



City of Avondale

City Council Meeting

Monday, October 6, 2025

Mayor and Council

Mike Pineda, Mayor

Curtis Nielson, Vice Mayor

Tina Conde, Councilmember | Jeannette Garcia, Councilmember

Gloria Solorio, Councilmember | Shari Weise, Councilmember

Max White, Councilmember

Administration

Ron Corbin, City Manager

Tracy Stevens, Assistant City Manager | Dale Nannenga, Assistant City Manager

Katie Gregory, Assistant City Manager | Nicholle Harris, City Attorney

Marcella Sarmiento, City Clerk

City Council Chamber

11465 West Civic Center Drive

Avondale, AZ 85323

Watch a City Council Meeting Online

Visit the link below to watch a City Council meeting live online:

<https://www.avondaleaz.new.swagit.com/views/540/>

Please note, the live stream will not be monitored by staff; therefore, anyone wishing to address the City Council shall appear in person to speak.



City Council Meeting Notice & Agenda Monday, October 6, 2025

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

Request to Speak: Anyone wishing to address the Council regarding items listed on the agenda or under unscheduled public appearance should submit a Request to Speak online at <http://www.avondaleaz.gov/requesttospeak> prior to consideration of that agenda item.

REGULAR MEETING

5:30 PM

Physical Access to the Council Chambers will be available 30 minutes prior to the meeting.

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

1. ROLL CALL BY THE CITY CLERK

2. PRESENTATION ITEMS (DISCUSSION ONLY)

a. PROCLAMATION - COMMUNITY PLANNING MONTH

City Council will present a Proclamation recognizing the month of October 2025 as Community Planning Month in Avondale and extend appreciation to the staff of the Development Services Department for their dedication and service to Avondale. This item is for discussion only.

b. PROCLAMATION - FIRE PREVENTION WEEK 2025

City Council will present a Proclamation recognizing the week of October 5–11, 2025, as Fire Prevention Week in Avondale and extend appreciation to the staff of the Fire and Medical Department for their dedication and service to Avondale. This item is for discussion only.

c. PROCLAMATION - CODE COMPLIANCE MONTH

City Council will present a Proclamation recognizing October 2025 as Code Compliance Month and extend appreciation to the staff of the Code Compliance Division for their dedication and service to Avondale. This item is for discussion only.

d. PROPERTY ALL-STAR CURB APPEAL AWARD

City Council will recognize property owners in Avondale that demonstrate community pride and maintain their properties to a higher standard. This item is for discussion only.

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

4. CONSENT AGENDA

a. MINUTES

City Council will consider a request to approve the September 8, 2025 City Council meeting minutes. The Council will take appropriate action.

b. QUARTERLY BUDGET TRANSFER

City Council will consider a request to approve the Fiscal Year 2025 budget for carryover appropriation and approve quarterly budget transfers as summarized in the attached Exhibit A, increase the award authority for the projects and authorize Finance and Budget Department staff to take the steps necessary to execute the transfers. The Council will take appropriate action.

c. RESOLUTION 1059-1025 - AMENDMENTS TO THE PERSONNEL POLICIES AND PROCEDURES, CHAPTER 7, DRUG & ALCOHOL POLICY

City Council will consider a request to adopt Resolution 1059-1025, amending the Personnel Policies and Procedures, Chapter 7, Drug & Alcohol Policy to incorporate revised language under Section C (Substance Abuse Policy) and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

d. ORDINANCE 2035-1025 - LITCHFIELD ROAD RIGHT-OF-WAY DEANNEXATION

City Council will consider a request to adopt Ordinance 2035-1025, authorizing the deannexation of Litchfield Road right-of-way at The Stack Avondale and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

5. REGULAR AGENDA

a. PUBLIC HEARING - PROPOSED LAND USE ASSUMPTIONS (LUA) AND INFRASTRUCTURE IMPROVEMENT PLAN (IIP)

City Council will conduct a public hearing on the City's proposed LUA and IIP that will be used as the basis for the development impact fees assessed on new development. This item is for public hearing and discussion only, no action will be taken.

b. CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECT UPDATE

Staff will provide an overview of the Capital Improvement Program (CIP) within the Engineering Department. This item is for discussion only, no action will be taken.

6. SUMMARY OF CURRENT EVENTS FROM MAYOR, VICE MAYOR, AND COUNCILMEMBERS

(5 minutes)

7. ADJOURNMENT INTO EXECUTIVE SESSION

City Council will consider a request 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 claims and matters of: (i) John Keenan, Donnell Mackie and James "Scott" Plymesser; (ii) Charles Montoya v. City of Avondale, et al.; (iii) Lana Nabaty v. City of Avondale; (iv) Michael Pullem v. City of Avondale, et, al.

Councilmembers 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 623-333-1000 or TDD 623-333-0010 at least two business days prior to the Council Meeting.

Los miembros del Concejo de la Ciudad de Avondale participaran ya sea en persona o por medio de llamada telefonica o por video. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1000 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta del Concejo.

ITEM NUMBER: 2.a.

SUBJECT: Proclamation - Community Planning Month

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Jodie Novak, Director of Development Services

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

STRATEGIC OUTCOME: Connected and Engaged Community

Avondale informs, prepares, and engages our community to ensure residents are connected to resources, the region, and each other.

STRATEGIC INITIATIVE:

- Strengthen connections with Avondale's residents and the business community.

STRATEGIC OUTCOME: Innovative and Effective Government

Avondale's elected leaders, employees, and strategic partners collaborate to serve as a model of innovation, efficiency, and responsive government.

STRATEGIC INITIATIVES:

- Foster a culture of innovation where staff are empowered to promote new ideas for delivering services.
- Attract, retain, and develop a highly competent workforce and be an employer of choice.

STRATEGIC OUTCOME: Economic Growth and Prosperity

Avondale supports a thriving local economy by fostering and supporting business growth, job creation, and workforce development. The City advances economic development, attracts high-quality entertainment and full-service amenities, and promotes a variety of attainable housing opportunities that strengthen the City's vitality.

STRATEGIC INITIATIVE:

- Promote a mix of housing options and be known as a City of opportunity.
-

PURPOSE:

City Council will present a Proclamation recognizing the month of October 2025 as Community Planning Month in Avondale and extend appreciation to the staff of the Development Services Department for their dedication and service to Avondale. This item is for discussion only.

BACKGROUND:

Planning can be defined as a comprehensive, community-focused activity that enhances choices and opportunities. While many people may not realize it, city planning has a significant impact on their day-to-day lives. From where they live, to how they commute, to the type of home they live in; city planning plays a vital

role in a person's life and well-being. Recognizing the month of October as Community Planning Month presents a unique occasion to spotlight the key role local government planning and development professionals have in the City of Avondale's current and future growth.

DISCUSSION:

Established in 2006, National Community Planning Month is celebrated each October as a way to highlight the role of city planners and the importance of good planning in our communities. Across the country, communities celebrate planning through a variety of avenues, including Mayor and City Council proclamations declaring the month of October as Community Planning Month. Planning is essential for our communities to prosper while maintaining balance and cohesiveness.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION:

The Development Services Department recommends City Council issue a proclamation recognizing the month of October 2025 as Community Planning Month.

Contact person for document distribution: Jodie Novak, Catherine Lorbeer

Avondale

PROCLAMATION

COMMUNITY PLANNING MONTH

Whereas, change is constant and affects all cities, towns, suburbs, counties, rural areas, and other places; and

Whereas, planners can help navigate this change with data-driven insights and expertise that provide better choices for how people work and live; and

Whereas, community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and

Whereas, the full benefits of planning require public elected and appointed officials who understand, support, and demand excellence in planning and plan implementation; and

Whereas, the American Planning Association endorses National Community Planning Month as an opportunity to highlight how planning is essential to every community, and how planners are uniquely positioned to identify solutions to communities' most difficult housing, transportation, and land use questions; and

Whereas, the celebration of National Community Planning Month gives us the opportunity to publicly recognize the participation and dedication of appointed planning commission members who have contributed their time and expertise to the improvement of the City of Avondale; and

Whereas, we recognize the many valuable contributions made by the local government planning and development professionals of the City of Avondale and extend our heartfelt thanks for the continued commitment to public service by these professionals.

NOW, THEREFORE, on behalf of the Avondale City Council, the City of Avondale, Arizona, hereby proclaims the month of October 2025 as Community Planning Month in conjunction with the celebration of National Community Planning Month.

Proclaimed this 6th day of October 2025.

Mayor

Attest: _____
City Clerk

ITEM NUMBER: 2.b.

SUBJECT: Proclamation - Fire Prevention Week 2025

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Larry Rooney, Fire Chief

THROUGH: Dale Nannenga, Deputy City Manager (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Connected & Engaged Community**

Avondale informs, prepares, and engages our community to ensure residents are connected to resources, the region, and each other.

PURPOSE:

City Council will present a Proclamation recognizing the week of October 5–11, 2025, as Fire Prevention Week in Avondale and extend appreciation to the staff of the Fire and Medical Department for their dedication and service to Avondale. This item is for discussion only.

BACKGROUND:

Fire Prevention Week, October 5-11, 2025, is focused on educating the community on lithium-ion batteries in their homes and highlighting the growing risks associated with these common devices powering many everyday items.

DISCUSSION:

It is critical to continually educate the community about mishandling, improper charging, or incorrect disposal of lithium-ion batteries which can lead to dangerous fires and explosions in homes and other public spaces.

BUDGET IMPACT:

There is no budget impact associated with this item.

RECOMMENDATION:

This item is for presentation only.

Contact person for document distribution: Marsha Chavez

Avondale

PROCLAMATION

FIRE PREVENTION WEEK

Whereas, the City of Avondale is committed to ensuring the safety and security of all those living in and visiting our city; and

Whereas, the City of Avondale, in collaboration with the National Fire Protection Association (NFPA) and fire departments nationwide, recognizes the critical importance of fire safety and the need for community education; and

Whereas, the theme for Fire Prevention Week 2025 is "Charge into Fire Safety™: Lithium-Ion Batteries in Your Home," highlighting the growing risks associated with these common devices powering many everyday items; and

Whereas, mishandling, improper charging, or incorrect disposal of lithium-ion batteries can lead to dangerous fires and explosions in homes and other public spaces; and

Whereas, it is imperative to educate the public on the safe practices for buying, charging, using, and disposing of lithium-ion batteries to prevent these devastating incidents; and

Whereas, our local firefighters and fire prevention professionals work tirelessly to keep our community safe through education, prevention, and swift response; and

Whereas, City of Avondale residents are responsive to public education measures and are able to take personal steps to increase their safety from fire, especially in their homes.

NOW, THEREFORE, on behalf of the Avondale City Council, the City of Avondale, Arizona, hereby proclaims the month of October 5-11, 2025, as Fire Prevention Week 2025 and to support the many public safety activities and efforts of the City of Avondale Fire and Medical department.

Proclaimed this 6th day of October 2025.

Mayor

Attest: _____
City Clerk

ITEM NUMBER: 2.c.

SUBJECT: Proclamation - Code Compliance Month

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Joshua Perez, Code Compliance Manager

THROUGH: Dale Nannenga, Assistant City Manager, (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Community Well-Being**

Avondale is a city where all people feel safe, supported, and connected to resources that promote and enhance their well-being. The City prioritizes public safety, natural resources, healthcare, and wellness while promoting mental, physical, and emotional health for all to enjoy an enriching quality of life.

PURPOSE:

City Council will present a Proclamation recognizing October 2025 as Code Compliance Month and extend appreciation to the staff of the Code Compliance Division for their dedication and service to Avondale. This item is for discussion only.

BACKGROUND:

Code Compliance Officers ensure the safety and welfare of residents in Avondale by enforcing building, zoning, housing, environmental, property maintenance, and other City Codes and Ordinances. Code Compliance Officers are dedicated and highly qualified professionals who share the goals of preventing neighborhood deterioration, enhancing and ensuring safety, and preserving property values through knowledge and application of housing, zoning, and nuisance codes and ordinances.

DISCUSSION:

Code Compliance Officers often have a highly visible and interactive role in the community, providing quality customer service and excellence to the residents of Avondale. Code Compliance Officers are called upon to provide quality education and excellent customer service to the residents and businesses in Avondale. We recognize the many valuable contributions made by the Code Compliance Officers throughout our country and extend our heartfelt thanks for their continued commitment to public service. The City Council will present a Proclamation recognizing October 2025 as Code Compliance Month.

BUDGET IMPACT:

This item does not have a budget impact.

RECOMMENDATION:

This item is for presentation only.

Contact person for document distribution:

Avondale

PROCLAMATION

CODE COMPLIANCE MONTH

WHEREAS, Code Compliance Officers provide for the safety and welfare of residents in Avondale through the enforcement of building, zoning, housing, environmental, property maintenance and other City Codes and Ordinances; and

WHEREAS, Code Compliance Officers often have a challenging and demanding role in improving living and working conditions for residents and businesses in Avondale; and

WHEREAS, Code Compliance Officers are dedicated, and highly qualified professionals who share the goals of preventing neighborhood deterioration, enhancing and ensuring safety, and preserving property values through knowledge and application of housing, zoning, and nuisance codes and ordinances; and

WHEREAS, Code Compliance Officers often have a highly visible and interactive role in the communities while providing quality customer service and excellence to the communities in Avondale; and

WHEREAS, Code Compliance Officers are called upon to provide quality education and excellent customer service to the residents and businesses in Avondale; and

WHEREAS, We recognize the many valuable contributions made by the Code Compliance Officers throughout our country and extend our heartfelt thanks for their continued commitment to public service.

NOW, THEREFORE, on behalf of the Avondale City Council, the City of Avondale, Arizona, hereby proclaims the month of October 2025 as Code Compliance Month and we call upon Avondale communities to join in recognizing and expressing their appreciation for the dedication and service by the individuals who serve as our Code Compliance Officers.

Proclaimed this 6th day of October 2025.

Mayor

Attest: _____
City Clerk

ITEM NUMBER: 2.d.

SUBJECT: Property All-Star Curb Appeal Award

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Joshua Perez, Code Compliance Manager

THROUGH: Dale Nannenga, Assistant City Manager, (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Community Well-Being**

Avondale is a city where all people feel safe, supported, and connected to resources that promote and enhance their well-being. The City prioritizes public safety, natural resources, healthcare, and wellness while promoting mental, physical, and emotional health for all to enjoy an enriching quality of life.

PURPOSE:

City Council will recognize property owners in Avondale that demonstrate community pride and maintain their properties to a higher standard. This item is for discussion only.

BACKGROUND:

The Avondale Code Compliance Division has developed a quarterly recognition program to identify and formally recognize those property owners who demonstrate community pride in maintaining their properties to a high standard.

DISCUSSION:

Two Avondale property owners will be recognized for their community pride and exceptional maintenance of their properties.

BUDGET IMPACT:

There is no impact on the budget.

RECOMMENDATION:

This item is for information and discussion only.

Contact person for document distribution:

ITEM NUMBER: 4.a.

SUBJECT: Minutes

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Marcella Sarmiento, City Clerk

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

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Connected & Engaged Community**

Avondale informs, prepares, and engages our community to ensure residents are connected to resources, the region, and each other.

PURPOSE:

City Council will consider a request to approve the September 8, 2025 City Council meeting minutes. The Council will take appropriate action.

BACKGROUND:

Pursuant to Arizona Revised Statute § 38-431.01(B), the City must provide written minutes of all City Council meetings.

DISCUSSION:

City Council held a meeting and the attached minutes have been prepared for approval.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

Staff recommends City Council approve the September 8, 2025 City Council meeting minutes.

Contact person for document distribution: Chris Pierson

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY COUNCIL CHAMBER
September 08, 2025

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 5:30 p.m.

Mayor Mike Pineda led the Pledge of Allegiance, followed by a moment of silent reflection.

Members Present: Mayor Mike Pineda; Vice Mayor Curtis Nielson; Councilmembers Tina Conde, Jeannette Garcia, Gloria Solorio, Shari Weise, and Max White.

Members Absent: None.

Other Municipal Officials Present: Ron Corbin, City Manager; Tracy Stevens, Assistant City Manager; Katie Gregory, Assistant City Manager; Dale Nannenga, Assistant City Manager; Nicholle Harris, City Attorney; Marcella Sarmiento, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Edith Baltierrez, Neighborhood and Family Services Assistant Director; Albert Bates, Assistant Police Chief; Kirk Beaty, Public Works Director; Barbara Coppage, City Auditor; Joel Evans, Facilities Director; Craig Jennings, Judge; Corey Larriva, Parks and Recreation Director; Andy Mesquita, Human Resources Director; Kimberly Moon, Engineering Director; Mark Neerings, Assistant Chief Information Officer; Catherine Lorbeer, Deputy Director of Planning; Abril Ruiz-Ortega, Court Administrator; Larry Rooney, Fire Chief; Pier Simeri, Marketing and Public Relations Director; Jennifer Stein, Economic Development Director; and Renee Weatherless, Finance and Budget Director.

Audience: Approximately 20 members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. PRESENTATION ITEMS (DISCUSSION ONLY)

a. PROCLAMATION – NATIONAL SUICIDE PREVENTION MONTH

City Council presented a Proclamation recognizing September 2025 as National Suicide Prevention Month and heard remarks from Craig Bucklin, a suicide survivor and City of Avondale resident. Neighborhood & Family Services partner Southwest Behavioral & Health Services was in attendance during the proclamation's reading. This item was for discussion only.

b. PROCLAMATION – HISPANIC HERITAGE MONTH

City Council presented a Proclamation recognizing September 15, 2025 through October 15, 2025 as Hispanic Heritage Month. The Parks, Recreation, and Libraries department provided an update regarding its planned programming. This item was for discussion only.

3. UNSCHEDULED PUBLIC APPEARANCES

None.

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. Councilmembers may pull items from consent if they would like them considered separately.

Mayor Pineda asked if any Councilmember wished to have an item removed from the Consent Agenda. Councilmember White requested agenda item 4g be pulled for separate consideration.

Motion was made by Councilmember Solorio, seconded by Councilmember White, to approve the Consent Agenda with the exception of agenda item 4g.

