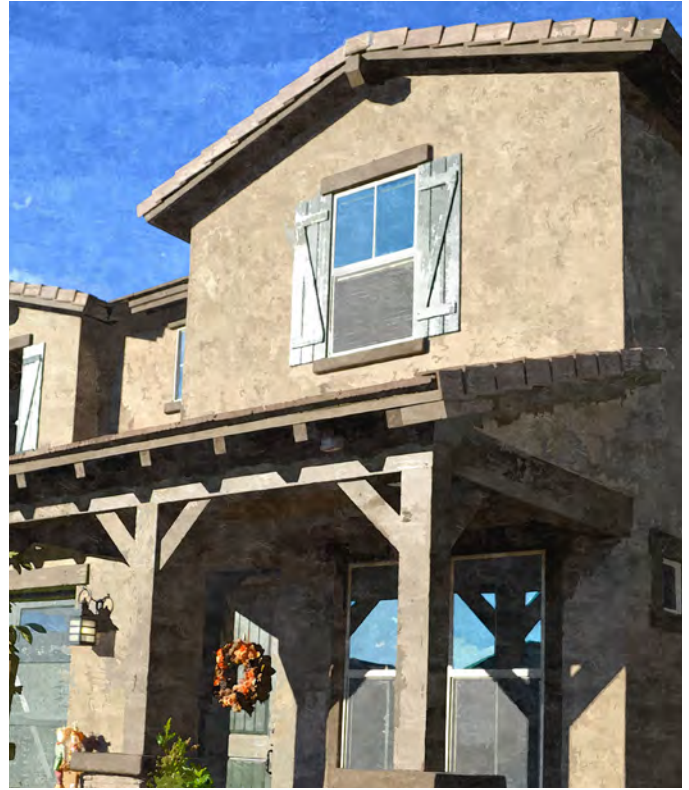
Anatomy of the House

Overview

No matter what the style, it is important to create continuity in the overall home design so that all major parts of the residential building are designed and executed to ensure a high quality product. Too often, “add-ons” that are intended to look nice, often add cost and take away from the overall composition of the house itself. A focus on key components and the appropriate design composition will itself reinforce quality and add to the overall visual character of the community (versus inappropriate details that often result in visual clutter).



1. The overall building massing should be simple in form with a single predominate façade treatment likely painted stucco. Additional façade accents should be done with a critical degree of constraint, not to take away from the visual integrity of the overall building. The color palettes and ranges provided should be incorporated in a thoughtful manner that is geared toward a primary base color, simple accents associated with trim and features, with a small degree of accents for front doors and the like.



2. In all cases, the predominant gable roof forms should be low in stature. Based on the home design and associated floor plans, secondary roofs may take on small gables, hip and or shed forms. Any overhangs should be carefully considered based on the context of the desert sun and heat relative to associated on-going and long term maintenance. In some cases, shutter and awnings can be used to accent roof and window forms. Roofing materials should be of high grade and should include a variety of colors and textures (minimum of three materials and three colors) to reinforce visual diversity.



3. Doors and windows should be thoughtfully placed to be functional as it relates to the floor plan design and layout. Great care should also be taken relative to the front façade and the placement of windows (size/ shape/ location) with respect to the overall composition. Windows and doors should be placed in a manner that is additive to the overall composition and design for the home. Front doors and the entire entry sequence should be done in a manner that is attractive and inviting.



4. Any façade accents and features should be considered within the context of each architecture style identified and with great care to the overall composition of the front façade. More often than not, these “add-ons” can result in visual clutter and take away from the overall design composition. Façade accents should be incorporated with great constraint and only when done as an additive element to the overall design composition.



5. Garages shall be designed to blend with the overall character of each home. Recesses should be incorporated into the façade to provide visual depth with shadow lines and provide appropriate transition from the materials of the main façade to the materials and color of the garage doors. Extreme care shall be incorporated to minimize any sense of garage dominant street scenes. Homes that may have a three car garage, shall incorporate more than a single elevation condition to provide visual massing that offsets the two-car garage door from the third garage door. This can also be accomplished with a side-loaded garage layout for either the single or double door conditions.



6. Site walls shall be designed within the character of the architecture and community.



Design Criteria:

1. The design styles identified within this document will ensure a rich variety of architecture character throughout the community.
2. Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.
3. Garages shall have a minimum of 8" reveal and color (no white) that complements the house.



4. Facades and massing shall be articulated with variations in massing, roof forms, wall planes as well as surface articulation.
5. Front entrances shall be inviting in nature and visible from the street.



6. Location of adjacent trees shall provide a particular focus to shield south facing windows and patios.



7. Home outdoor lighting at entries is required,
8. All residential site lighting shall provide shielded light sources that project light down and not up.
9. Spot lights and flood lights shall be prohibited on the front.
10. Sustainability oriented initiatives, such as Energy Star rated products and appliances, will be encouraged for all builder partners as well as home buyers.



11. All accessory structures shall be designed in the same manner as the main residence.
12. Base façade materials shall be predominately stucco, composite siding and or masonry veneer. No more than two predominant façade treatments shall be incorporated onto any single overall building.
13. Façade accents of cultured stone or masonry veneer can be used in a sparingly fashion to accentuate building features. In these instances, the use of manufactured materials set on a façade plane shall be incorporated in a manner that terminates in an "internal" corner so that the actual depth of the stone or masonry is not visually exposed.



14. Modest front courtyards, porches or covered entry ways (including the use of trellises) are encouraged when appropriate within the context of the specific architectural style.
15. Any articulated columns shall be a minimum of 8-inches x 8-inches so as to express an appropriate sense of scale.



16. Creative use of metal accents shall be incorporated with a great deal of constraint and care.



17. Shutters and awnings shall be encouraged to help add variety and accent to the overall palette of architectural styles and associated elevations.



18. Homes shall include four-sided architectural elements. This includes window pop-outs/ molding and shutters where appropriate.



Additional Key Considerations

- Residential oriented site walls should integrate colors, materials, textures, forms and overall design character to complement the adjacent home.
- Perimeter chain link fencing will not be allowed anywhere in the community.
- Use landscape treatment to ensure no long runs of blank walls.
- Low walls adjacent to residences (typically defining the extent of a front courtyard) should complement the architecture through the use of color, texture and or materials.
- Walls connecting two buildings at the front of a lot (generally parallel to the front street) should be set back a minimum of 5 feet from the front face of the building.
- Walls along side yards/ side street conditions, should be set back at least 5 feet from the front elevation of the home and no closer than 18 inches from a window or “pop-out” element.
- When alleys and or drive courts approach streets in such a manner to have “street frontage”, they should be screened from the public street by a low wall and or landscape that provides a visual buffer. It may be appropriate to allow for pedestrian access to connect to such alleys and or drive courts.
- Exterior wall finish should be style appropriate with the architecture style of the house.
- Acceptable exterior wall finish materials include; stucco, plaster, masonry and stone.
- Natural wood is not durable in desert conditions and is not permitted as a primary exterior wall (fence) material.
- View fences should be carefully integrated into the overall layout of community walls and include options for the following scenarios (“fence (in feet) over wall (in feet)”); “1 over 5”, “2 over 4”, “3 over 3”, “4 over 2” and “5 over 1”. Note- pool fences should be carefully coordinated with the design of community walls relative to particular code requirements.
- Side yard access single gates should not exceed 5 feet in width. Double gates will be allowed and should be designed and treated to blend with the home color and adjacent walls.
- Roof forms, pitch, massing, detailing and overhangs shall be complementary to the architectural style of the home. There shall be variation in roof types, heights and prominence of ridgelines between elevations.
- Roof forms and materials shall be appropriate for the architectural style of the home. This should include clay tile or concrete tile; in various styles and in blended, solid and muted colors.
- Solar panels and solar water heaters shall be designed within the context of the roof massing. Solar panel locations should maximize the particular roof pitch and roof orientation without applications that protrude beyond existing roof angles and roof lines.
- Any use of skylights must be concealed from “public” view.
- Roof mounted mechanical equipment is not permitted.
- All roof accessories shall be painted to blend in with the roof color.
- Dormer roof vents are not allowed.

- Gutters, downspouts and exposed drain outlets should be consistent with the architecture of the home.
- Downspouts should be typically located at inside corners of the home to minimize the visual impact.
- Covered porches and balconies should have roof forms, roof materials, railings and finish materials (including color) consistent with the architectural style of the home. These elements should be integrated into the exterior elevation. Covered patios on the rear elevations should be architecturally integrated with the design of the home.
- Design residential home entrances as prominent and easily identifiable with an appropriate transition from the exterior to the interior.
- All elements of the home design should be utilized to create a varied and interesting composition for the individual home as well as add to the overall street scene.
- All home design should include durable building materials.
- Use rhythm in the design to provide interest and variety. Encourage visual variety to the home by using relief in elevations and articulation in plan that creates shade and shadow.
- Encourage architectural interest and style by varying horizontal and vertical elements of facades.
- Each home shall be designed to create a visually interesting and balanced composition of varying forms, volume, massing, heights, and roof styles.
- Building forms shall reflect quality design that incorporates appropriate scale and proportion, architectural character and detailing.
- Ornamental and structural details shall be used to accent the architectural style of the home.
- Columns and posts shall appear to be solid supporting elements.
- The front entry and guest arrival to a home shall be visually apparent from the street.
- The front door should be a statement about the quality of the home.
- Screen doors and or security door gates should match the architectural style of the home. They should be painted or stained an appropriate complementary color to the main body color of the home and the front door.
- Solar sensitive site design should include careful consideration of orientation of homes (maximize north-south alignments) to limit west facing backyards when possible.
- Energy efficient design considerations should include; solar orientation of windows, doors, landscaping, tree placement and other shading devices.
- Windows should be a minimum of 18 inches from any exterior corner of the building mass.
- Stucco finish “pop-outs” used as a window sill and or accent, must be wide enough to appear integrated with the facade design,
- Shutters should be sized to fit the window opening and mounted in a manner to appear “functional”.
- Oversized or undersized shutters will not be permitted.
- Shutters shall be constructed out of wood or other high-quality materials with a wood-like appearance and have a minimum 1-inch thickness.

5.5 Landscape and Open Space

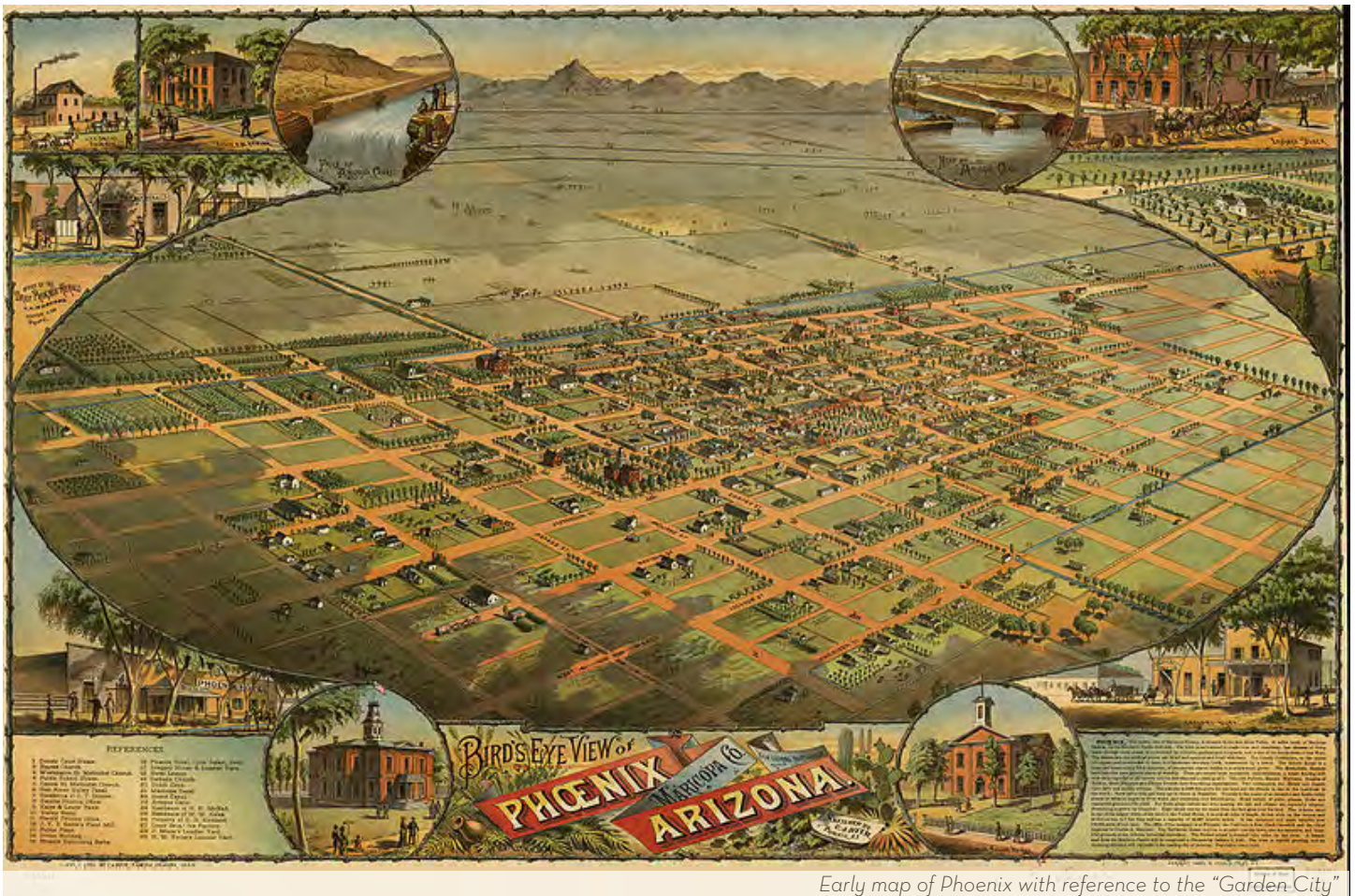
Design

The Landscape design is intended to complement and reinforce the overall theme and character for the community based on the open space framework provided in the conceptual Development Plan. The proposed palette of trees, shrubs, ground covers and lawn areas will be utilized to establish a strong link to the overall community design intent.

The landscape plant materials and planting design within all public rights-of-ways will meet the standards set forth by the City of Avondale's Zoning Ordinance, City of Avondale Street Tree Master Plan, and ADWR plant requirements.



Neighborhood landscape character



Early map of Phoenix with reference to the "Garden City"

Plant palette

The following Plant List provides a landscape palette to complement the South Avondale Character Area as defined in the COA Street Tree Master Plan. The Character Area draws inspiration from the nearby Sierra Estrella Mountains, the Gila and Agua Fria Rivers.

Trees:

	Botanical Name	Common Name	Size (H x W)	Street ROW			Landscape Setback/ Buffer	Parks	Open Space/ Detention Basin
				Primary	Secondary	Tertiary			
Evergreen Trees	Acacia aneura	Mulga	15'x15'		X	X	X	X	X
	Acacia farnesiana	Sweet Acacia	25' x 15'		X	X	X	X	X
	Acacia salicina	Willow Acacia	40' x 20'	X	X		X	X	X
	Acacia saligna	Coolibah/ Weeping Wattle	25' x 25'	X	X		X	X	X
	Acacia stenophylla	Shoestring Acacia	40' x 30'	X	X		X	X	X
	Caesalpinia cacalaco 'Smoothie'	Cascalote, Smoothie	18' x 18'		X	X	X	X	
	Dalbergia sissoo	Indian rosewood	50' x 50'				X	X	X
	Ebenopsis ebano	Texas Ebony	30' x 20'		X	X	X	X	
	Eucalyptus microtheca 'Blue Ghost'	Coolibah Tree 'Blue Ghost'	40' x 30'				X	X	X
	Eucalyptus papuana 'Ghost Gum'	Coolibah Tree, 'Ghost Gum'	40' x 25'				X	X	X
	Olea europeaea 'Swan Hill'	Olive Tree, Swan Hill (Fruitless)	35' x 25'		X	X	X	X	
	Olea europeaea 'Wilsonii'	Olive Tree, Wilson's (Fruitless)	30' x 25'		X	X	X	X	
	Olneya tesota	Ironwood	35' x 30'		X	X	X	X	X
	Pinus eldarica	Afghan Pine	50' x 20'				X	X	X
	Pinus halepensis	Aleppo Pine	50' x 20'				X	X	X
	Quercus virginiana 'Cathedral'	Southern Live Oak	50' x 50'	X	X		X	X	
	Quercus virginiana 'Heritage'	Southern Live Oak, Heritage	50' x 50'	X	X		X	X	
	Sophora secundiflora	Texas Mountain Laurel	25' x 15'		X	X	X	X	
Deciduous Trees	x Chitalpa tashkentensis	Chitalpa Tree	30' x 30'		X	X	X	X	X
	Chilopsis linearis 'Art's Seedless'	Desert Willow, Seedless	25' x 25'		X	X	X	X	X
	Fraxinus p. lanceolata. x Fraxinus v. glabra 'Fan-West'	Fan West Ash	35' x 35'	X	X		X	X	
	Fraxinus velutina "Fan tex"	Fan Tex Ash	35' x 35'		X	X	X	X	
	Parkinsonia microphylla	Foothills Palo Verde	30' x 30'		X	X	X	X	
	Parkinsonia praecox	Palo Brea	30' x 30'		X	X	X	X	X
	Parkinsonia florida	Blue Palo Verde	30' x 30'		X	X	X	X	X
	Parkinsonia x 'Desert Museum'	Palo Verde 'Desert Museum'	30' x 30'		X	X	X	X	
	Parkinsonia x 'Sonoran Emerald'	Palo Verde 'Sonoran Emerald'	30' x 30'		X	X	X	X	
	Pistacia x 'Red Push'	Red Push Pistache	40' x 40'	X	X		X	X	
	Prosopis chilensis	Chilean Mesquite	40' x 40'		X	X	X	X	X
	Prosopis glandulosa 'AZT'	Mesquite, AZT Podless Hybrid	40' x 40'		X	X	X	X	X
	Prosopis x hybrid "Thornless"	Thornless Mesquite	30' x 30'		X	X	X	X	X
	Prunus cerasifera	Flowering Plum, Purple Leaf	20' x 20'		X	X	X	X	
	Ulmus parvifolia spp.	Chinese Elm	40' x 40'	X	X		X	X	
	Vitex agnus-castus	Chaste Tree	20' x 20'		X	X	X	X	
Palms	Arecastrum romanzoffianum	Pindo Palm	30' x 20'				X	X	
	Bismarckia nobilis	Bismark Palm	40'x 20'				X	X	
	Brahea armata	Mexican Palm	30' x 20'				X	X	
	Phoenix canariensis	Canary Island Date Palm	60' x 40'	X			X	X	
	Phoenix dactylifera	Date Palm	50' x 30'	X			X	X	
	Washingtonia robusta	Mexican Fan Palm	100' x 15'				X	X	

*Note: "Please be aware that the City of Avondale is seeking to reduce the quantity of Palo Verde trees in the public rights-of-way due to the frequency of limb splitting and the associated public risk. Please ensure Palo Verde trees are not located within the public rights-of-way."

Shrubs:

Semi-Evergreen Shrubs	Botanical Name	Common Name	Size (H x W)
	Caesalpinia gilliesii	Yellow Bird of Paradise	6' x 5'
	Calliandra californica	Baja Fairy Duster	5' x 5'
	Calliandra eriophylla	Fairy Duster	3' x 4'
	Cordia parvifolia	Little Leaf Cordia	6' x 6'
	Dalea frutescens	Black Indigo Bush	3' x 4'
	Hamelia patens	Firecracker Bush	4' x 4'
	Justicia californica	Chuparosa	4' x 4'
	Tecoma stans	Yellow Bells	10' x 8'
Evergreen Shrubs	Botanical Name	Common Name	Size (H x W)
	Baccharis x 'Starn' Thompson	Desert Broom, Starn	3' x 4'
	Bougainvillea spp	Bougainvillea	8'x8'
	Callistemon citrinus 'Little John'	Little John Bottlebrush	3' x 5'
	Cordia boissieri	Texas Olive	10' x 10'
	Dalea pulchra	Indigo Bush	4' x 5'
	Dodonaea viscosa	Hopseed Bush	10' x 8'
	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	12' x 6'
	Duranta erecta	Golden Dewdrop	6' x 10'
	Duranta repens	Skyflower	8' x 10'
	Eremophila hygrophana 'Blue Bells'	Blue Bells Emu Bush	3' x 3'
	Eremophila maculata 'Valentine'	Valentine Bush	4' x 5'
	Eremophila racemosa	Easter Egg Emu Bush	6' x 6'
	Hibiscus	Hibiscus	5-8' x 4-5'
	Justicia spicigera	Firecracker Plant	3-4' x 5-6'
	Lantana camara	Bush Lantana	3' x 3'
	Lantana x 'New Gold'	New Gold Lantana	3' x 3'
	Larrea tridentata	Creosote Bush	6' x 6'
	Leucophyllum candidum	Violet Silver Leaf Sage	5' x 5'
	Leucophyllum candidum 'Silver Cloud' or	Silver Cloud Sage	4' x 4'
	Leucophyllum frutescens	Texas Ranger	8' x 8'
	Leucophyllum frutescens ' Compacta'	Texas Ranger, Compact variety	5' x 5'
	Leucophyllum laevigatum	Chihuahuan Sage	5' x 6'
	Leucophyllum x 'Heavenly Cloud'	Heavenly Cloud Sage	6'-8' x 6'
	Leucophyllum zygophyllum 'Cimarron'	Cimarron or Blue Ranger Sage	3' x 3'
	Myrtus communis 'Compacta'	Dwarf Myrtle	5' x 4'
	Nerium oleander 'Petite Pink"	Dwarf Pink Oleander	6' x 4'
	Rosa spp.	Rose Shrubs	4' x 2-3'
	Rosmarinus officinalis	Upright Rosemary	4' x 3'
	Ruellia brittoniana	Purple Ruellia or Mexican Petunia	3-6' x 3-6'
	Ruellia peninsularis	Desert Ruellia/Baja Ruellia	4' x 4'
	Russelia equisetiformis	Coral Fountain Grass	4' x 4' - 6'
	Senna artemisioides	Silver Cassia	6' x 6'
	Simmondsia chinensis	Jojoba	10' x 10'
	Sophora secundiflora	Texas Mountain Laurel	20' x 15'
	Tecoma spp.	Yellow Bells	10'x 10'
	Tecomaria capensis	Cape Honeysuckle	6' x 5'
	Teucrium fruticans	Bush or Shrubby Germander	4' x 5'



Cacti and Succulents:

Cacti and Succulents	Botanical Name	Common Name	Size (H x W)
	Agave americana varieties	Century Plant	3' x 5'
	Agave desmettiana	Smooth Agave	3' x 4'
	Agave geminiflora	Twin-flowered Agave	1' x 3'
	Agave parryi huachucensis	Parry's Agave	2' x 3'
	Agave victoriae-reginae	Queen Victoria Agave	1' x 2'
	Agave vilmoriniana	Octopus Agave	4' x 5'
	Agave weberii	Weber's Agave	5' x 6'
	Aloe 'Blue Elf'	Blue Elf Aloe	1' x 2'
	Asclepias subulata	Desert Milkweed	4' x 4'
	Cereus hildmanianus	Hildmann's Cereus	10' x 4'
	Dasyliirion acrotrichum or texanum	Desert Spoon (Green Foliage)	4' x 4'
	Dasyliirion wheeleri	Desert Spoon (Silver Foliage)	5' x 5'
	Echinocactus grusonii	Golden Barrel	1' x 1'
	Euphorbia antisiphilitica	Candelilla	3' x 2'
	Euphorbia rigida	Gopher Plant	3' x 4'
	Euphorbia tirucalli	Firesticks	5' x 4'
	Ferocactus spp.	Barrel Cactus species	3' x 1'
	Hesperaloe funifera	Giant Hesperaloe	5' x 5'
	Hesperaloe parviflora 'brakelight'	Brakelight Red Yucca	2' x 4'
	Nolina microcarpa	Bear Grass	2' x 2'
	Opuntia bailaris	Beavertail Prickly Pear	6' x 4'
	Opuntia ficus-indica	Indian Fig	5' x 6'
	Opuntia santa-rita	Purple Prickly Pear / Santa Rita Prick	4' x 6'
	Pachycereus marginatus	Mexican Fencepost	1' x 12'
	Pachycereus schottii f. monstrosus	Totem Pole	3' x 3'
	Pedilanthus macrocarpus	Lady Slipper	3' x 3'
	Yucca baccata	Banana Yucca	4' x 5'
	Yucca elata	Soaptree Yucca	10' x 10'
	Yucca gloriosa	Spanish Dagger	3' x 3'
	Yucca pallida	Paleleaf Yucca	2' x 3'
	Yucca rigida	Blue Yucca	6' x 6'



All trees and plant material used within public rights-of-way shall conform to the most current version of the Arizona Department of Water Resources ("ADWR") "Drought Tolerant/Low Water Use Plant List" for the Phoenix Active Management Area (AMA)

Ground Covers and Vines:

Ground Covers	Botanical Name	Common Name	Size (H x W)
	Acacia redolens	Desert Carpet	2' x 10'
	Convolvulus cneorum	Bush Morning Glory	2' x 3'
	Convolvulus mauritanicus	Ground Morning Glory	1' x 3'
	Dalea greggii	Trailing Indigo Bush	2' x 6'
	Delosperma cooperi	Purple Trailing Ice Plant	3" x 2'
	Eremophila glabra 'Mingenew Gold'	Outback Sunrise Emu Bush	1' x 6-10'
	Gazania rigens	Trailing Gazania	8" x 1.5'
	Lantana montevidensis	Purple Trailing Lantana	1' x 4'
	Malephora crocea	Gray Ice Plant/Copper Ice Plant	6" x 6'
	Malephora luteola	Yellow Ice Plant	6" x 4'
	Oenothera caespitosa	Tufted Evening Primrose	1' x 2'
	Rosmarinus officinalis 'Huntington Carpet'	Huntington Carpet Rosemary	2' x 8'
	Rosmarinus officinalis 'Prostratus'	Trailing Rosemary	3' x 6'
	Ruellia brittoniana 'Katie'	Katie Ruellia	1' x 1.5'
	Teucrium chamaedrys 'Prostratum'	Creeping Germander	6" x 3'
	Wedelia trilobata	Yellow Dot	1.5' x 6'
Vines	Botanical Name	Common Name	Size (H x W)
	Antigonon leptopus	Queen's Wreath	15' x 15'
	Bougainvillea spp	Bougainvillea	15' x 15'
	Campsis radicans	Trumpet Creeper	5' x 20'
	Hardenbergia violacea	Australian Lilac Vine	15' x 10'
	Jasminum mesnyi	Primrose Jasmine see also 'Gold Tip'	10' x 6'
	Pandorea jasminoides	Bower Vine	20' x 20'
	Passiflora foetida v. longipedunculata	Baja Passion Vine	10' x 10'
	Passiflora incarnata	Purple Passion Vine	20' x 25'
	Podranea ricasoliana	Pink Trumpet Vine	20' x 10'
	Rosa banksiae	Lady Banks Rose	20' x 15'
	Solanum jasminoides	Climbing Potato Vine	20' x 10'
	Trachelospermum jasminoides	Star Jasmine	6' x 20'



Front Yard Landscaping

The Developer understands the importance of each front yard landscape relative to the overall street scene. Trees should be placed to maximize visual impact and shrubs should be organized to give a natural character. Front yard landscapes should incorporate boulders (required option), earth berms, decomposed granite (~~desert pavement~~), shrubs, groundcovers, and trees.

Low voltage, shielded landscape up-lighting can also enrich the character of each home's front yard landscaping.



Required Front Yard Trees

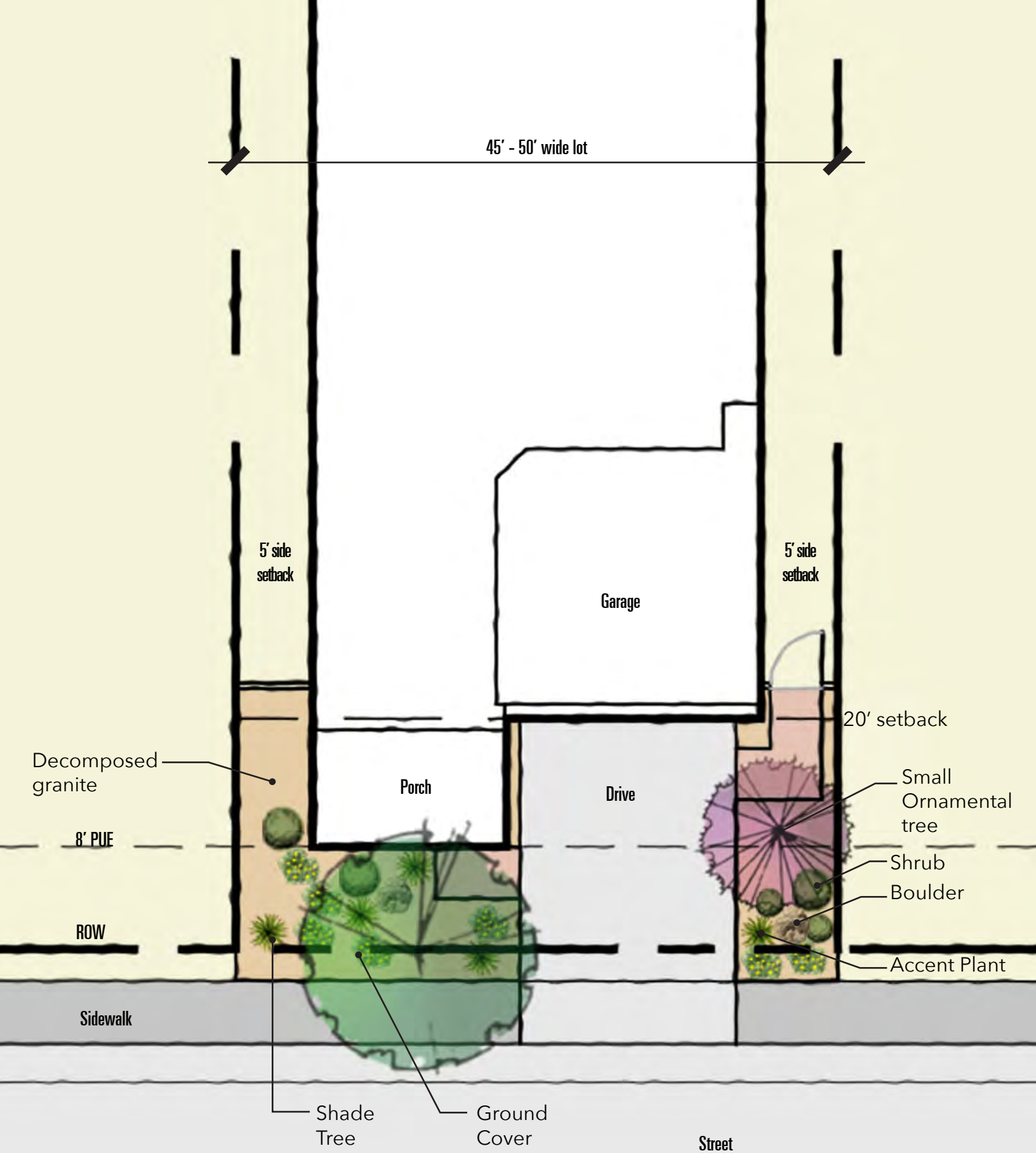
Specific quantity requirements for front yard trees have been established to create a consistent and desirable streetscape image within single-family neighborhoods. Requirements apply to all street frontage conditions on residential lots.

All front yard trees shall be planted a minimum of 3 feet from driveways, fences, walls, property lines, homes and sidewalks.

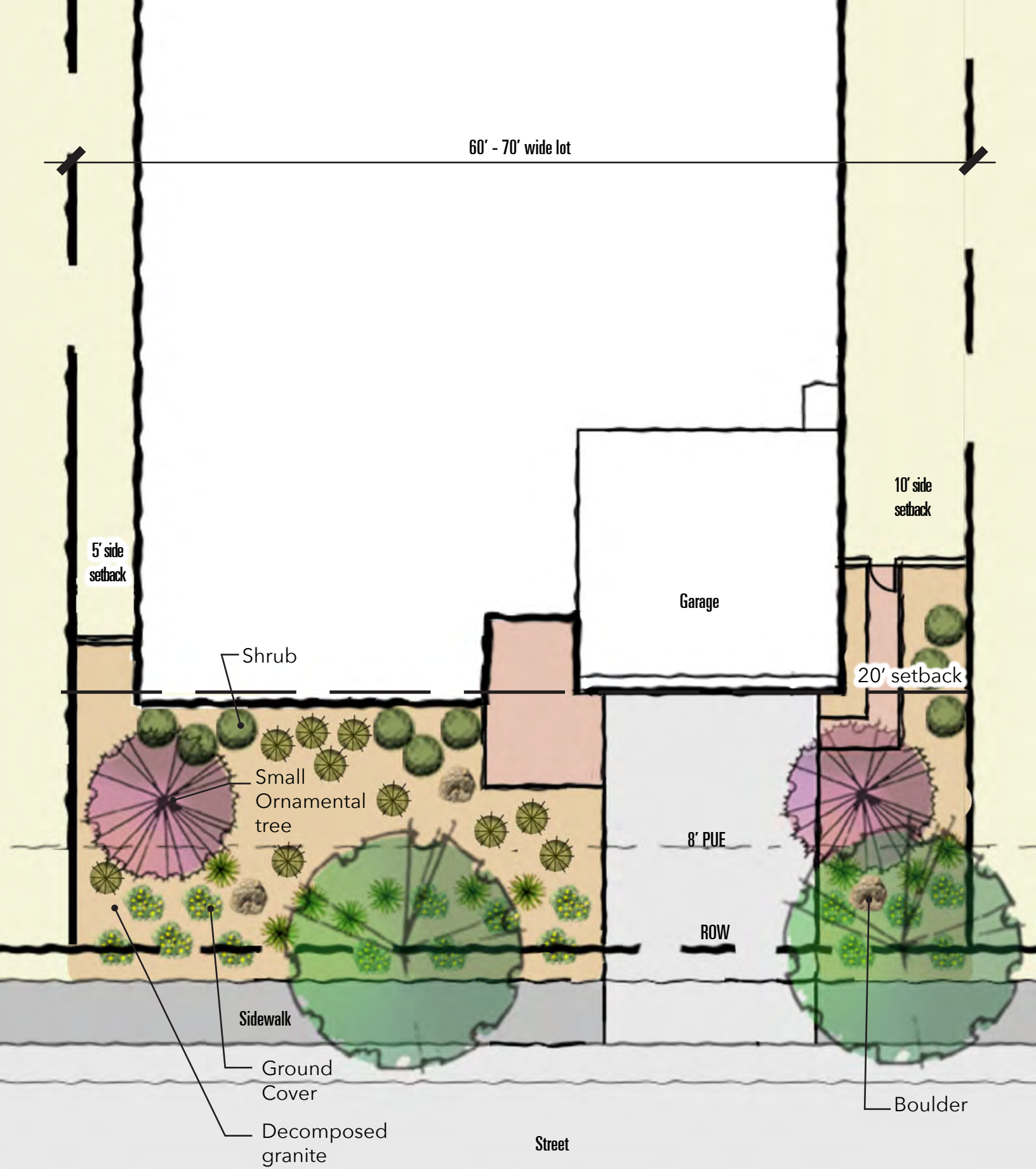
To ensure similar density and coverage of plant material for all home sites, the requirements for shrubs, ground covers, and accent plants are based on the actual area (square feet) of the front yard excluding any sidewalks, driveways, patios, or other hardscape elements. Natural turf grass and synthetic turf will not be allowed in front yards.

Front yards (and visible side yards of all corner lots) are subject to the following minimum planting requirements:

Table 7 - Front Yard Landscape Requirements			
Plant Type	Min. Size	Lots 45 - 50-foot	Lots 60 - 70-foot
Street Tree	24-inch box	1	2
Small Ornamental Tree	15-inch Gal.	1	2
Shrubs	5 Gal.	1/100 sf	1/50 100 sf
Ground Covers	1 Gal.	1/65 sf	1/65 sf
Accent Plant	5 Gal.	1/100 sf	1/100 sf
Granite Boulders (<u>required option</u>)	3'x3'x2'	2	3



Conceptual Plan depicting the front yard landscaping for 47-foot - 50-foot wide lots. Street side condition with attached sidewalk.

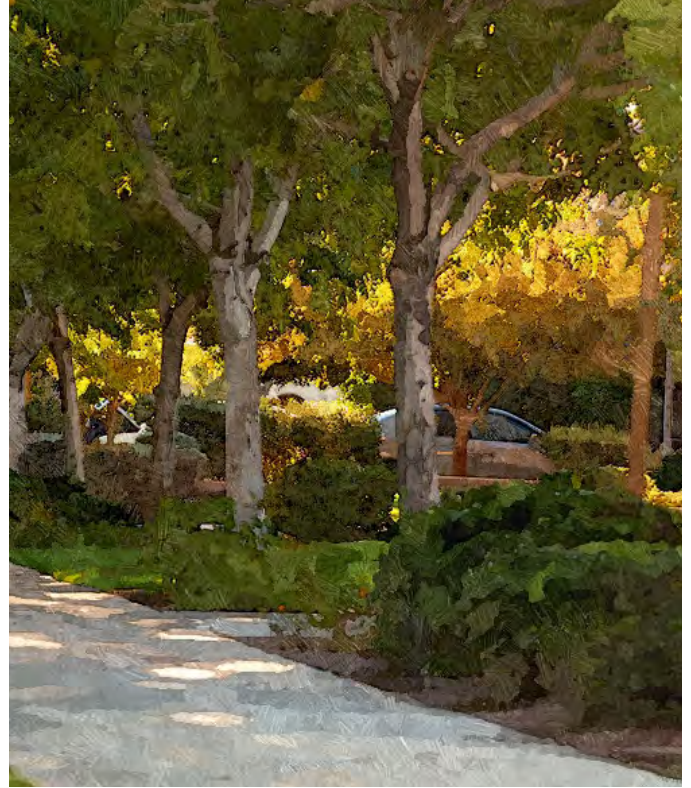


Conceptual Plan depicting the front yard landscaping for 60-foot - 70-foot wide lots. Street side condition with attached sidewalk.

Landscape Design Strategy

Based on coordination with staff, the Developer has prepared the accompanying examples of qualitative measures that are typically utilized to review and evaluate landscape design submittals. Our intent is to create and submit a qualitative landscape design package at the time of Phase One Pre-Plat that is not solely reliant on typical plant counts (quantities) or minimum spacing (numerical measurements), but rather, one that is based on creating a beautiful and appropriate landscape treatment throughout the Alamar project.

The following landscape requirements shall act as the standards for landscape design (both qualitative and quantitative) for all phases of the Alamar project.



Landscape Requirements (For Arterials and Collectors)

1. Street Right-of-Way Landscaping: an average of 1 tree for every 25 feet of street frontage.

- Trees shall be located in a manner that provides maximum shade for pedestrians.
- Tree and shrub spacing (and arrangement) shall be per the Landscape Architect's recommendations.
- Trees must be planted in areas 5 feet and greater width when such areas are located (i) between the back of curb and edge of a sidewalk or (ii) between the edge of sidewalk and the right-of-way line. Shrubs and groundcovers shall be planted in areas 3 feet and greater in width.
- Street trees per COA - Street Tree Master Plan and Plant List included herein.
- Street tree Mix Percentages:
 - o Primary Tree: 50%
 - o Secondary Tree: 0-25%
 - o Tertiary Tree: 25-50%
- Per COA - Street Tree Master Plan, Trees may be located within 2 feet of either edge of the public utility easements, leaving a minimum 5 foot clear zone within the easement.
- Shrub planting shall be up to 10 shrubs per every 35 feet of street frontage depending on the tree canopy layout and design.
- Tree and shrub requirements within powerline easements are subject to coordination with SRP and APS.

2. Landscape Setback Landscaping requirement: an average of 1 tree for every 20 feet of street frontage and a minimum of 35% vegetative cover of the street frontage area.

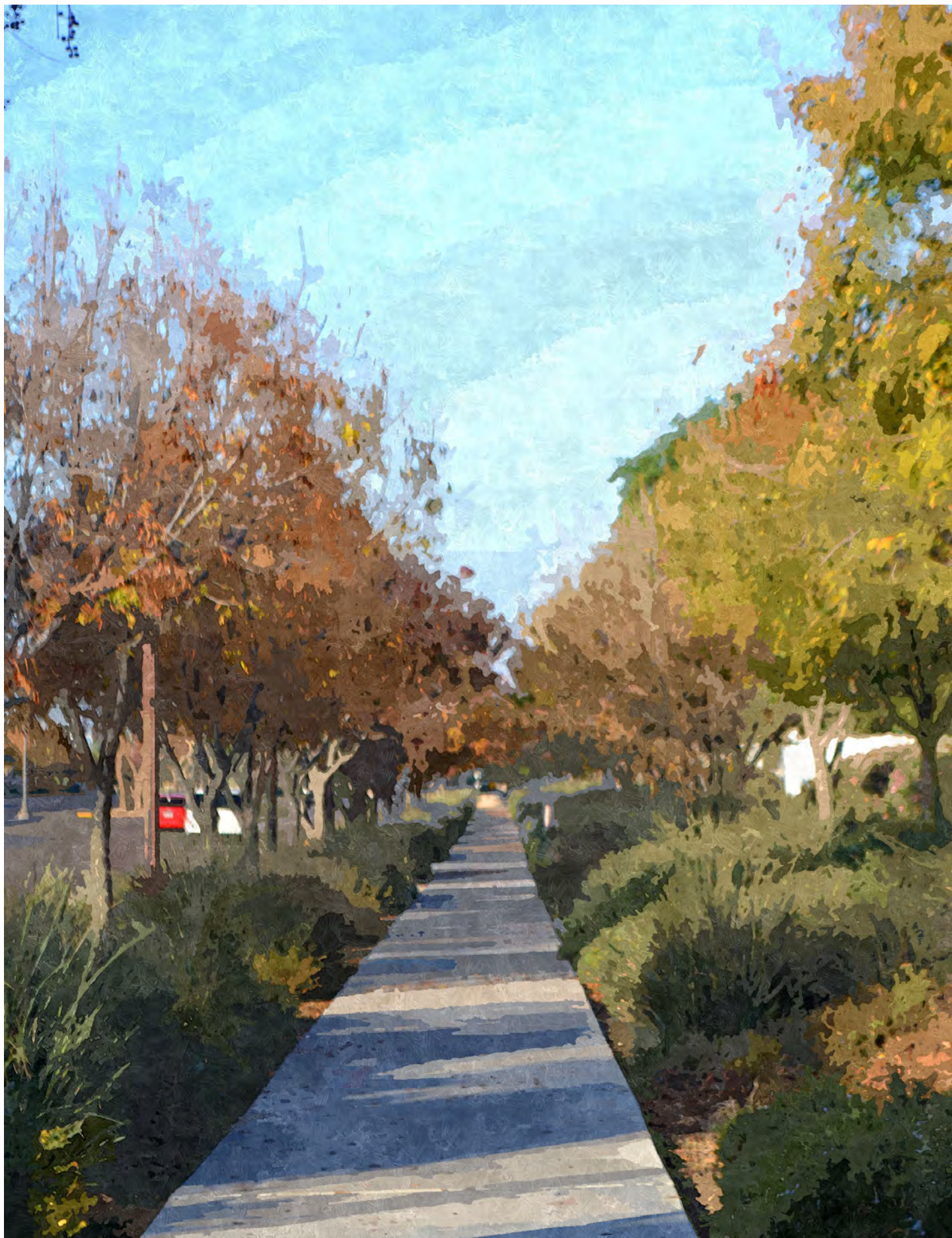
- Tree spacing shall be per the Landscape Architect's recommendations.
- Tree and shrub spacing (and arrangement) shall be located in a manner that provides maximum shade for pedestrians.
- Street trees per COA - Street Tree Master Plan and Plant List included herein.
- Street tree Mix Percentages:
 - o Primary Tree: 25-50%
 - o Secondary Tree: 25-50%
 - o Tertiary Tree: 25-75%

- Per COA - Street Tree Master Plan, Trees may be located within 2 feet of either edge of the public utility easements, leaving a minimum 5 foot clear zone within the easement.
- Vegetative cover includes all groundcovers, shrubs and turf.
- Vegetative cover shall be calculated by using full mature plant canopy width or spread.
- Tree and shrub requirements within powerline easements are subject to coordination with SRP and APS.

3. Median Landscaping Requirement (median width 10 ft. or greater): an average of 1 tree and five 5 shrubs for every 30 lineal feet of median. (Requirement remains the same per COA)

- Tree and shrub spacing (and arrangement) shall be per the Landscape Architect's recommendations.
- Street tree Mix Percentages:
 - o Primary Tree: 50%
 - o Secondary Tree: 25-50%
 - o Tertiary Tree: 0-25%
- Median plantings may include cacti and succulents as accent features covering no more than 15 percent of the total landscape area.



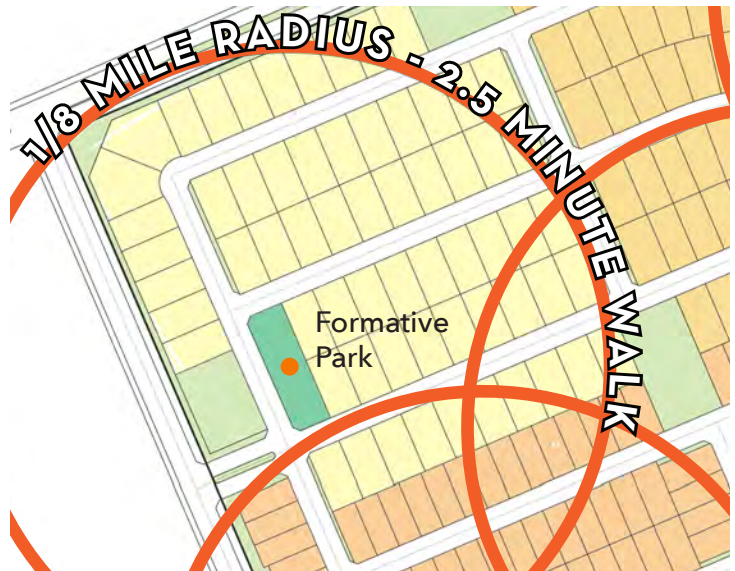


Design Criteria:

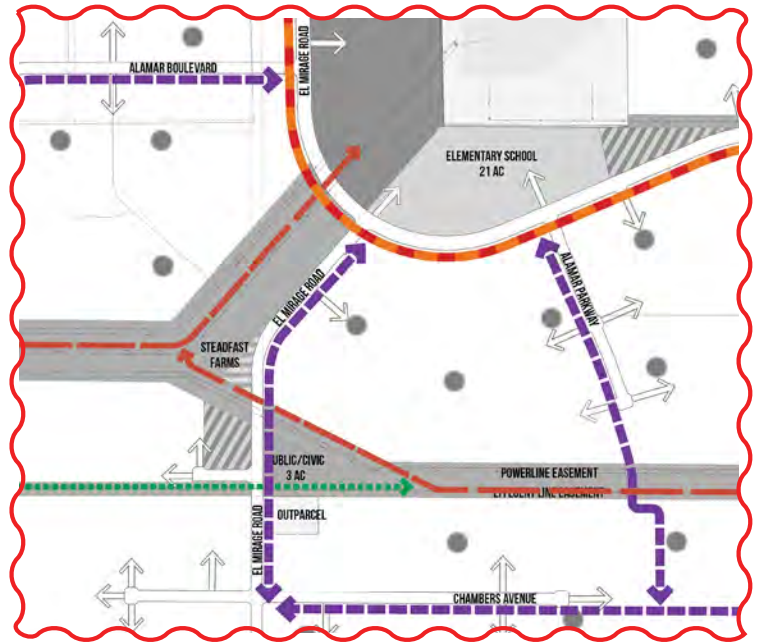
1. Parks, street ROWs, trail easements and community entry areas will set the stage for landscape treatment associated with the overall theme and character.
2. Parks and open spaces should be designed with all future residents in mind and include program elements for a wide variety of users and age groups.



3. Formative parks shall be strategically located within each grouping of neighborhoods for convenient access.



4. Overall trail network will provide connectivity throughout the community as well as linkage to the regional trail network.



5. Street tree planting to be organized in an overall structure that incorporates a visual sense of hierarchy, connectivity and variety based on a diverse palette of tree species.
6. Great care should be given to the location of trees and shrubs associated with view triangles at critical corners and intersections so as not to impede view sheds.



7. A high degree of sensitivity relative to the provision of shade shall be included when considering tree species selections.
8. All plant material shall be low water use.



9. No off-site detention shall be included in any formative parks.
10. Detention basins are encouraged to provide additional passive open space with appropriate access and grass areas when possible.
11. All common landscape areas and tracts shall be owned and maintained by the HOA.



12. Backflow Prevention Devices shall be screened and carefully placed throughout the development.



13. Home builder front yard and rear yard landscapes shall be to the degree and character expressed for the overall community. Lawn areas will be limited to community areas as well as homeowner private back yards. No synthetic turf will be allowed in front yards of private residents.



Additional Key Considerations

- Formative Parks should be located and designed for social gathering. They should be located to maximize their connectivity to the adjoining homes and neighborhoods.
- Design open space and parks as an integral part of the neighborhood fabric.
- Provide a network of convenient pedestrian walkways to connect homes, blocks, and neighborhoods to each other as well as parks, trails and open space.
- Formative parks should be located so that lots are generally no more than two to three blocks from a park.
- Formative Parks should be visible from adjacent roads with clear visibility into the open space.
- Parks should be designed and oriented to take advantage of distant views when possible.
- All parks should provide an abundance of shade by incorporating shade structures and canopy trees.
- Provide safe, efficient and convenient parking (and associated circulation) for Neighborhood Parks.
- Park features such as bike racks, gates, benches, and shade structures should include an artistic flair to reinforce the special nature of the community.
- Provide at least one bicycle parking “stand” for each neighborhood park.
- Utility equipment in parks should be screened from public view with plants and or low walls.
- When possible, utility equipment in parks should be painted dark, natural colors to minimize visual impact.



5.6 Commercial

The Commercial development within Alamar will follow the City's Commercial Design Guidelines.



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SECTION 6 - SIGNAGE

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6. SIGNAGE AND WAYFINDING PROGRAM

6.1 Signage

The Signage Plan exhibit on the next pages provides a visual reference to the overarching strategy for key signage and monumentation for the project. Because of the special nature of the project in terms of its overall size and magnitude, a detailed project sign package will be prepared for each phase of the community that reinforces an overall unique and special character.

As the project moves into a more detailed stage, a Comprehensive Signage Plan package will be submitted to the City in association with each phase of development and will include the following:

- Signage Design
- Signage Size
- Signage Scale
- Signage Quantity

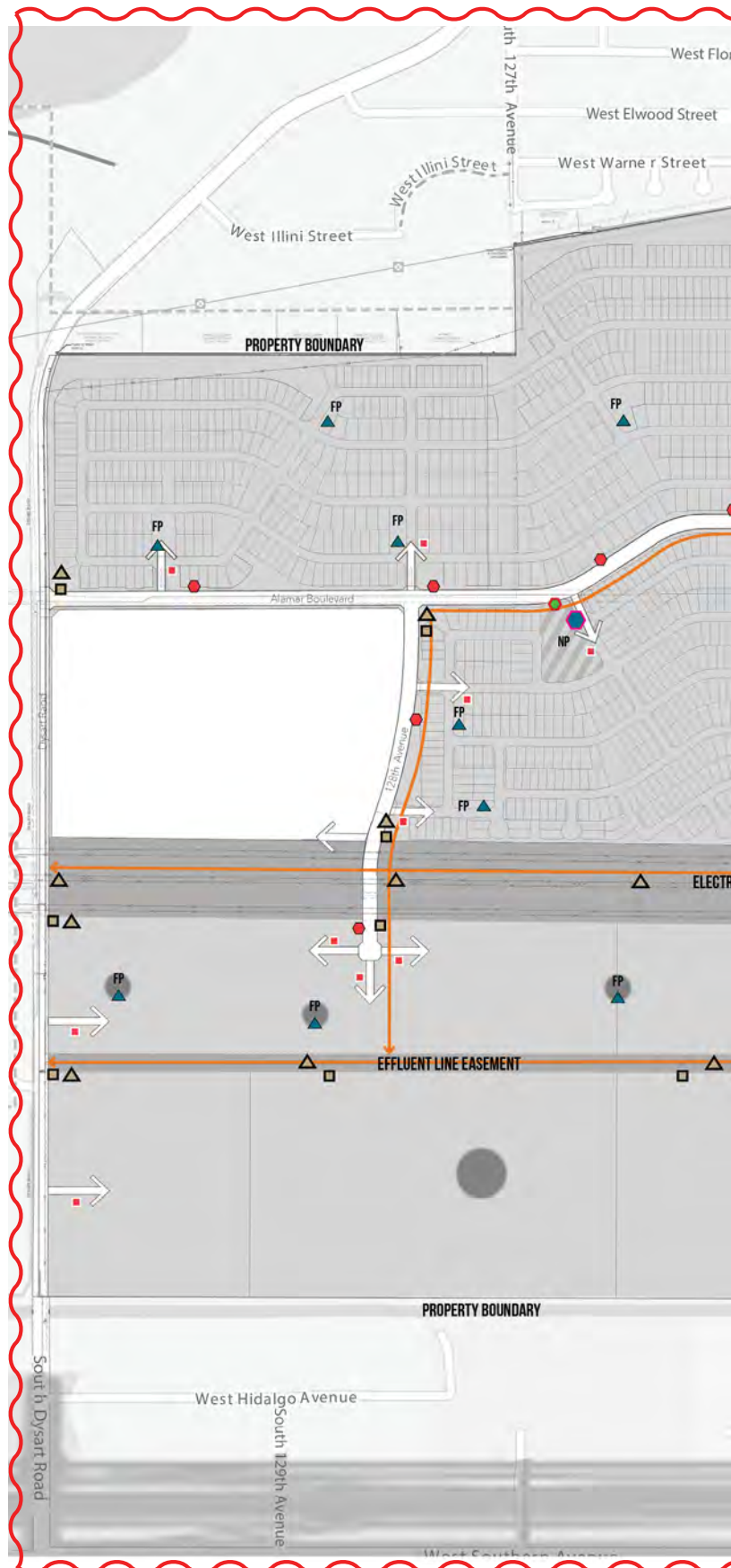


The adjacent illustration provides an overall framework for the future detailed information to be coordinated with the City.

Main entry monuments and associated signage will be located at the intersection of Avondale Boulevard and Broadway Road. A secondary main entry sign will be located in the vicinity of the El Mirage Road as it enters the Property to the north and south. The associated entry monumentation will likely be vertical in nature and carefully integrated in a contemporary manner. Associated tasteful low level up lighting will be incorporated to ensure visual clarity during evening hours. Neighborhood entry monumentation will be considered at all major entry points that transition from the Parkway and Greenway.

Signs shall be allowed in easements based on approval by associated authority (i.e., S.R.P.).

A separate Comprehensive Sign Plan will be provided for the commercial parcel when a Master Site Plan is submitted. The CSP will identify location and design criteria for the commercial development.



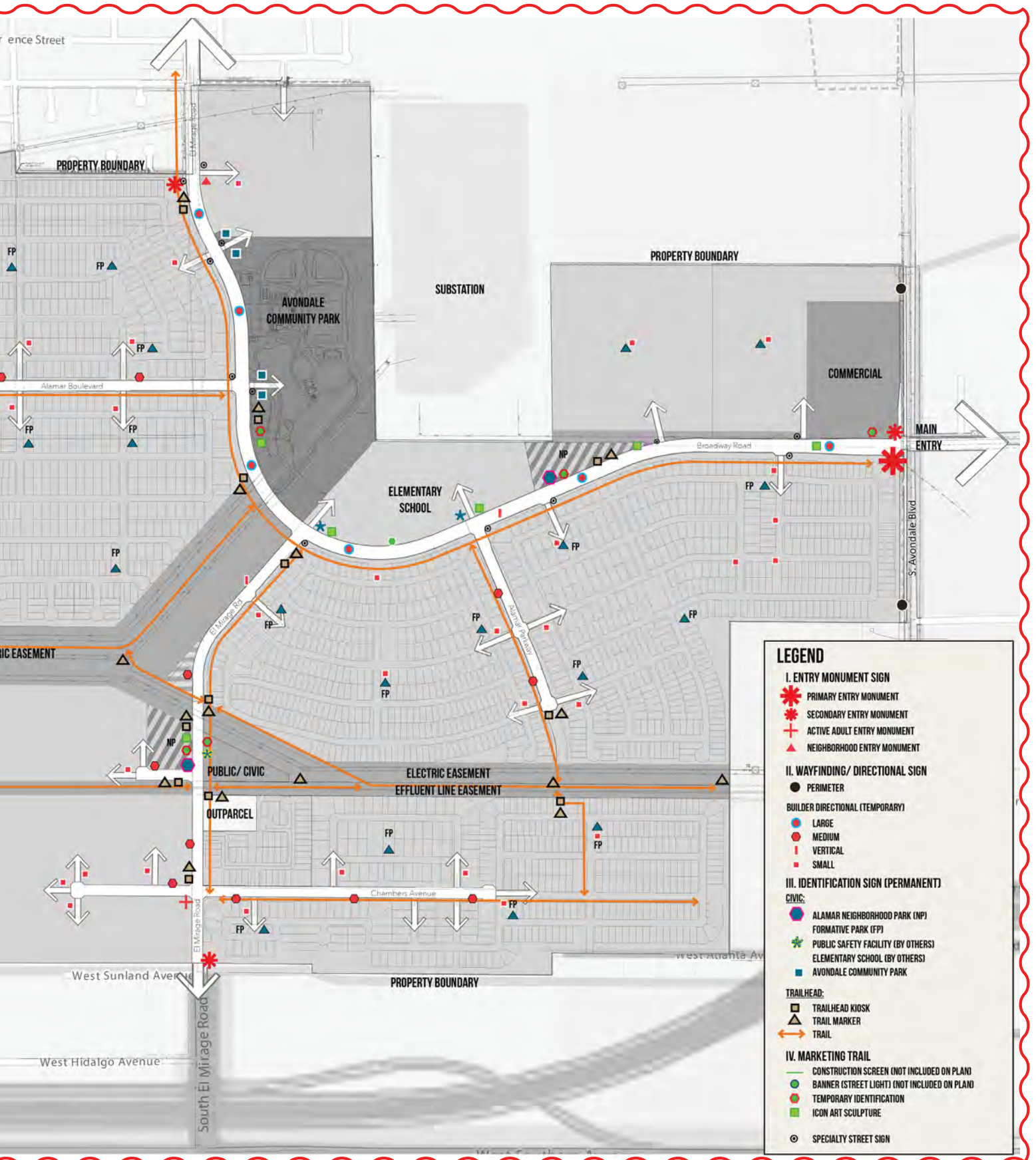


Exhibit #17 - Signage Plan

All site signage will be incorporated with a high degree of design and execution. Brookfield at the time of Pre-Plat will provide a detailed site signage package based on the yet to be finalized overall Community theme.

MAIN ENTRY SIGN CHARACTER



VERTICAL ICON CHARACTER



PARK SIGNAGE





TRAILHEAD SIGNAGE



6.2 Community Theme and Character

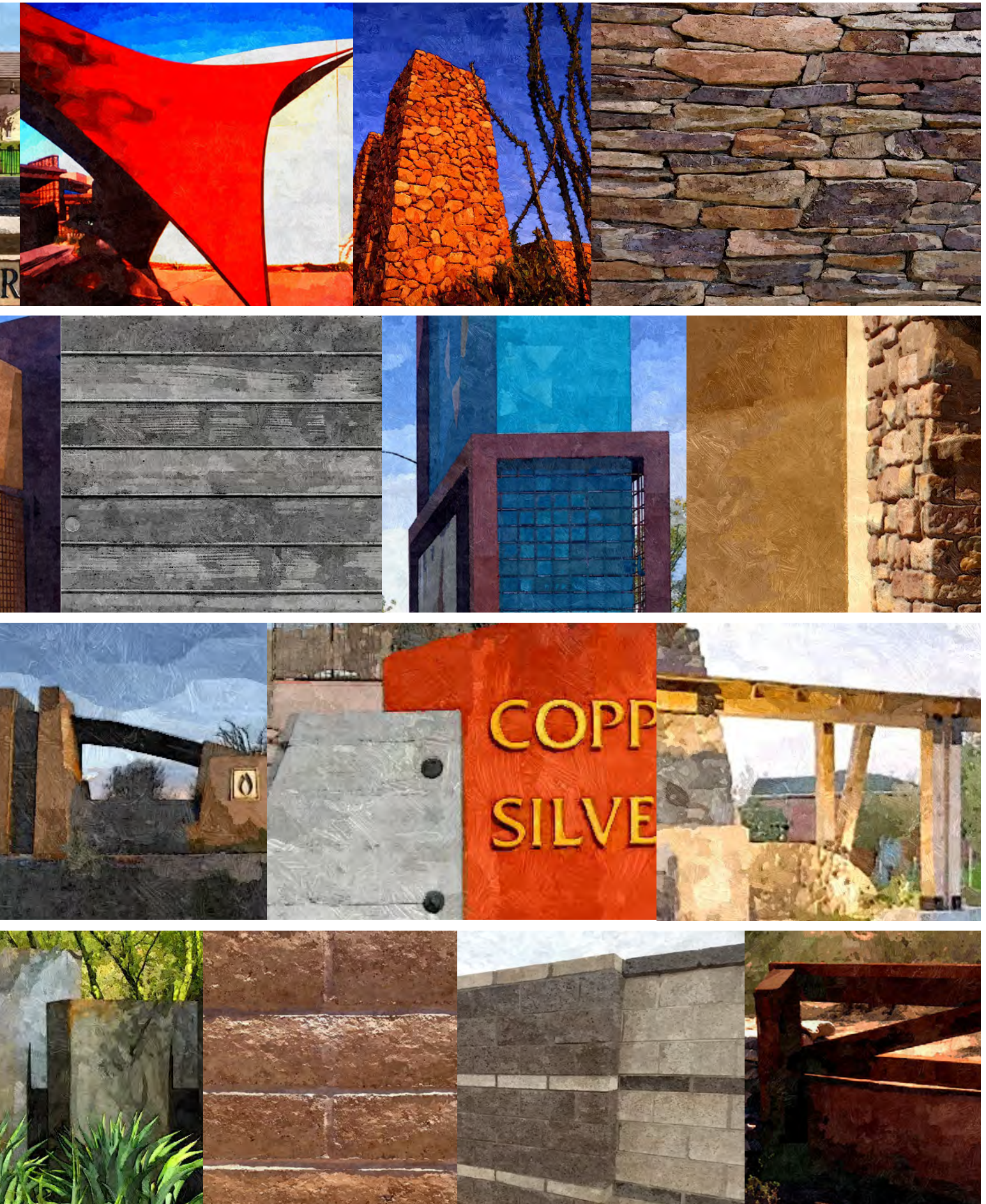
The Master Developer shall establish the intended character and quality of the community's design sense by implementing an overall aesthetic theme for major community entries and monuments, signage and wayfinding, walls and landscapes, as well as landscape areas and parks. These areas will set the tone for the rest of the community as well as the range of envisioned neighborhoods.

Community features, elements and design components will be organized around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement and connection to nature. Highlighting the agrarian context along with the riverside setting, the community theming will look to use traditional buildings forms and elements in creative, fresh and contemporary methods.

The overall community theming and design will look to focus on a range of materials including:

1. RUSTED STEEL
2. STONE AND RIVER ROCK
3. BOARD FORM CONCRETE
4. PAINTED STUCCO
5. PAINTED METAL
6. WROUGHT IRON
7. TIMBER
8. COLOR FABRIC





Features and Elements

The desired design forms, features and elements will be more linear in nature and will focus on an eclectic mix of color, materials, veneers, fasteners and details. Contemporary shapes and forms will be preferred over more organic treatments. Landscapes shall complement this overall direction. Vertical features will strategically be incorporated into the design to provide visual beacons throughout the community to identify key community gathering spaces.

Specific community features to be incorporated within this design direction include:

1. MAJOR AND SECONDARY ENTRY MONUMENTS
2. MAJOR AND SPECIALTY SIGNAGE FEATURES
3. RETAINING WALLS AND LANDSCAPE WALLS
4. SCREEN WALLS AND VIEW FENCES
5. SITE LIGHTING
6. SPECIALTY PAVING
7. PARK FURNISHINGS
8. PARK SHADE STRUCTURES
9. LANDSCAPE





Additional Key Considerations

- Signage design shall include distinctive elements of the general design theme of the overall community.
- Each home is required to provide address identification.
- Address identification numbers shall have a distinctive visual “separation” between the numbers and the background wall or plate.
- Address numbers may not exceed 8 inches in height and should be of simple font and style so as not to contrast with the home design. Background plates should also be simple in shape and look and be in proportion to the applied numbers.
- Address identification should not be placed on freestanding sign plates.
- Parkway and Greenway street signs are expected to be custom designed, while local neighborhood street signs are expected to the City's standard.
- Main entry signage should be designed within the context of the overall community identification and surrounding landscape in and around the “entry areas to the property. This signage may be vertical and or horizontal in nature and integrated on both sides of the roadway.
- Neighborhood signage should be more subtle in nature and less oriented towards a specific builder and more oriented to the grouping of neighborhoods. This may or may not include associated signage and identity features associated with the Formative Parks. These signs should typically be integrated into the entry landscape (vertically and or horizontally).
- Community theme walls and associated monumentation shall be designed to complement the overall character of the architecture and setting.
- Signage, lighting, park structures and other community features shall be designed to complement the overall character of the community and associated neighborhoods.

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SECTION 7 - CONCLUSION

TAB

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BACK PAGE

7. CONCLUSION

Hand Crafted Communities

A common theme that runs strong in every Brookfield community is the commitment to create great places to live. Brookfield understands that every opportunity for creating a new community is unique and requires the highest level of commitment- from the initial vision to the construction of every new home. This long-term commitment reinforces the nature of creating “hand crafted communities”. No cookie-cutter approach or one size fits all attitude, Brookfield is highly focused on the special nature of the City of Avondale, Alamar and the great opportunity to create a one-of-a-kind master plan community that will be the showcase of the West Valley.

Based on our team’s extensive experience with numerous award winning projects, this PAD has been organized to ensure the development tools put forth will allow both short term and long term success. We look forward to a long and successful collaboration with the City and community.

BROOKFIELD RESIDENTIAL

14646 NORTH KIERLAND BLVD.

SUITE 270

SCOTTSDALE, AZ 85254

T. (602) 903-7493

www.brookfieldresidential.com

Prepared by:



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Architects + Planners

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Jon C. Bernhard AIA

Michael D. Wetzel, AIA

Jeffrey M. Denzak, ASLA, APA

July 5th, 2022

Mr. Mark Trinidad
City of Avondale
Development & Engineering Services Department
11465 West Civic Center Drive, Suite 110
Avondale, AZ 85323-6804

mtrinidad@avondaleaz.gov

Re: ALAMAR

Neighborhood Meeting Narrative (Minor General Plan Amendment – PL-22-0067 &
Major PAD Amendment – PI-22-0089)

Neighborhood Meeting Attendees

- Development Team: Roger Theis (Brookfield Residential), Jeff Denzak (Swaback), and Troy Hansen (Swaback)
- City Staff: Mark Trinidad
- Public: A copy of the sign in sheet has been provided herein.

Dear Mr. Trinidad:

The following is our narrative for the Minor General Plan Amendment and Alamar Major PAD Amendment Neighborhood Meeting. The meeting took place at La Joya Community High School Lecture Hall, Room 204, located at 11650 W Whyman Avenue, Avondale, AZ 85353 on June 28th, 2022, between 6:00pm and 7:00pm.

The Neighborhood Meeting was orchestrated as an open house with three stations. The first station, "ALAMAR Today" featured context maps, highlighted the construction progress, and featured photography of constructed elements within Phase 1. The second station, "Minor General Plan Map Amendment" presented the proposed changes to Avondale's General Plan Map. Lastly, the third station, "Major PAD Amendment" featured the proposed changes to ALAMAR's PAD.

Most of the public attendees' questions revolved around the status of construction. A summary of those questions are listed below. These questions were answered appropriately.

1. When would the signal at Avondale Blvd and Broadway be built?
2. How long would Broadway be closed off?
3. When will the Avondale Community Park open?
4. When will the elementary school open?
5. Is the High School site part of ALAMAR?
6. How many homes are planned for ALAMAR?

July 5th, 2022

ALAMAR

Neighborhood Meeting Narrative

7. When will the overall ALAMAR community be built out?
8. Is there another pool complex planned?
9. What's planned for the commercial area?
10. What's the timing on SR 30?
11. When will Steadfast Farms open for business?

Some of the public attendees' questions dealt with how the Minor General Plan Map Amendment would affect them. This was handled on a case-by-case basis depending on where the individual or individuals resided. It was described to each individual or individuals that the "Church Site" was a vacant 10 +/- acre piece of land that Brookfield Residential has purchased and would fold right into the development of Phase 5.

Overall, the interaction with the public attendees was positive. No questions, issues, or concerns were raised by the public attendees that would cause revisions, additions, or subtractions from the Minor General Plan Amendment and Major PAD Amendment.

End of Neighborhood Meeting Narrative



ALAMAR NEIGHBORHOOD OPEN HOUSE - SIGN IN SHEET

GENERAL PLAN AMENDMENT & PLANNED AREA DEVELOPMENT (PAD) AMENDMENT

DATE: JUNE 28TH, 2022

TIME: 6:00 PM TO 7:00 PM

LOCATION: LA JOYA COMMUNITY HIGH SCHOOL LECTURE HALL

ADDRESS: 11650 W. WHYMAN AVE., AVONDALE, AZ 85323

NAME

AFFILIATION (PROPERTY OWNER/ RESIDENT/ STAKEHOLDER/ HOA REP.)

Betty Ledesma

SANTANA LEDESMA

George Moreno

Janice + Ralph Woods

Edie + Jonathan Carrillo

Hovan SALEBIAN

Mike Frickstad + Diane D. Carlo

Alfonso Pineda

Preston Flores

Guillermina Gama Z

MARC TRUJILLO

Manuel Gama

Robert Billings

Prop. owner

owner

owner

PRO OWNER

owner

PURCHASER - CITY

Owner.



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Alamar PAD Amendment #3 has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Alamar Project Manager: Ann Dolmage
 Request: PAD Amendment Acreage/Parcel Size: 1,150 acres
 Current Density Allowed: 3.3 Density Proposed: 3.5
 Total number of residential units proposed: 4,036

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

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

Yes ☒ No ☐

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

Is a school site within the proposed development needed?
If answered yes, how many acres is needed for the school site?

Yes ☒ No ☐

(18.21)

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

If answered yes, please explain below:

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

Date Reviewed: 4/21/22
 School District: Littleton ESD
 District Superintendent: R. Freeman
 Phone #: 623-478-5611
 E-mail: freeman.roger@littletonaz.org
 Signature: [Signature]

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

Development & Engineering Services Department

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



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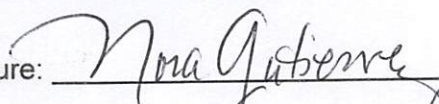
Yes ☐ No ☒

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

If answered yes, please explain below:

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

Date Reviewed: December 1, 2022
School District: Tolleson Union High School District #214
District Superintendent: Mrs. Nora Gutierrez
Phone #: 623-478-4000
E-mail: nora.gutierrez@tuhsd.org

Signature: 

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

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

ORDINANCE NO. 2001-0123

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, MODIFYING THE PLANNED AREA DEVELOPMENT ZONING FOR 1,150 GROSS ACRE PROPERTY GENERALLY LOCATED WEST OF AVONDALE BOULEVARD AND NORTH AND SOUTH OF THE BROADWAY ROAD ALIGNMENT, AS SHOWN IN APPLICATION PL-22-0089, BY AMENDING THE ALLOWABLE USES AND THE DEVELOPMENT AND DESIGN STANDARDS.

WHEREAS, on May 21, 2018, the Council of the City of Avondale (the “City Council”) amended the City of Avondale Zoning Atlas by adopting Ordinance No. 1651-518, rezoning approximately 1,150 acre parcel of real property generally located west of Avondale Boulevard and north and south of the Broadway Road alignment from Rural Residential-43 to Planned Area Development (the “PAD”); and

WHEREAS, on February 12, 2020, a minor PAD amendment to the Alamar Planned Area Development (the “Alamar PAD”) was approved, as shown in Application 19-0231; and

WHEREAS, on September 8, 2021, a minor PAD amendment to the Alamar PAD was approved as shown in Application PL-21-0253; and

WHEREAS, the property owner has requested a modification to the Alamar PAD to add 341 residential units to the total units allowed in within the PAD, increasing the cap from 3,695 units to 4,036 units and remove the Heritage Site land use from the PAD and establish a related use at the Steadfast Farms location of the PAD (the “Modifications”) for approximately 1150 acre parcel generally located west of Avondale Boulevard and north and south of the Broadway Road alignment as more particularly described and depicted on Exhibit A, attached hereto and incorporated herein by reference (the “Subject Property”) ; and

WHEREAS, the City Council now desires to approve the Modifications to the Alamar PAD by adopting the amendment as shown in Application PL-22-0089 (the “2023 Amendment”); and

WHEREAS, all due and proper notices of the public hearings on the 2023 Amendment held by the City of Avondale Planning Commission (the “Commission”) and by the City Council were given in the time, form and substance required by ARIZ. REV. STAT. § 9-462.04; and

WHEREAS, on November 16, 2022, the Commission held a public hearing on the 2023 Amendment, after which hearing the Commission recommended approval; and

WHEREAS, the City Council held an additional public hearing regarding the 2023 Amendment on January 9, 2023; and

WHEREAS, in accordance with Article II, Sections 1 and 2 of the Arizona Constitution, the City Council has considered the individual property rights and personal liberties of the residents of the City before adopting this Ordinance.

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 2023 Amendment for the Alamar PAD, as shown in Application PL-22-0089, is hereby approved subject to the City of Avondale adopted codes, requirements, standards and regulations, and the following stipulations:

1. Development shall conform to the Alamar Major PAD Narrative date stamped, July 2022, except as modified by these conditions.

2. All stipulations of the approval of Ordinance 1651-518, and the minor PAD amendments dated February 12, 2020 and September 8, 2021 shall remain in full force and effect unless explicitly modified by this Ordinance.

3. The developer and/or Homeowners Association shall be responsible for installation, maintenance, repair and replacement of all sign types described within the Alamar Master Sign Package, including signs located within the public right-of-way. Maintenance responsibilities shall include the sign structures and any related lighting.

4. The City shall have the right to remove any damaged sign within the public right-of-way if said damaged sign is not repaired within fifteen (15) days of notice being provided to the developer and/or Homeowners Association.

5. In the event the Homeowners Association no longer wishes to maintain Alamar “Specialty Street Signs”, the City will remove the specialty signs and replace them with standard-issue City street signs.

6. The total allowed units are subject to City acceptance, review and approval of all required PAD master plans and reports.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

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

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2001-0123

[Legal Description and Map of Subject Property]

See following pages.

Wood, Patel & Associates, Inc.
602.335.8500
www.woodpatel.com

January 20, 2022
WP# 174612
Page 1 of 5
See Exhibit "A"

LEGAL DESCRIPTION
Alamar
Overall Boundary

A parcel of land 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 southwest corner said Section 26, a 3-inch Maricopa County Highway Department (MCHD) brass cap in handhole, from which the south quarter of said Section 26, a 3-inch MCHD brass cap in handhole, bears South 89°44'16" East (basis of bearing), a distance of 2622.79 feet;

THENCE along the west line of said Section 26, North 00°06'23" East, a distance of 1363.33 feet, to the north line of the south 66 feet of the north half of the southwest quarter of said Section 26, and the **POINT OF BEGINNING**;

THENCE leaving said north line, continuing North 00°06'23" East, a distance of 1231.33 feet, to the west quarter corner of said Section 26;

THENCE leaving said west line, along the east-west mid-section line of said Section 26, South 89°57'56" East, a distance of 33.00 feet, to the east right-of-way line of Dysart Road;

THENCE leaving said mid-section line, along said east right-of-way line, North 00°06'28" East, a distance of 2595.12 feet, to the north line of said Section 26, said point also being on the south line of said Section 23;

THENCE continuing along said east right-of-way line, North 00°48'19" West, a distance of 966.18 feet, to the beginning of a curve;

THENCE northerly along said curve to the right, having a radius of 922.37 feet, concave easterly, through a central angle of 23°07'44", a distance of 372.34 feet, to the north line of the south half of the southwest quarter of said Section 23 and a point of intersection with a non-tangent line;

THENCE leaving said east right-of-way line, along said north line, South 89°56'32" East, a distance of 2514.74 feet, to the northeast corner of said south half of the southwest quarter, said point also being the southwest corner of the northwest quarter of the southeast quarter of said Section 23;

THENCE leaving said north line, along the west line of said northwest quarter of the southeast quarter, North 00°51'18" West, a distance of 598.74 feet, to the southwest corner of Lucy T. Homesites Unit Two, recorded in Book 142, page 26, Maricopa County Records (MCR);

THENCE leaving said west line, along the southerly line of said Lucy T. Homesites Unit Two, North 79°56'43" East, a distance of 1322.33 feet, to the east line of said northwest quarter of the southeast quarter;

THENCE leaving said southerly line, along said east line, South 01°00'58" East, a distance of 174.53 feet, to the north line of the south half of the northeast quarter of said southeast quarter of said Section 23;

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Alamar
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THENCE leaving said east line, along said north line, South 89°49'25" East, a distance of 1306.08 feet, to the east line of said Section 23;

THENCE leaving said north line, along said east line, North 01°10'37" West, a distance of 653.56 feet, to the east quarter corner of said Section 23, said point also being the west quarter corner of said Section 24;

THENCE leaving said east line, along the east-west mid-section line of said Section 24, South 89°56'46" East, a distance of 1316.49 feet, to the northeast corner of the west half of the southwest quarter of said Section 24;

THENCE leaving said mid-section line, along the east line of said west half of the southwest quarter, South 00°56'20" East, a distance of 2621.40 feet, to the southeast corner of said west half of the southwest quarter;

THENCE leaving said east line, along the south line of said Section 24, South 89°37'21" East, a distance of 1305.77 feet, to the south quarter corner of said Section 24;

THENCE leaving said south line, along the north-south mid-section line of said Section 24, North 00°42'08" West, a distance of 1314.30 feet, to the northwest corner of the south half of the southeast quarter of said Section 24;

THENCE leaving said mid-section line, along the north line of said south half of the southeast quarter, South 89°47'10" East, a distance of 2622.42 feet, to the northeast corner of said south half of the southeast quarter;

THENCE leaving said north line, along the east line of said Section 24, South 00°13'52" East, a distance of 1321.53 feet, to the southeast corner of said Section 24, said point also being the northeast corner of said Section 25;

THENCE leaving said east line, along the east line of said Section 25, South 00°05'10" West, a distance of 1310.39 feet, to the southeast corner of the north half of the northeast quarter of said Section 25;

THENCE leaving said east line, along the south line of said north half of the northeast quarter, North 89°35'50" West, a distance of 1305.99 feet, to the northeast corner of the southwest quarter of the northeast quarter of said Section 25;

THENCE leaving said south line, along the east line of said southwest quarter of the northeast quarter, South 00°05'32" West, a distance of 1309.76 feet, to the southeast corner of said southwest quarter of the northeast quarter, said point also being the northeast corner of the northwest quarter of the southeast quarter of said Section 25;

THENCE leaving said east line, along the east line of said northwest quarter of the southeast quarter, South 00°05'36" West, a distance of 1146.52 feet, to the southeast corner of the north half of the south half of the south half of said northwest quarter of the southeast quarter of said Section 25;

THENCE leaving said east line, along the south line of said north half of the south half of the south half of the northwest quarter of the southeast quarter, North 89°32'04" West, a distance of 1306.23 feet, to the southwest corner of said north half of the south half of the south half of the northwest quarter of the southeast quarter, said point also being on the north-south mid-section line of said Section 25;

THENCE leaving said south line, along said mid-section line, South 00°05'54" West, a distance of 163.67 feet, to the southeast corner of the north half of the southwest quarter of said Section 25;

THENCE leaving said mid-section line, along the south line of said north half of the southwest quarter, North 89°32'03" West, a distance of 1768.47 feet, to the west line of the east 28 rods of the northwest quarter of the southwest quarter of said Section 25;

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THENCE leaving said south line, along said west line, North 00°06'27" East, a distance of 66.00 feet, to the north line of the south 66 feet of the north half of the southwest quarter of said Section 25;

THENCE leaving said west line, along said north line, North 89°32'03" West, a distance of 844.44 feet, to the west line of said Section 25, said point also being on the east line of said Section 26;

THENCE leaving said north line, along the north line of the south 66 feet of the north half of the southeast quarter of said Section 26, North 89°51'06" West, a distance of 2622.15 feet, to the north-south mid-section line of said Section 26;

THENCE leaving said north line and said mid-section line, along the north line of the south 66 feet of the north half of the southwest quarter of said Section 26, North 89°51'06" West, a distance of 2622.82 feet, to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM that certain parcel of land recorded in Document 2007-0853115, Maricopa County Records (MCR), more particularly described as follows:

BEING THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, STATE OF ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 26;

THENCE ALONG THE WEST LINE OF SAID SECTION 26, SOUTH 00 DEGREES 06 MINUTES 53 SECONDS EAST 104.65 FEET;

THENCE NORTH 89 DEGREES 53 MINUTES 07 SECONDS EAST 65.00 FEET TO A POINT IN A LINE PARALLEL WITH AND 65.00 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM SAID WEST LINE OF SECTION 26; SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH 44 DEGREES 43 MINUTES 56 SECONDS EAST 56.72 FEET TO A POINT IN A LINE PARALLEL WITH AND 65.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHERLY LINE OF SAID SECTION 26;

THENCE ALONG LAST-MENTIONED PARALLEL LINE, NORTH 89 DEGREES 34 MINUTES 45 SECONDS EAST, 1857.16 FEET;

THENCE SOUTH 45 DEGREES 25 MINUTES 15 SECONDS EAST, 42.43 FEET;

THENCE SOUTH 00 DEGREES 25 MINUTES 15 SECONDS EAST, 125.93 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 2930.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 22 DEGREES 20 MINUTES 28 SECONDS AN ARC LENGTH OF 1142.49 FEET TO A POINT IN THE NORTH LINE OF THAT CERTAIN 160-FOOT ELECTRIC EASEMENT DESCRIBED IN DOCUMENT NOS. 02-1076599 AND 05-1738976, MARICOPA COUNTY, RECORDS;

THENCE ALONG SAID NORTH LINE, NORTH 89 DEGREES 32 MINUTES 53 SECONDS WEST 1714.06 FEET TO SAID PARALLEL LINE DESCRIBED HEREIN;

THENCE ALONG SAID PARALLEL LINE, NORTH 00 DEGREES 06 MINUTES 53 SECONDS WEST, 1203.60 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM

A parcel of land lying within Section 25, Township 1 North, Range 1 West, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

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Alamar
Overall Boundary

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COMMENCING at the west quarter corner of said Section 25, a 3-inch Maricopa County Highway Department (MCHD) brass cap in handhole, from which the southwest corner of said section, a 3-inch MCHD brass cap in handhole, bears South 00°07'00" West, a distance of 2615.17 feet;
THENCE along the east-west mid-section line of said section, South 89°34'11" East, a distance of 40.00 feet, to the east right-of-way line of El Mirage Road and the **POINT OF BEGINNING**;
THENCE leaving said east right-of-way line, continuing South 89°34'11" East, a distance of 394.67 feet;
THENCE leaving said mid-section line, South 00°25'49" West, a distance of 262.21 feet;
THENCE North 89°53'00" West, a distance of 393.23 feet, to said east right-of-way line;
THENCE along said east right-of-way line, North 00°07'00" East, a distance of 264.37 feet, to the **POINT OF BEGINNING**.

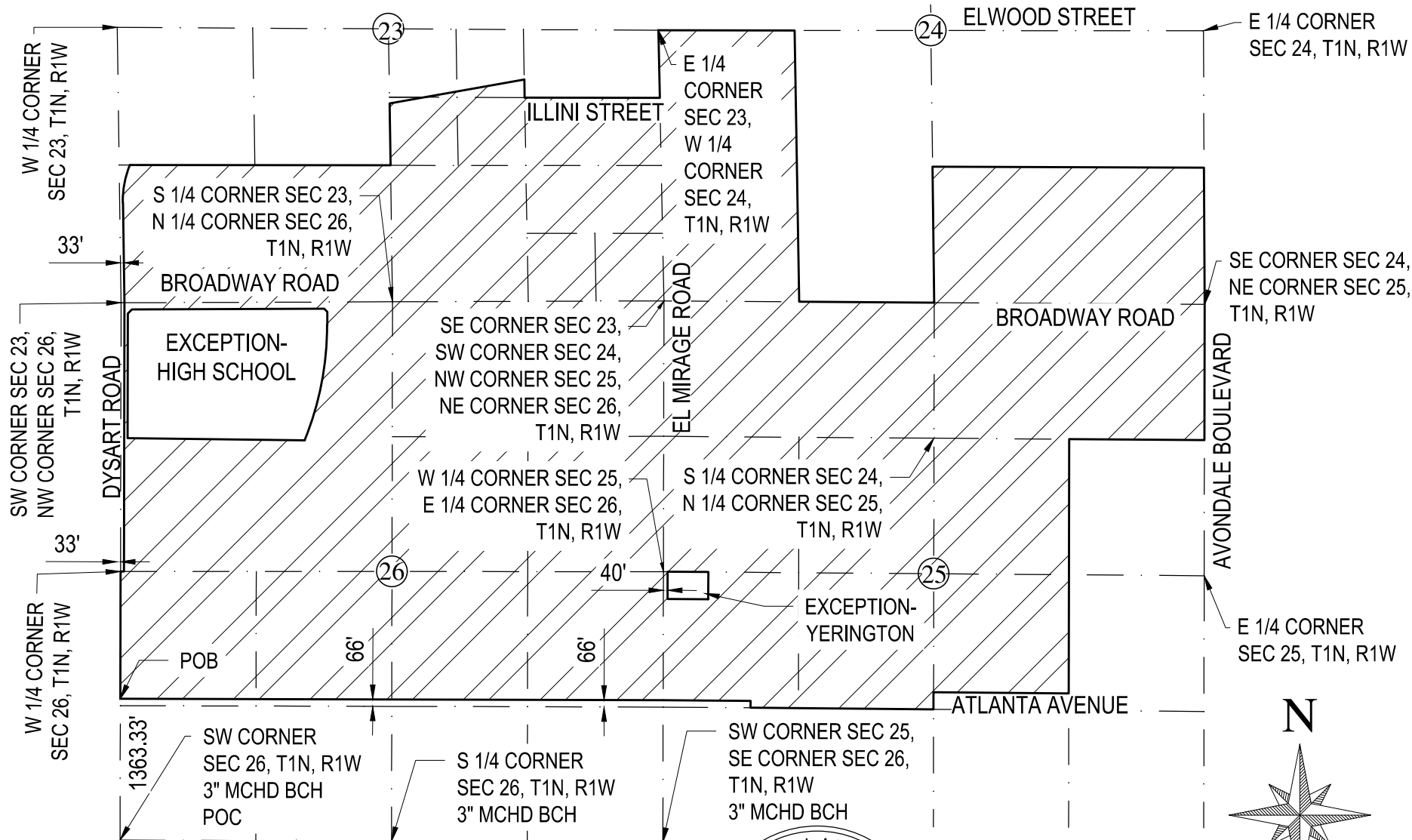
Containing 49,969,402 square feet or 1,147.1396 acres, more or less.

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 Alamar Overall Boundary L73 01-20-22.docx





**WOOD
PATEL**



EXHIBIT "A"

ALAMAR
OVERALL BOUNDARY

1/20/2022

WP#174612

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NOT TO SCALE

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CITY COUNCIL REPORT

SUBJECT: Public Hearing and Ordinance 2002-0123 – Alamar Rezoning to Planned Area Development (PAD) – Application PL-22-0089

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic Outcome Area: 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 hold a public hearing and consider a request to adopt Ordinance 2002-0123, approving a request by Brookfield Lakin, LLC to rezone approximately 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue from medium density residential to Alamar Planned Area Development (“Alamar PAD”) and to rezone 10 acres generally located along El Mirage Road, north and east of the intersection of Chambers Avenue and El Mirage Road from Rural Residential-43 to Alamar PAD. The Council will take appropriate action.

BACKGROUND:

Alamar represents properties for a Planned Area Development (PAD) zoning amendment (Exhibit A). The overall Alamar PAD area is approximately 1,130 gross acres and is bordered by Avondale Boulevard on the east, Dysart Road on the west, Illini Street alignment on the north (approximately 3/4 miles south of Lower Buckeye Road), and the Sunland Avenue/channel alignment to the south (1/4 miles north of Southern Avenue).

The existing land uses and zoning of surrounding properties include:

NORTH: Existing single-family developments including Las Ligas, Cantada Ranch, and Fleming Farms. SRP switchyard and some areas that are currently being utilized for agriculture. Zoning: A-1, AG, PAD.

EAST: Avondale Boulevard, then a mix of agriculture and single-family residential on larger rural County lots. Zoning: PAD, RR-43.

SOUTH: Sunland Avenue alignment, then a combination of single-family residential on larger County rural lots and agricultural uses. Zoning: PAD, County.

WEST: Dysart Road, then the City’s wastewater treatment plant, an undeveloped school site (Tolleson Union

High School District) located in the County, agricultural uses and the Aqua Fria River. Zoning: A-1, AG, County.

SUMMARY OF REQUEST:

The Applicant proposes major amendments to the Alamar Planned Area Development (PAD) zoning, including the following:

1. Add 20 acres of land to the Alamar PAD, increasing its size from 1,130 acres to 1,150 acres.

The applicant has recently acquired two parcels of land each of which is approximately ten (10) acres in size. One parcel was purchased from St. John Vianney Church and is located along the northern boundary of Alamar, south and west of the intersection of Illini Street and 125th Avenue. The Yerington parcel is located north and east of the intersection of Chambers Avenue and El Mirage Road. The proposed Major PAD Amendment would add both of these parcels to the Alamar PAD and incorporate them into Phase 5 and Phase 3 of the community, respectively. The addition of these two parcels to Alamar would increase its total size from 1,130 acres to 1,150 acres. A concurrent Minor General Plan Amendment request (PL-22-0067) is presented under a separate item to change the land use designation of the parcel purchased from St. John Vianney Church from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR).

2. Add 341 residential units to the total units allowed within the PAD, increasing it from 3,695 units to 4,036 units.

Currently, the General Plan allows for a total of 4,212 dwelling units across the Alamar master planned community. Approval of the concurrent Minor General Plan Amendment for the parcel purchased from St. John Vianney church (PL-22-0067), and the addition of the Church Parcel and the Yerington Parcel to the PAD, would bring the total units allowed by the General Plan to 4,281. The Alamar PAD currently caps development at 3,695 units (well below the number allowed by the General Plan). This PAD Amendment would increase the cap to 4,036 units, for a gain of 341 units, which still conforms to the General Plan limit.

3. Remove the Heritage Site land use from the PAD and establish a related use at the Steadfast Farms location.

Initially, Alamar PAD envisioned a "Farm and Ranch Experience Heritage Center" at the west side of Alamar, on an approximately 28-acre parcel along Dysart Road. The center would have operated as a living museum and event center, focused on programs and activities to educate citizens about the history and future of farming and ranching in the region. The funding for this center did not come to fruition, so this Amendment will remove the use from the Alamar PAD. The 28-acre parcel that the center was intended to occupy will instead be incorporated into Alamar's Phase 6, for which a Preliminary Plat has not yet been submitted to the City. Phase 6 will also now contain the relocated third Neighborhood Park and feature vehicular connections to El Mirage Road, South 128th Avenue, and Dysart Road.

Replacing the Heritage Site will be Steadfast Farm, a two-acre farm and market to be located on El Mirage Road at the "Y" intersection of the powerline corridor (near the center of Alamar). Steadfast Farm will grow and sell fruits, vegetables, cut flowers, and additional agricultural sundries, through its community-supported agriculture (CSA) program and on-site shop. Steadfast Farm is intended to honor the agrarian heritage of the area, and is anticipated to be a distinctive community attraction that is open to both Alamar residents and the greater community.

4. Adopt Alamar PAD zoning for the Church and Yerington Parcels and modify the intended uses for the Heritage Site and Steadfast Farm Site.

The addition of the Church Parcel and Yerington Parcel to Alamar requires the affected properties to adopt Alamar PAD zoning. Furthermore, the removal of the Heritage Site and establishment of Steadfast Farm within Alamar requires changes to the previously-approved Alamar PAD Narrative.

PUBLIC PARTICIPATION:

A neighborhood meeting to discuss the proposal with neighboring property owners and other interested parties was held on June 28, 2022. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit F. Neighborhood meeting attendees had general questions regarding how the PAD Amendment and concurrent General Plan Amendment would affect them. Many of these questions

focused on the timing and status of construction for various elements of the development. All required notifications for the neighborhood meeting, Planning Commission, and City Council public hearings have been completed. To date, no public comments regarding this project have been received.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The subject property is located within the areas of the Littleton Elementary School District (Littleton ESD) and Tolleson Union High School District (Tolleson UHSD). Both districts have provided updated Certificates of Adequate School Facilities indicating that they have adequate capacity to accommodate the estimated enrollment generated by the Alamar PAD, including both the existing areas of the PAD and the twenty (20) acres to be added via integration of the Church and Yerington Parcels (Exhibit G). The Certificate from Littleton ESD is dated November 21, 2022, and the Certificate from Tolleson UHSD is dated December 1, 2022.

Tolleson UHSD owns an approximately 56-acre parcel at the southeast corner of Dysart Road and the future Broadway Road extension, adjacent to Alamar but within Maricopa County's jurisdiction. A new high school is expected to begin construction on this site in the fall of 2023. Currently, high school age students in the Alamar area attend La Joya High School, located at Avondale Boulevard and Durango Street.

Within the Alamar PAD, an approximately 21-acre public elementary school site is located at the intersection of El Mirage Road and Broadway Road. Littleton ESD has begun construction of Lakin Elementary School at this location, with a target opening date in the fall of 2023. Elementary-age students within Littleton ESD may attend any school in the district, including Littleton Elementary, Collier Elementary, Estrella Vista STEM Academy, and Tres Rios Service Academy. The opening of Lakin Elementary will provide an additional option for students in this district.

PLANNING COMMISSION ACTION:

On November 16, 2022, the Planning Commission conducted a public hearing on the PAD Amendment alongside a public hearing on the concurrent General Plan Amendment. At the time of the Planning Commission meeting, the applicant had not obtained recent Certificates of Adequate School Facilities for either school district that serves Alamar. The certificates attached to the Planning Commission staff report were the original certificates obtained when Alamar underwent its first Rezone in 2017, and contained outdated information about the number of units anticipated within the development. Furthermore, the 2017 certificate from Littleton ESD indicated that this district did not have adequate capacity for Alamar's expected enrollment.

During the Planning Commission meeting, staff noted that the forms were old and contained outdated information, and that the applicant would obtain new forms prior to bringing the General Plan Amendment and PAD Amendment requests to City Council. Staff and the applicant explained that in the years since the original certificates were signed, the applicant had donated land to Littleton ESD for the new Lakin Elementary School (described above). Staff and the applicant also noted that Tolleson UHSD plans to construct a new high school at Dysart and Broadway, immediately adjacent to Alamar. The applicant has obtained updated certificates from both districts, noting the correct number of units for the community and indicating that the districts have sufficient capacity to accommodate Alamar's enrollment. These certificates are attached as Exhibit G.

Two members of the public spoke during the Planning Commission hearing. Both speakers noted that they lived near Alamar, and were concerned that the proposals being heard would result in their homes being demolished. The Commission clarified that the PAD Amendment affected vacant properties adjacent to and within Alamar, and that the speakers' homes, located north of Alamar, were not a part of this application request and not slated for demolition.

The Planning Commission voted to recommend approval of the PAD Amendment, 4 to 0.

ANALYSIS:

Section 603 of the Zoning Ordinance establishes five (5) criteria that any request for PAD zoning must meet. The criteria are listed below, with an analysis of each.

1. The proposed PAD amendment is in conformance with the General Plan and applicable specific

plan(s). The current General Plan land use designations for Alamar are shown in Exhibit B. The applicant has submitted a concurrent Minor GPA amendment (PL-22-0067) that will amend the General Plan 2030 Land Use Map designation for the Church Parcel from Rural Low Density Residential (RLDR) to Medium Density Residential (MDR). The addition of the Church Parcel and Yerington Parcel to the PAD, combined with the proposed GPA for the Church Parcel, will increase the number of units the General Plan allows for Alamar from 4,212 to 4,281. The PAD Amendment proposes to cap development within Alamar to 4,036 units, so the number of units to be built will not exceed the amount allowed by the General Plan.

2. The proposed PAD amendment meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, unless otherwise modified by the PAD Narrative. The proposed PAD Amendment meets all applicable regulations including zoning classifications, development standards, and engineering standards necessary to administer the intended development. Development standards were established for the residential and commercial components of Alamar under previous PAD approvals, and the current Amendment will establish new standards for Steadfast Farm. Individual phases within Alamar are subject to platting and design review requirements, and the Church, Yerington, and Steadfast Farm sites will be incorporated into these processes as their respective phases are developed. The applicant utilizes an in-house design review process for its developments to augment the design review performed by City staff, to ensure high-quality, attractive residential and commercial products.

3. That adequate public infrastructure and services exist to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD. The City's existing public infrastructure is adequate to provide the necessary services for the Alamar PAD. The applicant has or will construct additional infrastructure to support all Alamar developments as each phase of the project develops.

4. The proposed PAD amendment will result in compatible land use relationships within the proposed development and with adjacent properties. The Alamar PAD provides a connected and integrated master plan that will result in residential, commercial, and recreational opportunities for the community, surrounding areas, and the City. In addition to the community amenities provided, the development will also provide updated infrastructure for the area, a community park, an elementary school site, and a public safety facility site. The proposed Major PAD Amendment will incorporate the Church and Yerington Parcels into the PAD, and the single-family homes to be constructed on these parcels will be compatible with existing single-family neighborhoods within Alamar. The proposed Steadfast Farm amenity will provide locally-grown produce and other goods for residents of the PAD, as well as for the wider community.

5. The development standards of the proposed PAD amendment are consistent with or exceed the desired character of development for the area. Alamar's existing development standards for residential and commercial components include requirements for setbacks, lot width and depth, lot coverage, building height, and off-street parking. The proposed PAD Amendment removes development standards for the Heritage Site and adds new standards for Steadfast Farm, which resemble those of the Neighborhood Commercial (C-1) zoning district with some modifications. All development standards contained within the Alamar PAD have been reviewed and are consistent with the desired character of the development.

DISCUSSION:

Staff recommends approval of the Major PAD Amendment request for the following reasons:

1. The proposed PAD Amendment is in conformance with the General Plan land use designations for Alamar. The maximum number of units to be constructed in Alamar will not exceed the number allowed by the General Plan.

2. The proposed PAD Amendment is in conformance with the Zoning Ordinance, Subdivision Regulations, Design Manuals, and other applicable regulations and requirements, unless otherwise modified by the PAD Amendment Narrative. Development standards have been established for the residential and commercial components of Alamar under previous approvals, and the PAD Amendment will establish new development standards for Steadfast Farm. Individual phases of Alamar are subject to platting and design review

requirements as they are constructed.

3. The proposed PAD Amendment will result in compatible land use relationships. The Church and Yerington Parcels are expected to be developed with single-family homes to coordinate with the primarily single-family character of Alamar. Steadfast Farm will provide fresh fruits, vegetables, and other products for the community.
4. Adequate public infrastructure to support the proposed development either currently exists or will be constructed by the developer.
5. The proposed PAD Amendment will increase Avondale's stock of housing units.
6. The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

There are three conditions recommended for approval regarding signage since Alamar has an approved Comprehensive Sign Plan and the new developments may have additional signage added within the community. These conditions were included in a prior PAD amendment case for Alamar too.

BUDGET IMPACT:

No budget impacts.

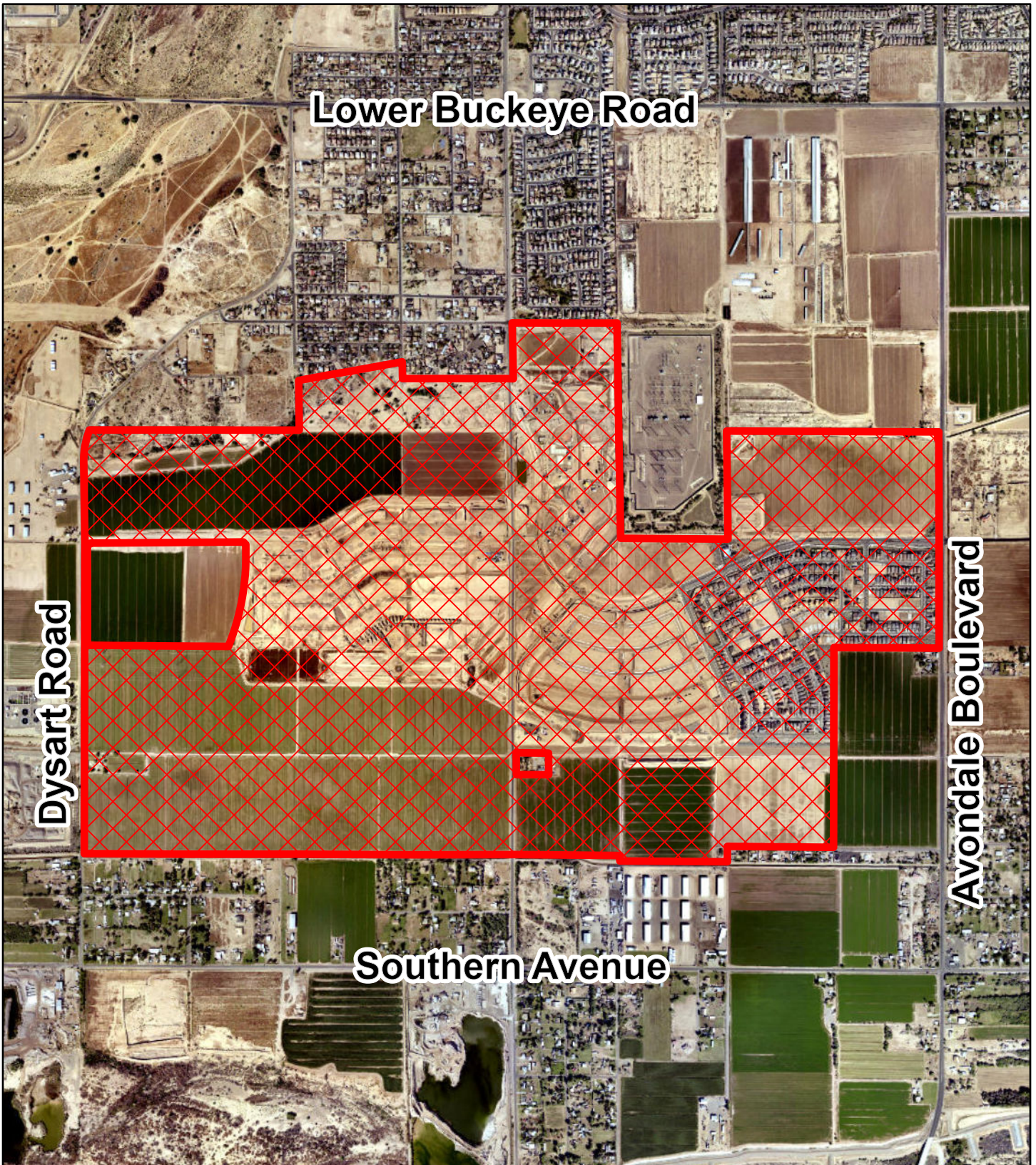
RECOMMENDATION:

City Council will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0089, a request to amend the Alamar Planned Area Development, subject to the following six (6) conditions of approval:

1. Development shall conform to the Alamar Major PAD Amendment Narrative dated July 2022 and approved by Ordinance 2002-0123 and approved with this Application PL-22-0089.
2. All stipulations of the approval of Ordinance 1651-518 and 2002-0123 shall remain in full force and effect unless explicitly modified by this PAD Amendment.
3. The Applicant and/or Homeowners Association shall be responsible for installation, maintenance, repair, and replacement of all sign types described within the Alamar Master Sign Package, including signs located within the public right-of-way. Maintenance responsibilities shall include the sign structures and any related lighting.
4. The City shall have the right to remove any damaged sign within the public right-of-way if said damaged sign is not repaired within fifteen (15) days of notice being provided to the developer and/or Homeowners Association.
5. In the event that the Homeowners Association no longer wishes to maintain Alamar "Specialty Street Signs", the City will remove the specialty street signs and replace them with standard-issue City street signs.
6. The total allowed units are subject to City acceptance, review, and approval of all required PAD master plan(s) and report(s).

PROPOSED MOTION:

I move that City Council recommend **APPROVAL** of Application PL-22-0089, a request to rezone approximately 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue from medium density residential to Alamar Planned Area Development ("Alamar PAD") and to rezone 10 acres generally located along El Mirage Road, north and east of the intersection of Chambers Avenue and El Mirage Road from Rural Residential-43 to Alamar PAD, subject to six (6) recommended conditions of approval as listed in the staff report.



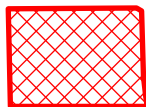
Lower Buckeye Road

Dysart Road

Avondale Boulevard

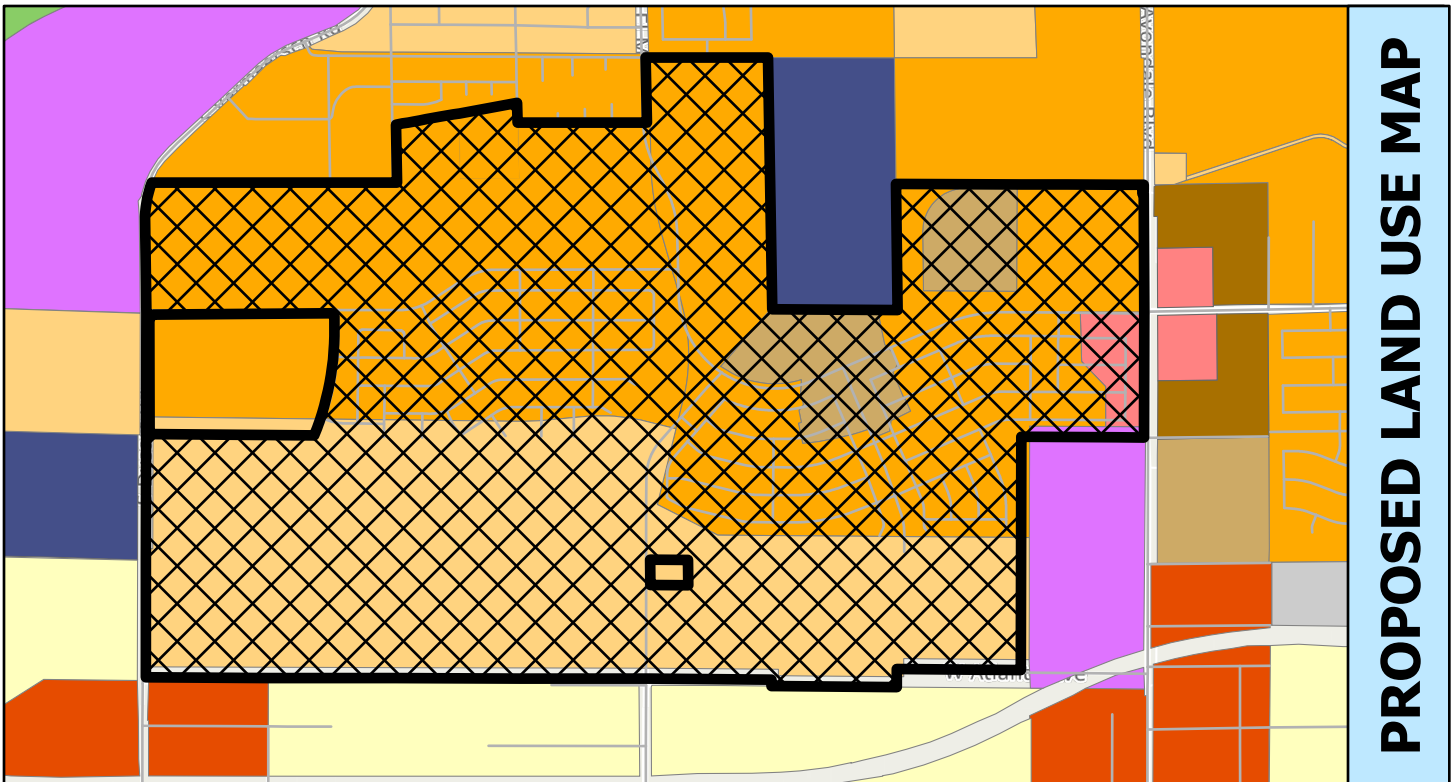
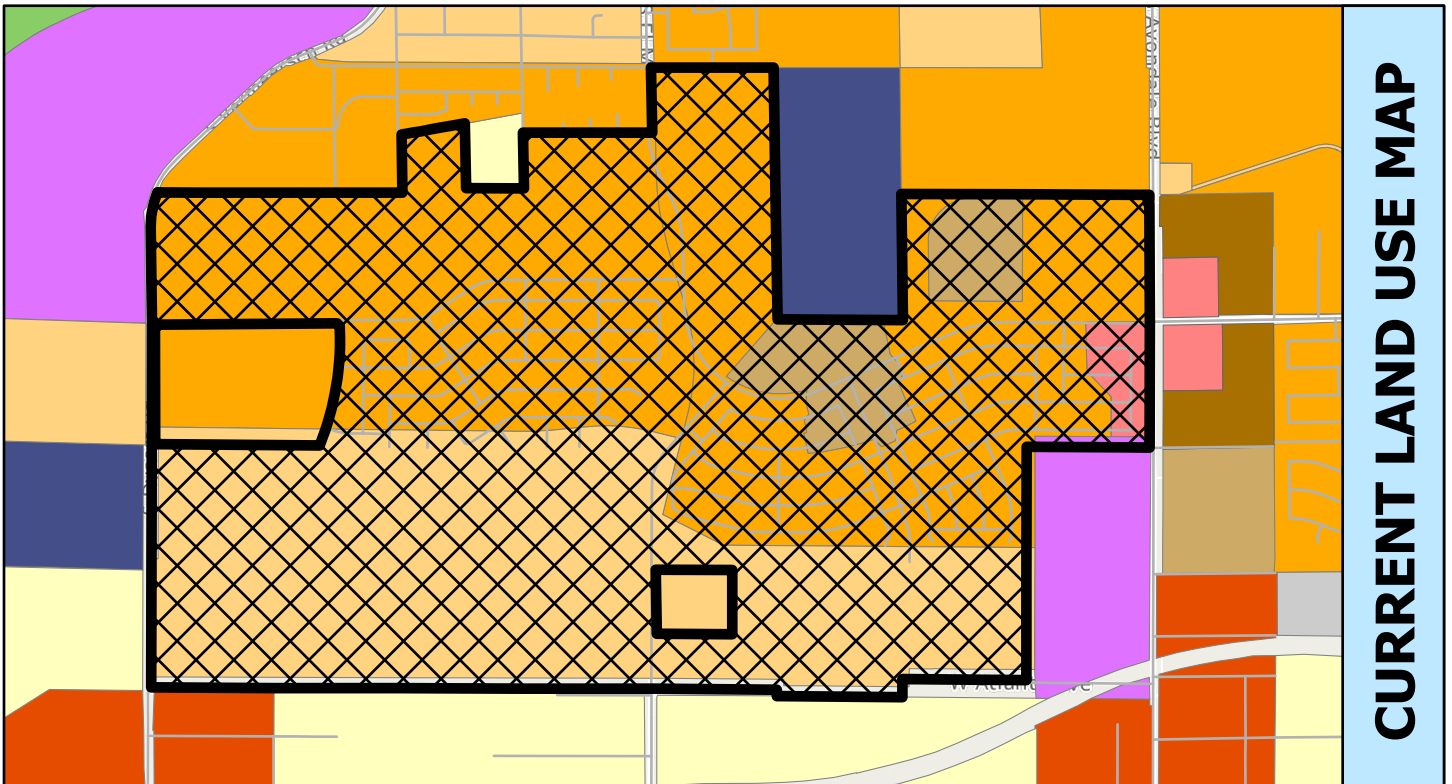
Southern Avenue

Aerial Photograph



Subject Property

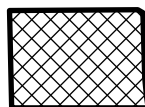




General Plan Land Use

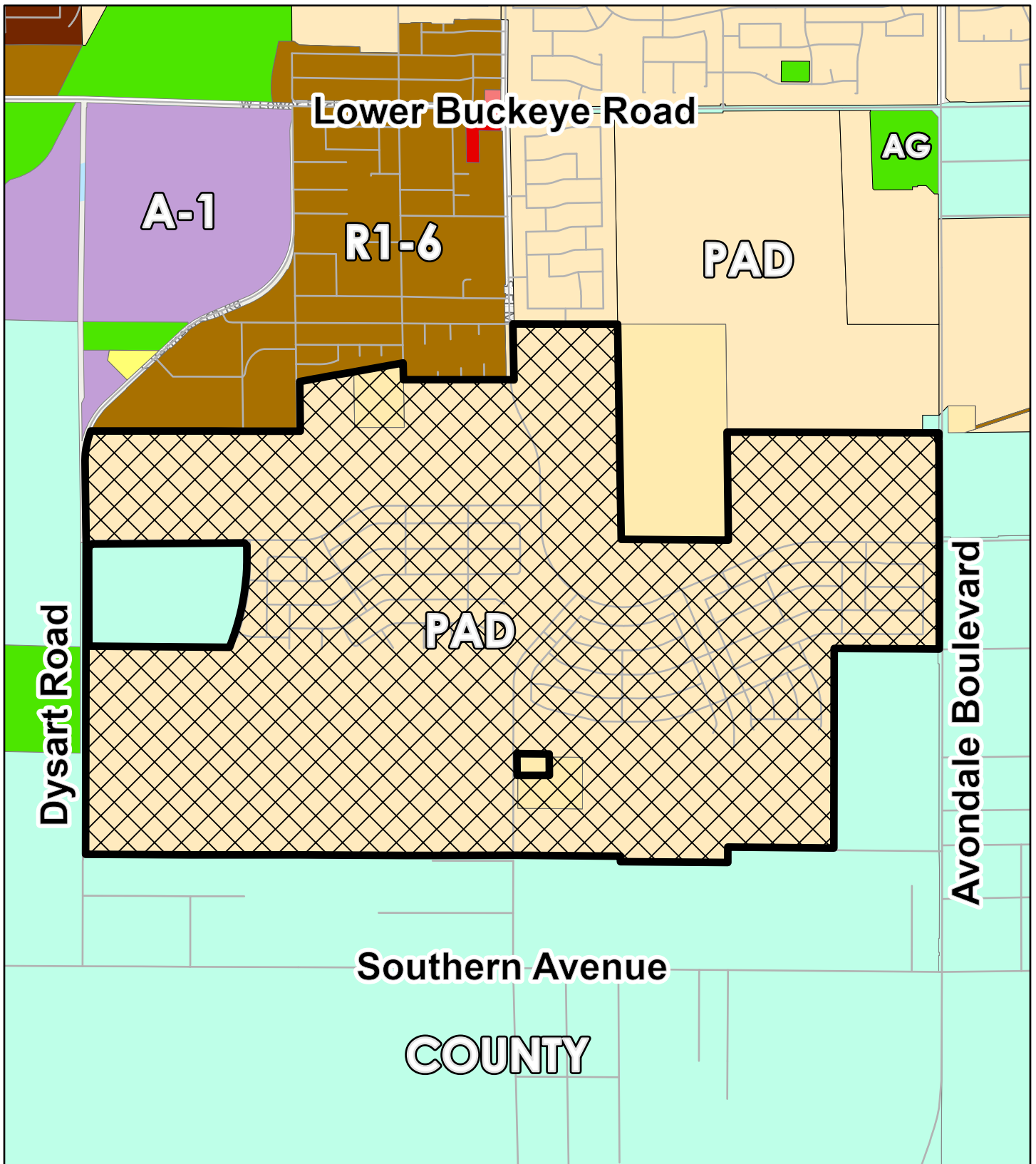


- Local Commercial
- Low Density Residential
- Medium Density Residential
- Medium High Density
- Rural Low Density Residential

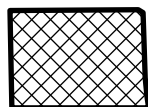


Subject Property





Zoning Vicinity



Subject Property





ALAMAR

CITY OF AVONDALE
MAJOR PAD AMENDMENT
PROJECT NARRATIVE
PL-22-0089
July 2022

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NARRATIVE

Introduction

ALAMAR (“Property”) is a Planned Area Development (PAD) by Brookfield Residential (Arizona) LLC (“Brookfield”) currently encompassing approximately 1,130 gross acres of land within the City of Avondale. The property is located west of Avondale Boulevard and north and south of the Broadway Road alignment.

The Property was annexed into the City of Avondale (“City”) in May of 2018. Alamar was also zoned to a Planned Area Development (PAD) in May of 2018, subsequently amended in February of 2020, and July of 2021. A concurrent Minor General Plan Map Amendment has been submitted along with this Major PAD Amendment related to a small portion of land along the northwest border of the property referred to as the “Church Parcel”: and now planned for additional residences within the ALAMAR community.

As Brookfield continues their thoughtful and strategic planning and development of ALAMAR, new opportunities to grow and expand the community have come about. Brookfield is submitting for a Major PAD Amendment to include the following:

- a. an additional 20 acres of land within the PAD,
- b. removing the Heritage Site program while introducing the Steadfast Farm program,
- c. increasing the allowed total unit quantity.

Project Description

From Alamar’s initial inception, Brookfield’s vision set out to create a connected, integrated, and holistic master plan community that would result in a strong identity. Brookfield continues to believe in this special project and the opportunity to celebrate the natural beauty of the adjacent Sierra Estrella Mountains by providing a framework for community health and wellness. This focus on health and wellness continues to this day-through the design of family-friendly and multi-generational neighborhoods with an abundance of parks connected through a comprehensive network of trails and open spaces.

Request

Brookfield is submitting for a Major PAD amendment to include the following items:

- a. an additional 20 acres increasing the total acres from 1,120 to 1,150 acres;
- b. introduce Steadfast Farm, a Community Supported Agriculture (CSA) program;
- c. remove the Heritage Site and relocate the use and program to Steadfast Farm;
- d. an additional 341 lots increasing the total permitted dwelling units from 3,695 to 4,036 dwelling units; and
- e. adopt PAD zone for the Heritage, Steadfast Farm, Church and Yerington Parcel(s).

As stated above, a concurrent Minor General Plan Map Amendment has been submitted along with this Major PAD Amendment Request to change the land use designation of the “Church Parcel” from Rural Low Density to Medium Density Residential. This Major PAD Amendment proposes the adjustments listed below.

1. Brookfield has purchased approximately 10 acres of land from St. John Vianney Church (“SJVC”) located along the northern Property boundary and more specifically south and west of the intersection of Illini Street and S. 125th Avenue. These 10 acres are referred to as the “Church Parcel” and are

specifically described in the legal description accompanying this request. Brookfield has also purchased approximately 10 acres of land from the Yerington Living Trust (“YLT”) located along El Mirage Road and more specifically north and east of the intersection of Chambers Avenue and El Mirage Road. These 10 acres are referred to as the “Yerington Parcel” or and are specifically described in the legal description accompanying this request. The Church Parcel will be folded into the overall fabric of Phase 5 while the Yerington Parcel will be included Phase 3.

2. The Heritage Site was originally located on the western Property boundary along Dysart Road just south of the powerline corridor. Although these 28 acres are already within the ALAMAR PAD and have an underlying residential use per the approved PAD, the land ownership was retained by the previous owner, the Lakin Family, with the intent to develop a “Farm and Ranch Experience Heritage Center.” The finances for such an endeavor have not come to fruition so Brookfield has purchased those 28 acres with the intent to incorporate them into the overall fabric of the community. The Heritage Site will be developed as part of Phase 6 of ALAMAR. This Phase will also now contain the relocated third Neighborhood Park and feature vehicular connections to El Mirage Road, South 128th Avenue, and Dysart Road.

3. The introduction of Steadfast Farm, located along El Mirage Road at the “Y” intersection of the powerline corridor, furthers Brookfield’s vision to create a master plan community that provides the framework for community health and wellness. This cultural mixed-use project will be designed to showcase some of the best organic agricultural practices in Arizona. Steadfast Farm works with communities to offer small scale localized agricultural produce that are based on bio-intensive best-practices. The approximately 2-acre farm and market will have a variety of offerings to the local community including; fruits and vegetables, cut flowers, and a modest farm “store” supported through a robust CSA (Community Supported Agriculture) program (similar to the successful program used at Brookfield’s Eastmark community in Mesa, AZ).

Its implementation will honor the rich history of the property and it’s agrarian heritage. The development will also serve as a distinctive community destination. Brookfield proposes exchanging the approved Heritage Site uses with the Steadfast Farm uses.

4. Brookfield is in escrow to sell Phase 7 to Shea Homes who plans to develop a new Trilogy Community. Trilogy, a leading nation-wide brand, is an age qualified resort style community featuring clubhouses and amenities for active adults. Trilogy strives to create communities that provide enriched lifestyles through opportunities to explore new interests, achieve wellness, and connect to a vibrant social life. Trilogy and ALAMAR are a perfect fit!

ALAMAR’s carefully crafted community fabric with multi-generational neighborhoods, its focus on health and wellness, is heightened and improved with the addition of Trilogy expanding the already diverse range of housing product and amenities ALAMAR provides. This unique opportunity to include an active adult element expands and enhances the initial vision and goals Brookfield established. Brookfield will continue to coordinate all residential building activities to ensure design excellence.

5. With the inclusion of the Church and Yerington Parcel’s, removal of the Heritage Site program, introduction of Steadfast Farm program and Trilogy, Brookfield is proposing an increase to the approved overall unit count for ALAMAR. Currently the General Plan allows for a total of 4,216 units within the ALAMAR PAD (the current ALAMAR PAD only calls for a total of 3,695 units). The inclusion of the Church and Yerington Parcel’s into the ALAMAR PAD would allow for an additional 65 units per the amended General Plan, thus increasing the allowed maximum unit count of ALAMAR to a total of 4,281. Brookfield is proposing an increase to a total of 4,036 units within this Major PAD Amendment.

This proposed change in total units will only result in an increase in density from 3.3 du/ac to 3.5 du/ac (still below the 3.7 du/ac that are allowed within the General Plan).

Project Justification

As the City is aware, when planning and developing a master plan community, the developer and the City work cooperatively to implement a vision that is not only appropriate for the city but creates a community with a distinct sense of place. The development lifecycle of a major master planned community typically spans ten or more years. During this time, it is expected that development conditions will change. Whether such change is initiated by market conditions, change in Council, or change in staff, one feature that is essential to the successful implementation of a master planned community is its flexibility to respond to changing conditions. The City of Avondale's General Plan and Zoning Ordinance, and ALAMAR's PAD recognizes the importance of this dynamic by providing several policies that support this Major PAD Amendment.

2030 General Plan Supporting Statements and Goals

First and foremost, Page 15 of the 2030 General Plan and supported by A.R.S. §9-461.06.

“...changes to the 2012 Plan are to be considered major amendments if the resulting change is a “substantial alteration of the municipality’s land use mixture of balance” as established in this 2012 Plan.”

The above statement provides strong support for the proposed Major PAD Amendment. Additional Goals and Policies supporting this proposal are provided hereinafter.

Land Use Element

- Goal 1: “Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”

Response: the proposed amendment expands ALAMAR's overall community design fabric, providing a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness continues to guide Alamar's development and has been made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

- Goal 3: “Promote a strong balance of high quality residential, employment, recreation, and educational land uses.”

Response: ALAMAR continues to include a diverse range of housing product within the community. The proposed amendment allows Brookfield to expand the offerings of high to medium-high density residential, and medium to low density residential.

- Goal 4: “Ensure all land use decisions meet the long-term social and economic goals of the community.”

Response: Alamar continues to provide executive housing and larger lots for the greater Avondale community. Based on research to date, discussions with the home builder industry and an analysis of comparable projects, the inclusion of executive housing and larger lots greatly expand the current

offering in the Southwest Valley. However, it is important to note that Alamar will also be providing higher density housing where appropriate, adjacent to higher intensity uses such as utilities, commercial, and public uses. The higher density housing will support more vibrant commercial areas through increased population supporting more diversity of non-residential uses and ultimately higher sales tax revenues.

- 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.”

Response: The proposed amendment expands Brookfield’s vision to create a connected, integrated, and holistic master plan community resulting in a strong identity for the City. With the Properties unique location, directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes in the unique opportunity to develop a comprehensive master plan community that embraces the City’s desire to celebrate the natural beauty of the Sierra Estrella Mountains. The provided framework for community health and wellness is achieved through an expansive trail system, large community park, and efficient drainage design, it is also accomplished through architectural design, community amenities, elements and design components organized around a series of materials and desert treatments that respect the natural environment. Proposed color palettes will be comprised of muted tones and will take clues from natural context of the land, river valley, and adjacent mountains as well as the historic contexts of the surrounding properties.

Goal 7: “Plan for educational facility locations as development and redevelopment occurs”.

Response: Brookfield continues to coordinate with the Littleton Elementary School District (“LESD”) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community’s well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield continues its discussions with both the City and the LESD on the potential opportunities for co-locating open space and recreation improvements within the context of land adjacent to the school site.

Cost of Development Element

Goal 2: “Preserve and enhance infrastructure and the existing level of public services for residents and businesses.”

Response: With the continued success of Alamar, this project has substantially and will continue to substantially augment the City’s infrastructure and existing level of public services in south Avondale through the reservation of land for the development of a new fire/ safety substation and a new elementary school. Brookfield also reserved land and has contributed to the development of a new 30 +/- acre community park. Through the development of the Property, this project will provide water, sewer, and road connectivity over two square miles where supportive infrastructure that did not and does not currently exist. This will have the added benefit of attracting other users to the area who will be able to capitalize on the new infrastructure.

Housing Element

Goal 2: “Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels”

Response: This proposed amendment allows Alamar to continue to provide housing designs with rich character and quality with a range of housing design styles that will help to curtail the typical suburban look of monotony and sameness. Based on the overall community theming and branding, the project continues to include four distinct architectural styles but is not limited to, Spanish Colonial, Territorial Ranch, Craftsman/Bungalow, and Traditional Southwest.

Goal 4: “Require excellence and innovation in residential design and construction.”

Response: Brookfield continues to coordinate all residential building activities to ensure design excellence. A focus on key components and the appropriate design composition will be mandated through the proposed architectural design standards and guidelines in Section 5 of the PAD.

Conservation, Rehabilitation, and Redevelopment Element, and Neighborhood Preservation and Revitalizations Element

- Goal 2: “Create a true sense of community that stretches beyond neighborhood boundaries.”

Response: The proposed amendment allows Alamar to continue to provide carefully positioned neighborhoods around formative parks and associated open space elements that help foster social engagement help create a special sense of place. Rather than a simple series of block forms repeated over and over, residential blocks continue to be organized in more interesting (and different) shapes, sizes and orientations that help to create for a more varied and visually interesting street scene.

Energy Element

- Goal 5: “Integrate electric power line corridors, electric substations, and other energy infrastructure into future development.”

Response: The Property includes a linear electrical corridor and associated easements that includes a “Y” separation near the middle of the Property. Brookfield continues to work closely with and coordinate with the utility providers. Based on this coordination and collaboration, Brookfield plans to utilize the corridors and easements for trails, informal open spaces for recreation, and for detention design requirements.

Environmental Planning and Conservation Element

- Goal 1: “Protect floodways, floodplains, hillsides, and other environmentally sensitive areas from inappropriate development”

Response: Brookfield continues to coordinate with FEMA, creating and submitting multiple Conditional Letters of Map Revisions (“CLOMR”) and multiple Letters of Map Revisions (“LOMR”) as necessary. Brookfield has also been in communication and coordinated accordingly with the design of components related to the Durango Regional Conveyance Channel (“DRCC”) relative to the Property.

Goal 4: “Maintain or enhance the quality of Avondale’s natural resources.”

Response: Brookfield continues to organize community features, elements, and design components around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement, and connection to nature.

Goal 8: “Conserve water”

Response: Alamar will continue to utilize a low water use landscape palette that is appropriate for the desert environment.

Open Space Element

Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle”

Response: Alamar continues to focus on providing an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system provides convenient linkages to the unique riverfront setting. Alamar has become a source of pride for the City of Avondale and continues its focus on livability and long-term sustainability.

Goal 2: “Create linkages to parks, trails, rivers, and mountains.”

Response: The proposed amendment allows Alamar to continue and expands upon its well-connected series of family-friendly neighborhoods. The planned 9.5 miles of trails will further create linkages to the series of specialty designed parks, neighborhoods, and adjacent amenities.

Goal 3: “Make Avondale’s unique natural setting central to its identity as a Healthy Lifestyle City.”

Response: Alamar’s unique location at the convergence of multiple rivers limits transportation circulation west of the Property, as well as significant limitations to the south of the Property. These geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan community that has become a regional destination within the City. The community is a special asset to the Avondale community complementing the Cities overall fabric while reinforcing the community as a great place to live, work, and play.

Goal 4: “Protect views of and access to mountains and river corridors.”

Response: One of Alamar’s central themes has been and will continue to be its visual and physical access to the surrounding natural areas. With this in mind, the community has been carefully designed with an integrated street system to take advantage of the existing view sheds. The series of designed open spaces, park system, and trail network connecting the family-friendly neighborhoods all help to connect citizens to the surrounding natural areas.

Recreational Amenities Element

Goal 1: “Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”

Response: Brookfield has reserved a large 30+/-acre community park site and has contributed to the development of this site. Additionally, the project includes three strategically located neighborhood parks that will range in size from approximately 2 to 3 acres, as well as a series of formative parks. The neighborhood park spaces are geared toward the community’s adjacent neighborhoods and residents.

These parks will incorporate a range of uses providing each one with a unique identity. Brookfield has coordinated with the Littleton Elementary School District (LESD) reserving a 21-acre school site on the Property. 6-acres of the school site will be organized as open space with park amenities for joint use between the LESD and City of Avondale. The formative parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents and will be strategically embedded in each grouping of neighborhoods.

Circulation Element

Goal 1: “Provide a transportation system that is complementary to the existing and planned land uses.”

Response: The proposed amendment allows further complimentary circulation with the existing and planned land uses. While Alamar has been designed as a unique destination-oriented master planned community, it still allows for circulation and connectivity around and within the Property.

Bicycling Element

Goal 1: “Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.”

Response: This proposed amendment further establishes the community’s connectivity and extensive network of bicycle and pedestrian paths. Connectivity has been planned throughout the community as well as with the larger external Avondale and regional network. The internal network includes over 9.5 miles of trails, which will allow for biking, walking, and jogging.

Goal 3: “Increase recreational opportunities for bicyclists throughout Avondale.”

Response: Alamar continues its implementation of well-connected neighborhoods, and this proposed amendment provides further connectivity to the trail system which has been thoughtfully integrated into the Community Park to ensure convenient access for residents on foot or on bike. The communities trail network is considered an ‘active’ transportation network that accommodates bicyclist, pedestrians, and handicapped users.

Safety Element

Goal 1: “Provide a safe and healthy environment for all Avondale residents, employees, and visitors.”

Response: Alamar’s overall community design fabric has provided a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.

Goal 5: “Continue to provide for the protection of life and property from the destruction of fire and to mitigate other life-threatening incidents.”

Response: Brookfield continues to coordinate with the City and City’s fire department on a fire safety facility location reserved within the Property. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Goal 6: “Provide fire, advanced life support, and emergency medical services to all residents and visitors in the City.”

Response: The proposed fire safety site within the Property will greatly enhance the City’s service area in south Avondale. The proposed amendment provides improved connectivity with the ability to fully integrate into the community’s neighborhood fabric.

Water Resource Element

Goal 4: “Encourage efficient water use and conservation throughout the community.”

Response: Alamar will continue to utilize a landscape palette that is appropriate for the desert environment and sensitive to the use of water.

Urban Design Element

Goal 1: “Identify and preserve Avondale’s cultural resources and local sense-of-place.”

Response: The Property is blessed with significant natural resources including the local river corridors and the Sierra Estrella Mountains to the south. These natural features provide the foundation of the community theme, acting as the anchor to develop a distinct sense of place, that is unique to Avondale. The community theme focuses on health and wellness, community engagement, and connections to nature. These goals continue to be achieved through several design features including the hierarchy of parks, the connection of these parks through an extensive trail system, as well as final design details such as lot orientation and road corridor layout that enhance and preserve view corridors.

Goal 3: “Foster the idea of distinguishable urban neighborhoods and districts within Avondale.”

Response: With a continued focus on health and wellness the proposed amendment further allows Alamar to carefully integrate family-friendly and multi-generational neighborhoods that provide an abundance of parks, trails, and open spaces. These community amenities encourage social engagement and place a premium on the opportunities to connect back to nature. Brookfield continues to implement a creative interpretive art program through the parks and trails that celebrates the geological history of the land, as well as the nearby mountains and rivers.

Goal 5: “Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainable and economically.”

Response: The communities fully connected family-friendly neighborhoods and overall trail network will amply provide connectivity throughout the community as well as linkages to the regional trail network.

Zoning Ordinance Supporting Statements and Goals

This proposed Major PAD Amendment is supported by the City of Avondale Zoning Ordinance. As stated in Section 601 of the City of Avondale Zoning Ordinance, the purpose of the Planned Area Development (PAD) district is to:

“... promote the development of mixed-use developments and/or residential subdivisions that include residential, commercial or business park development according to an overall plan. It is the intent of the PAD district to:

- a. Encourage creative and innovative planning principles by providing greater flexibility in design.
- b. Establish mixed-use developments or residential neighborhoods that have a distinct character and an established sense of place.
- c. Create residential communities with a mix of lot sizes and complementary uses.
- d. Provide a process that relates the architecture, urban design, and scale of the project to the unique characteristics of the site.
- e. Require the nature and intensity of development to be supported by adequate utilities, transportation, drainage and open spaces to serve the development and to minimize impact on existing or future adjacent development.
- g. Encourage development that is consistent with the policies and the guidelines established in applicable specific plans and the General Plan.

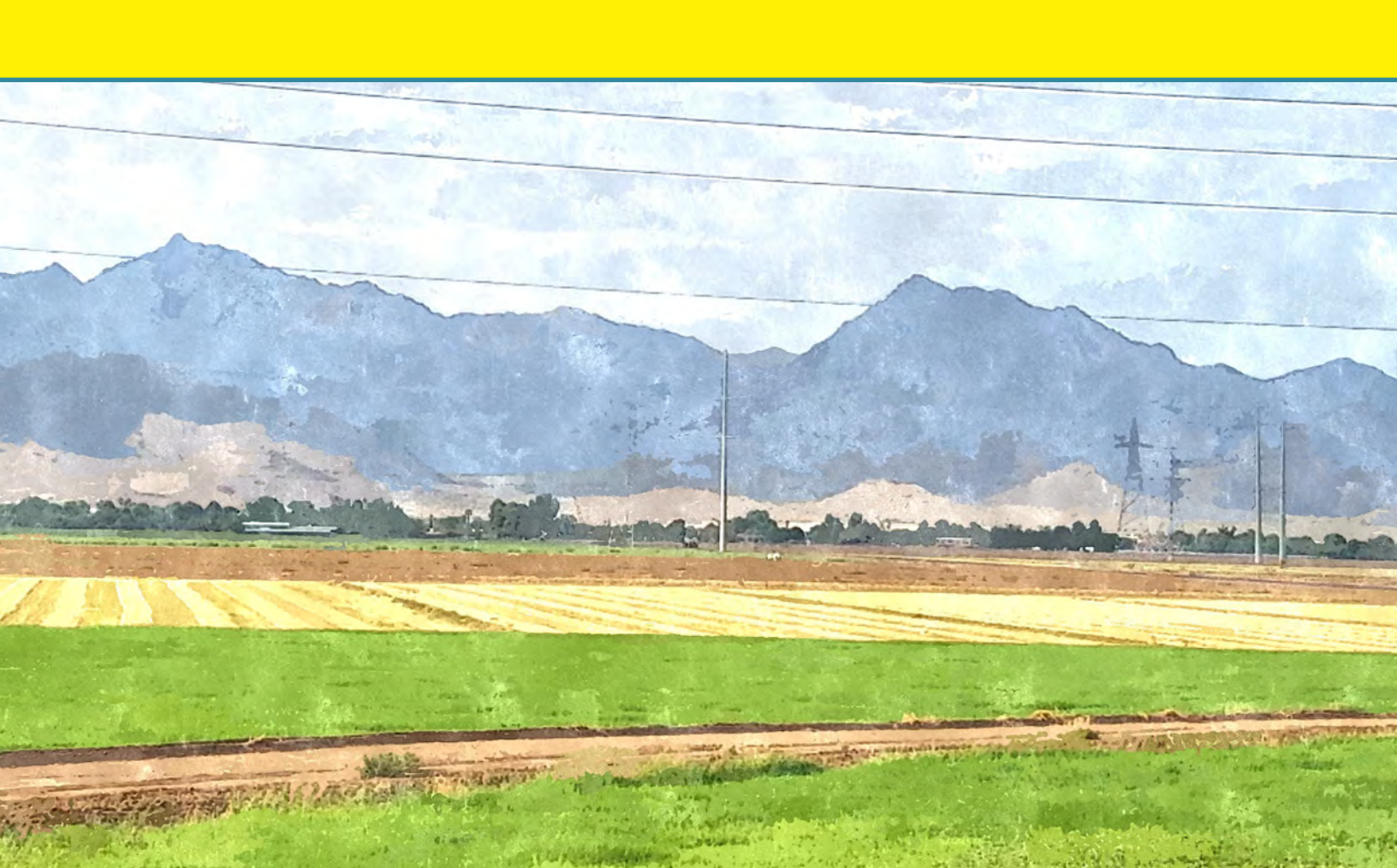
ALAMAR's PAD Supporting Statement and Policies

Page 42 of the Alamar PAD.

“Amendments to the PAD may be necessary from time to time to reflect changes in market conditions or to meet requirements of potential users or builders... The following shall be deemed to be major amendments...

- 2. An overall increase in residential unit count for the Property”

Brookfield remains committed to creating a connected, integrated, and holistic master plan community. The implementation of a PAD is long-term and usually spans one or more business cycles. As cycles evolve and development conditions adjust, there are time when it is necessary to modify the approved uses to maintain the above stated principles. These proposed adjustments ensure continued success the project in both the short and long term.



ALAMAR

PLANNED AREA DEVELOPMENT AMENDMENT

Prepared for:

Brookfield
Residential

Original Approval: 05.21.2018
PAD Amendment #1: 02.12.2020
PAD Amendment #2: July 2021
PAD Amendment #3: July 2022

Avondale
Aspiring. Achieving. Accelerating.

PL-17-0223, PL-19-0231
PL-21-0253



View from Hayes Peak - Sierra Estrella Mountain



“While typical Developers tend to promise that one big idea and always seem to come up short, our commitment for Alamar is to do a thousand things really, really well. That’s the true role of a community builder.”

- VERNON D. SWABACK

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Tolleson Union High School
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- 1: TRAFFIC IMPACT ANALYSIS
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The yellow bar across the top of the page highlights revisions made to the PAD document, see corresponding narrative for summary.

Note: All photographs, illustrations, and perspective sketches are intended to communicate Owner aspiration for future development and should be considered conceptual in nature.

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SECTION 1 - INTRODUCTION TAB

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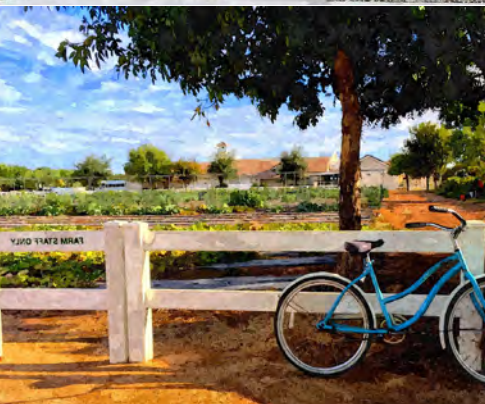
1. INTRODUCTION

1.1 Developer

Brookfield Residential (Arizona) LLC ("Brookfield") has entered into an agreement with Lakin Cattle Company ("LCC"), and Cashion Farms Limited Partnership Properties ("CFLPP"), to purchase purchased approximately 1,130 1,150 net acres of land located in unincorporated Maricopa County, Arizona, south and west of the City of Avondale, an Arizona municipal corporation (interchangeably "Avondale" or the "City"), mostly commonly referred to as "Alamar" and more specifically described in the legal description which accompanies Brookfield's Planned Area Development (PAD) application (the "Property"). LCC, and CFLPP, (the current owners of the Property), have granted Brookfield the authority to submit this PAD as well as the associated entitlement development applications and annexation petition to facilitate development of the Property as a Brookfield master-planned community.

Based on these parameters, Brookfield is the identified “Applicant” of this PAD document. Brookfield is a leading North America land developer and home builder with operations in ~~42~~ 33 U.S. markets in which they own ~~100,000~~ 77,000 lots and deliver on average 3,200 homes a year to a broad spectrum of home buyers. Brookfield’s Arizona division currently has a number of developments throughout the Phoenix metropolitan area, including a joint venture partnership with DMB Associates at Eastmark in Mesa. Eastmark is currently ranked the top-selling master-planned community in Arizona and the 6th top-selling master-planned community in the Nation. Brookfield’s Eastmark community has garnered numerous awards as well as significant national recognition for its success.

Brookfield invests in markets for the long-term, building communities as places of great character and value where people want to live and call home. For each new community, Brookfield creates a blueprint that guides the land development process from start to finish, resulting in a community with attributes that make each unique and special place. Brookfield is committed to providing all resources needed to make a positive lasting social impact in all their communities.



1.2 The Vision

The project is envisioned as a connected, integrated and holistic master plan that will result in a very strong identity for the community as well as the City. Because the Property is located directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes that this is a unique opportunity to develop a comprehensive community master plan that embraces the City's desire to celebrate the natural beauty of the Sierra Estrella Mountains and provides a framework for community health and wellness.

The Property's unique location at the convergence of these rivers limits transportation circulation west of the Property and presents limitations south of the Property as well. These geographical and physical conditions reinforce Brookfield's desire to create a carefully crafted destination-oriented master plan community that can become a regional destination within the City. The Property is a special asset that will complement the overall fabric of Avondale and help to reinforce the community as a great place to live, work and play.

The focus on health and wellness will be realized through the design of family-friendly and multi-generational neighborhoods that are carefully integrated with an abundance of parks, trails and open space. Each of these community amenities will encourage social engagement and place a premium on the opportunities to connect back to nature. Brookfield envisions a creative interpretive art program integrated within the parks and trails. The interpretive arts program will be incorporated with special signs and information articulated in thoughtful formats that celebrate the history of the land and nearby mountains and rivers.



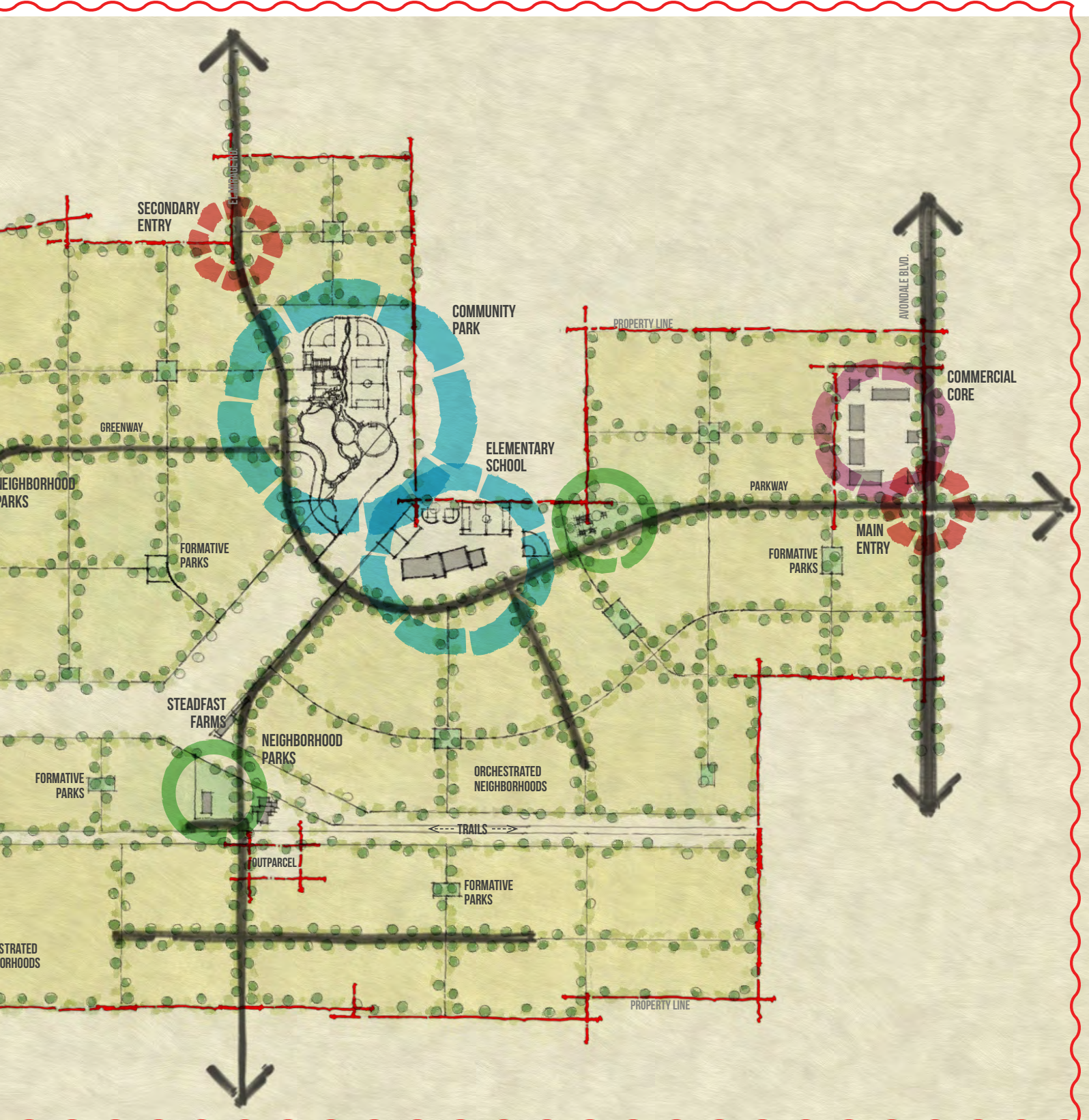


Exhibit #1 - The Vision Plan

1.3 Branding and Theming

The design is envisioned to celebrate the very best aspects of community and to bring people together in the great Arizona outdoors. Over 9.5 miles of trails will connect a series of family friendly neighborhoods and an integrated series of specialty designed parks. The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors. Whether it's a casual walk to the neighborhood park down the street for a community celebration or a 5-mile run with your next door neighbor along the Heritage Loop Trail, there will be an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system will also provide convenient linkage to Avondale's trail system and nearby river corridors and mountains. The new community will be a source of pride for the City of Avondale focused on livability and long-term sustainability.

Parks, landscape features and community monumentation will be designed to pay tribute to the heritage of the Property in creative and contemporary ways. Park design and associated program elements will allow for both formal activities and informal gatherings; all with the intent of encouraging healthy living. Landscapes will be designed in more contemporary manner with a strong focus on shade, comfort and visual interest. Unlike the organic and natural feel of the Sonoran Desert, the landscape form and structure will take on a more formal feel highlighted by rows of trees on streets, in parks and along borders. Community monuments and features will include stone, stucco, steel, concrete and wood; all integrated into fresh sculptural design motifs with creative references to the nearby river corridors and mountain context.





Over 9.5 miles of trails will provide connectivity throughout the community

1.4 Project Description

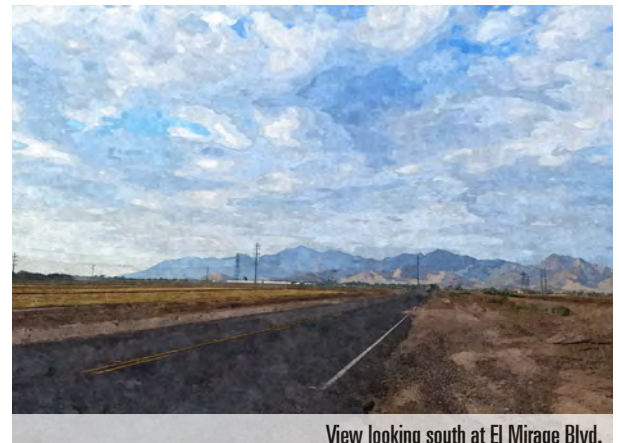
The Property is ~~4,130~~ 1,150 net acres bounded on the east by Avondale Boulevard which is envisioned as the main entry into the community. The northern boundary of the Property is bounded by several different conditions including: agriculture related uses, a Salt River Project substation and residential subdivisions (Cantada Ranch and Las Ligas). The current El Mirage Road alignment is envisioned as a secondary entry into the community. The western-most portion of the Property aligns with Dysart Road and the Lakin milling operations and the City of Avondale Water Treatment Center are located west of Dysart Road. It is important to note, the adjacent out-parcel along the Dysart Road alignment is a 56-acre Tolleson Unified School District site planned for a future high school. ~~A 28-acre Heritage Site located south of the high school property is planned for a future low intensity mixed-use center by the Lakin family.~~ The southern portion of the Property terminates along W. Atlanta Avenue and the existing Sunland drainage channel.

An additional out-parcel is depicted on the Development Plan, adjacent to El Mirage Road in the Southeast Planning Unit of the Property and is identified as the "Yerington Property".

In addition, the Property is traversed by a series of utility (electric line) easements as well as an existing effluent line easement that runs east-west along the southern half of the Property. Currently, the Property is utilized for agricultural use. Development will occur in phases from the east (starting from Avondale Boulevard) to the west. Agricultural operations will likely continue over time as phases of development are implemented.



View looking south to Estrella Mountain



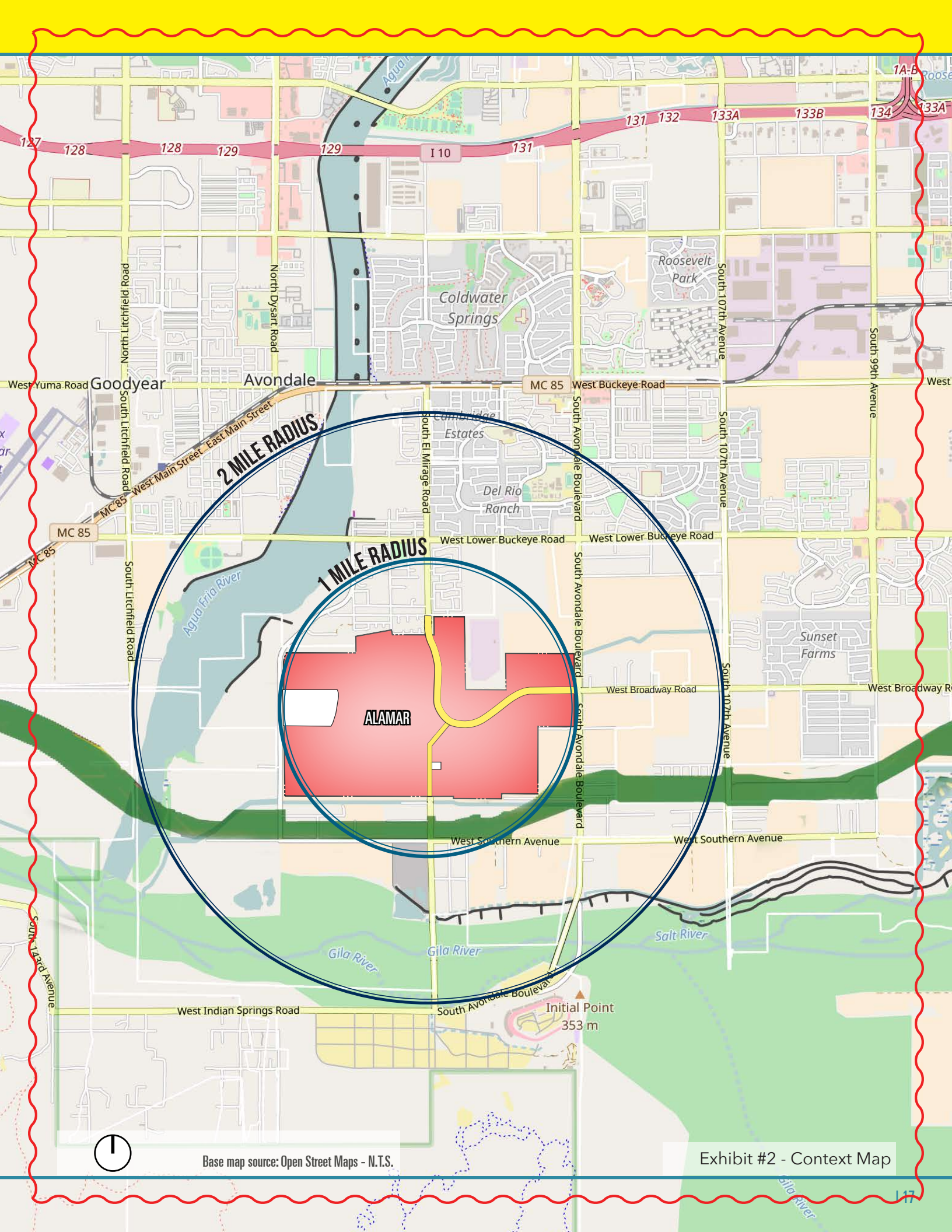
View looking south at El Mirage Blvd.



View looking west along irrigation canal



View looking southwest



Base map source: Open Street Maps - N.T.S.

Exhibit #2 - Context Map

While the Property has several physical constraints, the opportunity to create a comprehensive community master plan is illustrated in the accompanying Vision Plan and Land Use Development Plan. The organization of the plan is based on several key components including:

A. Organization of Vehicular Circulation

The plan calls for the creation of an internally focused vehicular circulation system that reinforces the destination oriented community master plan. The main circulation spine road connects the Broadway Road alignment at Avondale Boulevard with the El Mirage Road alignment in a sweeping curvilinear geometry that allows for critical connectivity to the series of neighborhood parcels throughout the Property. Rather than a large major arterial road that is oriented to accommodating cut through traffic, the proposed roadway would be designed as a major collector road that provides safe and functional access to all the planned neighborhoods as well as allowing for access south of the Property on El Mirage Road. This parkway concept will be much more in-line with the comprehensive nature of the community master plan and will also be much more comfortable for residents who will utilize the adjacent trail system.

Broadway and El Mirage will be complemented by a minor collector road system that will provide convenient access to parcels south and west. These roadways articulated on the Vision Plan and Land Use Development Plan have been studied in great detail. This specific strategy is to design a creative circulation system that allows for an efficient and effective transition to the local neighborhood roads. This may be done by considering roundabouts and other methods to address the intended distribution of vehicle trips in a methodology that does not rely on a suburban oriented hierarchical road system of arterial, collector and local roads. The goal is to reinforce the connectivity of the community fabric with road sections that allow easier access for vehicles and pedestrians from one neighborhood to next. If the Traffic Impact Analysis (TIA) in the future shows/ triggers the need for a collector road to Dysart Road, the Developer will be incorporated at such time.

In addition to these site specific and contextual circulation components, another significant factor that impacts the overall proposed circulation plan is the timing and design for the future State Road 30 (SR 30) alignment. The construction of SR 30 is an important element to the City's future goals associated with growth in and around the southern portion of the City. The preferred SR 30 alignment through this portion of the City identifies major interchanges at both the Avondale Boulevard and Dysart Road alignments. Based on our discussions with the Arizona Department of Transportation ("ADOT") and the Maricopa Department of Transportation ("MCDOT"), this regional transportation strategy aligns with our findings that El Mirage Road will have a greatly diminished role to play in terms of local and regional connectivity due to the fact that it does not provide continuous access through Avondale, it does not provide access across the river during storm events and it is not connected to the I-10 transportation corridor.

B. Overall Structure and Organization of Land Uses

The range of land uses envisioned for the Property have been carefully organized to encourage a socially interconnected community fabric of neighborhoods, community services and future shopping opportunities.

C. Parks and Open Space Framework

The parks and open space framework provide an important component for opportunities to socially engage with neighbors and friends within the context of a specially designed park system that is connected through convenient trails.

“BY THE NUMBERS”



9.5+ MILES

of interconnected **TRAILS** focused on celebrating the geographical history of the adjacent rivers, mountains and basin



14 MILLION

COMMUNITY PARK jointly funded by the City and Brookfield



6 ACRES

of Elementary School **OPEN SPACE** envisioned as a co-located community resource for shared use*



3 NEIGHBORHOOD PARKS

strategically located with specialty community **PROGRAM ELEMENTS AND FEATURES** including comfort stations (and a pool at the Beacon Park)



21+ FORMATIVE PARKS

carefully located and crafted formative parks to be embedded throughout the neighborhoods to encourage **OUTDOOR ENGAGEMENT**

* Note: if the shared school open space does not come to fruition, Brookfield will provide an additional 6-acres of Park space.

1.4.1 General Plan

The Property is 1,150 net acres and is located within an unincorporated area of the City of Avondale's General Plan boundaries. As such, the General Plan provides a guidance on the allowable land uses, density and intensity of such uses. The following is a description of the land use designations per the City's General Plan.

ELDR: Estate Low Density Residential

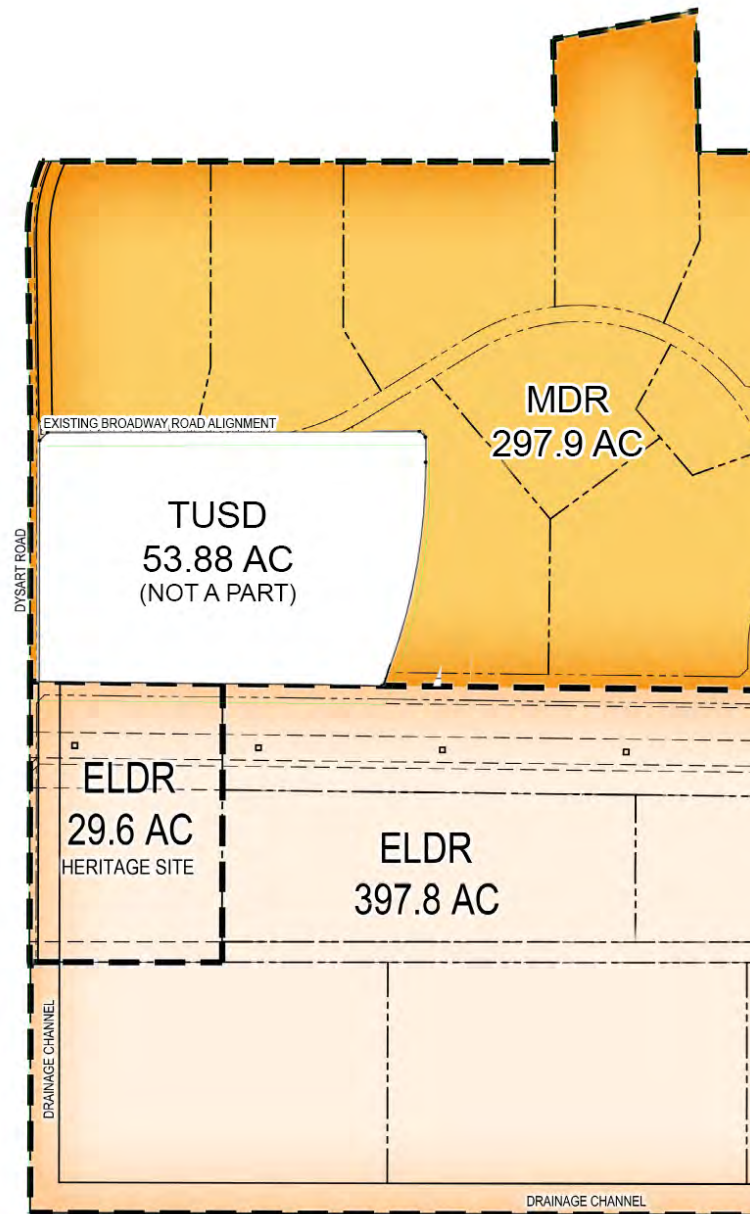
MDR: Medium Density Residential

MHDR: Medium/ High Density Residential

In addition, the General Plan identifies 19-acres along Avondale Boulevard as Commercial.

The General Plan residential land use designations for the Property allow up to ~~4,242~~ 4,281 units. The Developer is proposing a blended density plan totaling ~~3,695~~ 4,036 units, well below the maximum allowed units. Section 2 "Conformance with the General Plan" of this PAD identifies in detail how the proposed Development Plan conforms to the goals and policies of the General Plan.

By creating a detailed comprehensive community master plan, Brookfield is able to ensure the careful organization of a well-crafted open space and amenity strategy for the Property. This strategy does not rely on the target densities contemplated for each individual parcel, but considers the allowed overall density ranges, per the City's General Plan, based on an overall integrated master plan strategy.



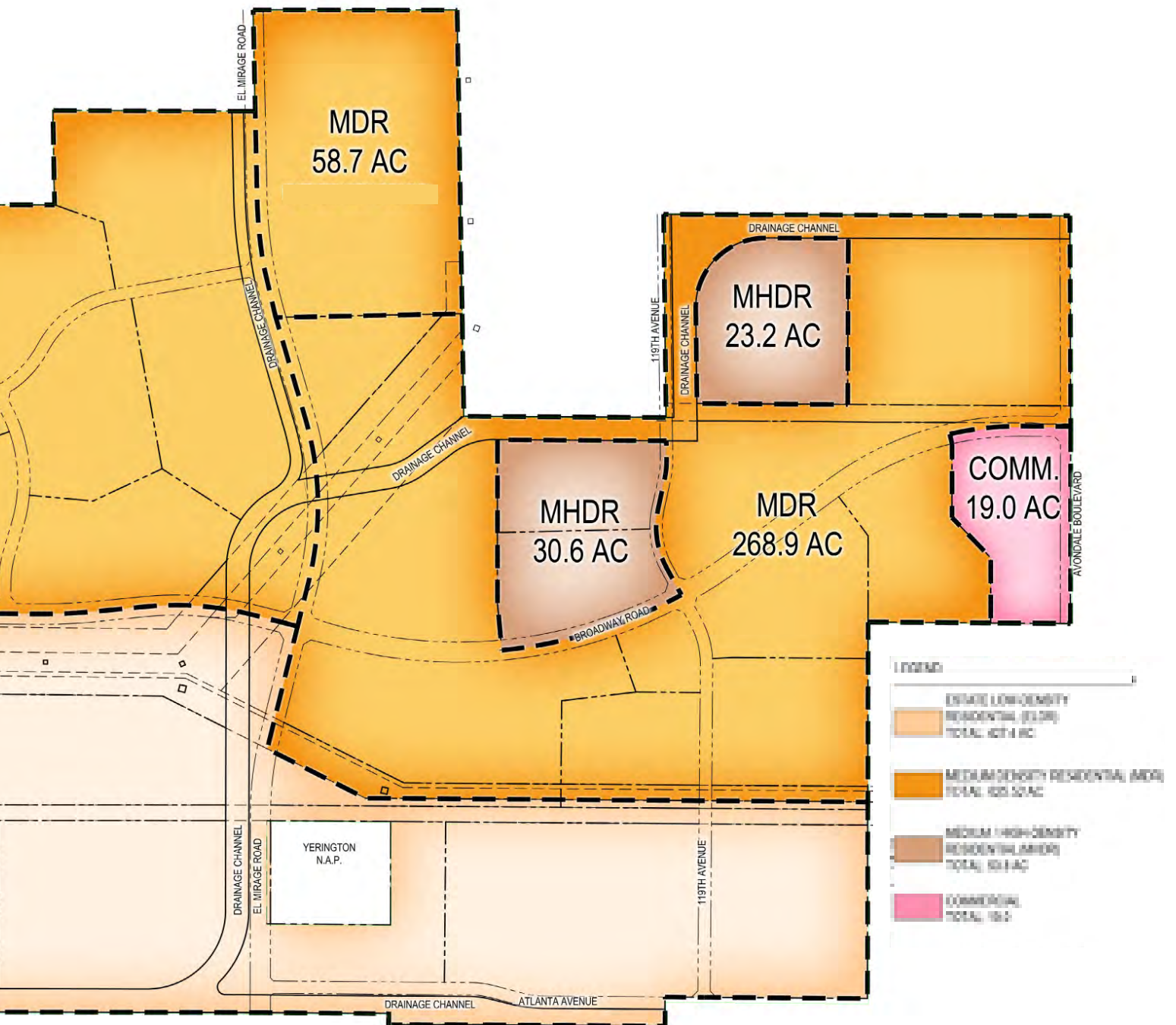


Exhibit #3 - Existing General Plan

1.5 Existing Conditions

Electrical Utility Corridors

The Property includes linear electrical transmission corridors and associated easements that include a “Y” separation near the middle of the Property. The easements widths vary across the site and are managed by SRP, APS and WAPA all of whom provide electricity to a large geographical region. The associated sub-station is located north of the Property east of the El Mirage roadway alignment. Brookfield has been working closely with the utility providers during the planning and preliminary engineering phases and based on this coordination and collaboration, Brookfield plans to utilize the easements as part of the overall trail system, informal open space for recreation and for detention design requirements. Cross sections of the Electrical Utility corridor have been illustrated in Section 3.4.2 - Trails Network.