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

Councilmember Conde	Aye
Councilmember Garcia	Aye
Councilmember Solorio	Aye
Councilmember Weise	Aye
Councilmember White	Aye
Vice Mayor Nielson	Aye
Mayor Pineda	Aye

a. APPOINTMENTS TO THE PLANNING COMMISSION

City Council accepted the City Council Subcommittee on Boards and Commissions' recommendation and: a) appointed Crystal Lopez-Davey as an Alternate Member to the Planning Commission with a term to expire on December 31, 2027; b) approved Kristopher Ortega as an Alternate or Regular Member if a new vacancy arises within 12 months; and c) authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

b. MINUTES

City Council approved the August 18, 2025 City Council meeting minutes.

c. SERIES 4 (WHOLESALE) LIQUOR LICENSE - FPR DISTRIBUTING CO, INC

City Council recommended approval to the Arizona Department of Liquor License and Control of an application for a Series 4 (Wholesaler) Liquor License submitted by Ryan Witner Anderson, authorizing the distribution of all types of liquor (beer, wine, and distilled spirits) to Arizona-licensed retailers at FPR Distributing Co, Inc., located at 1100 North 127th Avenue, Suite 100 aisle 101, in Avondale and authorized the Mayor and City Clerk to execute the necessary documents.

d. SERIES 10 (BEER AND WINE STORE) LIQUOR LICENSE - AWESOME CONVENIENCE & MORE

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 Jeffrey Craig Miller to sell beer and wine at Awesome Convenience & More located at 10565 West Indian School Road #100, in Avondale and authorized the City Clerk to execute the necessary documents.

e. SERIES 12 (RESTAURANT) AND SERIES 7 (BEER AND WINE BAR) LIQUOR LICENSE - COOPER'S HAWK WINERY & RESTAURANT

City Council recommended approval to the Arizona Department of Liquor License and Control of: a) an application for a Series 12 (Restaurant) Liquor License; b) an application for a Series 7 (Beer and Wine Bar) Liquor License submitted by Jeffrey Craig Miller for the sale of alcohol at Cooper's Hawk Winery & Restaurant located at 10525 West McDowell Road in Avondale; and c) authorized the City Clerk to execute the necessary documents.

f. SERIES 12 (RESTAURANT) LIQUOR LICENSE - POCO MADRE BRUNCH Y DINNER

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 Jeffrey Craig Miller for the sale of alcohol at Poco Madre Brunch Y Dinner located at 665 North Avondale Boulevard in Avondale and authorized the City Clerk to execute the necessary documents.

g. RESOLUTION 1054-0925 - AUTHORIZING GRANT ACCEPTANCE FROM U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FOR THE SAFE STREETS AND ROADS FOR ALL ("SS4A") GRANT PROGRAM

This item was pulled from the consent agenda for further discussion. Item is listed below in more detail.

h. RESOLUTION 1055-0925 – INTERGOVERNMENTAL AGREEMENT WITH AVONDALE ELEMENTARY SCHOOL DISTRICT FOR SCHOOL RESOURCE OFFICERS AT MICHAEL ANDERSON ELEMENTARY SCHOOL, AVONDALE MIDDLE SCHOOL AND LATTIE COOR ELEMENTARY SCHOOL

City Council adopted Resolution 1055-0925, authorizing an Intergovernmental Agreement with the Avondale Elementary School District to share the cost of providing a School Resource Officer (SRO) during the 2025-2026 school year at Michael Anderson Elementary School, Avondale Middle School and Lattie Coor Elementary School and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

i. RESOLUTION 1056-0925 – INTERGOVERNMENTAL AGREEMENT WITH AMERICAN CHARTER SCHOOLS FOUNDATION FOR SCHOOL RESOURCE OFFICERS AT ESTRELLA HIGH SCHOOL

City Council adopted Resolution 1056-0925, authorizing an Intergovernmental Agreement with the American Charter Schools Foundation to share the cost of

providing a School Resource Officer (SRO) during the 2025-2026 school year at Estrella High School and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

j. RESOLUTION 1057-0925 – INTERGOVERNMENTAL AGREEMENT WITH TOLLESON UNION HIGH SCHOOL DISTRICT #216 FOR SCHOOL RESOURCE OFFICERS AT LA JOYA COMMUNITY HIGH SCHOOL, WESTVIEW HIGH SCHOOL, AND WEST POINT HIGH SCHOOL

City Council adopted Resolution 1057-0925, authorizing an Intergovernmental Agreement with the Tolleson Union High School District #216 to share the cost of providing a School Resource Officer (SRO) during the 2025-2026 school year at La Joya Community High School, Westview High School and West Point High School and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

k. ORDINANCE 2033-0925 – ACCEPTANCE OF A RIGHT-OF-WAY EASEMENT AGREEMENT FROM HILLCREST-H, LP

City Council adopted Ordinance 2033-0925, authorizing the acceptance of a right-of-way easement agreement from Hillcrest-H, LP, for public use and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

l. ORDINANCE 2034-0925 – ACCEPTANCE OF A RIGHT-OF-WAY EASEMENT AGREEMENT FROM VERDE TRAILS HOMEOWNERS ASSOCIATION

City Council adopted Ordinance 2034-0925, authorizing the acceptance of a right-of-way easement agreement from Verde Trails Homeowners Association for public use and authorized the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

NOTE FROM THE CITY CLERK: THE FOLLOWING ITEM WAS PULLED FROM THE CONSENT AGENDA TO BE VOTED ON SEPARATELY.

g. RESOLUTION 1054-0925 - AUTHORIZING GRANT ACCEPTANCE FROM U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FOR THE SAFE STREETS AND ROADS FOR ALL ("SS4A") GRANT PROGRAM

City Council considered a request to a) adopt Resolution 1054-0925, accepting grant funding from the U.S. Department of Transportation Federal Highway Administration for the Safe Streets and Roads for All ("SS4A") Grant Program in the amount of \$560,000.00 for Fiscal Year 2026; b) authorize and directed 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; and c) authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Kim Moon, Director of Engineering, presented and discussed the U.S. Department of Transportation Federal Highway Administration for Safe Streets and Roads for All

("SS4A") Grant Program. This program is exclusively for local communities and supplements key planning with regards to traffic and transportation systems. Communities develop safety action plans and demonstration projects to build a list of qualified projects for future funding.

The City of Avondale qualified for this grant application based on Arizona Department of Transportation (ADOT) crash information system (ACIS) data that is inclusive of the freeway segment. As well as the National Highway Traffic Administration (NHTSA) fatality accident reporting system (FARS). Data collected between 2017 and 2021 shows the City of Avondale had 8,773 crashes; 35 resulted in fatalities, 11 involved pedestrians or cyclists, and five occurred on I-10. 193 crashes with 56 occurring I-10 and resulted in serious injury. Using this data, Avondale's annual fatality rate is approximately 7.84 or 100,000 for the period of 2017 to 2021, which was submitted in 2023 as part of the application process. The City of Avondale has many residents who walk or ride bicycles instead of driving and there are some roadways that have a higher traffic volume than others, such as the I-10 and 101 elbow. There are many cities with much higher density and others that are larger cities but have areas within them that are like that of Avondale.

The grant provides the opportunity for an action plan to be created that is tailored to the community along with a comprehensive safety plan that identifies high risk areas for all road users and will engage all residents and stakeholders in shaping a safer transportation future.

Ms. Moon reviewed the notable milestones related to this grant application process. The grant was applied and awarded in 2023, August 2023 City Council approved resolution 1084-0824, FHWA changed the grant from agreement which is being brought before City Council for consideration and approval. Upon approval a consultant will be hired to create an action plan and minor demonstration project. The scope of the work will include public outreach, data analysis, and coordination. When completed the City will qualify for additional SS4A implementation grants in the future.

Council Member White inquired if there was anything that can be done to bring down the number of fatalities? When do the outcomes have to be reported back to the Federal Government? Ms. Moon said she did not have the reporting criteria with her; however, typically within the first year there would be some criteria to share regarding progress of the action plan, which would turn into a demonstration project.

Council Member White inquired if all funds are specifically for engineering or does the research including how public safety can be supplemented as well. Ms. Moon said the consultant can be hired to do a variety of activities that qualify under this program, which includes coordination.

Council Member White asked if the funding changed when the form changed. Ms. Moon advised the funding remained the same

Mr. Corbin said this is to be a comprehensive review of what can be done to make the streets, trails, and sidewalks safer because there is no "one size fits all" remedy.

Councilmember Conde moved to a) adopt Resolution 1054-0925, accepting grant funding from the U.S. Department of Transportation Federal Highway Administration for the Safe Streets and Roads for All ("SS4A") Grant Program in the amount of \$560,000.00 for Fiscal Year 2026; b) authorize and directed 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; and c) authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents; Councilmember White seconded the motion.

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

Councilmember Conde	Aye
Councilmember Garcia	Aye
Councilmember Solorio	Aye
Councilmember Weise	Aye
Councilmember White	Aye
Vice Mayor Nielson	Aye
Mayor Pineda	Aye

5. REGULAR AGENDA

a. SPEED SAFETY CAMERA PROGRAM

Assistant Police Chief, Al Bates introduced the agenda item and introduced the presenter, Lieutenant Justin Iwen.

Lt. Iwen presented and discussed the Avondale Police Department's Speed Safety Camera Program intended to lower speeds and enhance safety on Avondale's roadways. City Council approved the program in May 2022, and it was implemented in May 2024 utilizing two moveable cameras in conjunction with a five-year contract with Verra Mobility, a third-party vendor.

In accordance with Arizona Revised Statutes, two signs are required. Where this is not meant to be a speed trap, part of the implementation was to ensure everyone was aware of where the devices are located and can plan accordingly. The City of Avondale implemented four signs to ensure ample time is provided to correct or be aware of the photo radar measure ahead. Social media is used to post locations and pending movement of the photo radar units.

Accident data throughout the City of Avondale was captured through Spillman database, the TRACKS program, the traffic bureau, and all officers was one of the factors used in determining where to put a Photo Radar unit. Community concerns that were received through the dedicated hotline for traffic related concerns were another factor considered. Verra Mobility determines the final factor with a site assessment to ensure it is applicable for this device.

Using a covert box affixed to the traffic light pole a true and accurate speed of a roadway is captured. Using data collected pre and post deployment of speed safety cameras assessments of accident and speed data were collected and evaluated to determine effectiveness. Lt. Iwen reviewed the three locations data was collected from during the August 1, 2024 – July 31, 2025, evaluation period. A one-week speed evaluation period pre and post deployment at Dysart Road was reviewed, noting citations were not issued until the standard 11 MPH over the posted speed limit was reached. A one-week accident evaluation period for Van Buren Street and Dysart Road combined was also conducted. Overall program effectiveness captured just over 45,000 violations and just over 12,300 citations.

All captured events go to Verra Mobility who can accept or reject it. If accepted it moves to the Police Department who have the same options. If accepted it is signed and goes back to Verra Mobility to print and send to the violator. Non-violations are when more than one person is assigned to a vehicle, such as a company vehicle. 32,726 of these events were captured.

The average monthly fee for this program is \$17,457 that includes \$5,250 per unit, \$500 for issuance of citations, \$2 per citation assessed to the City of Avondale, service fees imposed by the Court within Maricopa County of \$48 per service and outside of Maricopa County of \$67 per service. Initial personnel cost for two full-time employees was \$176,000. During the FY2026 budget process two additional full-time employees were approved for this program to ensure timelines were met for total salary of \$352,000. The total budget implications for FY2026 for speed safety cameras and associated devices at a total of \$209,482 and the personnel cost equals \$561,482.

Lt. Iwen discussed challenges with the program such as the amount of time required to review the images and managing the dedicated phone line and email for community concerns which is typically handled by a Community Service Officer. Sunrise and sunsets created a glare on the camera and windshields caused the images to be unrecognizable and rejected. Sun visors were installed; however, there continues to be a high level of readable images. Vandalism to the units when spray paint was used on the lenses five different times and one device was pushed over. Verra Mobility is responsible for replacing the units and seeking restitution.

The Honorable Judge Jennings discussed the impact of the photo radar citations on the Court, noting there was a 178% increase in this case type. There were 12,356 total cases filed between August 1, 2024, and July 31, 2025. Of those cases, 9,585 were resolved and 2,771 remain pending. Judge Jennings reviewed in detail each of the potential resolutions, Defensive Driving School – Diversion, Dismissals, and Responsible Findings. When an offender takes responsibility or is found responsible there is a fine imposed as part of the sanction.

The Court is an unbiased forum where citizens can resolve issues with each other, to ensure law enforcement is acting with the law, and where citizens' rights are protected. There are times when revenue is generated from the imposition of fines and fees. In accordance with the law determined by legislation and signed by the Governor a base

fine is computed with the addition of surcharges that are dispersed to various agencies. The City's General Fund receives 45 to 50 percent of the funds collected from the fine. During the 12-month period \$743,665 was collected from fines and court enhancement fees collected from those accepting responsibility or being found responsible on photo radar citations. Judge Jennings provided a detailed overview of the Court Enhancement fees, Defensive Driving School fees, and what went into the General Fund.

Assistant Chief Bates reminded the council this presentation was to get feedback and direction for this program and opened the floor to questions.

Council Member Conde said the intent of this program was to see if behaviors could be changed; however, based on the data that may not have been accomplished. She inquired if the program was not continued will the two dedicated employees have other duties. Mr. Corbin advised the two employees would return to their previous positions. The two additional employees authorized by the Council for this fiscal year have not been hired pending direction from Council on the program.

Council Member Conde inquired about the penalty if the contract with Verra Mobility was terminated. Mr. Corbin said we are in the second year of a five-year contract, and it is a six-figure fee to terminate that contract; however, he plans to discuss that at a future meeting because this meeting was for direction only.

Council Member Conde suggested considering other methods to alter behavior, such as flashing speed limit signs. Mr. Corbin said if Council decides to go in that direction those can be added to fixed locations with the assistance of the Police Department and Engineering team. Periodically grants are received from the State Governor's office for these and speed trailers.

Council Member Conde stated the information was useful and thanked all who participated in this test period and presentation.

Council Member White discussed how impactful the data sets are, noting the Dysart Road deployment indicates changed behavior. Noting the projected decrease in revenues starting with the FY27 budget, she focused on the benefit of revenue the citations brought into the City. She suggested Verra Mobility improves the east-west camera situation to reduce the number of rejections. Further acknowledging the lives that can be saved and transit spaces, staff time. Regarding the accident data, given the economic times there could be multiple reasons for accidents unrelated to the photo radar. Director Moon's Safe Streets project will focus more on decreasing accidents. This program's focus was on decreasing speed, which has been accomplished by 50 percent, making it successful and a byproduct is the revenue.

Council Member Weise inquired when the cameras will get moved because they have only been in two locations during the 16-month period. Assistant Chief Bates replied they evaluated several events with a goal of reducing the speed by 50 percent before moving the cameras to a new location. Council Member Weise clarified the cameras

do not get moved until the threshold is met and that data is reviewed ongoing. Assistant Chief Bates advised a weekly data report is reviewed.

Council Member Weise inquired if they go back to a prior location to determine whether the data has still changed. Assistant Chief Bates said that is something they are exploring, and it has been done once after waiting a week.

Council Member Weise stated from her standpoint that it has only been 16 months into a five-year contract, so there is more time to figure it out.

Council Member Solorio commented on resident feedback from a year ago, that a portion of Van Buren Street where you get to Avondale is one of the busiest areas, do you know how many citations were given from there. Lt. Iwen advised it was a high number like Dysart Road and where there is an increase that tapers down.

Council Member Solorio said the behavior is not as changed as we wanted it to be in a 16-month period. The next steps depend a lot on how much the fee is to cancel the contract, because spending money there and left with nothing to mitigate speeding traffic doesn't solve the problem either. She inquired with Judge Jennings how the Court staff are handling this process. Judge Jennings advised it was challenging at the beginning with unforeseen internal technical issues, but the office is handling everything well and will continue to do so and modify as necessary.

Council Member Garcia stated this is not wanted in the City of Avondale based on the many residents that have reached out to her. Although this was a testing phase, it is a financial burden to residents, does not change behavior, and adds more work for city staff. Based on Director Moon's statement the speed limit on Van Buren Street should be increased, which will be determined through a study. Director Moon advised the preliminary results have been received and Van Buren Street is recommended to remain at 45 MPH. Council Member Garcia said this program is unconstitutional and hopes Council agrees to terminate the program sooner than later. Officers are working hard out there and have proven they are able to handle getting the work done.

Vice Mayor Nielson asked what the extent of the accidents were pre deployment compared to post deployment. Lt. Iwen advised he did not collect that data but could dive into it if needed.

Vice Mayor Nielson inquired if the Safe Streets could be incorporated into the Photo Radar program because the purpose is to be patient until the data is collected and presented. Mr. Corbin clarified that Safe Streets would evaluate many options that work which may not include speed cameras. The goal is to have the consultant evaluate the data and make recommendations for making the streets safer, which staff will evaluate and determine what works best for the will of the community and Council. Council Member White inquired if the photo radar cameras are exclusive to speed or do they include a stop light functionality. Mr. Corbin advised they are speed only; however, they do make them including red light running.

Mayor Pineda discussed conversations with the community about mobile speed cameras during his election campaign and the many negative comments. Many of the comments had to do with this being invasive, unconstitutional, and violating civil liberties. The purpose of his “yes” vote was centered around driver safety because I thought they would do more than slow drivers down and curb behaviors. Unfortunately, the data provided does not appear sustainable. In response to Council Member White noting this is a revenue generator, this was not meant to generate revenues. The pros to this program are reduction in speed, fiscal sustainability, visual deterrence, short term accident reduction, and addressing community concerns. The Cons are no change in speed, sustainability, long term accident trends no improving as detailed on slide, labor intensive, and leads to mixed results. However, I cannot provide more direction without knowing the penalties to determine the best course of action with taxpayer money. Also, don’t want to quit the endeavor too early.

Council Member Solorio inquired how many tickets have officers written for speeding. Assistant Chief Bates did not have that information with him but would look into it and provide it later. Council Member Solorio said it is too soon to say yes or no, it would be interesting to see those numbers when talking about the Safety Study.

Council Member White if all vehicles are equipped with speed cameras. Assistant Chief Bates clarified not all vehicles are equipped with them, but they are available to all patrol officers to take out for the evening.

Mayor Pineda suggested elimination of the cameras and using a comprehensive education plan. Mr. Corbin advised he has been listening to Council and getting feedback, which he recapped. No later than November they can come back to Council with the contract out clause including costs and options. Prefers to make this decision sooner than later because of the two positions that were approved and currently remain vacant, but the departments could use their help if the program continues. Mayor Pineda said this is something the community has been talking about for a long time and we want to make sure we make the right decision.

Judge Jennings added for clarification the contract period started in May; however, due to the technical issues in the Court they didn’t go live until August.

6. SUMMARY OF CURRENT EVENTS FROM MAYOR, VICE MAYOR, AND COUNCILMEMBERS

Council Member Conde spoke about the Christian Family Care attending the Interfaith Council Meeting a few weeks ago and sharing they are seeking mentors for young men four hours per month and ask that anyone interested contact herself, Vice Mayor Nielson or contact Christian Family Care directly.