Sewer and Effluent Line

The existing City of Avondale Waste Water Treatment Plant is west of Dysart Road along the Broadway Road alignment and is connected to the existing sewer trunk line and easement which traverses across the south half of the Property in an east/ west alignment. The Palo Verde effluent line is planned to be undisturbed during the project’s development except three roadway crossings and trails as shown on the development plan. Developer will install landscaping and trails within the effluent line corridor.

Water

Existing water transmission lines adjacent to the Property boundaries at Avondale Boulevard, El Mirage Road and Dysart Road will be utilized for the project. All water needs will be serviced by the City’s existing facilities based on existing capacity.

Floodplain

A large portion of the project area is impacted by three floodplains along the east and south portions of the Property. Brookfield is currently working with the City, the Maricopa County Flood Control District (“MCFCD”) and (“FEMA”) to revise the floodplain maps to remove some of the current impacts. Brookfield will continue to coordinate with the City, MCFCD and FEMA to eliminate floodplain designations from the maps as warranted in order to allow for the proposed development. It is expected, the total amount of fill will be in the range of two to three feet. In some cases, due to isolated anomalies, the fill amount may be greater. It is Brookfield’s intent to balance cut and fill within the project boundaries.

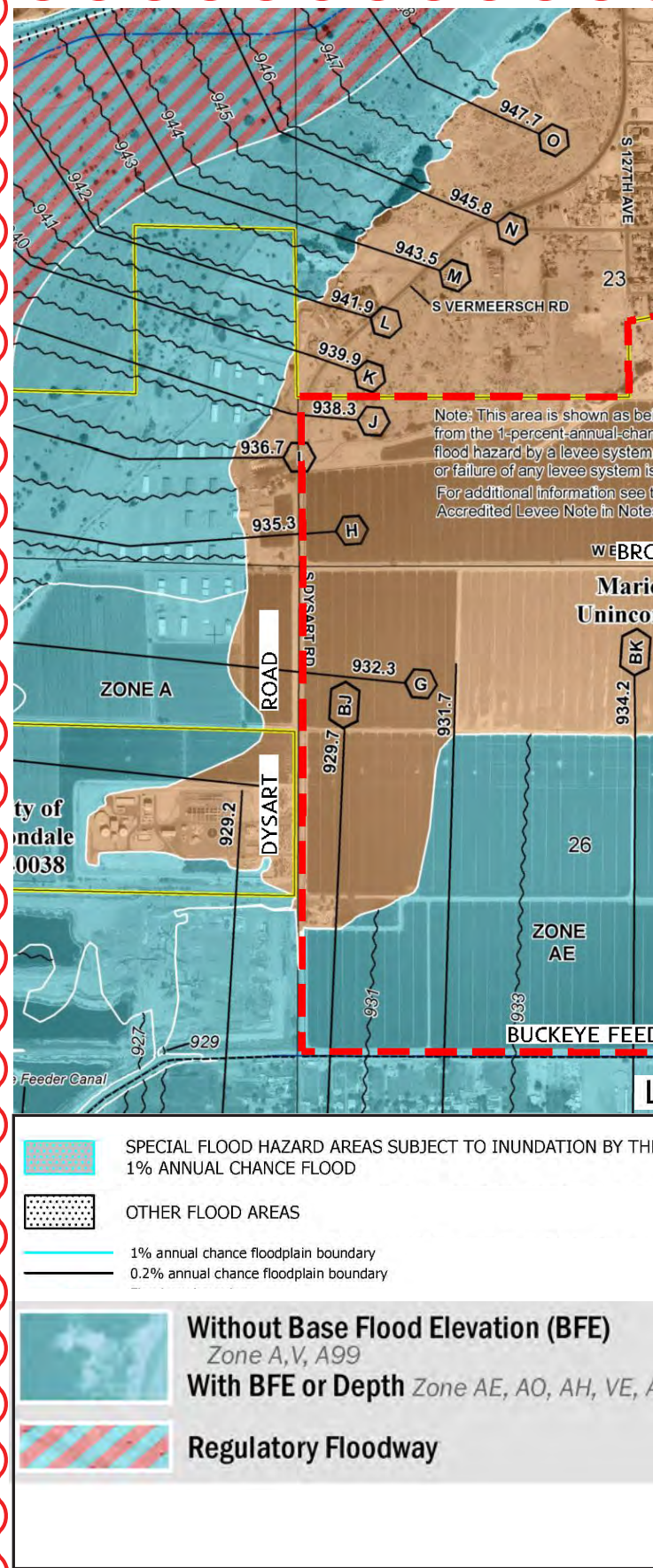


The proposed trail system will follow the alignment of the existing utility corridor

Regional Drainage Pattern

Brookfield has spent considerable time and effort understanding the local and regional issues associated with drainage and floodplains. This investment in technical studies as well as the exploration of storm water management solutions for both the existing and post-development drainage conditions is critical to the success of the project. Brookfield is coordinating with City, County and regional agencies in order to obtain all appropriate approvals for the site's development. This ensures that the vision for the Property can be successfully executed.

The Property is currently impacted by existing floodplains from the Gila River and the Buckeye Feeder Canal. The natural drainage patterns for the site flows from north to south and east to west with runoff concentrating at the intersection of Dysart Road and the existing Buckeye Feeder Canal before leaving the Property. The Property's post-development runoff is anticipated to be conveyed to on-site storm water retention basins. The Property's proposed storm water management systems shall reclaim existing floodplain land which is anticipated to require multiple FEMA Conditional Letters of Map Revisions (CLOMR's) and Letters of Map Revisions (LOMRs). Brookfield will also cooperate in the design of components of the Durango Regional Conveyance Channel (DRCC) as they relate to the Property. All proposed drainage systems will be closely coordinated with the City of Avondale, the Flood Control District of Maricopa County and FEMA.



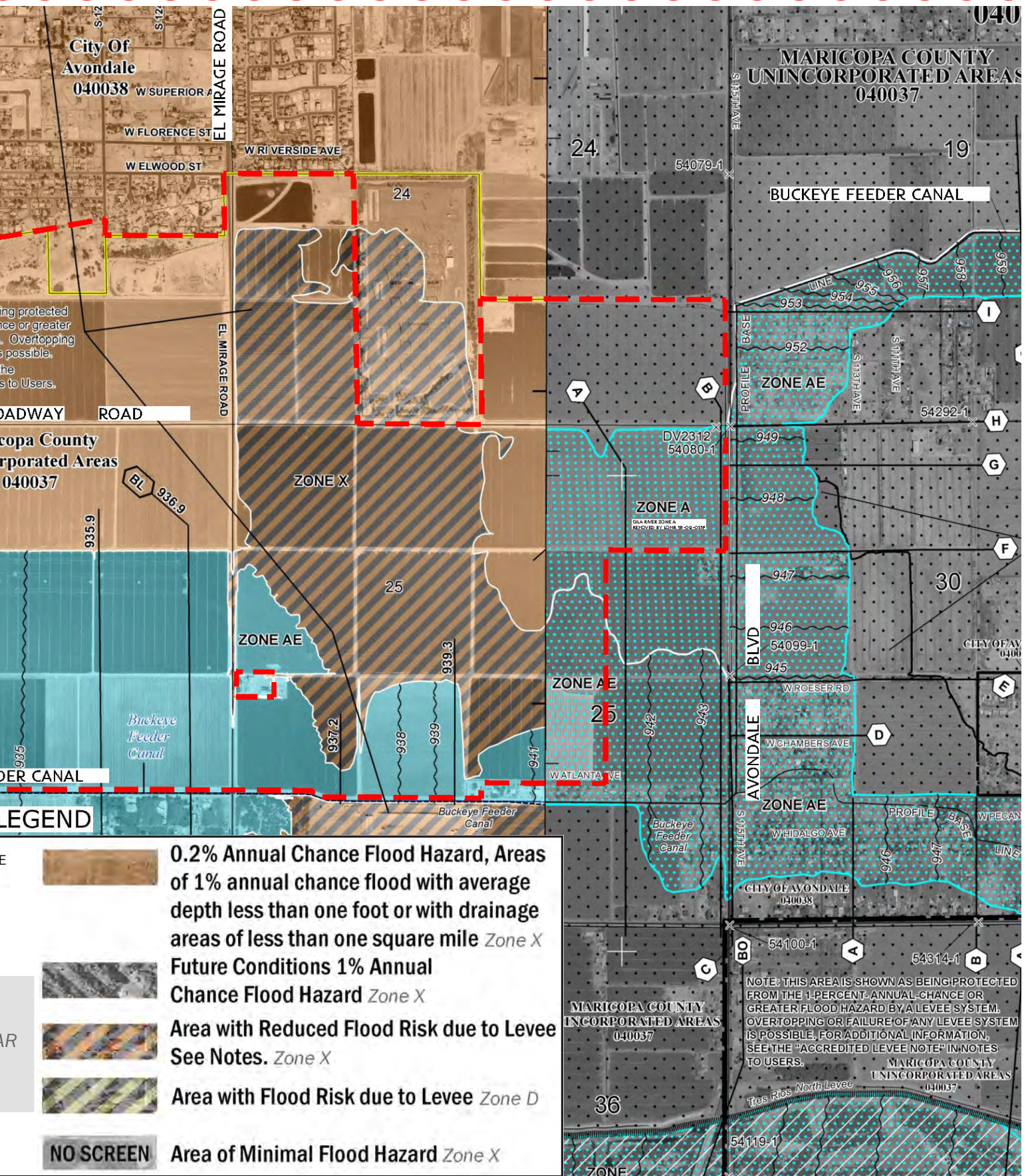


Exhibit #4 - FEMA Floodplain Map

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GENERAL PLAN

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2. CONFORMANCE WITH THE GENERAL PLAN

Vision Statement

A city of variety, vitality, and values, whose citizens pursue an active role in molding a great place to live, work, and play, in a manner respectful of the City's rich history, growing culture, and invaluable natural resources.

Avondale is unique, choosing to appreciate and maintain its heritage while also pro-actively seeking innovative ways to provide the highest quality of life by becoming a healthy lifestyle community.

Role of the General Plan and Relationship to Alamar

The PAD and intended development has been prepared to achieve the goals, objectives and policies set forth in the General Plan. The focus for this project is to facilitate growth in a manner that continues to elevate the quality of life for all citizens in Avondale.

The City of Avondale General Plan 2030 discusses the importance of building a "Healthy, Sustainable City". The General Plan notes that this concept is supported by:

- Increasing the City's "walkability" by adding pedestrian and bike paths that encourage people to use non-motorized means of travel rather than driving;
- Promoting neighborhood-serving businesses;
- Working with industry to reduce pollutants and conserve resources;
- Adding and maintaining parks, open space, trails, and greenery in neighborhoods for comfort and recreation;
- Ensuring that the outcome of development maintains quality of life expectations and grows in harmony with its environment and natural resources.

Required Findings

Per Section 603 of the Avondale Zoning Ordinance this PAD document demonstrates with sufficient, objective information that the proposed development complies with the following:

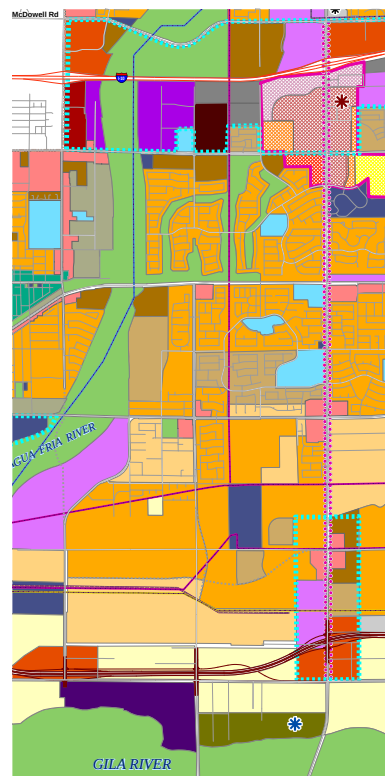
1. The proposed PAD is in conformance with the General Plan and applicable specific plan(s).
2. The proposed PAD meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, as modified herein.
3. Adequate public infrastructure and services exist to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD.
4. The proposed PAD will result in compatible land use relationships within the proposed development and with adjacent properties.
5. The development standards of the proposed PAD are consistent with or exceed the desired character of development for the area.



“A place focused on balancing its amazing views and unique community energy with the appropriate amenities and opportunities for livability and sustainability”

- General Plan Community Vision Statement

LAND USE ELEMENT:	
GP GOAL	Brookfield Response
Goal 1: <u><i>“Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”</i></u>	The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.
Goal 3: <u><i>“Promote a strong balance of high quality residential, employment, recreation, and educational land uses.”</i></u>	Brookfield is proposing a diverse range of housing product. The proposed development includes high and medium-high density product, medium size lots to low density lot sizes.
Goal 4: <u><i>“Ensure all land use decisions meet the long-term social and economic goals of the community.”</i></u>	The community will provide executive housing and larger lots for the community. Based on research to date, discussions with the home builder industry and an analysis of potential comparable projects, the inclusion of executive housing and larger lots will greatly expand the current offering in the Southwest Valley. However, it is important to note that the project will also be providing higher density housing where appropriate, adjacent to higher intensity uses such as utilities, commercial and public uses. The higher density products to include townhomes as well as creative drive court and green court products. All creative clusters to be carefully organized with convenient access to amenities and adjacent open space. This higher density housing will support more vibrant commercial areas through increased population supporting more diversity of non-residential uses and ultimately higher sales tax revenues.

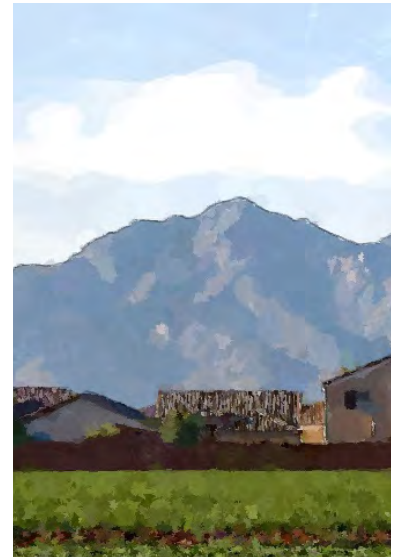


Achieving the aspirations of the City’s General Plan requires acknowledging the links between built environments and healthy living, particularly the influence that patterns of land use, density, transportation strategies, and street design have on a community’s and individual resident’s well-being.

- VERNON D. SWABACK

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 project is envisioned as a connected, integrated and holistic master plan that will result in a very strong identity for the City. Because the Property is located directly northeast of the confluence of three major river corridors (Salt, Gila, and Agua Fria Rivers), Brookfield believes that this is a unique opportunity to develop a comprehensive community master plan that embraces the City’s desire to celebrate the natural beauty of the Sierra Estrella Mountains and provides a framework for community health and wellness. Respecting the natural environment is done not only through an expansive trail system, large community park and efficient drainage design, it is also accomplished through architectural design, community features, elements and design components organized around a series of materials and desert treatments. Proposed color palettes will be comprised of muted tones and will take clues from natural context of the land, river valley and adjacent mountains as well as the historic contexts of the surrounding properties.



Goal 7: “Plan for educational facility locations as development and redevelopment occurs.”

Brookfield has coordinated with the Littleton Elementary School District (“LESD”) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community’s well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with both the City and the LESD on the potential opportunities for co-locating open space and recreation improvements within the context of land adjacent to the school site. This will likely include a co-use agreement to allocate improvement costs and govern operational and maintenance responsibilities.

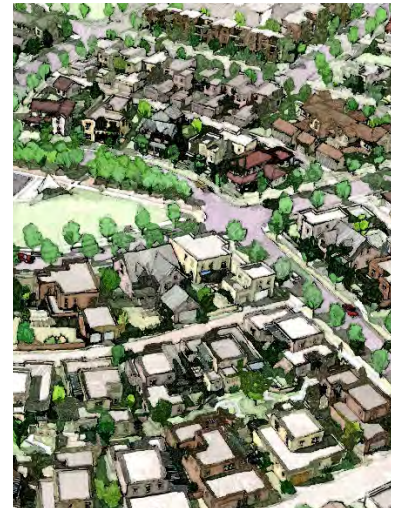


COST OF DEVELOPMENT ELEMENT:**GP GOAL**

Goal 2: "Preserve and enhance infrastructure and the existing level of public services for residents and businesses."

Brookfield Response

The successful development of this project will substantially augment the City's infrastructure and existing level of public services in south Avondale through the reservation of land for the development of a new fire/ safety substation and a new elementary school. This project will also reserve land and contribute to the development of a new 30 +/- acre community park site. Through the development of the Property, this project will provide water, sewer and road connectivity over two square miles where supportive infrastructure does not currently exist. This will have the added benefit of attracting other users to the area who will be able to capitalize on the new infrastructure.

**HOUSING ELEMENT:****GP GOAL**

Goal 2: "Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels"

Brookfield Response

Housing design will create a rich character and quality with a range of housing design styles that will help to curtail the typical suburban look of monotony and sameness. Based on the overall community theming and branding, the project will include four distinct architectural styles: Spanish Colonial, Territorial Ranch, Craftsman/Bungalow and Traditional Southwest.



Goal 4: "Require excellence and innovation in residential design and construction."

The Developer will coordinate all residential building activities to ensure design excellence. A focus on key components and the appropriate design composition will be mandated through the proposed architectural design standards and guidelines in Section 5 of the PAD.



CONSERVATION, REHABILITATION, AND REDEVELOPMENT ELEMENT, AND NEIGHBORHOOD PRESERVATION AND REVITALIZATION ELEMENT:

GP GOAL

Brookfield Response

Goal 2: "Create a true sense of community that stretches beyond neighborhood boundaries."

Neighborhoods will be carefully positioned around formative parks and associated open space elements to help foster social engagement and a special sense of place. Rather than a simple series of block forms repeated over and over, residential blocks shall be organized in more interesting (and different) shapes, sizes and orientations that help to create for a more varied and visually interesting street scene.



ENERGY ELEMENT:

GP GOAL

Brookfield Response

Goal 5: "Integrate electric power line corridors, electric substations, and other energy infrastructure into future development."

The site includes a linear electrical corridor and associated easements that includes a "Y" separation near the middle of the Property. Brookfield has been working closely with the utility providers during the planning and preliminary engineering phases. Based on this coordination and collaboration, Brookfield plans to utilize the easements as part of the overall trail system, informal open space for recreation and for detention design requirements.



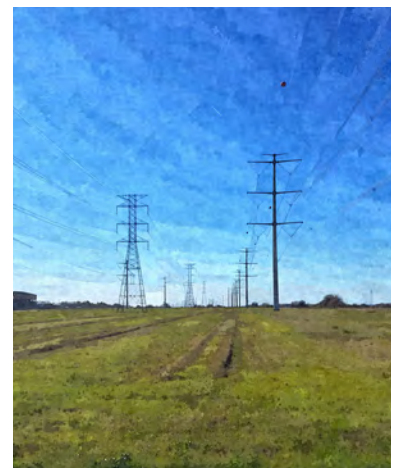
ENVIRONMENTAL PLANNING AND CONSERVATION ELEMENT:

GP GOAL

Brookfield Response

Goal 1: "Protect floodways, floodplains, hillsides, and other environmentally sensitive areas from inappropriate development"

Brookfield understands the local and regional issues associated with drainage and floodplains and explored potential mitigation solutions for the current floodplains, as well as existing and proposed drainage. To address these drainage issues, Brookfield will prepare mass grading reclamation plans, multiple Conditional Letters of Map Revisions ("CLOMR") and multiple Letters of Map Revisions ("LOMR") to be submitted to FEMA as necessary. Brookfield will also cooperate in design of components related to the Durango Regional Conveyance Channel ("DRCC") relative to the Property.



<u>Goal 4: “Maintain or enhance the quality of Avondale’s natural resources.”</u>	Community features, elements and design components will be organized around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement and connection to nature.
<u>Goal 8: “Conserve water”</u>	Although the landscape form and structure will have a formal feel highlighted by rows of trees on streets, in parks and along borders, the overall landscape palette will be low water use and appropriate for the desert environment.
OPEN SPACE ELEMENT:	
GP GOAL	Brookfield Response
<u>Goal 1: “Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle”</u>	There will be an abundance of fun, attractive and healthy opportunities to get outside and reconnect with nature. The community trail system will also provide convenient linkage to the unique riverfront setting. The new community will be a source of pride for the City of Avondale that focuses on livability and long-term sustainability.
<u>Goal 2: “Create linkages to parks, trails, rivers, and mountains.”</u>	Over 9.5 miles of trails will connect a series of family friendly neighborhoods and an integrated series of specialty designed parks.
<u>Goal 3: “Make Avondale’s unique natural setting central to its identity as a Healthy Lifestyle City.”</u>	The Property’s unique location at the convergence of multiple rivers limits transportation circulation west of the Property as well as significant limitations south of the Property. These geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan community that can become a regional destination within the City. The community will be a special asset that will complement the overall fabric of Avondale and help to reinforce the community as a great place to live, work and play.



Goal 4: “Protect views of and access to mountains and river corridors.”

A central theme of the project is its visual and physical access to the surrounding natural areas. With this in mind, the community will be carefully designed with an integrated street system to take advantage of the existing view sheds, and an open space and park system, and trail network that connects the neighborhoods to the surrounding natural areas.



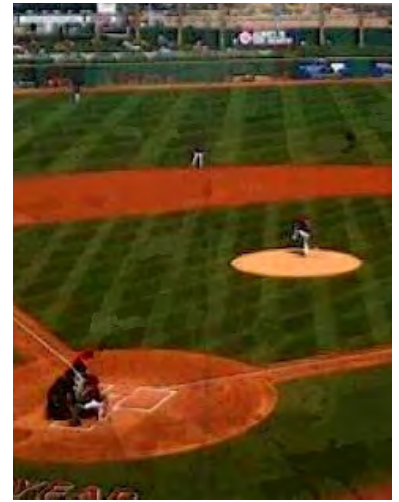
RECREATIONAL AMENITIES ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”

Brookfield intends to reserve a large 30+/- acre community park site and contribute to the development of this site. Additionally, the project includes three strategically located neighborhood parks that will range in size from approximately 2 to 3 acres, as well as a series of formative parks. The neighborhood park space will be geared toward the community’s adjacent neighborhoods and residents and will incorporate a range of uses that give each neighborhood park a unique identity. Brookfield has also coordinated with the Littleton Elementary School District (LESD) and has proposed a 21-acre school site on the Property. 6-acres of the school site will be organized as open space with park amenities for joint use between the LESD and City of Avondale. The formative parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents and will be strategically embedded in each grouping of neighborhoods.



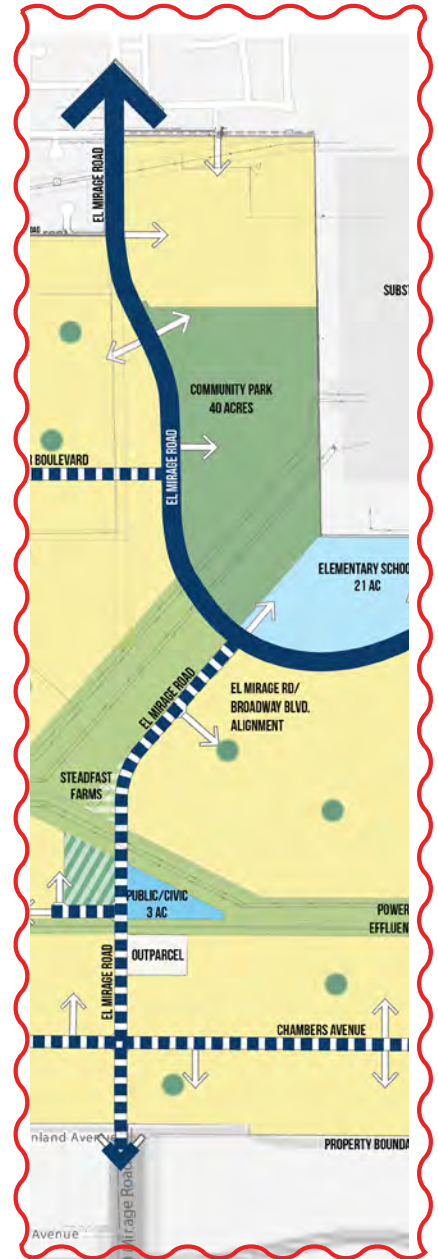
CIRCULATION ELEMENT:**GP GOAL****Brookfield Response**

Goal 1: "Provide a transportation system that is complementary to the existing and planned land uses."

The Property's unique location at the convergence of the nearby rivers limits transportation circulation west of the Property. While the project is to be designed as a unique, destination-oriented master planned community, it still allows for circulation and connectivity around the Property.

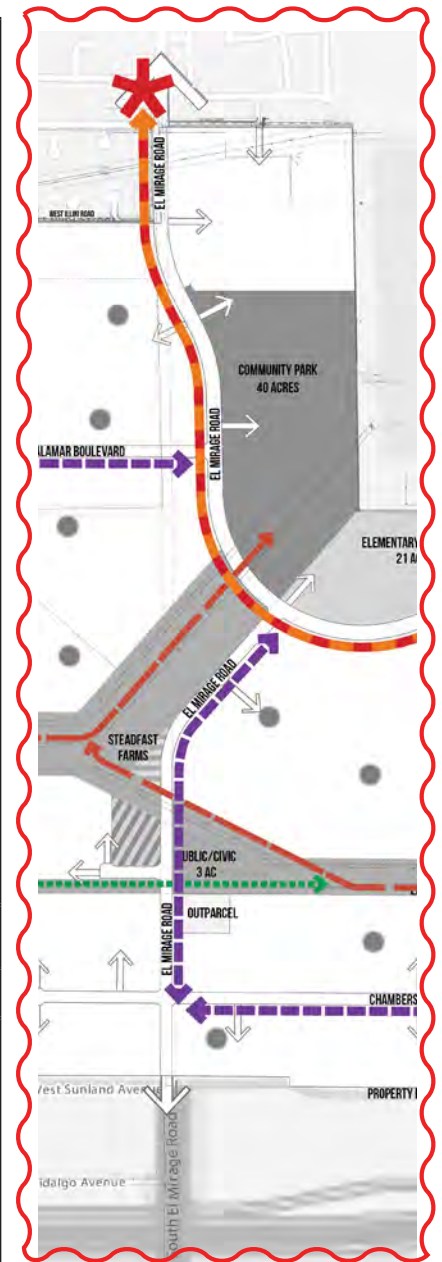
Goal 3: "Provide a transportation system that serves the public in a safe, efficient, and cost-effective manner."

The Property's unique location at the convergence of three rivers limits transportation circulation west of the Property. Additionally, the Estrella Mountains significantly limits transportation circulation south of the property. The geographical and physical conditions reinforce the desire to create a carefully crafted destination-oriented master plan. In addition to these site constraints another significant factor that impacts the overall proposed circulation plan is the timing and design for the proposed SR 30 alignment.



Goal 4: “Promote and support an integrated transportation system that mitigates congestion, fosters a sense of community, and preserves the environment.”

The circulation pattern proposed for the Property is intended to set the foundation for the community and establish a distinct sense of place. The primary access to the community will be from Broadway Road to El Mirage Road. These two roads have been planned to form a loop pattern which serves the community but reduces cut-through traffic in an intentional design that will preserve the long-term integrity of the community. The Property’s unique location at the convergence of three rivers limits transportation circulation west of the Property. As such, the plan’s proposed circulation solution allows the project to sufficiently accommodate traffic, mitigate congestion while still allowing for a circulation pattern that will establish a unique, destination-oriented master planned community.



BICYCLING ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.”

The proposed community provides an extensive network of bicycle and pedestrian paths that make-up the overall system. Connectivity is planned throughout the community as well as with the larger, external Avondale and regional network. The network includes over 9.5 miles of trails, which will allow for biking, walking and jogging.



Goal 3: "Increase recreational opportunities for bicyclists throughout Avondale."

The overall community trail system will be thoughtfully integrated with the Community Park to ensure convenient access for residents on foot or on bike. The proposed trail network is considered an 'active' transportation network that accommodates bicyclist, pedestrians and handicapped users.



PUBLIC BUILDINGS, SERVICES, AND FACILITIES ELEMENT:

GP GOAL

Brookfield Response

Goal 1: "Provide effective and efficient public safety services and facilities throughout Avondale."

Property for a public safety facility has been reserved along El Mirage Road between Alamar Parkway and Broadway Road. This location has been coordinated with the City.



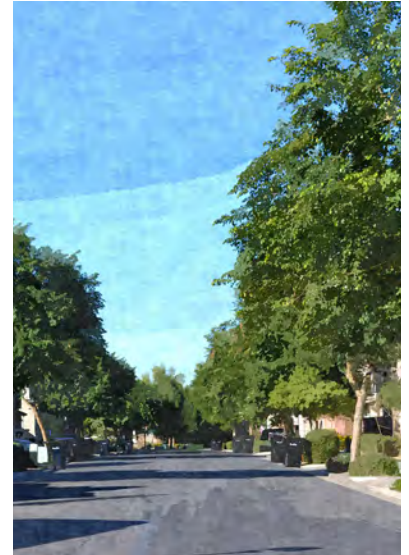
Goal 2: "Provide equitable and well-planned community value services and facilities throughout Avondale."

The Brookfield community enhances the equitable distribution of community services and facilities through the planning, design and development of a 30 +/- acre community park site, three neighborhood parks, several smaller formative parks, extensive bike/pedestrian paths and the reservation of a K-8 school site as well as a public safety facility site. Each of these amenities have been thoughtfully planned throughout the entitlement process with City staff.



Goal 3: “Protect the community from flooding and plan for long-term, effective, and efficient storm water services.”

The Property is impacted by three floodplains along the east and south portions of the Property. Brookfield has proposed extensive design measures to mitigate the impacted areas. As part of the entitlement process, the developer is working with the City, MCFCD and FEMA to receive approval to proceed with the implementation of these measures as the Property develops. Once approved and implemented, these design measures will provide a long-term, effective and cost-efficient solution to protecting the property from flooding.



SAFETY ELEMENT:

GP GOAL

Brookfield Response

Goal 1: “Provide a safe and healthy environment for all Avondale residents, employees, and visitors.”

The overall community design fabric will provide a fresh and hip community scene that focuses on social engagement and healthy living. A spirit of health and wellness will be made easy with an abundance of opportunities to hop on a trail and connect with friends and neighbors.



Goal 5: “Continue to provide for the protection of life and property from the destruction of fire and to mitigate other life-threatening incidents.”

A fire safety facility location, coordinated with the City’s fire department, has been reserved along Avondale Boulevard directly north of the proposed commercial site. This location will have direct access to Avondale Boulevard which will improve response times in the southern portions of the City.



Goal 6: “Provide fire, advanced life support, and emergency medical services to all residents and visitors in the City.”

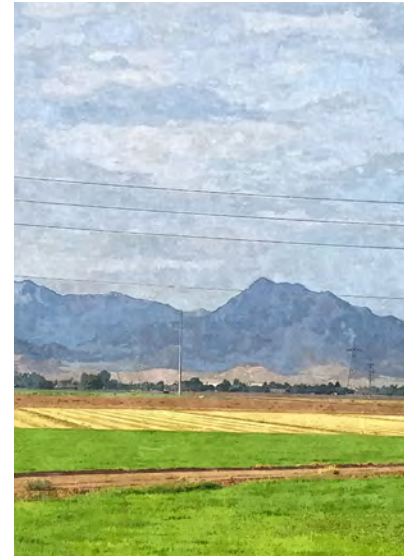
The proposed fire safety site on Avondale Boulevard will greatly enhance the City’s service area in south Avondale.



WATER RESOURCE ELEMENT:**GP GOAL****Brookfield Response**

Goal 4: "Encourage efficient water use and conservation throughout the community."

Although the landscape form and structure will have a formal feel highlighted by rows of trees on streets, in parks and along borders, the overall landscape palette will be appropriate for the desert environment and sensitive to the use of water.

**URBAN DESIGN ELEMENT:****GP GOAL****Brookfield Response**

Goal 1: "Identify and preserve Avondale's cultural resources and local sense-of-place."

The Property is blessed with significant natural resources including the local river corridors and the Estrella Mountains to the south. These natural features will provide the foundation of the community theme, acting as the anchor to develop a distinct sense of place unique to Avondale. The community theme will a focus on health and wellness, community engagement and connections to nature. This will be achieved through several design features including the hierarchy of park space, the connection of these spaces through extensive paths and trails, as well as final design details such as lot orientation and road corridor layout that enhances and preserves view corridors.



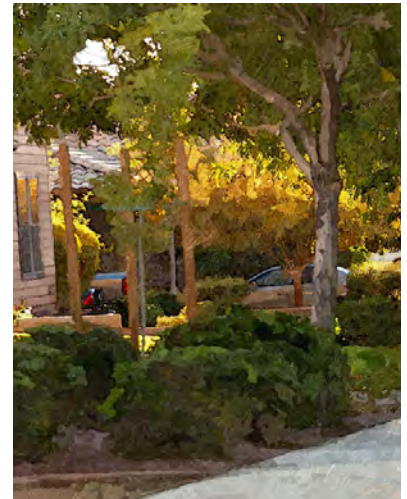
Goal 2: “Establish a positive and distinctive city image and identity by developing and improving focal points, gateways, specific areas, and major corridors.”

A proposed Steadfast Farm is located near the “Y” separation of the electrical corridor and associated easements along El Mirage Boulevard. This project is envisioned as a community-oriented market farm that will honor the rich history of the property and its agriculture heritage. The site will boast an organic farm offering fruits and vegetables, and cut flowers through their Community Supported Agriculture (CSA) program, Farm Store, and Farmers Market. It will serve as a community destination showcasing organic agricultural practices.



Goal 3: “Foster the idea of distinguishable urban neighborhoods and districts within Avondale.”

The focus on health and wellness will be realized through the design of family-friendly and multi-generational neighborhoods that are carefully integrated with an abundance of parks, trails and open space. These community amenities will encourage social engagement and place a premium on the opportunities to connect back to nature. We envision a creative interpretive art program integrated through the parks and trails that celebrates the geological history of the land, as well as the nearby mountains and rivers.



Goal 5: “Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainable and economically.”

Overall trail network should provide connectivity throughout the community as well as linkage to the regional trail network.



INSERT

SECTION 3 - PROPOSED PAD

TAB

TAB
BACK PAGE

3. PROPOSED PLANNED AREA DEVELOPMENT (PAD)

3.1 PAD Overview

The PAD and accompanying master engineering reports (circulation, water, sewer, grading and drainage) are intended to provide the City with the development intent and justification for development of Alamar. As such, the PAD and accompanying master engineering reports include all the applicable regulations including zoning classifications, development standards, and engineering standards necessary to administer the intended development. City zoning standards and engineering standards in effect at the time of submittal of any Preliminary Plat or Site Plan application for the Property which are not modified by the PAD and/or master engineering reports shall govern development of the Property.

In addition to the residential components of the project, the PAD includes several additional uses that will help to enrich the overall fabric of the community. These elements include the following:

- Neighborhood oriented commercial center located at the northwest corner of Avondale Boulevard and Broadway Road. While included in the PAD, this Property will remain in the ownership of ~~LCC~~ and ~~CFLPP~~ Lakin Cattle Company ("LCC") and Cashion Farms Limited Partnership Properties ("CFLPP"). The commercial center is envisioned to include a mix of commercial uses, including retail, restaurants, and office that can serve the community and the southern portion of the City.
- A public safety facility located along El Mirage Road. Brookfield has coordinated with the City and the Fire Marshal as to a preferred location for a public safety facility within the Property. This location has direct access onto El Mirage Road and centrally located within the community.
- Brookfield has coordinated with the Littleton Elementary School District (LESD) and has proposed a 21-acre school site on the Property. Brookfield understands the importance of schools to a community's well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with both the City and the LESD on potential opportunities for co-locating open space and recreation improvements within the context of or adjacent to the school site. This will likely include a co-use agreement to allocate improvement costs and govern operational and maintenance responsibilities.

- Brookfield and the City have coordinated regarding the location for a community park to be located along the east side of El Mirage Road. The 30 +/- acre community park location aligns with the City's Park Department's need for a community park in the southern portion of the City. Brookfield specifically has coordinated with staff on preliminary program components of the park as well as Brookfield's commitment to assist with the land dedication and improvements to the park.
- A series of neighborhood parks and formative parks for residents will also be integrated into the overall community design. The Open Space section of this PAD provides details on park and open space design.
- An integrated path and trail system to provide connectivity throughout the community.
- ~~A proposed Heritage Site that is located near the south western portion of the Property along Dysart Road. While included in the PAD, this property will remain in the ownership of LCC and CFLPP. The Heritage Site is envisioned as a living museum and event center that celebrates the farming and ranch heritage of the West Valley through the creative introduction of programs and activities that will educate City residents and visitors about the past as well as the future of farming and ranching in Arizona.~~
- A proposed small scale community-oriented market farm, Steadfast Farm, is located near the "Y" separation of the electrical corridor and associated easements along El Mirage Boulevard. This cultural mixed-use project is envisioned as a distinctive community destination, showcasing the very best organic agricultural practices in Arizona. It will be supported through a robust CSA (Community Supported Agriculture) program offering the local community fresh produce and a modest farm "store". It's implementation will honor the rich history of the property and it's agricultural heritage.

Alamar PAD Amendments

Amendments to the PAD may be necessary from time to time to reflect changes in market conditions or to meet requirements of potential users or builders of any part of the Property. When changes or adjustments are necessary or appropriate, such change shall be effectuated as a minor amendment to the PAD through an administrative approval by the City's Development and Engineering Services Director (the "Development Director") which, after approval, shall be incorporated into the PAD and become a part hereof. All major amendments to the PAD shall be subject to the then applicable notice and public hearing requirements of the City's zoning ordinance. The following shall be deemed to be major amendments:

1. An overall increase or decrease of commercial acreage of greater than ten percent for the Property.
2. An overall increase in residential unit count for the Property;
3. The reallocation of residential units between Planning Units of greater than twenty percent of the total number allocated to such Planning Unit;

4. Any change in the lot size mix within a Planning Unit which is deemed substantial by the Development Director.

3.1.1 Purpose of the Request

The PAD encompasses the approximately ~~1,130~~ 1,150 net acres identified in the Land Use Development Plan. All proposed components are necessary to achieve the stated goal of creating a comprehensive community master plan for the Property. Specifically, the PAD allows for the following:

- A blended fabric of residential lot sizes and associated housing products;
- Refined uses and development standards for the range of anticipated housing products;
- Updated circulation system and associated hierarchy of roadway design and updated street cross-sections;
- New Residential Design Guidelines that are aligned with the overall design intent and design themes established for the Property;
- Commercial retail related uses, standards and design guidelines that best complement the overall intent of the Property;
- Put in place the mechanisms necessary for the logistical coordination of the associated Project Annexation and Development Agreement, the Community Facilities District, etc;
- Identification of engineering design standards that vary from current City standards;
- Establish a process for administrative review and approval of minor amendments to the development plan.

3.2 Proposed Land Use Development Plan

The Development Plan provides the framework for all the key components for developing a master planned community including: circulation, land use, parks and open space and overall context. The Development Plan includes design information necessary for the City to analyze, measure and evaluate stages of development associated with this PAD. The PAD is organized in a manner that allows for critical review and approval throughout the actual development of the community. The proposed plan is flexible to allow the development to respond to the market but includes a high level of design to ensure the development maintains a consistent level of quality throughout the Property.

In particular, Phase 7, located in the southwest corner of the Property, is envisioned to be an age-qualified enclave within the greater Alamar community. This specific age-qualified area will feature a mix of attached and traditional detached homes with designs geared to age-qualified buyers. The gated community will feature member-only resort style indoor and outdoor amenities with an extensive trail system tying the residents and amenities together.

LEGEND

- RESIDENTIAL
- COMMERCIAL
- SCHOOL
- PUBLIC / CIVIL
- STEADFAST FARM
- COMMUNITY PARK
- FORMATIVE PARK
- NEIGHBORHOOD PARK
- OPEN SPACE
- OUTPARCEL

**MAX. ALLOWABLE UNIT COUNT
PER CURRENT GENERAL PLAN:
4,281 UNITS**

**TARGET DENSITY BASED ON
LAND USE BUDGET:
4,036 UNITS**

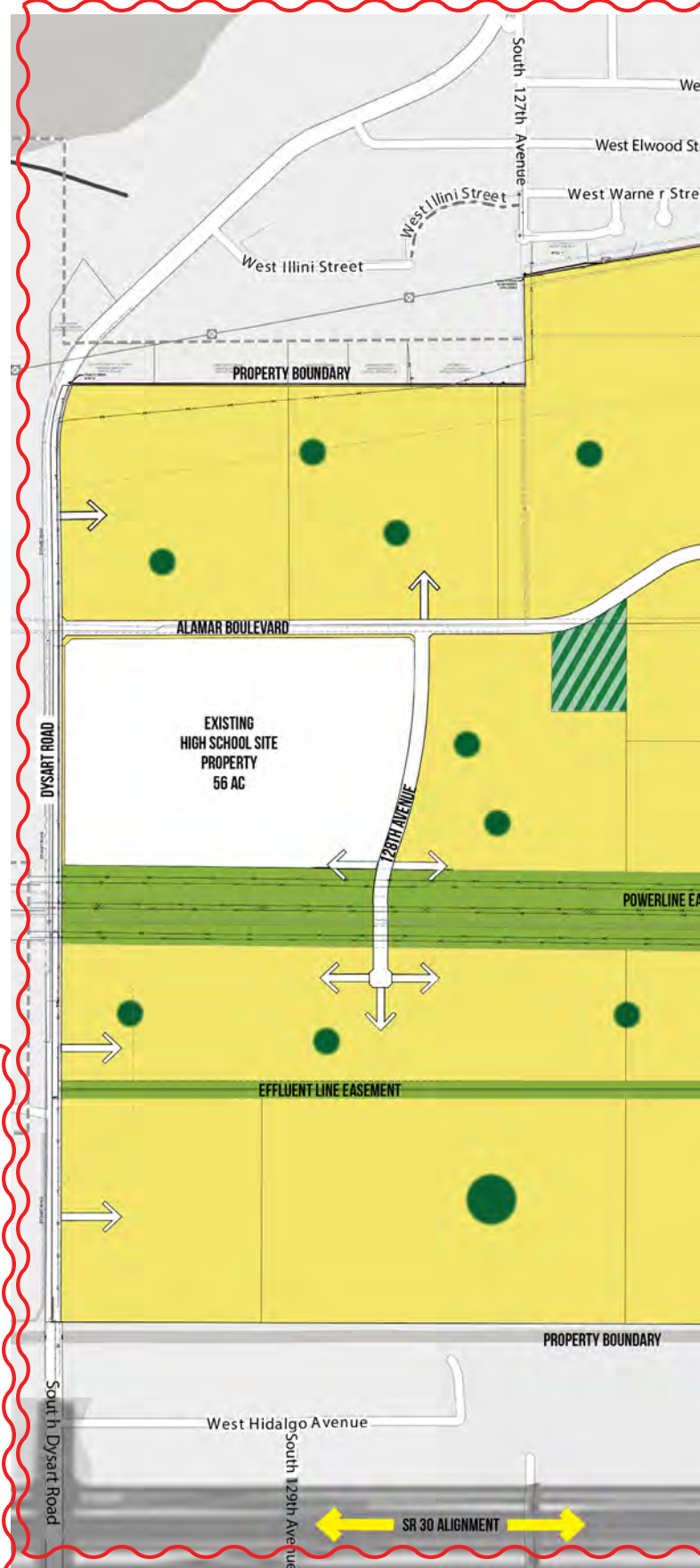




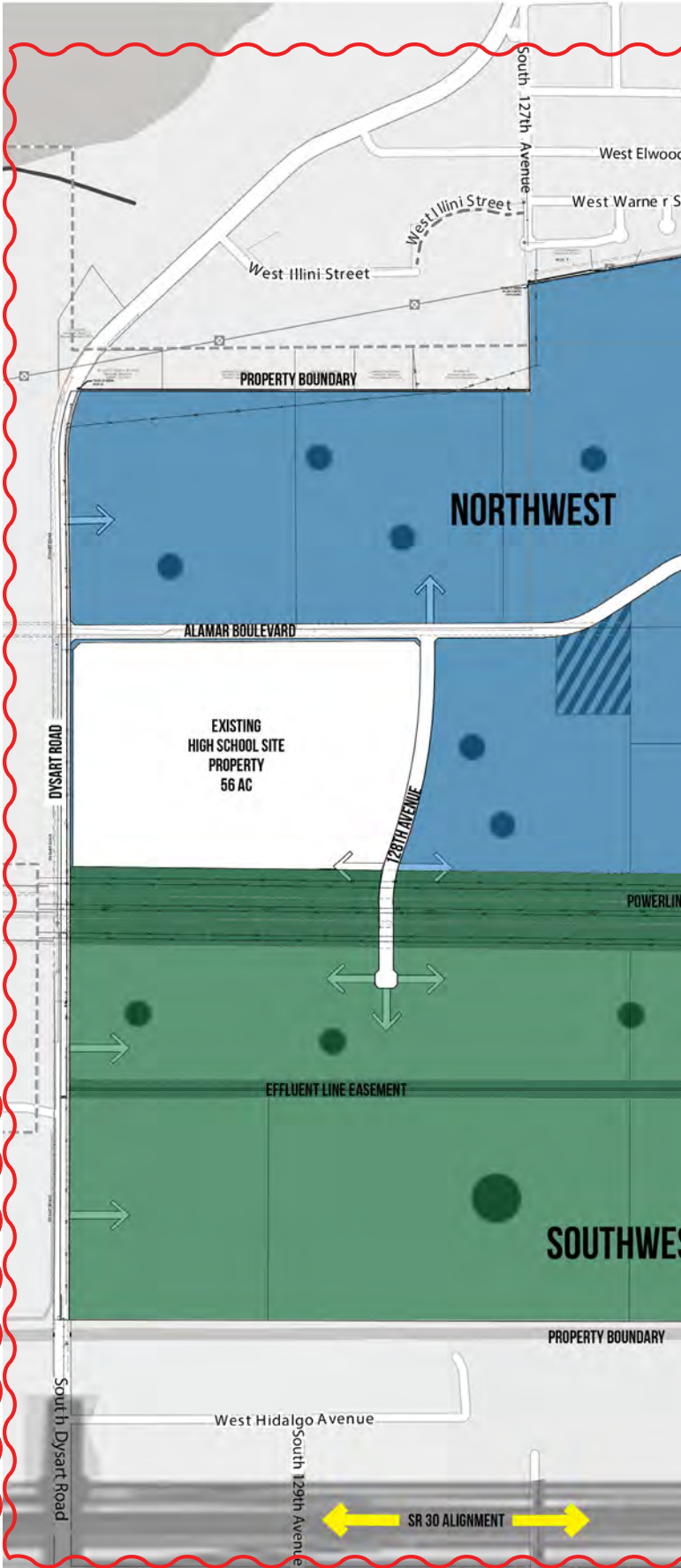
Exhibit #5 - Land Use Development Plan

3.2.1 Residential Land Use Budget

The following Planning Unit Diagram and Residential Land Use Budget establishes the baseline parameters for the Property associated with density, lot size and product distribution. The Land Use Budget is organized for the overall residential development area and establishes density ranges within each Planning Unit. The Land Use Budget provides parameters for overall density and ensures that a variety of land use densities occur in incremental stages that align with the overall total units allowed. The Land Use Budget and ranges of lot sizes will be reviewed and evaluated by the City as part of the preliminary and final plat process to ensure compliance with the PAD.

The Planning Unit Diagram is not intended to relate the development with phasing. (Conceptual Phasing Plan is provided later in this document.) The Land Use Budget proposes a higher average density in the Northeast Planning Unit which is compatible and consistent with densities adjacent to non-residential uses and external impacts. Alternatively, the Southwest Planning Unit is a less impacted area of the overall project, therefore a lower density is proposed in this Planning Unit.

LEGEND		
	SOUTHEAST	333 ACRES
	NORTHEAST	184 ACRES
	NORTHWEST	331 ACRES
	SOUTHWEST	302 ACRES
TOTAL:		1,150 ACRES



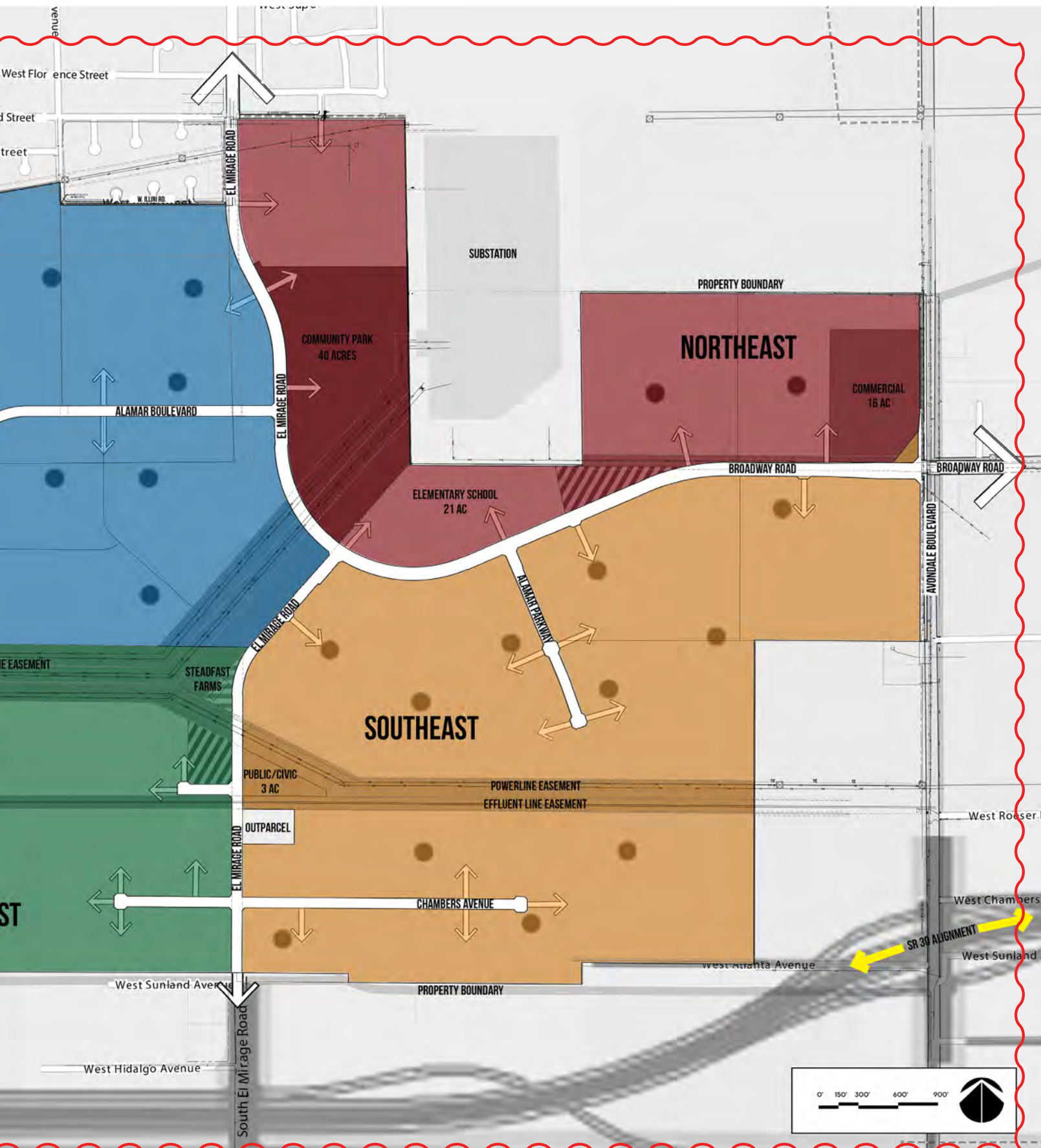


Exhibit #6 - Planning Unit Diagram

RESIDENTIAL LAND USE BUDGET

CATEGORY	GROSS DENSITY (DU/AC)		LOT SIZE (SF)		ALLOCATION (%) (3)	
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
HIGH	8	12	1,000	2,500	10%	15%
MEDIUM HIGH	4	8	2,500	6,000	20%	40%
MEDIUM	3	5	6,000	7,500	25%	35%
MEDIUM LOW	2	3.5	7,200	9,000	10%	20%
LOW	1	3.5	9,000	43,560	5%	10%
TOTAL # UNITS						

ALAMAR # UNITS (3)		PLANNING UNITS (3)							
		SOUTHEAST		NORTHWEST		NORTHEAST		SOUTHWEST	
MIN.	MAX.	MIN. - MAX.		MIN. - MAX.		MIN. - MAX.		MIN. - MAX.	
404	605	0%	5%	0%	12%	30%	80%	0%	2%
807	1,614	20%	37%	30%	41%	20%	60%	20%	60%
1,009	1,413	25%	40%	25%	35%	0%	10%	30%	50%
404	807	19%	40%	20%	30%	0%	10%	5%	35%
202	404	10%	15%	10%	20%	0%	5%	5%	35%
		912	1,689	1,016	1,649	318	1,048	584	1,771
4,036	(1) (2)	1,233		1,195		635		973	

- Notes:**
- 1. The total number of dwelling units permitted at Alamar will not exceed ~~3,695~~ 4,036.
 - 2. Total allowable number of units per General Plan is ~~4,212~~ 4,281.
 - 3. The allocated minimum and maximum percentages for the total number of units overall is not additive and the total number of units will not exceed ~~3,695~~ 4,036.
 - 4. Minimum and maximum percentages within each Planning Unit are based on the total number of units for that Planning Unit.
 - 5. Dwelling units may be re-allocated between different Planning Units provided such re-allocation does not increase the receiving Planning Units by more than 20%.

3.3 Proposed Uses

3.3.1 Residential Uses

The proposed residential uses have been organized in five specific categories that range from low density residential through high density residential. The categories are described below and represent the spectrum of the associated lots and building products that are anticipated for Property.

- Low Density Residential
- Medium Low Density Residential
- Medium Residential
- Medium High Density Residential
- High Density Residential

Low Density Residential (LDR)

As part of the fabric of the envisioned community, a critical degree of executive housing and larger lots are being planned. Based on research to date, analysis of similar scenarios in the market, discussions with the home builder industry and an analysis of potential comparable projects, Brookfield believes that these lot sizes will greatly expand the current offering of executive housing in the market. In addition, the PAD will allow for even larger lots based on market conditions and economic demand. Phase One development is expected to include LDR lots. The majority of these homes will be a single story but also include opportunities for second story lofts and full second story living spaces.



Medium Low Density Residential (MLDR)

A significant portion of the community will be made up of traditional MLDR which will be targeted to move-up buyers as well as growing families that need larger living space. These homes will likely be an even mix of one story and two-story living options. MLDR homes will have higher price points, but provide a more cost effective alternative to the executive housing associated with LDR.

Medium Density Residential (MDR)

MDR will be a major component of the housing options within the community. The MDR is anticipated to be an even mix of one story and two-story homes and will likely be geared to first time home-buyers, move-up buyers, empty nesters and young families. Each of these considerations will be included in the associated development standards for MDR.

Medium High Density Residential (MHDR)

MHDR can be characterized by more traditional lots and home sites common to new housing communities in the market. This category provides for some less traditional size lots which will be organized in creative lots clusters such as drive courts, green courts, alley loaded scenarios and wide shallow lots.

High Density Residential (HDR)

Because of the intensity of use, HDR will be limited to certain areas of the community that are most conducive to higher density. This may include areas in close proximity to the planned Commercial Retail Center, the Community Park and possibly the school site. These HDR products may include alley loaded single family detached and attached units (townhomes), as well as creative drive court and green court products organized in 4/6 and 8-pack clusters of small lots. All creative clusters will be carefully organized with convenient access to amenities and adjacent open space. Higher density products, such as multi-family residential may be developed on the Property if market forces and economic conditions allow.

TABLE 1 - Residential Permitted Uses

Land Use Matrix*	HDR	MHDR	MDR	MLDR	LDR
Permitted Principal Uses:					
Child care in the home for four or fewer children not related to the residents as an accessory to the primary residential use of the dwelling	P	P	P	P	P
Child care in the home for five to ten children not related to the residents as an accessory to the primary residential use of a dwelling	C	C	C	C	C
Child Care Center in conjunction with a Place of Worship or School	C	C	C	C	C
Community garden, 1-acre or less	P	P	P	P	P
Cultural Mixed-Use**	N	N	P	P	P
Guest house	N	N	N	N	PC
Group Home	P	P	P	P	P
Home Occupation, as an accessory to the primary residential use of a dwelling.	PC	PC	PC	PC	PC
Multi-family dwelling	P	N	N	N	N
Oversized garage for Recreational Vehicle (RV) parking	N	N	N	N	P
Park and recreation areas, public	P	P	P	P	P
Place of Worship	PC	PC	PC	PC	PC
Public utility facility required for local service	PC	PC	PC	PC	PC
Public utility facility with the exception of those allowed as a Use Permitted with Conditions above	C	C	C	C	C
School, private***	P	P	P	P	P
School, public***	P	P	P	P	P
Single-Family detached dwelling	P	P	P	P	P
Single-Family attached dwelling	P	P	N	N	N

* Uses that are Permitted with Conditions and Permitted with a Conditional Use are contained in Section 2 - Residential Districts in the City of Avondale Zoning Ordinance.

** Cultural Mixed-Use applies to the ~~Heritage Center~~ Steadfast Farm site and underlining zoning shall be residential.

*** Schools can be located within open space areas.

P: Permitted, "C": Conditional Use Permit required, "PC": Permitted with conditions, "N": Not Permitted

Uses Permitted With Conditions (PC)

A. Guest House is allowed in LDR residential Zoning Districts provided that:

1. A guest house shall not be sold separately from the principal residence.
2. A separate address, water meter, utility meter, driveway or parking area shall not be provided for the guest house.
3. The materials, colors and architectural style of the guest house shall be similar to the principal residence.
4. The livable floor area of the guest house shall not exceed fifty percent of the livable floor area of the principal residence.
5. A detached guest house shall meet the location, height and setback requirements in Section 7 of the Zoning Ordinance.
6. The Department shall maintain an administrative record that includes a site plan and a floor plan for each guest house with approved construction plans. The separate Design Review process outlined in Section 1 of the Zoning Ordinance is not required for guest houses.

B. Home Occupations are allowed in certain residential Zoning Districts, provided that in addition to all of the use limitations applicable in the Zoning District in which the home occupation is located, no home occupation shall be permitted unless it complies with the following restrictions:

1. No more than twenty five percent or four hundred square feet of the floor area of the dwelling unit, whichever is less, shall be devoted to the home occupation.
2. The home occupation shall be conducted entirely within the principal dwelling unit or in a permitted accessory building thereto, and in no event shall such use be apparent from any public way.
3. There shall be no signs, no exterior display, no exterior storage of materials, and no other indication of the home occupation or variation from the residential character of the principal building.
4. No mechanical, electrical or other equipment that produces noise, electrical or magnetic interference, vibration, heat, glare or other nuisance outside the residential or accessory structure shall be used.
5. No home occupation shall be permitted that is noxious, offensive or hazardous by reason of vehicular traffic, generation or emission of noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, humidity, glare, refuse, radiation or other objectionable emissions.
6. Any need for parking generated by the home occupation shall be off-street. The Zoning Administrator shall determine the number of parking spaces required based on the parking provisions of this Section.
7. No business vehicle shall be used in connection with the home occupation for delivery of goods to or from the premises. This provision does not preclude the delivery of mail or packages by the Postal Service or other private delivery service.
8. A maximum of one vehicle used in conjunction with the home occupation is permitted to be kept, garaged, or stored at the residence.
9. There shall be no merchandise or commodity sold upon the premises.

10. If the home occupation employs persons other than the family members residing in the dwelling used for the home occupation, such other employees shall not work in the dwelling used for the home occupation.
11. Such occupation shall not require internal or external alterations or construction features or equipment or machinery not customary in residential areas.
12. The activity shall not generate traffic beyond that which is normal in its district.

C. Places of Worship shall be located on an arterial street or at the intersection of two collector streets.

D. Public utility facility required for local service is allowed in certain residential Zoning Districts provided that:

1. It is required for local service.
2. There are no offices, maintenance facilities, outdoor storage or part-time employees related to the site.

Uses Permitted With a Conditional Use Permit

A. Child care in the home for 5 to 10 children not related to the residents may be permitted as a conditional use in certain residential Zoning Districts provided that:

1. The residential character of the exterior of the structure shall be maintained.
2. Signs related to the home child care shall not be allowed.
3. All required licenses, certifications and registrations shall be obtained from the appropriate State or County agency prior to issuance of a business license.
4. All requirements of the City of Avondale Building Code, Fire Code and Zoning Ordinance as amended shall be complied with prior to issuance of a business license.
5. Existing garages, carports or driveways shall not be expanded, enclosed or otherwise modified to accommodate this accessory use.
6. All outdoor recreation areas shall be completely enclosed by a 6-foot high masonry wall with self-closing and self-locking gates.
7. All swimming pools shall be secured by a barrier in conformance with the Arizona State Statutes and International Building Code (IBC), as amended.
8. Notification of the conditional use permit application shall be made to the subject home owners' association management prior to the neighborhood meeting.

B. Child Care Center in conjunction with a Place of Worship may be permitted as a conditional use in certain residential Zoning Districts provided that such activities are on the same lot and share joint use of worship facilities. Independent free-standing signs and wall identification signs for the child care center are not allowed.

C. Public utility facility, with the exception of those allowed as a Use Permitted with Conditions above, may be permitted in certain residential Zoning Districts as a conditional use.



LAWN

SHADE STRUCTURE
W/ PICNIC TABLE

PLAYGROUND



Neighborhood design character
The information shown in this conceptual rendering is for illustrative purposes only

3.3.2 Non-Residential Uses

Commercial Uses

As identified previously, the PAD includes an approximately 16-acre commercial parcel located on the northwest corner of Avondale Boulevard and Broadway Road. The commercial parcel is anticipated to include both neighborhood oriented uses as well as regional commercial uses. A commercial parcel of this size could accommodate a large grocery (40,000-60,000 square feet) as well as numerous sizes and varieties of additional complementary uses. The associated development standards have been established to allow for both single story uses as well as a vertically integrated mix of uses (i.e. a ice cream shop on the ground floor and a dentist office on the second floor). Once the PAD is approved, LCC/ CFLPP will direct the next stages of development associated with the commercial parcel and the site plan approval process.



TABLE 2
C-1 - Neighborhood Commercial Permitted Uses

Land Use Matrix*	
Administrative and Financial Uses:	
Banks and financial institutions without drive-through, excluding non-chartered financial institutions	P
Banks and financial institutions with drive-through, excluding non-chartered financial institutions	PC
Professional offices	P
Automobile Related Uses	
Automobile rental facility with no on-site storage	P
Eating and Drinking Establishments	
Outdoor Dining	A
Restaurant, with drive-through	PC
Restaurant, without drive-through	P
Sidewalk Café	A
Education, Religious and Institutional Uses	
Child care center	C
Community garden, 1-acre or less	P
Employment agencies excluding day labor	P
Libraries	P
Places of worship	P
Preschools and similar uses	C
Public service and non-profit community use	C
Public Uses	P
Public utility buildings, structures, uses, facilities and equipment	PC
Entertainment and Recreation Uses	
Health and exercise center	PC
Social/ private clubs	PC
Theater, excluding movie theater	C

* **P**: Permitted, **"C"**: Conditional Use Permit required, **"PC"**: Permitted with conditions, **"A"**: Accessory Use

TABLE 2 C-1 - Neighborhood Commercial Permitted Uses (Cont.)	
General and Intense Retail Uses	
Antique store	P
Business support services - photocopy, office supply stores, and package delivery services	P
Non-consignment secondhand retail store	P
Retail sales of new merchandise within enclosed buildings, excluding liquor stores	P
Medical	
Emergency medical care facility	P
Massage therapy (medical)	P
Medical, dental or health offices, clinics and laboratories, excluding plasma centers and medical marijuana uses	P
Veterinary hospital, offices and clinics, excluding animal boarding	PC
Mixed Use	
Residential, upper floor	P
Personal Services	
Art studio	P
Barber shop/Beauty Salon	P
Clothing alteration, custom dressmaking or tailor shop	P
Dance studio	P
Dry cleaning and laundry establishment, pick-up and drop-off only	P
Massage or day spa	P
Music studio	P
Nail salon	P
Real estate office	P
Specialty services	P
Tanning salon	P
Ticket and travel agency	P

* Uses that are Permitted with Conditions, Permitted with a Conditional Use, Accessory Uses are contained in Section 3 - Commercial Districts in the City of Avondale Zoning Ordinance.

* P: Permitted, "C": Conditional Use Permit required, "PC": Permitted with conditions, "A": Accessory Use

Uses Permitted With Conditions (PC)

- A. Automobile rental facility with on-site storage is allowed in certain commercial zone districts provided that:
1. No more than six vehicles shall be stored on site in association with an office location that is part of a commercial center, or commercial complex that includes retail uses.
 2. Vehicle storage shall be limited to paved areas and shall not occupy required parking spaces or drive aisles.
 3. Accessory uses, such as vehicle washing, refueling stations, and minor maintenance garages, may be allowed on site only if such uses are screened from off-site view and are not used by the general public. Such uses shall be designed and sited as to limit the noise impacts to surrounding properties.
 4. Storage of vehicles shall be screened from off-site view by a 3-foot or taller screen wall.
- B. Banks and financial institutions without drive-through, excluding non-chartered financial institutions, are allowed in certain commercial zone districts provided that:
1. Banks and financial institutions included within an office building shall not occupy more than 25 percent of the gross floor area.
- C. Drive-through uses, including restaurants and financial institutions are allowed in certain commercial zone districts provided that:
1. Payment and/or pick-up windows shall not face arterial streets unless obscured through allowable screening material as approved by the Zoning Administrator.
 2. Drive-through lane canopies shall be included covering any payment or pick-up windows. Canopies shall be fully architecturally integrated in to the building consistent with the requirements of the Design Manuals.
 3. Portions of a drive-through lane that are adjacent to an arterial street shall be screened by a minimum 3-foot tall wall, berm, or alternative screening method.
 4. Speaker boxes shall be located a minimum of 70 feet from any residentially zoned property or residential use.
 5. Drive-through lane queuing length shall be approved in accordance with a traffic study as approved by the City Engineer.
- D. Health and exercise centers are allowed in certain commercial zone districts provided that:
1. Health and exercise centers located within neighborhood shopping centers shall be limited to no larger than 7,000 square feet in area.

E. Public utility buildings, structures, uses, facilities and equipment are allowed in certain commercial zone districts provided that:

1. Sites shall be screened from off-site view by a minimum 6-foot tall masonry wall. Screen wall may be required to be 8-foot tall as determined by staff. All screen walls shall comply with wall standards set forth in the Design Manuals.

F. Social/Private Club is allowed in certain commercial zone districts provided that:

1. Any restaurant or bar operated in connection with a social/private club shall be an integral part of a principal building, shall have no public entrance except from within the building and shall make no exterior display or advertising of any commercial activity, however incidental.

G. Veterinary hospital, offices and clinics, excluding animal boarding are allowed in certain commercial zone districts provided that:

1. Clinic activities shall be restricted to the medical care and treatment of small animals during regular office hours. The confinement of such animals on the premises shall be limited to essential and occasional overnight care and shall be entirely within enclosed structures. The boarding and breeding of animals shall be prohibited.
2. Clinics shall be constructed to be completely contained as to prevent emission of any noise or odor.
3. Outdoor runs or exercise pens shall be prohibited unless approval from the Zoning Administrator or designee is obtained prior to site plan submittal. Additionally, no outdoor runs, pens or enclosures shall be located closer than 100 feet to any street, residential district or existing restaurant or hotel.

Public Safety Facility

A public safety facility has also been located along El Mirage Road between Alamar Parkway and Broadway Road. Brookfield has coordinated with the City and the Fire Chief as to a preferred location within the Property. This location is centrally located within the community with direct access onto El Mirage Road.



Elementary School

Brookfield has also coordinated the donation of a 21-acre school site with the Littleton Elementary School District (LESD) ~~and has proposed a 21-acre school site~~ on the eastern half of the Property. 6-acres of the school site is anticipated to be for open space and outdoor recreation. Brookfield understands the importance of schools to a community's well-being and believes that the elementary school will be a significant asset to the overall fabric of the community. In addition, Brookfield is in discussions with the City and the LESD on the potential opportunities for co-locating open space components within the context of the school site. This would likely include a co-use agreement relative to specific open space components in order to address use, safety, maintenance and development costs.



Heritage Center Site

The concept for the "Farm and Ranch Experience Heritage Center" was developed in 2006 to honor Arizona's agricultural find , pioneering spirit and ranch experience. This cultural mixed-use project will be designed to preserve the traditions and contributions of agriculture in Arizona. It will serve as a place where people will learn about Arizona's agricultural history through educational programs for the community, elementary, and high school students.

The Heritage Center will be developed by the Lakin Family and is currently planned and designed to include several specialty features:



Source: The Arizona Farm and Ranch Experience website
www.azfare.org

TABLE 3
Heritage Center Site - Permitted Uses

Permitted Principal Uses:

Parking Orchard
Children's Learning Center
Tractor Museum
Heritage Museum
Gathering Plaza and Rose Garden
Museum and Cultural Center
Conference Center
Farmer's market
Butterfly and Dragonfly Pavilion
Community garden
Corral and Blacksmith Shop
Plow Field Event Lawn
Event Staging and Parking
Agricultural Educational



"It's spring at the farm, and the road that leads to the farm is lined with Cottonwood trees. Their branches seemingly grow into the sky as leaves are beginning to sprout. The gnarled roots of each tree are a tangle of tentacles that disappear into the slow, flowing irrigation canal from which they drink. A decorative metal gateway with the inscription "Arizona Farm and Ranch Experience - Heritage Center" lets farm-seekers know they have arrived."

STEADFAST FARM

With its origins here in the Valley, Steadfast Farm works with communities to offer small scale localized farming operations that are based on bio-intensive best-practices. The approximately 2-acre farm and market will have a variety of offerings to the local community including: fruits and vegetables, cut flowers, and a modest farm "store" with special agrarian oriented sundries including their Valley famous coffee and coffee truck. All supported through a robust CSA (Community Supported Agriculture) program (similar to the successful program used at Eastmark in Mesa, AZ). All goods and services will be available to the general public.

It's implementation will honor the rich history of the property and it's agricultural heritage. This cultural mixed-use project will be designed to showcase the very best organic agricultural practices in Arizona. The development will serve as a distinctive community destination where people can learn about agriculture through a series of educational geared programs.



TABLE 3
Steadfast Farms - Permitted Uses

Permitted Principal Uses:

Community Supported Agriculture

Organic Farm and Parking

Farm Store and Maintenance Building(s)

Farmer's Market and Food Truck(s)

Gathering Plaza

Community Garden and Greenhouse(s)

Agricultural Education



3.4 Open Space

A key component of the overall community design is the integration of open space and the associated hierarchy of parks as well as the overall trail system. This sophisticated open space and parks system reinforces the overall community themes with a focus on health and wellness, community engagement and connections to nature.

3.4.1 Open Space Framework Plan

The Open Space Plan illustrates the locations, configurations and arrangement of open space and parks identified for the community. In addition, the map highlights the relationship between parks, open space and trail connections. The following pages provide detailed descriptions for the community park, the neighborhood parks, the formative parks as well as the trails network.

LEGEND

 ELEM. SCHOOL PARK AMENITY

 FORMATIVE PARK: 1/4 AC. +/-

 NEIGHBORHOOD PARK: 3 AC. +/-

 COMMUNITY PARK

 STEADFAST FARM

 POWERLINE EASEMENT

 EFFLUENT EASEMENT

TOTAL AC.

9-10 AC.

6-7 AC.

8-10 AC.

40 AC.

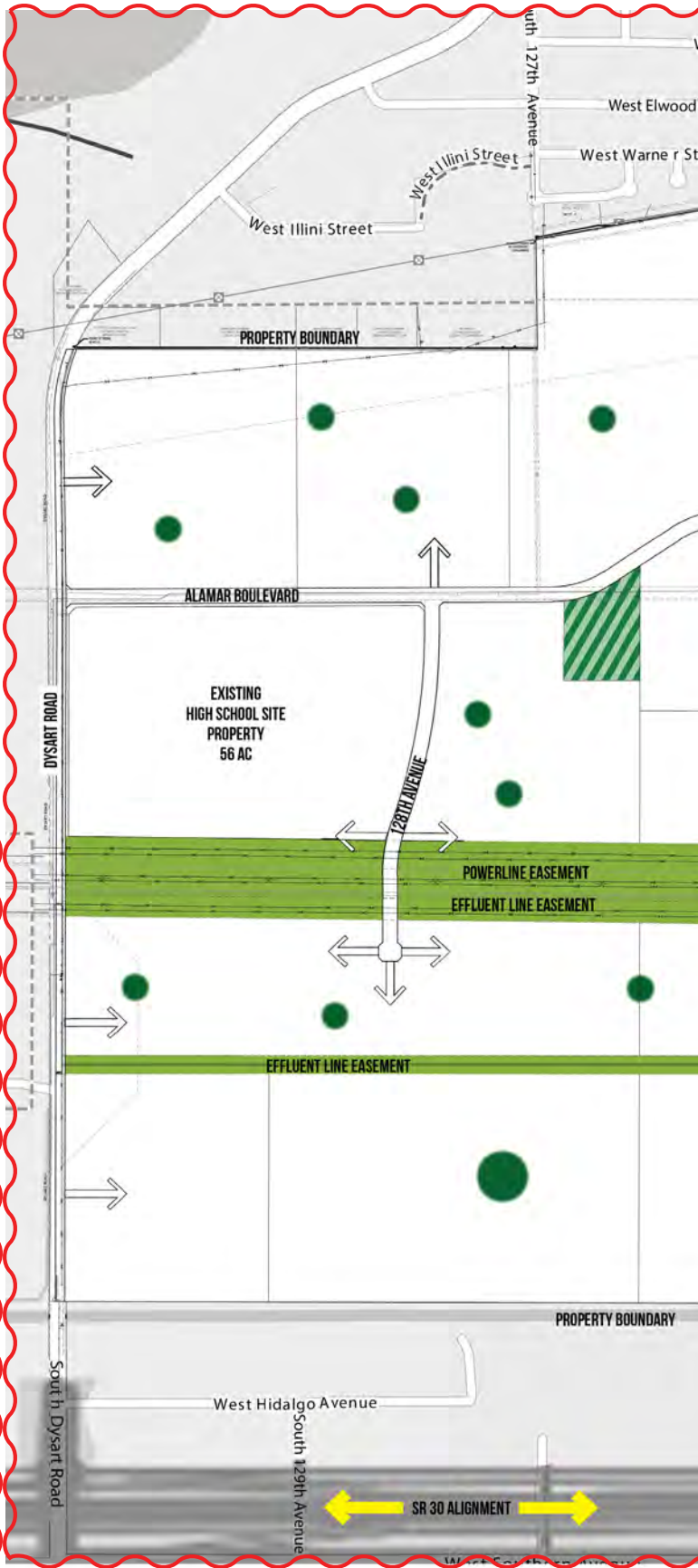
1-2 AC.

82 AC.

22 AC.

TOTAL OPEN SPACE AREA: 173 AC. * (16.5%)

* In addition to the active open space identified, the Applicant anticipates additional areas of informal and formal open space throughout the community (i.e. informal soccer and kick-ball games in lawn covered detention areas, etc.).



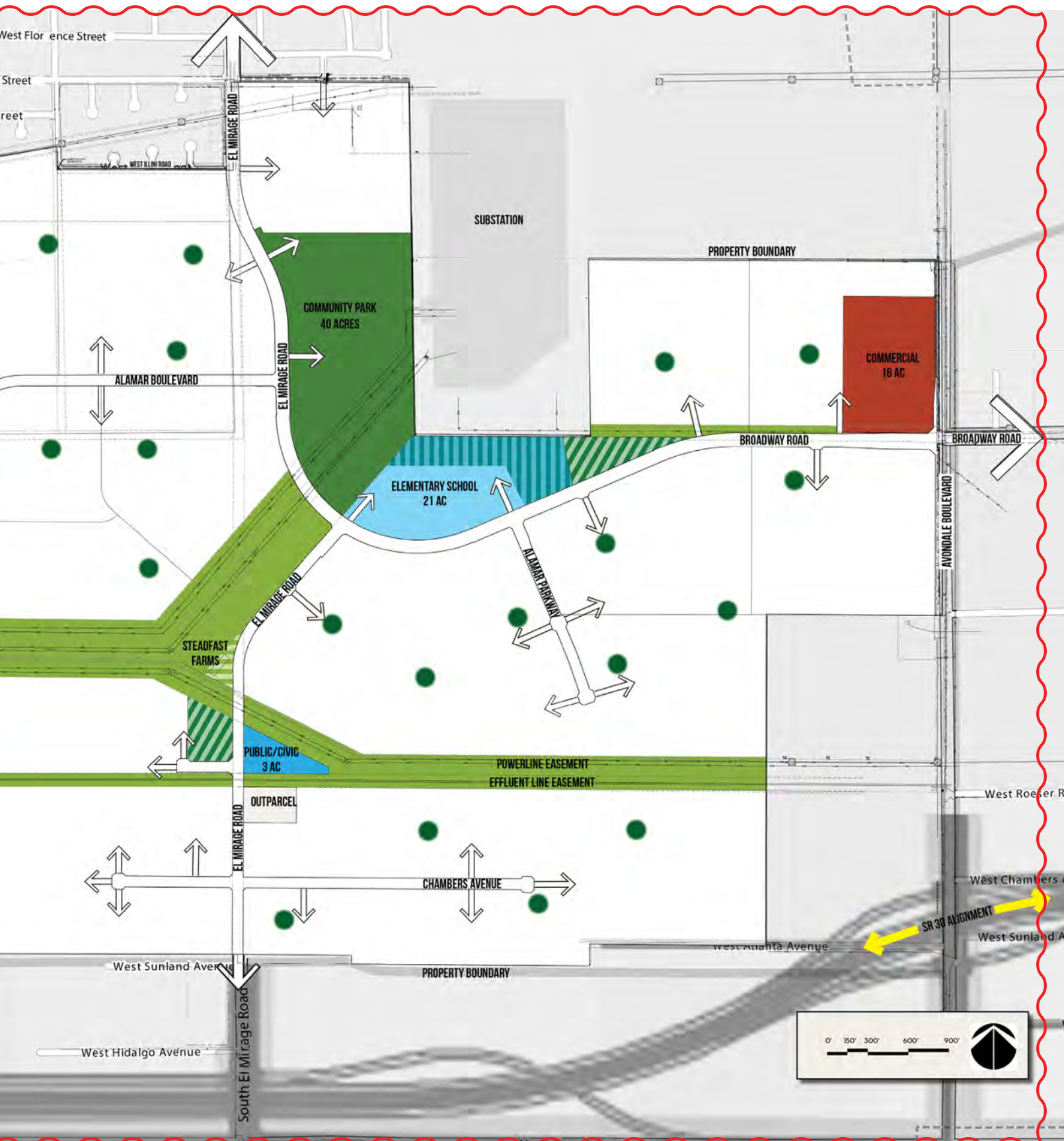


Exhibit #7 - Open Space Plan

In addition, the identified school site is slated for 21-acres. 6-acres of the school site is anticipated to be organized as open space for park amenities. Brookfield has coordinated with the Littleton Elementary School District (“LESD”) and has identified a mutual interest to co-locate community amenities that can be utilized by the school as well as residents of the community. If Brookfield is not able to negotiate a use agreement with the LESD, then Brookfield will provide an additional 6-acres of park area within the overall development.

Park Program Elements

Brookfield has carefully organized the hierarchy of open space and parks (as well as trails), in order to provide a broad spectrum of recreation opportunities throughout the community. All parks will be thoughtfully designed to serve different age groups and different users. The adjacent table of Park Elements, while at a conceptual stage, provides the basis for all that envisioned activities could be included. Particularly, Brookfield has developed these Park Elements with the input of City Staff.



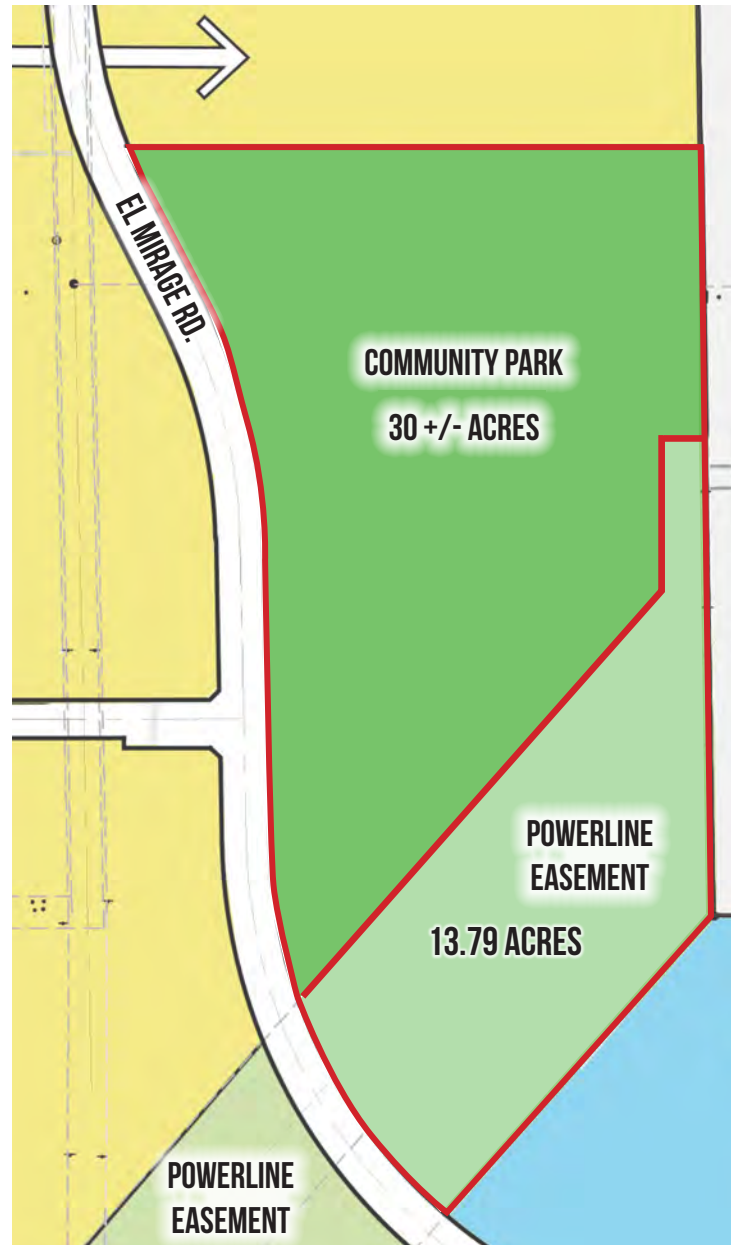
	PARK TYPE			
	FORMATIVE PARK	NEIGHBORHOOD PARK	ELEMENTARY SCHOOL PARK	COMMUNITY PARK
Accent Lighting (safety/ aesthetics/ sports fields)	•	•		•
Amphitheater (need power access for special events)		•	•	•
Arbor / Trellis (maintenance issue)	•	•		
Barbeque	•	•		•
Baseball field (youth focus)				•
Basketball Court (youth focus)		•	•	•
Bike Parking		•	•	•
Climbing Wall (as part of playground)				•
Creative Play (as part of playground)	•	•	•	•
Dog Park				•
Drinking Fountain (as part of comfort station)		•		•
Emergency Access		•		•
Football Field (as part of multi-purpose field)				•
Front Yard Feel	•			
Great Lawn (informal passive)		•		•
Iconic Vertical Elements		•		•
Large Outdoor Fitness				•
Large Playground (K-5 & 5-12)			•	•
Large Shade Structure		•		•
Little League Baseball				•
Maintenance Yard/ Shed				•
Multi-Use Sports Field			•	•
Native Planting Areas (sensitive to water, soil & location)				•
Nature Trail/ Multi-trail system/ D.G.				•
Park benches & Seating Areas	•	•	•	•
Parking (50 spaces per field. Maybe 300+ spaces)		•	•	•
Passive Turf		•	•	•
Pickleball Court				•
Picnic Shelter	•	•		•
Plaza w/ shade trees	•	•	•	•
Pole Lighting (pedestrian)		•		•
Pond (irrigation/ fishing)				•
Restroom		•		•
Sculpture / Art	•	•	•	•
Signage		•	•	•
Skate Park/ Bike Park: BMX				•
Small Outdoor Fitness			•	
Small Playground		•		
Small Shade Structure	•	•	•	
Small Turf Lawn	•			
Soccer Field (as part of multi-purpose field)				•
Space for Food Trucks		•		•
Splash Pad				•
Storage Facility		•		•
Storm Water Storage			•	•
Strolling Pathways				•
Tennis Court				•
Volleyball Court				•
Walls / Fence			•	

* Conceptual list based on preliminary discussions with City Staff.

Community Park

The City and Brookfield have agreed to mutually work together to fund and develop a new City owned and operated Community Park near the north central portion of the Property directly east of the El Mirage Road alignment. While not finalized, the park is envisioned to include a range of amenities to meet the needs of the entire Avondale community. An emphasis on baseball fields and multi-use fields will likely dominate the program and include a full spectrum of park features including: comfort station, playgrounds, ramadas, soccer field, informal lawn areas, lawn games, basketball courts, splash pad, dog park, tennis courts and a potential lake. The Community Park will be designed with a generous landscape palette for shade and accent. Furnishings will include drinking fountains, benches, shade structures and a range of walking surfaces. Parking and vehicular access and circulation will be organized in a safe and convenient manner.

The total Community Park acreage has been identified for 30 +/- acres outside of the power-line easements as illustrated on the adjacent page. The utility corridor (at the south end of the park) will provide additional opportunities for detention, parking, informal fields and trail connections. The overall community trail system will be thoughtfully integrated to ensure convenient access to the Community Park for residents on foot or on bike.



N.T.S



Exhibit #8 - Community Park Acreage



Community Park Conceptual Bubble Diagram

While still conceptual in nature, the conceptual diagram on the following page provides a visual reference as to the overall possible framework of the Community Park. Access, circulation, parking, field location and orientation, and additional features and amenities have been strategically organized to serve as a social and recreational focal point of the Community. In addition an abundance of trails and pedestrian connections are envisioned for convenient access for neighboring residents.

Note, while the utility easements are not included in the 30 +/- acres identified for the Community Park, Brookfield will strategically incorporate park components in order to maximize recreation opportunities.





0' 50' 100' 200' 300'



The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #9 - Community Park - Conceptual Bubble Diagram Plan

Neighborhood Parks

The overall Open Space Plan includes three strategically located neighborhood parks that will range in size from approximately two to three acres. The envisioned programs for these neighborhood parks will be geared toward the community's adjacent neighborhoods and residents and will incorporate a range of uses that give each neighborhood park a unique identity. Brookfield envisions that these neighborhood parks will include significant opportunities for special resident events and programs that will be geared toward opportunities to reinforce the special nature of the community and provide cool places for neighbors to get engaged. Parking will be included along the perimeter of each park and sidewalks along the entire perimeter will allow for safe and convenient access from adjacent neighborhoods. Each park will be designed with a unique shade structure that will provide a visual icon and reference point within the context of the overall community. Comfort stations will be included in all neighborhood parks. Neighborhood parks may include amenities such as outdoor amphitheaters, covered pavilions, splash pads, putting and chipping greens, or other options that will create an interactive community. In general, playground equipment will need to be covered with shade sails, ramadas, etc. to protect the children from the elements and to allow for the equipment to be used for greater periods of time throughout the day. All formal playground equipment structures will need to be covered with shade sales, ramadas, etc. to protect children from the elements and to allow for the equipment to be used for greater periods of time throughout the day. In some cases, stand alone and or small individual pieces of play equipment may not be covered.

The following design concepts and character imagery provide a visual reference as to the design intent and aspirations for the neighborhood parks.





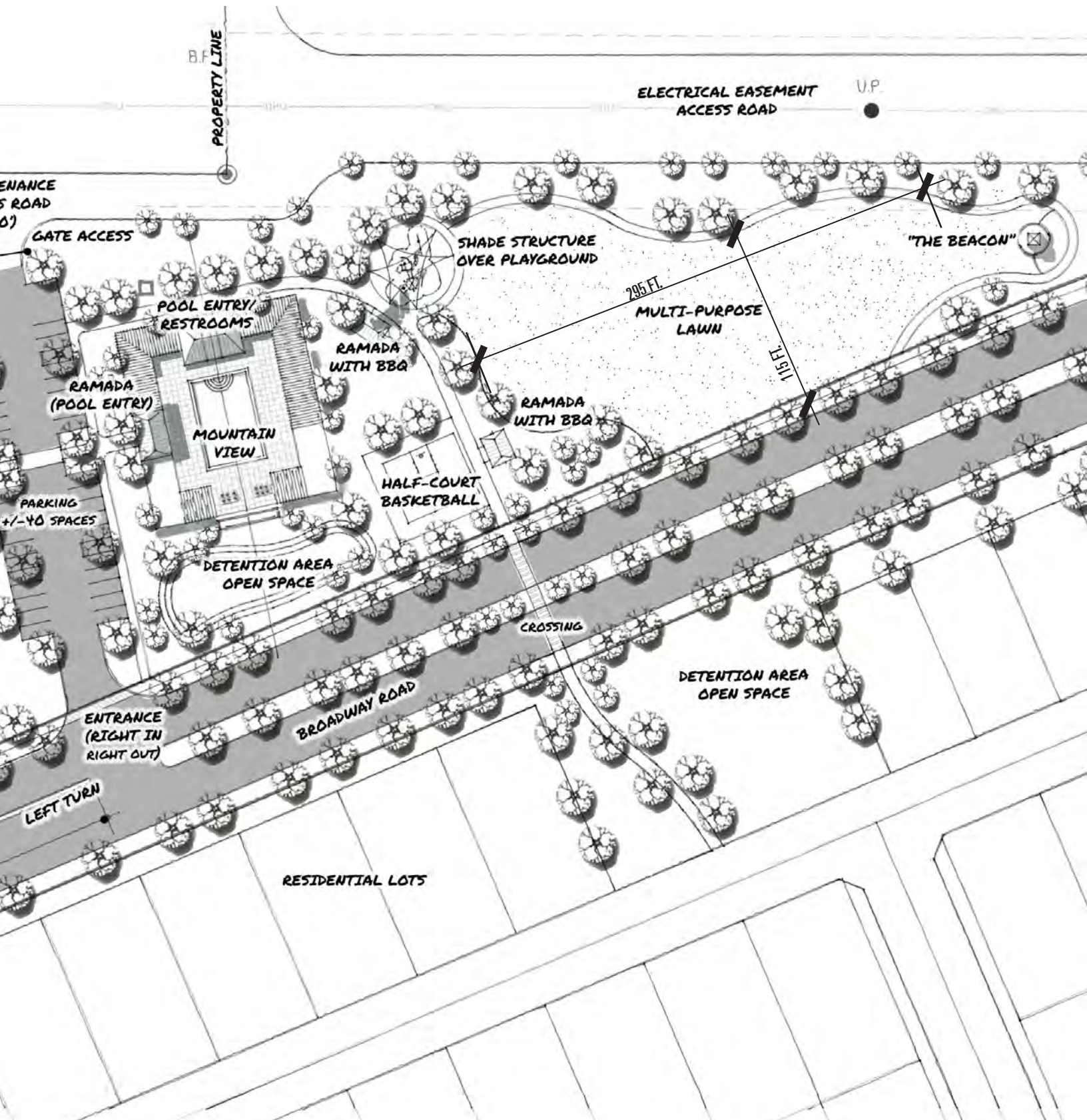
“The Beacon”

Planned as the first neighborhood park and part of phase one development, The Beacon is envisioned as a multi-use space that will be the central social hub for the initial phases of development. A multi-purpose lawn area for a broad range of activities (including informal sports games) will make up the core of the park. An iconic tower will be carefully integrated within the design of the focal shade structure near the center of the park. The tower will be a visual reference for residents and guests and act as a navigation beacon for all surrounding neighborhoods. Whether its informal lawn games, community events or taking the kids over to play in the splash pad, pool or playground- The Beacon will be a cool place to hang-out with neighbors and friends.

While conceptual in nature, the intent of the plan includes all the envisioned park components for The Beacon Park. All the neighborhood parks will include key elements such as: play equipment, open turf areas, ramadas/ shelters, picnic areas, play courts, volleyball, off-street parking, and sensitive site lighting.

While the location of homes and associated neighborhood blocks will carefully be oriented in a north-south alignment to limit west facing backyards, the strategical arrangement of parks and open space throughout the community will provide the very best opportunities to enjoy the dramatic mountain views. The parks specifically will be designed to “frame” and highlight these mountain views. For example, the adjacent conceptual plan of the pool at the Beacon Park has been carefully oriented to align with Hayes Peak- the highest point on the Estrella Mountains.





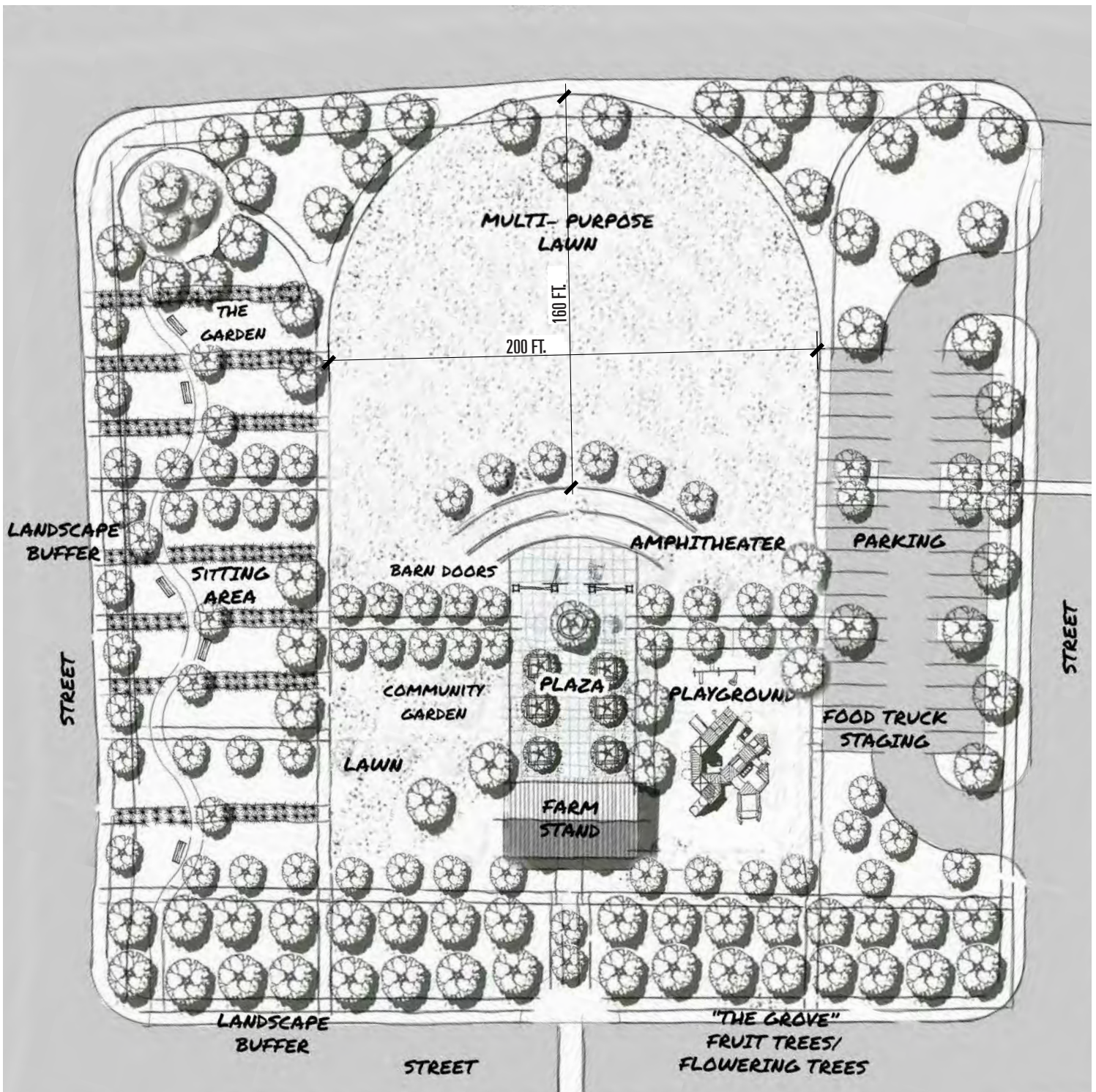
The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #10 - The Beacon Park Conceptual Design

“The Yard House”

This neighborhood park will be highlighted by the “Yard House” shade structure that will provide multi-use space for special events, performances and community celebrations. The Yard House is envisioned to include multiple components including; playgrounds, plaza, amphitheater, community garden, lawn areas and informal sitting areas. The design will be organized with special circulation to accommodate food trucks and vendors for neighborhood gatherings.





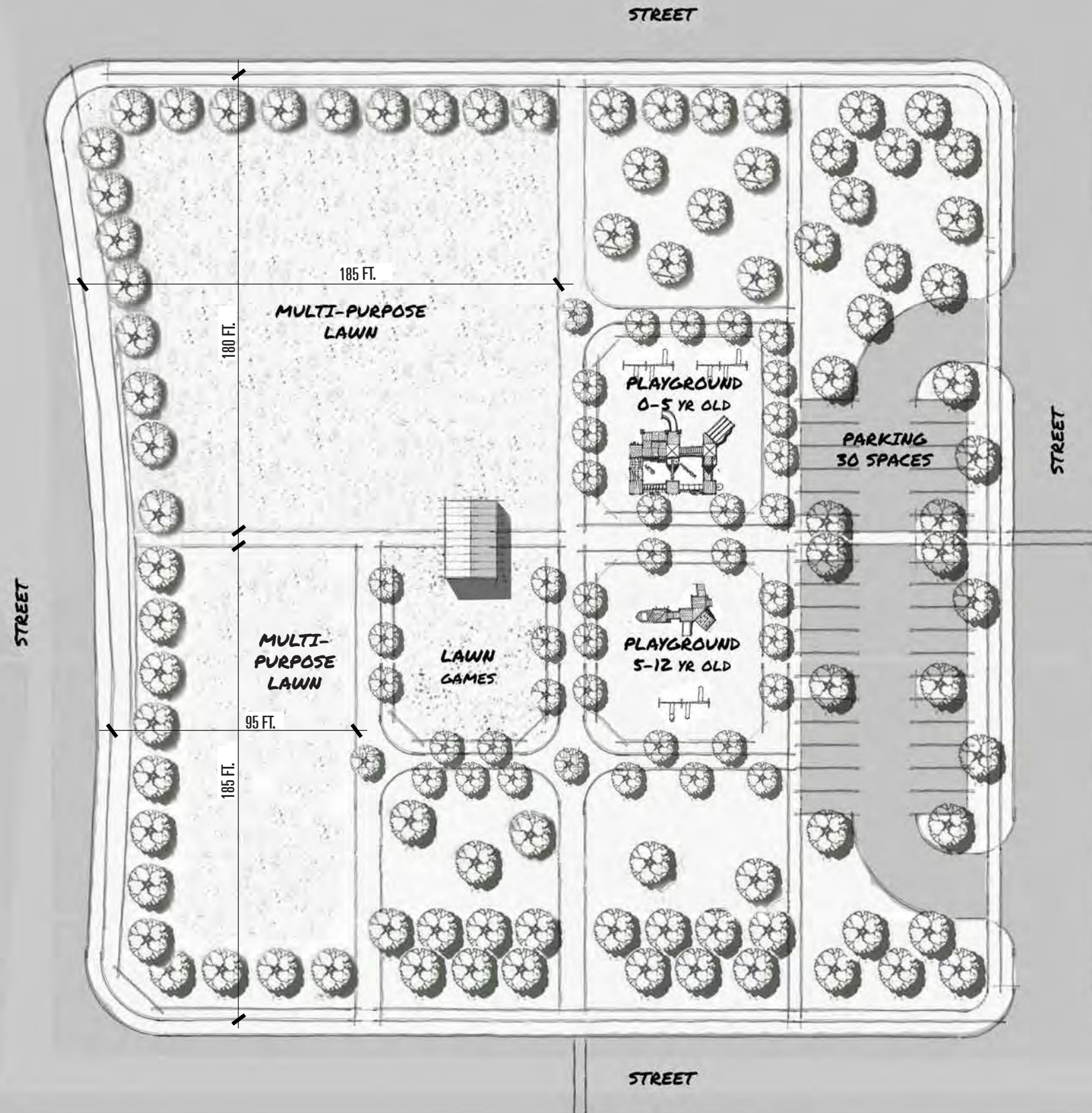
The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #11 - The Yard House Park Conceptual Design

“The Kick Stand”

Geared towards informal recreation for the young and old alike, The Kick Stand neighborhood park is organized around a series of “mini-fields” for recreation and play. Recreation is the focus of this park with extensive lawn areas separated by an elaborate series of post and rail corral fences to accommodate multiple activities at one time. From teaching toddlers soccer, to competitive game of lawn bowling, the Kick Stand will be the place to hone your athletic skills.





The information shown in this Conceptual Plan is for illustrative purposes only.

Exhibit #12 - The Kick Stand Park Conceptual Design

Formative Parks

The Formative Parks will be the most important aspect of the overall park system that provides direct access to neighborhoods and residents. Envisioned to be strategically embedded in each grouping of neighborhoods, the Formative Parks will be specially designed to provide a first impression of the community themes associated with health and wellness, connection to nature and social engagement. All designed with more passive program elements in mind, the Formative Parks will be strategically organized with features associated with the buyer demographics for each neighborhood.

The accompanying conceptual design plan and series of character images express the design aspirations that will focus on; convenient access, informal multi-use lawn areas, shade structures with patios and opportunities for creative play for the youngest of residents. Trees and planting will be incorporated to provide shade, visual appeal and character; in a manner that does not block views to and from the parks. Formative Parks will not include detention basins.

Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design.



CORE PROGRAM		FEATURES
INTENSITY SCALE	SHADE	- Arbor - Simple shade trellis - Specimen trees
	GATHERING	- Benches/ Seatwalls - Small d.g. Patio - Picket Fence - BBQ - Picnic table
	LANDSCAPE	- Formal Planting - Landscape accents - Row planting pattern - Orchard - Buffer to Residential
	PLAY	- Creative Play - Small turf panel - Lawn Games
	ART	- Accent Lighting - Sculpture

Formative Park Intensity Scale

The intensity scale above represents the base range of program elements to be included in the Formative Park. Depending on the adjacent home-buyer (resident) profile, each park will be designed specifically for the user in mind. The intensity scale, core program and identified features will “adjust” accordingly. Baseline demographic considerations will likely include: first time home-buyers, growing family home-buyers and empty nester home-buyers.



The information shown in this Conceptual Plan is for illustrative purposes only.



Exhibit 13 - Formative Park Conceptual Design

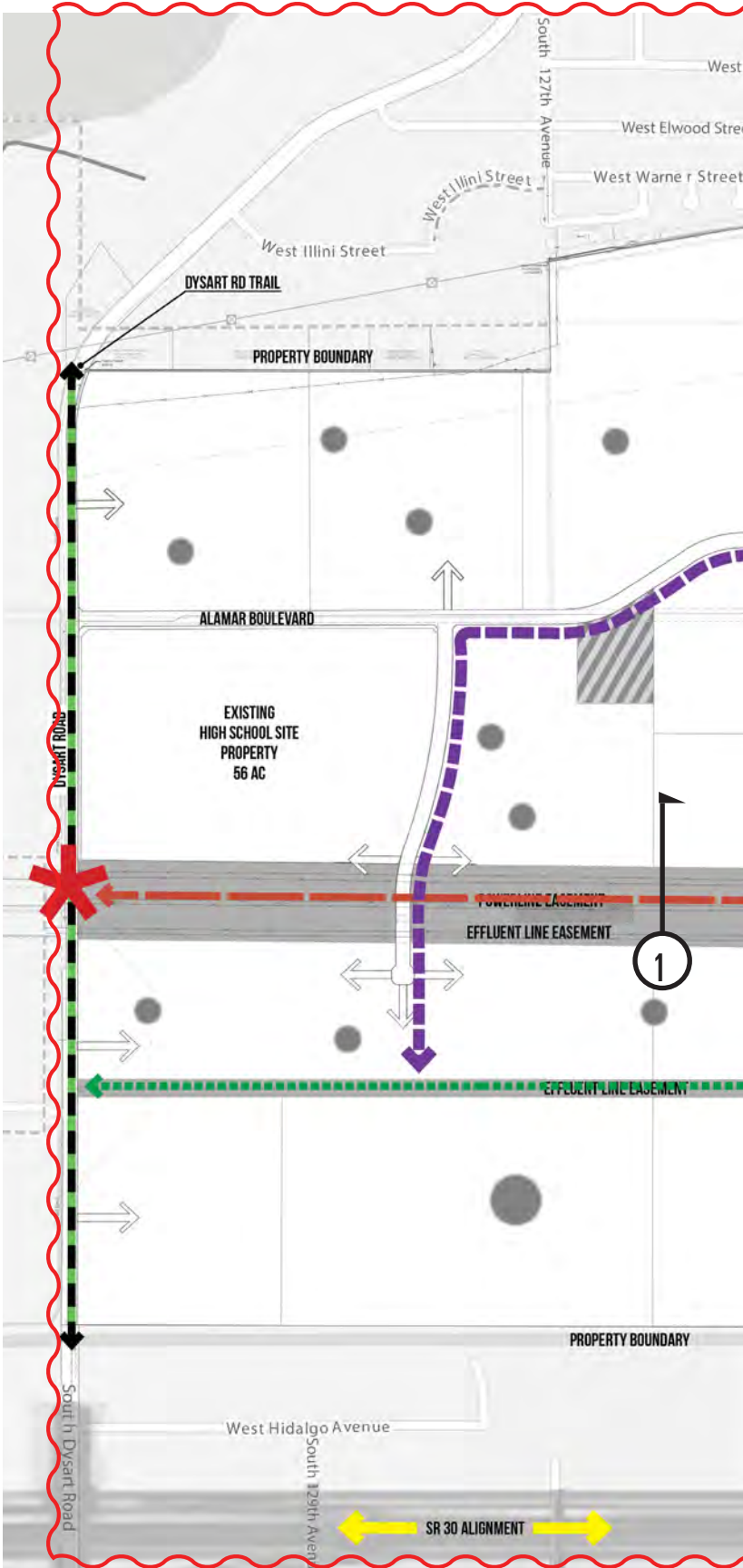
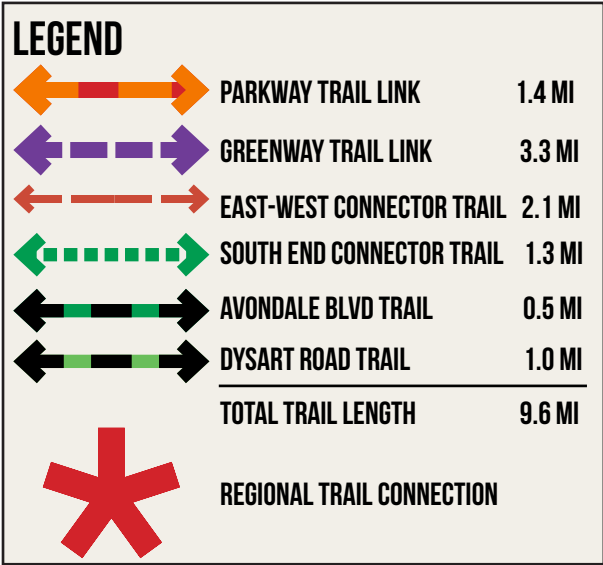
3.4.2 Trails Network

Overview

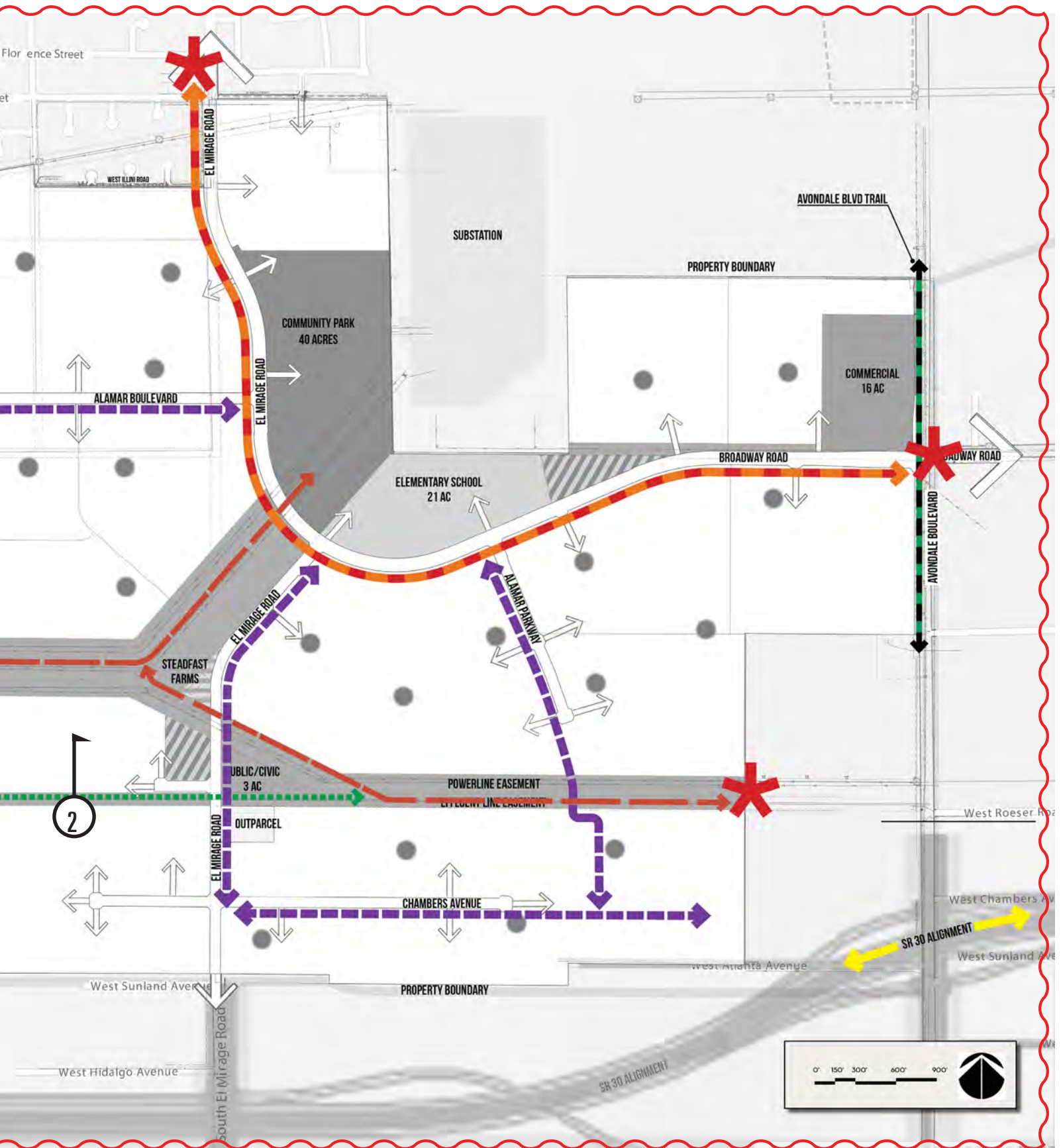
With the carefully located range of parks, from the formative parks to the focal Community Park, it is critical to provide a robust system of paths and trails that provide safe and convenient alternative access. The trails network includes over 9.5 miles of identified trails which traverse the community (not including the internal neighborhoods paths that will connect trails to the full gamut of formative parks). Each trail has been carefully considered within the context of the community, access to parks and also connection to the regional trail system and primary trail corridors along the Agua Fria and Gila Rivers beyond the property boundaries.

Trails

The accompanying exhibit illustrates the general routes for the trails that make-up the overall system of connectivity planned throughout the community. While the overall network includes over 9.5 miles of trails, the layout will allow for a series of walking and or jogging routes that will be organized in an incremental fashion that can meet the needs of each user (.5 mile/ 1.0 mile/ 2.0 mile/ etc.).



Sections 1 and 2 identified in the Trails Map can be seen on p



Parkway Trail Link

The Parkway Trail will be located on the south side of the Parkway road and is envisioned to have a concrete pavement surface with a 10-foot width. The meandering trail will be curb separated and designed within the context of trees, earth berms and landscaping on each side to provide a distinct character as well as visual separation from the roadway. Curb ramps will be provided at street crossings for safety and convenience. This trail will provide regional connectivity at Avondale Boulevard.

The concrete sidewalk on the north side of the Parkway will be more urban in nature with a 6-foot width and follow the horizontal alignment of the Parkway. The Parkway Trail is oriented for walking and jogging. In addition, a bike lane is provided along the interior of the ROW, so the trail is exclusively pedestrian and recreational.



Greenway Trail Link

The Greenway Trail will circle almost the entire property and provide access to and from all groupings of neighborhoods throughout. The trail will be located on the interior of the Greenway road alignment and have a similar character to the Parkway trail with a 10-foot wide meandering, curb separated sidewalk. Like the Parkway, bike lanes are provided in the adjacent roadway.



East West Connector Trail

The East West Connector Trail follows the east west alignment of the electrical line easement. Due to the expansive width of the easement, this trail will include significant meandering to allow for convenient neighborhood access on both the north and south side of the easement. In addition, this trail includes one major link to the Parkway Trail, three major links to the Greenway Trail and two major links to the South End Connector Trail. This trail is envisioned as a multi-purpose concrete trail for walking, jogging and casual biking.

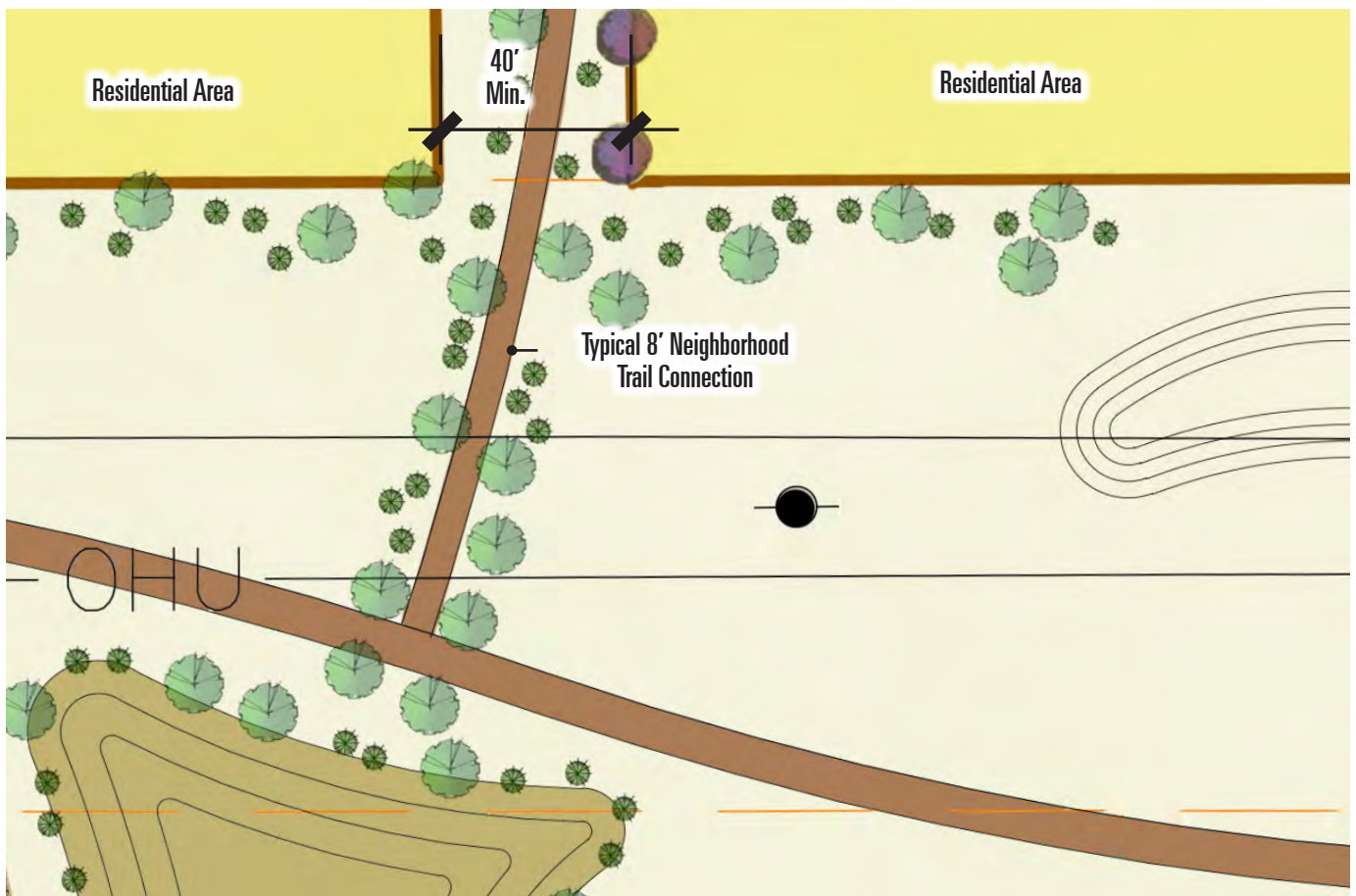
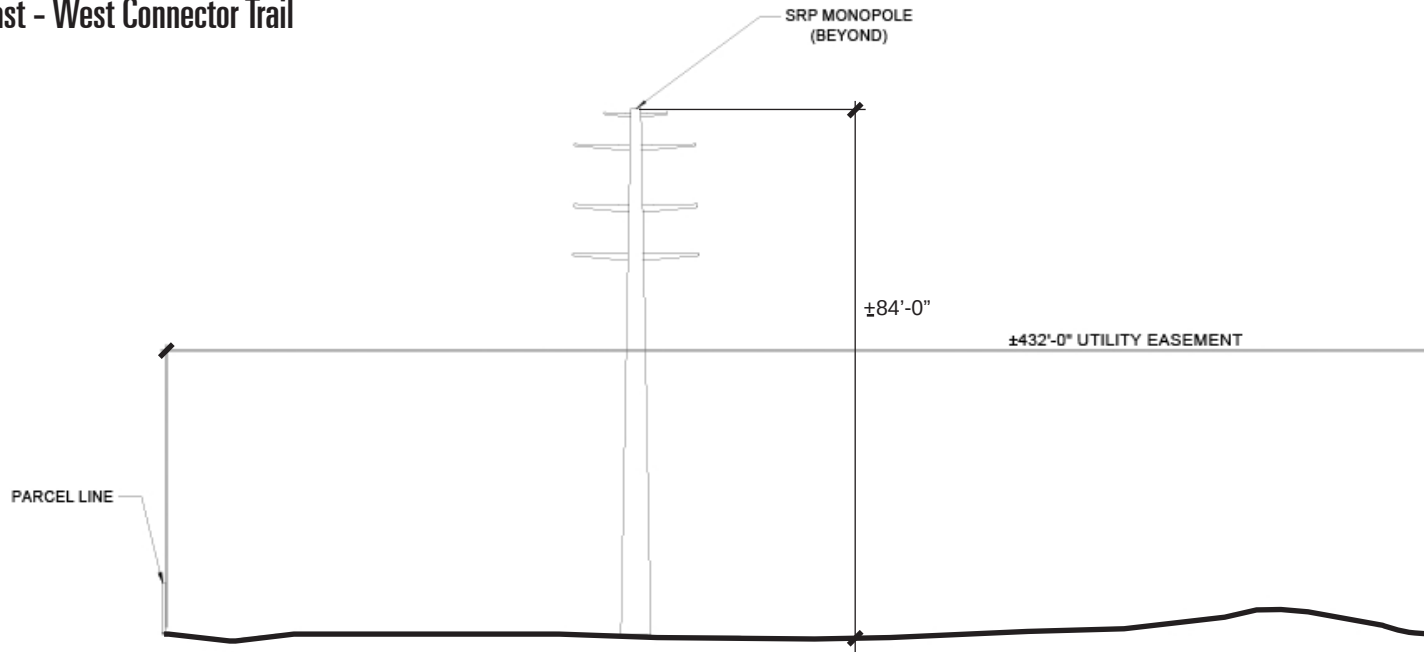
South End Connector Trail

The South End Connector trail will follow the effluent line easement near the southern border of the Property. It provides another layer of connectivity for residents and links to the Greenway Trail at three specific points. This trail will be a 6-foot wide ~~stabilized decomposed granite~~ concrete trail and the route will include specialty wayfinding signage to assist with direction and orientation. This trail will also provide connectivity to the ~~Heritage Site as well as the~~ regional trail system at both the east and west ends.

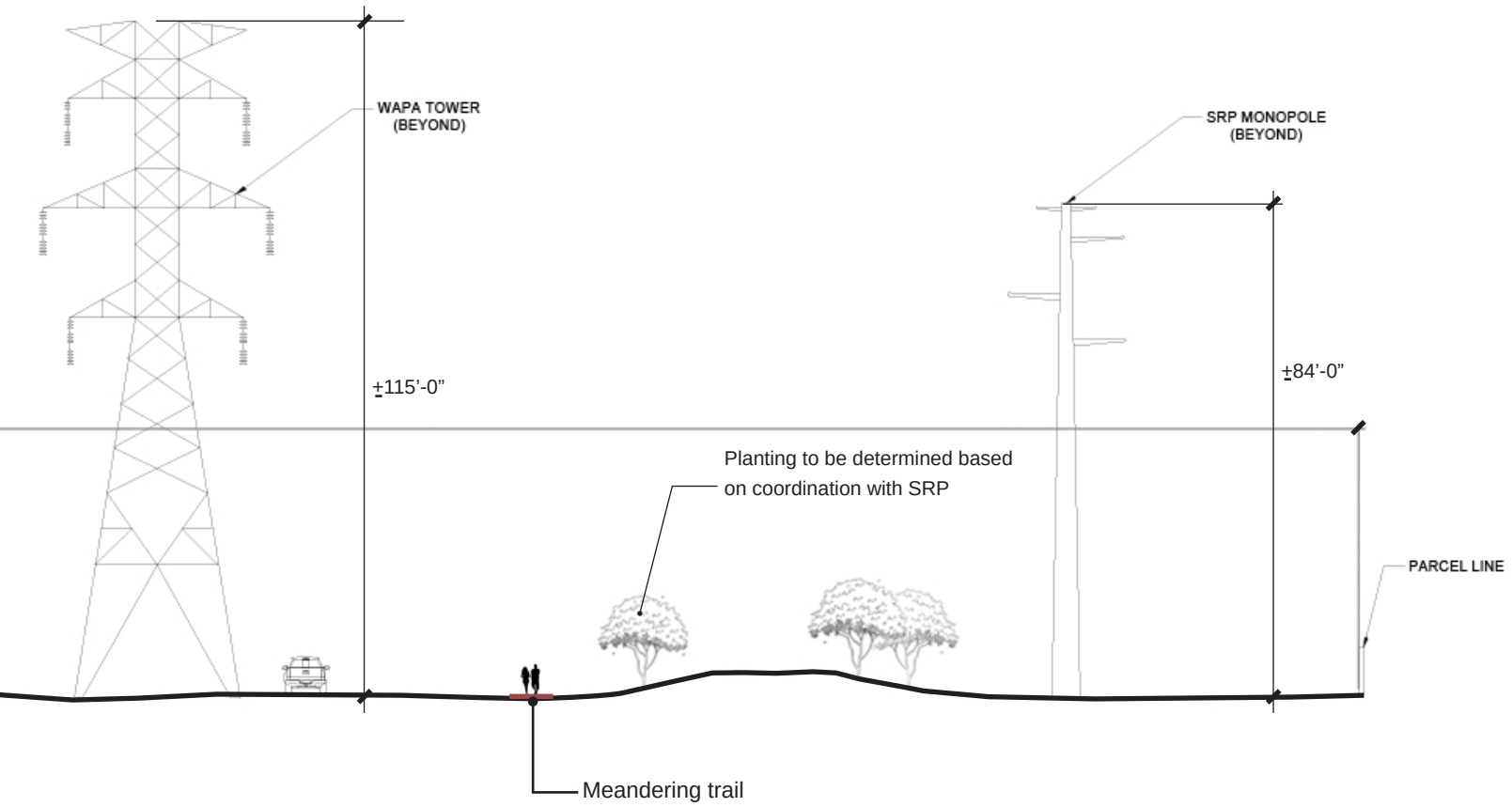


1 ELECTRIC EASEMENT SECTION

East - West Connector Trail

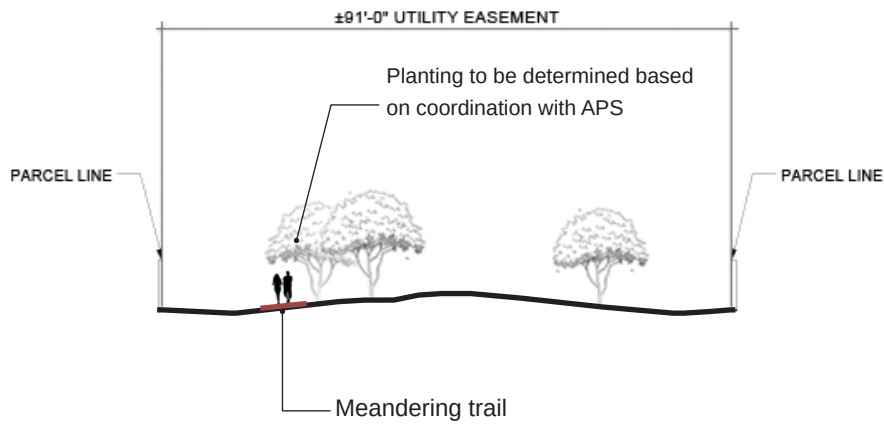


Typical Neighborhood Connection to Community Trail



2 EFFLUENT LINE EASEMENT SECTION

South End Connector Trail

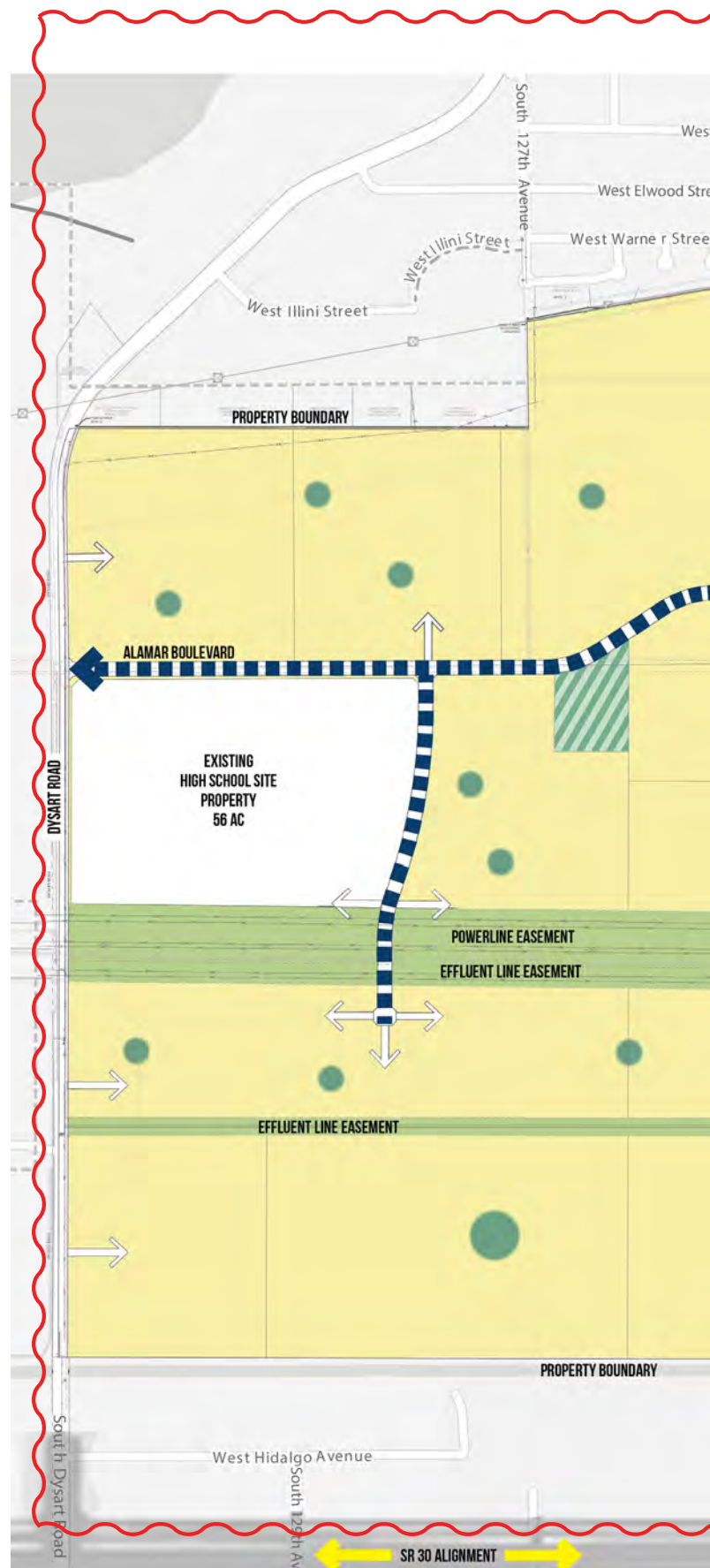
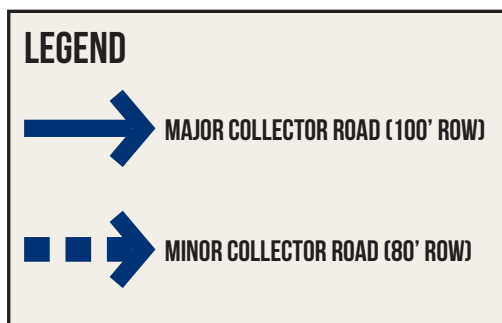


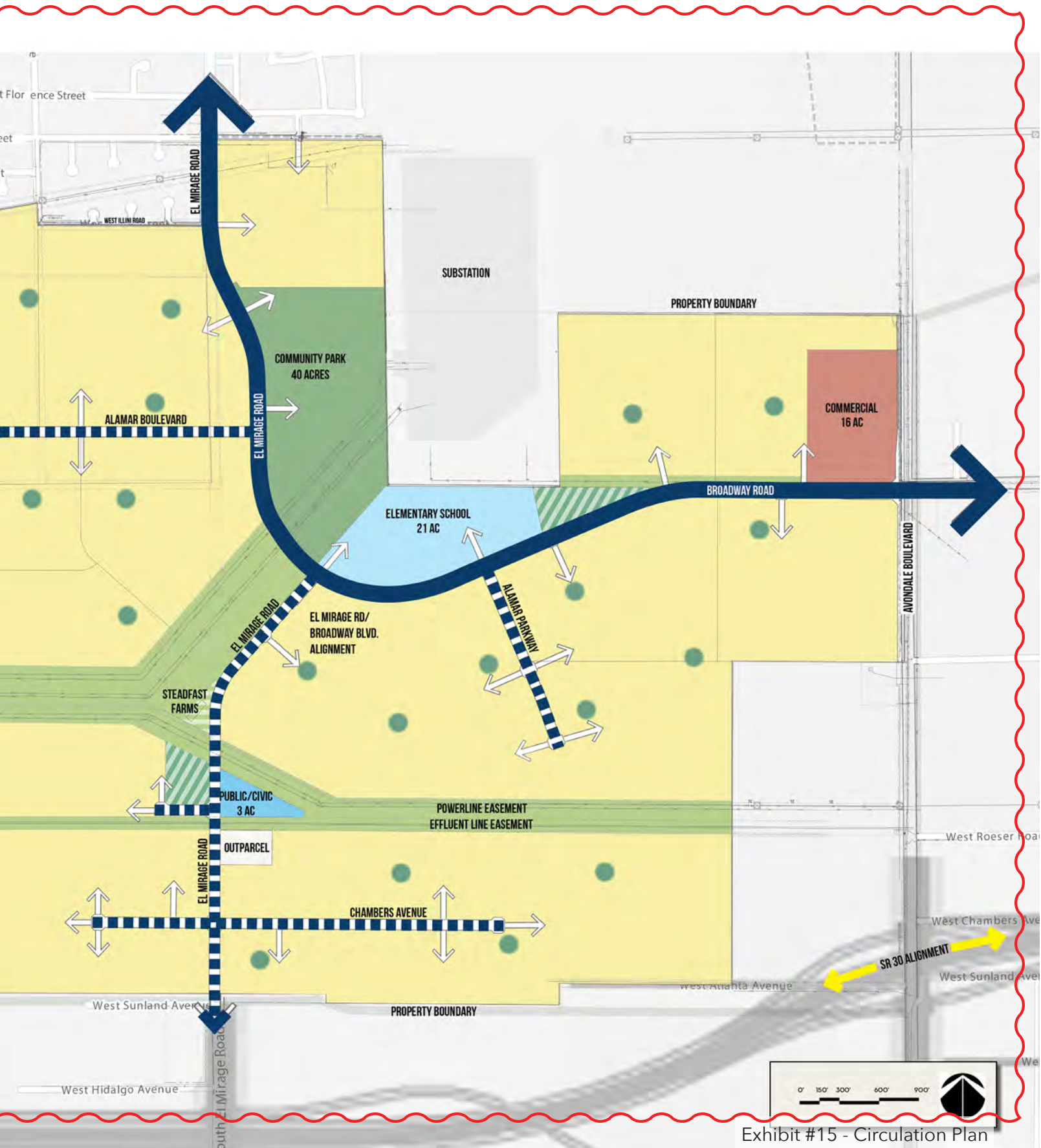
3.5 Traffic and Circulation Plan

The overall circulation plan for the Property has been organized to provide safe, functional and convenient access throughout the community. All community roads are planned to be part of the City's public rights-of-ways. The Parkway (major collector road) alignment provides the connection between the Broadway Road alignment and El Mirage Road. This proposed alignment provides the major circulation through the northeast portion of the Property. The minor collectors provide the additional access throughout the remainder of the community. The new El Mirage alignment along the southern half of the Property is also identified as a minor collector road as it provides connectivity to the south of the Property.

The transition from the Greenway to neighborhood (local) streets will be carefully organized to manage traffic volumes in the most appropriate manner. Roundabouts and other traffic calming devices will be explored and considered within the context of detailed engineering plans at the time of preliminary platting.

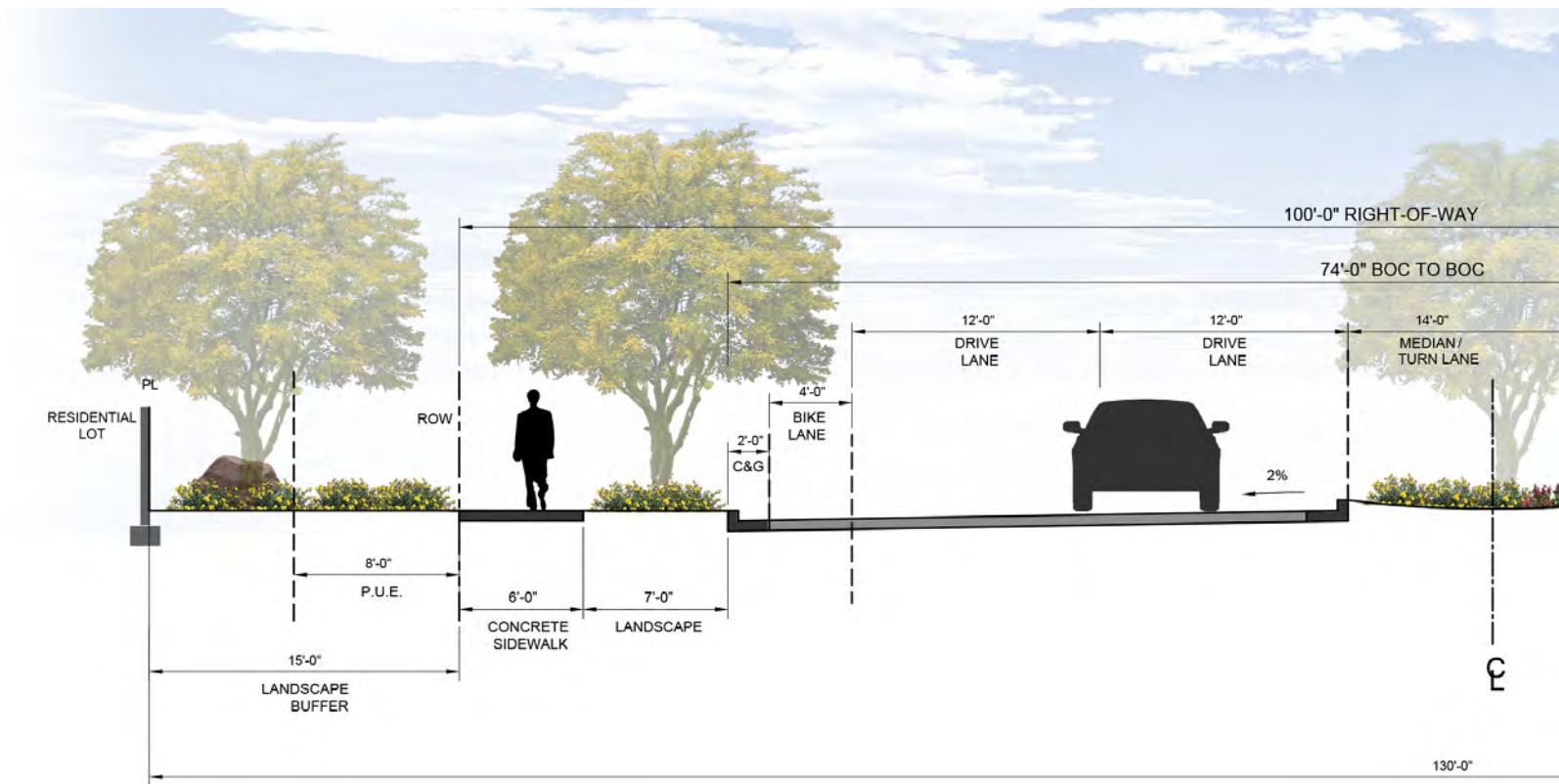
At the time preliminary plats are submitted west of El Mirage Road, an updated traffic study will be provided to identify the need for a collector roadway to Dysart Rd. The scope and results of the traffic study shall be mutually agreed upon by the Developer and City Staff.



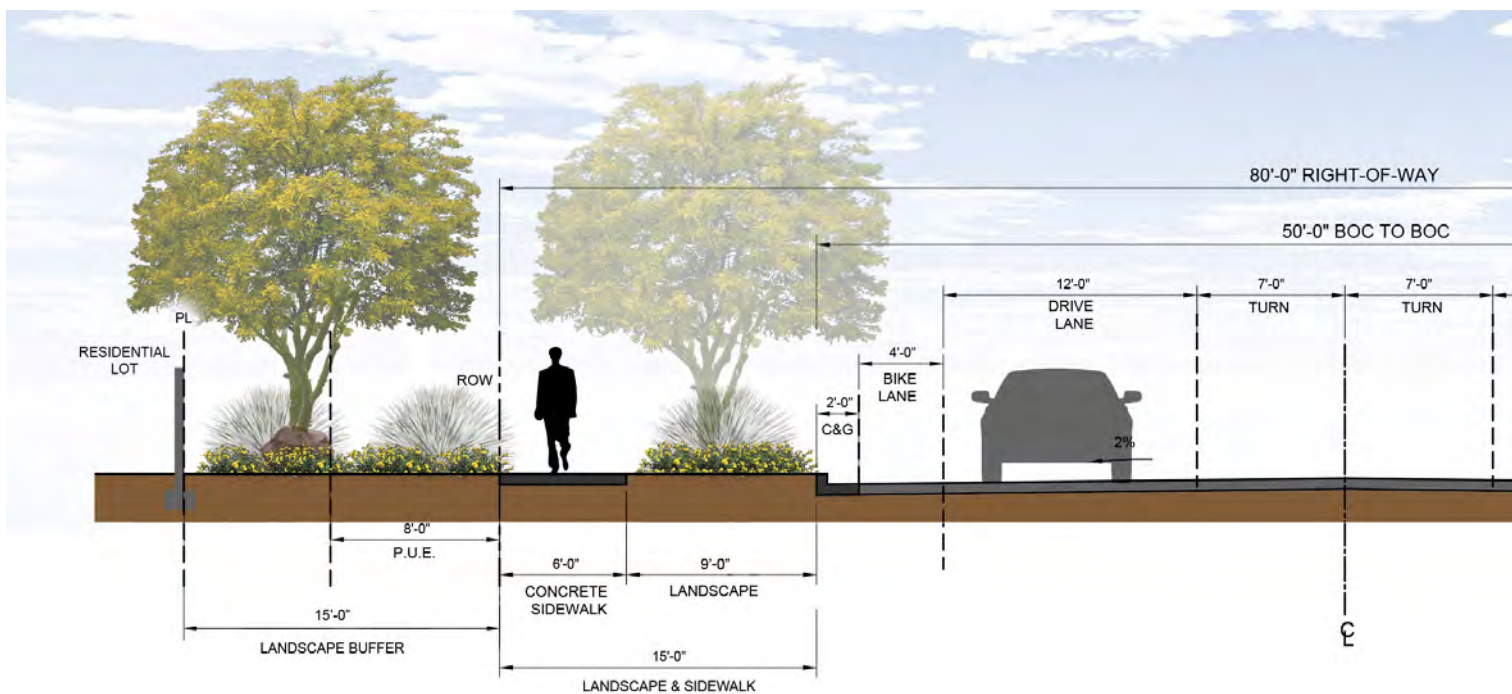


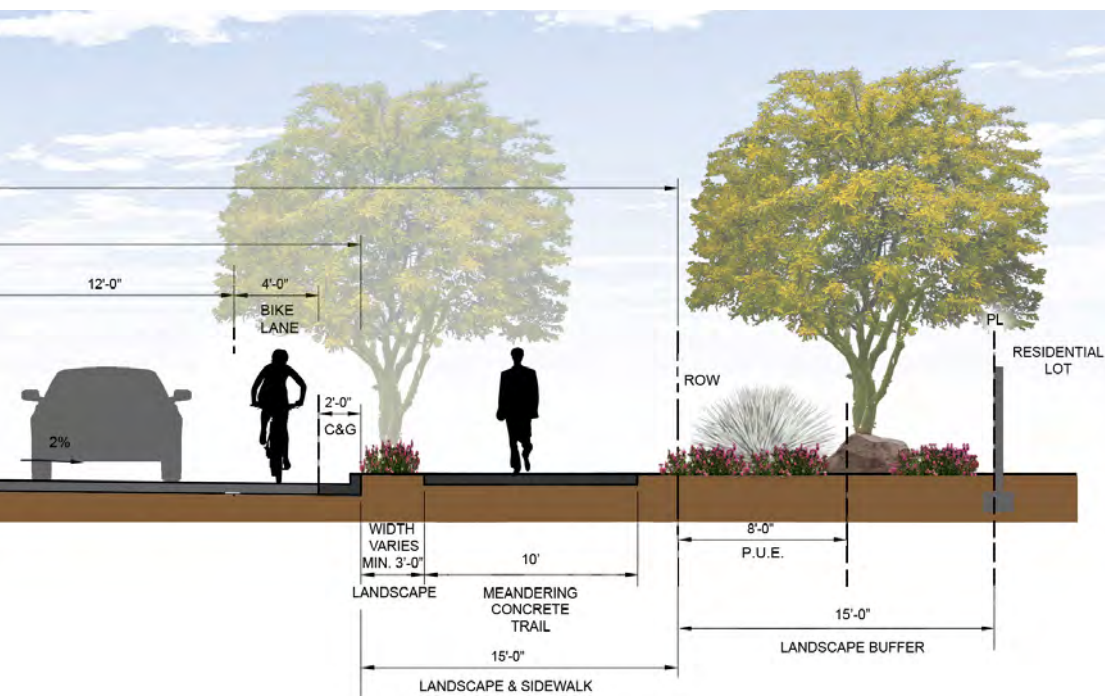
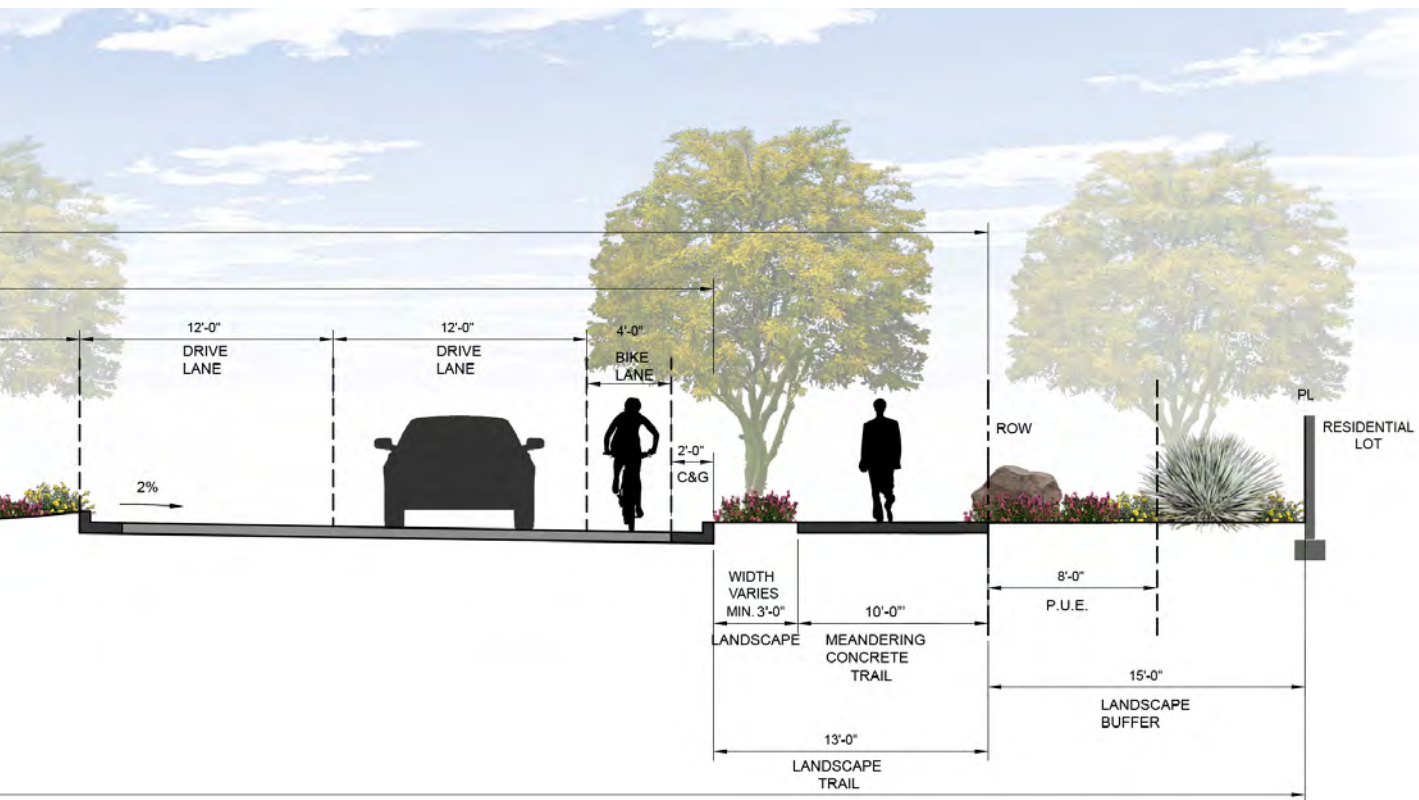
3.5.1 Street sections

The Parkway/ Major Collector (El Mirage and Broadway - 100-foot Right-of-Way)



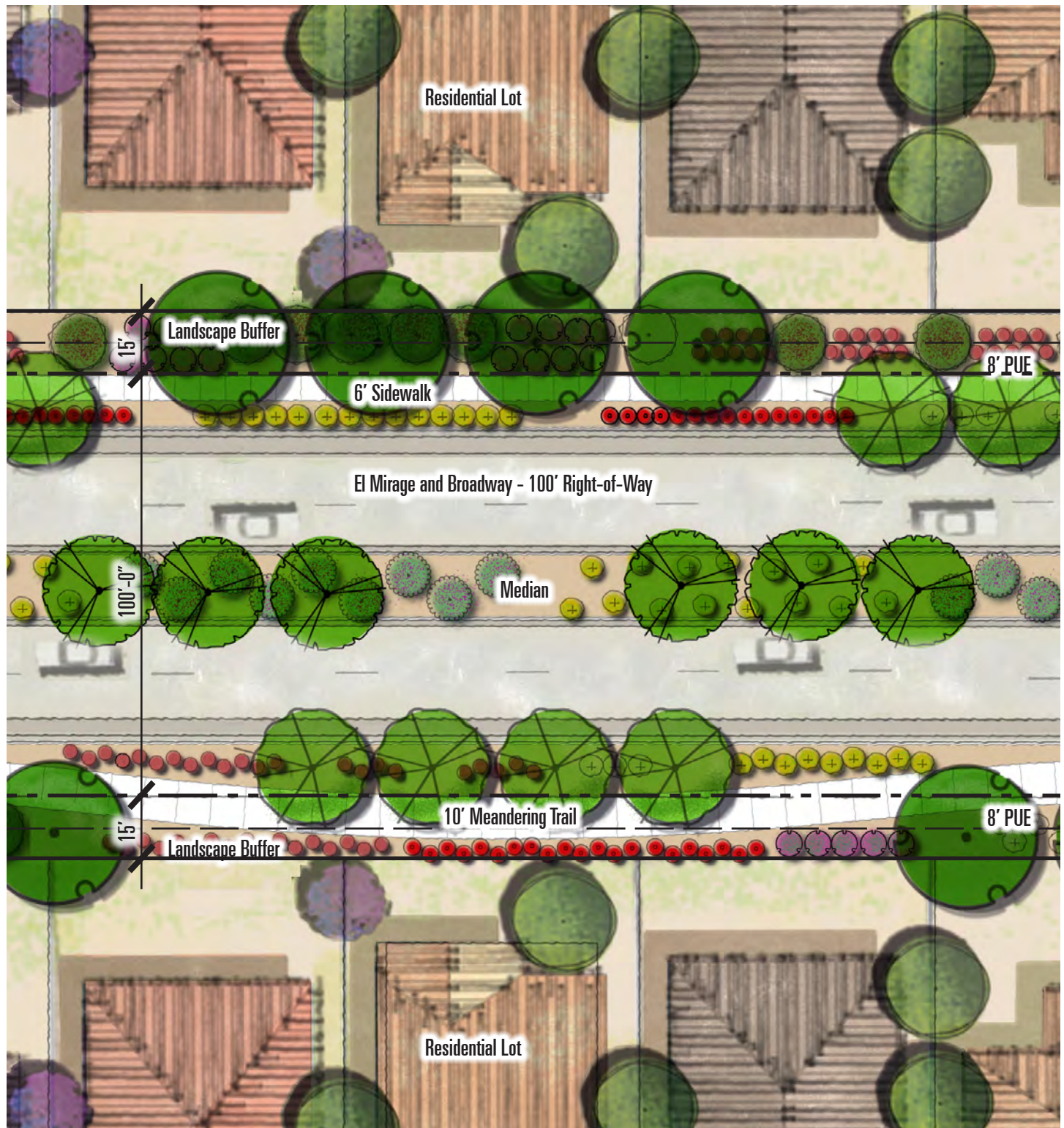
The Greenway/ Minor Collector - 80-foot Right-of-Way)





* 10-foot wide trail will meander within P.U.E. and R.O.W

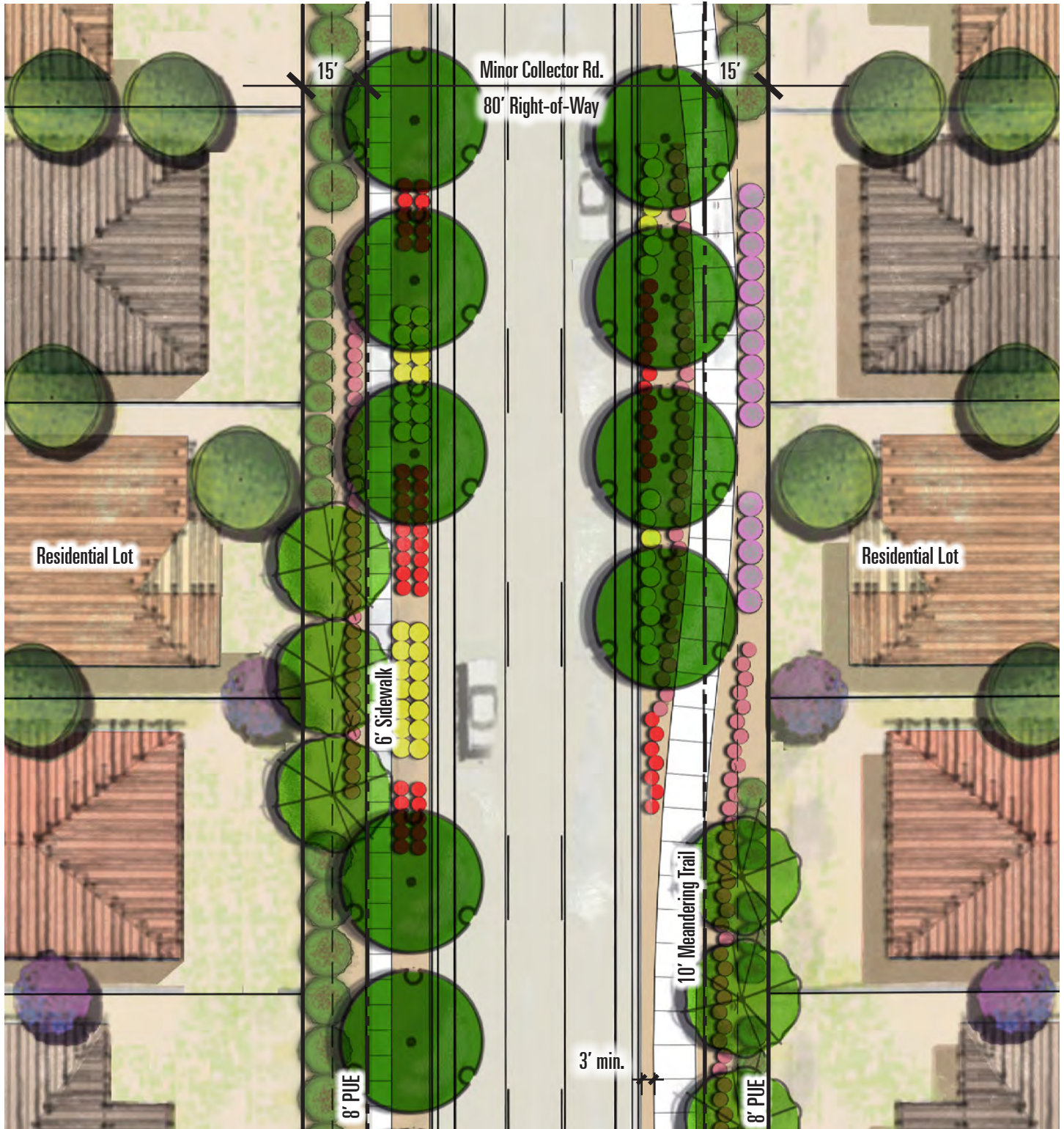
The Parkway/ Major Collector (El Mirage and Broadway - 100-foot Right-of-Way)



PLAN VIEW

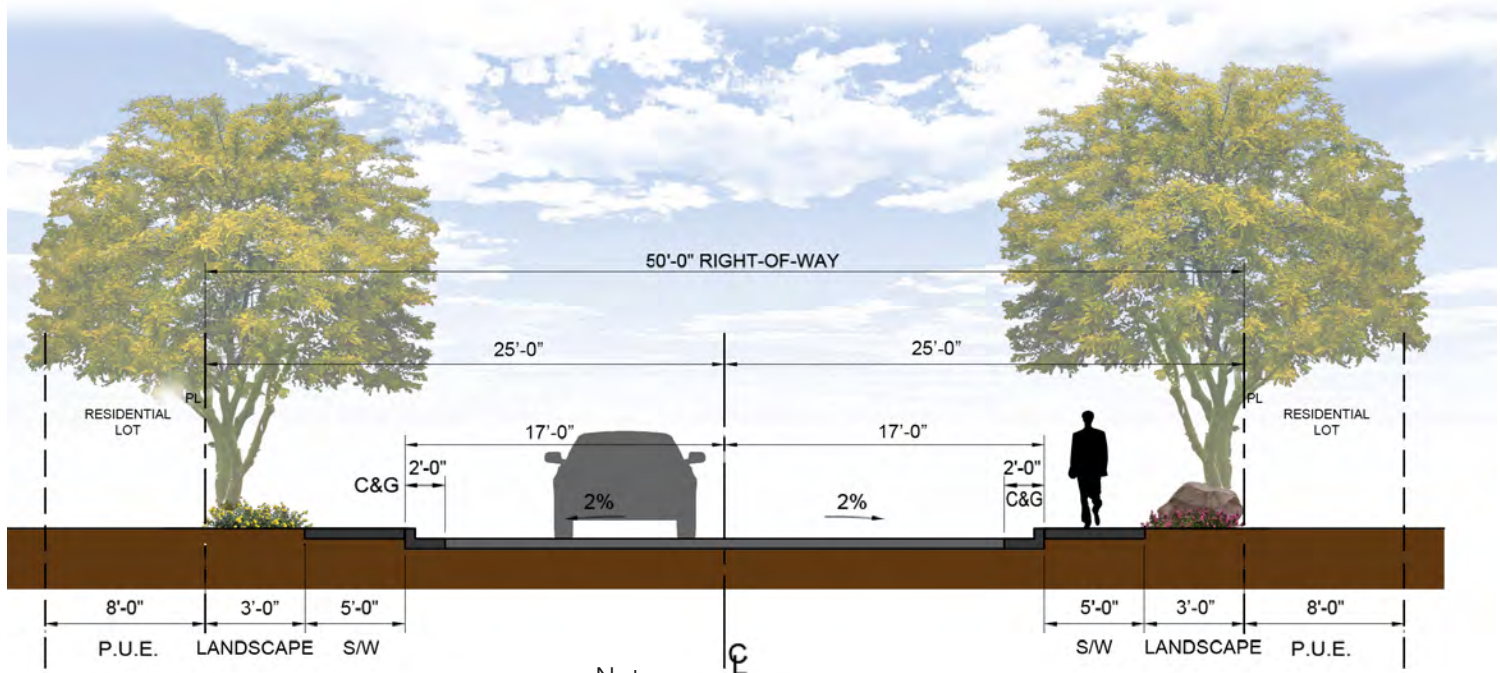
Note: Meandering Trail will allow for expanded tree planting on both sides of sidewalk. Minimum width for tree planting is 5-feet.

The Greenway/ Minor Collector - 80-foot Right-of-Way



PLAN VIEW

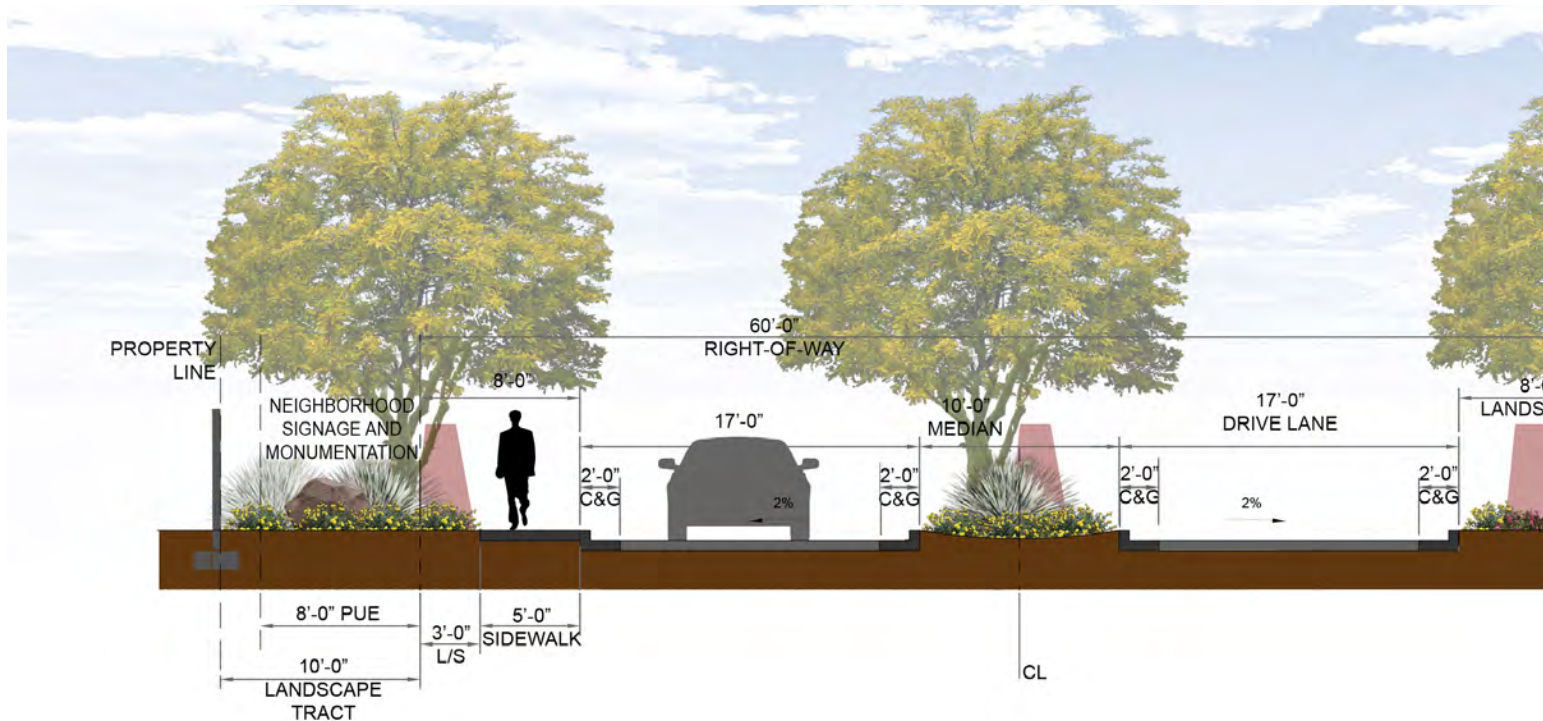
Neighborhood Street/ Modified Public Local street - 50-foot Right-of-Way



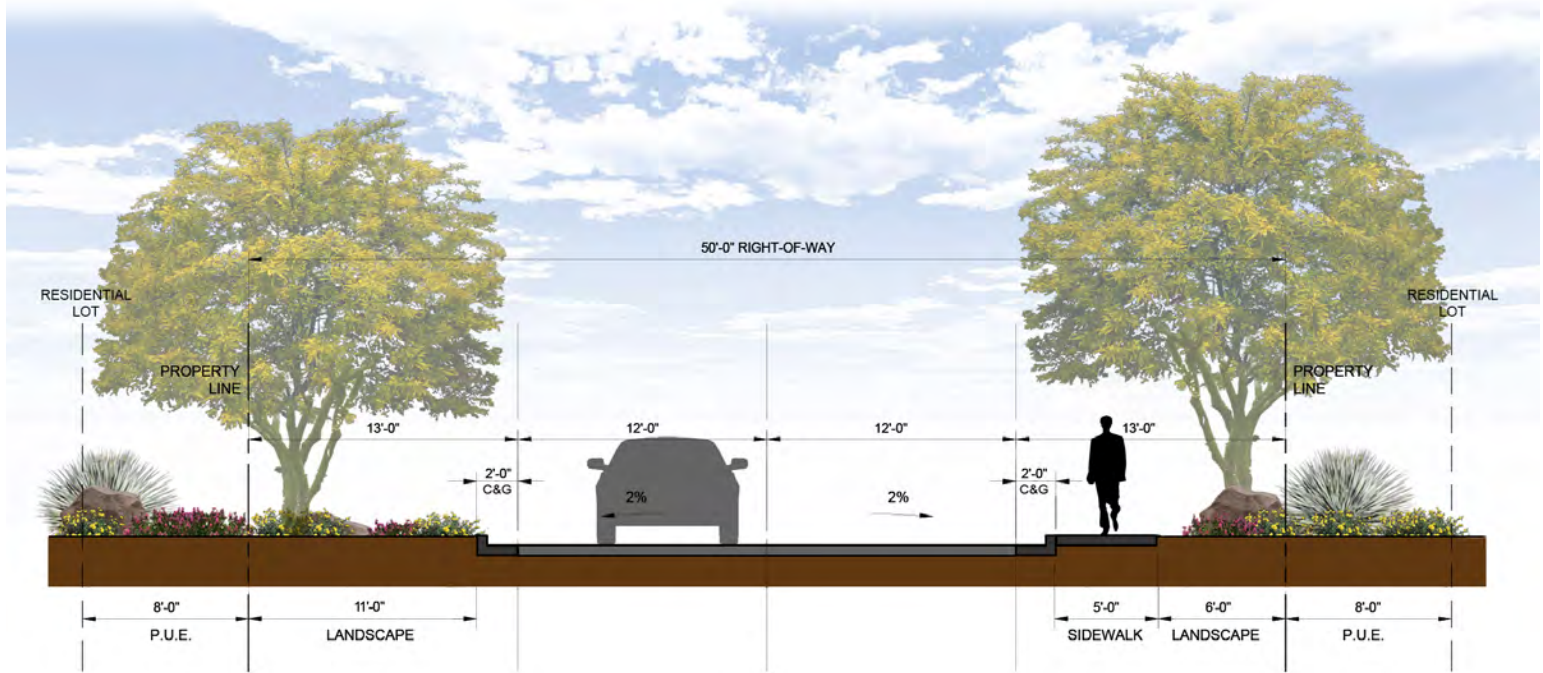
Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the PUE.