Council Member White spoke about seeing Adrian Fontes at Estrella Mountain Community College and inviting him to Avondale for 4th of July for the 250 year celebration.

Council Member Garcia spoke about the \$200,000 contributions made to local non-profit organizations.

7. ADJOURNMENT

There being no further business before the Council, Councilmember White moved to adjourn the Regular Meeting into 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 claims and matters of: (i) Minor Jane Doe and her father CC; (ii) John Keenan, Donnell Mackie and James “Scott” Plymesser; (iii) Appolinaire Amouzouvi v. City of Avondale, et al.; (iv) Scott Dewall v. City of Avondale; (v) Amanda Gregory v. City of Avondale, et al.; (vi) Charles Montoya v. City of Avondale, et al.; (vii) Lana Nabaty v. City of Avondale; (viii) Luis Perez v. City of Avondale, et al.; (ix) Bradley Ruggles v. City of Avondale; and (x) Robert Sease v. City of Avondale; Councilmember Garcia seconded the motion.

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

Councilmember Conde	Aye
Councilmember Garcia	Aye
Councilmember Solorio	Aye
Councilmember Weise	Aye
Councilmember White	Aye
Vice Mayor Nielson	Aye
Mayor Pineda	Aye

The meeting was adjourned at 7:00 p.m.

Mike Pineda, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular Meeting of the Council of the City of Avondale held on the 8th day of September 2025. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Sarmiento, City Clerk

Date Approved by City Council

ITEM NUMBER: 4.b.

SUBJECT: Quarterly Budget Transfer

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Renee Weatherless, Finance and Budget Director

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Innovative and Effective Government
-

PURPOSE:

City Council will consider a request to approve the Fiscal Year 2025 budget for carryover appropriation and approve quarterly budget transfers as summarized in the attached Exhibit A, increase the award authority for the projects and authorize Finance and Budget Department staff to take the steps necessary to execute the transfers. The Council will take appropriate action.

BACKGROUND:

Per the City's adopted Comprehensive Financial Policies, all budget transfers between departments, funds, and from contingency appropriation require Council approval. Additionally, budget transfers between capital projects greater than \$50,000 require Council approval.

DISCUSSION:

Operating Budget Adjustments

a. Microtransit Transfer — Customer payments for microtransit services were being improperly coded as a reduction to expenses instead of as a revenue when microtransit invoices were being processed. Accounting will process an entry to record the customer payments as revenue which will increase transit expenses. This will leave the microtransit expense budget underfunded. Staff is requesting a transfer of \$72,000 from unanticipated revenues to the transit fund for FY2025 (a.1) and a transfer of \$120,000 from unanticipated revenues to the transit fund for FY2026 (a.2) to resolve the budget shortfalls.

b. Security Doors at the Resource Center — During the budget process, a supplemental request was

submitted by Neighborhood and Family Services for the installation of key card access security doors at the Resource Center which was inadvertently not included in the City Manager's recommended budget. The key card access doors are needed due to security concerns in the Family Services area of the Resource Center to protect the safety of visitors, nonprofit partners and staff. Staff is requesting a transfer of \$50,000 to the Facilities Department to install the new security doors at the Resource Center.

c. Opioid Settlement Fund Reconciliation — During the budget process, funds were appropriated using an estimate of cash balance and anticipated FY2026 revenues. Since FY2025 is now closed, this budget transfer aligns the budget with the actual cash balance.

d. Public Art Fund Reconciliation — During the FY2026 budget process, the Public Art Fund available budget (as of March 2025) was budgeted into the FY2026 Public Art Fund budget. Additional expenditures were completed during the rest of FY2025 and a reconciliation of the budget needs to be completed to account for those expenditures. Staff is requesting a transfer of \$218,000 from the Public Art Fund to unanticipated revenue.

e. Fire Pension Transfer — The City's pension funding policy states that the budgeted PSPRS contributions is paid to PSPRS for actual expenses and the remainder is applied toward the unfunded liability. However, the total amount paid to PSPRS in FY2025 inadvertently exceeded the budget, and funds above the budget were applied to the unfunded liability. Staff is requesting a budget transfer in FY2025 to add capacity to recognize the additional expense. As a result, the additional amount paid in FY2025 will be reduced from the FY2026 budget and the payment, resulting in no impact on the City's budget forecast.

f. Operating Carryover Reconciliation — Carryover appropriations accommodate planned expenditures that are not able to be completed within the current budget year. These are often needed for one-time expenses that take more than one year to complete. Staff estimates the amount needed to be "carried over" as part of the development of the FY2026 budget. Now that FY2025 is complete, these estimates need to be adjusted to match what was spent in FY2025 and what is still needed in FY2026 to complete these items.

Capital Improvement Project Adjustments

g. PFAS Treatment Facility - Land & Design (U0484) — The City has received \$4,206,304 in funds associated with the 3M settlement payments for PFAS to be used for water treatment. Staff is requesting a budget transfer from the unanticipated revenue to use the settlement money of \$4,206,304 to the PFAS Treatment Facility project (U0484); and reduce the Water Bond Construction Fund budget by the same amount(s); and approval to transfer any additional settlement payments to the project.

h. Friendship Park Projects Administrative Award Authority — During the FY2026 budget process, City Council approves administrative award authority and total project budgets for Capital Improvement Plan (CIP) project. The Dog Park Enhancements at Friendship Park (P0332) and Pickleball Court Construction at Friendship Park (P0333) projects administrative award authorities were not increased to be consistent with the projects' total project budgets. Staff is requesting the administrative award authority for the Dog Park Enhancements at Friendship Park (P0332) be increased to \$2,101,000 to be consistent with the total project budget, and the administrative award authority for the Pickleball Court Construction at Friendship Park (P0333) be increased to \$1,553,000 to be consistent with the total project budget.

BUDGET IMPACT:

a.1. The transfer will reduce unanticipated revenues and increase the FY2025 Transit Fund budget by \$72,000.

a.2. The transfer will reduce unanticipated revenues and increase the FY2026 Transit Fund budget by \$120,000.

b. The transfer will reduce general fund contingency and increase the Facilities Department budget by \$50,000.

c. The transfer will increase unanticipated revenues and decrease the Opioid Fund to align the budget with the current cash balance. Staff requests authority to process future budget transfers to account for revenues received during FY2026.

d. The transfer will reduce the Public Art Fund and increase the unanticipated revenue appropriation by \$218,000.

e. The transfer will add capacity in FY2025 and allow for an offset adjustment in FY2026.

f. The proposed FY2026 carryover appropriation will increase contingency funds by \$2,488,000. However, the additional budget capacity from the budget transfer of excess carryover capacity does not increase the available funding, as the expenses occurred during FY2025.

g. The transfer will not change the total project budget. However, there will be savings on debt service payments as the land purchases were previously budgeted with bond funding. The unanticipated revenues will be reduced by \$4,206,304.

h. There is no impact to the project budgets, the award authority for Dog Park Enhancements at Friendship Park (P0332) will increase to \$1,503,000 and the award authority for Pickleball Court Construction at Friendship Park (P0333) will increase to \$2,051,000.

RECOMMENDATION:

Staff recommends that City Council approve the transfer of budget capacity listed in the attached Exhibit A, increase award authority to include the additional budget for the projects, and authorize staff to modify the interfund transfer schedule to accommodate the transfers in Exhibit A.

Contact person for document distribution: Robert Baer, Maggie Lam

Exhibit A: Quarterly Budget Transfer Schedule - October 6, 2025

FY2025

Operating Budget Adjustments

Transfer	From Account	From Account Description	To Account	To Account Description	Amount	Notes
(a.1)	28090000-69000	Unanticipated Special Revenue Appropriation	22270600-62040	Transit Fund	72,000	
(e)	10190000-99000	General Fund Contingency	10134000-55100	Fire & Medical Administration	480,000	unfunded pension liability

FY2026

Operating Budget Adjustments

Transfer	From Account	From Account Description	To Account	To Account Description	Amount	Notes
(a.2)	28090000-69000	Unanticipated Special Revenue Appropriation	22270600-62040	Transit Fund	120,000	
(b)	10190000-99000	General Fund Contingency	10118100-83010	Building Maintenance	50,000	
(c)	22839000-61800	Opiod Settlement Fund	28090000-69000	Unanticipated Special Revenue Appropriation	443,000	reconcile to cash balance
(d)	20755003-82100	Public Art Fund	28090000-69000	Unanticipated Special Revenue Appropriation	218,000	
(e)	10134000-55100	Fire & Medical Administration	10190000-99000	General Fund Contingency	428,800	
(f)	10110101-69000	Mayor Discretionary	10190000-99000	General Fund Contingency	3,000	carryover reconciliation
(f)	10110201-69000	City Council 1 Discretionary	10190000-99000	General Fund Contingency	4,200	carryover reconciliation
(f)	10110301-69000	City Council 2 Discretionary	10190000-99000	General Fund Contingency	2,500	carryover reconciliation
(f)	10110401-69000	City Council 3 Discretionary	10190000-99000	General Fund Contingency	5,200	carryover reconciliation
(f)	10110501-69000	City Council 4 Discretionary	10190000-99000	General Fund Contingency	2,800	carryover reconciliation
(f)	10110601-69000	City Council 5 Discretionary	10190000-99000	General Fund Contingency	1,500	carryover reconciliation
(f)	10190000-99000	General Fund Contingency	10110701-69000	City Council 6 Discretionary	200	carryover reconciliation
(f)	10114000-61800	Finance Administration	10190000-99000	General Fund Contingency	45,700	carryover reconciliation
(f)	10115000-65040	Human Resources	10190000-99000	General Fund Contingency	37,700	carryover reconciliation
(f)	10116002-61800	Technology Services - One time	10190000-99000	General Fund Contingency	34,900	carryover reconciliation
(f)	10150700-51010	Homeless Services	10190000-99000	General Fund Contingency	1,000	carryover reconciliation
(f)	10150000-61800	Neighborhood & Family Services	10190000-99000	General Fund Contingency	8,000	carryover reconciliation
(f)	10139000-83010	Public Safety Administration	10190000-99000	General Fund Contingency	62,000	carryover reconciliation
(f)	10130240-70030	Michael Anderson Elementary School SRO	10190000-99000	General Fund Contingency	500	carryover reconciliation
(f)	10130240-79000	Michael Anderson Elementary School SRO	10190000-99000	General Fund Contingency	3,000	carryover reconciliation
(f)	10130241-79000	Avondale Middle School SRO	10190000-99000	General Fund Contingency	2,000	carryover reconciliation
(f)	10130530-79000	Detention	10190000-99000	General Fund Contingency	2,100	carryover reconciliation
(f)	11070500-83900	GF Capital - Fleet Service	10190000-99000	General Fund Contingency	76,000	carryover reconciliation
(f)	11070500-85000	GF Capital - Fleet Service	10190000-99000	General Fund Contingency	1,901,700	carryover reconciliation
(f)	10190000-91110	Transfer Out - GF Cap	10190000-99000	General Fund Contingency	1,901,700	carryover reconciliation
(f)	20670700-63900	Sustainability	28090000-69000	Unanticipated Special Revenue Appropriation	8,000	carryover reconciliation
(f)	50170120-61800	Water Resources	50190000-99000	Water Contingency	178,500	carryover reconciliation
(f)	50170130-61800	Water Quality	50190000-99000	Water Contingency	6,700	carryover reconciliation
(f)	51170500-85000	Water - Vehicles	50190000-99000	Water Contingency	52,000	carryover reconciliation
(f)	50190000-91511	Transfer Out - Water Cap	50190000-99000	Water Contingency	52,000	carryover reconciliation
(f)	54170500-85000	Sewer - Vehicles	53190000-99000	Sewer Contingency	42,800	carryover reconciliation
(f)	53190000-91541	Transfer Out - Sewer Cap	53190000-99000	Sewer Contingency	42,800	carryover reconciliation
(f)	56116002-84100	Technology Services - One time	56190000-99000	Solid Waste Contingency	6,000	carryover reconciliation

FY2026

Capital Budget Adjustments

Transfer	From Account	From Account Description	To Account	To Account Description	Amount	Notes
(g)	28090000-69000	Unanticipated Special Revenue Appropriation	50370900-81000-U0484	PFAS Treatment Facility (U0484)	4,206,304	

ITEM NUMBER: 4.c.

SUBJECT: Resolution 1059-1025 - Amendments to the Personnel Policies and Procedures, Chapter 7, Drug & Alcohol Policy

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Andrew Mesquita, Human Resources Director

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

Innovative & Effective Government

PURPOSE:

City Council will consider a request to adopt Resolution 1059-1025, amending the Personnel Policies and Procedures, Chapter 7, Drug & Alcohol Policy to incorporate revised language under Section C (Substance Abuse Policy) and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

A recent Subrecipient Compliance Review for the City of Avondale was completed by the City of Phoenix Public Transit Department. The Compliance Review scope included testing measures as identified in the 2024 FTA Contractors Manual: review areas included indicators of compliance in Legal, Financial Management, Technical Capacity, Asset Management and Maintenance, Civil Rights, Safety, and Program Requirements, as applicable. A follow-up item was identified through the review process and recommended that the City of Avondale revise Chapter 7 (Drug & Alcohol Policy) to ensure all required elements of the Drug Free Workplace Act are incorporated.

DISCUSSION:

The recommended revisions identified through the Subrecipient Compliance Review process have been incorporated into Chapter 7, Section C (Substance Abuse Policy) accordingly.

Current - Section C. Substance Abuse Policy

C. This policy requires all employees of the City to refrain from being involved in any way with illegal drugs or from abusing alcohol, on or off the job.

Proposed - Section C. Substance Abuse Policy (new language underlined)

C. This policy requires all employees of the City to refrain from being involved in any way with illegal drugs or from abusing alcohol, on or off the job.

All City employees, including those working on federal contracts or grants, must abide by the terms of this

drug and alcohol policy. Employees are required to notify their supervisor and the Human Resources Department in writing within five (5) calendar days if they are convicted of any criminal drug statute violation that occurred in the workplace.

BUDGET IMPACT:

No budgetary impact is expected as a result of the proposed chapter revisions.

RECOMMENDATION:

Staff recommends Council adopt the proposed revisions to Avondale Chapter Policy 7, Drug & Alcohol Policy.

Contact person for document distribution: Andrew Mesquita, Human Resources Director

CHAPTER 7

Drug and Alcohol Policy

A. Provisions Covered by the Rules

These policies and procedures will apply to all positions, in all departments of the City of Avondale (the “City”) and to such positions in the exempt and temporary service as may be provided herein.

B. Drug and Alcohol Testing Policy

1. The City believes that substance abuse is a serious threat to the welfare of employees, citizens, and the public. To address this problem, the City has introduced this policy with respect to the use, possession, or sale of drugs and alcohol. The expectation of the drug and alcohol testing policy is to:
 - a. Maintain a safe, healthy, and productive working environment for its employees.
 - b. Ensure the good reputation of the City and its employees.
 - c. Reduce accidents, tardiness, absenteeism, and indifferent job performance.

C. Substance Abuse Policy

This policy requires all employees of the City to refrain from being involved in any way with illegal drugs or from abusing alcohol, on or off the job.

All City employees, including those working on federal contracts or grants, must abide by the terms of this drug and alcohol policy. Employees are required to notify their supervisor and the Human Resources Department in writing within five (5) calendar days if they are convicted of any criminal drug statute violation that occurred in the workplace.

D. Grounds for Termination or Discipline

The following are grounds for discipline up to and including termination, even for a first offense.

1. Illegal Drug Use Prohibited

Illegal drug use includes possessing, using, purchasing, distributing, or selling illegal drugs, or reporting to work impaired by illegal drugs. Under this policy, “illegal drugs” include any drug or drug-like substance which:

- a. Is not legally obtainable.

- b. May be legally obtainable but has not been legally obtained.
- c. Is being used in a manner or for a purpose other than as prescribed.

2. Alcohol Use Prohibited

Alcohol use includes possessing, using, purchasing, distributing, or selling alcohol beverages at any time during the hours between the beginning and ending of the employee's workday, or reporting to work or working while impaired by alcohol in any way.

3. Recreational Marijuana and Marijuana-Based Product Use Prohibited

Use includes possessing, using, purchasing, distributing, or selling marijuana or marijuana-based products at any time during the hours between the beginning and ending of the employee's work day, or reporting to work or working while impaired by marijuana or marijuana-based products in any way.

4. Failure to Participate

- a. The following will be considered a failure to participate in the City's drug and alcohol testing policy:
 - 1) Failure to submit to drug or alcohol testing.
 - 2) Failure to immediately report for drug or alcohol testing when requested to do so.
 - 3) Refusal to sign all appropriate consent forms.
 - 4) Any other failure to cooperate to the City's complete satisfaction.

5. Use of Legal Drugs

- a. In recognition of privacy concerns, the City will not solicit information from an employee regarding medications that an employee may be taking absent an indication that the employee is impaired or poses a safety hazard. The exception to this section of the policy is Police Officers and Detention Officers.
- b. It is the responsibility of any employee who is taking any medication, including those sold without a prescription, which may interfere with the safe and effective performance of duties to notify their supervisor before beginning work.
 - 1) Disclosure of the specific medical condition or the specific medication to the supervisor is not required (it may ultimately be required to be made to City Human Resources or a City-contracted Physician).
 - 2) The employee shall provide documentation from the treating physician of any limitations this may impose on the employee.
 - 3) If the limitations are such that the employee cannot safely and effectively perform

his/her job duties, the employee may be placed on sick leave and referred to the Human Resources Department for discussion of reasonable accommodation.

- c. It is the employee's responsibility to advise the City when the employee is no longer using the medication in question.
- d. Any medical documentation shall be sent to City Human Resources for filing in the employee's confidential medical file.

E. Testing

1. Pre-Employment Drug Abuse Screening

The City will test all applicants who, as required by AZ Peace Officers Standards and Training Board and Federal/state law, receive an offer of employment prior to commencing employment, in an effort to detect individuals who currently use illegal drugs.

2. Reasonable Suspicion Testing

- a. The City will require an employee to submit to alcohol and/or drug testing when there is reasonable suspicion to believe that the employee is under the influence of illegal and legal drug or alcohol use.
- b. For purposes of this policy, "reasonable suspicion" will be based on specific observations concerning the appearance, behavior, speech or body odors of the employee, including, without limitation, slurred speech, red eyes, dilated pupils, incoherence, unsteadiness, unexplained carelessness or accidents, erratic behavior, inability to perform the job and other unexplained behavioral changes.
- c. These observations must be made by a supervisor or other City official who has been trained to recognized signs of alcohol and/or drug use.

3. Random Testing

- a. The following employees are subject to unannounced random screening for illegal drug use
 - 1) Certified police officers
 - 2) Certified detention officers
 - 3) Police reserve officers
 - 4) Firefighters
 - 5) Firefighter reserve employees
 - 6) Lifeguards (including Lead Lifeguards and Shallow Water Lifeguards)
 - 7) Head Coaches (Aquatics)
 - 8) Swim Lesson Instructors

- 9) Pool Managers.
 - b. See Section G.4.c of this policy for Department of Transportation (DOT) requirements.
4. Post-Accident
 - a. Employees who have an at-fault accident with a City-owned vehicle must first notify the appropriate law enforcement agency and then their supervisors or department directors. All accidents, no matter how minor, require law enforcement notification so that a traffic report can be generated.
 - b. Employees will be tested for drugs and alcohol following any at-fault accident involving a City vehicle.
 - c. If fault cannot be determined, the employee will be drug and alcohol tested.
 - d. While the City is waiting for the results of the drug test to be received, the employee shall be assigned work duties that do not involve driving or safety-sensitive equipment, such as a clerical/administrative position. If no position is available, the employee shall be placed on administrative-leave until the employee has been authorized to return to work by the Human Resources Department.

F. Consequences of Violating This Policy

1. An employee who tests positive, refuses to submit to drug or alcohol testing, refuses to sign all appropriate consent forms, or otherwise fails to participate in this policy to the City's complete satisfaction, may be subject to discipline up to, and including, immediate termination.
2. The appropriate level of discipline will be determined on a case-by-case basis at the City's discretion and may include treatment or rehabilitation under terms established by the City in consultation with a substance abuse professional.
3. This policy shall be construed in accordance with federal and state laws, including the Americans with Disabilities Act, the Family and Medical Leave Act, and the OMNIBUS Transportation Employee Testing Act of 1991.
4. Rehabilitation is the responsibility of the individual employee. An employee with a drug or alcohol abuse problem is encouraged to use whatever treatment or rehabilitative services are available under the City's group and health plan in effect at that time.
5. The City may not keep an employee in any particular job classification or position after the employee, either voluntarily or as a result of a positive drug test, seeks treatment or rehabilitation, unless otherwise required by law.

G. Federal Highway Administration Controlled Substances and Alcohol Use Testing Requirements

The United States Department of Transportation (DOT) has adopted mandatory rules which require employers to adopt and maintain substance abuse prevention programs, including drug and alcohol testing.

1. DOT Definitions

- a. ***Alcohol use*** means the consumption of any beverage, mixture or preparation, including any medication, containing alcohol.
- b. ***Controlled substances*** are marijuana, cocaine, opiates, amphetamines and phencyclidine.
- c. A ***commercial motor vehicle*** is any motor vehicle used to transport passengers or property if it has a gross vehicle or combination weight of 26,001 or more pounds, is designed to transport 16 or more passengers, including the driver, or is used to transport placarded hazardous materials.
- d. A ***driver*** is considered to be performing a safety sensitive function during any period in which he or she is doing any of the following with respect to a CMV; waiting to be dispatched, inspecting, servicing, conditioning, driving, loading or unloading (whether supervising, assisting or merely attending), repairing, obtaining assistance, waiting for held while the vehicle and all other time in or upon the vehicle.
- e. A ***refusal to submit to alcohol or controlled substance testing*** includes any of the following:
 - a. Failure to provide adequate breath for alcohol testing without a valid medical explanation.
 - b. Failure to provide an adequate urine sample for controlled substances testing without a genuine inability to provide such a sample.
 - c. Or any other conduct that obstructs the testing process.

2. Rules

These rules apply to every person who performs a safety sensitive function on a commercial motor vehicle (CMV) and is required to hold a commercial driver's license (CDL) to perform his or her job duties.

- a. All employees required to hold a CDL as part of their job with the City must always be immediately available to perform any safety sensitive function and must comply with these rules at all times while on duty.

- b. Any questions concerning the DOT drug and alcohol testing rules should be directed to the Human Resources Department.

3. Prohibitions

The City will not permit any driver to operate or continue to perform safety sensitive functions if he or she:

- a. Has an alcohol concentration of 0.04 or greater.
- b. Is using alcohol while performing any safety sensitive function.
- c. Has used alcohol within 4 hours of performing any safety sensitive function.
- d. Has used a controlled substance.
- e. Or has tested positive for any controlled substance.
- f. If a driver has an alcohol concentration of 0.02 – 0.039, he or she will not be allowed to perform any safety sensitive function for the City for at least 24 hours.
- g. The City also will not permit a driver to operate a commercial motor vehicle if the driver possesses alcohol or if the driver refuses to submit to required alcohol or controlled substance testing.

4. Required Testing

a. Pre-Employment Testing

- 1) The City will not permit any driver to perform safety sensitive functions unless that driver has received a controlled substances test result from the medical review officer (MRO) indicating a verified negative result.
- 2) The only exception to this rule is if the driver is excused from the pre-employment testing requirement pursuant to 49 CFR 381.301 (c).

b. Post-Accident Testing

- 1) As soon as practicable following an accident, the City will test each driver for alcohol and controlled substances if:
 - a) The driver was performing a safety sensitive function with respect to the vehicle, and the accident involved the loss of a human life.
 - b) Or the driver receives a citation for a moving traffic violation arising from the accident, and the accident resulted in bodily harm to any person requiring medical treatment away from scene of the accident.
 - c) Or there is disabling damages to any of the vehicles involved in the accident.

- 2) An alcohol test will be administered within 8 hours and a drug test will be administered within 32 hours of the accident. If these tests are not performed within these periods, the City will cease its testing efforts and prepare to record identifying the reason(s) why one or both of these tests were not administered.
- 3) A driver who is subject to post accident testing shall remain readily available for such testing or may be deemed to have refused to submit to testing.
- 4) A driver may not consume any alcohol for 8 hours following an accident, or until tested, whichever occurs first.
- 5) A driver must contact his or her supervisor immediately after an accident so that the need for alcohol and drug testing can be assessed and to ensure that the driver will be able to comply with the DOT rules.
- 6) Failure to report an accident involving a commercial motor vehicle may be grounds for disciplinary action.

c. Random Testing

The City uses a third-party vendor to randomly select a number of drivers each calendar year for drug and alcohol testing at an annual percentage rate determined by the Federal Motor Carriers Safety Association (FMCSA). ([49 CFR Part 40](#))

d. Reasonable Suspicion Testing

- 1) The City will require drivers to submit to alcohol and/or controlled substances testing when there is reasonable suspicion to believe that the driver has violated the DOT rules concerning alcohol use or controlled substances.
- 2) The request to undergo a reasonable suspicion test must be based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odor of the driver.
 - a) These observations may include indications of the chronic and withdrawal effects of controlled substances.
 - b) The chronic and withdrawal effects of controlled substances may not be the sole indicator for reasonable suspicion but may be used in conjunction with other indicators.
- 3) Reasonable suspicion testing is designed as a tool to identify affected drivers who, through alcohol or controlled substances misuse, may pose a danger to themselves and others in their performance of safety-sensitive functions.
 - a) Drivers may be at work in a condition that raises concern regarding their safety or productivity.

- b) A supervisor must then make a decision as to whether reasonable suspicion exists that a controlled substance and/or alcohol may be causing the behavior.
 - 4) These observations will be made by a supervisor or City official who has been trained to recognize signs of alcohol and/or controlled substance abuse.
 - 5) When the City reasonably believes a driver is impaired, that driver will not be allowed to perform any safety sensitive function until:
 - a) An alcohol test is administered, and the alcohol concentration is less than 0.02;
 - b) Or 24 hours have elapsed since the reasonable suspicion determination.
- e. Return to Duty Testing
 - 1) Before returning to duty requiring the performance of any safety sensitive function following alcohol-related conduct prohibited by the DOT rules, a driver must undergo a return to duty alcohol test with a result indicating an alcohol concentration of less than 0.02.
 - 2) Before returning to duty requiring the performance of any safety sensitive function following controlled substances related conduct prohibited by the DOT rules, a driver must undergo return to duty-controlled substances testing with a result indicating a verified negative result for controlled substances.
- f. Follow Up Testing
 - 1) A driver who has been determined to need assistance in resolving problems associated with alcohol misuse and/or controlled substances is subject to unannounced follow up testing as directed by a substance abuse professional.
 - 2) There must be at least 6 follow up tests within the first 12 months after a driver returns to duty, follow up testing will not exceed 60 months from the date of the driver's return to duty.

Testing under paragraphs c, d, and f will occur while the driver is performing safety sensitive functions, or just before the driver is to perform safety sensitive functions, or just after the driver has ceased performing such functions.

5. Testing Procedures

a. Controlled Substances

- 1) Precautions will be taken to ensure that a urine specimen is not adulterated or diluted during the collection procedure, and that information on the urine bottle and on the urine custody and control form identifies the driver from whom the specimen was collected.

- a) These precautions will include placing a bluing agent in toilets when possible, securing and monitoring water sources and positively identifying the driver as the employee selected for testing.
 - b) Additionally, drivers will be required to remove any outer garments and personal belongings (such as purses or briefcases) in which items may be concealed, and to wash and dry their hands prior to testing.
- 2) Under normal circumstances, the actual collection of the urine specimen will not be observed unless:
- a) The urine specimen falls outside the normal temperature range and the driver either declines to allow measurement of his or her body temperature or his or her oral body temperature varies by more than 1.8 degrees Fahrenheit from the specimen;
 - b) The driver's previous specimen did not register a normal measurement of specific gravity and creatinine;
 - c) The collection site person observes conduct clearly and unequivocally indicating an attempt to substitute or adulterate the specimen; or
 - d) The driver has previously been determined to have used a controlled substance and the particular test was being conducted under DOT agency regulation providing for follow up testing upon or after the driver's return to duty.
- 3) If the temperature of the specimen falls outside of the normal range, the assumption will be that it has been altered or substituted.
- a) The driver may volunteer to have his or her oral temperature taken to counter this presumption.
 - b) In all circumstances, the collection site person will inspect the specimen to determine if it has been contaminated and will note any unusual findings on the custody and control form.
 - c) All specimens suspected of being adulterated will still be forwarded for testing.
 - d) Whenever there is reason to believe that a specimen has been altered or substituted, a second observed specimen will be obtained from the driver as soon as possible.
- 4) Both the driver and the collection site person must be present when:
- a) The specimen is labeled;
 - b) The driver initials the label to confirm that it is his or her specimen;

- c) The collection site person enters the information to identify the specimen and
 - d) Signs the custody and control form;
 - e) The driver reads and signs the statement of the form certifying that the specimen is the one he or she provided; and
 - f) The driver signs a consent or release form if specified by DOT rules or is required by the collection site or laboratory.
- 5) The collection site person will note any refusal to cooperate with the testing process on the custody and control form and will notify the City.
 - 6) The City will use a “split sample” method of testing performed by laboratories certified under the HHS “Mandatory Guidelines for Federal Workplace Drug Testing Programs.”
 - a) If the initial screening test is positive, the driver may request that the MRO send the split specimen to another HHS certified laboratory to test for the presence of the drugs for which a positive result was initially obtained.
 - b) This request must be made within 72 hours of the driver’s notification of the test results.
 - 7) The MRO will review the final confirmed test results before they are transmitted to the City. However, the MRO will first contact a driver to discuss a confirmed positive test result.
 - a) If the MRO is unable to contact the driver directly, he or she will attempt to do so through a designated City official.
 - 8) The MRO may verify a test result as positive without communicating with the driver if:
 - a) The driver declines to discuss the test with the MRO;
 - b) More than 5 days pass since the time the designated City official informs the driver that he or she should contact the MRO; or
 - c) Other circumstances provided for in DOT agency rules.
 - 9) Following verification of a positive test result, the MRO will refer the case to the City’s Human Resources Department.
- b. Alcohol Testing
- 1) The City will conduct a screening test for alcohol use using either an evidentiary breath testing device (EBT) or a non-evidential screening device approved by the National Highway Traffic Safety Administration.

- a) If the screening test yields an alcohol concentration of 0.02 or greater, a confirmation test will be performed between 15 and 30 minutes after the first test using an EBT.
 - b) If the two tests yield different results, the confirmation test will be deemed to be the final result upon which any action is based.
- 2) The City will comply with the quality assurance plan and the manufacturer's instructions for each screening device used, and shall maintain records relating to the inspection, maintenance, compliance with the quality assurance plan, calibration and qualifications of individuals using each screening device.
- c. Handling of Test Results
 - 1) Test results will be kept confidential except as required by law or expressly authorized by the DOT rules.
 - 2) The City will notify driver applicants of pre-employment test results if the driver requests such results within 60 days of being notified of the disposition of his or her application.
 - 3) The City will notify a driver of the results of random, reasonable, suspicion, and post-accident test results verified as positive for controlled substances and identify for the driver the controlled substances that were detected and verified.
- 6. Consequences for Engaging in Prohibited Conduct
 - a. A driver who engages in conduct prohibited under the DOT rules must be evaluated by a substance abuse professional who will determine what assistance, if any, the driver needs in resolving problems associated with alcohol or controlled substances use.
 - b. Additionally, the driver will not be allowed to perform any safety sensitive function for the City until meeting the requirements for referral, evaluation and treatment, and has taken and passed a return to duty test.

H. Drug Free Awareness Program

- 1. To educate employees about the dangers of substance abuse, the City has established a drug free awareness program along with the availability of counseling, and the City's policy regarding substance abuse.
- 2. The City has also established a training program for all Commercial Motor Vehicle operators and supervisory employees, which includes information on the effects and consequences of controlled substances and training to detect controlled substance abuse.

3. Treatment

- a. The City encourages employees with substance abuse problems to avail themselves of any available treatment or rehabilitative services available under the City's group health plan.
- b. Information regarding these services can be obtained from the Human Resources Department.

4. Discipline

- a. An employee who tests positive, refuses to submit to drug or alcohol testing, refuses to sign all appropriate consent forms, or otherwise fails to comply with this policy to the City's complete satisfaction may be subject to discipline up to, and including, immediate termination.
- b. The appropriate level of discipline will be determined on a case by case basis at the City's discretion and may include treatment or rehabilitation under terms established by the City.
- c. The City is entitled to rely on the results of its drug or alcohol test to determine whether the employee has violated the policy prohibiting drug or alcohol.

I. Other Laws

This policy will be construed in accordance with federal, state, and local laws, including the Americans with Disabilities Act the Family Medical Leave Act, and the OMNIBUS Transportation Employee Testing Act of 1991.

RESOLUTION NO. 1059-1025

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING CHAPTER 7, SECTION C (SUBSTANCE ABUSE POLICY) OF THE PERSONNEL POLICIES AND PROCEDURES RELATING TO DRUG AND ALCOHOL.

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

SECTION 1. Chapter 7 – Drug and Alcohol Policy, Section C (Substance Abuse Policy) of the City of Avondale Personnel Policies and Procedures (“Chapter 7”) is hereby adopted in substantially the form and substance attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 2. If any section, subsection, sentence, clause, phrase or portion of this Resolution or any part of Chapter 7 adopted herein is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

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, October 6, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1059-1025
[Chapter 7]
See following pages.

CHAPTER 7

Drug and Alcohol Policy

A. Provisions Covered by the Rules

These policies and procedures will apply to all positions, in all departments of the City of Avondale (the “City”) and to such positions in the exempt and temporary service as may be provided herein.

B. Drug and Alcohol Testing Policy

1. The City believes that substance abuse is a serious threat to the welfare of employees, citizens, and the public. To address this problem, the City has introduced this policy with respect to the use, possession, or sale of drugs and alcohol. The expectation of the drug and alcohol testing policy is to:
 - a. Maintain a safe, healthy, and productive working environment for its employees.
 - b. Ensure the good reputation of the City and its employees.
 - c. Reduce accidents, tardiness, absenteeism, and indifferent job performance.

C. Substance Abuse Policy

This policy requires all employees of the City to refrain from being involved in any way with illegal drugs or from abusing alcohol, on or off the job.

All City employees, including those working on federal contracts or grants, must abide by the terms of this drug and alcohol policy. Employees are required to notify their supervisor and the Human Resources Department in writing within five (5) calendar days if they are convicted of any criminal drug statute violation that occurred in the workplace.

D. Grounds for Termination or Discipline

The following are grounds for discipline up to and including termination, even for a first offense.

1. Illegal Drug Use Prohibited

Illegal drug use includes possessing, using, purchasing, distributing, or selling illegal drugs, or reporting to work impaired by illegal drugs. Under this policy, “illegal drugs” include any drug or drug-like substance which:

- a. Is not legally obtainable.

- b. May be legally obtainable but has not been legally obtained.
- c. Is being used in a manner or for a purpose other than as prescribed.

2. Alcohol Use Prohibited

Alcohol use includes possessing, using, purchasing, distributing, or selling alcohol beverages at any time during the hours between the beginning and ending of the employee's workday, or reporting to work or working while impaired by alcohol in any way.

3. Recreational Marijuana and Marijuana-Based Product Use Prohibited

Use includes possessing, using, purchasing, distributing, or selling marijuana or marijuana-based products at any time during the hours between the beginning and ending of the employee's work day, or reporting to work or working while impaired by marijuana or marijuana-based products in any way.

4. Failure to Participate

- a. The following will be considered a failure to participate in the City's drug and alcohol testing policy:
 - 1) Failure to submit to drug or alcohol testing.
 - 2) Failure to immediately report for drug or alcohol testing when requested to do so.
 - 3) Refusal to sign all appropriate consent forms.
 - 4) Any other failure to cooperate to the City's complete satisfaction.

5. Use of Legal Drugs

- a. In recognition of privacy concerns, the City will not solicit information from an employee regarding medications that an employee may be taking absent an indication that the employee is impaired or poses a safety hazard. The exception to this section of the policy is Police Officers and Detention Officers.
- b. It is the responsibility of any employee who is taking any medication, including those sold without a prescription, which may interfere with the safe and effective performance of duties to notify their supervisor before beginning work.
 - 1) Disclosure of the specific medical condition or the specific medication to the supervisor is not required (it may ultimately be required to be made to City Human Resources or a City-contracted Physician).
 - 2) The employee shall provide documentation from the treating physician of any limitations this may impose on the employee.
 - 3) If the limitations are such that the employee cannot safely and effectively perform

his/her job duties, the employee may be placed on sick leave and referred to the Human Resources Department for discussion of reasonable accommodation.

- c. It is the employee's responsibility to advise the City when the employee is no longer using the medication in question.
- d. Any medical documentation shall be sent to City Human Resources for filing in the employee's confidential medical file.