Neighborhood Entry Street - 60-foot Right-of-Way



Private Street - 50-foot Right-of-Way



Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the PUE.

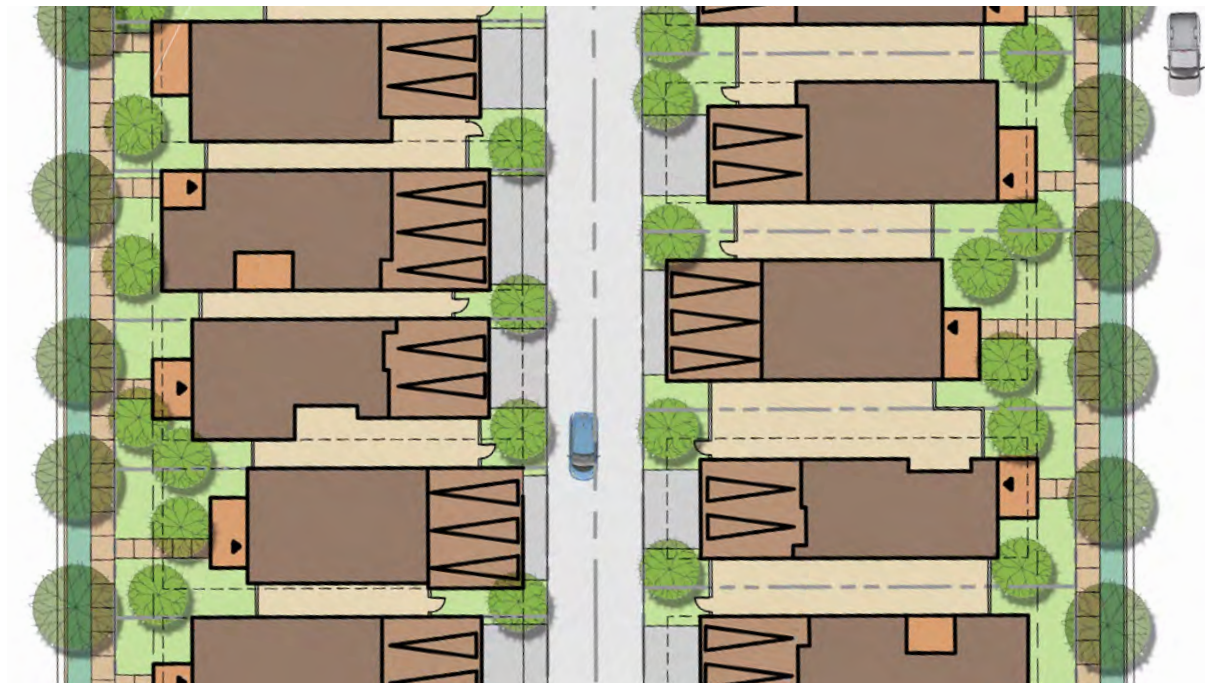
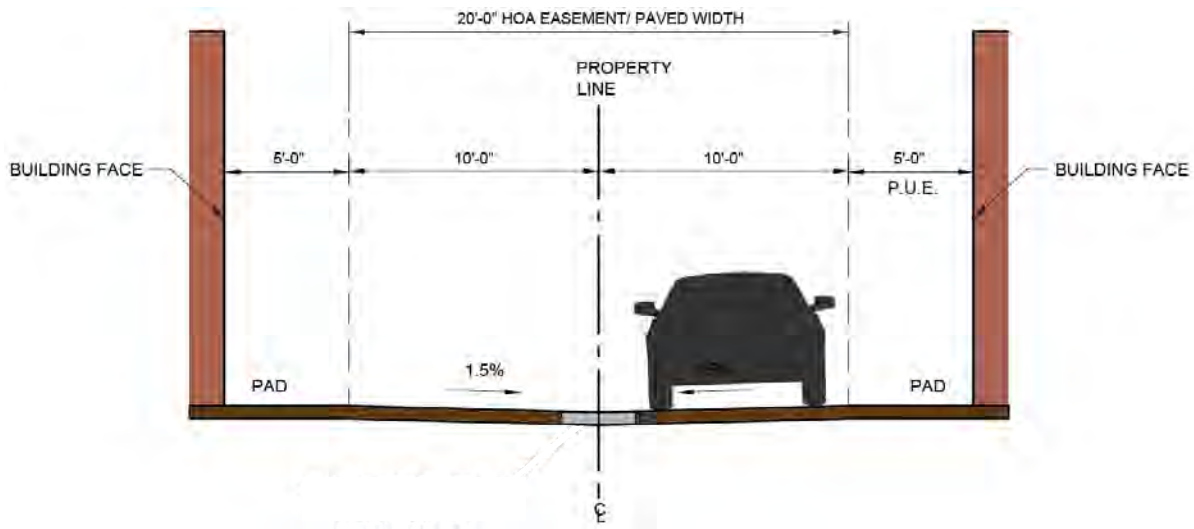


Notes:

1. Local Road Pavement Sections to be determined by a Geotechnical Engineering report by qualified Professional.
2. Curb and gutter can be 4-inch roll, 6-inch roll or 6-inch vertical curb and gutter.
3. Local and Private streets within the LDR Category will only have sidewalk on one side of the street.
4. Trees may be located within 2 feet of either edge of the PUE.
5. Sidewalk to be on the formative park side.

Alleys

Some residential neighborhoods in the MDR and MHDR zone may have alley access to enhance the front street elevation. The alley design consists of a 20-foot pavement for two-travel lanes. Parking in the alley will be prohibited and enforced by the H.O.A. A five foot min. P.U.E. and building setback will be located on each side of the alley.



3.6 Utilities

3.6.1 Sewer

The Master Waste Water report (under a separate cover as part of the PAD Appendix), has been prepared to meet City of Avondale's standards and requirements, and shall serve as a guide for all development associated with the planned waste water system. There is no off-site infrastructure improvements necessary to serve the proposed development. Planned on-site infrastructure includes gravity sewer lines and at least one sewer lift station.

3.6.2 Water

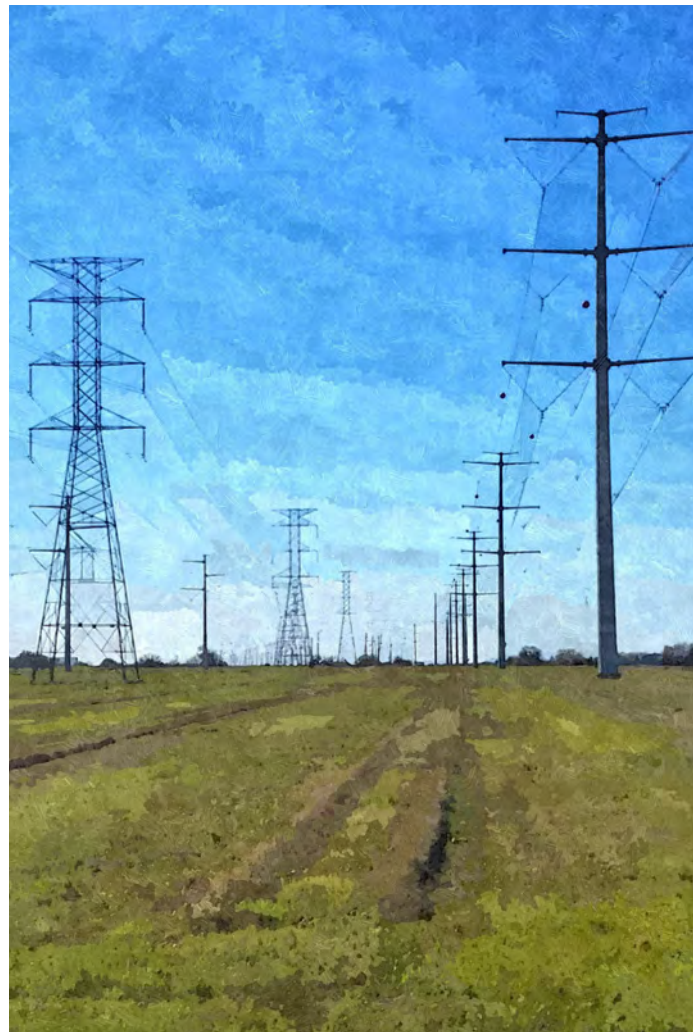
The Master Water Report (under a separate cover as part of the PAD Appendix), has been prepared in accordance with the City of Avondale's technical requirements for water distribution systems as applicable for the Alamar project. The Report presents water design demands to meet the proposed PAD at full build-out as well as each anticipated development phase.

Existing water transmission lines adjacent to the property boundaries at Avondale Boulevard, El Mirage Road and Dysart Road will be utilized for the project. All water needs will be serviced by the City's existing facilities based on existing capacity.

3.6.3 Grading and Drainage

The Master Drainage Report (under a separate cover as part of the PAD Appendix), is in accordance with the City of Avondale requirements. The Report addresses all drainage studies and reports that affect the site. It also includes hydrological analysis based on using the post-development for the proposed Land Use Development Plan. The Master Drainage Plan mitigates, intercepts and conveys off-site flows safely through the site to downstream historical outfall locations.

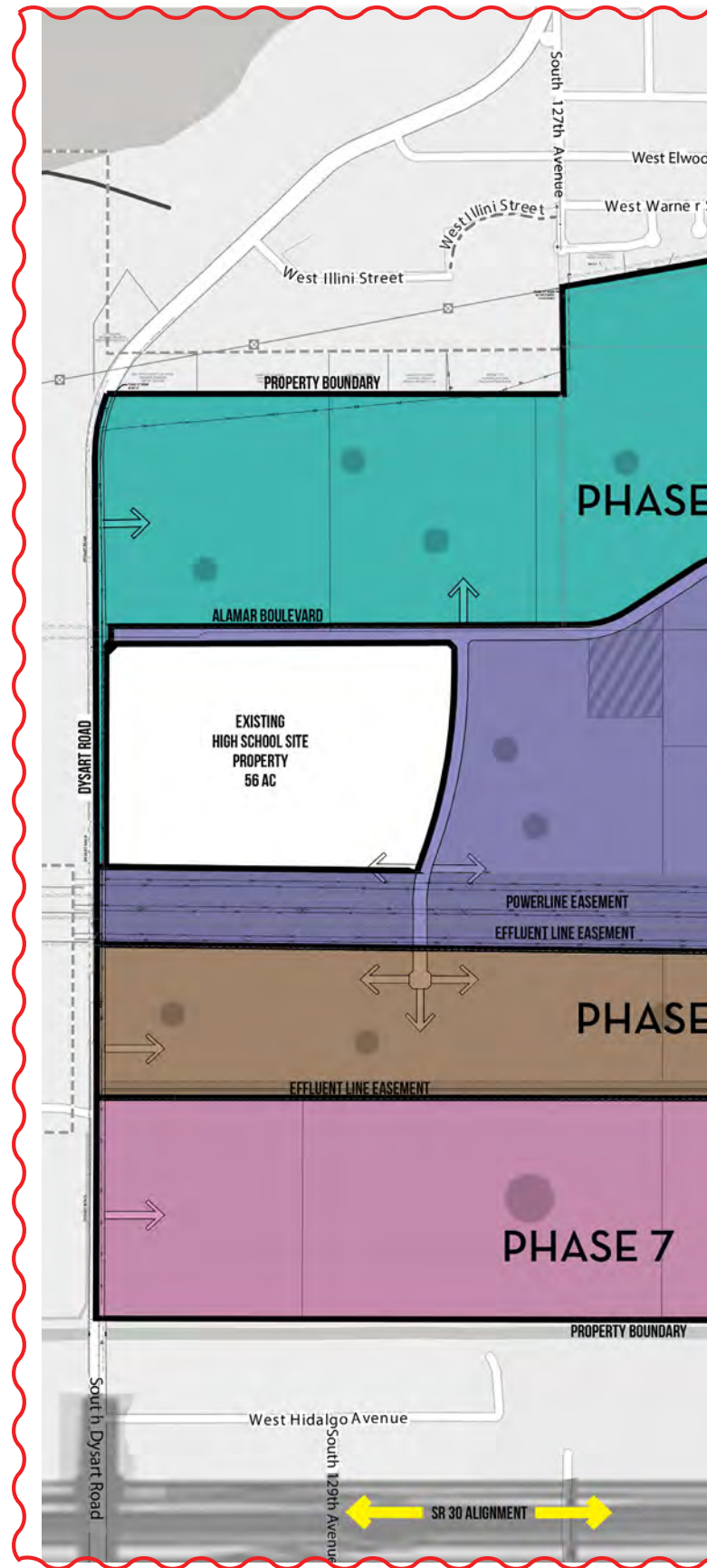
There will be a corridor set aside for the future potential Durango Regional Drainage Channel along the southern boundary of the Property. Optionality with the land planning will be necessary based on the range of future possibilities unknown at this time. In the interim period, the area will be maintained in a dust proof and weed free condition. All future planning considerations will carefully consider the DRCC. If the Durango Regional Drainage Channel does not come to fruition, the Developer may include that land area as part of residential land sales.



3.7 Phasing Plan

The Phasing Plan provides a conceptual “snapshot” of how the parcels are anticipated to be developed based on assumptions to date. The phasing plan and development of the Property is governed by many factors including grading and drainage considerations and existing infrastructure, access and transportation. The overall development sequencing will occur from east to west, starting along Avondale Boulevard. The initial phase of development will most likely occur in the southeast portion of the Property.

The provided plan is intended for reference only and may change and evolve over time based on economic factors.



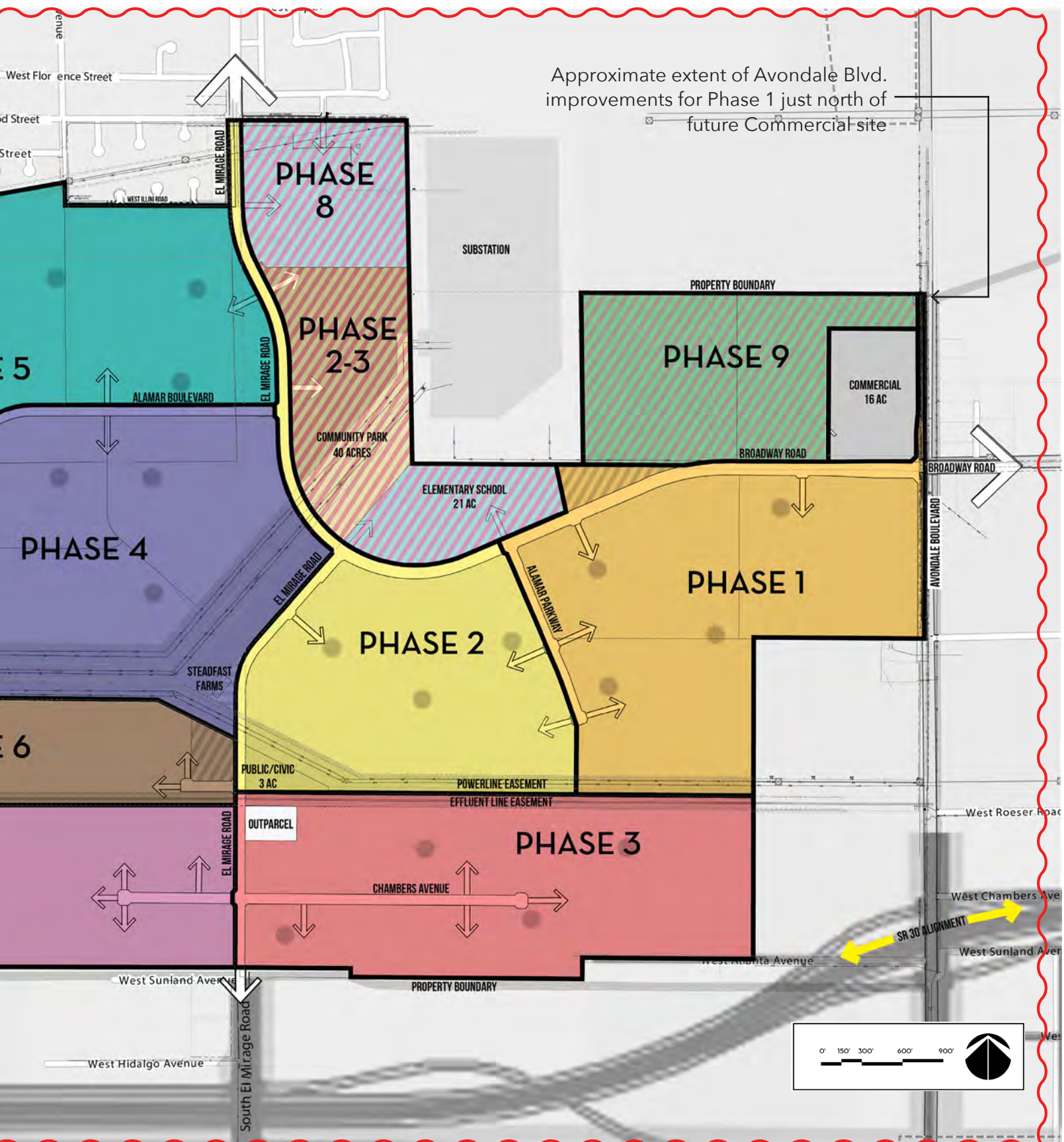


Exhibit #16 - Phasing Plan

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**SECTION 4 - PROPOSED
DEVELOPMENT STDS.**

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4. PROPOSED DEVELOPMENT STANDARDS

Alamar will utilize development standards unique to each product type and land use zone. The regulations and provisions for land uses along with the development standards contained within this PAD will take precedence over regulatory standards for land use and development within the City of Avondale Zoning Ordinance.



4.1 Residential Development Standards

The PAD allows a variety of lifestyle residential products including a mix of single family and higher density single family residences conducive to creating community and neighborhood character.

The following table shows the development standards for all Residential zones.

TABLE 4 Residential Development Standards						
ZONE	LOW DENSITY RESIDENTIAL (LDR)	MEDIUM LOW DENSITY RESIDENTIAL (MLDR) (13)	MEDIUM DENSITY RESIDENTIAL (MDR) (13)	MEDIUM HIGH DENSITY RESIDENTIAL (MHDR) (13)		HIGH DENSITY RESIDENTIAL (HDR)
Unit Type	Single Family Detached	Single Family Detached	Single Family Detached	Single Family Detached	Single Family Attached Townhome Alley loaded Zero Lot Drive Court Green Court	SF Attached (11) Multi-family (10)
Lot Size Sq. Ft (Min to Max.)	9,000 - 43,560	7,200 - 9,000 (14)	6,000 - 7,500 (14)	2,500 - 6,000	2,500	1,000
Minimum Lot Width	70 feet	60 feet	50 feet	45 feet	28 feet	28 feet
Density	1 - 2.5 du/ac	2 - 3.5 du/ac	3 - 5 du/ac	4 - 8 du/ac	4 - 8 du/ac	8 - 12 du/ac
Max. Lot Coverage	50%	56%	57%	60%	80%	45%
Min. Front Yard Setback	20 feet (1)	20 feet (1)	20 feet (1)	20 feet (1)	0 feet	25 feet
Min. Side Yard Setback	10 feet (2) (7)	5 feet (2) (5) (7)	5 feet (5) (7)	5 feet	0 feet (3)	15 feet
Min. Total both Side Yards	20 feet (8)	15 feet (12) (14)	10 feet	10 feet	0 feet	0 feet
Min. Rear Yard Setback	20 feet (4) (9)	20 feet (4) (9) (14)	15 feet (4) (9)	10 feet (9)	5 feet (6)	15 feet (6)
Max. Building Height	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)	30 feet (2 stories)
Parking	2 off street	2 off street	2 off street	2 off street	0.5 per unit	1 per unit

See reference notes "()" on next page.

Table 4 accompanying notes:

- (1) Minimum front setback to a garage door facing a street is 20 feet. Minimum setback to a front porch is 8 feet. Minimum setback to side entry garage and living space is 10 feet.
- (2) Fireplace, bay windows and media pop-outs may encroach 2 feet into side setback. Minimum street side setback to a porch on a corner lot is 8 feet.
- (3) Product configurations with side yard use and benefit easements are allowed.
- (4) Minimum setback to rear patio cover is 10 feet.
- (5) Street side setback shall be the larger side yard setback dimension.
- (6) Property lot lines extend to the center of the alley for rear-loaded lots with garage access of a rear alley. A 15-foot rear setback is then measured from the property line.
- (7) When a landscape tract with a minimum width of 10 feet is incorporated between the side of a lot and adjacent street right-of-way, the minimum side yard setback can be used between the home and side yard property line.
- (8) 15-foot total side yard setback (5-foot min.) allowed for 70-foot wide lots.
- (9) Detached Accessory Buildings shall conform with City of Avondale Zoning Code.
- (10) Multi-family development standards in HDR category per City's Multi-family Design Manual and Zoning Ordinance.
- (11) SF Attached within the HDR Zone shall comply with the development standards in the SF Attached - MHDR Zone.
- (12) On development Phases 1, 2, and 3 a 10-foot total side yard setbacks (5-foot minimum) will be allowed for 60 foot wide lots (13-foot total side yard setbacks will be allowed for 60 foot wide lots for Phase 4 and beyond.) Standard lot widths greater than 60 feet (i.e. 61 feet and greater) will revert to the requirements of a 15-foot total side yard setback. At the time of Pre-plat, Developer will provide an overall layout/ diagram of grouped residential zones to ensure lot size and product continuity. ROW clips, chamfered corners shall not impact standard lot sizes grouped together.
- (13) Neighborhoods geared for and oriented to age qualified buyers will be allowed.
- (14) On development Phase 7 the following modifications will be allowed. A 10-foot total side yard setbacks (5 foot minimum) will be allowed for 60 foot wide lots. Minimum 6,300 square foot lot size will be allowed for 60 foot wide lots. Minimum 15 foot rear setback will be allowed for 60 foot wide lots. Minimum 5,250 square foot lot size will be allowed for 50 foot wide lots.

4.2 Commercial Development Standards

TABLE 5 C1- Neighborhood Commercial Development Standards	
ZONE	Commercial (C-1)
Minimum Lot Width	None
Minimum Site Depth	None
Lot Coverage	None
Max. Building Height	30 feet (3)
Front Yard Setback	20 feet
Side Yard Setback	15 feet (1)
Rear Yard Setback	20 feet (1)
Parking	Per Zoning Ordinance (2)

(1) Setback from residential use or district: 50 feet .

(2) Commercial parking requirements per Zoning Ordinance. Parking setback from residential use or district: 25 feet.

(3) Special Architectural features including towers, cupolas, spires, clerestory windows, etc have max. height of 35 feet.

All landscaping in the C-1 Zone shall be in accordance with Section 12 of the COA Zoning Ordinance. The development of the site shall be in accordance with the Design Review Manual.

4.3 Steadfast Farm Development Standards

TABLE 6 Steadfast Farm Development Standards	
ZONE	Steadfast Farm Site
Minimum Lot Width	None
Minimum Site Depth	None
Lot Coverage	None
Max. Building Height	30 feet
Front Yard Setback	None
Side Yard Setback	15 <u>10</u> feet (1)
Rear Yard Setback	20 <u>10</u> feet (1)
Parking	Per Zoning Ordinance (2)

(1) Setback from residential use or district: 50 feet.

(2) Parking requirements shall be in accordance with Commercial parking requirements per Zoning Ordinance.

All landscaping in the Heritage Steadfast Farm Site Zone shall be in accordance with Section 12 of the COA Zoning Ordinance this PAD document.

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SECTION 5 - DESIGN GUIDELINES

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5. DESIGN GUIDELINES

5.1 Purpose and Overview

The following information and specific criteria establishes the aspiration for the overall visual character and associated quality for the new community. These guidelines address the basis of expectation for site planning, architecture and landscape architecture as it relates to the integration and orchestration of neighborhoods within the overall comprehensive master planned community. These criteria shall supersede in their entirety the City's Residential Design Manual and those aspects of the Subdivision Ordinance related to Architectural Design. The identified design criteria for each aspect of the residential design guidelines will help to ensure achievement of the goals and objectives established herein.

Brookfield Residential will utilize these PAD related design guidelines as the basis for preparing a set of builder specific design guidelines that will add another layer of detail to help ensure high quality development moving forward.

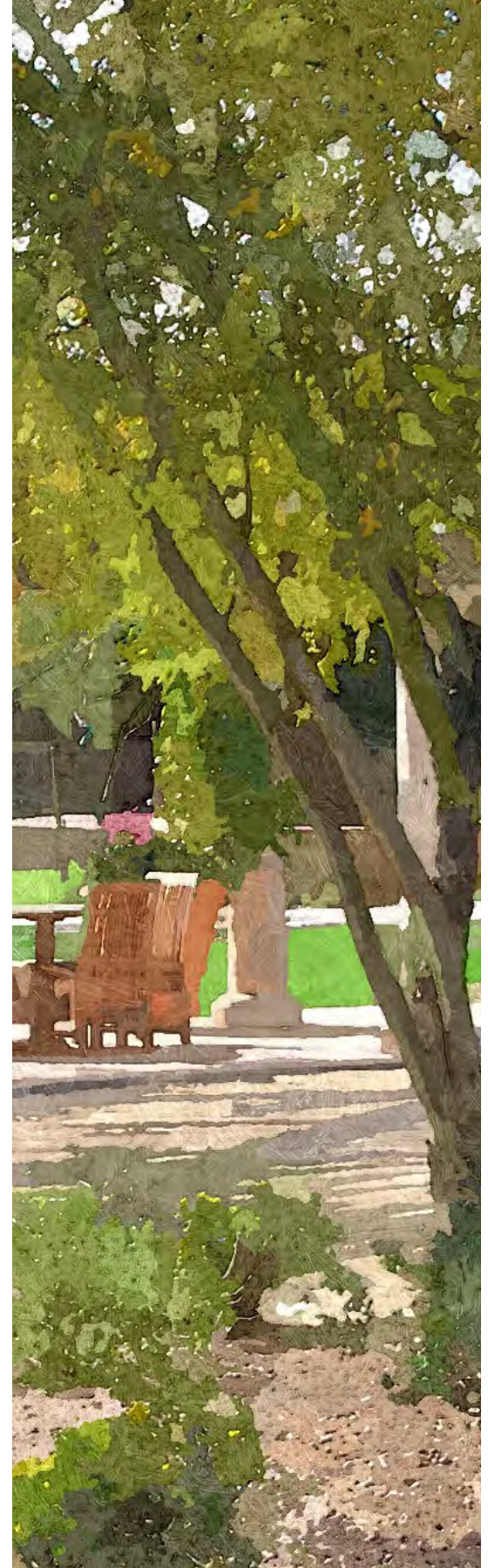
The primary goals of these guidelines are to:

- Encourage creative and flexible site planning solutions that foster safe, attractive and community oriented neighborhoods.
- Establish a palette for architectural design that aligns with the overall vision of the community and ensures a richness of styles, character and variety.
- Incorporate an integrated landscape strategy for the overall community that reinforces the importance of the street scene within the context of residential building fabric.

Key objectives that will be the overarching basis of all design initiatives necessary to achieve the stated goals will include the following:

Site Planning and Design

- o The design of roads, trails, open space features, community amenities and orchestrated neighborhoods shall be crafted in an overall **comprehensive nature** to reinforce the sense of community engagement and identity.
- o Neighborhoods shall be carefully positioned around formative parks and associated open space elements to help **foster** social engagement and a special sense of place.
- o Rather than a simple series of block forms repeated over and over, residential blocks shall be organized in more interesting (and different) shapes, sizes and orientations that help to create for **a more varied and visually interesting street scene**.
- o Each grouping of neighborhoods shall provide a clear **sense of connectivity** to community features, amenities and the trail network.
- o Neighborhood blocks, associated lots and homes will be **oriented for maximum solar exposure** on west facing roof pitches, which can accommodate the opportunity for solar equipment.



Site Planning and Design Prescriptive Summary Data:

1. Street fronting side loaded lots will be accompanied by a 10-foot minimum landscape tract.
2. Walkways within grouping of neighborhoods should provide at least three pedestrian connections to adjacent perimeter pathways (trails).
3. No two identical home elevations shall be placed side-by-side or directly across the street from each other. Same floor plans may be plotted on the adjacent lot provided a different elevation is incorporated. No more than two of the same plan, regardless of the elevation, should be plotted next to each other.
4. A minimum of 3-foot variation (measured from the most forward livable space) will be required to the front of the home in order to ensure the placement of each home is different from the next.
5. A single plan may not be sited on more than 50 percent of the lots on a builder parcel.
6. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations should be used on each side of every block.
7. To ensure the variety of color schemes diversity desired along a street scene, same color schemes cannot be plotted adjacent to one another.
8. Garage doors shall be recessed from the adjacent façade at least 8-inches.
9. Driveways less than 30 feet in length may be a maximum of 18 feet wide.
10. A minimum of 6 feet is required between adjacent detached residential driveways
11. On corner lots, garages and associated driveways should be located on the side of the lot (assuming front street/ not side street) furthest from the corner.
12. Driveway pullouts for additional parking or for access to rear yards are prohibited.
13. Front walks should be a minimum of 3 feet wide and no more than 5 feet wide.
14. Avoid the placement of lots centered on "T" intersections and avoid driveways opposite of "T" intersections.
15. Avoid acute angles where rear lot lines and side lot lines meet.
16. Cul-de-sacs shall not terminate on blank walls or narrow landscape areas.
17. Design neighborhoods so that no more than eight lots are placed in a row backing onto a collector street before there is a change in the lot pattern, streetscape, or wall variation.
18. Where a local street accesses Dysart Road, it shall have a minimum of 600 feet roadway length with no residential frontage.
19. Major collector road shall have a center median.
20. The Parkway and Greenway shall have curb separated sidewalks (the Parkway trail and the Greenway trails shall be meandering).
21. Trails shall be concrete except the South End trail which will be stabilized decomposed granite.
22. Theme walls to be constructed with: block, brick, stone, stucco finish or other approved materials.
23. Street fronting side loaded lots shall be limited to no more than 3 full blocks.

Architecture

- o The strategic location and mix of lot sizes (and associated range of home designs) integrated throughout the neighborhoods shall reinforce the desired **unique character of the community**.
- o Home designs shall express a **sense of variation** as part of the overall street scene based on specific requirements associated with placement, color palette, style and detailing.
- o **Garage dominant street scenes shall be minimized** by providing the following:
 - Home design variation
 - Varied setback
 - Color
 - Street trees
 - Minimal garage impact
 - Home elevations and styles



Architecture Prescriptive Summary Data:

1. Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.
2. Windows should be a minimum of 18 inches from any exterior corner of the building mass.
3. Oversized or undersized shutters will not be permitted.
4. Shutters should have a minimum 1-inch thickness.
5. Roof materials should include a variety of colors and textures (minimum of 3 materials and 3 colors to reinforce visual diversity.) Asphalt shingles will not be permitted.
6. Roof mounted mechanical equipment is not permitted, except for solar equipment.
7. Dormer roof vents are not allowed
8. Perimeter chain link fences will not be allowed in the community.
9. Walls connecting two buildings at the front of a lot (generally parallel to the front street) should be set back a minimum of 5 feet from the front face of the adjoining home.
10. Walls alongside yards/ side street conditions, should be set back at least 5 feet from the front elevation of the home and no closer than 18 inches from a window or "pop out" element.
11. Natural wood is not durable in the desert condition and is not permitted as a primary exterior façade, wall or fence material.
12. View fences should be integrated into the overall layout of community walls and include options for the following scenarios (fence (in feet) and wall (in feet); "1 over 5", "2 over 4", "3 over 3", "4 over 2", and "5 over 1".
13. Side yard access single gates should not exceed 5 feet in width. Double gates will be allowed and should be designed and treated to blend with the home color and adjacent walls.
14. Four approved architectural styles are identified as:
 - Spanish Colonial
 - Territorial Ranch
 - Craftsman/ Bungalow
 - Traditional Southwest

As the Alamar community proceeds, additional architectural styles may be considered to create a more diverse mix of product types.
15. Garages with a minimum 8" recessed from the facade and no white garage doors.
16. Outdoor lighting at home entries is required.
17. All residential site lighting shall provide shielded light source.
18. Spot lights, flood lights are prohibited.
19. Articulated columns shall be a minimum of 8"x8".
20. No more than two predominant facade treatments on any one building.
21. Manufactured masonry veneer shall be incorporated in a manner that terminates at an internal corner.
22. Homes shall include four-sided architecture elements.

Landscape Treatment

- o Street trees shall be organized in a manner that **reflects the overall design of the community** and include a variety of species and treatments in order to reinforce the unique setting.
- o Street trees shall be a major focus of the street scene to **complement residential building forms**.
- o Landscape treatment of open space and parks shall **reinforce the overall design character** and theming of the community and neighborhoods.



Landscape Treatment Prescriptive Summary Data:

1. All plant material shall be low water use.
2. No off-site detention shall be included in any formative park.
3. Backflow prevention devices shall be screened and carefully placed throughout the development.
4. The plant palette shall be based on the list provided within this PAD document.
5. Front yard landscape requirements shall be per Table 7 - Front Yard Landscape Requirements within this PAD document.
6. Trees, shrubs and groundcover spacing and coverage shall be per the threshold identified within this PAD document.

5.2 Site Planning and Design

Overview

The goal for the site planning associated with community and neighborhood development shall focus on all opportunities that reinforce the ability to create unique and distinctive environments. The careful design integration of the street system, the open space and park system, the trail network and the layout of the neighborhoods provides the greatest tools to ensure an attractive and inviting setting. At the same time, all site planning and site design recommendations shall take special care to focus on the relationship between residential privacy needs with the aspirations and opportunities for community engagement. All site planning recommendations shall have at its basis the need for safe, convenient and functional environments.



Street Scene

While the following architectural section of these guidelines shall address style, features and conditions of the 3-dimensional built form based on the individual home design, the street scene is made up of the collection of homes as well as several key other considerations. The following five key components address the key criteria necessary to ensure a successful street scene (one that has visual variety vs. the typical suburban setting that is dominated by sameness).

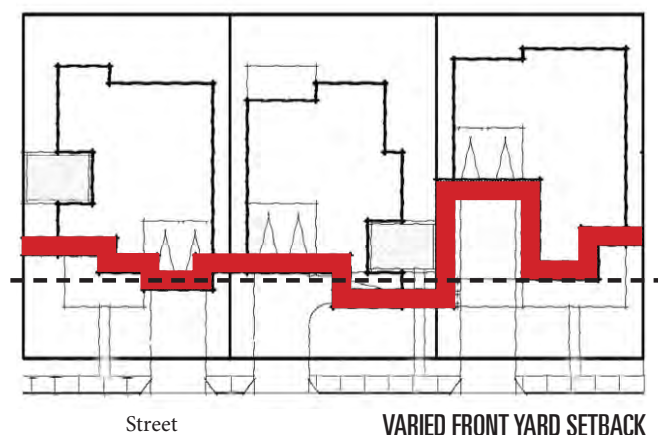
- Home design variation from house to house
- Varied front yard setbacks
- Robust palette of home colors
- Generous street tree program
- Minimizing garage dominant home elevations

A. Home design variation from house to house

For each builder home series associated with a specific neighborhood, a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options will be required. No two identical elevations shall be placed side-by-side or directly across the street from each other. The variety of house models and elevations will be carefully placed to limit repetition and ensure variety. When possible, this will also be done with the careful placement of one and two-story homes to reinforce interesting street scene massing. Developer will coordinate with builder partners to encourage variety in roof forms/ lines related to the adjacent housing product as well as product across the street.

B. Varied front yard setbacks

A minimum of 3-foot variation (measured from the most forward livable space of the home) will be required to the front of the home (assumed 20 feet to face of garage) in order to ensure the placement of each home is different from the next. In addition, livable space and side loaded garages shall be allowed a front yard set back of 10-foot and non-conditioned/ open porches shall have setbacks up to 8 feet. Together, these parameters will encourage the opportunity to create varied setbacks for the range of home designs- thus making the street scene more interesting and attractive.



C. Robust palette of home colors

Unlike subdivisions of the past in the Phoenix valley that were most typically a monotone shade of beige, the goal here is to introduce a variety of color options that are more in-line with the overall theme and brand for the community. A minimum of six color schemes shall be required for each set of builder floor plans and associated elevations.

The proposed color inspirations will take clues from natural context of the land, river valley and adjacent mountains as well as the historic contexts of the surrounding properties.

INSPIRATIONAL



MOUNTAIN



RIVER



LAND

114 | MAY 2021

ALAMAR PLANNED AREA DEVELOPMENT AMENDMENT



D. Generous street tree program

Trees can make the biggest impact on the street scene. Street tree species selection, size, spacing and location will be carefully incorporated into each block to maximize the value of this landscape treatment.

The Landscape and Open Space section of the Design Guidelines includes detailed requirements for front yard landscape treatments that will ensure the desired visual outcome for Alamar neighborhood street scenes. These requirements include the quantity, placement and orientation of trees in front of the home and along the street edge. Trees will provide shade, help screen garage doors and bring added color and character to the neighborhoods.



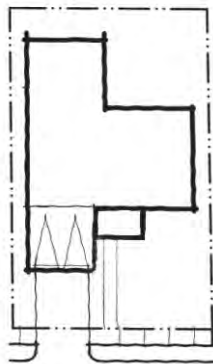


E. Minimizing garage dominant home elevations

Garages shall be designed to blend with the character of the home. Colors should not be white and typically work best if they are a similar shade to the base home color or a little darker complementary color. Garage doors shall be recessed from the adjacent façade at least 8 inches. Special complementary features such as light sconces, iron work accents, medallions, corbels, molding and or accent header boards may be incorporated. At least one accent tree shall be placed in close proximity to the garage and driveway to provide additional visual interest. Developer shall have the builder partners offer enhanced driveway materials that could include: concrete unit pavers, integral color concrete, stained concrete, salt finish concrete, etc. Additionally, Developer and builder partners shall utilize driveway pavers on a minimum of one model home driveway within a model home complex.

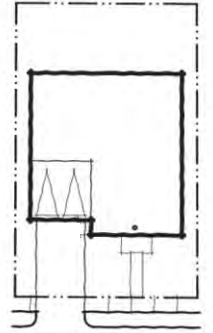
FRONT FORWARD

- FRONT FORWARD GARAGE
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED 8 INCHES



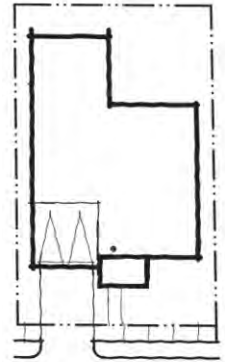
SHALLOW-RECESSED

- RECESSED FROM FRONT LIVING AREA OR FROM A FRONT PORCH
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES



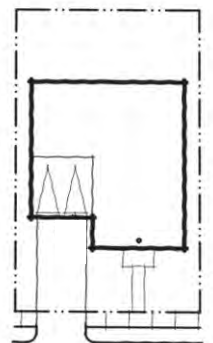
PORCHSIDE

- RECESSED GARAGE FROM FRONT OPEN COVERED PORCH
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES



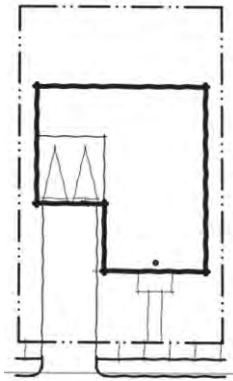
MID-RECESSED

- RECESSED FROM FRONT LIVING AREA
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

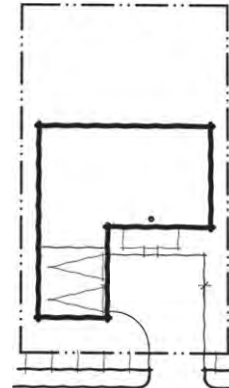


DEEP RECESSED

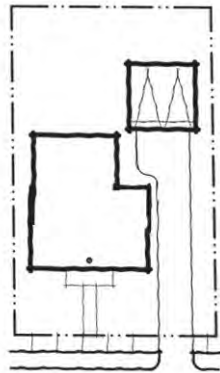
- RECESSED AT FROM FRONT LIVING AREA
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

**SWING-IN**

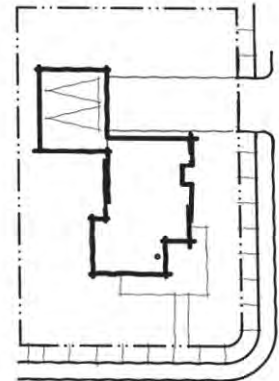
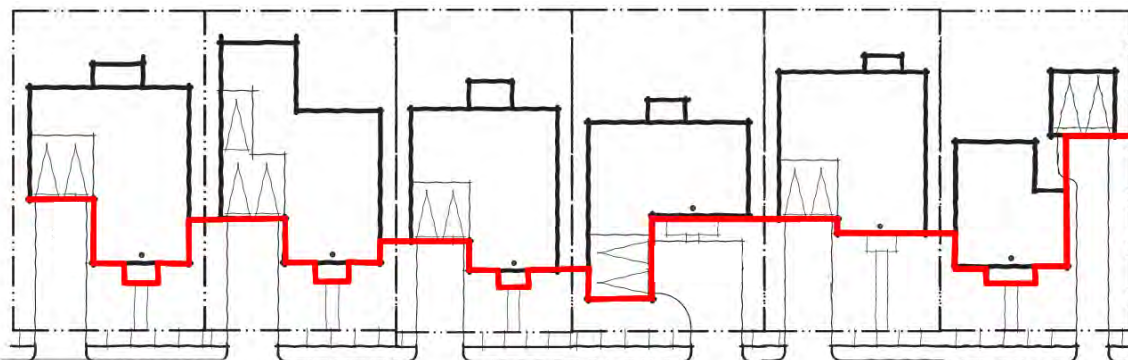
- STREET-FACING WALLS SHALL HAVE THE SAME ARCHITECTURAL TREATMENT AS THE FRONT ELEVATION
- INCLUDE AT LEAST ONE STREET-FACING WINDOW
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- BACK-UP SPACE IS REQUIRED
- GARAGE DOOR(S) SHALL BE RECESSED MINIMUM OF 8 INCHES

**DETACHED REAR YARD**

- THE GARAGE SHALL HAVE THE SAME ARCHITECTURAL DESIGN AND ROOF STYLE AS THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

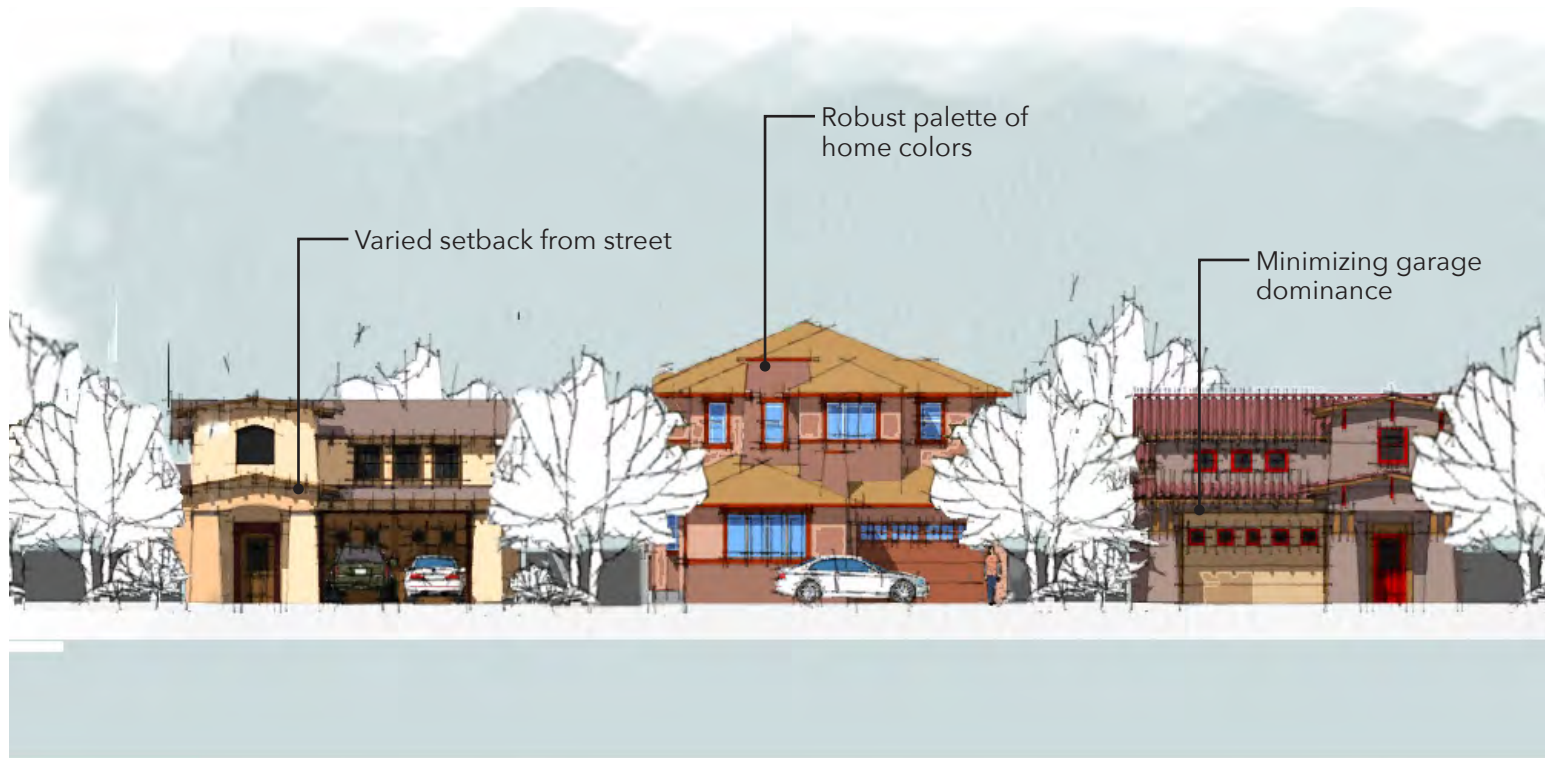
**SIDE-ENTRY**

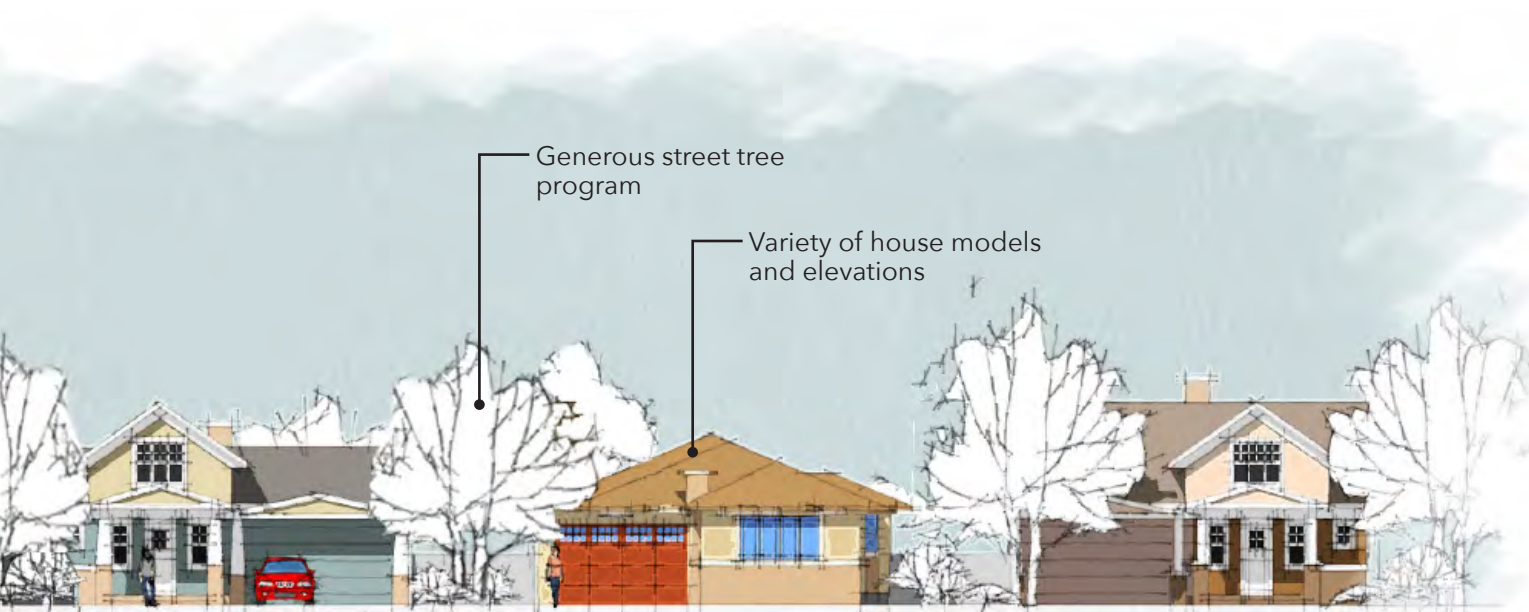
- ALLOWS GARAGE ORIENTATION FLEXIBILITY FOR CORNER LOTS
- INTEGRATE THE GARAGE INTO THE ARCHITECTURAL DESIGN OF THE HOME
- GARAGE DOOR(S) SHALL BE RECESSED A MINIMUM OF 8 INCHES

**GARAGE PLACEMENT COMPOSITION**

E. Street Scene

Together, these five components (home design variation from house to house, varied front yard setbacks, robust palette of home colors, generous street tree program and minimizing garage dominant home elevations), along with the actual design of each residence, will result in a very attractive and vibrant street scene. The following illustrations of two contrasting street scenes provide a visual guide to our intended outcome based on the associated design criteria identified.





ALAMAR STREET SCENE



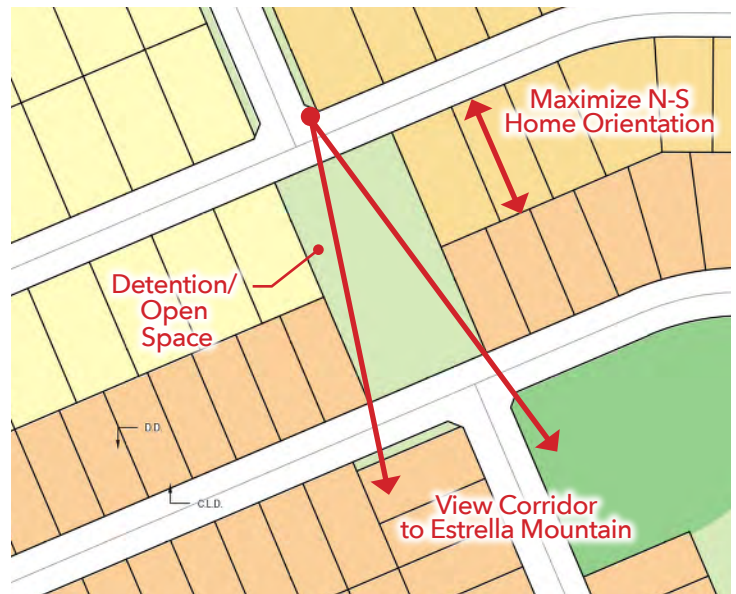
TYPICAL SUBURBAN SPRAWL

Design Criteria

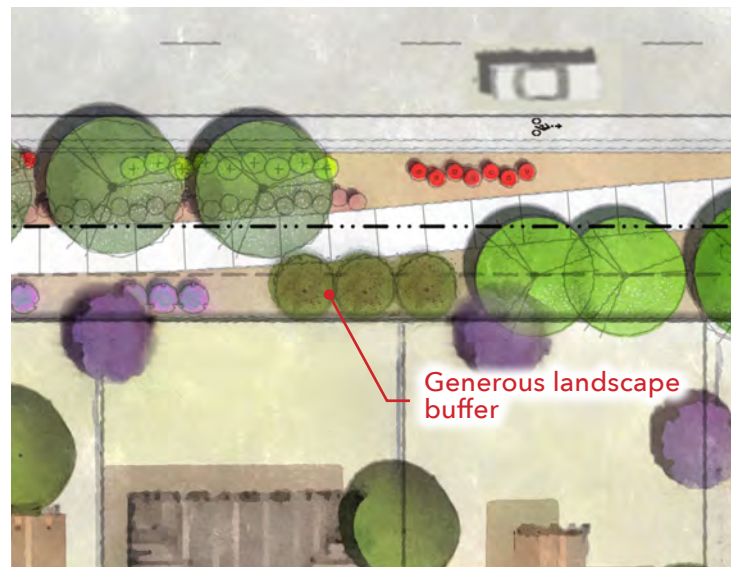
1. Include creative (and smaller) block and street layout patterns that encourage opportunities for visual diversity and special place making.
2. Residential block length shall not exceed 1,000' to a 3-way intersection (measured along the centerline of street and between intersecting street centerlines) or to the point of curvature at the centerline of the roadway design.



3. Streets, blocks and home orientation shall consider both solar orientation as well as special views to the Estrella Mountains.



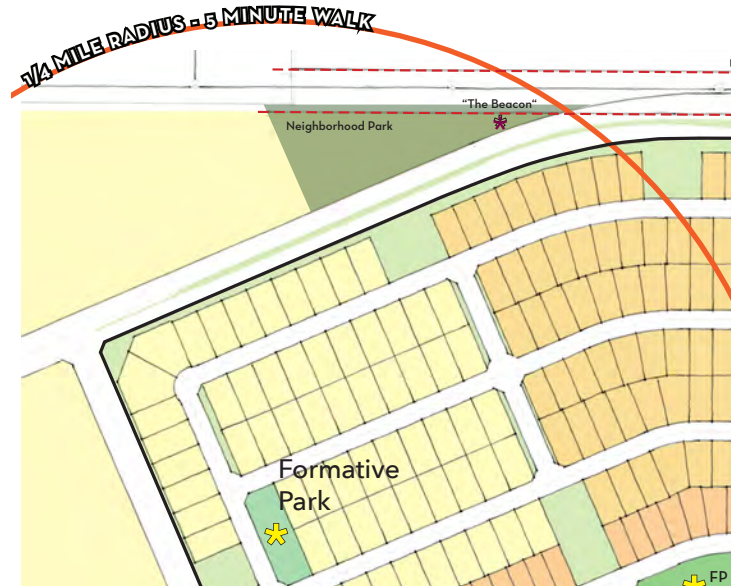
4. Special care shall be given to homes that back up to arterial roads and collector roads. Generous medians with landscaping and earth berms shall soften the visual character.



5. Open space for formative parks and or open space for detention should be placed to maximize use, exposure for residents, and opportunities for community engagement through: proximity, ease of access, special programming and unique features.



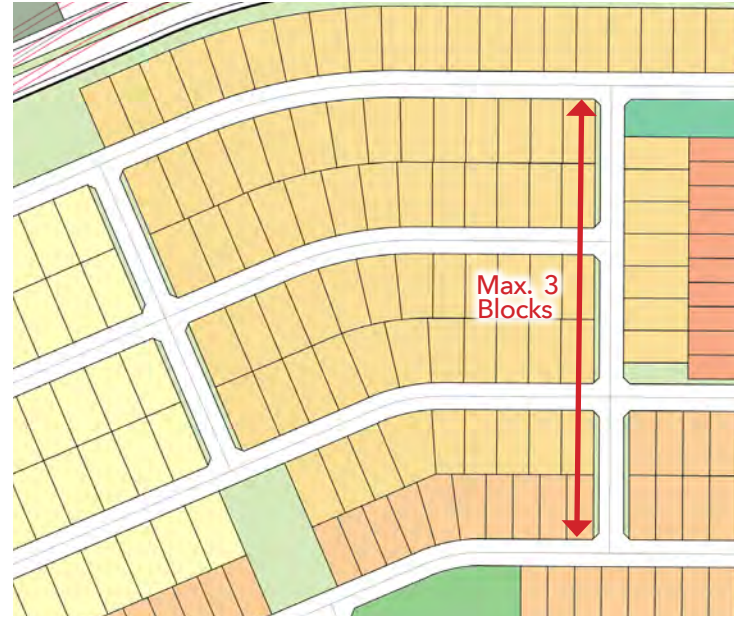
6. Formative parks to be strategically located throughout cluster of neighborhoods to provide a special sense of place for residents.



7. Strategic lotting techniques shall be utilized along utility line corridors to limit direct visual impacts with vertical pylons.



8. Street fronting side loaded lots shall be limited to no more than three full blocks.



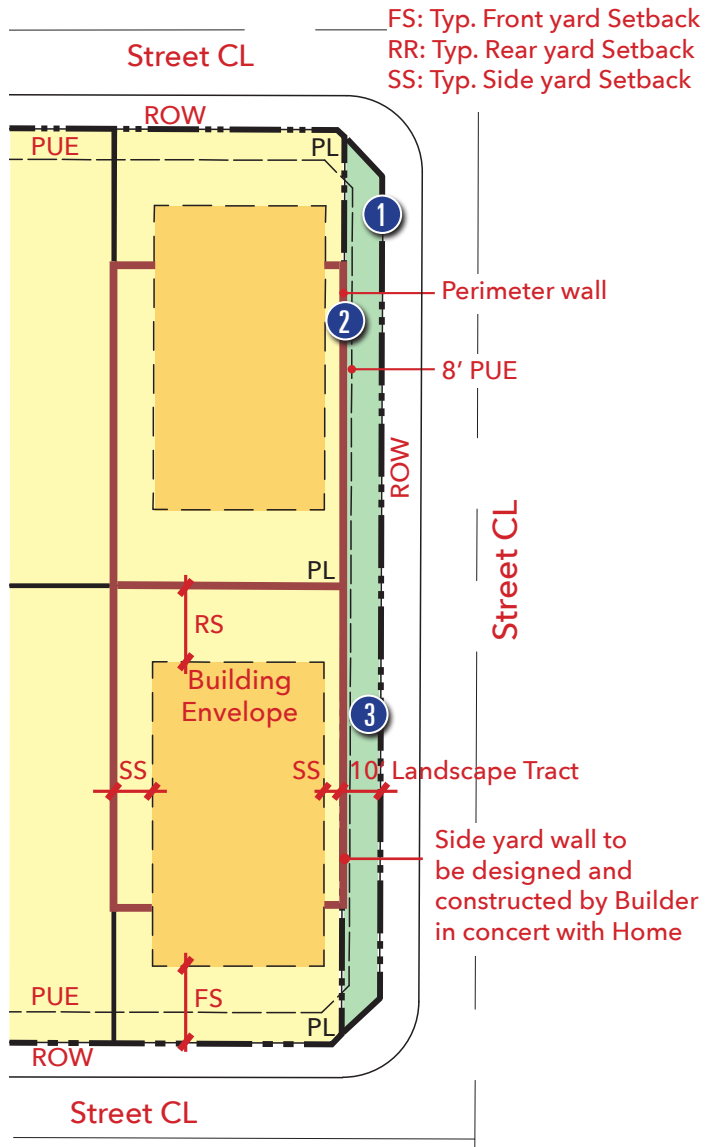
9. Theme walls and perimeter property walls shall be designed within the visual context of the community and specific neighborhood. Perimeter and side yard walls will be encouraged to be designed with view fencing to limit the appearance of solid screen walls. Construct walls with materials such as block, brick, stone, stucco finish or other approved masonry.



10. Special care shall be provided for the design of community and neighborhood entries to integrate landscape, signage and monumentation. Neighborhood entrances are envisioned to be much more subtle in nature.



11. Street fronting side loaded lots will be accompanied by a 10-foot minimum landscape tract.



- 1 10-foot Landscape tract from ROW
- 2 Perimeter wall to be designed and constructed in concert with Home (color and appropriate returns)
- 3 Landscape maintenance: HOA to maintain landscape tract

12. Utility boxes and mechanical equipment shall be screened appropriately.



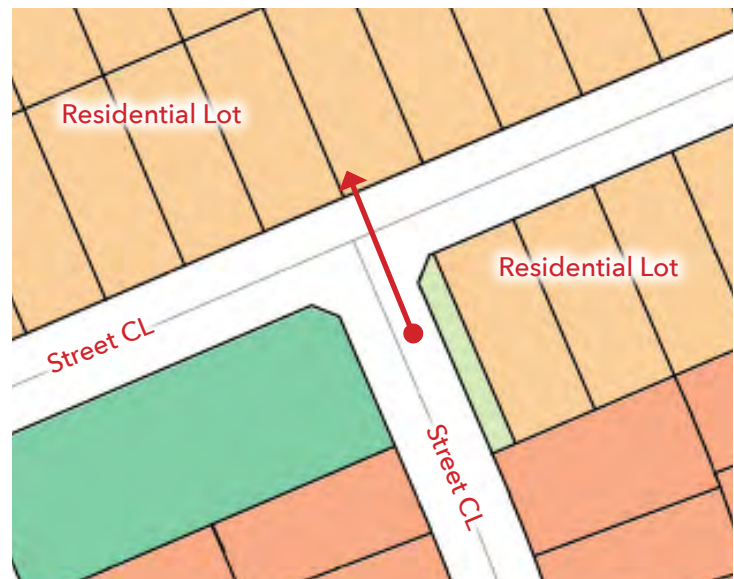
13. Mailbox facilities shall be strategically located for convenience within neighborhood areas and shall visually complement the overall community theming and branding through the use of colors, materials and forms.



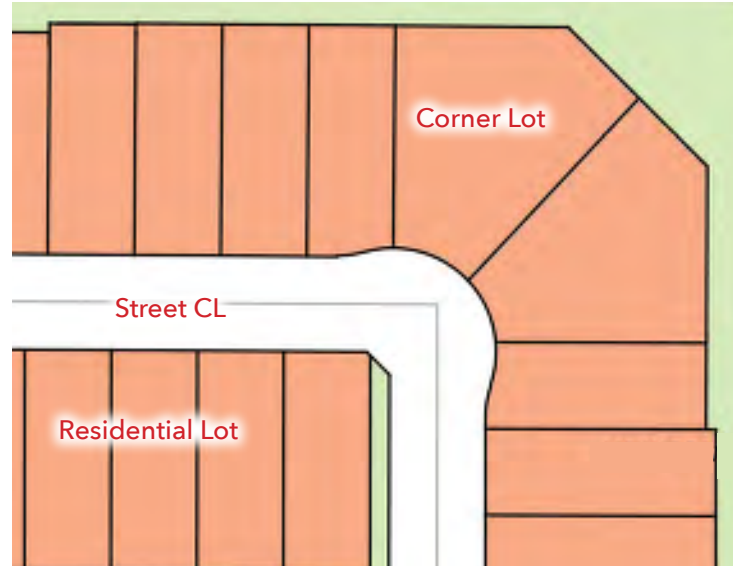
14. Specialty street signs will be incorporated along the Parkway and Greenway.



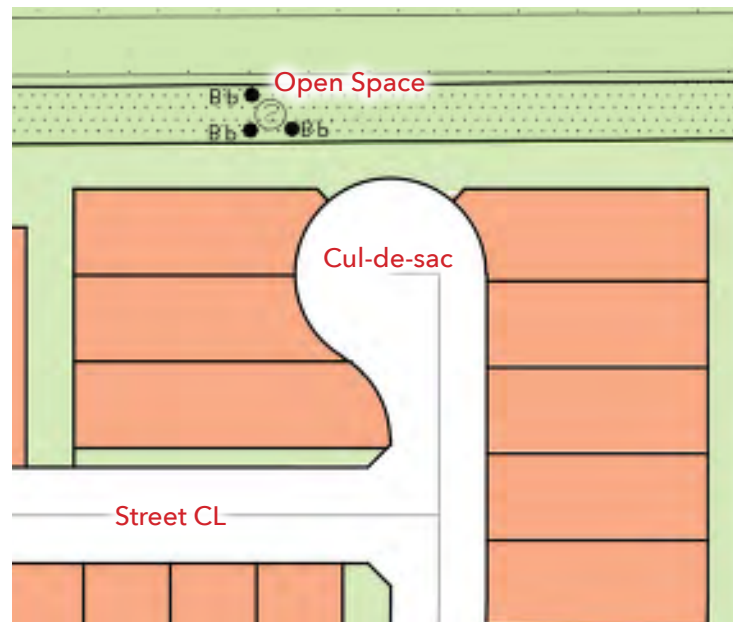
15. Avoid the placement of lots centered on “T” intersections and avoid driveways opposite of the “T” intersection drive lane.



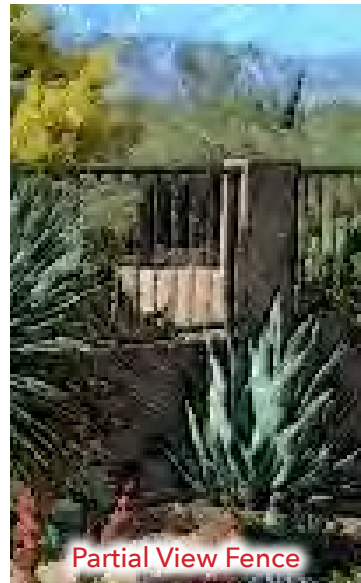
16. Avoid acute angles where rear lot lines and side lot lines meet.



17. Cul-de-sacs shall not terminate on blank walls or narrow landscape areas.



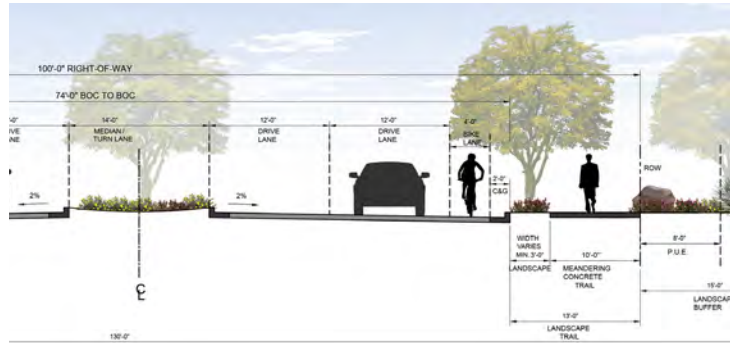
18. Any residential walls adjacent to open space, parks, and or trails should incorporate view fencing.



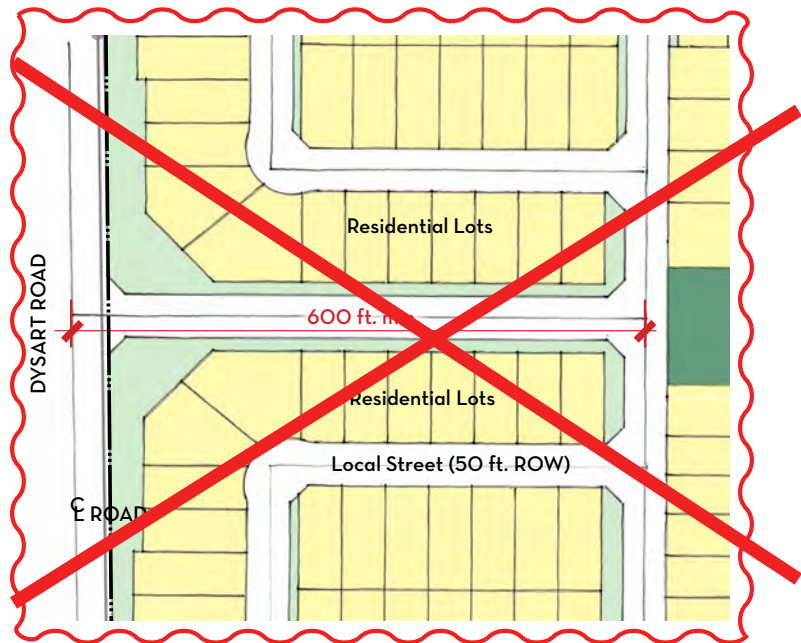
19. Design neighborhoods so that no more than eight lots are placed in a row backing onto a collector street before there is a change in the lot pattern, streetscape, or wall variation.



20. Major collector road to have a median.

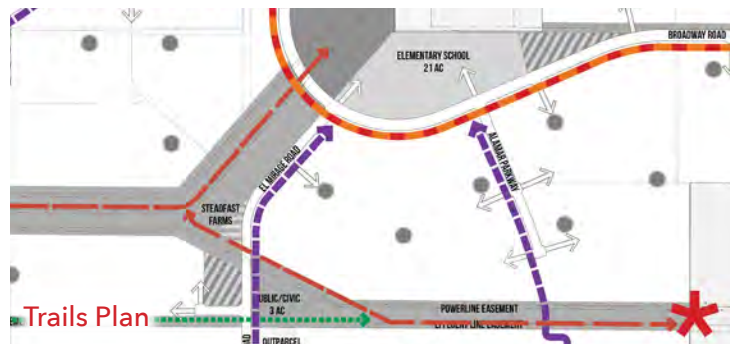


21. Limited collector access/ egress from Dysart Road to have a minimum of 600' roadway length prior to any residential frontage.

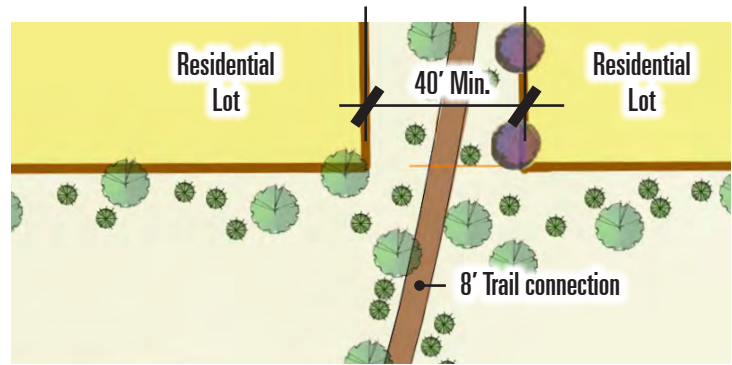


21. The Parkway and Greenway shall have a detached sidewalk on one side and a detached (meandering) trail on the other side.

22. Trails shall be concrete except the South End trail which will be stabilized decomposed granite.



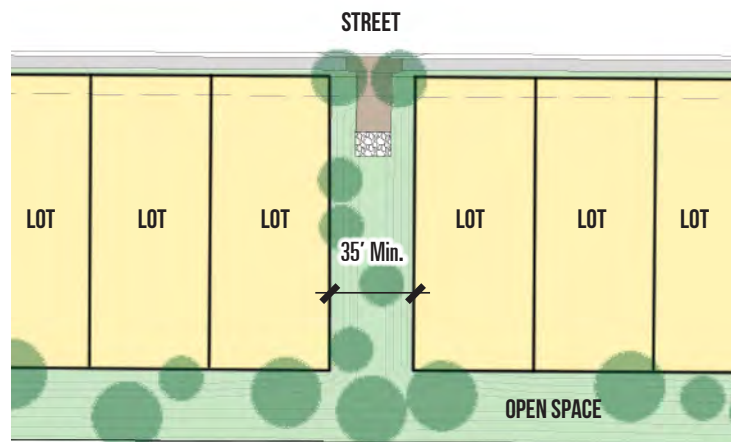
23. The width for an internal subdivision connection to the community main trail corridor shall be a minimum of 40' to allow for safe access and landscape maintenance.



24. A minimum open space buffer of 35' shall be established between lots for drainage corridors not containing trails or sidewalks.

25. The width of the open space and drainage ways between lots can be reduced to a minimum of 30' if a combination of 2 or more of the following design criteria are met:

1. Lots abutting open space buffer feature one-story homes.
2. Garage is located adjacent to open space buffer.
3. Open space tract is aligned with "T" intersection.
4. Partial view fence (2' fence over 4' wall) is provided along side yard abutting open space.



Additional Key Considerations

- The Community framework and series of thoughtfully organized residential neighborhood enclaves form the core residential living environment envisioned for the project.
- The groupings of neighborhood enclaves are connected and tied together by a proposed Parkway (Major Collector street designation) and Greenway (Minor Collector street designation) road system (connected to local roads). These main roadway systems shall be designed with trails, landscape and features that foster the community identify (rather than typical straight-run, higher speed arterial roadway systems).
- The grouping of neighborhoods, form the basis of the social fabric of the entire community.
- The Community Park, Neighborhood Parks, and Formative Parks serve as community gathering spots for socialization, recreation, education and cultural opportunities.
- Open space and trails shall be incorporated into the neighborhoods and fabric of the community in an integral and thoughtful manner.
- Provide a network of convenient pedestrian walkways (trails) to connect areas throughout the property to reinforce the sense of community and connectivity.
- Pedestrian corridors identified across the community and within right-of-ways (ROWS) (as well as easements) shall carefully consider crosswalks, neighborhood connections and multiple route options.
- Walkways within grouping of neighborhoods shall provide at least three pedestrian connections to adjacent perimeter pathways (trails).
- Neighborhood entrances and parks may be signed with neighborhood names, but shall not be used to distinguish a Builder product.
- Access for emergency vehicles shall be integrated into the design of the overall community.
- Elevation diversity is encouraged. Monotonous look-a-like homes are not permitted.
- For a home on a selected lot, the same elevation is not permitted on either of the two adjacent lots as well as the lot directly across the street.
- Same floor plans may be plotted on the adjacent lot, provided a different elevation is incorporated in each plan.
- No more than two of the same plan, regardless of the elevation, shall be plotted next to each other.
- A single plan may not be used on more than 50 percent of the lots on a builder parcel.
- In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations shall be used on each side of every block.
- Rear elevations should include some degree of massing articulation. This can be accomplished by careful consideration of building height, building form, roof lines, porch extrusions and window placement. Different floor plans and architectural styles should reflect these treatments to the rear elevation as well to limit any notion of composition monotony.
- Streetscapes shall provide continuity between adjacent blocks by including cohesive and transitioning landscape treatments.
- Corner lots shall be designed to face the “main street” as well as include design consideration for the adjacent side street.

- Driveway widths should be visually minimized as much as possible.
- Driveways less than 30 feet in length may be a maximum of 18 feet wide.
- Hollywood driveways with lawn strip up center are permitted.
- A minimum of 6 feet is required between adjacent detached residential driveways.
- On corner lots, garages and associated driveways shall be located on the side of the lot (assuming front street/ not side street) furthest from the corner.
- Driveway pullouts for additional parking or for access to rear yards are prohibited.
- Driveways should intersect the street generally at right angles.
- Front walks connecting the public sidewalk to the home front door are encouraged. Front walks should be a minimum of 3 feet wide and typically no more than 5 feet wide.
- Paths to side gates that access enclosed areas and or the home's backyard should be subtle in nature.
- Design of the home should take great care in providing visual relief to the location and prominence of the garage.
- Garages should strive to be less dominant than the front door and to not dominate the view from the street.
- Use garage door materials that give the doors a more residential or personal scale.
- Strategically place plantings adjacent to the garage door and driveway to visually screen the full extent of view.
- Garage door setback shall allow for enough length to allow for parking in the driveway without encroaching into the sidewalk along the street.
- Garage door style shall complement the architecture of the home. Master Developer will coordinate with builder partners to provide garage door base options that have insets and raised panels to articulate more visual interest as well as appropriate colors.
- Use color schemes harmonious with adjacent neighborhoods and enhance the main color theme with accent colors.
- Incorporate a variety of building, trim, accents, color, materials and style into primary design themes to promote architectural visual interest.
- Use exterior building materials, finishes and colors in harmony with the overall community theme and character.
- The use of color and the variety of color is for the homes is an essential element to the overall character and quality of the community. Color schemes shall reflect the architectural styles of the homes, enhance diversity and complement the overall character of the community.
- To ensure the variety of color schemes diversity desired along a street scene, same color schemes cannot be plotted adjacent to one another.

5.3. Architecture

Overview

The proposed architecture for the community will establish a high quality of design and execution. The design direction will complement the overall community theme and branding concepts and will ensure a visual diversity of homes, attractive street scenes and unique neighborhoods. The following considerations for architectural design are intended to ensure the integrity of the built environment and reinforce the overall sense of community.



Architectural Styles

Overview

The community is envisioned to express a wide range of design styles that will reinforce the desire to create a rich fabric of visual character and quality. This range of housing design styles will help to curtail any sense of a typical suburban tract subdivision that are typified by monotony and sameness. Based on the overall community theming and branding, the following four architectural styles will be established for the community:

a. Spanish Colonial

b. Territorial Ranch

c. Craftsman/ Bungalow

d. Traditional Southwest

As the Alamar community proceeds, additional architectural styles may be considered to create a more diverse mix of product types.

Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.



Spanish Colonial



Territorial Ranch



Craftsman/ Bungalow



Traditional Southwest

Spanish Colonial

The Spanish colonial style brings the influences of the New England Colonial home together with the strong Spanish character of curvilinear elements. Arches are typically incorporated in entry doors, windows, covered entry ways, etc. In addition, curved forms can be seen in accents and detailed features throughout the home. Typically, the Spanish Colonial home can be found in both one and two-story scenarios. Stucco is the predominant façade material and colors are usually lighter in shade than the other styles identified. Roof forms are typically gable, but the Spanish influence allows for opportunities to accent massing with other low-pitched forms such as the hip.



Territorial Ranch

The Territorial Ranch style takes its cues from Spanish influences and focuses on simple and utilitarian forms. Ranch homes were historically focused on very functional layouts in response to lifestyle, available building materials and environmental conditions. The strong indoor/outdoor relationship of living in the southwest resulted in straight forward plan layouts with doors and windows typically oriented on special views and or farm fields. Modest shed roof forms were also incorporated to provide relief from the weather. Rectilinear massing with simple gable roof lines is the predominate overall form. Façade treatments include stucco with cladding of board and batten. Accents and detailing were kept simple for typical wear and necessary repairs.



Craftsman/ Bungalow

Historically known for its functional appeal, the craftsman style provides an attractive street presence with inviting entry ways, carefully placed windows and striking asymmetrical composition. Mostly horizontal in nature with shallow pitched roof form, the craftsman bungalow accommodates both single story and two-story design scenarios.

Other typical features include roof overhangs, secondary hipped and or shed roof forms, exposed rafter tails and stucco façade. Accents often include stone or brick. Lines of the roof and massing are typically simple in nature.



Traditional Southwest

The Traditional Southwest style is a picturesque country house based on classical design principles and adapted for the climate and context of the desert southwest. Massing is often more horizontal in appearance with windows typically centered on a particular façade. The massing of the home is simple in nature and windows have a tendency to be more vertical. The main portion of the house is usually more symmetrical. The pitched roof can take on both a gable or hipped form. Typically, facades are organized in a more formal geometry relative to the composition of doors, windows, accents and roof forms. The predominant façade treatment is stucco. Some accenting may include stone and or brick.



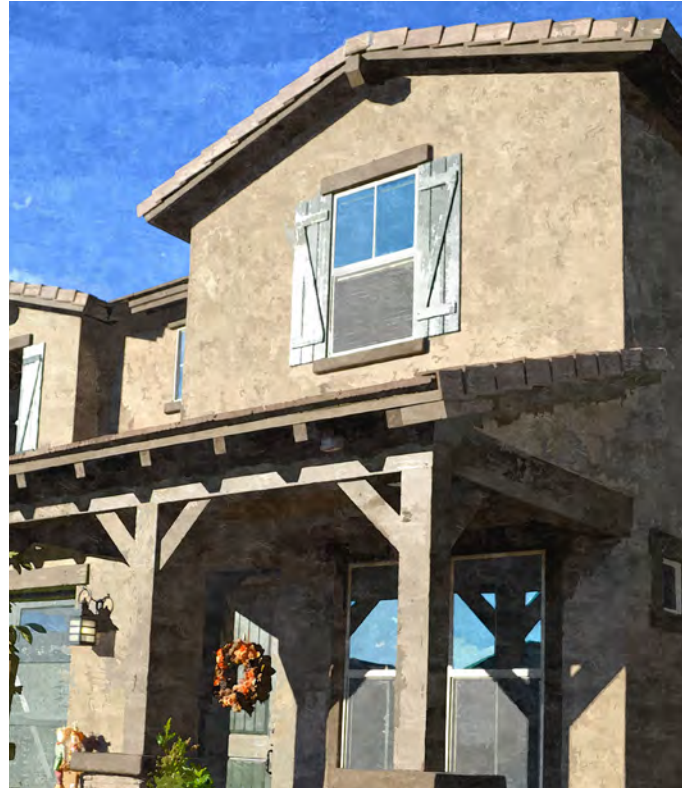
Anatomy of the House

Overview

No matter what the style, it is important to create continuity in the overall home design so that all major parts of the residential building are designed and executed to ensure a high quality product. Too often, “add-ons” that are intended to look nice, often add cost and take away from the overall composition of the house itself. A focus on key components and the appropriate design composition will itself reinforce quality and add to the overall visual character of the community (versus inappropriate details that often result in visual clutter).



1. The overall building massing should be simple in form with a single predominate façade treatment likely painted stucco. Additional façade accents should be done with a critical degree of constraint, not to take away from the visual integrity of the overall building. The color palettes and ranges provided should be incorporated in a thoughtful manner that is geared toward a primary base color, simple accents associated with trim and features, with a small degree of accents for front doors and the like.



2. In all cases, the predominant gable roof forms should be low in stature. Based on the home design and associated floor plans, secondary roofs may take on small gables, hip and or shed forms. Any overhangs should be carefully considered based on the context of the desert sun and heat relative to associated on-going and long term maintenance. In some cases, shutter and awnings can be used to accent roof and window forms. Roofing materials should be of high grade and should include a variety of colors and textures (minimum of three materials and three colors) to reinforce visual diversity.



3. Doors and windows should be thoughtfully placed to be functional as it relates to the floor plan design and layout. Great care should also be taken relative to the front façade and the placement of windows (size/ shape/ location) with respect to the overall composition. Windows and doors should be placed in a manner that is additive to the overall composition and design for the home. Front doors and the entire entry sequence should be done in a manner that is attractive and inviting.



4. Any façade accents and features should be considered within the context of each architecture style identified and with great care to the overall composition of the front façade. More often than not, these “add-ons” can result in visual clutter and take away from the overall design composition. Façade accents should be incorporated with great constraint and only when done as an additive element to the overall design composition.



5. Garages shall be designed to blend with the overall character of each home. Recesses should be incorporated into the façade to provide visual depth with shadow lines and provide appropriate transition from the materials of the main façade to the materials and color of the garage doors. Extreme care shall be incorporated to minimize any sense of garage dominant street scenes. Homes that may have a three car garage, shall incorporate more than a single elevation condition to provide visual massing that offsets the two-car garage door from the third garage door. This can also be accomplished with a side-loaded garage layout for either the single or double door conditions.



6. Site walls shall be designed within the character of the architecture and community.



Design Criteria:

1. The design styles identified within this document will ensure a rich variety of architecture character throughout the community.
2. Each builder home series (associated with a particular neighborhood) shall be required to prepare a minimum of 12 floorplan and elevation combinations (3 floor plans minimum), along with 6 color options. In order to ensure the desired architectural variety on each street and in each neighborhood, at least 3 different elevations are required on each side of each block.
3. Garages shall have a minimum of 8" reveal and color (no white) that complements the house.



4. Facades and massing shall be articulated with variations in massing, roof forms, wall planes as well as surface articulation.
5. Front entrances shall be inviting in nature and visible from the street.



6. Location of adjacent trees shall provide a particular focus to shield south facing windows and patios.



7. Home outdoor lighting at entries is required,
8. All residential site lighting shall provide shielded light sources that project light down and not up.
9. Spot lights and flood lights shall be prohibited on the front.
10. Sustainability oriented initiatives, such as Energy Star rated products and appliances, will be encouraged for all builder partners as well as home buyers.



11. All accessory structures shall be designed in the same manner as the main residence.
12. Base façade materials shall be predominately stucco, composite siding and or masonry veneer. No more than two predominant façade treatments shall be incorporated onto any single overall building.
13. Façade accents of cultured stone or masonry veneer can be used in a sparingly fashion to accentuate building features. In these instances, the use of manufactured materials set on a façade plane shall be incorporated in a manner that terminates in an "internal" corner so that the actual depth of the stone or masonry is not visually exposed.



14. Modest front courtyards, porches or covered entry ways (including the use of trellises) are encouraged when appropriate within the context of the specific architectural style.
15. Any articulated columns shall be a minimum of 8-inches x 8-inches so as to express an appropriate sense of scale.



16. Creative use of metal accents shall be incorporated with a great deal of constraint and care.



17. Shutters and awnings shall be encouraged to help add variety and accent to the overall palette of architectural styles and associated elevations.



18. Homes shall include four-sided architectural elements. This includes window pop-outs/ molding and shutters where appropriate.



Additional Key Considerations

- Residential oriented site walls should integrate colors, materials, textures, forms and overall design character to complement the adjacent home.
- Perimeter chain link fencing will not be allowed anywhere in the community.
- Use landscape treatment to ensure no long runs of blank walls.
- Low walls adjacent to residences (typically defining the extent of a front courtyard) should complement the architecture through the use of color, texture and or materials.
- Walls connecting two buildings at the front of a lot (generally parallel to the front street) should be set back a minimum of 5 feet from the front face of the building.
- Walls along side yards/ side street conditions, should be set back at least 5 feet from the front elevation of the home and no closer than 18 inches from a window or “pop-out” element.
- When alleys and or drive courts approach streets in such a manner to have “street frontage”, they should be screened from the public street by a low wall and or landscape that provides a visual buffer. It may be appropriate to allow for pedestrian access to connect to such alleys and or drive courts.
- Exterior wall finish should be style appropriate with the architecture style of the house.
- Acceptable exterior wall finish materials include; stucco, plaster, masonry and stone.
- Natural wood is not durable in desert conditions and is not permitted as a primary exterior wall (fence) material.
- View fences should be carefully integrated into the overall layout of community walls and include options for the following scenarios (“fence (in feet) over wall (in feet)”); “1 over 5”, “2 over 4”, “3 over 3”, “4 over 2” and “5 over 1”. Note- pool fences should be carefully coordinated with the design of community walls relative to particular code requirements.
- Side yard access single gates should not exceed 5 feet in width. Double gates will be allowed and should be designed and treated to blend with the home color and adjacent walls.
- Roof forms, pitch, massing, detailing and overhangs shall be complementary to the architectural style of the home. There shall be variation in roof types, heights and prominence of ridgelines between elevations.
- Roof forms and materials shall be appropriate for the architectural style of the home. This should include clay tile or concrete tile; in various styles and in blended, solid and muted colors.
- Solar panels and solar water heaters shall be designed within the context of the roof massing. Solar panel locations should maximize the particular roof pitch and roof orientation without applications that protrude beyond existing roof angles and roof lines.
- Any use of skylights must be concealed from “public” view.
- Roof mounted mechanical equipment is not permitted.
- All roof accessories shall be painted to blend in with the roof color.
- Dormer roof vents are not allowed.

- Gutters, downspouts and exposed drain outlets should be consistent with the architecture of the home.
- Downspouts should be typically located at inside corners of the home to minimize the visual impact.
- Covered porches and balconies should have roof forms, roof materials, railings and finish materials (including color) consistent with the architectural style of the home. These elements should be integrated into the exterior elevation. Covered patios on the rear elevations should be architecturally integrated with the design of the home.
- Design residential home entrances as prominent and easily identifiable with an appropriate transition from the exterior to the interior.
- All elements of the home design should be utilized to create a varied and interesting composition for the individual home as well as add to the overall street scene.
- All home design should include durable building materials.
- Use rhythm in the design to provide interest and variety. Encourage visual variety to the home by using relief in elevations and articulation in plan that creates shade and shadow.
- Encourage architectural interest and style by varying horizontal and vertical elements of facades.
- Each home shall be designed to create a visually interesting and balanced composition of varying forms, volume, massing, heights, and roof styles.
- Building forms shall reflect quality design that incorporates appropriate scale and proportion, architectural character and detailing.
- Ornamental and structural details shall be used to accent the architectural style of the home.
- Columns and posts shall appear to be solid supporting elements.
- The front entry and guest arrival to a home shall be visually apparent from the street.
- The front door should be a statement about the quality of the home.
- Screen doors and or security door gates should match the architectural style of the home. They should be painted or stained an appropriate complementary color to the main body color of the home and the front door.
- Solar sensitive site design should include careful consideration of orientation of homes (maximize north-south alignments) to limit west facing backyards when possible.
- Energy efficient design considerations should include; solar orientation of windows, doors, landscaping, tree placement and other shading devices.
- Windows should be a minimum of 18 inches from any exterior corner of the building mass.
- Stucco finish “pop-outs” used as a window sill and or accent, must be wide enough to appear integrated with the facade design,
- Shutters should be sized to fit the window opening and mounted in a manner to appear “functional”.
- Oversized or undersized shutters will not be permitted.
- Shutters shall be constructed out of wood or other high-quality materials with a wood-like appearance and have a minimum 1-inch thickness.

5.5 Landscape and Open Space

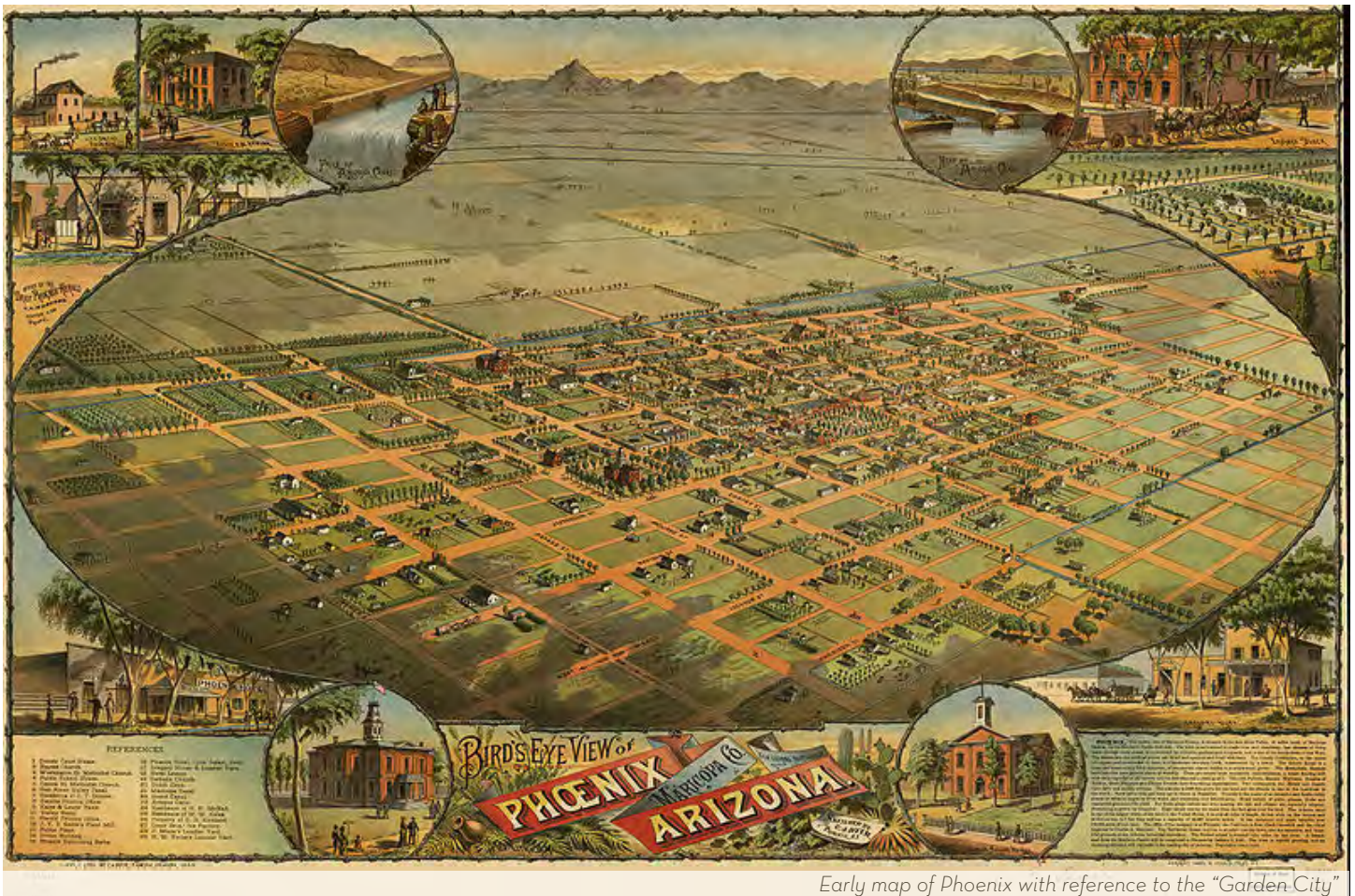
Design

The Landscape design is intended to complement and reinforce the overall theme and character for the community based on the open space framework provided in the conceptual Development Plan. The proposed palette of trees, shrubs, ground covers and lawn areas will be utilized to establish a strong link to the overall community design intent.

The landscape plant materials and planting design within all public rights-of-ways will meet the standards set forth by the City of Avondale's Zoning Ordinance, City of Avondale Street Tree Master Plan, and ADWR plant requirements.



Neighborhood landscape character



Early map of Phoenix with reference to the "Garden City"

Plant palette

The following Plant List provides a landscape palette to complement the South Avondale Character Area as defined in the COA Street Tree Master Plan. The Character Area draws inspiration from the nearby Sierra Estrella Mountains, the Gila and Agua Fria Rivers.

Trees:

	Botanical Name	Common Name	Size (H x W)	Street ROW			Landscape Setback/ Buffer	Parks	Open Space/ Detention Basin
				Primary	Secondary	Tertiary			
Evergreen Trees	Acacia aneura	Mulga	15'x15'		X	X	X	X	X
	Acacia farnesiana	Sweet Acacia	25' x 15'		X	X	X	X	X
	Acacia salicina	Willow Acacia	40' x 20'	X	X		X	X	X
	Acacia saligna	Coolibah/ Weeping Wattle	25' x 25'	X	X		X	X	X
	Acacia stenophylla	Shoestring Acacia	40' x 30'	X	X		X	X	X
	Caesalpinia cacalaco 'Smoothie'	Cascalote, Smoothie	18' x 18'		X	X	X	X	
	Dalbergia sissoo	Indian rosewood	50' x 50'				X	X	X
	Ebenopsis ebano	Texas Ebony	30' x 20'		X	X	X	X	
	Eucalyptus microtheca 'Blue Ghost'	Coolibah Tree 'Blue Ghost'	40' x 30'				X	X	X
	Eucalyptus papuana 'Ghost Gum'	Coolibah Tree, 'Ghost Gum'	40' x 25'				X	X	X
	Olea europeaea 'Swan Hill'	Olive Tree, Swan Hill (Fruitless)	35' x 25'		X	X	X	X	
	Olea europeaea 'Wilsonii'	Olive Tree, Wilson's (Fruitless)	30' x 25'		X	X	X	X	
	Olneya tesota	Ironwood	35' x 30'		X	X	X	X	X
	Pinus eldarica	Afghan Pine	50' x 20'				X	X	X
	Pinus halepensis	Aleppo Pine	50' x 20'				X	X	X
	Quercus virginiana 'Cathedral'	Southern Live Oak	50' x 50'	X	X		X	X	
	Quercus virginiana 'Heritage'	Southern Live Oak, Heritage	50' x 50'	X	X		X	X	
	Sophora secundiflora	Texas Mountain Laurel	25' x 15'		X	X	X	X	
Deciduous Trees	× Chitalpa tashkentensis	Chitalpa Tree	30' x 30'		X	X	X	X	X
	Chilopsis linearis 'Art's Seedless'	Desert Willow, Seedless	25' x 25'		X	X	X	X	X
	Fraxinus p. lanceolata. × Fraxinus v. glabra 'Fan-West'	Fan West Ash	35' x 35'	X	X		X	X	
	Fraxinus velutina "Fan tex"	Fan Tex Ash	35' x 35'		X	X	X	X	
	Parkinsonia microphylla	Foothills Palo Verde	30' x 30'		X	X	X	X	
	Parkinsonia praecox	Palo Brea	30' x 30'		X	X	X	X	X
	Parkinsonia florida	Blue Palo Verde	30' x 30'		X	X	X	X	X
	Parkinsonia x 'Desert Museum'	Palo Verde 'Desert Museum'	30' x 30'		X	X	X	X	
	Parkinsonia x 'Sonoran Emerald'	Palo Verde 'Sonoran Emerald'	30' x 30'		X	X	X	X	
	Pistacia x 'Red Push'	Red Push Pistache	40' x 40'	X	X		X	X	
	Prosopis chilensis	Chilean Mesquite	40' x 40'		X	X	X	X	X
	Prosopis glandulosa 'AZT'	Mesquite, AZT Podless Hybrid	40' x 40'		X	X	X	X	X
	Prosopis x hybrid "Thornless"	Thornless Mesquite	30' x 30'		X	X	X	X	X
	Prunus cerasifera	Flowering Plum, Purple Leaf	20' x 20'		X	X	X	X	
	Ulmus parvifolia spp.	Chinese Elm	40' x 40'	X	X		X	X	
	Vitex agnus-castus	Chaste Tree	20' x 20'		X	X	X	X	
Palms	Arecastrum romanzoffianum	Pindo Palm	30' x 20'				X	X	
	Bismarckia nobilis	Bismark Palm	40'x 20'				X	X	
	Brahea armata	Mexican Palm	30' x 20'				X	X	
	Phoenix canariensis	Canary Island Date Palm	60' x 40'	X			X	X	
	Phoenix dactylifera	Date Palm	50' x 30'	X			X	X	
	Washingtonia robusta	Mexican Fan Palm	100' x 15'				X	X	

*Note: "Please be aware that the City of Avondale is seeking to reduce the quantity of Palo Verde trees in the public rights-of-way due to the frequency of limb splitting and the associated public risk. Please ensure Palo Verde trees are not located within the public rights-of-way."

Shrubs:

Semi-Evergreen Shrubs	Botanical Name	Common Name	Size (H x W)
	Caesalpinia gilliesii	Yellow Bird of Paradise	6' x 5'
	Calliandra californica	Baja Fairy Duster	5' x 5'
	Calliandra eriophylla	Fairy Duster	3' x 4'
	Cordia parvifolia	Little Leaf Cordia	6' x 6'
	Dalea frutescens	Black Indigo Bush	3' x 4'
	Hamelia patens	Firecracker Bush	4' x 4'
	Justicia californica	Chuparosa	4' x 4'
	Tecoma stans	Yellow Bells	10' x 8'
Evergreen Shrubs	Botanical Name	Common Name	Size (H x W)
	Baccharis x 'Starn' Thompson	Desert Broom, Starn	3' x 4'
	Bougainvillea spp	Bougainvillea	8'x8'
	Callistemon citrinus 'Little John'	Little John Bottlebrush	3' x 5'
	Cordia boissieri	Texas Olive	10' x 10'
	Dalea pulchra	Indigo Bush	4' x 5'
	Dodonaea viscosa	Hopseed Bush	10' x 8'
	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	12' x 6'
	Duranta erecta	Golden Dewdrop	6' x 10'
	Duranta repens	Skyflower	8' x 10'
	Eremophila hygrophana 'Blue Bells'	Blue Bells Emu Bush	3' x 3'
	Eremophila maculata 'Valentine'	Valentine Bush	4' x 5'
	Eremophila racemosa	Easter Egg Emu Bush	6' x 6'
	Hibiscus	Hibiscus	5-8' x 4-5'
	Justicia spicigera	Firecracker Plant	3-4' x 5-6'
	Lantana camara	Bush Lantana	3' x 3'
	Lantana x 'New Gold'	New Gold Lantana	3' x 3'
	Larrea tridentata	Creosote Bush	6' x 6'
	Leucophyllum candidum	Violet Silver Leaf Sage	5' x 5'
	Leucophyllum candidum 'Silver Cloud' or	Silver Cloud Sage	4' x 4'
	Leucophyllum frutescens	Texas Ranger	8' x 8'
	Leucophyllum frutescens ' Compacta'	Texas Ranger, Compact variety	5' x 5'
	Leucophyllum laevigatum	Chihuahuan Sage	5' x 6'
	Leucophyllum x 'Heavenly Cloud'	Heavenly Cloud Sage	6'-8' x 6'
	Leucophyllum zygophyllum 'Cimarron'	Cimarron or Blue Ranger Sage	3' x 3'
	Myrtus communis 'Compacta'	Dwarf Myrtle	5' x 4'
	Nerium oleander 'Petite Pink'	Dwarf Pink Oleander	6' x 4'
	Rosa spp.	Rose Shrubs	4' x 2-3'
	Rosmarinus officinalis	Upright Rosemary	4' x 3'
	Ruellia brittoniana	Purple Ruellia or Mexican Petunia	3-6' x 3-6'
	Ruellia peninsularis	Desert Ruellia/Baja Ruellia	4' x 4'
	Russelia equisetiformis	Coral Fountain Grass	4' x 4' - 6'
	Senna artemisioides	Silver Cassia	6' x 6'
	Simmondsia chinensis	Jojoba	10' x 10'
	Sophora secundiflora	Texas Mountain Laurel	20' x 15'
	Tecoma spp.	Yellow Bells	10'x 10'
	Tecomaria capensis	Cape Honeysuckle	6' x 5'
	Teucrium fruticans	Bush or Shrubby Germander	4' x 5'



Cacti and Succulents:

Cacti and Succulents	Botanical Name	Common Name	Size (H x W)
	Agave americana varieties	Century Plant	3' x 5'
	Agave desmettiana	Smooth Agave	3' x 4'
	Agave geminiflora	Twin-flowered Agave	1' x 3'
	Agave parryi huachucensis	Parry's Agave	2' x 3'
	Agave victoriae-reginae	Queen Victoria Agave	1' x 2'
	Agave vilmoriniana	Octopus Agave	4' x 5'
	Agave weberii	Weber's Agave	5' x 6'
	Aloe 'Blue Elf'	Blue Elf Aloe	1' x 2'
	Asclepias subulata	Desert Milkweed	4' x 4'
	Cereus hildmanianus	Hildmann's Cereus	10' x 4'
	Dasyliirion acrotrichum or texanum	Desert Spoon (Green Foliage)	4' x 4'
	Dasyliirion wheeleri	Desert Spoon (Silver Foliage)	5' x 5'
	Echinocactus grusonii	Golden Barrel	1' x 1'
	Euphorbia antisiphilitica	Candelilla	3' x 2'
	Euphorbia rigida	Gopher Plant	3' x 4'
	Euphorbia tirucalli	Firesticks	5' x 4'
	Ferocactus spp.	Barrel Cactus species	3' x 1'
	Hesperaloe funifera	Giant Hesperaloe	5' x 5'
	Hesperaloe parviflora 'brakelight'	Brakelight Red Yucca	2' x 4'
	Nolina microcarpa	Bear Grass	2' x 2'
	Opuntia bailaris	Beavertail Prickly Pear	6' x 4'
	Opuntia ficus-indica	Indian Fig	5' x 6'
	Opuntia santa-rita	Purple Prickly Pear / Santa Rita Prick	4' x 6'
	Pachycereus marginatus	Mexican Fencepost	1' x 12'
	Pachycereus schottii f. monstrosus	Totem Pole	3' x 3'
	Pedilanthus macrocarpus	Lady Slipper	3' x 3'
	Yucca baccata	Banana Yucca	4' x 5'
	Yucca elata	Soaptree Yucca	10' x 10'
	Yucca gloriosa	Spanish Dagger	3' x 3'
	Yucca pallida	Paleleaf Yucca	2' x 3'
	Yucca rigida	Blue Yucca	6' x 6'



All trees and plant material used within public rights-of-way shall conform to the most current version of the Arizona Department of Water Resources ("ADWR") "Drought Tolerant/Low Water Use Plant List" for the Phoenix Active Management Area (AMA)

Ground Covers and Vines:

Ground Covers	Botanical Name	Common Name	Size (H x W)
	Acacia redolens	Desert Carpet	2' x 10'
	Convolvulus cneorum	Bush Morning Glory	2' x 3'
	Convolvulus mauritanicus	Ground Morning Glory	1' x 3'
	Dalea greggii	Trailing Indigo Bush	2' x 6'
	Delosperma cooperi	Purple Trailing Ice Plant	3" x 2'
	Eremophila glabra 'Mingenew Gold'	Outback Sunrise Emu Bush	1' x 6-10'
	Gazania rigens	Trailing Gazania	8" x 1.5'
	Lantana montevidensis	Purple Trailing Lantana	1' x 4'
	Malephora crocea	Gray Ice Plant/Copper Ice Plant	6" x 6'
	Malephora luteola	Yellow Ice Plant	6" x 4'
	Oenothera caespitosa	Tufted Evening Primrose	1' x 2'
	Rosmarinus officinalis 'Huntington Carpet'	Huntington Carpet Rosemary	2' x 8'
	Rosmarinus officinalis 'Prostratus'	Trailing Rosemary	3' x 6'
	Ruellia brittoniana 'Katie'	Katie Ruellia	1' x 1.5'
	Teucrium chamaedrys 'Prostratum'	Creeping Germander	6" x 3'
	Wedelia trilobata	Yellow Dot	1.5' x 6'
Vines	Botanical Name	Common Name	Size (H x W)
	Antigonon leptopus	Queen's Wreath	15' x 15'
	Bougainvillea spp	Bougainvillea	15' x 15'
	Campsis radicans	Trumpet Creeper	5' x 20'
	Hardenbergia violacea	Australian Lilac Vine	15' x 10'
	Jasminum mesnyi	Primrose Jasmine see also 'Gold Tip'	10' x 6'
	Pandorea jasminoides	Bower Vine	20' x 20'
	Passiflora foetida v. longipedunculata	Baja Passion Vine	10' x 10'
	Passiflora incarnata	Purple Passion Vine	20' x 25'
	Podranea ricasoliana	Pink Trumpet Vine	20' x 10'
	Rosa banksiae	Lady Banks Rose	20' x 15'
	Solanum jasminoides	Climbing Potato Vine	20' x 10'
	Trachelospermum jasminoides	Star Jasmine	6' x 20'



Front Yard Landscaping

The Developer understands the importance of each front yard landscape relative to the overall street scene. Trees should be placed to maximize visual impact and shrubs should be organized to give a natural character. Front yard landscapes should incorporate boulders (required option), earth berms, decomposed granite (~~desert pavement~~), shrubs, groundcovers, and trees.

Low voltage, shielded landscape up-lighting can also enrich the character of each home's front yard landscaping.



Required Front Yard Trees

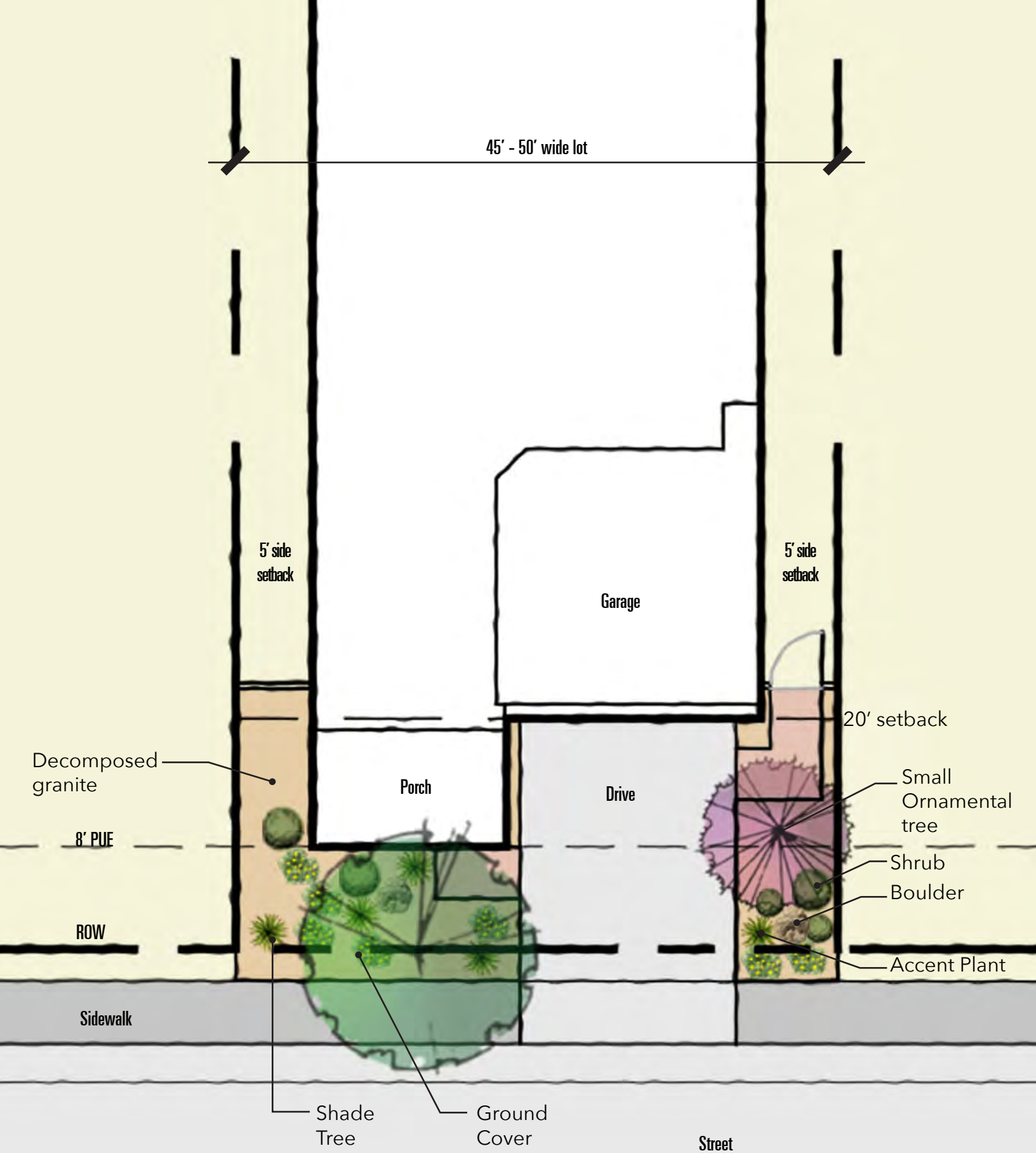
Specific quantity requirements for front yard trees have been established to create a consistent and desirable streetscape image within single-family neighborhoods. Requirements apply to all street frontage conditions on residential lots.

All front yard trees shall be planted a minimum of 3 feet from driveways, fences, walls, property lines, homes and sidewalks.

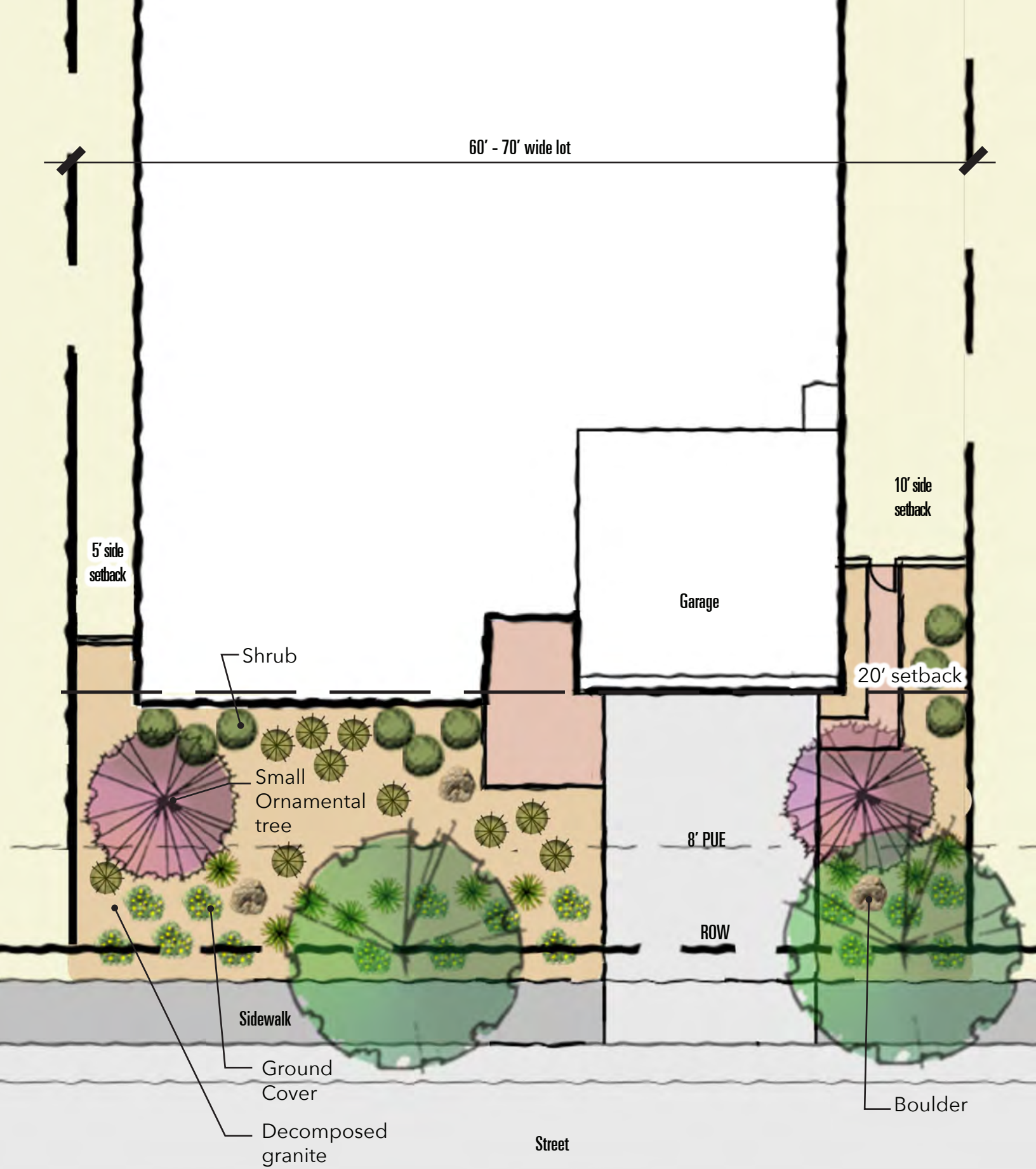
To ensure similar density and coverage of plant material for all home sites, the requirements for shrubs, ground covers, and accent plants are based on the actual area (square feet) of the front yard excluding any sidewalks, driveways, patios, or other hardscape elements. Natural turf grass and synthetic turf will not be allowed in front yards.

Front yards (and visible side yards of all corner lots) are subject to the following minimum planting requirements:

Table 7 - Front Yard Landscape Requirements			
Plant Type	Min. Size	Lots 45 - 50-foot	Lots 60 - 70-foot
Street Tree	24-inch box	1	2
Small Ornamental Tree	15-inch Gal.	1	2
Shrubs	5 Gal.	1/100 sf	1/50 100 sf
Ground Covers	1 Gal.	1/65 sf	1/65 sf
Accent Plant	5 Gal.	1/100 sf	1/100 sf
Granite Boulders (<u>required option</u>)	3'x3'x2'	2	3



Conceptual Plan depicting the front yard landscaping for 47-foot - 50-foot wide lots. Street side condition with attached sidewalk.

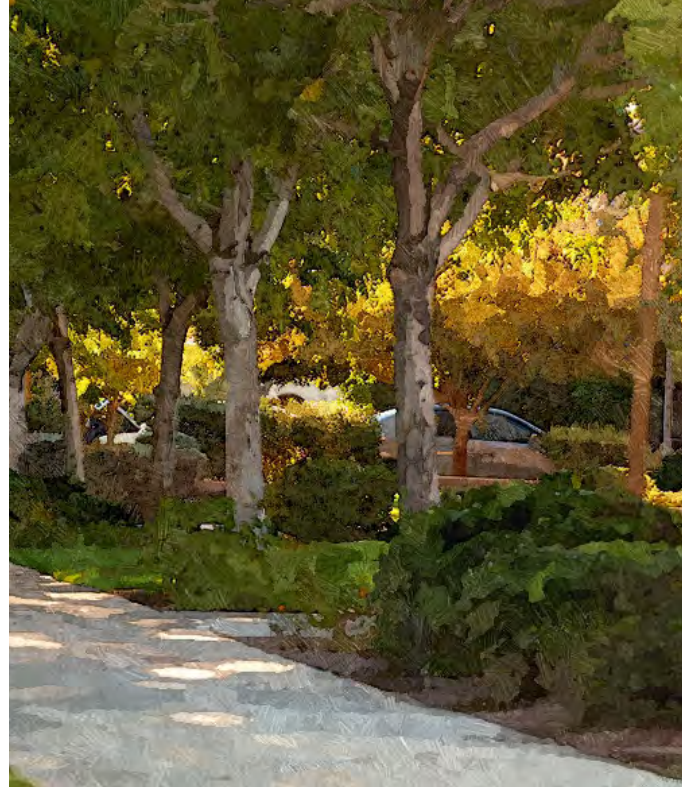


Conceptual Plan depicting the front yard landscaping for 60-foot - 70-foot wide lots. Street side condition with attached sidewalk.

Landscape Design Strategy

Based on coordination with staff, the Developer has prepared the accompanying examples of qualitative measures that are typically utilized to review and evaluate landscape design submittals. Our intent is to create and submit a qualitative landscape design package at the time of Phase One Pre-Plat that is not solely reliant on typical plant counts (quantities) or minimum spacing (numerical measurements), but rather, one that is based on creating a beautiful and appropriate landscape treatment throughout the Alamar project.

The following landscape requirements shall act as the standards for landscape design (both qualitative and quantitative) for all phases of the Alamar project.



Landscape Requirements (For Arterials and Collectors)

1. Street Right-of-Way Landscaping: an average of 1 tree for every 25 feet of street frontage.

- Trees shall be located in a manner that provides maximum shade for pedestrians.
- Tree and shrub spacing (and arrangement) shall be per the Landscape Architect's recommendations.
- Trees must be planted in areas 5 feet and greater width when such areas are located (i) between the back of curb and edge of a sidewalk or (ii) between the edge of sidewalk and the right-of-way line. Shrubs and groundcovers shall be planted in areas 3 feet and greater in width.
- Street trees per COA - Street Tree Master Plan and Plant List included herein.
- Street tree Mix Percentages:
 - o Primary Tree: 50%
 - o Secondary Tree: 0-25%
 - o Tertiary Tree: 25-50%
- Per COA - Street Tree Master Plan, Trees may be located within 2 feet of either edge of the public utility easements, leaving a minimum 5 foot clear zone within the easement.
- Shrub planting shall be up to 10 shrubs per every 35 feet of street frontage depending on the tree canopy layout and design.
- Tree and shrub requirements within powerline easements are subject to coordination with SRP and APS.

2. Landscape Setback Landscaping requirement: an average of 1 tree for every 20 feet of street frontage and a minimum of 35% vegetative cover of the street frontage area.

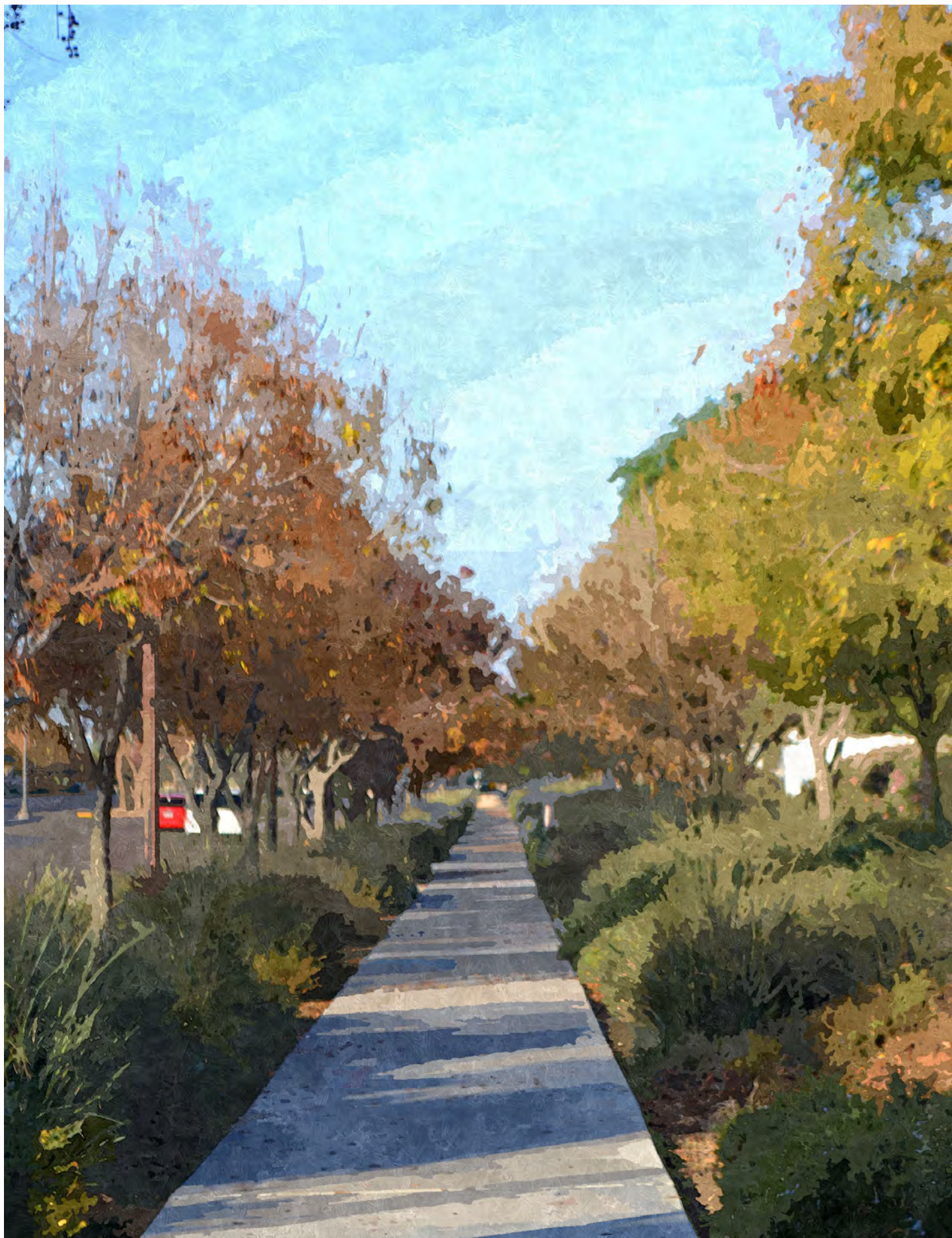
- Tree spacing shall be per the Landscape Architect's recommendations.
- Tree and shrub spacing (and arrangement) shall be located in a manner that provides maximum shade for pedestrians.
- Street trees per COA - Street Tree Master Plan and Plant List included herein.
- Street tree Mix Percentages:
 - o Primary Tree: 25-50%
 - o Secondary Tree: 25-50%
 - o Tertiary Tree: 25-75%

- Per COA - Street Tree Master Plan, Trees may be located within 2 feet of either edge of the public utility easements, leaving a minimum 5 foot clear zone within the easement.
- Vegetative cover includes all groundcovers, shrubs and turf.
- Vegetative cover shall be calculated by using full mature plant canopy width or spread.
- Tree and shrub requirements within powerline easements are subject to coordination with SRP and APS.

3. Median Landscaping Requirement (median width 10 ft. or greater): an average of 1 tree and five 5 shrubs for every 30 lineal feet of median. (Requirement remains the same per COA)

- Tree and shrub spacing (and arrangement) shall be per the Landscape Architect's recommendations.
- Street tree Mix Percentages:
 - o Primary Tree: 50%
 - o Secondary Tree: 25-50%
 - o Tertiary Tree: 0-25%
- Median plantings may include cacti and succulents as accent features covering no more than 15 percent of the total landscape area.



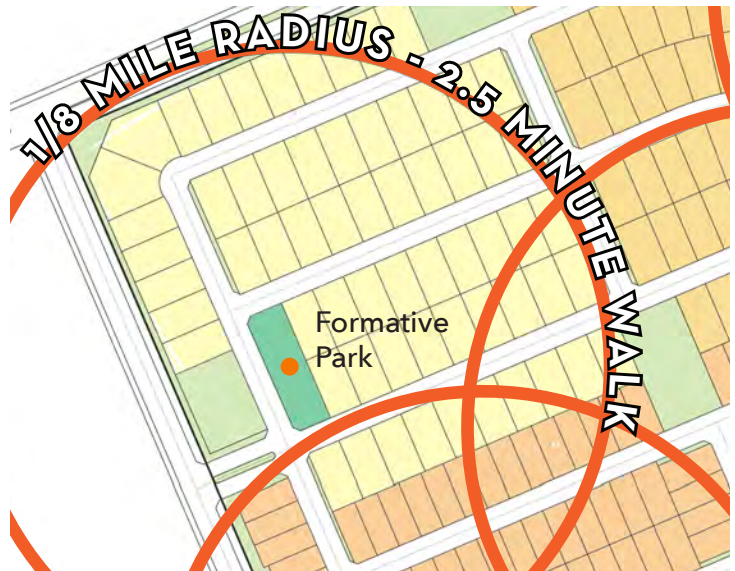


Design Criteria:

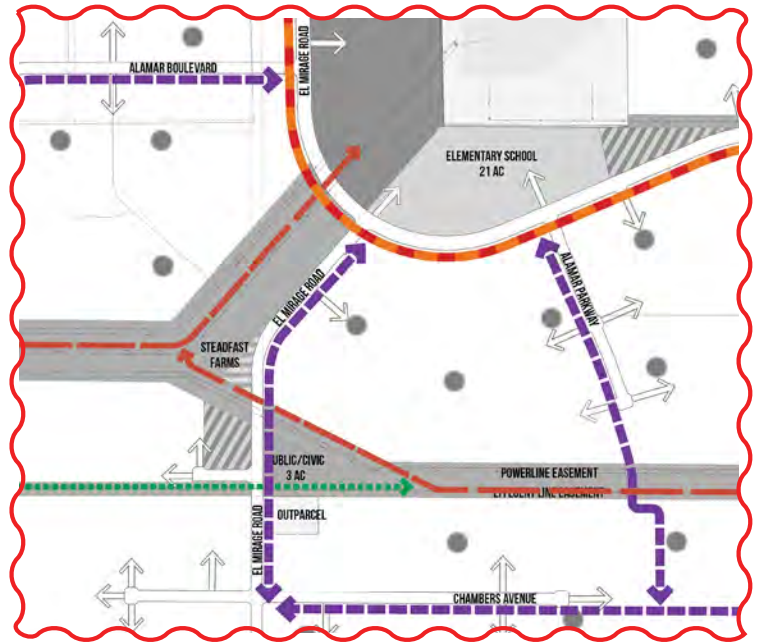
1. Parks, street ROWs, trail easements and community entry areas will set the stage for landscape treatment associated with the overall theme and character.
2. Parks and open spaces should be designed with all future residents in mind and include program elements for a wide variety of users and age groups.



3. Formative parks shall be strategically located within each grouping of neighborhoods for convenient access.



4. Overall trail network will provide connectivity throughout the community as well as linkage to the regional trail network.



5. Street tree planting to be organized in an overall structure that incorporates a visual sense of hierarchy, connectivity and variety based on a diverse palette of tree species.
6. Great care should be given to the location of trees and shrubs associated with view triangles at critical corners and intersections so as not to impede view sheds.



7. A high degree of sensitivity relative to the provision of shade shall be included when considering tree species selections.
8. All plant material shall be low water use.



9. No off-site detention shall be included in any formative parks.
10. Detention basins are encouraged to provide additional passive open space with appropriate access and grass areas when possible.
11. All common landscape areas and tracts shall be owned and maintained by the HOA.



12. Backflow Prevention Devices shall be screened and carefully placed throughout the development.



13. Home builder front yard and rear yard landscapes shall be to the degree and character expressed for the overall community. Lawn areas will be limited to community areas as well as homeowner private back yards. No synthetic turf will be allowed in front yards of private residents.



Additional Key Considerations

- Formative Parks should be located and designed for social gathering. They should be located to maximize their connectivity to the adjoining homes and neighborhoods.
- Design open space and parks as an integral part of the neighborhood fabric.
- Provide a network of convenient pedestrian walkways to connect homes, blocks, and neighborhoods to each other as well as parks, trails and open space.
- Formative parks should be located so that lots are generally no more than two to three blocks from a park.
- Formative Parks should be visible from adjacent roads with clear visibility into the open space.
- Parks should be designed and oriented to take advantage of distant views when possible.
- All parks should provide an abundance of shade by incorporating shade structures and canopy trees.
- Provide safe, efficient and convenient parking (and associated circulation) for Neighborhood Parks.
- Park features such as bike racks, gates, benches, and shade structures should include an artistic flair to reinforce the special nature of the community.
- Provide at least one bicycle parking “stand” for each neighborhood park.
- Utility equipment in parks should be screened from public view with plants and or low walls.
- When possible, utility equipment in parks should be painted dark, natural colors to minimize visual impact.



5.6 Commercial

The Commercial development within Alamar will follow the City's Commercial Design Guidelines.



INSERT

SECTION 6 - SIGNAGE

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BACK PAGE

6. SIGNAGE AND WAYFINDING PROGRAM

6.1 Signage

The Signage Plan exhibit on the next pages provides a visual reference to the overarching strategy for key signage and monumentation for the project. Because of the special nature of the project in terms of its overall size and magnitude, a detailed project sign package will be prepared for each phase of the community that reinforces an overall unique and special character.

As the project moves into a more detailed stage, a Comprehensive Signage Plan package will be submitted to the City in association with each phase of development and will include the following:

- Signage Design
- Signage Size
- Signage Scale
- Signage Quantity

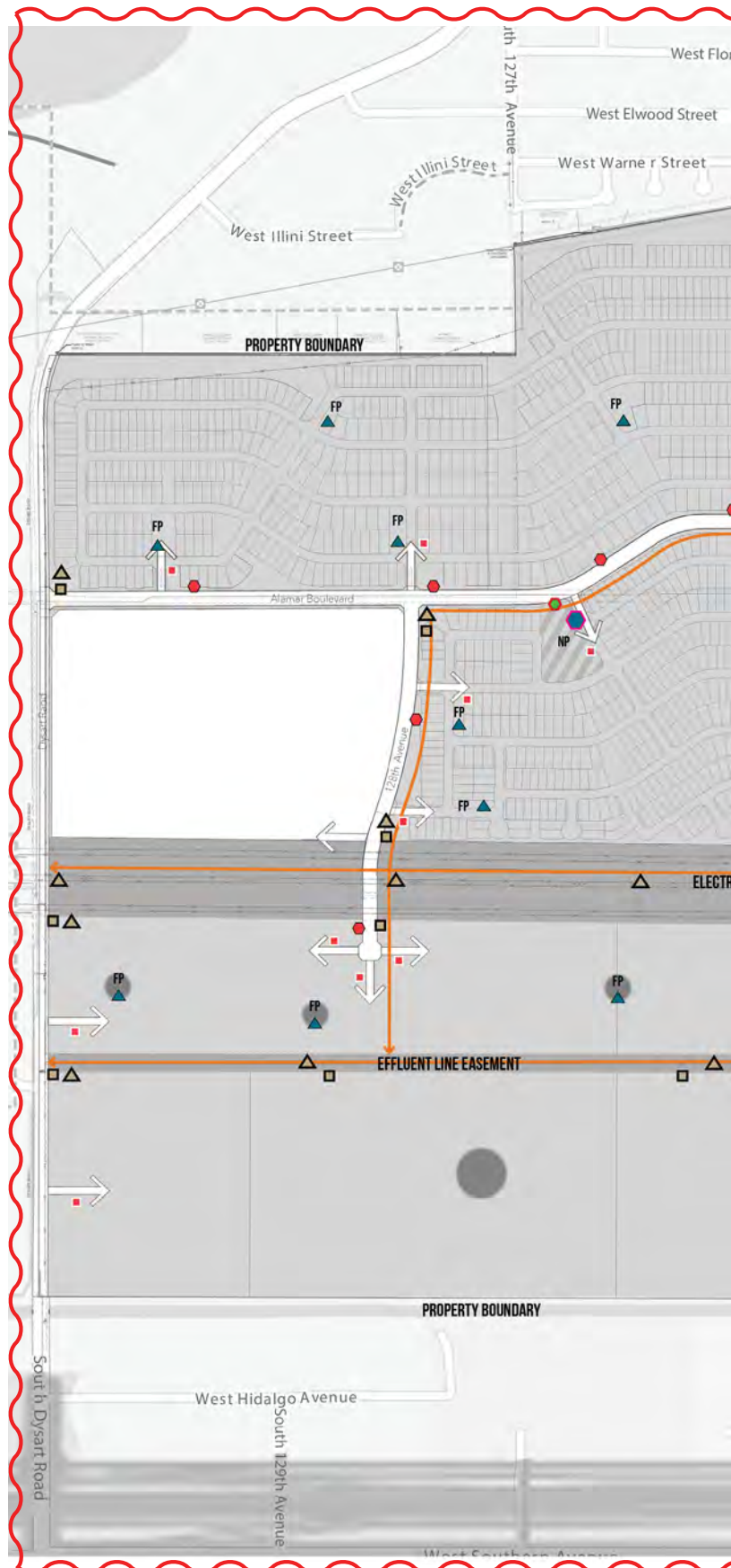


The adjacent illustration provides an overall framework for the future detailed information to be coordinated with the City.

Main entry monuments and associated signage will be located at the intersection of Avondale Boulevard and Broadway Road. A secondary main entry sign will be located in the vicinity of the El Mirage Road as it enters the Property to the north and south. The associated entry monumentation will likely be vertical in nature and carefully integrated in a contemporary manner. Associated tasteful low level up lighting will be incorporated to ensure visual clarity during evening hours. Neighborhood entry monumentation will be considered at all major entry points that transition from the Parkway and Greenway.

Signs shall be allowed in easements based on approval by associated authority (i.e., S.R.P.).

A separate Comprehensive Sign Plan will be provided for the commercial parcel when a Master Site Plan is submitted. The CSP will identify location and design criteria for the commercial development.



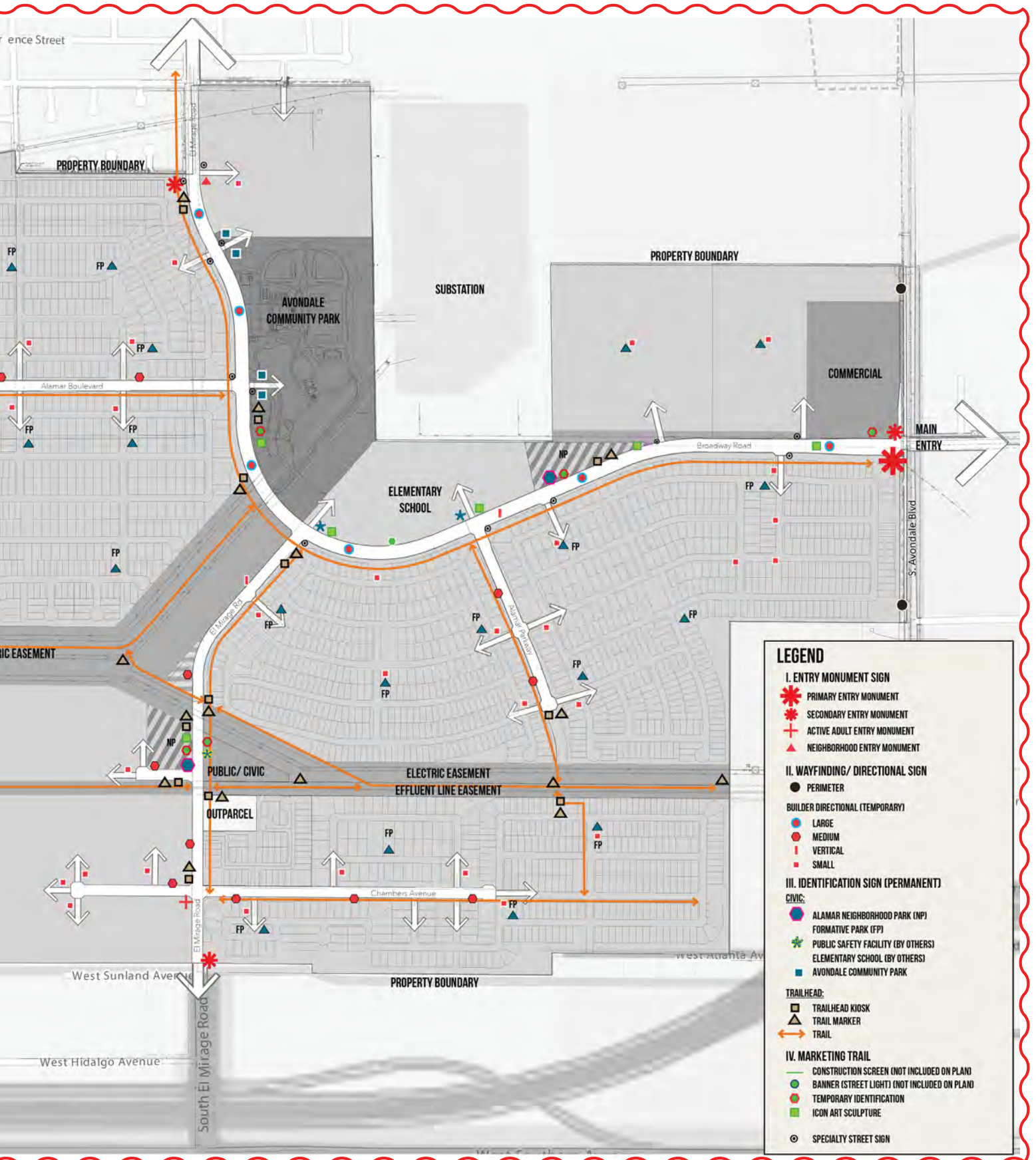


Exhibit #17 - Signage Plan

All site signage will be incorporated with a high degree of design and execution. Brookfield at the time of Pre-Plat will provide a detailed site signage package based on the yet to be finalized overall Community theme.

MAIN ENTRY SIGN CHARACTER



VERTICAL ICON CHARACTER



PARK SIGNAGE





TRAILHEAD SIGNAGE



6.2 Community Theme and Character

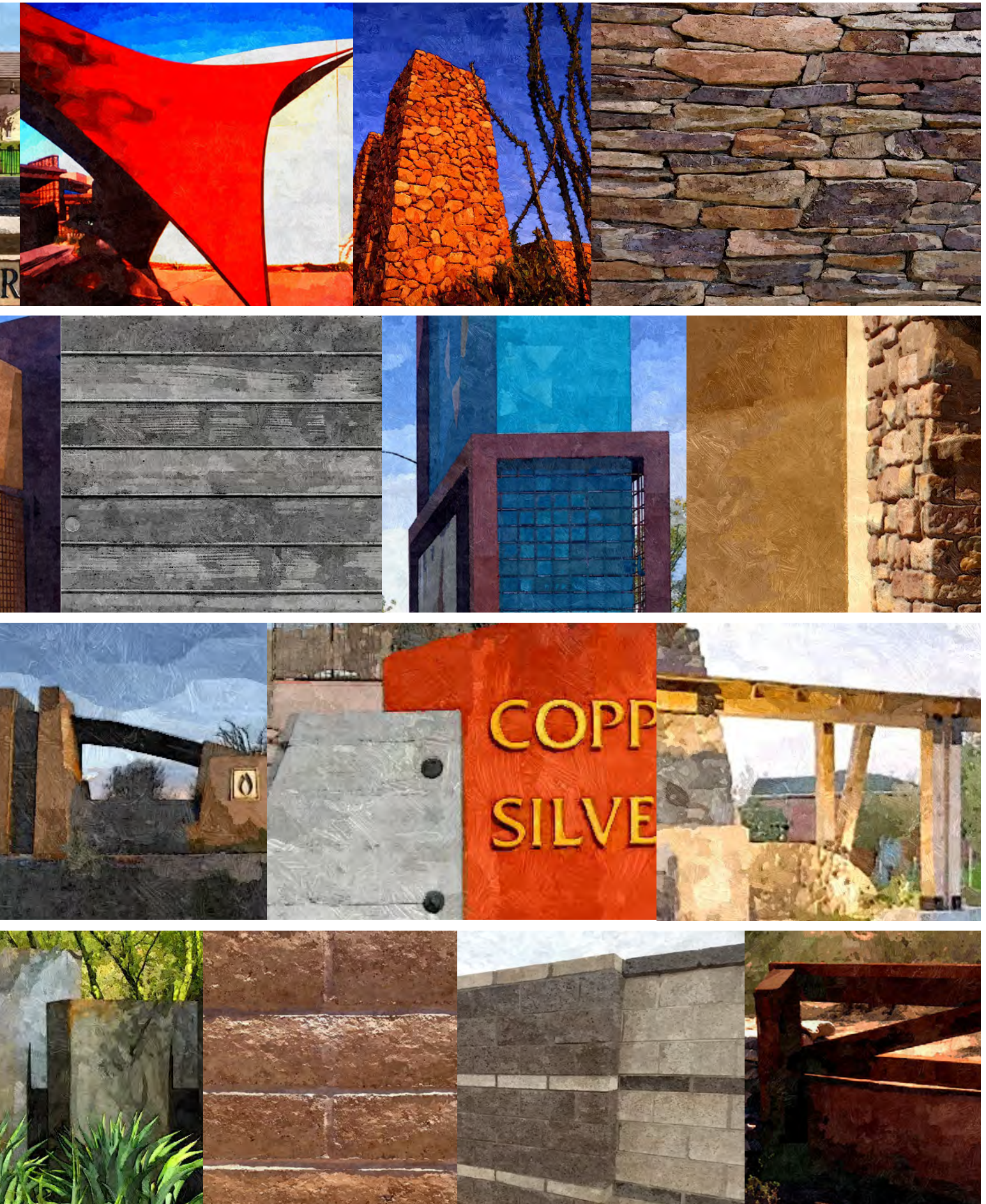
The Master Developer shall establish the intended character and quality of the community's design sense by implementing an overall aesthetic theme for major community entries and monuments, signage and wayfinding, walls and landscapes, as well as landscape areas and parks. These areas will set the tone for the rest of the community as well as the range of envisioned neighborhoods.

Community features, elements and design components will be organized around a series of materials and desert treatments that take their clues from the overall community themes of health, wellness, community engagement and connection to nature. Highlighting the agrarian context along with the riverside setting, the community theming will look to use traditional buildings forms and elements in creative, fresh and contemporary methods.

The overall community theming and design will look to focus on a range of materials including:

1. RUSTED STEEL
2. STONE AND RIVER ROCK
3. BOARD FORM CONCRETE
4. PAINTED STUCCO
5. PAINTED METAL
6. WROUGHT IRON
7. TIMBER
8. COLOR FABRIC





Features and Elements

The desired design forms, features and elements will be more linear in nature and will focus on an eclectic mix of color, materials, veneers, fasteners and details. Contemporary shapes and forms will be preferred over more organic treatments. Landscapes shall complement this overall direction. Vertical features will strategically be incorporated into the design to provide visual beacons throughout the community to identify key community gathering spaces.

Specific community features to be incorporated within this design direction include:

1. MAJOR AND SECONDARY ENTRY MONUMENTS
2. MAJOR AND SPECIALTY SIGNAGE FEATURES
3. RETAINING WALLS AND LANDSCAPE WALLS
4. SCREEN WALLS AND VIEW FENCES
5. SITE LIGHTING
6. SPECIALTY PAVING
7. PARK FURNISHINGS
8. PARK SHADE STRUCTURES
9. LANDSCAPE





Additional Key Considerations

- Signage design shall include distinctive elements of the general design theme of the overall community.
- Each home is required to provide address identification.
- Address identification numbers shall have a distinctive visual “separation” between the numbers and the background wall or plate.
- Address numbers may not exceed 8 inches in height and should be of simple font and style so as not to contrast with the home design. Background plates should also be simple in shape and look and be in proportion to the applied numbers.
- Address identification should not be placed on freestanding sign plates.
- Parkway and Greenway street signs are expected to be custom designed, while local neighborhood street signs are expected to the City's standard.
- Main entry signage should be designed within the context of the overall community identification and surrounding landscape in and around the “entry areas to the property. This signage may be vertical and or horizontal in nature and integrated on both sides of the roadway.
- Neighborhood signage should be more subtle in nature and less oriented towards a specific builder and more oriented to the grouping of neighborhoods. This may or may not include associated signage and identity features associated with the Formative Parks. These signs should typically be integrated into the entry landscape (vertically and or horizontally).
- Community theme walls and associated monumentation shall be designed to complement the overall character of the architecture and setting.
- Signage, lighting, park structures and other community features shall be designed to complement the overall character of the community and associated neighborhoods.

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SECTION 7 - CONCLUSION

TAB

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BACK PAGE

7. CONCLUSION

Hand Crafted Communities

A common theme that runs strong in every Brookfield community is the commitment to create great places to live. Brookfield understands that every opportunity for creating a new community is unique and requires the highest level of commitment- from the initial vision to the construction of every new home. This long-term commitment reinforces the nature of creating “hand crafted communities”. No cookie-cutter approach or one size fits all attitude, Brookfield is highly focused on the special nature of the City of Avondale, Alamar and the great opportunity to create a one-of-a-kind master plan community that will be the showcase of the West Valley.

Based on our team’s extensive experience with numerous award winning projects, this PAD has been organized to ensure the development tools put forth will allow both short term and long term success. We look forward to a long and successful collaboration with the City and community.

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July 5th, 2022

Mr. Mark Trinidad
City of Avondale
Development & Engineering Services Department
11465 West Civic Center Drive, Suite 110
Avondale, AZ 85323-6804

mtrinidad@avondaleaz.gov

Re: ALAMAR

Neighborhood Meeting Narrative (Minor General Plan Amendment – PL-22-0067 &
Major PAD Amendment – PI-22-0089)

Neighborhood Meeting Attendees

- Development Team: Roger Theis (Brookfield Residential), Jeff Denzak (Swaback), and Troy Hansen (Swaback)
- City Staff: Mark Trinidad
- Public: A copy of the sign in sheet has been provided herein.

Dear Mr. Trinidad:

The following is our narrative for the Minor General Plan Amendment and Alamar Major PAD Amendment Neighborhood Meeting. The meeting took place at La Joya Community High School Lecture Hall, Room 204, located at 11650 W Whyman Avenue, Avondale, AZ 85353 on June 28th, 2022, between 6:00pm and 7:00pm.

The Neighborhood Meeting was orchestrated as an open house with three stations. The first station, "ALAMAR Today" featured context maps, highlighted the construction progress, and featured photography of constructed elements within Phase 1. The second station, "Minor General Plan Map Amendment" presented the proposed changes to Avondale's General Plan Map. Lastly, the third station, "Major PAD Amendment" featured the proposed changes to ALAMAR's PAD.

Most of the public attendees' questions revolved around the status of construction. A summary of those questions are listed below. These questions were answered appropriately.

1. When would the signal at Avondale Blvd and Broadway be built?
2. How long would Broadway be closed off?
3. When will the Avondale Community Park open?
4. When will the elementary school open?
5. Is the High School site part of ALAMAR?
6. How many homes are planned for ALAMAR?

July 5th, 2022

ALAMAR

Neighborhood Meeting Narrative

7. When will the overall ALAMAR community be built out?
8. Is there another pool complex planned?
9. What's planned for the commercial area?
10. What's the timing on SR 30?
11. When will Steadfast Farms open for business?

Some of the public attendees' questions dealt with how the Minor General Plan Map Amendment would affect them. This was handled on a case-by-case basis depending on where the individual or individuals resided. It was described to each individual or individuals that the "Church Site" was a vacant 10 +/- acre piece of land that Brookfield Residential has purchased and would fold right into the development of Phase 5.

Overall, the interaction with the public attendees was positive. No questions, issues, or concerns were raised by the public attendees that would cause revisions, additions, or subtractions from the Minor General Plan Amendment and Major PAD Amendment.

End of Neighborhood Meeting Narrative



ALAMAR NEIGHBORHOOD OPEN HOUSE - SIGN IN SHEET

GENERAL PLAN AMENDMENT & PLANNED AREA DEVELOPMENT (PAD) AMENDMENT

DATE: JUNE 28TH, 2022

TIME: 6:00 PM TO 7:00 PM

LOCATION: LA JOYA COMMUNITY HIGH SCHOOL LECTURE HALL

ADDRESS: 11650 W. WHYMAN AVE., AVONDALE, AZ 85323

NAME

AFFILIATION (PROPERTY OWNER/ RESIDENT/ STAKEHOLDER/ HOA REP.)

Betty Ledesma

SANTANA LEDESMA

George Moreno

Janice + Ralph Woods

Edie + Jonathan Carrillo

Hovan SALEBIAN

Mike Frickstad + Diane D. Carlo

Alfonso Pineda

Preston Flores

Guillermina Gama Z

MARC TRUJILLO

Manuel Gama

Robert Billings

Prop. owner

owner

owner

PRO OWNER

owner

Partner - CITY

Owner.



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Alamar PAD Amendment #3 has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Alamar Project Manager: Ann Dolmage
 Request: PAD Amendment Acreage/Parcel Size: 1,150 acres
 Current Density Allowed: 3.3 Density Proposed: 3.5
 Total number of residential units proposed: 4,036

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

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

Yes ☒ No ☐

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

Is a school site within the proposed development needed?
If answered yes, how many acres is needed for the school site?

Yes ☒ No ☐

(18.21)

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

If answered yes, please explain below:

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

Date Reviewed: 4/21/22
 School District: Littleton ESD
 District Superintendent: R. Freeman
 Phone #: 623-478-5611
 E-mail: freeman.roger@littletonaz.org
 Signature: [Signature]

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

Development & Engineering Services Department

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



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

Yes ☐ No ☒

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

If answered yes, please explain below:

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

Date Reviewed: December 1, 2022
School District: Tolleson Union High School District #214
District Superintendent: Mrs. Nora Gutierrez
Phone #: 623-478-4000
E-mail: nora.gutierrez@tuhsd.org

Signature: _____

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

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

ORDINANCE NO. 2002-0123

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE OFFICIAL ZONING ATLAS OF THE CITY OF AVONDALE FOR APPROXIMATELY ±10 ACRES GENERALLY LOCATED SOUTH AND WEST OF THE INTERSECTION OF ILLINI STREET AND 125TH AVENUE REZONING SUCH PROPERTY FROM RURAL RESIDENTIAL TO ALAMAR PAD, AND APPROXIMATELY ±10 ACRES GENERALLY LOCATED ALONG EL MIRAGE ROAD, NORTH AND EAST OF THE INTERSECTION OF CHAMBERS AVENUE AND EL MIRAGE ROAD, AS SHOWN IN APPLICATION PL-22-0089 REZONING SUCH PROPERTY FROM RURAL RESIDENTIAL TO ALAMAR PAD.

WHEREAS, the Council of the City of Avondale (the “City Council”) desires to amend the City of Avondale Zoning Atlas (the “Zoning Atlas”), pursuant to ARIZ. REV. STAT. § 9-462.04, to change the zoning description for ± 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue, as shown in application PL-22-0089, from Rural Residential-43 to Alamar Planned Area Development (“Alamar PAD”) and to change the zoning description for ± 10 acres generally located along El Mirage Road, north and east of the intersection of Chambers Avenue and El Mirage Road, as shown in application PL-22-0089, from Rural Residential-43 to Alamar PAD (collectively, the “Zoning Atlas Amendment”); and

WHEREAS, all due and proper notices of the public hearings on the Zoning Atlas Amendment held by the City of Avondale Planning Commission (the “Commission”) and by the City Council were given in the time, form and substance provided by ARIZ. REV. STAT. § 9-462.04; and

WHEREAS, on November 16, 2022, the Commission held a public hearing on the Zoning Atlas Amendment, after which hearing the Commission recommended approval; and

WHEREAS, the City Council held an additional public hearing regarding the Zoning Atlas Amendment on January 9, 2023; and

WHEREAS, in accordance with Article II, Sections 1 and 2 of the Arizona Constitution, the City Council has considered the individual property rights and personal liberties of the residents of the City before adopting this Ordinance; and

WHEREAS, the City Council has considered the probable impact of the Zoning Atlas Amendment on the cost to construct housing for sale or rent and finds that the proposed Zoning Atlas Amendment will have no probable impact on the cost to construct housing for sale or rent.

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 Zoning Atlas Amendment, is hereby approved, for $\pm$ 10 acres generally located south and west of the intersection of Illini Street and 125th Avenue, and for $\pm$ 10 acres generally located along El Mirage Road, north and east of the intersection of Chambers Avenue and El Mirage Road, as more particularly described on Exhibit A attached hereto and incorporated herein by reference, subject to the City of Avondale adopted codes, requirements, standards and regulations, and the following stipulations:

1. Development shall conform to the Alamar Major PAD Narrative date stamped, July 2022, except as modified by these conditions.

2. All stipulations of the approval of Ordinance 1651-518 and the minor PAD amendments dated February 12, 2020 and September 8, 2021 shall remain in full force and effect unless explicitly modified by this Ordinance.

3. The developer and/or the Homeowners Association shall be responsible for installation, maintenance, repair and replacement of all sign types described within the Alamar Master Sign Package, including signs located within the public right-of-way. Maintenance responsibilities shall include the sign structures and any related lighting.

4. The City shall have the right to remove any damaged sign within the public right-of-way if said damaged sign is not repaired within fifteen (15) days of notice being provided to the developer and/or Homeowners Association.

5. In the event the Homeowners Association no longer wishes to maintain Alamar “Specialty Street Signs”, the City will remove the specialty signs and replace them with standard-issue City street signs.

6. The total allowed units are subject to City acceptance, review and approval of all required PAD master plans and reports.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

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

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2002-0123

[Legal Description]

See following pages.

EXHIBIT "A"

Church Parcel Legal Description

THAT PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23;

THENCE NORTH 00 DEGREES 12 MINUTES 27 SECONDS WEST (MEASURED), NORTH 00 DEGREES 13 MINUTES 21 SECONDS WEST (RECORD), ALONG THE EAST LINE OF THE SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23, A DISTANCE OF 50.01 FEET OF THE TRUE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 08 MINUTES 22 SECONDS WEST (MEASURED), NORTH 89 DEGREES 08 MINUTES 54 SECONDS WEST (RECORD), PARALLEL TO AND 50.00 FEET NORTH OF THE SOUTH LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23, A DISTANCE OF 603.83 FEET;

THENCE NORTH 00 DEGREES 07 MINUTES 39 SECONDS WEST, PARALLEL TO AND 50.00 FEET EAST OF THE WEST LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23, A DISTANCE OF 673.60 FEET TO A POINT ON THE SOUTH LINE OF LUCY T. HOMESITES UNIT TWO, A SUBDIVISION RECORDED IN [BOOK 142 OF MAPS, PAGE 26](#), RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE NORTH 80 DEGREES 45 MINUTES 04 SECONDS EAST (MEASURED), NORTH 80 DEGREES 44 MINUTES 54 SECONDS EAST (RECORD), ALONG THE SOUTH LINE OF SAID LUCY T. HOMESITES UNIT TWO, SUBDIVISION, A DISTANCE OF 610.37 FEET TO A POINT ON THE EAST LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23;

THENCE SOUTH 00 DEGREES 12 MINUTES 27 SECONDS EAST (MEASURED), SOUTH 00 DEGREES 13 MINUTES 21 SECONDS EAST (RECORD), ALONG THE EAST LINE OF THE SAID EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23, A DISTANCE OF 780.78 FEET TO THE POINT OF BEGINNING, SAID POINT BEING NORTH 00 DEGREES 12 MINUTES 27 SECONDS WEST, A DISTANCE OF 50.01 FEET FROM THE SAID SOUTHEAST CORNER OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 23.

Wood, Patel & Associates, Inc.
602.335.8500
www.woodpatel.com

October 6, 2021
WP# 174612.06
Page 1 of 3
See Exhibit "A"

LEGAL DESCRIPTION
Alamar
Yerington Parcel

A portion of those certain parcels of land recorded in Document 2017-0704314, Maricopa County Records (MCR) and Document 2017-0799341, MCR, lying within Section 25, Township 1 North, Range 1 West, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the west quarter corner of said Section 25, a 3-inch Maricopa County Highway Department (MCHD) brass cap in handhole, from which the southwest corner of said section, a 3-inch MCHD brass cap in handhole, bears South 00°07'00" West (basis of bearing), a distance of 2615.17 feet;

THENCE along the west line of said section, South 00°07'00" West, a distance of 264.58 feet;

THENCE leaving said west line, South 89°53'00" East, a distance of 40.00 feet, to the west line of said certain parcel of land recorded in Document 2017-0799341 and the **POINT OF BEGINNING**;

THENCE leaving said west line, continuing South 89°53'00" East, a distance of 393.23 feet;

THENCE North 00°25'49" East, a distance of 262.21 feet, to the north line of said certain parcel of land recorded in Document 2017-0799341;

THENCE along said north line, South 89°34'11" East, a distance of 405.41 feet, to the northeast corner of said certain parcel of land recorded in Document 2017-0799341;

THENCE leaving said north line, along the east line of said certain parcels of land recorded in Document 2017-0799341 and Document 2017-0704314, South 00°07'00" West, a distance of 668.36 feet, to the southeast corner of said certain parcel of land recorded in Document 2017-0704314;

THENCE leaving said east line, along the south line of said certain parcels of land recorded in Document 2017-0704314 and Document 2017-0799341, North 89°34'11" West, a distance of 800.08 feet, to the southwest corner of said certain parcel of land recorded in Document 2017-0799341;

Legal Description
Alamar
Yerington Parcel

October 6, 2021
WP# 174612.06
Page 2 of 3
See Exhibit "A"

THENCE leaving said south line, along said west line, North 00°07'00" East, a distance of 404.00 feet, to the **POINT OF BEGINNING**.

Containing 431,014 square feet or 9.8947 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\174612.06 Alamar Yerington Parcel L72 10-06-21.docx

Unofficial Document



CITY COUNCIL REPORT

SUBJECT: Public Hearing and Ordinance 2003-0123 – StoneCreek Annexation– Application PL-22-0234

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Jodie Novak, Director, Development Services, (623) 333-4015

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

STRATEGIC OUTCOME AREA: Creative and Sustainable Community Development.

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

PURPOSE:

City Council will hold a public hearing and consider a request to adopt Ordinance 2003-0123, approving a request by Clayton Corwin, StoneCreek Company, (on behalf of the property owner Stead Family PVHCMF Charitable Remainder Unitrust) to annex approximately 18.9 acres of land located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road. The Council will take appropriate action.

BACKGROUND:

City Council authorized proceeding with the StoneCreek annexation at the November 7, 2022 Council meeting. The first City Council public hearing and discussion meeting was held on December 5, 2022; no members of the public attended to speak on this item. The proposed annexation request includes one (1) parcel of land totaling approximately 18.9 acres located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road (Exhibit A). The site has 98.2 feet of frontage along McDowell Road, which is currently a 6-lane roadway with recently completed roadway improvements. The south side of the property is bounded by the I-10 Freeway, to which the site has no direct access.

Currently, the property is being used for farming. The property is slightly higher than the grade of the I-10 Freeway, which abuts the property's southern boundary. A double-sided digital/static billboard is located in the southwestern corner of the property. Only the east side of the billboard was approved to convert from static to digital in March 2022 in the County.

The property was rezoned from Rural-43 to C-2 in the County in 2016 (Exhibit B). The C-2 district in Maricopa County (Intermediate Commercial) accommodates retail, service, office, and similar commercial uses that serve a community-wide trade area. As required by Arizona statute, upon annexation, the property will be assigned City zoning equivalent to the existing Maricopa County Zoning. The City-equivalent zoning to Maricopa County's C-2 district is Avondale's C-2 (Community Commercial) district, which allows for retail, service, and office uses similar to what is presently permitted in the County. At this time, there's no concurrent request to rezone the property.

The General Plan Land Use designation is Freeway Commercial (Exhibit C), which is a land use category to accommodate the more intense uses of the I-10 Freeway, Loop 101, SR-30, and other future parkway corridors. It provides for regional retail, medical, office, higher educational complexes, hospitality, sports and family entertainment, commercial complexes, and service destinations serving a larger, more regional trade area.

The site is currently a County island and surrounded by properties within the City's boundary. The existing uses and zoning of surrounding properties include:

NORTH OF MCDOWELL ROAD: Single-family homes zoned Crystal Gardens Planned Area Development (PAD).

EAST: A new rehabilitation hospital currently under construction zoned Freeway Commercial (C-3).

SOUTH OF I-10 FREEWAY: An undeveloped site currently being used for farming zoned Avondale Gateway Center PAD.

WEST: An agricultural equipment store zoned C-2.

SUMMARY OF REQUEST:

The applicant is requesting to annex one (1) parcel of land totaling approximately 18.9 acres located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road. The applicant's project narrative is attached to this report as Exhibit D.

The impetus for the proposed annexation is to accommodate future development of possible retail, office, healthcare and/or hospitality uses.

PUBLIC PARTICIPATION:

Staff and the applicant have completed all statutorily required steps for notification as noted below in the Discussion section. To date, staff has received no comments regarding the proposed annexation.

ANALYSIS:

- The proposed annexation conforms to the requirements listed in Arizona Revised Statutes 9-471.
- Since the site is surrounded by properties within the City's boundary, City infrastructure (and services) are already provided in this area and this site will have adequate access to all necessary utilities and community services.
- Future uses developed on the property will be consistent with both the goals in the General Plan and the Freeway Corridor Specific Plan.
- Annexation into the City of Avondale is required in order for the City to provide water and sewer services for the future development.
- The City will benefit from taxes and fees as described in the budget section below if the property is annexed.

DISCUSSION:

Staff and the project applicant, Clayton Corwin of Stone Creek Company, have subsequently completed all statutorily required steps:

-November 9, 2022: Filing of the blank annexation petition with the Maricopa County Recorder (Exhibit F).

-November 16, 2022: Publication of a display ad in the Southwest Valley Arizona Republic giving notice of the public hearing.

-On or before November 19, 2022: Posting of three (3) signs on the land to be annexed giving notice of the public hearing.

-On or before November 29, 2022: Send notice of the public hearing to real and personal property owners and the Maricopa County Board of Supervisors Chairman.

As required by Arizona statute, notice of the annexation has been provided to all owners within the annexation boundary. The applicant is expected to bring the executed petition, signed by one-half or more of the persons owning real and personal property that would be subject to taxation by the City in the event of annexation, in

both assessed valuation and ownership, to the meeting on January 9, 2023. The petition only requires a signature from Stead Family PVHCMF Charitable Remainder Unitrust.

The annexation, if approved by the City Council, will bring the subject site into Avondale's jurisdiction effective 30 days from adoption of the Ordinance, on February 9, 2023. Initially, the property will be zoned Community Commercial (C-2), comparable to the site's existing County zoning.

BUDGET IMPACT:

The annexation application included the required \$6,000.00 fee that will be used towards costs related to the processing of the annexation. As noted previously, providing authorization to proceed does not obligate the City Council to approve the proposed annexation at a future meeting.