E. Testing

1. Pre-Employment Drug Abuse Screening

The City will test all applicants who, as required by AZ Peace Officers Standards and Training Board and Federal/state law, receive an offer of employment prior to commencing employment, in an effort to detect individuals who currently use illegal drugs.

2. Reasonable Suspicion Testing

- a. The City will require an employee to submit to alcohol and/or drug testing when there is reasonable suspicion to believe that the employee is under the influence of illegal and legal drug or alcohol use.
- b. For purposes of this policy, "reasonable suspicion" will be based on specific observations concerning the appearance, behavior, speech or body odors of the employee, including, without limitation, slurred speech, red eyes, dilated pupils, incoherence, unsteadiness, unexplained carelessness or accidents, erratic behavior, inability to perform the job and other unexplained behavioral changes.
- c. These observations must be made by a supervisor or other City official who has been trained to recognized signs of alcohol and/or drug use.

3. Random Testing

- a. The following employees are subject to unannounced random screening for illegal drug use
 - 1) Certified police officers
 - 2) Certified detention officers
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 - 4) Firefighters
 - 5) Firefighter reserve employees
 - 6) Lifeguards (including Lead Lifeguards and Shallow Water Lifeguards)
 - 7) Head Coaches (Aquatics)
 - 8) Swim Lesson Instructors

- 9) Pool Managers.
 - b. See Section G.4.c of this policy for Department of Transportation (DOT) requirements.
4. Post-Accident
- a. Employees who have an at-fault accident with a City-owned vehicle must first notify the appropriate law enforcement agency and then their supervisors or department directors. All accidents, no matter how minor, require law enforcement notification so that a traffic report can be generated.
 - b. Employees will be tested for drugs and alcohol following any at-fault accident involving a City vehicle.
 - c. If fault cannot be determined, the employee will be drug and alcohol tested.
 - d. While the City is waiting for the results of the drug test to be received, the employee shall be assigned work duties that do not involve driving or safety-sensitive equipment, such as a clerical/administrative position. If no position is available, the employee shall be placed on administrative-leave until the employee has been authorized to return to work by the Human Resources Department.

F. Consequences of Violating This Policy

- 1. An employee who tests positive, refuses to submit to drug or alcohol testing, refuses to sign all appropriate consent forms, or otherwise fails to participate in this policy to the City's complete satisfaction, may be subject to discipline up to, and including, immediate termination.
- 2. The appropriate level of discipline will be determined on a case-by-case basis at the City's discretion and may include treatment or rehabilitation under terms established by the City in consultation with a substance abuse professional.
- 3. This policy shall be construed in accordance with federal and state laws, including the Americans with Disabilities Act, the Family and Medical Leave Act, and the OMNIBUS Transportation Employee Testing Act of 1991.
- 4. Rehabilitation is the responsibility of the individual employee. An employee with a drug or alcohol abuse problem is encouraged to use whatever treatment or rehabilitative services are available under the City's group and health plan in effect at that time.
- 5. The City may not keep an employee in any particular job classification or position after the employee, either voluntarily or as a result of a positive drug test, seeks treatment or rehabilitation, unless otherwise required by law.

G. Federal Highway Administration Controlled Substances and Alcohol Use Testing Requirements

The United States Department of Transportation (DOT) has adopted mandatory rules which require employers to adopt and maintain substance abuse prevention programs, including drug and alcohol testing.

1. DOT Definitions

- a. ***Alcohol use*** means the consumption of any beverage, mixture or preparation, including any medication, containing alcohol.
- b. ***Controlled substances*** are marijuana, cocaine, opiates, amphetamines and phencyclidine.
- c. A ***commercial motor vehicle*** is any motor vehicle used to transport passengers or property if it has a gross vehicle or combination weight of 26,001 or more pounds, is designed to transport 16 or more passengers, including the driver, or is used to transport placarded hazardous materials.
- d. A ***driver*** is considered to be performing a safety sensitive function during any period in which he or she is doing any of the following with respect to a CMV; waiting to be dispatched, inspecting, servicing, conditioning, driving, loading or unloading (whether supervising, assisting or merely attending), repairing, obtaining assistance, waiting for held while the vehicle and all other time in or upon the vehicle.
- e. A ***refusal to submit to alcohol or controlled substance testing*** includes any of the following:
 - a. Failure to provide adequate breath for alcohol testing without a valid medical explanation.
 - b. Failure to provide an adequate urine sample for controlled substances testing without a genuine inability to provide such a sample.
 - c. Or any other conduct that obstructs the testing process.

2. Rules

These rules apply to every person who performs a safety sensitive function on a commercial motor vehicle (CMV) and is required to hold a commercial driver's license (CDL) to perform his or her job duties.

- a. All employees required to hold a CDL as part of their job with the City must always be immediately available to perform any safety sensitive function and must comply with these rules at all times while on duty.

- b. Any questions concerning the DOT drug and alcohol testing rules should be directed to the Human Resources Department.

3. Prohibitions

The City will not permit any driver to operate or continue to perform safety sensitive functions if he or she:

- a. Has an alcohol concentration of 0.04 or greater.
- b. Is using alcohol while performing any safety sensitive function.
- c. Has used alcohol within 4 hours of performing any safety sensitive function.
- d. Has used a controlled substance.
- e. Or has tested positive for any controlled substance.
- f. If a driver has an alcohol concentration of 0.02 – 0.039, he or she will not be allowed to perform any safety sensitive function for the City for at least 24 hours.
- g. The City also will not permit a driver to operate a commercial motor vehicle if the driver possesses alcohol or if the driver refuses to submit to required alcohol or controlled substance testing.

4. Required Testing

a. Pre-Employment Testing

- 1) The City will not permit any driver to perform safety sensitive functions unless that driver has received a controlled substances test result from the medical review officer (MRO) indicating a verified negative result.
- 2) The only exception to this rule is if the driver is excused from the pre-employment testing requirement pursuant to 49 CFR 381.301 (c).

b. Post-Accident Testing

- 1) As soon as practicable following an accident, the City will test each driver for alcohol and controlled substances if:
 - a) The driver was performing a safety sensitive function with respect to the vehicle, and the accident involved the loss of a human life.
 - b) Or the driver receives a citation for a moving traffic violation arising from the accident, and the accident resulted in bodily harm to any person requiring medical treatment away from scene of the accident.
 - c) Or there is disabling damages to any of the vehicles involved in the accident.

- 2) An alcohol test will be administered within 8 hours and a drug test will be administered within 32 hours of the accident. If these tests are not performed within these periods, the City will cease its testing efforts and prepare to record identifying the reason(s) why one or both of these tests were not administered.
- 3) A driver who is subject to post accident testing shall remain readily available for such testing or may be deemed to have refused to submit to testing.
- 4) A driver may not consume any alcohol for 8 hours following an accident, or until tested, whichever occurs first.
- 5) A driver must contact his or her supervisor immediately after an accident so that the need for alcohol and drug testing can be assessed and to ensure that the driver will be able to comply with the DOT rules.
- 6) Failure to report an accident involving a commercial motor vehicle may be grounds for disciplinary action.

c. Random Testing

The City uses a third-party vendor to randomly select a number of drivers each calendar year for drug and alcohol testing at an annual percentage rate determined by the Federal Motor Carriers Safety Association (FMCSA). ([49 CFR Part 40](#))

d. Reasonable Suspicion Testing

- 1) The City will require drivers to submit to alcohol and/or controlled substances testing when there is reasonable suspicion to believe that the driver has violated the DOT rules concerning alcohol use or controlled substances.
- 2) The request to undergo a reasonable suspicion test must be based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odor of the driver.
 - a) These observations may include indications of the chronic and withdrawal effects of controlled substances.
 - b) The chronic and withdrawal effects of controlled substances may not be the sole indicator for reasonable suspicion but may be used in conjunction with other indicators.
- 3) Reasonable suspicion testing is designed as a tool to identify affected drivers who, through alcohol or controlled substances misuse, may pose a danger to themselves and others in their performance of safety-sensitive functions.
 - a) Drivers may be at work in a condition that raises concern regarding their safety or productivity.

- b) A supervisor must then make a decision as to whether reasonable suspicion exists that a controlled substance and/or alcohol may be causing the behavior.
 - 4) These observations will be made by a supervisor or City official who has been trained to recognize signs of alcohol and/or controlled substance abuse.
 - 5) When the City reasonably believes a driver is impaired, that driver will not be allowed to perform any safety sensitive function until:
 - a) An alcohol test is administered, and the alcohol concentration is less than 0.02;
 - b) Or 24 hours have elapsed since the reasonable suspicion determination.
- e. Return to Duty Testing
 - 1) Before returning to duty requiring the performance of any safety sensitive function following alcohol-related conduct prohibited by the DOT rules, a driver must undergo a return to duty alcohol test with a result indicating an alcohol concentration of less than 0.02.
 - 2) Before returning to duty requiring the performance of any safety sensitive function following controlled substances related conduct prohibited by the DOT rules, a driver must undergo return to duty-controlled substances testing with a result indicating a verified negative result for controlled substances.
- f. Follow Up Testing
 - 1) A driver who has been determined to need assistance in resolving problems associated with alcohol misuse and/or controlled substances is subject to unannounced follow up testing as directed by a substance abuse professional.
 - 2) There must be at least 6 follow up tests within the first 12 months after a driver returns to duty, follow up testing will not exceed 60 months from the date of the driver's return to duty.

Testing under paragraphs c, d, and f will occur while the driver is performing safety sensitive functions, or just before the driver is to perform safety sensitive functions, or just after the driver has ceased performing such functions.

5. Testing Procedures

a. Controlled Substances

- 1) Precautions will be taken to ensure that a urine specimen is not adulterated or diluted during the collection procedure, and that information on the urine bottle and on the urine custody and control form identifies the driver from whom the specimen was collected.

- a) These precautions will include placing a bluing agent in toilets when possible, securing and monitoring water sources and positively identifying the driver as the employee selected for testing.
 - b) Additionally, drivers will be required to remove any outer garments and personal belongings (such as purses or briefcases) in which items may be concealed, and to wash and dry their hands prior to testing.
- 2) Under normal circumstances, the actual collection of the urine specimen will not be observed unless:
- a) The urine specimen falls outside the normal temperature range and the driver either declines to allow measurement of his or her body temperature or his or her oral body temperature varies by more than 1.8 degrees Fahrenheit from the specimen;
 - b) The driver's previous specimen did not register a normal measurement of specific gravity and creatinine;
 - c) The collection site person observes conduct clearly and unequivocally indicating an attempt to substitute or adulterate the specimen; or
 - d) The driver has previously been determined to have used a controlled substance and the particular test was being conducted under DOT agency regulation providing for follow up testing upon or after the driver's return to duty.
- 3) If the temperature of the specimen falls outside of the normal range, the assumption will be that it has been altered or substituted.
- a) The driver may volunteer to have his or her oral temperature taken to counter this presumption.
 - b) In all circumstances, the collection site person will inspect the specimen to determine if it has been contaminated and will note any unusual findings on the custody and control form.
 - c) All specimens suspected of being adulterated will still be forwarded for testing.
 - d) Whenever there is reason to believe that a specimen has been altered or substituted, a second observed specimen will be obtained from the driver as soon as possible.
- 4) Both the driver and the collection site person must be present when:
- a) The specimen is labeled;
 - b) The driver initials the label to confirm that it is his or her specimen;

- c) The collection site person enters the information to identify the specimen and
 - d) Signs the custody and control form;
 - e) The driver reads and signs the statement of the form certifying that the specimen is the one he or she provided; and
 - f) The driver signs a consent or release form if specified by DOT rules or is required by the collection site or laboratory.
- 5) The collection site person will note any refusal to cooperate with the testing process on the custody and control form and will notify the City.
 - 6) The City will use a “split sample” method of testing performed by laboratories certified under the HHS “Mandatory Guidelines for Federal Workplace Drug Testing Programs.”
 - a) If the initial screening test is positive, the driver may request that the MRO send the split specimen to another HHS certified laboratory to test for the presence of the drugs for which a positive result was initially obtained.
 - b) This request must be made within 72 hours of the driver’s notification of the test results.
 - 7) The MRO will review the final confirmed test results before they are transmitted to the City. However, the MRO will first contact a driver to discuss a confirmed positive test result.
 - a) If the MRO is unable to contact the driver directly, he or she will attempt to do so through a designated City official.
 - 8) The MRO may verify a test result as positive without communicating with the driver if:
 - a) The driver declines to discuss the test with the MRO;
 - b) More than 5 days pass since the time the designated City official informs the driver that he or she should contact the MRO; or
 - c) Other circumstances provided for in DOT agency rules.
 - 9) Following verification of a positive test result, the MRO will refer the case to the City’s Human Resources Department.
- b. Alcohol Testing
- 1) The City will conduct a screening test for alcohol use using either an evidentiary breath testing device (EBT) or a non-evidential screening device approved by the National Highway Traffic Safety Administration.

- a) If the screening test yields an alcohol concentration of 0.02 or greater, a confirmation test will be performed between 15 and 30 minutes after the first test using an EBT.
 - b) If the two tests yield different results, the confirmation test will be deemed to be the final result upon which any action is based.
- 2) The City will comply with the quality assurance plan and the manufacturer's instructions for each screening device used, and shall maintain records relating to the inspection, maintenance, compliance with the quality assurance plan, calibration and qualifications of individuals using each screening device.
- c. Handling of Test Results
 - 1) Test results will be kept confidential except as required by law or expressly authorized by the DOT rules.
 - 2) The City will notify driver applicants of pre-employment test results if the driver requests such results within 60 days of being notified of the disposition of his or her application.
 - 3) The City will notify a driver of the results of random, reasonable, suspicion, and post-accident test results verified as positive for controlled substances and identify for the driver the controlled substances that were detected and verified.
- 6. Consequences for Engaging in Prohibited Conduct
 - a. A driver who engages in conduct prohibited under the DOT rules must be evaluated by a substance abuse professional who will determine what assistance, if any, the driver needs in resolving problems associated with alcohol or controlled substances use.
 - b. Additionally, the driver will not be allowed to perform any safety sensitive function for the City until meeting the requirements for referral, evaluation and treatment, and has taken and passed a return to duty test.

H. Drug Free Awareness Program

- 1. To educate employees about the dangers of substance abuse, the City has established a drug free awareness program along with the availability of counseling, and the City's policy regarding substance abuse.
- 2. The City has also established a training program for all Commercial Motor Vehicle operators and supervisory employees, which includes information on the effects and consequences of controlled substances and training to detect controlled substance abuse.

3. Treatment

- a. The City encourages employees with substance abuse problems to avail themselves of any available treatment or rehabilitative services available under the City's group health plan.
- b. Information regarding these services can be obtained from the Human Resources Department.

4. Discipline

- a. An employee who tests positive, refuses to submit to drug or alcohol testing, refuses to sign all appropriate consent forms, or otherwise fails to comply with this policy to the City's complete satisfaction may be subject to discipline up to, and including, immediate termination.
- b. The appropriate level of discipline will be determined on a case by case basis at the City's discretion and may include treatment or rehabilitation under terms established by the City.
- c. The City is entitled to rely on the results of its drug or alcohol test to determine whether the employee has violated the policy prohibiting drug or alcohol.

I. Other Laws

This policy will be construed in accordance with federal, state, and local laws, including the Americans with Disabilities Act the Family Medical Leave Act, and the OMNIBUS Transportation Employee Testing Act of 1991.

ITEM NUMBER: 4.d.

SUBJECT: Ordinance 2035-1025 - Litchfield Road Right-of-Way Deannexation

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Kimberly Moon, Director, Engineering Department

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Resilient Infrastructure & Transportation**

Avondale invests in safe and sustainable infrastructure, including water, roads, and utilities, and actively participates in regional planning and development. The approval of this agenda item will maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request to adopt Ordinance 2035-1025, authorizing the deannexation of Litchfield Road right-of-way at The Stack Avondale 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 Stack Avondale (Stack) is a 76.27 gross acre site located at the southeast corner of Lower Buckeye Road and Litchfield Road. The site was annexed into the City's limits on June 22, 1983, via Ordinance 330 and is currently zoned A-1.

On April 21, 2025, City Council approved "Final Plat Stack Avondale", which was recorded in Book of Maps 1859, Page 46 of the Maricopa County Recorder's Office (MCR). The plat was amended and recorded in Book of Maps 1870, Page 8 of the MCR. The plat dedicated 15-feet of right-of-way along Litchfield Road and 35-feet of right-of-way at the intersection of Litchfield Road and Lower Buckeye Road for a future northbound right turn lane.

DISCUSSION:

Maricopa County currently maintains the existing Litchfield Road street improvements along Stack's frontage. Stack will be required to construct Litchfield Road half-street improvements adjacent to their development to County standards. The County requires all new street improvements to be within their right-of-way. To meet this requirement, the City must deannex the 15-feet of right-of-way (2,255 feet) and the 35-feet of right-of-way at the intersection (317 feet) that the final plat dedicated to the City.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends City Council adopt an Ordinance authorizing the deannexation of Litchfield Road right-of-way and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Yulonda Moore



Litchfield Road Right-of-Way



— Right-of-Way The Stack

Not to Scale



ORDINANCE NO. 2035-1025

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, DECREASING THE CORPORATE LIMITS OF THE CITY OF AVONDALE BY DEANNEXING A PORTION OF RIGHT-OF-WAY, GENERALLY LOCATED ALONG LITCHFIELD ROAD, SOUTH OF LOWER BUCKEYE ROAD.

WHEREAS, ARIZ. REV. STAT. § 9-471.03(B) provides a method for deannexation and severance of public right-of-way that is partially located within a city and partially located within the unincorporated area of a county; and

WHEREAS, Deannexation pursuant to ARIZ. REV. STAT. § 9-471.03(B) results in the return of the deannexed public right-of-way to the jurisdiction of Maricopa County, Arizona (the “County”).

WHEREAS, it is the desire of the City of Avondale (“Avondale”) to deannex to the County a portion of right-of-way within Avondale’s corporate limits, generally located along Litchfield Road, south of Lower Buckeye Road, as more particularly described and depicted on Exhibit A, attached hereto and incorporated herein by reference (the “Deannexation Area”); and

WHEREAS, said Deannexation Area is contiguous to the corporate limits of Maricopa County; and

WHEREAS, the Deannexation Area is comprised entirely of right-of-way, with no adjacent owners of real property subject to taxation, such that the notice referenced by ARIZ. REV. STAT. § 9-471.03(F) is unnecessary.

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 Deannexation Area is hereby deannexed from the corporate boundaries of Avondale, contingent upon the fulfillment of the conditions of ARIZ. REV. STAT. § 9-471.03.

SECTION 3. The City Clerk is hereby authorized and directed to file a copy of this Ordinance with the Maricopa County Board of Supervisors with a request that the Board of Supervisors set a hearing date as set forth in ARIZ. REV. STAT. § 9-471.03.

SECTION 4. 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 5. The Mayor, City Manager, City Clerk and City Attorney are hereby authorized and directed to 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, October 6, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2035-1025

[Legal Description and Map of Deannexation Area]

See following pages.

LEGAL DESCRIPTION

A PORTION OF THE NORTHWEST QUARTER OF SECTION 22, 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 22, FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 22 BEARS NORTH 01°01'28" WEST, A DISTANCE OF 2605.19 FEET;

THENCE SOUTH 88°34'42" EAST, A DISTANCE OF 40.04 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 88°34'42" EAST, A DISTANCE OF 15.01 FEET;

THENCE NORTH 01°01'28" WEST, A DISTANCE OF 2255.29 FEET;

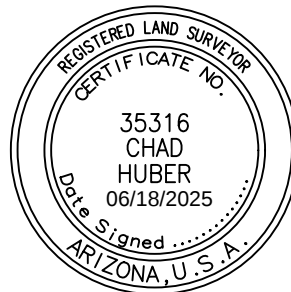
THENCE NORTH 88°58'32" EAST, A DISTANCE OF 20.00 FEET;

THENCE NORTH 01°01'28" WEST, A DISTANCE OF 317.64 FEET;

THENCE NORTH 89°48'23" WEST, A DISTANCE OF 35.01 FEET;

THENCE SOUTH 01°01'28" EAST, A DISTANCE OF 2573.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 44,955 SQ.FT. OR 1.032 ACRES MORE OR LESS.



CHAD W. HUBER
RLS 35316

Kimley»Horn

1661 E. Camelback Rd., Suite 400
PHOENIX, AZ 85016

Tel. No. (602) 837-5511

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	CWH	CWH	06/17/2025	064569503	1 OF 2



NW COR.
SEC. 22,
T1N, R1W

50' R.O.W.
BK. 1859, PG. 46

LOWER BUCKEYE ROAD

S89°48'23"E 2629.19'

N 1/4 COR.
SEC. 22,
T1N, R1W

LITCHFIELD ROAD

S01°01'28"E 2605.19'

N01°01'28"W 2255.29'

IP AVONDALE PROPCO, LLC
"STACK AVONDALE"
BOOK 1859, PAGE 46, MCR

40' R.O.W.
BK. 15, PG. 60

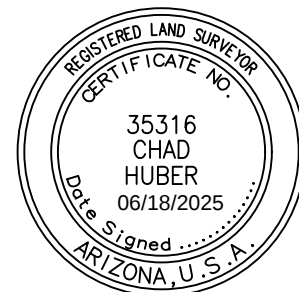
W. 1/4 COR.
SEC. 22,
T1N, R1W
POC

L1
POB

S88°34'42"E
40.04'

LINE TABLE

L1 = S88°34'42"E	15.01'
L2 = N88°58'32"E	20.00'
L3 = N01°01'28"W	317.64'
L4 = N89°48'23"W	35.01'
L5 = S01°01'28"E	2573.04'



CHAD W. HUBER
RLS 35316

Kimley»Horn

1661 E. Camelback Rd., Suite 400
PHOENIX, AZ 85016

Tel. No. (602) 837-5511

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N.T.S.	CWH	CWH	06/17/2025	064569503	2 OF 2

ITEM NUMBER: 5.a.

SUBJECT: Public Hearing - Proposed Land Use Assumptions (LUA) and Infrastructure Improvement Plan (IIP)

MEETING DATE: 10/6/2025

TO: Mayor and Council

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

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

Innovative and Effective Government

PURPOSE:

City Council will conduct a public hearing on the City's proposed LUA and IIP that will be used as the basis for the development impact fees assessed on new development. This item is for public hearing and discussion only, no action will be taken.

BACKGROUND:

On January 9, 2023, City Council adopted an updated Land Use Assumptions and Infrastructure Improvement Plan.

On April 3, 2023, City Council adopted the updated Development Impact Fees based on the Land Use Assumptions and Infrastructure Improvement Plan adopted on January 9, 2023.

On June 17, 2023, the updated Development Impact Fees went into effect.

On July 31, 2025, a notice of public hearing on the City's proposed LUA and IIP was posted on the City's website. Copies of the LUA and IIP documents were released and posted on the City's website for inspection by interested parties.

On August 2, 2025, a notice of public hearing on the City's proposed LUA and IIP was posted in the Arizona Republic - West Valley alerting interested parties of the public hearing and the City's proposed LUA and IIP was posted on the City's website.

The notice of public hearing has been posted on the City's webpage and the documents have been available for review for the required sixty days.

DISCUSSION:

The City's previous Land Use Assumptions and Infrastructure Improvement Plan adopted January 9, 2023

estimated the total project cost of the Water Reclamation Facility Phase II Expansion to be \$79,590,000. The current estimated total project cost is currently \$155,750,000. The increase in project costs are inflationary. Due to this significant change in project costs, staff began the process of updating the wastewater portion of the Land Use Assumptions and Infrastructure Improvement Plan. All other sections of the Land Use Assumptions and Infrastructure Improvement Plan have not changed from what was adopted January 9, 2023.

The City held two Stakeholder meetings to present the draft LUA and IIP on August 28 and September 11, 2025. Representatives from home developers, homebuilders, and school districts were directly invited to the meetings and social media posts were made to the public announcing the stakeholder meetings. Both of the meetings had representatives from home developers and homebuilders in attendance.

There were several questions regarding the process and when the updated fees would take effect and how that impacted current projects. There were items of clarification from the Home Builders Association of Central Arizona with the wastewater IIP regarding the wastewater demand assumptions and aspects of the calculation. Staff have addressed these items and made the appropriate adjustments to the IIP.

Any input from this public hearing will be evaluated and considered for incorporation or amendment to the documents as released. Adoption of the LUA and IIP is the next step required before the City can adopt new or modified development fees. The finalized LUA and IIP will be presented for adoption on November 17, 2025.

A public hearing on the resulting development fees is scheduled for January 12, 2026. Adoption of the final development fees will be scheduled for February 23, 2026, which will not be effective for a minimum of seventy-five (75) days.

BUDGET IMPACT:

Approving the updated development fees enables the city to collect funds necessary to build the infrastructure associated with growth.

RECOMMENDATION:

Staff requests that Council hold a public hearing on the land use assumptions and infrastructure improvement plan.

Contact person for document distribution:



Home Builders Association of Central Arizona

7310 N. 16th St., Suite 305, Phoenix, AZ 85020 phone 602.274.6545 fax 602.325.0353 www.hbaca.org

September 16, 2025

Ms. Renee Weatherless
Finance & Budget Director
City of Avondale
11465 West Civic Center Drive, Suite 250
Avondale, AZ 85323

Dear Finance & Budget Director Weatherless:

On behalf of the Home Builders Association of Central Arizona (“HBACA”), please accept the following comments regarding the City of Avondale’s draft Land Use Assumptions (“LUA”) and Infrastructure Improvements Plan (“IIP”) update to the Wastewater Utility Fees. The HBACA is a trade association with over 600 members representing the single-family residential construction industry. Our member companies employ tens of thousands of employees and invest hundreds of millions of dollars annually in the City of Avondale through the construction of new single family homes.

We greatly appreciate the outreach from staff and the ability to provide our feedback on the updated Wastewater development impact fee proposal.

Avondale has made tremendous progress and is attractive for residential and commercial investment and development. Through August 2025, Avondale issued 424 single family home building permits for the calendar year-to-date¹ and is also one of the more affordable submarkets in the Phoenix Metropolitan Statistical Area critical to meeting the housing needs of the region. This makes Avondale a key part of the West Valley’s economic development. However, we are concerned that may be in jeopardy by increasing the cost of single-family homes and threatening the attainable housing availability that draws new residents to Avondale.

Our members have noted that the significant increase for the Wastewater fee will have a sizable impact on the viability of new single family home communities in Avondale. The average buyer in today’s market will not be able to sustain the home price increases that would be needed to make up for the permit fee increases proposed. There is currently an average new home price of about \$450,000 and the up to \$10,423 in permit fee increases would represent almost 2.5% of that sales price. The grand total impact fee amount of \$24,855 will place Avondale among the highest in Maricopa and Pinal Counties. Additionally, it would make it much more difficult to

¹ HBACA 2025 Single Family Building Permits for Selected Jurisdictions, September 8, 2025

start homes in this current environment due to the profit loss home builders would see with these increases thus hurting the efforts of housing affordability in Avondale. In addition to the risk of decreasing housing starts, these permit increases will make it more difficult for homebuilders to underwrite land deals in the future until the market can support higher home pricing which will also cause housing affordability to suffer in future years.

A 2025 study by the National Association of Home Builders showed that for a \$1,000 increase to the median new home price in the Phoenix Metro Area, 1,816 additional households are priced out of being able to purchase that home.²

WASTEWATER UTILITY FEES LUA AND IIP

We encourage the City to examine the assumptions throughout the Wastewater LUA and IIP including opportunities to offset this expense. One option to consider would be to update the calculation for the city's Average Day Demand. The current proposal continues to use data incorporated into the city's previous Wastewater LUA and IIP from 2022 of 450 gallons per day (gpd) of Average Day Water Demand per Dwelling Unit (DU), and a maximum month average daily flow of 218 gpd per DU.³ If the time frame in which the city is utilizing data includes the timeframe of the COVID-19 pandemic, any analysis of average day demand per dwelling unit gallons per day must take into account higher than average home water use during that time period.⁴ When other municipalities have updated their data, the results have led to a decrease in the fees due to up-to-date reflections of revised usage calculations and increased water efficiency lowering demand.

In a review of the Wastewater average day demand following the return factor from other municipalities that have recently updated their wastewater development impact fees, the range is between 140 and 210.⁵ As a key component of the fee calculation, if Avondale's updated results show a reduction, we encourage the city to utilize those updated numbers to lower the fee increase.

It has been noted that the current proposal represents the maximum amount, permitting the City to take steps to moderate the increase while still allowing Avondale to meet the critically important and necessary wastewater capacity growth needs for future residents and businesses.

We appreciate the dialogue with the City of Avondale, and although we may have additional comments, we believe these are items that warrant consideration at this stage. We are willing to work with the City throughout the update process to develop an IIP that works for both the City's growth needs and the home builders investing in Avondale.

² National Association of Home Builders February 2025 Priced Out Study, Na Zhao, Ph.D., Economics and Housing Policy, [special-study-households-priced-out-of-the-housing-market-march-2025.pdf](https://www.nahb.org/research/special-study-households-priced-out-of-the-housing-market-march-2025.pdf)

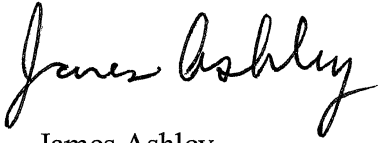
³ City of Avondale LUA and IIP, Wastewater Utility Fees, November 23, 2022.

⁴ MDPI, The Impact of COVID-19 on Urban Water Consumption in the United States, October 1, 2022; Raftelis, COVID-19 impacts on water utility consumption revenue: preliminary results.

⁵ Town of Gilbert Land Use Assumptions, Infrastructure Improvement Plan and System Development Fee Study, April 16, 2024, page 47; City of Goodyear Land Use Assumptions, Infrastructure Improvements Plan, and Development Fee Report, January 8, 2024, page 113; City of Peoria Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report, August 18, 2024, page 128; City of Surprise Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report, May 21, 2024, page 107; City of Phoenix Wastewater Collection Infrastructure Improvements Plan, December 18, 2024, page 2

On behalf of our members, thank you again for the opportunity to provide comments on the draft update to the Wastewater Utility Fees LUA and IIP.

Sincerely,

A handwritten signature in black ink that reads "James Ashley". The signature is written in a cursive, flowing style.

James Ashley
Director of Municipal Affairs
Home Builders Association of Central Arizona

CC: Mayor Pineda and City Council



September 30, 2025

Mr. James Ashley
Director of Municipal Affairs
Home Builders Association of Central Arizona
7310 N. 16th Street, Suite 305
Phoenix, AZ 85020

Dear Mr. Ashley,

Thank you to the Home Builders Association of Central Arizona (“HBACA”) for submitting its comments dated September 16, 2025, regarding the City of Avondale’s draft Land Use Assumptions (“LUA”) and Infrastructure Improvements Plan (“IIP”) update to the Wastewater Utility Fees. The City values the input from the HBACA as well as the investments your members have made in providing housing in the City of Avondale. This letter is intended to address your specific concerns regarding assumptions used in determining wastewater impact fees.

The City has evaluated the wastewater flow projections that are utilized in the calculation of the development impact fees (DIF). The Average Day Water Demand of 450 gallons per day (gpd) per dwelling unit, that is included in this draft update as well as the Wastewater LUA and IIP from 2022, is derived from the City of Avondale 2018 Integrated Utility Master Plan (IUMP) which uses actual measurements from Avondale’s water billing customer database and flow measurement equipment in 2016. This data was then evaluated against the number of dwelling units (du) located in Avondale during the same calendar year to calculate an average water usage of 450gpd/du, as published in the City’s 2018 IUMP. The wastewater generation rate was also developed and published in the 2018 IUMP by measuring the physical wastewater received at the City’s Water Reclamation Facility (WRF). The return rate was determined to be 46%. Finally, the DIF report applied a 5% max month planning factor to this calculation for a final wastewater flow per dwelling unit of 218 gallons per day per dwelling unit ($450 \text{ gpd} \times 0.46 \times 1.05 = 217.35$ OR 218 gpd/du). The water demand and wastewater flow data used from 2016 is prior to the onset of the COVID-19 pandemic and therefore was not influenced by the rise of home water use during the pandemic.

The City has conducted additional analysis through two other wastewater projection methodologies to verify that the wastewater flow rate of 218 gpd/du is still applicable:

1. Gallons per capita method:

Per the Arizona Administrative Code, Title 18, Chapter 9, the City is required to utilize a sewage design flow of 80 gallons per person per day when determining design flow for sewage treatment facilities (please see the attached table). Per the most recent census data, the City of Avondale averages 2.9 persons/dwelling unit. (Censusreporter.org). Using this method the wastewater flow projection is 232 gallons per day per dwelling unit (80 gallons per person per day $\times$ 2.9 person/dwelling unit = 232gpd/du).

2. 2025 population/max month flow method:

It is currently estimated that Avondale’s population is 96,200 people. The current measured max month average daily flow at the reclamation facility is 7.24 Million Gallons per Day (MGD).

The wastewater flow per capita is calculated to be 75.3 gallons per person per day ($7.24\text{MGD} \div 96,200 \text{ persons} = 75.3 \text{ gpcpd}$). Utilizing census data of 2.9 persons per dwelling unit the wastewater flow per dwelling unit is 218.37 gpd/du ($75.3 \text{ gpcpd} * 2.9 \text{ persons/du} = 218.37 \text{ gpd/du}$).

Summary:

The wastewater flow projection published in the City of Avondale's draft Land Use Assumptions ("LUA") and Infrastructure Improvements Plan ("IIP") update is 218 gpd/du. Other methods of calculating the wastewater flow projection resulted in 232 gpd/du and 218 gpd/du. Considering that these different methodologies support similar flow projections, the City believes that the wastewater flow demand of 218 gpd/du is appropriate for development impact fee calculations.

Lastly, it is important to note that comparing wastewater flow projections among neighboring cities was not a methodology used to confirm flow projections in Avondale. This exclusion is because of the wide variability in system development and operation. Neighboring cities have different demographics, different build-out levels, varying un-sewered (or septic) areas, different water resource ordinances, conservation programs and other factors that contribute to return rates. Simply utilizing other neighboring municipalities to develop flow projections when actual data is available specific to Avondale would not follow sound engineering and planning principles. Also, please note that the City of Avondale is currently in process to update its Integrated Utility Master Plan and the outcomes of that update will be made available once it is complete.

Thank you again for expressing your interest in the City of Avondale's draft Land Use Assumptions ("LUA") and Infrastructure Improvements Plan ("IIP") update to the Wastewater Utility Fees, and for the continuing contributions that members of the HBACA make to the growth and success of the City of Avondale.

Sincerely,



Renee Weatherless
Finance and Budget Department Director
City of Avondale

Cc: Avondale City Manager Ron Corbin
Mayor Pineda and Avondale City Council

City of **AVONDALE**

Land Use Assumptions and Infrastructure
Improvements Plan for Parks/Recreation,
Fire, Police, Streets, Water, and Wastewater
Facilities

Updated Report

September 29, 2025

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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.

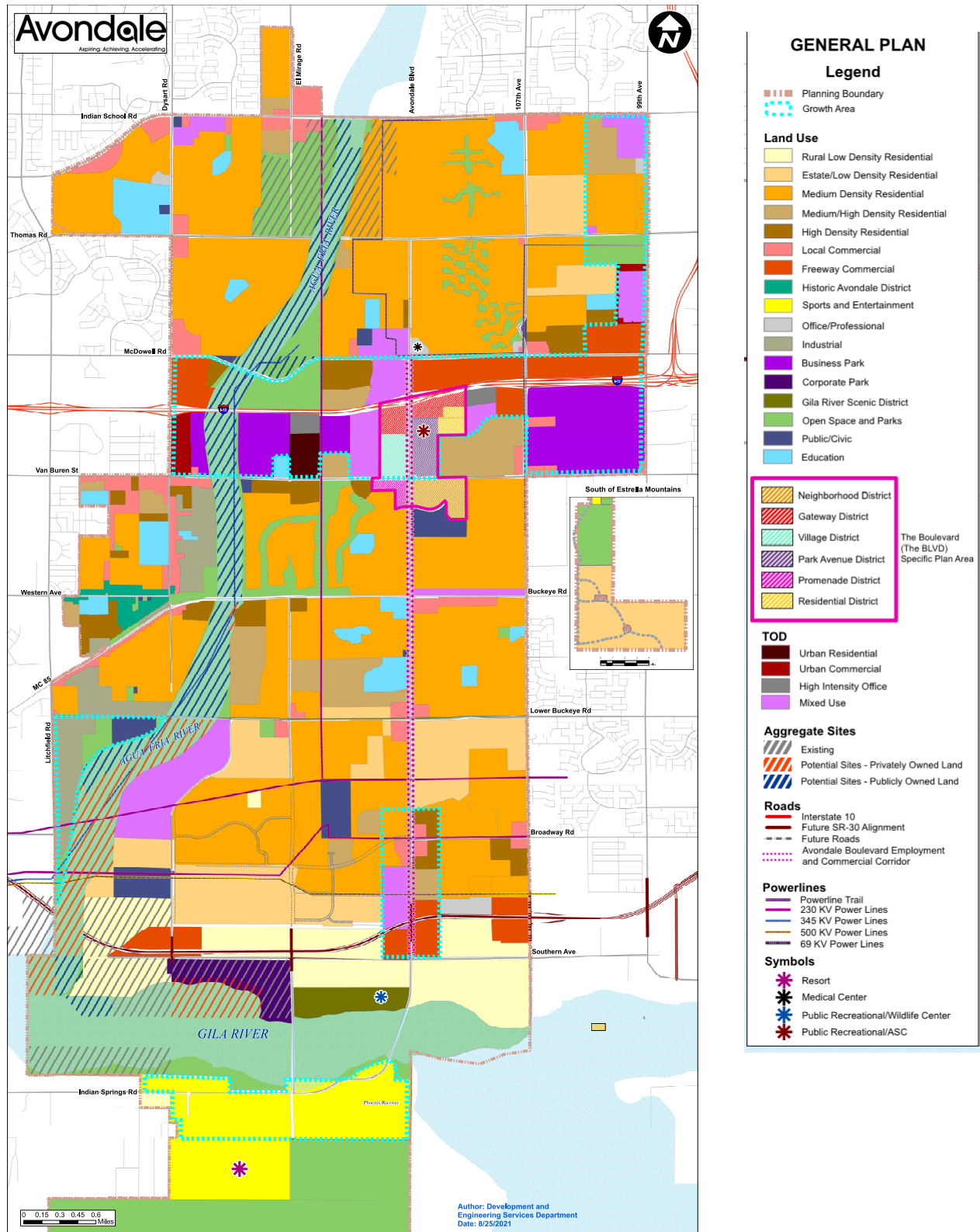
Service Area

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. "

A citywide service area is appropriate for Avondale's public facilities. 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.