If the proposed annexation is approved at a future meeting and the property is developed within the City, revenue from construction sales tax, property tax, water and sewer fees, and development impact fees can be expected. Conversely, the City will incur costs of serving the property with Avondale services, including, but not limited to, water, sewer, sanitation, police, fire, and street services.

RECOMMENDATION:

City Council will conduct a public hearing and **ADOPT** an Ordinance annexing approximately 18.9 acres located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road.

Contact person for document distribution: Michelle Simerdla



McDowell Road

107th Avenue

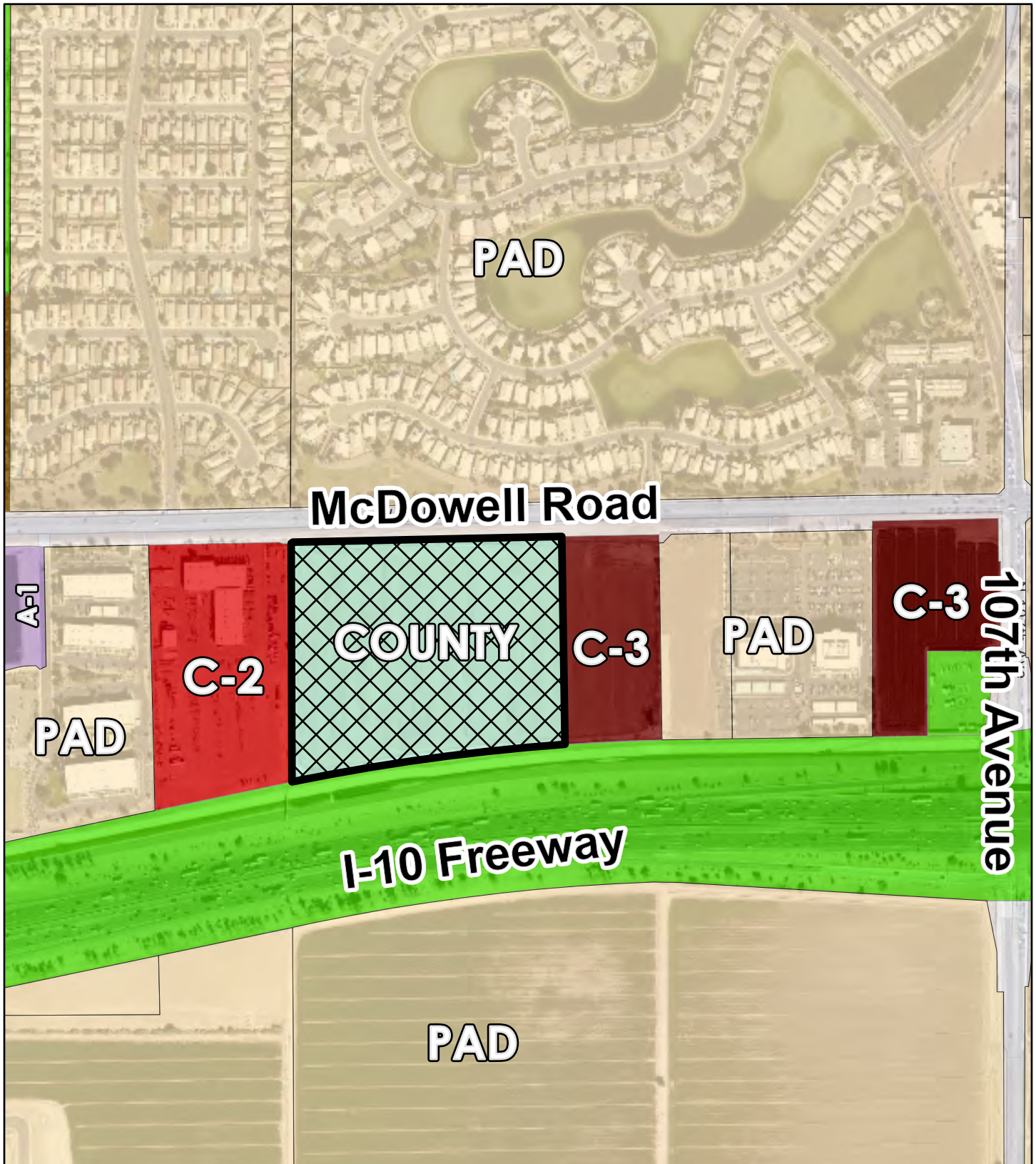
I-10 Freeway

Aerial Photograph



Subject Property



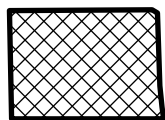


McDowell Road

107th Avenue

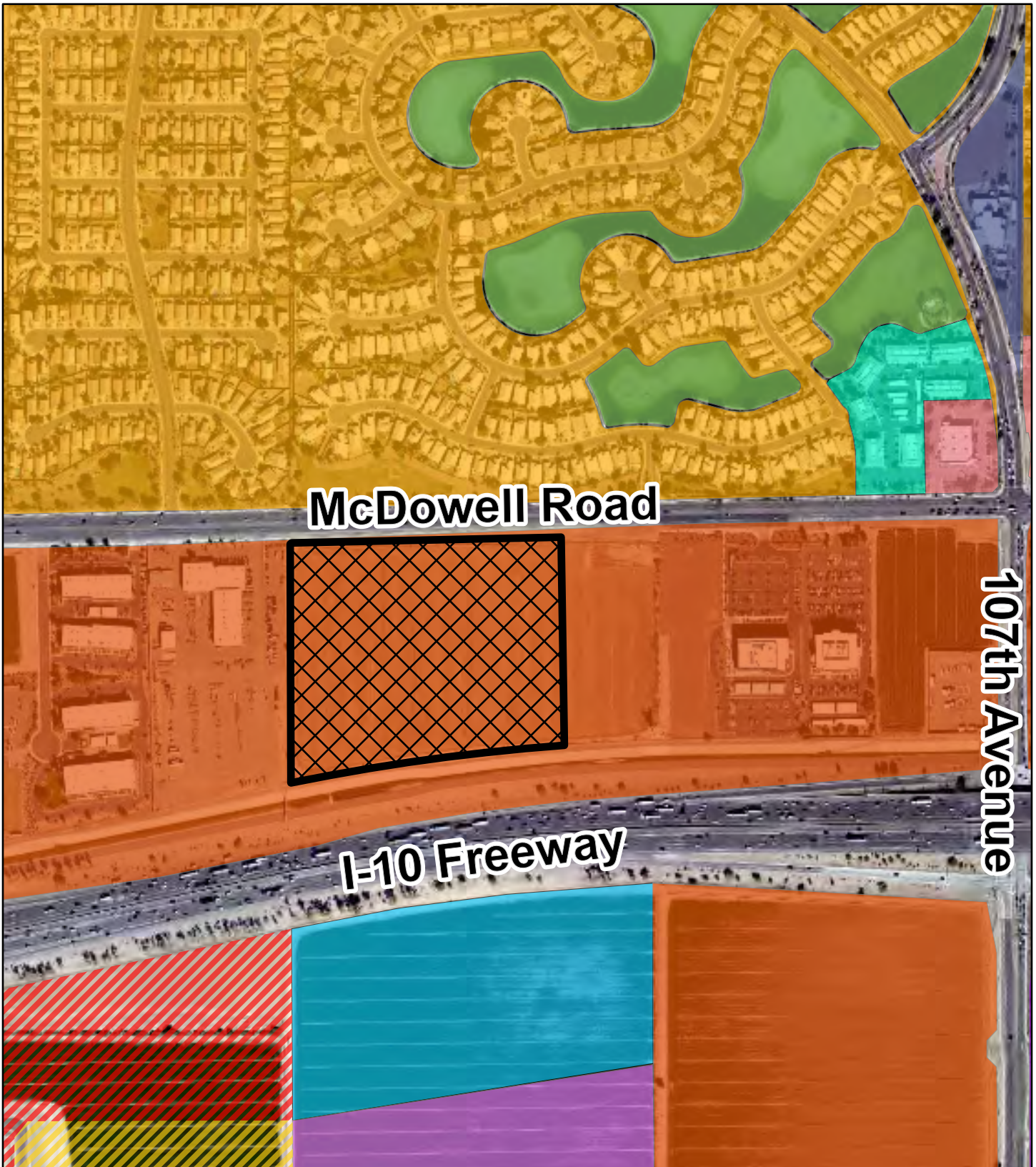
I-10 Freeway

Zoning Vicinity



Subject Property

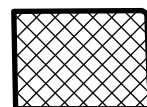




General Plan Land Use



- | | |
|---|--|
|  Freeway Commercial |  Medium Density Residential |
|  Gateway District |  Mixed Use |
|  High Intensity Office |  Public/Civic |
|  Office/Professional |  Residential District |
|  Open Space and Parks |  Urban Commercial |
|  Local Commercial |  Urban Residential |



**Subject
Property**



StoneCreek Annexation

PL-22-0234

September 6, 2022

PROPERTY OWNER

Stead Family PVHCMF Charitable Remainder
Unitrust
555 Corporate Dr Ste 265
Ladera Ranch, CA 92694
Richard E. Yochum

OWNER'S REPRESENTATIVE

StoneCreek Company
555 Corporate Dr Ste 265
Ladera Ranch, CA 92694
949.709.8080
Clayton Corwin
CCorwin@stonecreekcompany.com

LAND PLANNER

Norris Design
901 E Madison St
Phoenix, AZ 85034
602.254.9600
April Kroner
AKroner@norris-design.com

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ATTACHMENTS

- Completed application and submittal checklist acknowledgement
- Legal description and associated survey map
- Electronic Survey Map (CAD)
- Title report dated within 6 months
- Boundary closure report
- Aerial map with parcels highlighted (See Exhibit 1, Context Map)
- County Assessor parcel map

EXHIBITS

Exhibit 1 | Context Map
Exhibit 2 | General Plan Land Use
Exhibit 3 | Existing Zoning

INTRODUCTION

On behalf of the property owner, Norris Design and StoneCreek Company are proud to bring forth a new opportunity for the annexation into the City of Avondale of approximately 18.9 gross acres (18.4 net acres) located just west of the southwest corner of 109th Avenue and McDowell Road (APN 102-56-001M), for a future mixed use commercial development. (See Exhibit 1)

SITE CONTEXT

The subject property is currently vacant land (formerly in agricultural production) with one existing double-sided static billboard sign in the southwest corner adjacent to the I-10 Freeway. The site contains no additional structures and is relatively flat with no known drainage or floodplain constraints. Access to the site is available from McDowell Road, an arterial roadway per the City's Circulation and Street Classification map. Because the site is the only remaining County piece surrounded by properties already within the City limits of Avondale, there will be adequate access to all necessary utilities and community services upon annexation.

The existing uses and zoning of surrounding properties include:

- North (across McDowell Road): Crystal Gardens and Crystal Point single family residential (General Plan Land Use: Medium Density Residential / Zoning: PAD)
- South (across I-10 Freeway): Currently vacant / future Avondale Gateway Center PAD (General Plan Land Use: High Intensity Office, Freeway Commercial, and Gateway District / Zoning: PAD)
- East: Future ClearSky Rehabilitation Hospital (General Plan Land Use: Freeway Commercial / Zoning: C-3)
- West: Stotz Equipment tractor dealer (General Plan Land Use: Freeway Commercial / Zoning: C-2)

Per the Avondale General Plan 2030 ("General Plan"), the site has a land use designation of Freeway Commercial. (See Exhibit 2) As defined within the General Plan, Freeway Commercial is intended "to accommodate the more intense uses of the I-10 Freeway, Loop 101, SR 30, and other future parkway corridors". Development patterns within Freeway Commercial designated areas are encouraged to include concentrated retail, hospitality, and related activity along these high intensity transit corridors. The site is located within a designated Growth Area, which "indicates areas of intense employment, retail or mixed uses supported by high-volume transportation infrastructure and superior access." Additionally, the site is located within the Freeway Corridor Specific Plan and the Avondale Health-Tech Corridor, a specialty district that focuses on attraction and development of healthcare and technology uses and employment opportunities.

The site is currently zoned C-2 (Intermediate Commercial Zoning District) within Maricopa County, which allows for development of health clubs, hospitals, hotels, office, restaurants, and other commercial uses intended to serve a community-wide trade area. (See Exhibit 3)

EXPLANATION OF ANNEXATION REQUEST

Annexation of the subject site into the City of Avondale is the first step in facilitating site development consistent with the General Plan and Freeway Corridor Specific Plan. All proposed uses of the site – which may include office, retail, healthcare, and hospitality uses – will be contextually synonymous with surrounding development patterns and compatible with the Avondale Health-Tech Corridor, a growing center for specialty healthcare and technology organizations in the Greater Phoenix region. It is our expectation that the site will be annexed under the equivalent Avondale zoning designation of Community Commercial (C-2), which accommodates similar uses to what is currently permitted in Maricopa County. A request for rezoning of the site is not being pursued at this time.

CONFORMANCE TO ARIZONA STATE LAW

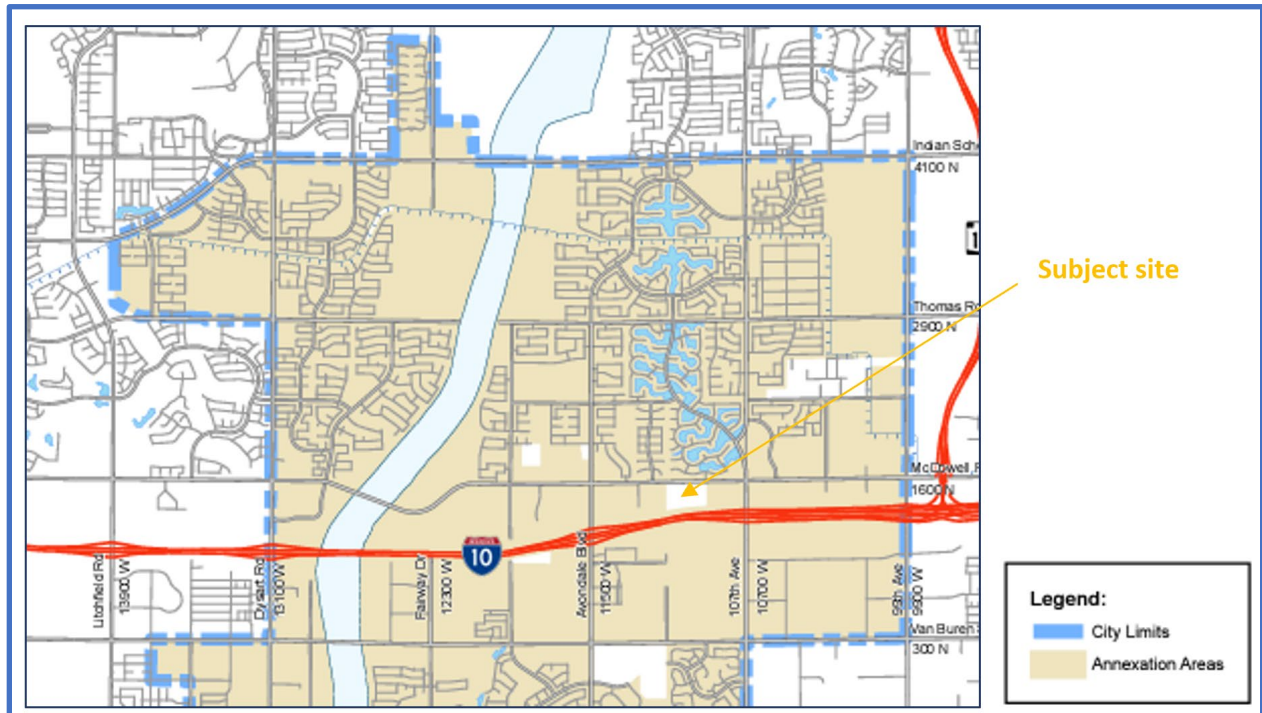
ARS 9-471, Annexation of Territory

The proposed annexation will conform to those requirements listed in Arizona Revised Statutes 9-471, Annexation of Territory. Specifically, the applicant will work with the City of Avondale to follow the correct procedures and public notice requirements, including public hearings on three (3) separate meeting agendas of the City Council.

The subject site complies with Arizona State Law as being eligible for annexation per the following:

- The area is contiguous to the City of Avondale; and
- As a result of the annexation there will not be unincorporated territory remaining that is completely surrounded by the annexing city. In fact, the proposed annexation alleviates such a situation as the subject property is completely surrounded by the city (see below); and
- The zoning classification for the property will not permit densities and uses that are greater than those permitted by the County immediately before annexation; and
- Subsequent requests for a change in zoning will be made in accordance with the City of Avondale's Zoning Ordinance; and
- On or prior to the adoption of the ordinance annexing the territory the City's governing body will approve a plan, policy or procedure to provide the subject site with the appropriate levels of infrastructure and services to serve the anticipated new development within ten years of the annexation becoming final.

Subject Site Location Surrounded by City of Avondale



EXPECTED FUTURE USE/DEVELOPMENT

Future development of the site is expected to be commercial in nature, including uses such as retail, office, healthcare and/or hospitality. While the precise future use of the site is not yet known, it will be consistent with that envisioned in the General Plan and Freeway Corridor Specific Plan. In addition, it will be compatible with surrounding development patterns and the Avondale Health-Tech Corridor.

EXISTING EASEMENTS, UTILITIES, IRRIGATIONS, CANALS, STATE LAND AND THE LIKE

The following easements are known to exist on the property:

- An 8-foot Power Distribution Easement along the south property line.

The following potential future easements are anticipated to be applied to the property:

- An easement to maintain access to the billboard on the southwest corner of the site. The easement will include a 12-foot path along the west property line to provide access from McDowell Road, as well as a specified area around the billboard to allow for access and modification, as necessary.

The following *temporary* easements are known to exist on the property:

- As part of the McDowell Road improvement project, temporary drainage and construction easements were required on the subject property. The drainage easement will be terminated after StoneCreek has conveyed the basin's runoff to an on-site basin or underground retention

pipe per the approved Grading and Drainage plans. The construction easement will be eliminated upon completion of the roadway project.

See 'Existing Infrastructure – Irrigation' below for additional information on the existence of a private irrigation ditch that is not subject to an easement.

EXISTING INFRASTRUCTURE

As the property is a county island and surrounded by properties within the City's boundary, city infrastructure (and services) are already provided in this area and thus adequate access to all necessary utilities and community services exists.

TRANSPORTATION INFRASTRUCTURE

The property has frontage along, and access to, McDowell Road which is located along its north side. McDowell Road is currently a 5-lane road with curb and gutter on the north side (the subject property is located on the south side of McDowell Road). However, at the beginning of 2022 the city commenced work on improvements to McDowell Road that include making it a 6-lane roadway, and adding curb, gutter and street lights on the south side of the road along the subject property's frontage. The improvement project is anticipated to be completed in October of 2022.

The south side of the property is bound by Interstate Highway I-10 which the State of Arizona has authority to prohibit, limit and control access. Direct access to I-10 is currently prohibited and will likely remain as such.

UTILITY INFRASTRUCTURE

Water

City of Avondale public water infrastructure exists adjacent to the site within the McDowell Road right-of-way, and consists of a 12" water line. The waterline supplies a stub out to the subject property.

Reclaimed Water

Site research did not discover any reclaimed water associated with this property.

Sanitary Sewer

City of Avondale public sewer infrastructure exists adjacent to the site within the McDowell Road right-of-way. The infrastructure includes a 15" line along the complete site frontage. There are no sanitary sewer stubs to the subject property.

Storm Drainage

The site does not have any existing storm drainage infrastructure associated with it. The existing active agricultural field is fairly flat with a slight slope to the southwest corner of the site. At the time of future site development, stormwater retention will need to be addressed and a Drainage Report will be required to establish onsite stormwater drainage for the project.

Power

Power is provided to the site by Salt River Project (SRP) and includes the following existing infrastructure:

- An overhead electrical line on the north side of McDowell Road;
- An underground street light electrical line within the north side of the McDowell Road right-of-way;
- There are two (2) pad mounted electrical cabinets (switches and transformers) on the site including one located at the southwest corner and one along the south property line.

Cable

Cox Communications is the cable provider for the Site. Cox's infrastructure map depicts a fiber node that runs along the frontage of McDowell Road on the south side. There is a vault on the north side of McDowell Road across from the property.

Telephone

The telephone provider to the site, CenturyLink, reports an existing buried telephone line on the north side of McDowell Road with one (1) manhole and vault, one (1) hand hole, and one (1) pedestal.

Natural Gas

Southwest Gas is the natural gas provider in the area. Their infrastructure includes one (1) 2-inch and one (1) 4-inch polyethylene line on the north side of McDowell Road that run along the length of the frontage. In addition, they also reported there is a 1-inch polyethylene stub at 112th Drive west of the south property line.

Irrigation

Irrigation is provided by the Salt River Project (SRP). Based on the SRP plans for the Grand Canal Lateral, there is a 48-inch gravity irrigation pipe in the street right-of-way that runs along the south side of McDowell Road. It is our understanding this pipe will need to remain and be protected in place.

There is also an irrigation ditch along the frontage of McDowell Road. This irrigation ditch is believed to be privately owned and only serve this property as it is not within an existing easement. It is our assumption that this onsite irrigation ditch can be removed as part of proposed development.

EXISTING STRUCTURES

The site is currently vacant land, therefore there are no existing residential or commercial buildings on the site. There is one existing double-sided billboard sign on the site located in the southwest corner adjacent to the I-10 Freeway. The billboard's east face was converted to a digital sign face with Maricopa County case Z2022055, effective June 3, 2022. It is intended that the billboard will remain on the property upon annexation.

EXISTING CONDITIONS

With regards to existing site conditions, the proposed annexation site contains the following:

- 0 residents
- 0 businesses

- 0 buildings (residential or commercial)
- 1 billboard structure (see above)
- No prior subdivision

MARICOPA COUNTY ZONING VIOLATIONS OR ITEMS OF CONCERN

To the best of our knowledge, the subject property does not have any Maricopa Zoning Violations, or any legal non-conforming buildings and/or uses existing on it.

DESIRED CITY SERVICES

The city-provided services desired for the proposed annexation area include water, wastewater, police and fire.

In an effort to estimate the demands of the site for water and wastewater, the City's 2018 Integrated Utility Master Plan Update (IUMP) was utilized. In the IUMP the future land use for the site is categorized as freeway commercial.

- The modelled water demand for this is 1,300 GPD/acre, or 23,920 GPD for the 18.4 acre site.
- The modelled wastewater demand is 975 GPD/acre, or 17,940 GPD.

SCHOOL DISTRICTS

The subject site is located within the following school districts:

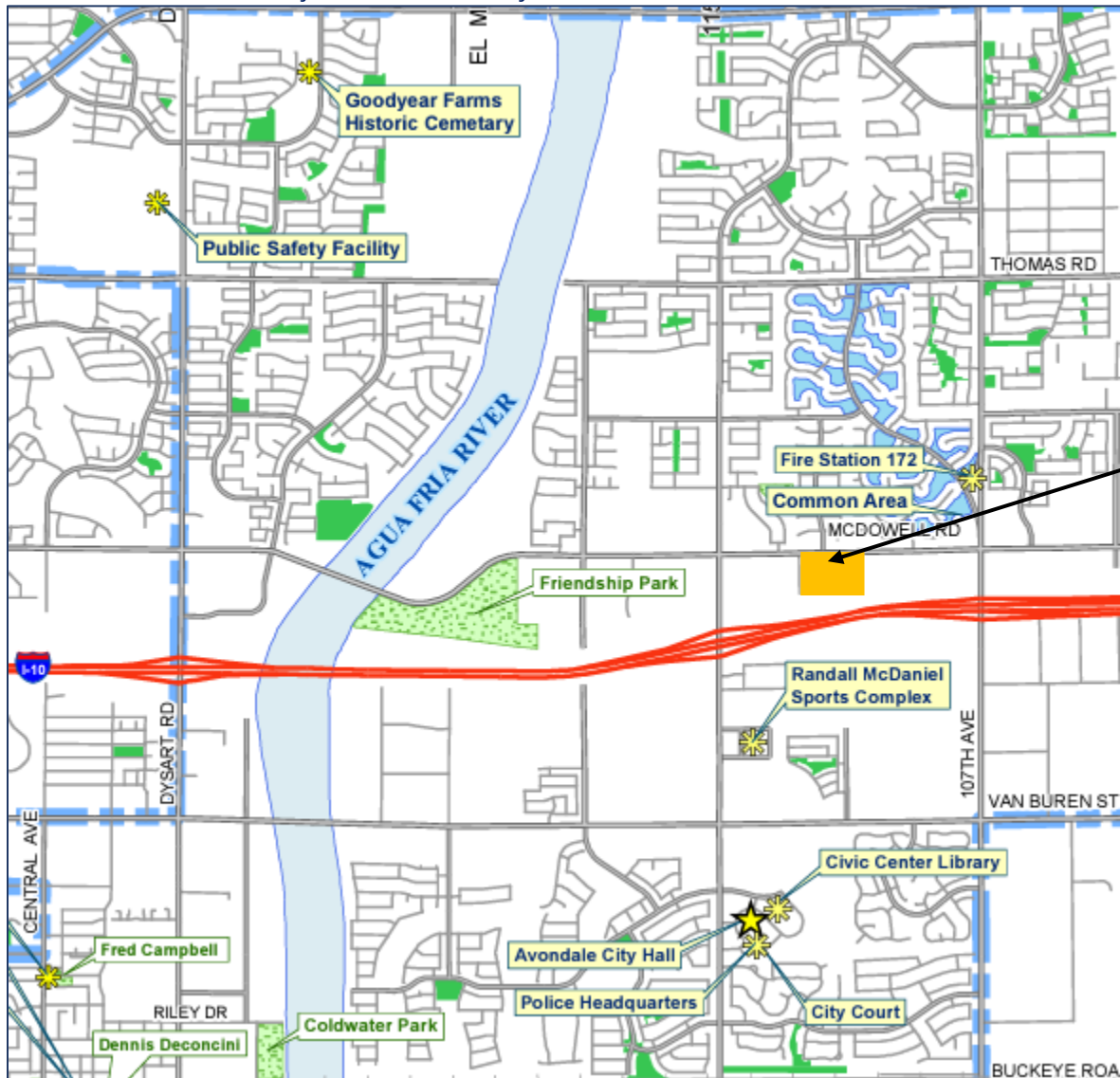
- Western Maricopa Education Center (MEC) Technical School District
- Tolleson Union High School District
- Littleton Elementary School District

PROXIMITY TO POLICE AND FIRE

The City of Avondale's Fire Station 172 is located approximately 0.4 miles northeast of the subject site.

The Police Headquarters, located within the City's Civic Center, is located approximately 1.4 miles southwest of the subject site.

Subject Site Proximity to Police and Fire Services



CONCLUSION

As one of the few remaining County islands within Avondale City limits, the annexation of this parcel into the City of Avondale will prove advantageous for future development of the property by improving access to utilities and City services, adhering to Avondale's current and long-range planning policy, and contributing to property tax revenues.

Wood, Patel & Associates, Inc.
480.834.3300
www.woodpatel.com

March 8, 2021
WP# 215228
Page 1 of 2
See Exhibit "A"

PARCEL DESCRIPTION
StoneCreek Overall Annexation
Boundary

A parcel of land lying within the northeast quarter of Section 6, Township 1 North, Range 1 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

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THENCE along the north-south mid-section line of said section, South 00°16'41" East, a distance of 69.00 feet, to the southwest corner of that certain parcel of land described in Document 2006-0003279, Maricopa County Records (MCR) and the **POINT OF BEGINNING**;

THENCE leaving said mid-section line, along the southerly line of said parcel of land, North 55°59'57" East, a distance of 7.37 feet;

THENCE North 88°48'17" East, a distance of 983.16 feet;

THENCE leaving said southerly line, South 00°52'45" East, a distance of 758.09 feet, to the northerly right-of-way line of Interstate 10 and a point of intersection with a non-tangent curve;

THENCE along said northerly right-of-way line, westerly along said non-tangent curve to the left, having a radius of 7959.44 feet, concave southerly, whose radius bears South 04°12'26" East, through a central angle of 07°14'43", a distance of 1006.51 feet, to said mid-section line;

THENCE along said mid-section line, North 00°16'41" West, a distance of 870.41 feet, to the **POINT OF BEGINNING**.

Containing 800,245 square feet or 18.3711 acres, more or less.

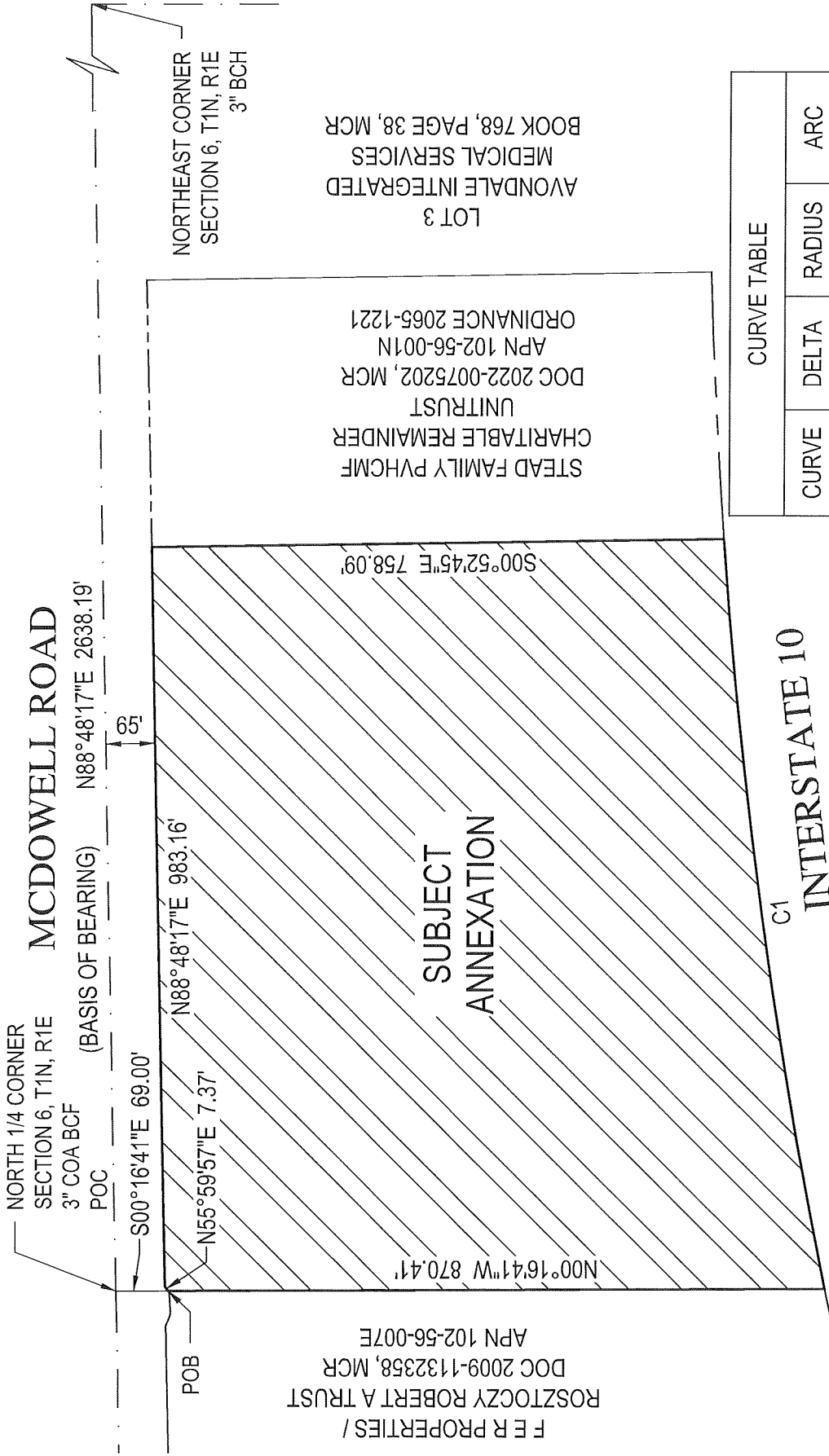
Subject to existing right-of-ways and easements.

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 March, 2021. 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\2021\215228 109th Avenue and McDowell Road West Parcel Boundary L05 03-30-21.docx



EXPIRES 12-31-23



CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	7°14'43"	7959.44'	1006.51'

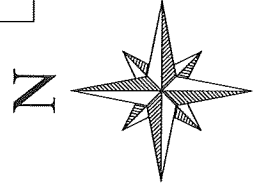


EXHIBIT "A"

STONECREEK OVERALL ANNEXATION

BOUNDARY

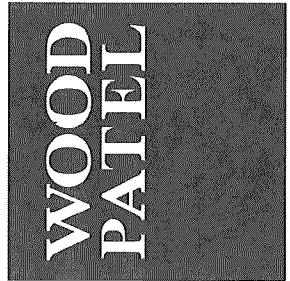
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WP# 215228

PAGE 2 OF 2

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EXPIRES 12-31-23

ANNXPETAFFSTNCK-9-1-1--
morenoa

When recorded mail to:

Attn: Development and Engineering Services Department
City of Avondale
11465 W. Civic Center Drive, Suite 110
Avondale, Arizona 85323

BLANK ANNEXATION PETITION AND AFFIDAVIT

STONECREEK- ANNEXATION

**CITY OF AVONDALE
ANNEXATION PETITION**

TO THE HONORABLE MAYOR AND COUNCIL OF THE CITY OF AVONDALE, ARIZONA:

We, the undersigned, the owners of one-half or more in value of the real and personal property and more than one-half of the persons owning real and personal property that would be subject to taxation by the City of Avondale in the event of annexation within the territory proposed to be annexed, which is hereafter described, said territory being contiguous to the corporate limits of the City of Avondale, with the exterior boundaries of the territory proposed to be annexed shown on the map attached hereto, marked Exhibit A and made a part hereof, request the City of Avondale to annex the following described territory, provided that the requirements of ARIZ. REV. STAT. § 9-471, and amendments thereto are fully observed.

The description of the territory proposed to be annexed, not already within the present limits of the City of Avondale and located in Maricopa County, Arizona, is as follows:

(SEE ATTACHED MAP AND LEGAL DESCRIPTION)

Parcel Number or Legal Description:	Name of Property Owner:	Phone Number:
Mailing Address:	Signature	Date

Parcel Number or Legal Description:	Name of Property Owner:	Phone Number:
Mailing Address:	Signature	Date

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EXHIBIT A

STONECREEK - ANNEXATION LEGAL DESCRIPTION AND MAP

Wood, Patel & Associates, Inc.
480.834.3300
www.woodpatel.com

March 8, 2021
WP# 215228
Page 1 of 2
See Exhibit "A"

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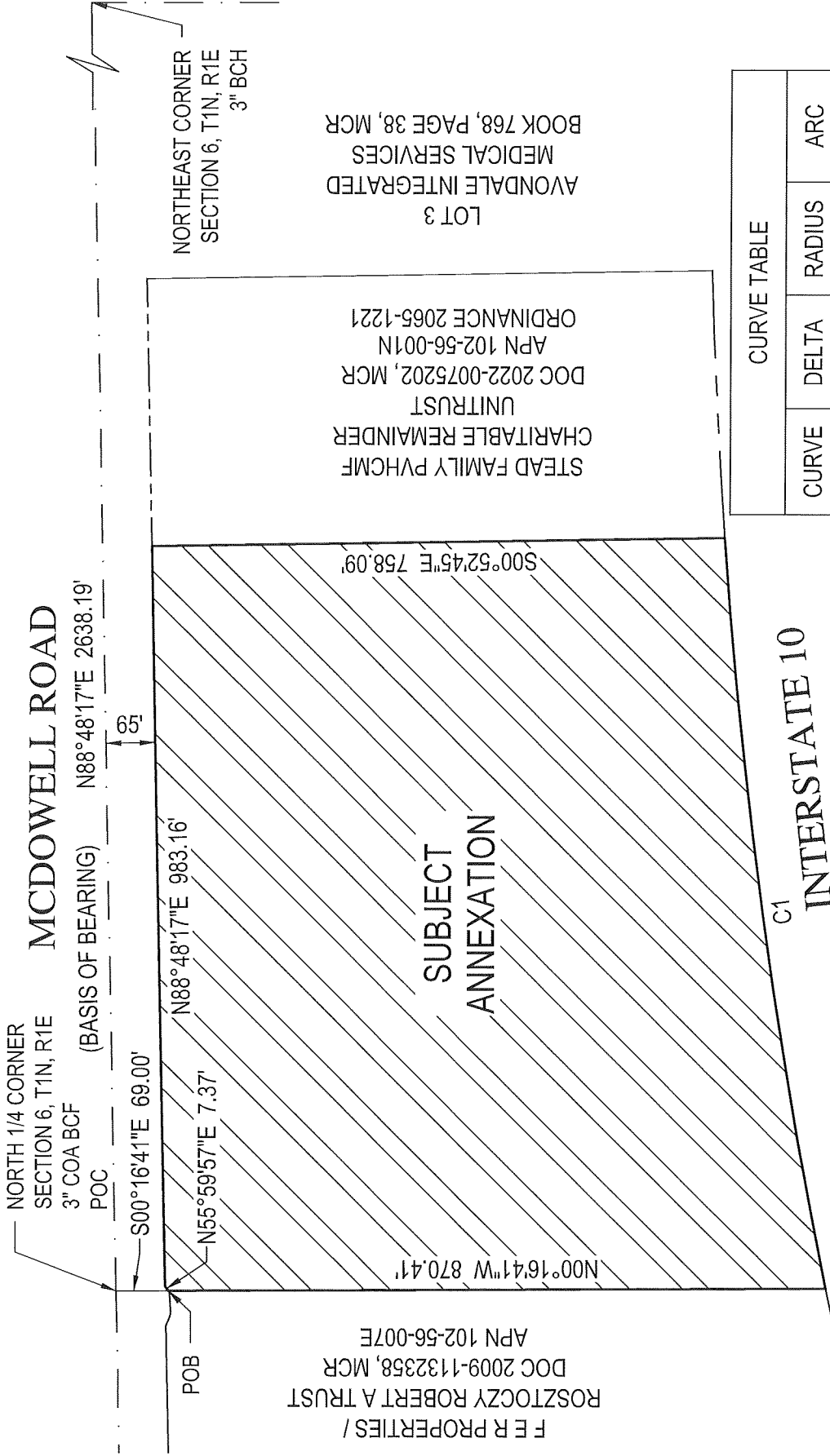
Subject to existing right-of-ways and easements.

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 March, 2021. 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.

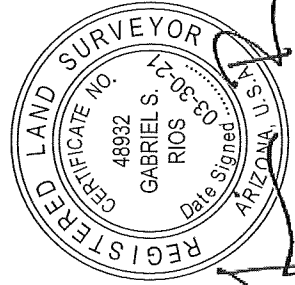
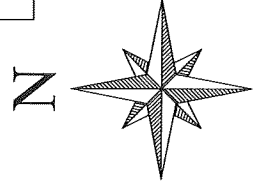
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EXPIRES 12-31-23



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**WOOD
PATEL**

EXHIBIT "A"

STONECREEK OVERALL ANNEXATION

BOUNDARY

3/30/2021

WP# 215228

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EXPIRES 12-31-23


Development & Engineering Services Department

11465 W. Civic Center Drive, Suite #110

Avondale, Arizona 85323-6804

Phone: (623) 333-4000 Fax: (623) 333-0420

Annexation Affidavit

Personally appears before me, Michelle Simerdla, who, first being duly sworn, deposes and says as follows:

1. I make this affidavit of my own personal knowledge.
2. I am a Planner of the City of Avondale, Arizona, and I am qualified to make this affidavit on behalf of and for the City.
3. I have made a diligent search of the records of the Office of the Clerk of the City of Avondale and of the Office of the Maricopa County Recorder for any annexation filing which might involve territory sought to be annexed in the City Annexation Petition, which is filed herewith with exhibits, in the Office of the Maricopa County Recorder.
4. I hereby affirm, pursuant to A.R.S. §9-471 (A) (6), that no part of the territory for which the attached Annexation Petition is filed is already subject to an earlier filing for annexation.

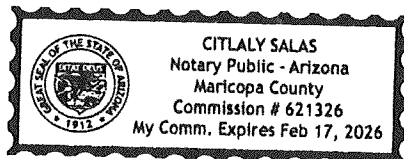
Michelle Simerdla, Senior Planner

SWORN TO AND SUBSCRIBED before me

This 9th day of November, 2022

Notary Public for the State of Arizona

My commission expires: February 17, 2026



ORDINANCE NO. 2003-0123

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, EXTENDING AND INCREASING THE CORPORATE LIMITS OF THE CITY OF AVONDALE BY ANNEXING THERETO CERTAIN TERRITORY CONTIGUOUS TO THE EXISTING CITY LIMITS.

WHEREAS, the City of Avondale (the “City”) has received a petition in writing (the “Annexation Petition”), accompanied by a map of certain territory hereinafter more particularly described and depicted (the “Annexation Area”), asking that the Annexation Area be annexed into the City by extending and increasing the corporate limits of the City so as to embrace the Annexation Area; and

WHEREAS, the Annexation Petition has been filed and presented to the Council of the City of Avondale (the “City Council”), signed by the owners of more than one-half in value of the real and personal property and more than one-half of the persons owning real and personal property as would be subject to taxation by the City in the event of annexation within the Annexation Area, as shown by the last assessment of said Annexation Area; and

WHEREAS, the City Council has determined the Annexation Area is contiguous to the City’s corporate limits in accordance with ARIZ. REV. STAT. § 9-471; and

WHEREAS, the City Council desires to grant the request set forth in the Annexation Petition and extend and increase the City’s corporate limits to include the Annexation Area; and

WHEREAS, said Annexation Petition sets forth a true and correct legal description of all the exterior boundaries of the entire Annexation Area and had attached thereto at all times an accurate map of the Annexation Area; and

WHEREAS, no alterations increasing or reducing the Annexation Area have been made after the Annexation Petition was signed by any owner of real and personal property in such Annexation Area; and

WHEREAS, pursuant to ARIZ. REV. STAT. § 9-471(L), the City is required to adopt a zoning classification for the Annexation Area that permits densities and uses no greater than that permitted by Maricopa County immediately before the annexation; and

WHEREAS, the Annexation Area is currently zoned by Maricopa County as Intermediate Commercial C-2 zoning classification; and

WHEREAS, the provisions of ARIZ. REV. STAT. § 9-471, and amendments thereto, have been fully observed; and

WHEREAS, proper and sufficient certification and proof of the foregoing facts are now on file in the office of the City Clerk together with a true and correct copy of the original Annexation Petition, which original Annexation Petition is on file in the office of the Maricopa County Recorder.

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 Annexation Area, consisting of a parcel of land totaling approximately 18.9 acres located approximately 1,280 feet west of the southwest corner of 107th Avenue and McDowell Road, as more fully described and depicted in Exhibit A, attached hereto and incorporated herein by reference, is hereby annexed to the City and the present corporate limits are hereby extended and increased to include the Annexation Area.

SECTION 3. The land-use classification for the Annexation Area is hereby designated as Community Commercial (C-2) under the City of Avondale Zoning Ordinance.

SECTION 4. The City Clerk is hereby authorized and directed to file with the Maricopa County Recorder's Office a fully executed copy of this Ordinance, together with an accurate map of the Annexation Area.

SECTION 5. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 6. For purposes of elections there are no residences located in the Annexation Area.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
January 9, 2023.

Kenneth N. Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE 2003-0123

[Legal description and map of Annexation Area]

See following pages.

Wood, Patel & Associates, Inc.
480.834.3300
www.woodpatel.com

March 8, 2021
WP# 215228
Page 1 of 2
See Exhibit "A"

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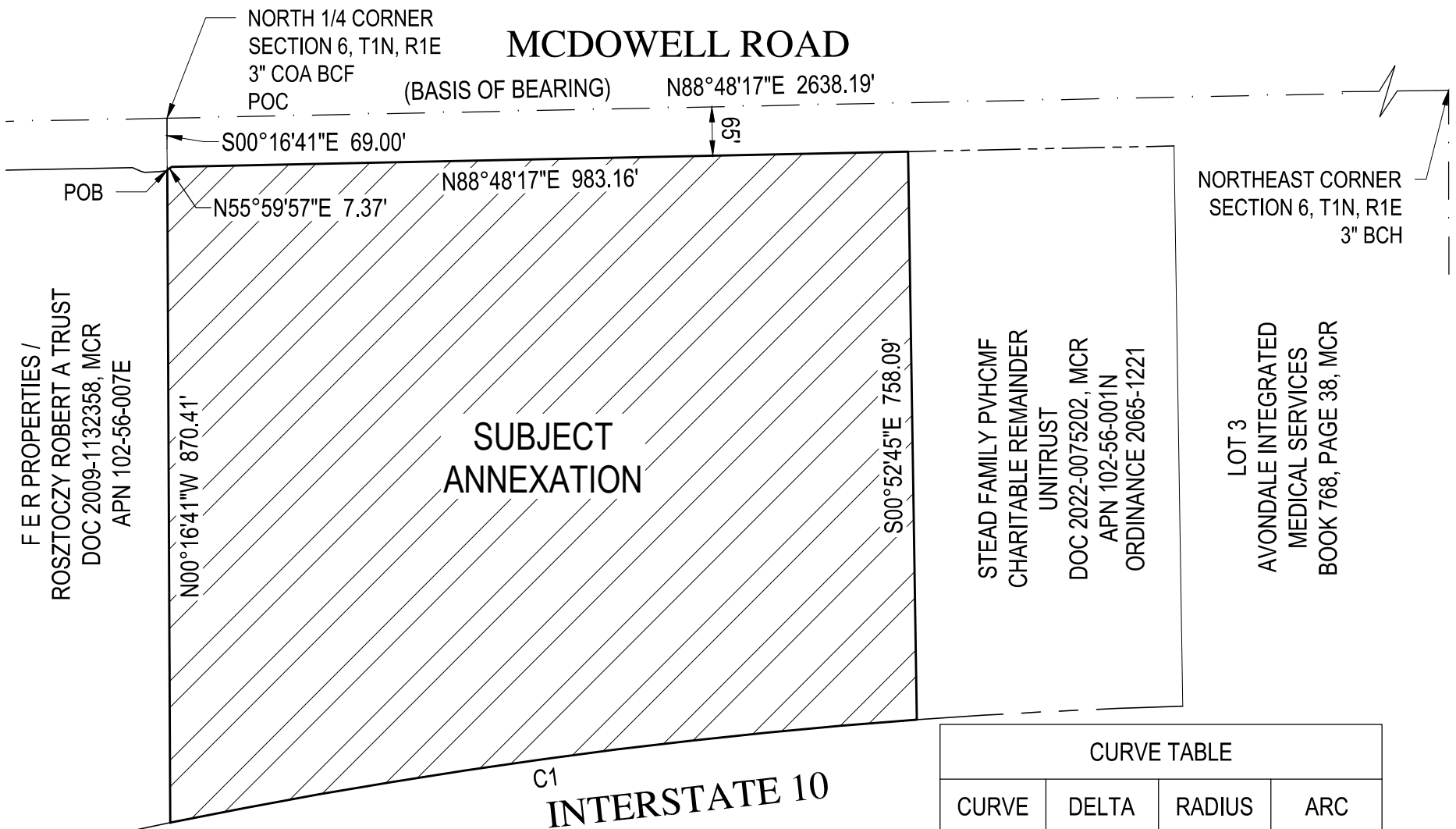
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**WOOD
PATEL**



EXPIRES 12-31-23



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3/30/2021
WP# 215228
PAGE 2 OF 2
NOT TO SCALE
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CITY COUNCIL REPORT

SUBJECT: Resolution 1005-0123 - Land Use Assumptions, Infrastructure Improvement Plan and Notice of Intent

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Renee Weatherless, Finance and Budget Director, (623) 333-2011

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

Strategic Outcome Area: Creative and Sustainable Community Development

Strategy: Updating our Land Use Assumption and Infrastructure Improvement Plan provides a current estimate of the cost of building public works, parks and recreation, police and fire protection, and transportation infrastructure necessary to support growth in our community.

PURPOSE:

City Council will consider a request to adopt Resolution 1005-0123, adopting the Land Use Assumptions (LUA), Infrastructure Improvement Plan (IIP) and a notice of intent to adopt revised development impact fees 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 August 22, 2022, the LUA and IIP were presented to Council with an overview of the service area land uses and projected growth assumptions prepared by Raffetis as well as the proposed methodology for the development fees to be calculated for eligible necessary public service categories.

On August 24, 2022, a notice of public hearing on the LUA and IIP was posted on the City's website. Copies of the documents were released and also posted on the website for inspection by interested parties.

On November 21, 2022, City Council conducted a public hearing on the proposed LUA and IIP. During the public hearing no representatives from the development community approached Council with inquiries.

DISCUSSION:

The IIP/LUA are documents necessary for the city to adopt revised impact fees.

The draft development impact fees are included in the attached reports. The public hearing on the proposed development impact fees is scheduled for February 21, 2023. Adoption of the final development impact fees will be scheduled on April 3, 2023. The fees shall not be effective for at least 75 days.

BUDGET IMPACT:

Adoption of revised development impact fees will align fees charged by the City to current service area land uses and projected growth assumptions.

RECOMMENDATION:

Staff requests that Council approve a Resolution adopting the Land Use Assumptions, Infrastructure Improvement Plan, and adopting a notice of intent to assess development impact fees in compliance with state law.

Contact person for document distribution: Rob Baer, Ron Vestman

RESOLUTION NO. 1005-0123

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE,
ARIZONA, ADOPTING THE LAND USE ASSUMPTIONS AND
INFRASTRUCTURE IMPROVEMENTS PLAN FOR THE AMENDMENT OF
DEVELOPMENT FEES IMPOSED BY THE CITY.

WHEREAS, the City of Avondale ("City") may impose development fees in accordance with the provisions of ARIZ. REV. STAT. § 9-463.05; and

WHEREAS, the City has prepared a revised set of Land Use Assumptions and an Infrastructure Improvement Plan; and

WHEREAS, the revised Infrastructure Improvements Plan was developed by Raftelis Financial Consulting as qualified professionals using generally accepted engineering and planning practices pursuant to ARIZ. REV. STAT. § 9-463.05(E); and

WHEREAS, the City released the revised set of Land Use Assumptions and an Infrastructure Improvement Plan on August 22, 2022 and held a public hearing before the City Council of Avondale on the revised set of Land Use Assumptions and an Infrastructure Improvement Plan on November 21, 2022 which is more than sixty days in accordance with ARIZ. REV. STAT. § 9-463.05(D); and

WHEREAS, less than sixty days have elapsed since the public hearing held before the City Council on the revised set of Land Use Assumptions and an Infrastructure Improvement Plan.

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 Land Use Assumptions and Infrastructure Improvements Plan are hereby adopted in substantially the form and substance of Exhibit A, attached hereto and incorporated herein by reference.

SECTION 3. The Resolution shall become effective thirty days after its adoption by the City.

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

PASSED AND ADOPTED by the Council of the City of Avondale, January 9, 2023.

Kenneth Weise, Mayor

ATTEST:

Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1005-0123

[Land Use Assumptions and Infrastructure Improvements Plan]

See following pages.

City of **AVONDALE**

Land Use Assumptions and Infrastructure
Improvements Plan for Parks/Recreation,
Fire, Police, Streets, Water, and Wastewater
Facilities

Final Report

November 23, 2022

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Introduction

Arizona Revised Statutes (ARS) §9-463.05 governs how Development Impact Fees (DIF) are calculated for municipalities in Arizona. The enabling legislation calls for three integrated products: 1) Land Use Assumptions (LUA) for at least 10 years, 2) Infrastructure Improvements Plan (IIP), and 3) Development Impact Fees (DIF). Because Arizona requires a two-phase adoption process, the LUA and IIP will be reviewed, refined, and approved before focusing on impact fees.

According to requirements of Arizona's enabling legislation, DIF may be only used for construction, acquisition or expansion of public facilities that are necessary public services. "Necessary public service" means any of the following categories of facilities that have a life expectancy of three or more years and that are owned and operated by or on behalf of the municipality.

- Water Facilities
- Wastewater Facilities
- Storm Water, Drainage, and Flood Control Facilities
- Library Facilities
- Streets Facilities
- Fire and Police Facilities
- Parks and Recreational Facilities
- Any facility that was financed before June 1, 2011 and that meets the following requirements:
 1. Impact fees were pledged to repay debt service obligations related to the construction of the facility.
 2. After August 1, 2014, any impact fees collected are used solely for the payment of principal and interest on the portion of the bonds, notes, or other debt service obligations issued before June 1, 2011 to finance construction of the facility.

Infrastructure Improvements Plan

Development fees must be calculated pursuant to an Infrastructure Improvements Plan (IIP). For each necessary public service that is the subject of a development fee, Subsection 9-463.05(E) requires the following.

- 1. A description of the existing necessary public services in the service area and the costs to upgrade, update, improve, expand, correct or replace those necessary public services to meet existing needs and usage and stricter safety, efficiency, environmental or regulatory standards, which shall be prepared by qualified professionals licensed in this state, as applicable.*
- 2. An analysis of the total capacity, the level of current usage and commitments for usage of capacity of the existing necessary public services, which shall be prepared by qualified professionals licensed in this state, as applicable.*
- 3. A description of all or the parts of the necessary public services or facility expansions and their costs necessitated by and attributable to development in the service area based on the approved land use assumptions, including a forecast of the costs of infrastructure, improvements, real property, financing, engineering and architectural services, which shall be prepared by qualified professionals licensed in this state, as applicable.*
- 4. A table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of necessary public services or facility*

expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial and industrial.

5. The total number of projected service units necessitated by and attributable to new development in the service area based on the approved land use assumptions and calculated pursuant to generally accepted engineering and planning criteria.

6. The projected demand for necessary public services or facility expansions required by new service units for a period not to exceed ten years.

7. A forecast of revenues generated by new service units other than development fees, which shall include estimated state-shared revenue, highway users revenue, federal revenue, ad valorem property taxes, construction contracting or similar excise taxes and the capital recovery portion of utility fees attributable to development based on the approved land use assumptions, and a plan to include these contributions in determining the extent of the burden imposed by the development as required in subsection B, paragraph 12 of this section.

Qualified Professionals

Qualified professionals must prepare the LUA, IIP and DIF, using generally accepted engineering, planning, and financial practices. A qualified professional is defined as “a professional engineer, surveyor, financial analyst or planner providing services within the scope of the person’s license, education, or experience.” Raftelis is a financial consulting firm specializing in impact fees, infrastructure funding, user fees, cost of service studies, capital improvement plans, and utility rate studies. Raftelis has over 100 professionals located in major urban areas across America. Avondale’s LUA and IIP were prepared by qualified professionals in Denver, CO.

Land Use Assumptions

The City of Avondale will use the same land use assumptions for all types of infrastructure. In addition to population and housing unit projections, the IIP and impact fees also require demographic data on nonresidential development, such as jobs and floor area. This document contains the land use assumptions for Avondale's 2022 DIF update. The LUA and IIP must be updated every five years, making short-range projections the critical time frame. The IIP is limited to ten years, thus a very long-range "build-out" analysis may not be used to derive impact fees in Arizona.

ARS §9-463.05(T)(7) defines land use assumptions as:

"Projections of changes in land uses, densities, intensities and population for a specified service area over a period of at least ten years and pursuant to the General Plan of the municipality."

Raftelis prepared current demographic **estimates** and future development **projections** for both residential and nonresidential development that are used in the IIP and calculation of impact fees. Current conditions in Fiscal Year (FY) 21-22 are used to document levels-of-service provided to existing development in Avondale. Although long-range projections are necessary for planning infrastructure systems, a ten-year timeframe is critical for the LUA and IIP.

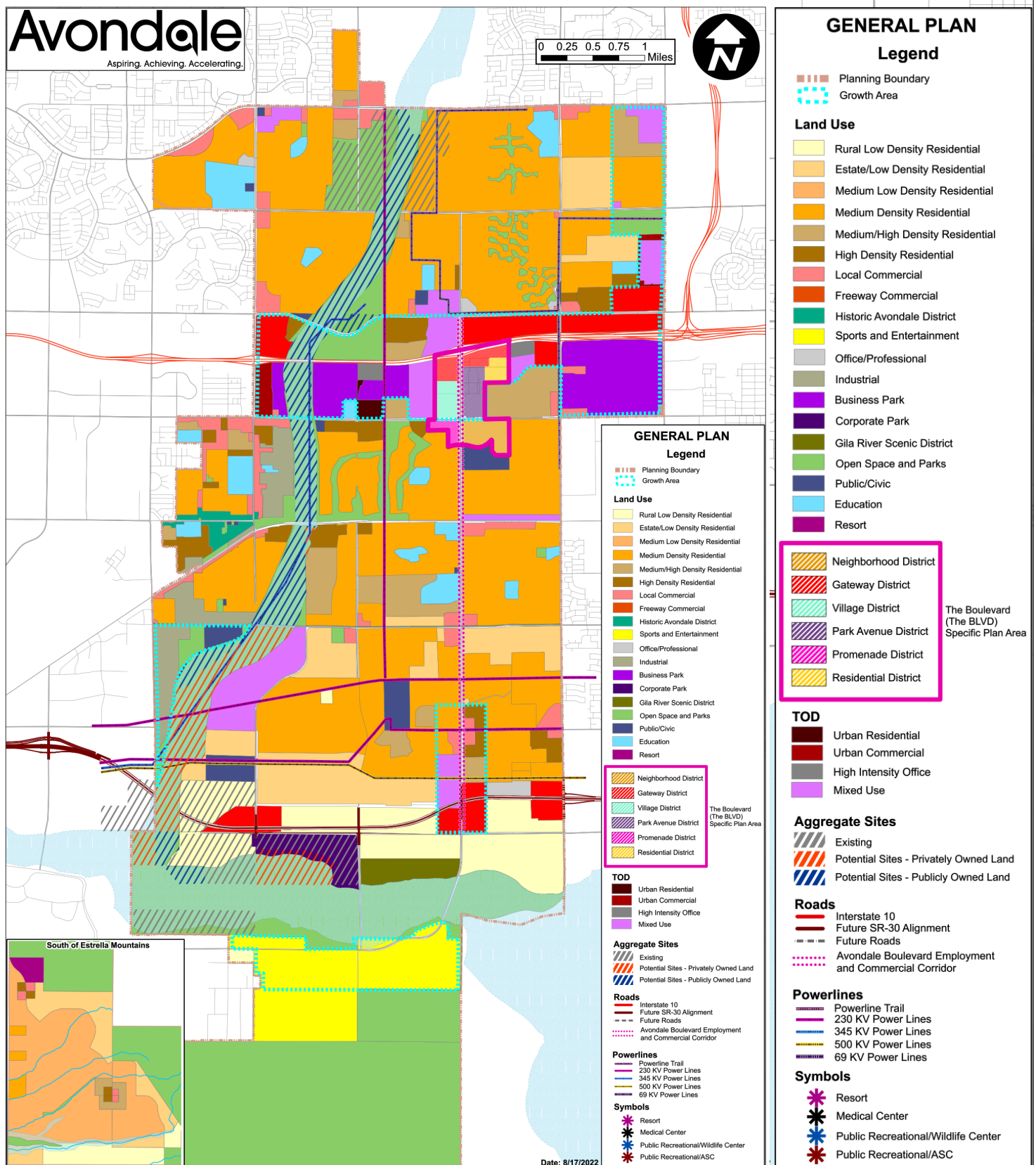
Service Area

ARS §9-463.05(T)(9) defines "service area" as:

"...Any specified area within the boundaries of a municipality in which development will be served by necessary public services or facility expansions and within which a substantial nexus exists between the necessary public services or facility expansions and the development being served as prescribed in the infrastructure improvements plan. "

The service area covered in this LUA report is north of the Estrella Mountains. Figure 1 indicates land uses, densities, and intensities of development as specified in the General Plan. The service area is defined as all land within the city limits of Avondale, as modified over time.

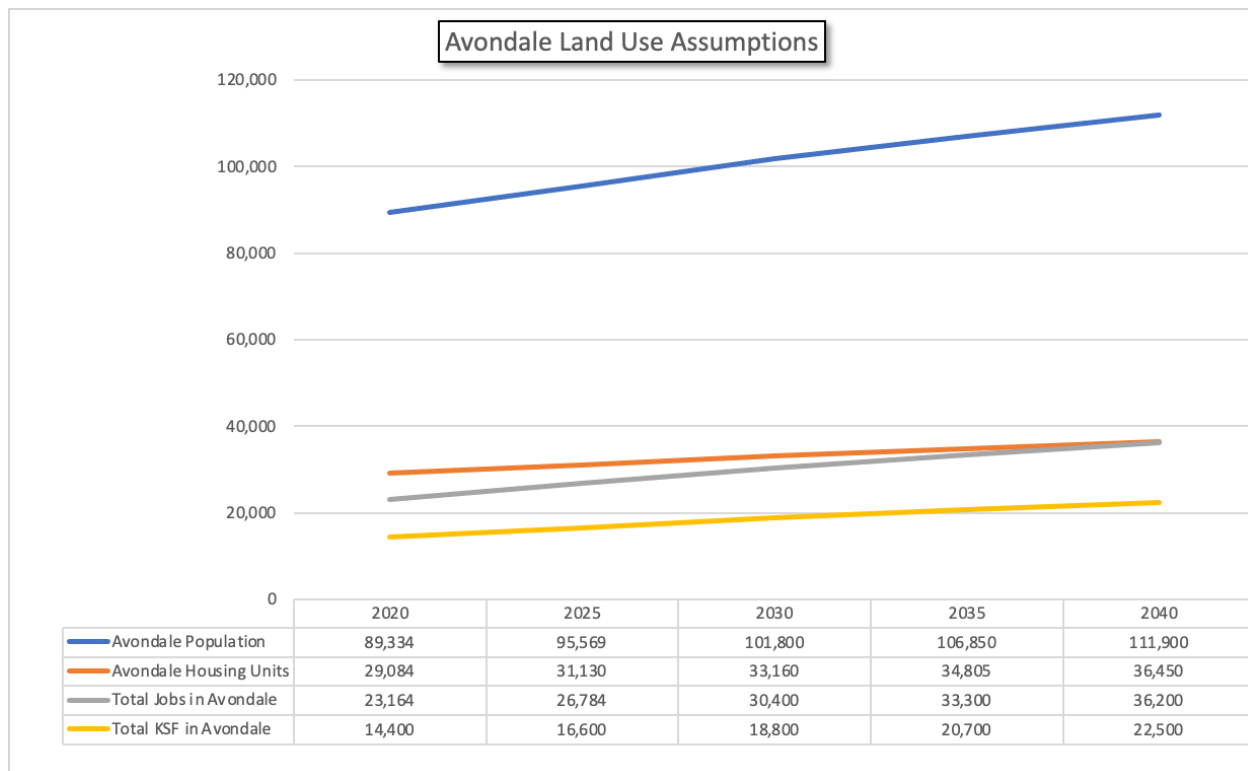
Figure 1 – Service Area Map



Summary of Growth Indicators

Service units (i.e., residents and jobs) and development units (i.e., dwellings and square feet of nonresidential floor area expressed in thousands) for 2020 through 2040 are summarized in Figure 2. These land use assumptions will be used to estimate DIF revenue and to indicate the anticipated need for growth-related infrastructure. However, DIF methodologies are designed to reduce sensitivity to accurate development projections in the determination of the proportionate-share fee amounts. If actual development is slower than projected, DIF revenues will also decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, Avondale will receive an increase in DIF revenue and will also accelerate capital improvements to keep pace with development.

Figure 2 – Chart of Projected Development



Service Units by Type of Residential Development

The U.S. Census Bureau no longer obtains detailed information using “long-form” questionnaires. Demographic data is currently collected using a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which is limited by sample-size constraints. For example, data on Single Family detached housing units are now combined with attached single units (commonly known as townhouses). According to the U.S. Census Bureau, a household is a housing unit that is occupied by year-round residents. Development fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. Raftelis recommends that fees for residential development in the City of Avondale be imposed according to the number of year-round residents per housing unit. Figure 3 documents Avondale’s most recent multipliers by type of housing.

Figure 3 – Persons per Housing Unit by Units in Structure*City of Avondale*

<i>Units in Structure</i>	<i>Persons</i>	<i>Housing Units</i>	<i>Persons per Housing Unit</i>	<i>Housing Mix</i>
Single Unit (detached and attached)	70,590	21,442	3.29	77%
2+ Unit (all other residential)	15,332	6,543	2.34	23%
Subtotal	85,922	27,985	3.07	

Source: 2016-2020 ACS Tables B25024 and B25033, U.S. Census Bureau.

Service Units by Type of Nonresidential Development

In addition to data on residential development, the calculation of impact fees requires data on nonresidential development. Raftelis uses the term “jobs” to refer to employment by place of work. In Figure 4, gold shading indicates nonresidential development prototypes that will be used to allocate costs. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area). The prototype for future Industrial development is Warehousing (ITE land use 150). For Office/Services, General Office (ITE 710) is the prototype for future development in Avondale. The prototype for Commercial (e.g., retail and restaurants) is a Shopping Center (ITE code 820).

Figure 4 – Nonresidential Trip Rates and Jobs by Type of Development

<i>ITE Code</i>	<i>Land Use / Size</i>	<i>Demand Unit</i>	<i>Weekday Trip Ends Per Demand Unit*</i>	<i>Weekday Trip Ends Per Employee*</i>	<i>Employees Per Demand Unit</i>	<i>Square Feet Per Employee</i>
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
310	Hotel	room	7.99	14.34	0.56	N/A
320	Motel	room	3.35	25.17	0.13	N/A
520	Elementary School**	1,000 Sq Ft	19.52	21.00	0.93	1,076
530	High School**	1,000 Sq Ft	14.07	22.25	0.63	1,581
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	1,000 Sq Ft	6.75	3.31	2.04	490
710	General Office	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical/Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
820	Shopping Center	1,000 Sq Ft	37.01	17.42	2.12	471
850	Grocery/Supermarket	1,000 Sq Ft	93.84	43.86	2.14	467

* *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2022).

** *Trip Generation*, Institute of Transportation Engineers, 10th Edition (2017).

Latest data on jobs in Avondale (see Figure 5) are from the Census Bureau. Each row is an industry sector, as reported by the North American Industry Classification System. Subtotals and percentages for Avondale's three types of nonresidential development are shown at the bottom of the figure.

Figure 5 – Work Area Profile

Avondale AZ

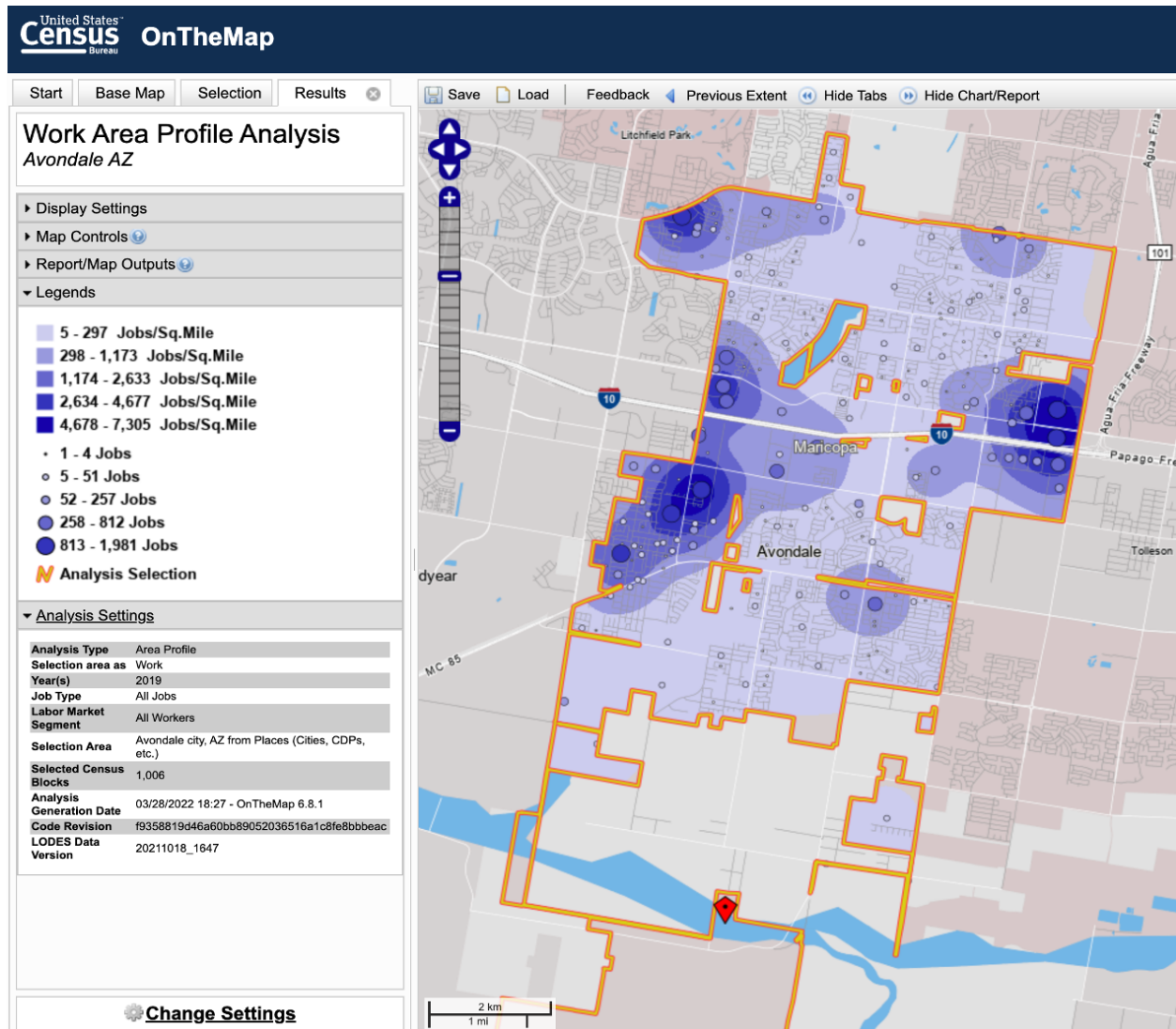
<i>Industry Classification</i>	<i>2019 Jobs</i>	<i>General Type</i>
Agriculture, Forestry, Fishing and Hunting	16	Industrial
Mining, Quarrying, and Oil and Gas Extraction	0	Industrial
Utilities	127	Industrial
Construction	871	Industrial
Manufacturing	68	Industrial
Wholesale Trade	460	Industrial
Retail Trade	5,440	Commercial
Transportation and Warehousing	235	Industrial
Information	380	Office / Institutional
Finance and Insurance	203	Office / Institutional
Real Estate and Rental and Leasing	208	Office / Institutional
Professional, Scientific, and Technical Services	272	Office / Institutional
Management of Companies and Enterprises	16	Office / Institutional
Administration & Support, Waste Management and Remediation Services	536	Office / Institutional
Educational Services	3,399	Office / Institutional
Health Care and Social Assistance	1,285	Office / Institutional
Arts, Entertainment, and Recreation	349	Office / Institutional
Accommodation and Food Services	2,565	Commercial
Other Services (excluding Public Administration)	173	Office / Institutional
Public Administration	1	Office / Institutional

Total Jobs 16,604

Subtotals by Type of Nonresidential Development

Industrial	1,777	11%
Commercial	8,005	48%
Office / Institutional	6,822	41%
Total Jobs	16,604	100%

The map below indicates the general location and concentration of jobs within Avondale (dark blue indicates more jobs per square mile).



Detailed land use assumptions are shown in Figure 6. Population and housing units in 2020 are from the U.S. Census Bureau. Projected 2030, 2040, and 2050 population in the Avondale Municipal Planning Area (MPA) are from Maricopa Association of Governments (MAG). Jobs in the Avondale MPA for 2020, 2030, 2040, and 2050 are also from MAG. Raftelis converted jobs to nonresidential floor area using average square feet per job multipliers documented in pages 23-25 of the MAG 2019 Socioeconomic Projections. Industrial average of 1,060 square feet per job is based on manufacturing and warehousing. Commercial average of 660 square feet per job is based on retail, restaurants, and hotels. Office/Services average of 459 square feet per job is based on information, finance/insurance, and real estate. See Appendix B for supporting documentation from MAG.

Figure 6 – Detailed Land Use Assumptions

2022 LUA	<i>FY21-22</i>	<i>FY22-23</i>	<i>FY23-24</i>	<i>FY24-25</i>	<i>FY25-26</i>	<i>FY26-27</i>	<i>FY31-32</i>	<i>FY41-42</i>	<i>FY49-50</i>
Avondale AZ	<i>Base Yr</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>10</i>	<i>20</i>	<i>28</i>
	2022	2023	2024	2025	2026	2027	2032	2042	2050
Population									
Avondale Population	91,828	93,075	94,322	95,569	96,816	98,063	103,820	113,320	119,000
Housing Units									
Persons per Housing Unit	3.07	3.07	3.07	3.07	3.07	3.07	3.07	3.07	3.07
Avondale Housing Units	29,911	30,318	30,724	31,130	31,536	31,942	33,818	36,912	38,762
Jobs (place of work)									
Industrial Jobs	2,707	2,787	2,867	2,946	3,026	3,106	3,472	4,127	4,708
Commercial Jobs	11,814	12,161	12,509	12,856	13,204	13,551	15,149	18,010	20,544
Office/Services Jobs	10,091	10,388	10,685	10,981	11,278	11,575	12,940	15,383	17,548
Total Jobs in Avondale	24,612	25,336	26,060	26,784	27,508	28,232	31,560	37,520	42,800
Jobs-Housing Ratio	0.82	0.84	0.85	0.86	0.87	0.88	0.93	1.02	1.10
Nonresidential Floor Area (square feet in thousands = KSF)									
Industrial KSF	2,900	3,000	3,000	3,100	3,200	3,300	3,700	4,400	5,000
Commercial KSF	7,800	8,000	8,300	8,500	8,700	8,900	10,000	11,900	13,600
Office/Services KSF	4,600	4,800	4,900	5,000	5,200	5,300	5,900	7,100	8,000
Total KSF in Avondale	15,300	15,800	16,200	16,600	17,100	17,500	19,600	23,400	26,600
Average Square Feet per Job	622	624	622	620	622	620	621	624	621
Annual Increases in Avondale	22to23	23to24	24to25	25to26	26to27	31to32	41to42	49to50	
Population	1,247	1,247	1,247	1,247	1,247	1,010	710	710	
Housing Units	407	406	406	406	406	329	231	231	
Jobs	724	724	724	724	724	580	660	660	
Industrial KSF	100	0	100	100	100	100	100	100	
Commercial KSF	200	300	200	200	200	200	200	300	
Office/Services KSF	200	100	100	200	100	100	200	100	
Total Nonresidential KSF	500	400	400	500	400	400	500	500	

Parks/Recreation Facilities IIP

ARS § 9-463.05(T)(7)(g) defines parks and recreation facilities eligible for development fee funding.

“Neighborhood parks and recreational facilities on real property up to thirty acres in area, or parks and recreational facilities larger than thirty acres if the facilities provide a direct benefit to the development. Park and recreational facilities do not include vehicles, equipment or that portion of any facility that is used for amusement parks, aquariums, aquatic centers, auditoriums, arenas, arts and cultural facilities, bandstand and orchestra facilities, bathhouses, boathouses, clubhouses, community centers greater than three thousand square feet in floor area, environmental education centers, equestrian facilities, golf course facilities, greenhouses, lakes, museums, theme parks, water reclamation or riparian areas, wetlands, zoo facilities or similar recreational facilities, but may include swimming pools.”

In the 2022 update, the City of Avondale is using two methods to derive impact fees for park and recreation facilities. First, Avondale use a cost recovery method for a General Fund loan of \$2.5 million used to construct 5.8 acres at Alamar Park. Second, Avondale will use an incremental expansion cost method for additional park improvements. Parks/recreation development fees in Avondale exclude costs to upgrade, update, improve, expand, correct or replace necessary public services to meet existing needs/usage. Avondale fees also exclude stricter safety, efficiency, environmental or regulatory standards.

Service Area

The service area for parks/recreation development fees includes the area north of the Estrella Mountains.

Proportionate Share

ARS § 9-463.05(B)(3) states the development fee shall not exceed a proportionate share of the cost of necessary public services needed to serve new development. In Avondale, parks/recreation infrastructure standards, projected needs, and development fees are based on both residential and nonresidential development. As shown in Figure PR1, Raftelis used daytime population to allocate costs. Daytime population includes estimated residents and inflow commuters in 2019 (latest year available). Potential demand days per year assume residents might use parks every day of the year, but inflow commuters will only use parks four days per week over 48 weeks per year (i.e., two weeks of vacation and two weeks of holidays). Based on cumulative demand days, residential development accounts for 92% of the demand for parks/recreation facilities, with 8% assigned to nonresidential development.

Figure PR1 – Daytime Population

Cost Allocation Factors for Parks	Residential	Nonresidential	
2019 Daytime Population	85,595	14,888	
	Residents	Inflow Commuters	
Potential Demand Days per Year	365	192	<i>Total</i>
Cumulative Demand Days	31,242,175	2,858,496	34,100,671
Proportionate Share	92%	8%	

Source of inflow commuters is U.S. Census Bureau, Inflow/Outflow report from OnTheMap website.

Current Use and Standards for Parks/Recreation Facilities

Avondale has determined that additional parks are necessary to accommodate future development. As shown in Figure PR2, the City's current standard is approximately 1.10 acres of improved parks per 1,000 residents and approximately 0.36 acres per 1,000 jobs. These standards exclude parks less than 1.5 acres that might not provide citywide benefit. To accommodate new development over the next ten years, Avondale will expand parks, with expenditures estimated to cost approximately \$6.72 million. According to Avondale staff, the cost factor of \$431,000 per acre for park improvements is based on recent construction of Alamar Park.

Figure PR2 – Existing Park Improvements Standards and Growth Needs

Location	Improved Acres*
Friendship Park	30.0
Festival Fields	30.0
Alamar Park**	24.2
Las Ligas Park	8.1
Donnie Hale Park	5.3
Dessie Lorenz Park	4.6
Mountain View Park	3.6
Dennis DeConcini Park	2.0
Fred Campbell Park	1.5
Total =>	109.3
Average Size (acres)	12.1

**Source: Avondale staff (excludes parks less than 1.5 acres that might not provide citywide benefit).*

*** Impact fee eligible area (30 acres) reduced to account for area constructed using loan from General Fund.*

Cost Allocation Factors for Parks		Residential	Nonresidential	
2019 Daytime Population		85,595 Residents	14,888 Inflow Commuters	
Potential Demand Days per Year		365	192	Total
Cumulative Demand Days		31,242,175	2,858,496	34,100,671
Proportionate Share		92%	8%	
2022 Service Units		91,828 Persons	24,612 Jobs	
Acres per 1,000 Service Units =>		1.0950	0.3553	
Projected Need for Park Improvements				
	Year	Population	Jobs	Improved Acres
Base	2022	91,828	24,612	109.3
Year 1	2023	93,075	25,336	110.9
Year 2	2024	94,322	26,060	112.5
Year 3	2025	95,569	26,784	114.2
Year 4	2026	96,816	27,508	115.8
Year 5	2027	98,063	28,232	117.4
Year 10	2032	103,820	31,560	124.9
Ten-Yr Increase		11,992	6,948	15.6
Total Project Cost per Acre =>				\$431,000
Growth Cost of Parks =>				\$6,724,000

Parks/Recreation Improvements

Figure PR3 lists planned parks/recreation improvements over the next ten years. Based on projected needs to accommodate growth, Avondale expects to spend approximately \$6.72 million on parks improvements over the next ten years. Improved acres may include expansion of existing parks or an additional park site. Also, the City used General Fund revenue to front-end recent, growth-related park improvements. Based on projects under construction in FY22, the Park impact fee fund has a negative balance of approximately \$2.5 million, to account for the General Fund loan.

Figure PR3 – Parks/Recreation Projects Over Ten Years

Planned Infrastructure Improvements

<i>Name/Description</i>	<i>Acreage</i>	<i>Estimated Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
Future Park Expansion	9.8	\$4,224,000	100%	\$4,224,000
General Fund Loan Repayment		\$2,500,000	100%	\$2,500,000
Total	9.8	\$6,724,000		\$6,724,000

Fire Facilities IIP

ARS § 9-463.05(T)(7)(f) defines the fire facilities eligible for development fee funding.

“Fire and Police facilities, including all appurtenances, equipment and vehicles. Fire and Police facilities do not include a facility or portion of a facility that is used to replace services that were once provided elsewhere in the municipality, vehicles and equipment used to provide administrative services, helicopters or airplanes or a facility that is used for training firefighters or officers from more than one station or substation.”

Fee Calculation Methodology

In the 2022 update, the City of Avondale is using the incremental expansion cost method to derive development impact fees for fire facilities. Fire impact fees in Avondale exclude costs to upgrade, update, improve, expand, correct or replace necessary public services to meet existing needs/usage and stricter safety, efficiency, environmental or regulatory standards. Fire vehicles and equipment used to provide administrative services are also excluded.

Service Area

To hasten response times, public safety responders are typically dispatched from the closest facility, with multiple locations responding as warranted. Avondale has five existing fire stations, with a dispatch system that assigns calls to secondary responders, if needed. Therefore, all developed areas within the City of Avondale are served by an integrated public safety system. Avondale’s service area for fire impact fees includes the area North of the Estrella Mountains, as discussed previously in the section on Land Use Assumptions.

Proportionate Share

ARS § 9-463.05(B)(3) states the development fee shall not exceed a proportionate share of the cost of necessary public services needed to serve new development. In Avondale, fire infrastructure standards, projected needs, and development fees are based on both residential and nonresidential development. As stated in ARS §9.463.05(E)(4), impact fees must be proportionate to various types of land uses.

“A table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of necessary public services or facility expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial and industrial.”

Given these requirements, Raftelis recommends using functional population to allocate capital costs of public safety facilities to residential and nonresidential development. In 2019, the U.S. Census Bureau’s commuting data indicates 1,716 persons lived and worked in Avondale, 39,522 outflow commuters went to work outside Avondale and 14,888 inflow commuters travel to jobs within Avondale. Functional population is like the U.S. Census Bureau’s definition of daytime population (based on people living and working in a jurisdiction), with the addition of journey-to-work data and weighting factors (i.e., demand hours per day) to account for time spent at residential and nonresidential locations. Residents who do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages for assumed time spent shopping, dining, obtaining personal services, going to school/church, etc.). Residents who work in Avondale are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents who work outside Avondale are

assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2019 population and job data for Avondale, the cost allocation for residential development is 81%, while nonresidential development accounts for 19% of the demand for infrastructure.

Figure F1 – Functional Population

Avondale AZ

	Service Units in 2019		Demand	Person
			Hours/Day	Hours
Residential				
Population*	85,595			
51.8% Residents Not Working	44,357		20	887,140
48.2% Working Residents**	41,238			
4.2% Resident Workers**	1,716		14	24,024
95.8% Outflow Commuters**	39,522		14	553,308
		Residential Subtotal		1,464,472
		Residential Share =>		81%
Nonresidential				
Residents Not Working	44,357		4	177,428
Jobs in Avondale**	16,604			
10.3% Resident Workers**	1,716		10	17,160
89.7% Inflow Commuters	14,888		10	148,880
		Nonresidential Subtotal		343,468
		Nonresidential Share =>		19%
		Total		1,807,940

* 2019 Avondale population estimate from Maricopa Association of Governments.

** 2019 Avondale Inflow/Outflow, from OnTheMap web application, U.S. Census Bureau data for all jobs.

Current Use and Available Capacity

In Avondale, fire facilities are fully utilized and there is no surplus capacity for future development. Avondale has determined that fire building space will require expansion to accommodate future development. Figure F2 inventories current fire buildings in Avondale. For residential development, population is used as the best indicator of the demand for service. For nonresidential development, Avondale will use inbound, primary vehicle trips, on an average weekday, as the service units. Figure F2 also indicates the allocation of fire building space to residential and nonresidential development. The percentages for stations 172, 174 and the Emergency Operations Center are based on approximate floor area used by fire and police personnel respectively. Current standards are 0.62 square feet of fire buildings per Avondale resident and 0.11 square feet of fire buildings per inbound, primary vehicle trip on an average weekday, to nonresidential development in Avondale.

Figure F2 – Existing Fire Buildings and Standards

<i>Building Space for Fire Functions</i>	<i>Square Feet</i>
Station 175	17,084
Station 173	16,000
Station 172 (73%)	12,391
Station 174 (60%)	10,951
Station 171	8,600
Fire Headquarters	3,000
Emergency Operations Center (50%)	2,500
Total	70,526

Data Source: Avondale Fire Department and Facilities Director.

<i>Fire Buildings Standards</i>	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share	81%	19%
Growth Indicator	<i>Population</i>	<i>Average Weekday, Inbound, Primary Vehicle Trips to Nonres Development</i>
2022 Service Units	91,828	122,675
Square Feet per Service Unit	0.62	0.11

Development fees will be used to expand the fleet of fire vehicles and purchase additional equipment that has a useful life of at least three years. Figure F3 lists fire vehicles and equipment currently used by the Avondale Fire Department that has an initial purchase price of at least \$23,500. Avondale currently has 37 fire vehicles, with a total value of approximately \$14.31 million. The weighted average cost factor is \$386,800 per fire vehicle.

Following the same methodology used for fire buildings, the total count of fire vehicles and equipment was allocated to residential and nonresidential development in Avondale. As shown at the bottom of Figure F3, every 1,000 persons will require Avondale to purchase 0.33 additional fire vehicles. Every 1,000 inbound, primary vehicle trips to nonresidential development, on an average weekday, requires 0.06 additional fire vehicles.

Figure F3 – Existing Fire Vehicles and Standards

<i>Fire Vehicle</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Total Value</i>
FIRE TRUCK	12	\$950,000	\$11,400,000
LADDER	1	\$1,846,600	\$1,846,600
SEDAN / SUV	6	\$41,300	\$247,800
SAFETY TRAILER	1	\$101,500	\$101,500
LIGHT TRUCK	9	\$42,000	\$378,000
LARGE VAN	2	\$39,200	\$78,400
MEDIUM PICKUP	3	\$62,500	\$187,500
ATV	3	\$23,500	\$70,500
TOTAL	37		\$14,310,300
Weighted Average Cost per Vehicle =>			\$386,800

Data Source: Avondale staff.

Fire Vehicle Standards

	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share	81%	19%
Growth Indicator	<i>Population</i>	<i>Average-Weekday, Inbound, Primary Vehicle Trips to Nonres Development</i>
2022 Service Units	91,828	122,675
Vehicles per thousand Service Units	0.33	0.06

Projected Need for Fire Facilities

To accommodate new development over the next ten years, Avondale will need to add 11,240 square feet of fire buildings, at an estimated cost of approximately \$7.5 million. As shown in Figure F4, the cost factor of \$668 per square foot is based on the recent total project cost of Van Buren fire station.

Also, Avondale Fire Department will need six additional vehicles to accommodate new development over the next ten years. The expected cost of additional fire vehicles is approximately \$2.3 million.

Figure F4 – Fire Facilities Needed to Accommodate Growth**Fire Building Standards and Capital Costs**

		Buildings - Residential	0.62	Sq Ft per person
		Buildings - Nonresidential	0.11	Sq Ft per trip
		Building Cost Factor	\$668	per square foot
				Infrastructure Needed
	<i>Year</i>	<i>Population</i>	<i>Vehicle Trips to Nonresidential Dev</i>	<i>Fire Buildings (sq ft)</i>
Base	2022	91,828	122,675	70,526
Year 1	2023	93,075	126,287	71,697
Year 2	2024	94,322	130,493	72,932
Year 3	2025	95,569	133,564	74,043
Year 4	2026	96,816	137,176	75,213
Year 5	2027	98,063	140,246	76,324
Year 10	2032	103,820	157,275	81,766
<i>Ten-Yr Increase</i>		11,992	34,599	11,240
Growth Cost of Fire Buildings =>				\$7,508,000

Fire Vehicle Standards and Capital Costs

		Vehicles - Residential	0.33	per 1,000 persons
		Vehicles - Nonresidential	0.06	per 1,000 vehicle trips
		Average Cost	\$386,800	per vehicle
				Infrastructure Needed
	<i>Year</i>	<i>Population</i>	<i>Vehicle Trips to Nonresidential Dev</i>	<i>Fire Vehicles</i>
Base	2022	91,828	122,675	37
Year 1	2023	93,075	126,287	38
Year 2	2024	94,322	130,493	38
Year 3	2025	95,569	133,564	39
Year 4	2026	96,816	137,176	39
Year 5	2027	98,063	140,246	40
Year 10	2032	103,820	157,275	43
<i>Ten-Yr Increase</i>		11,992	34,599	6
Growth Cost of Fire Vehicles =>				\$2,321,000

Fire Infrastructure Improvements

Fire impact fees in Avondale are based on the same level of service provided to existing development. Using impact fee funding over the next ten years, Figure F5 indicates that Avondale will construct Alamar station. This public safety building will be used for fire and police functions. The total floor area of the new building will be approximately 27,000 square feet, with approximately 19,000 square feet used by the Fire Department. The planned floor area of Alamar Station is larger than the need for additional square feet to maintain existing standards. Therefore, impact fee revenue will only fund 59% of the expected cost.

Because fire vehicles require large garages, the total project cost per square foot for fire functions is less than the cost factor for police functions. Avondale will also purchase additional fire vehicles, expected to cost approximately \$2.3 million.

Figure F5 – Ten-Year Plan for Fire Facilities

<i>Infrastructure Type</i>	<i>Infrastructure Units</i>	<i>Growth Quantity Over Ten Years</i>	<i>Cost Factor per Unit</i>	<i>IIP Cost (rounded)</i>
Fire Buildings	square feet	11,240	\$668	\$7,508,000
Fire Vehicles (3+ years of useful life)	count	6	\$386,800	\$2,321,000

Planned Infrastructure Improvements

<i>Name/Description</i>	<i>Units</i>	<i>Estimated Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
Alamar Fire Station	19,000	\$12,692,000	59%	\$7,508,000
Alamar Station Vehicle	1	\$1,000,000	100%	\$1,000,000
Additional Fire Vehicles			100%	\$1,321,000
Total		\$13,692,000		\$9,829,000

Police Facilities IIP

ARS § 9-463.05(T)(7)(f) defines the police facilities eligible for development fee funding.

“Fire and Police facilities, including all appurtenances, equipment and vehicles. Fire and Police facilities do not include a facility or portion of a facility that is used to replace services that were once provided elsewhere in the municipality, vehicles and equipment used to provide administrative services, helicopters or airplanes or a facility that is used for training firefighters or officers from more than one station or substation.”

Police development fees in Avondale exclude costs to upgrade, update, improve, expand, correct or replace necessary public services to meet existing needs/usage, and stricter safety, efficiency, environmental or regulatory standards. Also excluded from the Avondale development fees are police vehicles and equipment used to provide administrative services.

Service Area

All developed areas within the City of Avondale are served by an integrated public safety system. Avondale’s service area for police development fees includes the area north of the Estrella Mountains.

Proportionate Share

Based on the rationale discussed in the Fire section above, Raftelis recommends using functional population to allocate capital costs of police facilities to residential and nonresidential development. According to 2019 population and job data for Avondale, the cost allocation for residential development is 81%, while nonresidential development accounts for 19% of the demand for infrastructure.

Current Use and Available Capacity

The top of Figure P1 indicates police building space allocated to residential and nonresidential development, along with 2022 service units in Avondale. The percentages for stations 172, 174 and the Emergency Operations Center are based on approximate floor area used by fire and police personnel respectively. The standard in Avondale is 0.62 square feet of police building per resident. For nonresidential development, Avondale’s standard is 0.11 square feet of police building per inbound, primary vehicle trip on an average weekday, to nonresidential development.

Development fees will also be used to expand the fleet of police vehicles that have a useful life of at least three years. The bottom of Figure P1 lists the City’s current police vehicles and infrastructure standards. The current number of police vehicles were allocated to residential and nonresidential development in Avondale. Adding 1,000 residents will require Avondale to purchase 1.26 additional police vehicles. Every 1,000 inbound, primary, average weekday, vehicle trips to nonresidential development will require Avondale to purchase 0.22 additional police vehicles.

Figure P1 – Existing Police Infrastructure Standards

<i>Building Space for Police Functions</i>	<i>Square Feet</i>
Police Headquarters	41,100
Public Safety 174 (40%)	7,301
Public Safety 172 (27%)	4,583
Substation on Western	6,480
Jail	4,640
Brinker Substation	4,224
Emergency Operations Center (50%)	2,500
Total	70,828

Data Source: Avondale Police Department and Facilities Director.

Buildings Standards

	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share	81%	19%
Growth Indicator	<i>Population</i>	<i>Average-Weekday, Inbound, Primary Vehicle Trips to Nonres Dev</i>
2022 Service Units	91,828	122,675
Square Feet per Service Unit	0.62	0.11

<i>Police Vehicles</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Total Value</i>
PATROL UNITS	82	\$70,000	\$5,740,000
NON- PATROL	47	\$38,000	\$1,786,000
MOTORCYCLES	6	\$45,000	\$270,000
TRUCKS	2	\$55,000	\$110,000
VANS	4	\$38,000	\$152,000
ARMORED TRUCKS	2	\$350,000	\$700,000
TOTAL	143		\$8,758,000

Weighted Average Cost per Vehicle => \$61,200

Data Source: Avondale Police Department.

Police Vehicle Standards

	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share	81%	19%
Growth Indicator	<i>Population</i>	<i>Average-Weekday, Inbound, Primary Vehicle Trips to Nonres Development</i>
2022 Service Units	91,828	122,675
Vehicles per thousand Service Units	1.26	0.22

To maintain existing standards over the next ten years, Avondale could justify adding 11,287 square feet of police building space. However, the planned construction of the Alamar public safety building will likely complete the Police Department's need for building space to accommodate buildout of Avondale. Therefore, the 2022 update of police impact fees caps the need for building space at 8,000 square feet.

As shown in Figure P2, the cost factor of \$998 per square foot is based on the expected cost of Police Department's portion of the Alamar public safety building. The cost factor per square foot of building space is higher for police than fire functions due to lack of large garages and the extra cost for security measures.

To maintain the current infrastructure standard over the next ten years, Avondale will need to expand the police fleet by 23 vehicles, at an estimated cost of approximately \$1.41 million. The Avondale Police Department has estimated that a new fully equipped police vehicle costs approximately \$61,200, including information technology, communications, and safety equipment.

Figure P2 – Projected Need for Police Infrastructure**Police Building Standards and Capital Costs**

		Buildings - Residential	0.62	Sq Ft per person
		Buildings - Nonresidential	0.11	Sq Ft per trip
		Building Cost Factor	\$998	per square foot
		Infrastructure Needed		
	<i>Year</i>	<i>Population</i>	<i>Vehicle Trips to Nonresidential Dev</i>	<i>Police Buildings (sq ft)</i>
Base	2022	91,828	122,675	70,828
Year 1	2023	93,075	126,287	72,003
Year 2	2024	94,322	130,493	73,244
Year 3	2025	95,569	133,564	74,359
Year 4	2026	96,816	137,176	75,535
Year 5	2027	98,063	140,246	76,651
Year 10	2032	103,820	157,275	82,115
<i>Ten-Yr Increase</i>		11,992	34,599	11,287
Growth Cost of Police Buildings =>				\$11,264,000

Police Vehicle Standards and Capital Costs

		Vehicles - Residential	1.26	per 1,000 persons
		Vehicles - Nonresidential	0.22	per 1,000 vehicle trips
		Average Cost	\$61,200	per vehicle
		Infrastructure Needed		
	<i>Year</i>	<i>Population</i>	<i>Vehicle Trips to Nonresidential Dev</i>	<i>Police Vehicles</i>
Base	2022	91,828	122,675	143
Year 1	2023	93,075	126,287	145
Year 2	2024	94,322	130,493	148
Year 3	2025	95,569	133,564	150
Year 4	2026	96,816	137,176	153
Year 5	2027	98,063	140,246	155
Year 10	2032	103,820	157,275	166
<i>Ten-Yr Increase</i>		11,992	34,599	23
Growth Cost of Police Vehicles =>				\$1,408,000

Police Infrastructure Improvements

Police impact fees in Avondale are based on the incremental expansion cost of police vehicles (i.e., maintenance of current standards) and the plan-based need for police buildings. Using impact fee funding over the next ten years, Figure P3 indicates that Avondale will expand police buildings by 8,000 square feet, which is based on the planned floor area of the combined Alamar public safety building (i.e., 27,000 total square feet) less the Fire Department's space (i.e., 19,000 square feet). Avondale will also purchase an additional 23 police vehicles over the next ten years, expected to cost approximately \$1.4 million.

Figure P3 – Ten-Year Plan for Police Facilities

<i>Infrastructure Type</i>	<i>Infrastructure Units</i>	<i>Growth Quantity Over Ten Years</i>	<i>Cost Factor per Unit</i>	<i>IIP Cost (rounded)</i>
Police Buildings	square feet	8,000	\$998	\$7,984,000
Police Vehicles (3+ years of useful life)	count	23	\$61,200	\$1,408,000

Planned Infrastructure Improvements

<i>Name/Description</i>	<i>Units</i>	<i>Estimated Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
Alamar Police Substation	8,000	\$7,984,000	100%	\$7,984,000
Police Vehicles & Equipment			100%	\$1,408,000
Total	8,000	\$7,984,000		\$9,392,000

Street Facilities IIP

ARS § 9-463.05(T)(7)(e) defines the facilities and assets that can be included in the Street Facilities IIP.

“Street facilities located in the service area, including arterial or collector streets or roads that have been designated on an officially adopted plan of the municipality, traffic signals and rights-of-way and improvements thereon.”

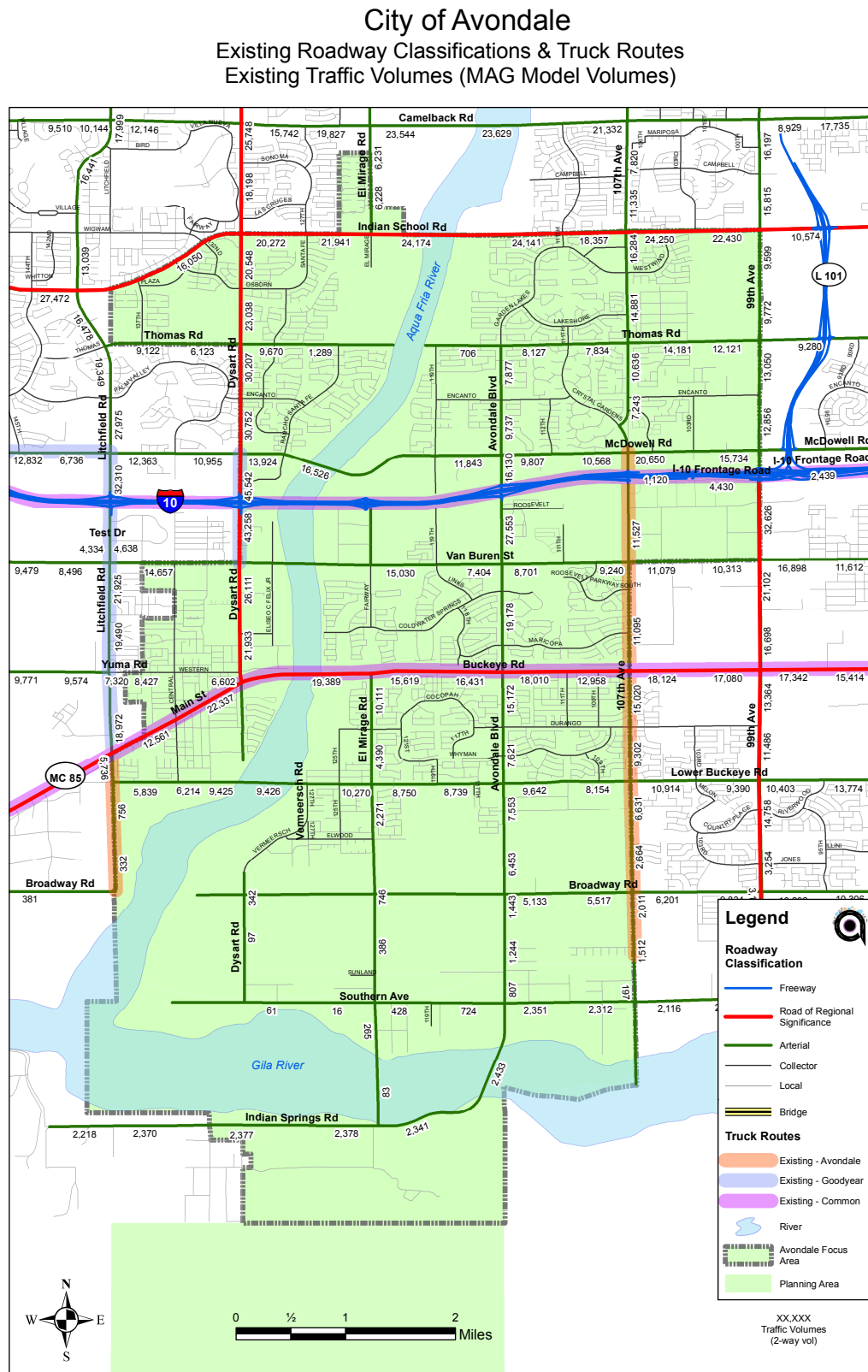
Avondale’s IIP is based on improvements to arterial streets needed to accommodate additional vehicular travel, plus the cost of preparing the LUA/IIP/DIF study required by the State of Arizona. The streets impact fee is derived from trip generation rates, trip rate adjustment factors, average trip length weighting factors, and lane capacity. Each component is described below.

Development fees in Avondale exclude costs to upgrade, update, improve, expand, correct or replace necessary public services to meet existing needs/usage and stricter safety, efficiency, environmental or regulatory standards. The service area for streets development fees includes the area north of the Estrella Mountains.

Existing Infrastructure

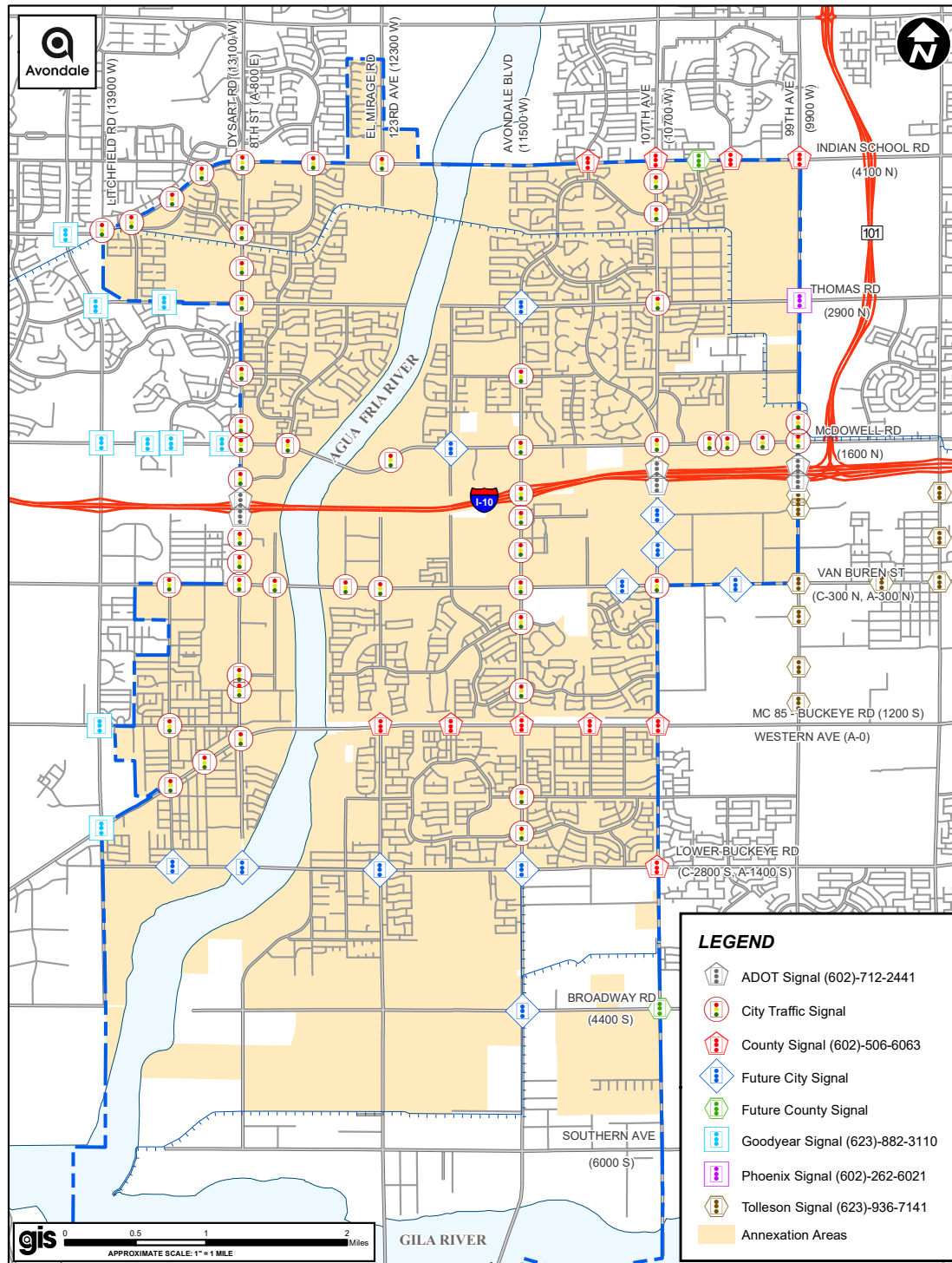
Lane miles of arterials in Avondale are mapped in Figure S1. A lane mile is a rectangular area that is one travel lane wide and a mile long. According to staff, Avondale currently has 295 arterial lane miles on streets with four or more travel lanes. All local and collector streets are project-level improvements excluded from the impact fee calculations. The City will continue to require project level improvements, such as turn lanes and signals for ingress/egress, during the development review and approval process.

Figure S1 – Arterials in Avondale



In addition to arterial lanes miles, transportation system improvements include City traffic signals and turn lanes at the intersection of an arterial with another arterial. As shown in Figure S2, there are currently 14 improved intersections (see City traffic signals in legend below) that meet the locational criteria for system improvements.

Figure S2 – Traffic Signals in Avondale



Forecast of Service Units

Avondale will use average weekday Vehicle Miles of Travel (VMT) as the service units for allocating the cost of future improvements. Raftelis created an aggregate travel model to convert development units within Avondale to vehicle trips and vehicle miles of travel. The top portion of Figure S3 summarizes the input variables for the travel model. Trip generation rates, expressed as average weekday Vehicle Trip Ends (VTE), are from the Institute of Transportation Engineers (ITE 2022). HU is an abbreviation for housing unit. KSF is an abbreviation for square feet of nonresidential floor area, expressed in thousands. Each input variable is described further below.

A typical vehicle trip, such as a person leaving their home and traveling to work, generally begins on a local street that connects to a collector street, which connects to an arterial and eventually to a state or interstate highway. This progression of travel up and down the functional classification chain limits the average trip length determination, for the purpose of development fees, to the following question, "What is the average vehicle trip length on system improvements (i.e., facilities funded by development fees)?"

As shown near the bottom of Figure S3, development in Avondale currently attracts 294,732 average weekday vehicle trips. According to the land use assumptions (shaded gold), new development over the next ten years is expected to account for 16% of total vehicle trips in 2032. In contrast, Avondale is only planning to expand arterial lane miles by three lane miles, which represents a conservative 1% expansion of arterial lane miles (i.e., $[298/295]-1$ rounded).

Figure S3 – Travel Demand Model

<i>Input Variables by Development Type</i>	<i>ITE Code</i>	<i>Weekday VTE</i>	<i>Development Unit</i>	<i>Trip Rate Adjustment</i>	<i>Trip Length Wtg Factor</i>			
Residential	210	9.43	HU	61%	1.14			
Industrial	150	1.71	KSF	50%	0.90			
Commercial	820	37.01	KSF	33%	0.75			
Office/Services	710	10.84	KSF	50%	0.90			
Average Trip Length (miles)		0.27	<= travel on system improvements to be constructed over the next ten years					
Vehicles per Lane per Day		4,600	<= existing traffic volume per lane on Avondale Blvd south of I-10					
Year->	Base	1	2	3	4	5	10	10-Year Increase
Avondale LUA	2022	2023	2024	2025	2026	2027	2032	
Residential Housing Units	29,911	30,318	30,724	31,130	31,536	31,942	33,818	3,907
Industrial KSF	2,900	3,000	3,000	3,100	3,200	3,300	3,700	800
Commercial KSF	7,800	8,000	8,300	8,500	8,700	8,900	10,000	2,200
Office/Services KSF	4,600	4,800	4,900	5,000	5,200	5,300	5,900	1,300
<i>Residential Trips</i>	172,057	174,398	176,734	179,069	181,405	183,740	194,531	
<i>Industrial Trips</i>	2,480	2,565	2,565	2,651	2,736	2,822	3,164	
<i>Commercial Trips</i>	95,264	97,706	101,370	103,813	106,256	108,698	122,133	
<i>Office/Services Trips</i>	24,932	26,016	26,558	27,100	28,184	28,726	31,978	
Total Inbound Vehicle Trips	294,732	300,686	307,227	312,633	318,580	323,986	351,806	57,073
<i>Vehicle Miles of Travel (VMT)</i>	78,911	80,411	82,003	83,369	84,867	86,233	93,148	14,237
Arterial-Arterial City Traffic Signals	14	14	15	15	15	15	17	3
Improved Intersections per 10,000 VMT	1.77	1.77	1.77	1.77	1.77	1.77	1.77	
Planned Arterial Lane Miles								3.0
Growth Share of 2032 Vehicle Trips =>								16%
Growth Cost per Lane Mile =>								\$2,500,000
Growth Cost of System Improvements Over Ten Years =>								\$7,500,000

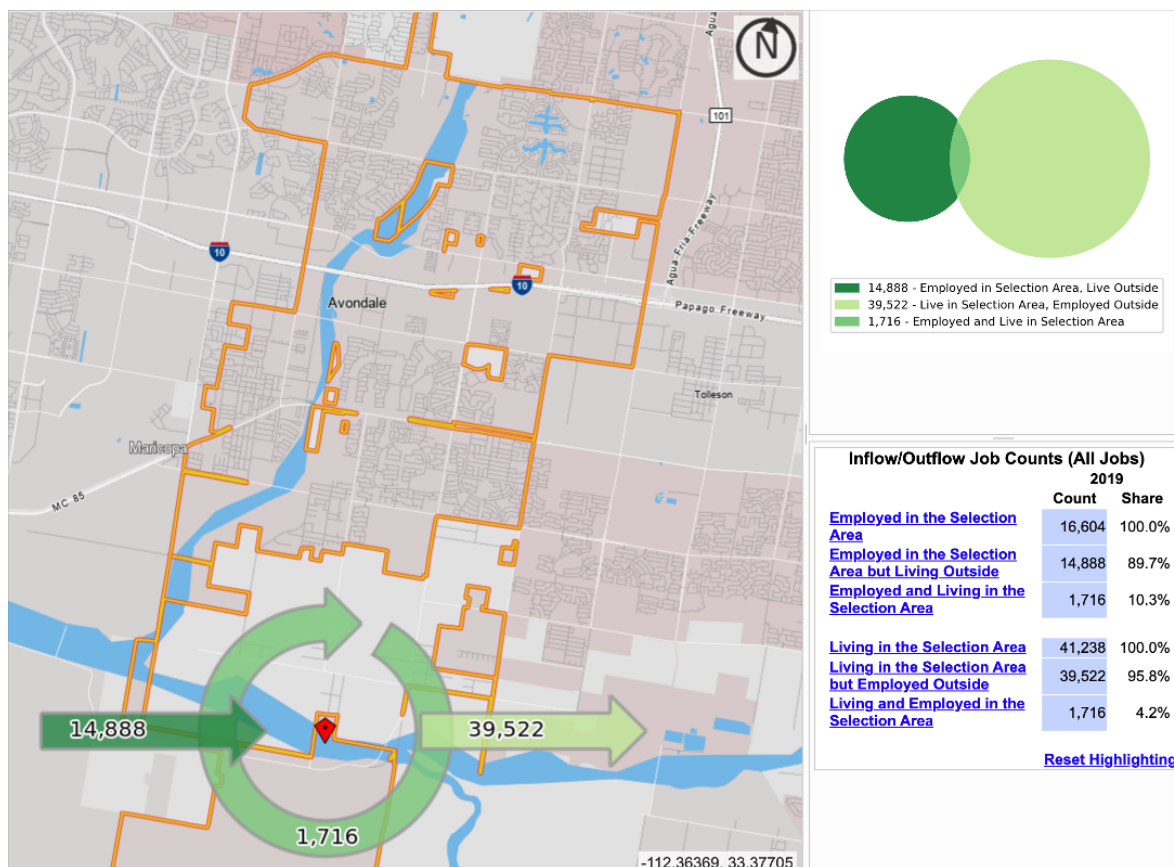
Trip Generation Rates

Avondale development fees for streets are derived using average weekday VTE. Trip generation rates are published by the Institute of Transportation Engineers (ITE 2022). A VTE represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). To calculate street impact fees, trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50%. As discussed further below, the fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for a particular type of development.

Adjustments for Commuting Patterns and Pass-By Trips

Residential development has a larger trip adjustment factor of 61% to account for commuters leaving Avondale for work. In other words, residential development is assigned all inbound trips plus 11% of outbound trips to account for job locations outside of Avondale. According to the National Household Travel Survey weekday work trips are typically 22.8% of production trips (i.e., all out-bound trips). As shown in Figure S4, the Census Bureau's website (<https://onthemap.ces.census.gov/>) indicates that approximately 95.8% of resident workers traveled outside Avondale for work in 2019. In combination, these factors ($0.50 \times 0.228 \times 0.958 = 0.11$ rounded) support the additional 11% allocation of trips to residential development.

Figure S4 – Inflow/Outflow Analysis



For commercial development, the trip adjustment factor is less than 50% because retail development attracts vehicles as they pass by on arterial roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For an average shopping center, ITE data indicate 34% of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66% of attraction trips have the shopping center as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor for an average size shopping center is 66% multiplied by 50%, or approximately 33% of the trip ends.

Trip Length Weighting Factor by Type of Land Use

The transportation impact fee methodology includes a percentage adjustment, or weighting factor, to account for trip length variation by type of land use. As shown in Figure S5, vehicle trips from residential development are approximately 114% of the average trip length. The residential trip length adjustment factor includes trips to work, social and recreational purposes, and home. Conversely, shopping trips associated with commercial development are roughly 75% of the average trip length, while other nonresidential development typically accounts for trips that are 90% of the average for all trips.

Figure S5 – Average Trip Length Weighting Factors

Trip purpose summary	Travel Day Vehicle Trip Length		Percent of Trips	Average Trip Length	Weighting Factor
	Trips	Mean Miles			
Home	205,743	9.93	Residential		
Work	92,392	11.98	Residential		
Social/Recreational	52,877	12.60	Residential		
Subtotal	351,012		Subtotal	57%	10.87
Shopping/Errands	134,048	7.08	Commercial		
Meals	43,347	7.49	Commercial		
Subtotal	177,395		Subtotal	29%	7.18
School/Daycare/Religious activity	16,288	9.11	Other		
Medical/Dental services	11,568	10.14	Other		
Transport someone	44,991	7.25	Other		
Something else	10,045	11.95	Other		
Subtotal	82,892		Subtotal	14%	8.59
All	611,299	9.55			

Source: Federal Highway Administration, 2017 National Household Travel Survey
 Tabulation created on the NHTS website at <http://nhts.oml.gov>

Lane Capacity

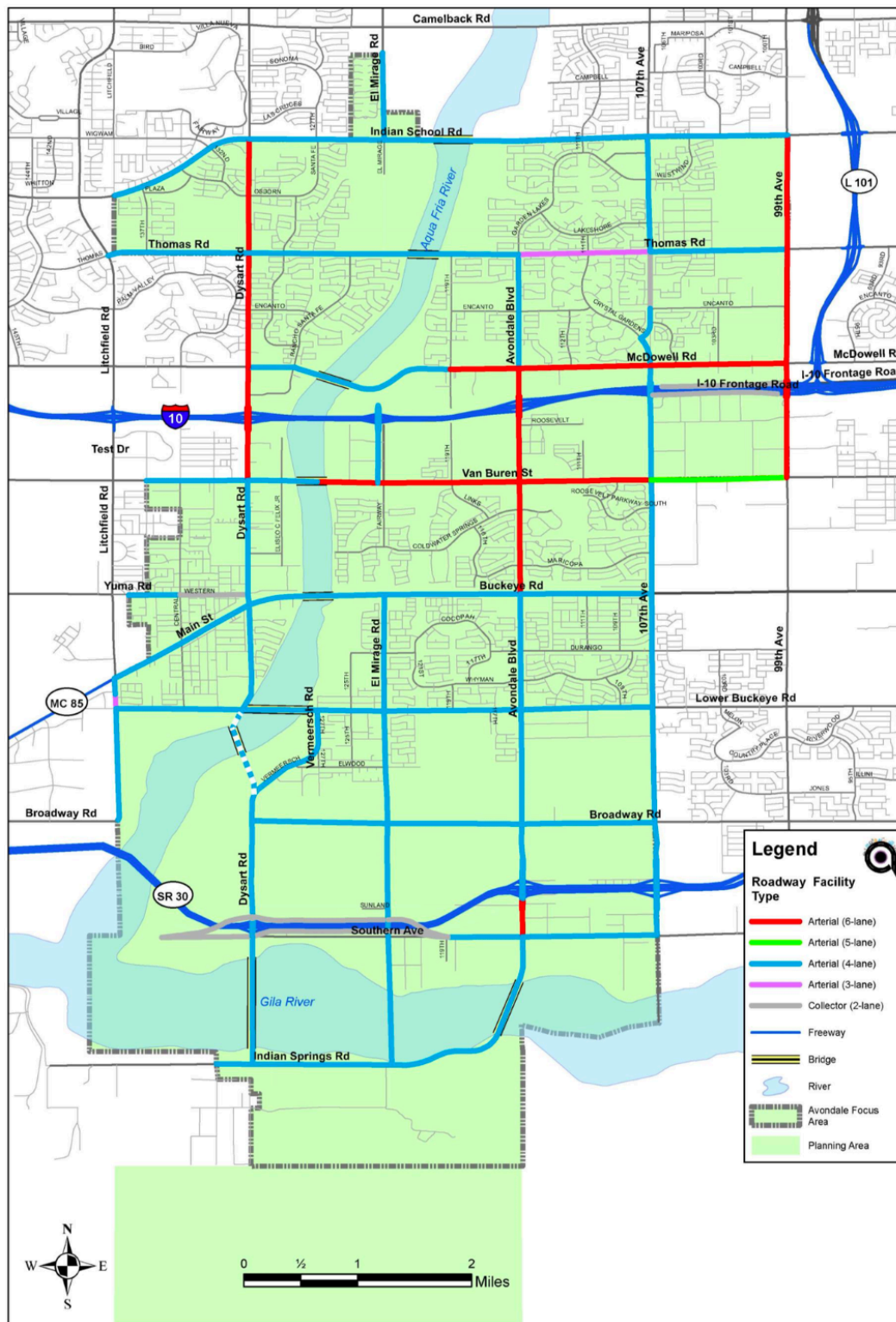
As shown in Figure S1 above, existing traffic volumes vary significantly on arterials in Avondale. For the 2022 impact fee update, the existing volume on Avondale Blvd south of I-10 (i.e., 27,553 ADT) was divided by six travel lanes to yield an average of 4,600 vehicles per lane per day (rounded).

Infrastructure Improvements Plan for Streets

The latest adopted transportation plan for Avondale is shown in Figure S6. Comparing the existing transportation network to the planned system reveals the arterial street grid is substantially complete.

Figure S6 – Avondale Transportation Plan

Figure ES-1 Recommended Street Plan



Note: Dashed Lines Indicate alternative roadway alignments subject to future studies.

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Avondale staff provided the list of improvements and planning-level cost estimates in Figure S7. The ten-year plan for street improvements will benefit citywide development because vehicles flow from larger travel sheds to congested areas where improvements are planned to eliminate bottlenecks. In the area north of I-10, Avondale will improve one arterial-arterial intersection. In the area south of I-10, Avondale will improve two intersections. To accommodate new development, Avondale will add three lane miles of arterial capacity over the next ten years. The total ten-year growth cost of system improvements is approximately \$14.39 million.

Figure S7 – Ten-Year Plan for Street Improvements

Transportation System Improvements

<i>Arterial Lane Miles</i>	<i>Cost per Lane Mile</i>	<i>IIP Costs</i>
3.0	\$2,500,000	\$7,500,000
<i>Improved Intersections</i>	<i>Avg Cost per Intersection</i>	
3	\$2,295,000	\$6,885,000

Planned Infrastructure Improvements

<i>Location/Description</i>	<i>Estimated Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
Intersection Improvements @ Thomas & Avondale Blvd	\$800,000	100%	\$800,000
Intersection Improvements @ Lower Buckeye & Avondale Blvd	\$4,949,000	100%	\$4,949,000
Intersection Improvements @ Lower Buckeye & El Mirage	\$1,136,000	100%	\$1,136,000
Future Arterial Capacity Expansion	\$7,500,000	100%	\$7,500,000
Total	\$14,385,000		\$14,385,000

Water Utility Fees

ARS §9-463.05.T.7(a) defines the facilities and assets which can be included in the Water Facilities IIP:

“Water facilities, including the supply, transportation, treatment, purification and distribution of water, and any appurtenances for those facilities”

The City provides potable water with water supply consisting of a combination of ground water sources. The entire water system infrastructure includes water resources, wells, transmission, distribution, storage, administrative facilities, vehicles, and equipment including meters.

The calculation of the water facilities DIF was based on information provided by staff in addition to the City’s 2018 Integrated Utility Master Plan Report (IUMP). The findings presented in this section are based on a 10-year forecast, 2023 to 2032.

Fee Calculation Methodology

For this 2022 update, Raftelis used the plan-based approach. This approach is based on a forward-looking infrastructure improvements plan which considers the future projects needed to meet the future demands of the utility. The water development impact fee was calculated using the growth-share component of costs and the incremental capacity added from those facilities. Assumptions on included in the development of this fee were provided by Staff and the IUMP.

Service Area

The City’s water system serves the land areas north of the Estrella Mountains, excluding a small area in the northwest corner of the City limits. This area is served by a private water utility. The following provides an analysis of the resource and facility costs included in the IIP and DIF calculations.

Proportionate Share

ARS §9-463.05 (B)(3) states that the development fee shall not exceed a proportionate share of the cost of necessary public services needed to provide necessary public services to the development. Page 2-8, Table 2-4 from the 2018 Integrated Utility Master Plan (IUMP) shows in 2016, the City had a total of 24,561 water meters (accounts). Of these accounts, 88% of the City’s water meters were classified as residential and made up 57% of the City’s annual average water use. The City’s landscape meters made up 2% of the total number of water meters but accounted for 23% of the City’s average annual water use. The remaining water meters and annual usage is spread across several other account types.

For the purposes of this impact fee analysis, the fees are calculated on a dwelling unit basis which is defined as a residential has a demand of 450 gallons per day. The dwelling unit demand for a $\frac{3}{4}$ ” meter is the total residential and nonresidential demand divided by the total residential dwelling units. Page 2-10 in the 2018 IUMP indicates the City had 27,913 dwelling units in 2016.

Figure W1 shows the distribution of residential and nonresidential account types. Please note that these are aggregated in Figure W1 (e.g. residential rural and residential urban are classified under the category of residential below). The totals shown in the *Service Units and Demand by Land Use* are projected values and vary slightly from the values in Figure W1.

Figure W1 – 2016 Distribution of the Number of Meters and Demand by Land Use Type

Account Type	Number of Meters	Percent of Total	2016 Consumption <i>mg</i>	Percent of Total
Residential	21,582	87.9%	6,444,937	56.9%
Multi-Family/Apartment/Hotel	140	0.6%	609,252	5.4%
Commercial	534	2.2%	1,180,512	10.4%
Schools	59	0.2%	182,868	1.6%
Churches	42	0.2%	12,296	0.1%
Industrial	3	0.0%	9,184	0.1%
Laundromat	3	0.0%	12,556	0.1%
Mobile Home Park	19	0.1%	155,074	1.4%
Hydrant Meter	1	0.0%	7,822	0.1%
Car Wash	9	0.0%	64,088	0.6%
Sewer Only	1	0.0%	663	0.0%
Landscape Meter	554	2.3%	2,550,748	22.5%
Unclassified	1,614	6.6%	88,819	0.8%
Total	24,561	100.0%	11,318,819	100.0%

[1] 2018 IUMP, Page 2-9, Table 2.4

Existing Facilities

ARS §9-463.05 (E)(1) requires:

“A description of the existing necessary public services in the service area and the costs to upgrade, update, improve, expand, correct or replace those necessary public services to meet existing needs and usage and stricter safety, efficiency, environmental or regulatory standards, which shall be prepared by qualified professionals licensed in this state, as applicable.”

ARS §9-463.05 (E)(2) requires:

“An analysis of the total capacity, the level of current usage and commitments for usage of capacity of the existing necessary public services, which shall be prepared by qualified professionals licensed in this state, as applicable.”

The City’s integrated water system consists of major facilities to collect, treat, and distribute water to customers. Major backbone water system facilities include:

- Water production wells
- Booster pump stations
- Storage tanks
- Transmission and distribution lines

Water Production Wells (Water Sources)

Water production wells should have sufficient capacity to meet maximum day demands. In 2018, maximum day demands were be supplied by operating wells more than 18 hours per day. Figure W2

shows that the firm water supply is 17.7 mgd which is 3.2 mgd less than the 2018 maximum daily demand of 20.9 mgd.¹.

Figure W2 – 2018 Existing Wells and Production Capacities

<i>Well Water Delivery System</i>	<i>Well Supply Name</i>	<i>Production Capacity mgd</i>	<i>Firm Capacity mgd</i>
Distribution System	Wells #23	1.2	1.2
Coldwater	Wells 15, 16, 25	5.3	5.3
Garden Lakes	Well 17	1.7	1.7
Gateway	Wells 8A, 24	4.0	4.0
Northside	Wells 6, 7, 20	6.3	6.3
Rancho Santa Fe	Wells 10, 11, 12, 18 and 19	12.2	12.2
Total, gpm		30.6	30.6
Resilient Supply, mgd (18 hours/day)			23.0
Firm Supply [2]			17.7
Maximum Day Demand (2018)			20.9
Surplus/(Deficiency), mgd			(3.2)

[1] A composite of tables from the 2018 IUMP, Page 4-25, Table 4.15; Page 4-7, Table 4.6

[2] If Well #16 is out, Well #15 and Well #25 will also be out of service due to blending requirements. The firm supply represents the supply with all of the Coldwater wells out of service.

Booster Pump Stations

The City has five booster pump stations and one well that pumps directly into the distribution system as shown in Figure W3. Firm pumping capacity is the design flowrate with the largest pump out of service.

Figure W3 – Existing Booster Pump Stations and Capacities

<i>Facility</i>	<i>Number of Pumps</i>	<i>Total Pumping Capacity (gpm)</i>	<i>Firm Pumping Capacity (gpm)</i>
Well 23	1	800	800
Rancho Santa Fe	4	8,400	6,200
Coldwater Springs	4	16,000	12,000
Northside	4	7,200	5,400
Gateway	4	8,000	6,000
Del Rio	3	10,000	6,000
Garden Lakes	4	6,500	4,500
Total	24	56,900	40,900
Total, mgd		82.00	59.00

[1] 2018 IUMP, Page 4.9, Table 4.7

¹ This paragraph is summarized from 2018 IUMP text on Page 4-24. The IUMP text references a firm capacity 18.6 mgd and a deficiency of 2.3 mgd. However, Table 4.15 referenced in the text indicates a firm supply of 17.7 mgd and a deficiency of 3.2 mgd.

Storage

While water production facilities are typically designed to operate at a steady rate over an extended period of time, storage reservoirs are planned to accommodate fluctuating demands. The City's water system has five active reservoir sites and one inactive reservoir site (Del Rio). The total capacity of the storage facilities including Del Rio is 15.5 mg.

The City's water system operates within three pressure zones. According to the 2018 IUMP, capacity additions will be required during the study period. However, many of the facilities have available capacity to serve near term growth. The current well production capacities are the limiting factor in meeting near and long-term growth in water demands.

Figure W4 – Existing Storage

Facility	Number of Tanks	Total Volume	Available Volume
		mg	mg
Northside	2	1.2	1.1
Gateway	1	1.0	0.8
Garden Lakes	1	2.0	1.3
Rancho Santa Fe	2	2.8	2.1
Coldwater	2	5.0	3.2
Del Rio (inactive)	1	3.5	0.0
Total	9	15.5	8.5

[1] 2018 IUMP Page 4-10, Table 4.8

Distribution System

The City maintains 320 miles of transmission and distribution lines as well as 8 pressure reducing valves (PRVs). Figure W5 shows the length of mains by pipe diameter.

Figure W5 – Existing Transmission and Distribution Lines

Diameter	Length
inches	miles
6	48.2
8	170.5
10	3.3
12	57.7
16	31.5
18	0.1
20	5.1
24	2.7
30	0.1
36	1.3
48	0.1
Total	320.60

[1] 2018 IUMP Page 4-11, Table 4.10

The 2018 IUMP provides a detailed analysis of the available system capacities based on facilities and pressure zones. The 2018 IUMP also indicates the need for additional facilities over the 10-year study to accommodate new growth. New wells with a capacity of 6.92 mgd will be required over the study period to meet these demands. In addition, new transmission and distribution mains, and upsizing of existing mains will be required.

The existing water production wells, storage, pump stations, and transmission and distribution mains have an estimated value of \$734 million. Accounting for accumulated depreciation reduces this value to approximately \$410 million. In other words, the water system's assets are about 55% depreciated in aggregate based on accounting life. This is based on the City's most recent asset records and estimating a replacement cost of facilities using the Engineering News Record Construction Cost Index (ENR-CCI).

Expansion Facility Costs

ARS §9-463.05 (E)(3) requires:

"A description of all or the parts of the necessary public services or facility expansions and their costs necessitated by and attributable to development in the service area based on the approved land use assumptions, including a forecast of the costs of infrastructure, improvements, real property, financing, engineering and architectural services, which shall be prepared by qualified professionals licensed in this state, as applicable."

New infrastructure-related facilities to serve growth over the study period include water production wells, transmission and distribution mains, booster pump stations, and reservoirs. The new wells will approximately 6.92 mgd of capacity. For the purposes of DIF calculations, the added well capacity represents the total increase in capacity to the system. In other words, the unit cost of expansion facilities (wells, reservoirs, pump stations, etc.) will be based on the added well capacity. The total cost of infrastructure facilities is approximately \$25.9 million. The City is also acquiring new water resources to meet the increase in demand due to growth. New water resources total 6,882 acre-feet at a cost of approximately \$10.0 million. Figure W6 details the proposed facilities needed for growth and their anticipated costs. The project listing and costs were provided by City Staff.

Figure W6 – Expansion Facility Project Costs

Description	Total Cost	Capacity Added (mgd)	Percent Growth-Related	Growth-Related Costs
Growth-Related Infrastructure Projects				
Well #33 The BLVD Well & Transmission	\$2,880,000	1.73	100.0%	\$2,880,000
Well at 107th & Encanto - SRP Shared Well Cost in Design	455,000	1.73	100.0%	455,000
McDowell Rd 16-inch Waterline - Avondale to 99th Ave	2,650,000		25%	662,500
99th Ave Waterline - Thomas to Encanto	956,000		100%	956,000
Garden Lakes Site - 2nd Reservoir & Booster Improvements	8,358,000		100.0%	8,358,000
Future Well	2,700,000	1.73	100.0%	2,700,000
Nitrate Removal System for Coldwater Booster Station	5,545,000		100.0%	5,545,000
16-inch WL Dysart Road – Illini to Roeser	1,000,000		52.0%	520,000
16-inch WL El Mirage, Elwood to Lower Buckeye	900,000		25.0%	225,000
16-inch WL 107th – Jones to Superior	500,000		25.0%	125,000
16-inch WL 107th Ave, Superior to Lower Buckeye	700,000		25.0%	175,000
Dysart Rd. Waterline - Roeser Alignment to Southern	1,000,000		63.0%	630,000
Northside Booster Well Site - Land Purchase & DCR	75,000	1.73	100.0%	75,000
NAWS Project (Impact Fee Portion, P&I) [1]	3,682,500		100.0%	3,682,500
Total Growth-Related Projects/Expansion Capacity Share	\$31,401,500			\$26,989,000
Less: FY21 Ending Fund Balance	(\$1,134,326)			(\$1,134,326)
Net Growth-Related Projects/Expansion Capacity Share	\$30,267,174	6.92		\$25,854,674
Growth-Related Resource Projects				
		Acre-Feet		
New River-Agua Fria River Underground Storage Project (NAUSP)	\$7,200,000	6,000	100.0%	7,200,000
White Mountain Apache Tribe Water Settlement	2,800,000	882	100.0%	2,800,000
Total Growth-Related Water Resource Costs	\$10,000,000	6,882.00		\$10,000,000
Total Expansion Costs				\$35,854,674

[1] Total P&I of project reimbursed from impact fees portion of \$4,419,000 multiplied by remaining 5 mgd of the 6 mgd capacity

[2] From 2018 Utility Master Plan, page 2-10. Represents metered demand from all 3/4" meters regardless of customer class.

[3] From 2018 Utility Master Plan, page 2-13.

Service Units and Demand by Land Use

ARS §9-463.05 (E)(4) requires:

“A table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of necessary public services or facility expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial and industrial.”

The development of a dwelling unit service demand incorporates historical water production data and peak day demand data. A dwelling unit represents the smallest service capacity in the system. For the purposes of this DIF, a dwelling unit demand is equivalent to the average day and maximum day demand for the City's 3/4" meters.²

Water production from 2012 through 2016 averaged 12.0 mgd and maximum day demands averaged 17.2 mgd. The 5-year peaking factor averaged 1.4. The 2018 IUMP recommends a peaking factor of 1.65 for planning purposes.³

Figure W7 – Historical Average Day and Maximum Day Demands

Year	(a) Average Day Demand mgd	(b) Maximum Day Demand mgd	(c)=(b)/(a) Maximum Day Peak Factor
2012	12.60	17.20	1.37
2013	12.20	17.10	1.40
2014	11.60	16.80	1.45
2015	12.10	16.20	1.34
2016	12.60	18.30	1.45
Average	12.22	17.12	1.40

[1] 2018 IUMP, Page 2-14, Table 2.9

Billed water consumption is based on data from the billing and water production records. The 2018 IUMP uses 2016 data as the baseline for developing their future demand projections.

Residential water DIFs are based on average day gallons per connection and assessed on a per dwelling unit basis. As shown on Figure W3, water production in 2016 was 12.6 MGD with 27,913 connections. This gives an existing allocated water demand of 450 gallons per day for a residential connection served by a 3/4" meter. From the 2018 IUMP, Page 2-3:

“The City’s TAZ data was used to estimate the number of dwelling units for each of the 2018 IUMP planning years. ...The 450 gpd/DU value is based on the number of dwelling units, which is calculated using the residential land use categories, and the total annual average production. However, because it is a composite unit water demand it includes both the residential and non-residential component of water use (including non-revenue water).”

² Dwelling unit and 3/4" equivalent unit or 3/4" meter are used synonymously throughout the water and wastewater section.

³ 2018 IUMP, Page 2-13

Figure W8 – Water Demand Unit

<i>Description</i>	<i>Values</i>
Total 2016 Water Demand , mgd [1]	12,600,000
Total 2016 Dwelling Units	27,913
Average Day Demand per Dwelling Unit, gpd	450
Maximum Day Peaking Factor	1.65
Maximum Day Demand per Dwelling Unit, gpd [2]	743

[1] 2018 IUMP, Page 2-10

[2] Rounded to nearest whole number

For residential and nonresidential connections, the water development fees are assessed by meter size. Development fees for meters greater than ¾" are multiplied by their corresponding meter capacity ratio. The meter capacity ratio represents the maximum safe allowable flow in gallons per minute for a given meter size as shown in Figure W9.

Figure W9 – Average and Maximum Day Demand by Water Meter Size

<i>Meter Size</i>	<i>Meter Capacity Ratio [1]</i>	<i>Average Day Demand</i>	<i>Maximum Day Demand</i>
<i>inches</i>		<i>gpd</i>	<i>gpd</i>
0.75	1.00	450	743
1.00	1.67	750	1,238
1.50	3.33	1,500	2,475
2.00	5.33	2,400	3,960
3.00	10.67	4,800	7,920
4.00	16.67	7,500	12,375
6.00	33.33	15,000	24,750

[1] American Water Works Association M1 Manual, Principles of Water Rates, Fees, and Charges. 7th Ed.

Projected Service Units

ARS §9-463.05 (E)(5) requires:

"The total number of projected service units necessitated by and attributable to new development in the service area based on the approved land use assumptions and calculated pursuant to generally accepted engineering and planning criteria."

ARS §9-463.05 (E)(6) requires:

"The projected demand for necessary public services or facility expansions required by new service units for a period not to exceed ten years."

It is projected that there will be an additional 3,907 dwelling units added within the City by 2032. Using the maximum day water demand per DU of 743 gpd, the projected residential peak demand will increase 2.9 mgd (743 x 3,907 = 2,902,901 gpd). It is estimated that the 6.92 mgd added capacity will serve approximately 9,314 DU (6,900,000 gpd / 743 gpd per DU = 9,314 DU).

Figure W10 shows the development of the current demand projection, projected demands and the total DU added during the study period. It also shows the DU that will be served by existing available capacity

and the capacity added by the IIP. The current system operates above the firm capacity of 17.7 mgd so there is no existing available capacity to serve growth.

Figure W10 – Projected Added Dwelling Units and Water Demand Forecast

Line No	Description	Units
Current Dwelling Units and Demand		
1	Current 2022 DU	29,911
2	Demand per EDU, gpd	450
3	Current Ave Day Demand, gpd	13,459,950
4	Maximum Day Peak Factor	1.41
5	Avg Day of Maximum Month, gpd (Line 3 x Line 4)	18,960,633
6	Current Firm Capacity, gpd	17,700,000
7	Existing Capacity Available for Growth, gpd (Line 6 - Line 5)	0
Added Capacity		
8	Added DU, 2022 - 2032	3,907
9	Average Day Demand	450
10	Planning Maximum Day Factor	1.65
11	Maximum Day Demand per DU, gpd	743
12	Added System Maximum Day Demand, gpd (Line 8 x Line 11)	2,902,901
13	Additional Capacity Needed for Growth (Line 12 - Line 7)	2,902,901
14	DU Served by Existing Available Capacity (Line 7 / Line 11)	0
15	DU Served by 10-Year IIP (Line 13 / Line 11)	3,907
16	Total Added DU	3,907
17	DU Served by Full 6.92 mgd Capacity Addition	9,314

Facility Improvements

The City has plans to expand the existing supply system by 6.92 mgd through the addition of wells and distribution projects meet the future demands on the service area. The City is also securing additional 6,882 acre-feet water resources to meet future demands. This includes additional storage/recharge capacity at the New River-Agua Fria River Underground Storage Project (NAUSP) operated by Salt River Project (SRP) from the City of Chandler. This provides Avondale additional recharge capability and will alleviate the need for a water surface treatment plant. The cost of water infrastructure projects totals approximately \$27.0 million. This value is reduced by the FY 21 outstanding fund balance of \$1.1 million resulting in a net cost of \$25.9 million. The cost of the water infrastructure and water resources growth-related projects is \$35.85 million.

As discussed previously, the maximum day demand per DU is 743 gpd. The \$3.74 unit cost of capacity is multiplied by 743 gpd which totals \$2,776 for the infrastructure portion of the fee. The water resource fee is equal to the annual DU demand of 164,300 gallons multiplied by \$4.46 per gallon for a total of \$732. The total water DIF is \$3,519 which also includes the cost of the study of \$11.

Wastewater Utility Fees

ARS §9-463.05.T.7(b) defines the facilities and assets which can be included in the Wastewater Facilities IIP:

“Wastewater facilities, including collection, interception, transportation, treatment and disposal of wastewater, and any appurtenances for those facilities”

The City provides central wastewater collection, treatment, and disposal service throughout the City limits. The following provides an analysis of the resource and facility costs included in the IIP and DIF calculations.

The calculation of the water facilities DIF was based on information provided by staff in addition to the City's 2018 Integrated Utility Master Plan Update Report (IUMP).

Fee Calculation Methodology

For this 2022 update, Raftelis used the plan-based approach. This approach is based on a forward-looking infrastructure improvements plan which considers the future projects needed to meet the future wastewater demands of the utility. The wastewater development impact fee was calculated using the growth-share component of costs and the incremental capacity added from those facilities. Assumptions on included in the development of this fee were provided by Staff and the IUMP.

Service Area

The wastewater service area includes the northern municipal planning area down to the Estrella Mountains. The service area includes sections that are served by septic systems.

Proportionate Share

ARS §9-463.05 (B)(3) states that the development fee shall not exceed a proportionate share of the cost of necessary public services needed to provide necessary public services to the development. Page 2-8, Table 2.4 from the 2018 Integrated Utility Master Plan (IUMP) shows in 2016, the City had a total of 24,561 water meters (accounts).

Raftelis assumes that the number of wastewater account types are for the most part the same as water except for landscape meters and customers with septic tanks. Raftelis estimates the 2016 account type counts was approximately 24,000 (excluding irrigation and customers on septic systems) with a total contributed wastewater flow of 5.4 mgd. Based on a water demand of 12.6 mgd, the 2016 return to sewer factor was 44%. The 2018 IUMP indicates that 46% is an appropriate return to sewer factor for planning purposes. Figure WW1 shows the return to sewer percentages for each land use type and their respective contributed wastewater volume.

Figure WW1 – 2016 Account Type Return to Sewer Factors and Contributed Volume

<i>Description</i>	<i>Return to Sewer Factor</i>	<i>Average Daily WW Flow (gpd)</i>
Rural Low Density Residential	35.0%	0
Estate/Low Density Residential	35.0%	11,000
Sports & Entertainment	45.0%	0
Medium Density Residential	40.0%	1,774,000
City Center	60.0%	93,000
Historic Avondale	50.0%	163,000
Medium – High Density Residential	50.0%	165,000
High Density Residential	60.0%	1,138,000
Urban Commercial	60.0%	144,000
Mixed Use	60.0%	351,000
Urban Residential	0.0%	0
Local Commercial	60.0%	343,000
Open Space & Parks	0.0%	0
Open Space – Irrigation	0.0%	0
Freeway Commercial	75.0%	209,000
Business Park	60.0%	263,000
Education	60.0%	244,000
Industrial	60.0%	63,000
Public / Civic	60.0%	34,000
Corporate Park	60.0%	0
Gila River Scenic District	60.0%	0
High Intensity Office	60.0%	166
Office / Professional	60.0%	13,000
Total		5,008,166
Basin No. 2 Adjustment		432,000
Net Wastewater Flow (gpd)		5,440,000
2016 Actual Average Daily WastewaterFlow at WRF		5,600,000
<i>Variance (%)</i>		<i>-3.0%</i>

[1] 2018 IUMP, Page 2.18, Table 2.13; Page 2.20, Table 2.14

Existing Facilities

ARS §9-463.05 (E)(1) requires:

“A description of the existing necessary public services in the service area and the costs to upgrade, update, improve, expand, correct or replace those necessary public services to meet existing needs and usage and stricter safety, efficiency, environmental or regulatory standards, which shall be prepared by qualified professionals licensed in this state, as applicable.”

ARS §9-463.05 (E)(2) requires:

“An analysis of the total capacity, the level of current usage and commitments for usage of capacity of the existing necessary public services, which shall be prepared by qualified professionals licensed in this state, as applicable.”

Water Reclamation Facility

The City’s Water Reclamation Facility (WRF) is named the Charles M. Wolf Water Resource Center and is located on Dysart Road south of Broadway Road alignment. Wastewater is conveyed to the facility

through two interceptors (36-inch and 48-inch) that enter the facility from the east. The current treatment capacity is a maximum month average daily flow (MMADF) of 9.0 million gallons per day (mgd). State regulations require the expansion of a facility when the facility reaches 80% of rated design capacity. The functional capacity under this regulation is 7.2 MGD. The 2021 average annual daily flow to the Avondale WRF was 6.5 mgd.

Lift Stations and Force Mains

The City currently has 10 lift stations. There are nearly 6.5 miles of force mains associated with the City's lift stations, which range in size from 2 to 16 inches in diameter. Figure WW2 lists the lift stations and their firm capacity.

Figure WW2 – Existing Lift Stations and Firm Capacity

<i>Lift Station</i>	<i>Firm Capacity (gpd)</i>
4th Street	3,200
10th Street	1,150
Central	200
Donatela	350
Friendship Park	350
Fulton	140
Littleton	210
PIR	30
Riley	2,200
Whyman	200

[1] 2018 IUMP Page 5-4, Table 5.1

Gravity Sewer Mains

The City's collection system contains 235 miles of mains ranging in size from 4 to 48 inches. Both the gravity sewer lines and lift stations have sufficient capacity to meet demands over the study period.

The existing wastewater treatment plant, lift stations, and gravity sewer mains have an estimated value of \$692 million. Accounting for accumulated depreciation reduces this value to approximately \$386 million. In other words, the water system's assets are about 55% depreciated in aggregate based on accounting life. This is based on the City's most recent asset records and estimating a replacement cost of facilities using the Engineering News Record Construction Cost Index (ENR-CCI).

Expansion Facility Costs

ARS §9-463.05 (E)(3) requires:

A description of all or the parts of the necessary public services or facility expansions and their costs necessitated by and attributable to development in the service area based on the approved land use assumptions, including a forecast of the costs of infrastructure, improvements, real property, financing, engineering and architectural services, which shall be prepared by qualified professionals licensed in this state, as applicable.

The City's existing treatment capacity is a maximum month average daily flow (MMADF) of 9.0 mgd. As shown on Figure WW1, the 2016 average annual daily flow to the WRF is 5.6 mgd. From 2016 to 2021, the average annual daily flow increased from 5.6 mgd to 6.5 mgd. The MMADF in 2021 was 6.75 mgd.

Under existing Arizona law, only 80% of the total capacity can be used, or 7.2 mgd. The remaining capacity of 0.45 mgd of additional capacity available for growth. The City has plans for a 3.0 mgd expansion to the Avondale Water Reclaimed Facility (WRF). Also under existing Arizona law, only 80% of the total capacity can be used, giving an additional planned capacity of 2.40 mgd.

Including both the additional capacity available from the existing facility of 0.45 mgd and the planned expansion of 2.40 mgd, the City's wastewater treatment has 2.85 mgd of available wastewater capacity to serve growth. Of that 2.85 mgd capacity, 0.85 mgd will be required to serve growth over the 10-year period. The estimated cost of the additional capacity is approximately \$79.6 million.

Service Units and Demand by Land Use

ARS §9-463.05 (E)(4) requires:

"A table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of necessary public services or facility expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial and industrial."

The development of a dwelling unit wastewater service demand incorporates historical wastewater contributed flow data and system peak flow data. A dwelling unit represents the smallest service capacity in the system. For the purposes of this DIF, a dwelling unit demand is equivalent to the average daily flow and peak flow for the City's 3/4" meters.

Residential wastewater DIFs are based on average day gallons per dwelling unit and assessed by meter size. The existing allocated water capacity is 450 gallons per day for a residential DU served by a 3/4" meter. Contributed wastewater flow is estimated to be 46% of water usage based on the planning criteria in the 2018 IUMP. The product of the 450 gpd and 46% equals the average day flow per DU of 207 gpd. The MMADF factor of 1.05 is applied to account for maximum month flows which results in a MMADF of 218 gpd. Figure WW3 shows the calculation of the DU average ad MMADF flows.

Figure WW3 – Wastewater Demand Unit

<i>Description</i>	<i>Amount</i>
Avg Day Water Demand per DU, gpd	450
Return Factor	46%
MMADF Peaking Factor	105%
MMADF Flow per DU, gpd	218

For residential and nonresidential connections, the wastewater DIFs are assessed by water meter size. and are allocated the appropriate meter capacity for wastewater by multiplying the DU MMADF of 218 gpd by the corresponding capacity ratios provided in Figure WW4.

Figure WW4 – Meter Capacity Ratios

Meter Size	Meter Capacity Ratio [1]	MMADF
<i>inches</i>		<i>gpd</i>
0.75	1.00	218
1.00	1.67	363
1.50	3.33	727
2.00	5.33	1,163
3.00	10.67	2,325
4.00	16.67	3,633
6.00	33.33	7,267

[1] American Water Works Association M1 Manual, Principles of Water Rates, Fees, and Charges. 7th Ed.

Projected Service Units

ARS §9-463.05 (E)(5) requires:

“The total number of projected service units necessitated by and attributable to new development in the service area based on the approved land use assumptions and calculated pursuant to generally accepted engineering and planning criteria.”

ARS §9-463.05 (E)(6) requires:

“The projected demand for necessary public services or facility expansions required by new service units for a period not to exceed ten years.”

It is projected that there will be an additional 5,552 dwelling units built within the City by 2037. Using the MMADF per dwelling unit of 207 gpd, it is estimated that there will be an increase in projected contributed peak wastewater flow of 1.2 mgd ($218 \times 5,552 = 1,210,000$ gpd).

Figure WW5 shows the development of the current annual average daily flow projections, projected average daily and MMADF flow, and the total DU added during the study period. It also shows the DU that will be served by existing available capacity and the capacity added by the IIP. It is estimated that the 2.4 mgd capacity addition will serve approximately 11,009 DU ($2,400,000$ gpd / 218 gpd).

Figure WW5 – Projected Added Dwelling Units and Wastewater Flows Forecast

Line No	Description	Units
Current Dwelling Units and Demand		
1	Current 2022 DU	29,911
2	Demand per DU, gpd	218.00
3	Current Ave Day Demand, gpd	6,520,598
4	MMADF Peak Factor	1.04
5	Avg Day of Maximum Month, gpd (Rounded) (Line 4 x Line 3)	6,751,000
6	Current Firm Capacity, gpd	7,200,000
7	Existing Capacity Available for Growth, gpd (Line 6 - Line 5)	449,000
Added Demand [1]		
8	Added DU, 2023 - 2032	3,907
9	Average Day Demand	207
10	Planning MMADF factor	1.05
11	MMADF per DU, gpd (Line 9 x Line 10)	218
12	Added MMADF, gpd	851,726
13	Additional Capacity Needed for Growth, gpd (Line 12 - Line 7)	402,726
14	DU Served by Existing Available Capacity (Line 7 / Line 11)	2,060
15	DU Served by 10-Year IIP (Line 13 / Line 11)	1,847
16	Total Added DU	3,907
17	DU Served by Full 2.4 mgd Capacity Addition	11,009

[1] The new WWTP adds a total of 2.4 mgd of capacity.

Facility Improvements

The City has plans to expand the existing wastewater treatment plant by 3.0 mgd of which 80% (2.4 mgd) can be used under Arizona law. The total cost of the wastewater treatment plant phase 2 expansion is \$79,590,000. The existing wastewater development fund has \$6,438,870 as of the end of fiscal year 2021. The total cost of the wastewater treatment plant expansion less the existing development fund balance can be recovered through wastewater DIFs. This value divided by the additional capacity added of 2.4 mgd results in a unit cost of \$30.48 per mgd.

As discussed previously, the maximum month average daily flow per demand unit is 218 for wastewater. The \$30.48 unit cost of capacity is multiplied by the MMADF per demand unit of 218 to get a wastewater DIF per 0.75-inch meter equivalent of \$6,656. This includes \$11 for the cost of this impact fee study.

The proposed wastewater DIF is the product of the dwelling unit's maximum month average daily flow (MMADF) and the unit cost of capacity (218 gpd x \$30.48 per gpd) plus a charge of \$11 per dwelling unit for professional services. The proposed DIF totals \$6,656.

Appendix A – Forecast of Revenues

Arizona’s enabling legislation mandates a “required offset” for “excess” construction contracting excise taxes, as stated in ARS § 9-463.05(B)(12)).

The municipality shall forecast the contribution to be made in the future in cash or by taxes, fees, assessments or other sources of revenue derived from the property owner towards the capital costs of the necessary public service covered by the development fee and shall include these contributions in determining the extent of the burden imposed by the development. Beginning August 1, 2014, for purposes of calculating the required offset to development fees pursuant to this subsection, if a municipality imposes a construction contracting or similar excise tax rate in excess of the percentage amount of the transaction privilege tax rate imposed on the majority of other transaction privilege tax classifications, the entire excess portion of the construction contracting or similar excise tax shall be treated as a contribution to the capital costs of necessary public services provided to development for which development fees are assessed, unless the excess portion was already taken into account for such purpose pursuant to this subsection.

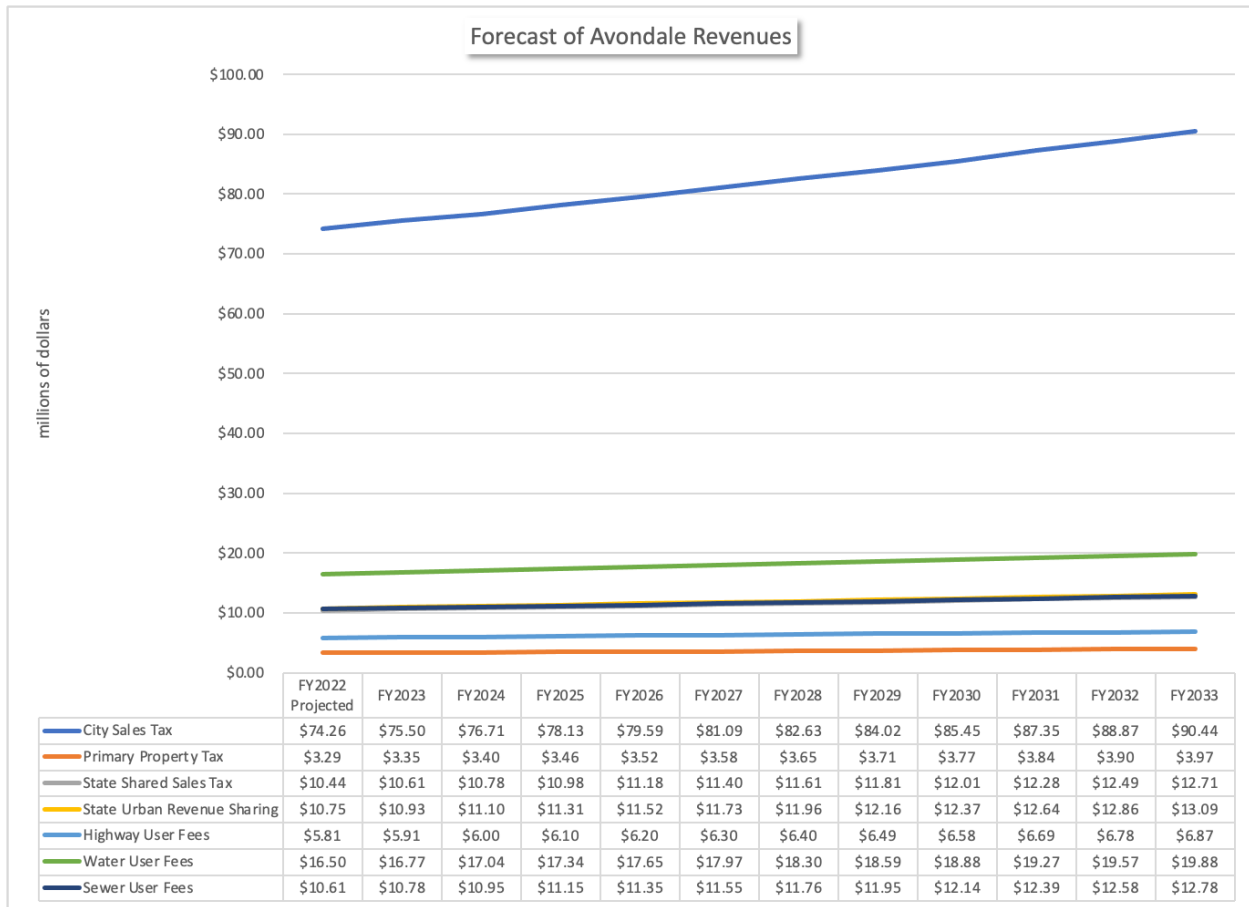
Avondale does not charge a construction excise tax at a rate higher than the rate applicable for other types of business activities. Therefore, no such offset is required.

ARS § 9-463.05(E)(7) requires:

“A forecast of revenues generated by new service units other than development fees, which shall include estimated state-shared revenue, highway users revenue, federal revenue, ad valorem property taxes, construction contracting or similar excise taxes and the capital recovery portion of utility fees attributable to development based on the approved land use assumptions, and a plan to include these contributions in determining the extent of the burden imposed by the development as required in subsection B, paragraph 12 of this section.”

The required forecast of non-development fee revenue that might be used for growth-related improvements is shown in Figure A1. The forecast of revenues was provided by staff.

Figure A1 – Ten-Year Revenue Projections



Appendix B – MAG Socioeconomic Documentation

Pages 23-25 from MAG Socioeconomic Projections 2019 Documentation are shown below.

Industrial is based on Manufacturing and Warehousing.

INDUSTRIAL EMPLOYMENT AND DEVELOPMENT BY INDUSTRY

		FAR	Sq.Ft. per Employee
Manufacturing			
311	Food Manufacturing	0.26	460
312	Beverage and Tobacco Product Manufacturing	0.37	761
314-			
323	Textiles/Wood Products/Printing	0.31	717
324-			
326	Petroleum/Pharmaceuticals/Plastics	0.28	596
327	Concrete/Concrete Products/Stone	0.08	580
331-			
332	Steel/Fabricated Metals/Machine Shops	0.30	549
333	Machinery Manufacturing	0.37	308
334	Computer and Electronic Product Manufacturing	0.33	428
	Electrical Equipment, Appliance, and Component		
335	Manufacturing	0.35	697
336	Transportation Equipment Manufacturing	0.13	363
337	Furniture and Related Product Manufacturing	0.37	789
339	Miscellaneous Manufacturing	0.26	520
	Total	0.25	495
Warehouse			
423	Merchant Wholesalers, Durable Goods	0.29	514
424	Merchant Wholesalers, Nondurable Goods	0.32	735
484	General Freight Trucking	0.11	191
493	Warehousing and Storage	0.33	1,625

Commercial is based on Retail, Restaurants, and Hotels.

RETAIL EMPLOYMENT AND DEVELOPMENT BY INDUSTRY

		FAR	Sq.Ft. per Employee
Retail			
441	Motor Vehicle and Parts Dealers	0.18	379
441	Recreational Vehicle Dealers	0.10	754
441	Automotive Parts and Accessories Stores	0.26	724
442	Furniture and Home Furnishings Stores	0.31	674
443	Electronics and Appliance Stores	0.31	532
444	Building Material and Garden Equipment and Supplies Dealers	0.24	637
445	Supermarkets and Grocery Stores	0.24	454
445	Other Food and Beverage Stores	0.26	498
446	Health and Personal Care Stores	0.28	562
447	Gasoline Stations	0.10	340
448	Clothing and Clothing Accessories Stores	0.38	615
451	Sporting Goods, Hobby, Book, and Music Stores	0.27	583
452	General Merchandise Stores	0.30	741
452	Warehouse Clubs and Supercenters	0.23	566
452	All Other General Merchandise Stores	0.18	702
453	Miscellaneous Store Retailers	0.32	548
454	Nonstore Retailers	0.22	506
	Retail Total	0.25	561
Restaurants			
722	Food Service Contractors and Caterers	0.23	326
722	Drinking Places (Alcoholic Beverages)	0.27	485
722	Full-Service Restaurants	0.27	471
722	Limited-Service Restaurants	0.24	464
722	Snack and Nonalcoholic Beverage Bars	0.26	485
	Restaurant Total	0.26	463
Hotels		0.37	956

Office/Institutional is based on Information, Finance/Insurance, and Real Estate.

OFFICE EMPLOYMENT AND DEVELOPMENT BY INDUSTRY

	FAR	Sq.Ft. per Employee
Information		
511 Publishing Industries (except Internet)	0.57	390
512 Motion Picture and Sound Recording Industries	0.37	574
515 Broadcasting (except Internet)	0.36	376
517 Telecommunications	0.30	500
518 Data Processing, Hosting and Related Services	0.34	349
519 Other Information Services	0.08	478
51 Total	0.29	463
Finance & Insurance		
522 Banking	0.33	429
522 Consumer Lending	0.46	441
522 Other Lending	0.25	388
523 Investments	0.53	588
524 Insurance Carriers and Related Activities	0.55	423
52 Total	0.42	445
Real Estate and Rental and Leasing		
531 Real Estate Leasing	0.25	520
531 Real Estate Agents	0.37	390
532 Car & Truck Rental	0.08	590
532 Consular Rentals	0.33	623
532 Machinery and Equipment Rental and Leasing	0.13	485
53 Total	0.19	468

Appendix C – Impact Fee References

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CITY COUNCIL REPORT

SUBJECT: Council Appointments to Regional and Local Boards, Commissions, and Committees

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Liz Barker Alvarez, Intergovernmental Affairs Administrator, (623) 333-1027

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other.

PURPOSE:

City Council will consider a request to appoint members of the City Council to various regional and local boards and committees. The Council will take appropriate action.

BACKGROUND:

Regional and local representation on behalf of the City Council is beneficial to the City in maintaining a strong presence valley-wide. Serving on committees within the Maricopa Association of Governments (MAG), WESTMARC, the Arizona Municipal Water Users Association (AMWUA) and other regional organizations is paramount to the City staying abreast of regional initiatives. This allows the City of Avondale to maintain a regional presence and assures that the City's best interests are represented. In addition to the regional and local committees, Council committees and subcommittees will be discussed and any vacancies will be addressed.

As mentioned above, the Council will determine the appropriate representation for each of the following:

- Maricopa Association of Governments (MAG)
- WESTMARC
- Arizona Municipal Water Users Association (AMWUA)
- Valley Metro Regional Public Transportation Authority (RPTA)
- Luke West Valley Council
- Council Subcommittee for Boards and Commissions
- Council Subcommittee on Contributions Assistance Program
- Audit Committee
- Southwest Lending Closet
- Interfaith Council

- Phoenix/Goodyear Airport Superfund Site - Community Advisory Group

DISCUSSION:

After each election, appointments are re-addressed on the various regional and local boards, commissions and committees. Staff will brief the Council regarding the current assignments and the current vacancies. Based on the information provided, the Council will determine the appropriate representative to fill each of the vacancies and may make changes to current assignments as they deem appropriate to ensure the City is adequately represented..

BUDGET IMPACT:

There is no budgetary impact.

RECOMMENDATION:

The Council will determine the appropriate representation for each of the boards and committees.

Contact person for document distribution: n/a

CITY COUNCIL REPORT

SUBJECT: Selection of New Vice Mayor

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Marcella Carrillo, City Clerk, (623) 333-1214

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

n/a

PURPOSE:

City Council will accept nominations and designate one of its members as Vice Mayor for a two-year term. The Council will take appropriate action.

BACKGROUND:

At the January 4, 2021 City Council meeting, Council Member Veronica Malone was elected Vice Mayor.

DISCUSSION:

Pursuant to Article II, Section 9 of the Avondale City Charter, the City Council shall designate one of its members as Vice Mayor, who shall serve in such capacity for a two-year term at the pleasure of the Council.

The Vice Mayor shall perform the duties of the Mayor during his/her absence or disability.

BUDGET IMPACT:

This item does not have a direct impact to the City budget. The salary for the selected Vice Mayor will be adjusted accordingly.

RECOMMENDATION:

Staff recommends City Council accept nominations and designate one of its members as Vice Mayor for a two-year term.

Contact person for document distribution: Marcella Carrillo

CITY COUNCIL REPORT

SUBJECT: Training on Open Meeting Law

MEETING DATE: 1/9/2023

TO: Mayor and Council

FROM: Nicholle Harris, City Attorney, (623) 333-1514

THROUGH: n/a

REVIEWED: Ron Corbin, City Manager, (623) 333-1016

STRATEGIC PLAN:

PURPOSE:

The City Attorney will provide training on the Open Meeting Law for its elected and appointed officials. This item is for discussion only.

BACKGROUND:

The Arizona Open Meeting Law is a state law that ensures that meetings of the public body are conducted openly and that notices and agendas be provided for such meetings which contain such information as is reasonably necessary to inform the public of the matters to be discussed or decided. Arizona Open Meeting law is located in Arizona Revised Statutes §§ 38-431 through 38-431.09.

DISCUSSION:

The Avondale City Council will receive training provided by the City Attorney.

BUDGET IMPACT:

None.

RECOMMENDATION:

This item is for discussion only.

Contact person for document distribution: n/a