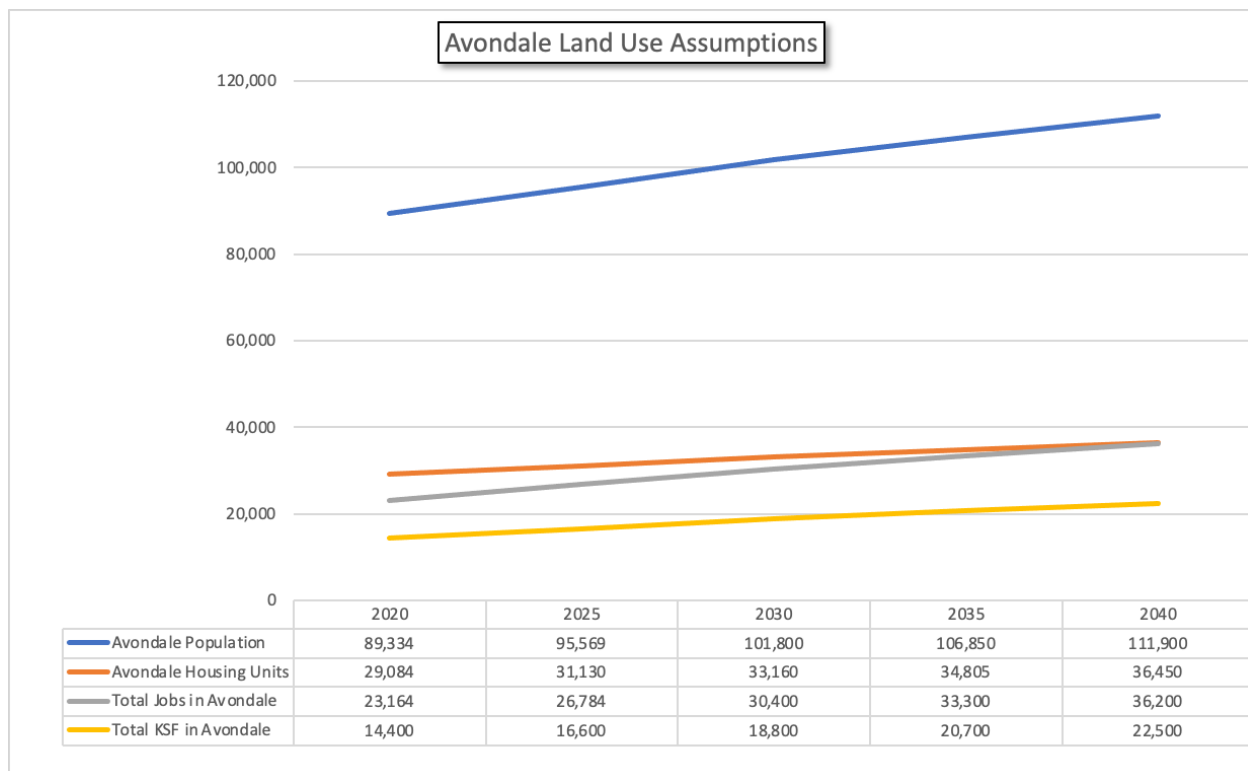
Figure 1 – Service Area Map



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).

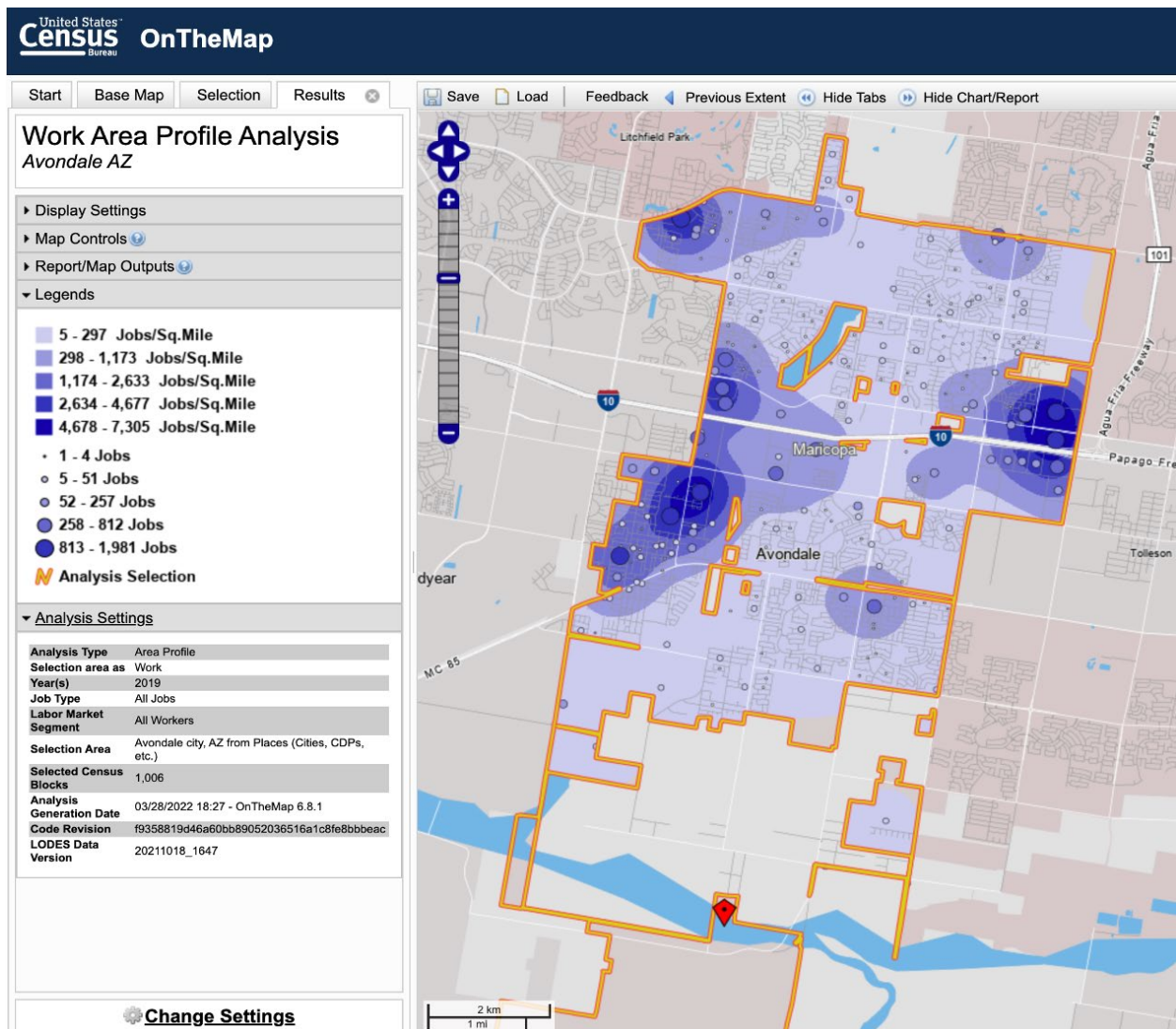
Latest data on jobs in Avondale (see Figure 5) are from the Census Bureau. Each row is an industry sector, as reported by the North American Industry Classification System. Subtotals and percentages for Avondale's three types of nonresidential development are shown at the bottom of the table.

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	
<i>Subtotals by Type of Nonresidential Development</i>		
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		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY34-35	FY44-45	FY49-50	
Avondale AZ		Base Yr	1	2	3	4	5	10	20	25	
		2020	2025	2026	2027	2028	2029	2030	2035	2045	2050
Population											
Avondale Population		89,334	95,569	96,816	98,063	99,310	100,557	101,800	106,850	115,450	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	3.07
Avondale Housing Units		29,084	31,130	31,536	31,942	32,349	32,755	33,160	34,805	37,606	38,762
Jobs (place of work)											
Industrial Jobs		2,548	2,946	3,026	3,106	3,185	3,265	3,344	3,663	4,345	4,708
Commercial Jobs		11,119	12,856	13,204	13,551	13,899	14,246	14,592	15,984	18,960	20,544
Office/Services Jobs		9,497	10,981	11,278	11,575	11,872	12,169	12,464	13,653	16,195	17,548
Total Jobs in Avondale		23,164	26,784	27,508	28,232	28,956	29,680	30,400	33,300	39,500	42,800
Jobs-Housing Ratio		0.80	0.86	0.87	0.88	0.90	0.91	0.92	0.96	1.05	1.10
Nonresidential Floor Area (square feet in thousands = KSF)											
Industrial KSF		2,700	3,100	3,200	3,300	3,400	3,500	3,500	3,900	4,600	5,000
Commercial KSF		7,300	8,500	8,700	8,900	9,200	9,400	9,600	10,500	12,500	13,600
Office/Services KSF		4,400	5,000	5,200	5,300	5,400	5,600	5,700	6,300	7,400	8,000
Total KSF in Avondale		14,400	16,600	17,100	17,500	18,000	18,500	18,800	20,700	24,500	26,600
Average Square Feet per Job		622	620	622	620	622	623	618	622	620	621

24to25	25to26	26to27	27to28	28to29	29to30	34to35	44to45	49to50
1,247	1,247	1,247	1,247	1,247	1,243	1,010	710	710
406	406	406	407	406	405	329	231	231
724	724	724	724	724	720	580	660	660
100	100	100	100	100	0	100	100	100
200	200	200	300	200	200	100	200	300
100	200	100	100	200	100	100	100	100
400	500	400	500	500	300	300	400	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 used 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	Total
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 of 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			
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			
2022 Service Units				
	91,828			
	24,612			
	Persons			
	Jobs			
Acres per 1,000 Service Units	1.10			
	0.36			
Projected Need for Park Improvements				
	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		

**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*

**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*

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 to expand 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

<i>Infrastructure Needs</i>	<i>Infrastructure Units</i>	<i>Growth Quantity Over Ten Years</i>	<i>Cost Factor per Unit</i>	<i>IIP Cost (rounded)</i>
Parks and Recreation Facilities	improved acres	15.6	\$431,000	\$6,724,000

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	15.6	\$6,724,000	100%	\$6,724,000
General Fund Loan Repayment		\$2,500,000	100%	\$2,500,000
Total	15.6	\$9,224,000		\$9,224,000

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.

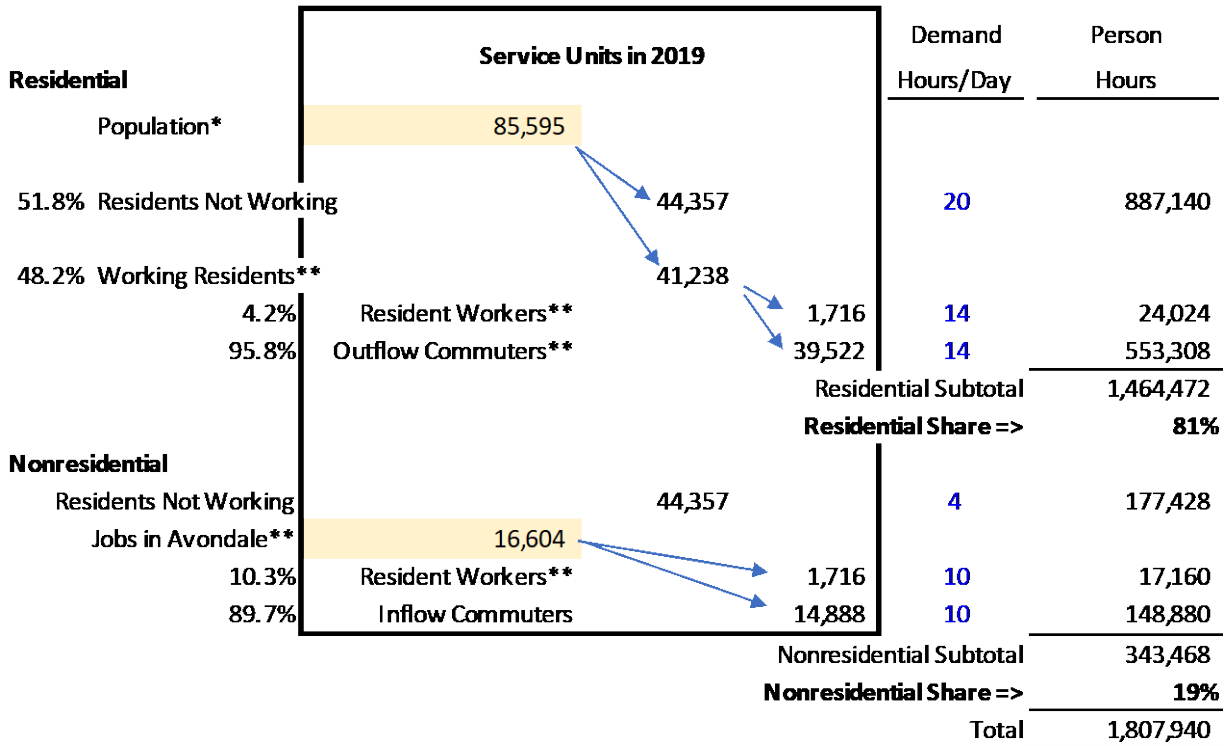
“A table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of necessary public services or facility expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including 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



* 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	Population	Average Weekday, Inbound, Primary Vehicle Trips to Nonres Development
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
Ten-Yr Increase		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
Ten-Yr Increase		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 all land within city limits.

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.”

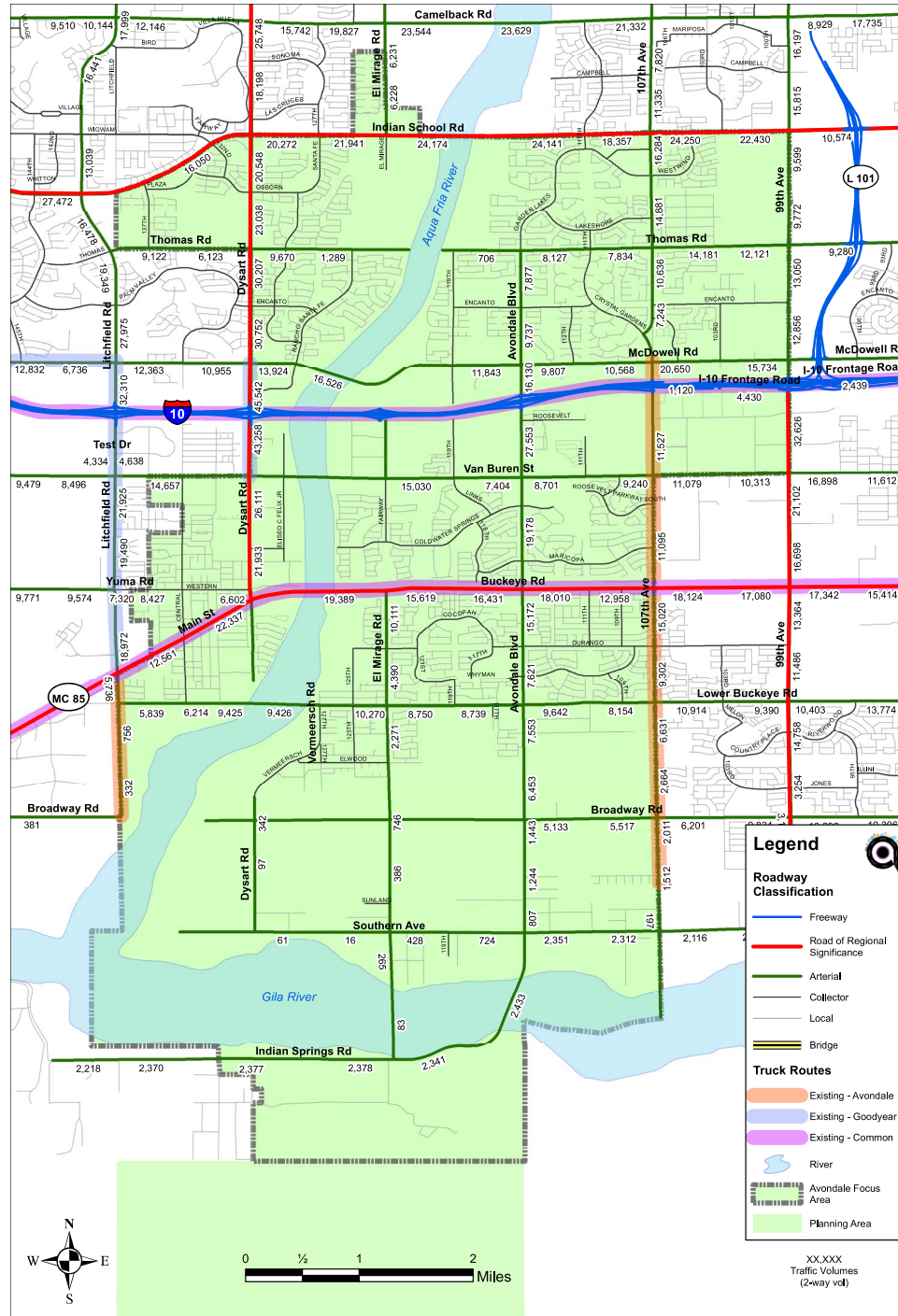
Avondale’s IIP is based on improvements to arterial streets needed to accommodate additional vehicular travel, plus the cost of preparing the LUA/IIP/DIF study required by the State of Arizona. The streets impact fee is derived from trip generation rates, trip rate adjustment factors, average trip length 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

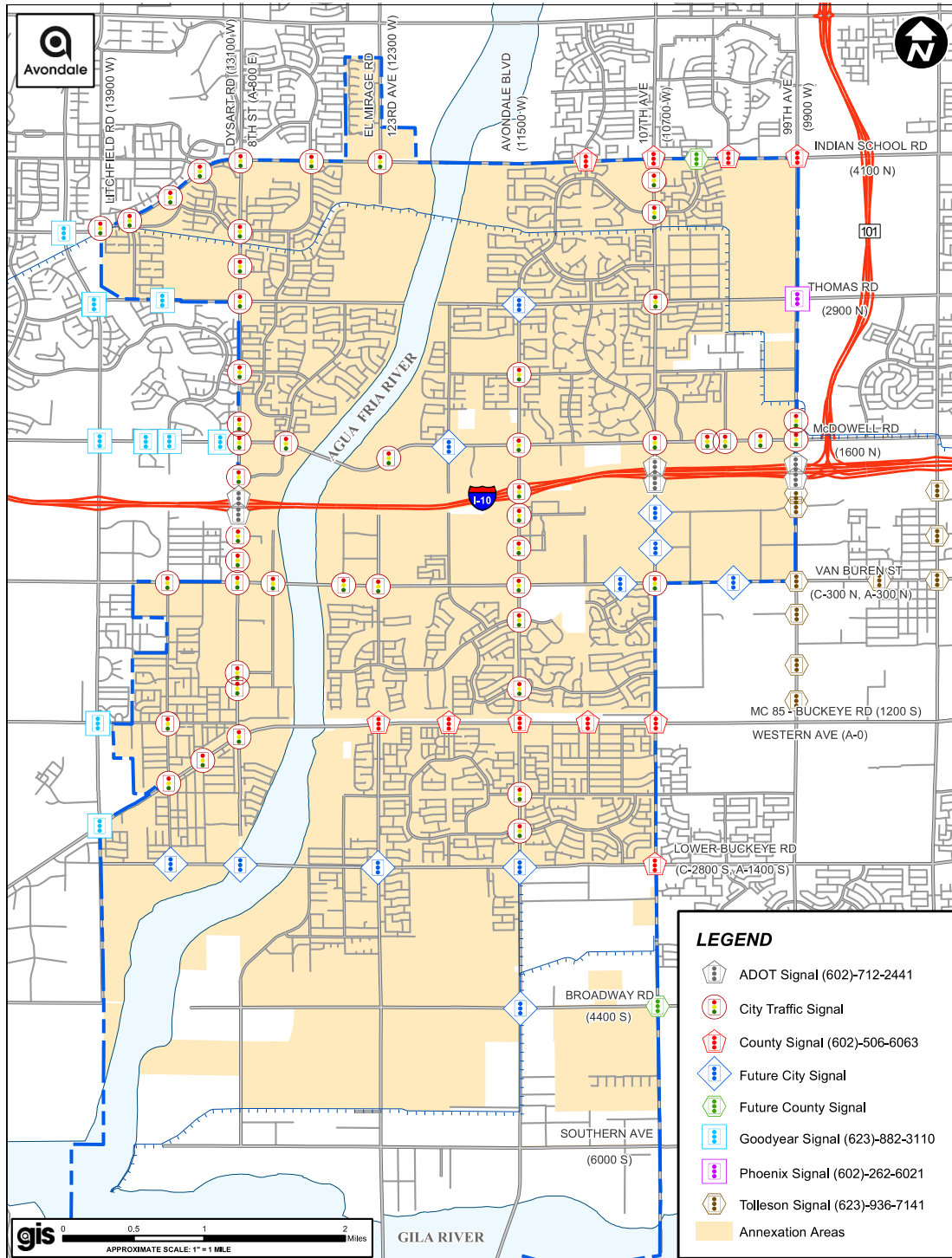
Lane miles of arterials in Avondale are mapped in Figure S1. A lane mile is a rectangular area that is one travel lane wide and a mile long. According to Staff, Avondale currently has 295 arterial lane miles on streets with four or more travel lanes. All local and collector streets are project-level 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

Input Variables by Development Type	ITE Code	Weekday VTE	Development Unit	Trip Rate Adjustment	Trip Length Wtg Factor			
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
Residential Trips	172,057	174,398	176,734	179,069	181,405	183,740	194,531	
Industrial Trips	2,480	2,565	2,565	2,651	2,736	2,822	3,164	
Commercial Trips	95,264	97,706	101,370	103,813	106,256	108,698	122,133	
Office/Services Trips	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
Vehicle Miles of Travel (VMT)	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

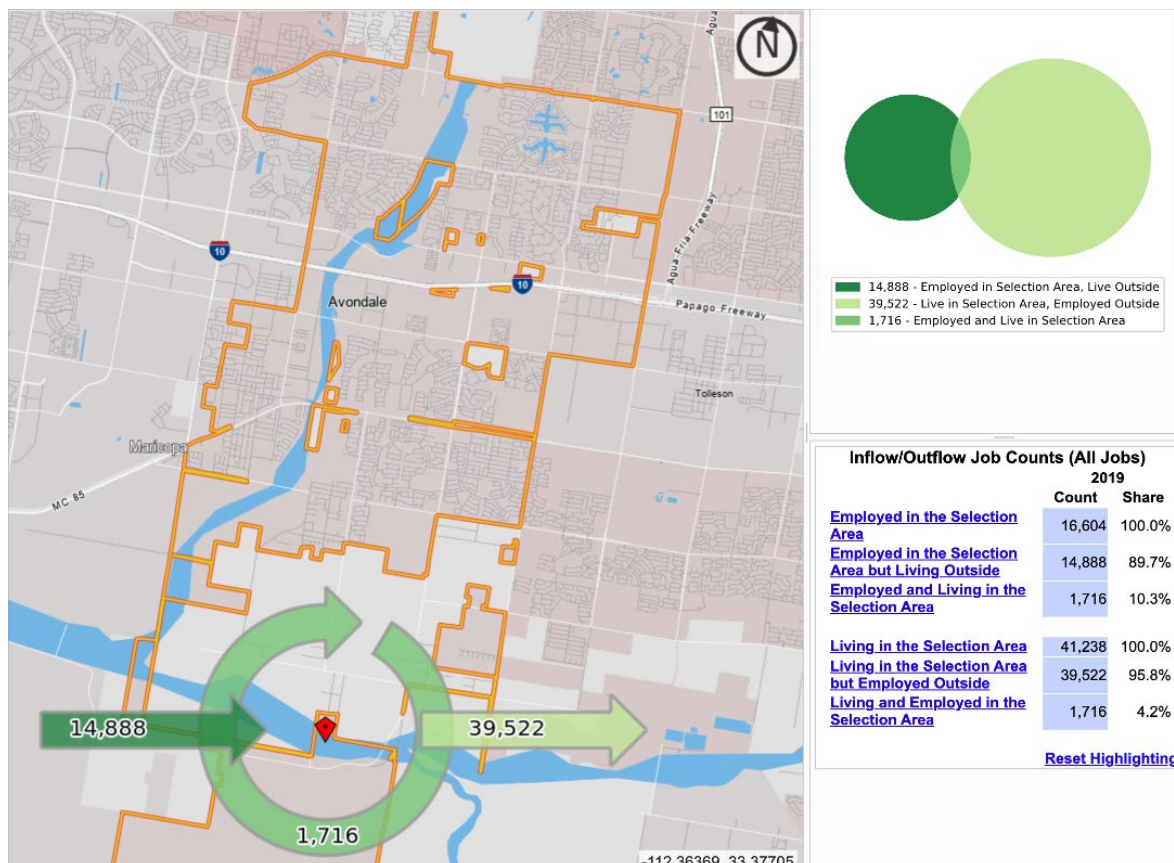
Trip Generation Rates

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			0.90

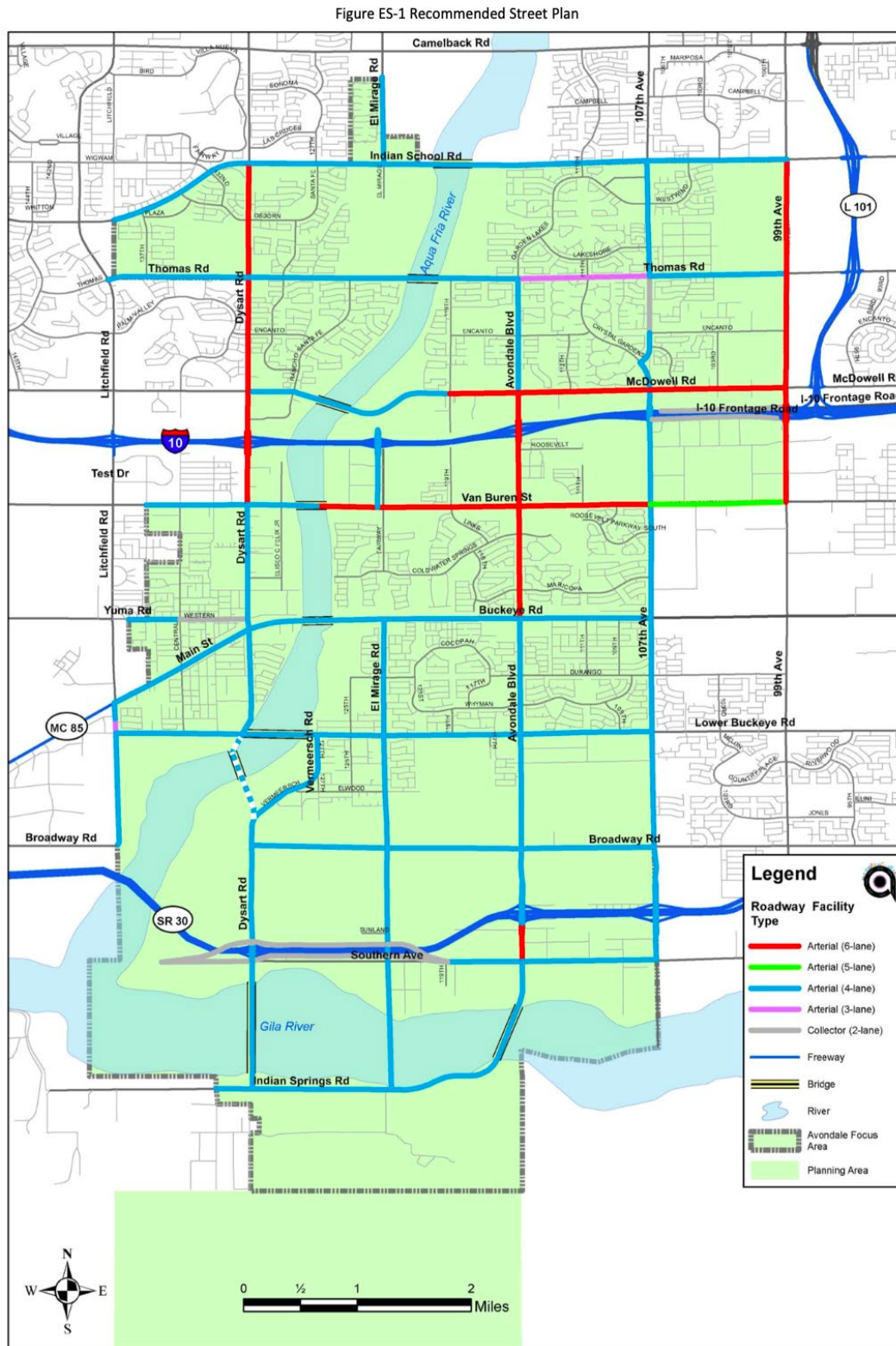
Source: Federal Highway Administration, 2017 National Household Travel Survey
Tabulation created on the NHTS website at <http://nhts.ornl.gov>

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

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 mg	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>
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 W3: 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" meters².

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 purposes³, as shown on Figure W7

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 W8, 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-Aqua Fria River Underground Storage Project (NAUSP) operated by Salt River Project (SRP) from the City of Chandler. 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 analyzes the resource and facility costs included in the IIP and DIF calculations.

The calculation of the wastewater 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 2025 update, Raftelis used the plan-based approach. This approach is based on a forward-looking infrastructure improvements plan that considers the future projects needed to meet the future wastewater demands of the utility. The wastewater development impact fee (DIF) was calculated using the growth-share component of costs and the incremental capacity added from those facilities. Assumptions 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). The MMADF occurred in September 2024 and was 7.24 mgd. The 2024 average annual daily flow to the Avondale WRF was 7.05 mgd.

Lift Stations and Force Mains

As of 2018, the City had 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

Lift Station	Firm Capacity (gpd)
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

As of 2018, the City's collection system contained 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.

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 2024, the average annual daily flow increased from 5.6 mgd to 7.05 mgd, and is estimated to be 7.21 mgd in 2025. The MMADF of 7.24 mgd occurred in September 2024. The City has plans for a 3.0 mgd expansion to the Avondale Water Reclamation Facility (WRF) at a cost of \$132.4 million for the growth-related portion of the facilities.

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 water use, an adjustment for water that is returned to the wastewater system, and system planning factor. A dwelling unit represents the smallest service capacity in the system. For this DIF, a dwelling unit demand is equivalent to the average daily flow and peak flow based on a water customer with a 3/4" water meter.

The existing historical water demand is 450 gpd for a residential DU served by a 3/4" meter. The contributed wastewater flow is estimated to be 46% of water usage based on the planning criteria in the 2018 IUMP. The 450 gpd and 46% product 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 MMADF flows per DU (gpd).

Figure WW3: Wastewater Demand Unit

Description	Amount
Avg Day Water Demand per DU, gpc	450
Return Factor	46%
MMADF Planning Factor	105%
MMADF Flow per DU, gpd	218

The wastewater DIFs are assessed by water meter size for residential and nonresidential connections. The MMADF for meter sizes greater than 3/4" is the product of the 3/4" peak flow multiplied by the water meter capacity ratio for that corresponding meter. Meter capacity ratios are calculated based on the maximum safe flow (gpm) to that of a 3/4" meter. Figure WW4 shows the MMADF for each meter size.

Figure WW4: Meter Capacity Ratios

Meter Size	Meter Capacity Ratio [1]	MMADF
inches		gpd
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.”

The City is projecting an additional 3,675 dwelling units will be built by 2035. Using the MMADF per dwelling unit of 218 gpd, it is estimated that the projected contributed peak wastewater flow will increase by 0.8 mgd ($218 \times 3,675 = 801,150$ 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 added DUs that will be served by capacity expansion. The 3.0 mgd capacity expansion is estimated to serve approximately 13,761 DU ($3,000,000$ gpd / 218 gpd).

Figure WW5: Projected Added Dwelling Units and Wastewater Flows Forecast

Line No	Description	Units
Current Dwelling Units and Demand		
1	Current 2025 DU	31,130
2	Demand per DU, gpd	218.00
3	Current Ave Day Demand, gpd	6,786,340
4	MMADF Peak Factor	1.07
5	Avg Day of Maximum Month, gpd (Rounded) (Line 4 x Line 3)	7,241,567
6	Current Capacity, gpd	9,000,000
7	Existing Capacity Available for Growth, gpd (Line 6 - Line 5)	1,758,433
Added Demand [1]		
8	Added DU, 2026 - 2035	3,675
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	801,150
14	DU Served by Existing Available Capacity (Line 7 / Line 11)	8,066
17	DU Served by Full 3.0 mgd Capacity Addition	13,761

[1] The new WWTP adds a total of 3.0 mgd of capacity.

Facility Improvements

The City has plans to expand the existing WRF by 3.0 mgd. The total cost of the WRF phase 2 expansion is \$155,750,000, of which 85 percent, or \$132,387,500, is to meet growth. The existing wastewater development fund has \$22,445,638 as of the end of fiscal year 2024. Since the expansion will be debt-financed, 10 years of discounted interest payments are included in the total cost. Debt financing is presumed at a 4.0 percent interest rate over 30 years. The discount rate is assumed to be 4.0 percent based on the 10-year treasury yield⁴. The total cost of the WRF expansion plus the discounted interest cost over ten years, less the existing wastewater DIF fund balance, is \$149,341,791, which represents the total amount to be recovered through the wastewater DIFs. This value, divided by the additional capacity added of 3.0 mgd, results in a unit cost of \$49.78 per gpd.

As discussed previously, the maximum month average daily flow per demand unit is 218 gpd for wastewater. The \$49.78 per gpd is multiplied by the MMADF per demand unit of 218 gpd to get a wastewater DIF per 3/4-inch meter of \$10,854. This includes \$2 for the cost of this impact fee study. Figure WW-6 shows the calculation of the proposed wastewater DIF.

Figure WW6: Calculation of Proposed Development Impact Fee

Line No	Description	Values
1	WWTP Phase 2	\$132,387,500
2	Plus: NPV of Future Borrowing Cost	
3	Discounted Interest Payments (10 years) [1]	39,399,929
4	Less: FY24 Ending Fund Balance	(22,445,638)
5	Total Existing and Growth-Related WWTP Costs	\$149,341,791
6	WWTP Capacity, MMADF, mgd [2]	3.00
7	<i>Unit Cost of Capacity, \$ per gpd, (Line 5 / Line 6)</i>	<i>\$49.78</i>
8	Average Day Water Demand, gpd [3]	450.0
9	Return Factor [3]	46.0%
10	MMADF Planning Factor [3]	1.05
11	<i>MMADF Flow per DU, gpd [4], (Lines 8 x 9 x 10)</i>	<i>218</i>
12	Wastewater Development Fee, \$ per 3/4" Meter, (Line 7 x Line 11)	\$10,852
13	Plus: Cost of Professional Services, \$ per 3/4" Meter	\$2
14	Wastewater Development Fee, \$ per 3/4" Meter	\$10,854
15	Existing Fee	\$3,503
16	<i>Variance (\$)</i>	<i>\$7,351</i>

[1] Estimated bond issue: = \$155,750,000 * 85%; 4.0%, 30 years

[2] MMADF: Maximum Month average day flow

[3] From Table 2.10 of Carollo 2018 Integrated Utility Master Plan

[4] A dwelling unit is assumed to be the equivalent flow of 218 gpd through a 3/4" meter

⁴ Based on April 30, 2025 ten-year treasury rate of 4.17 percent.

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.

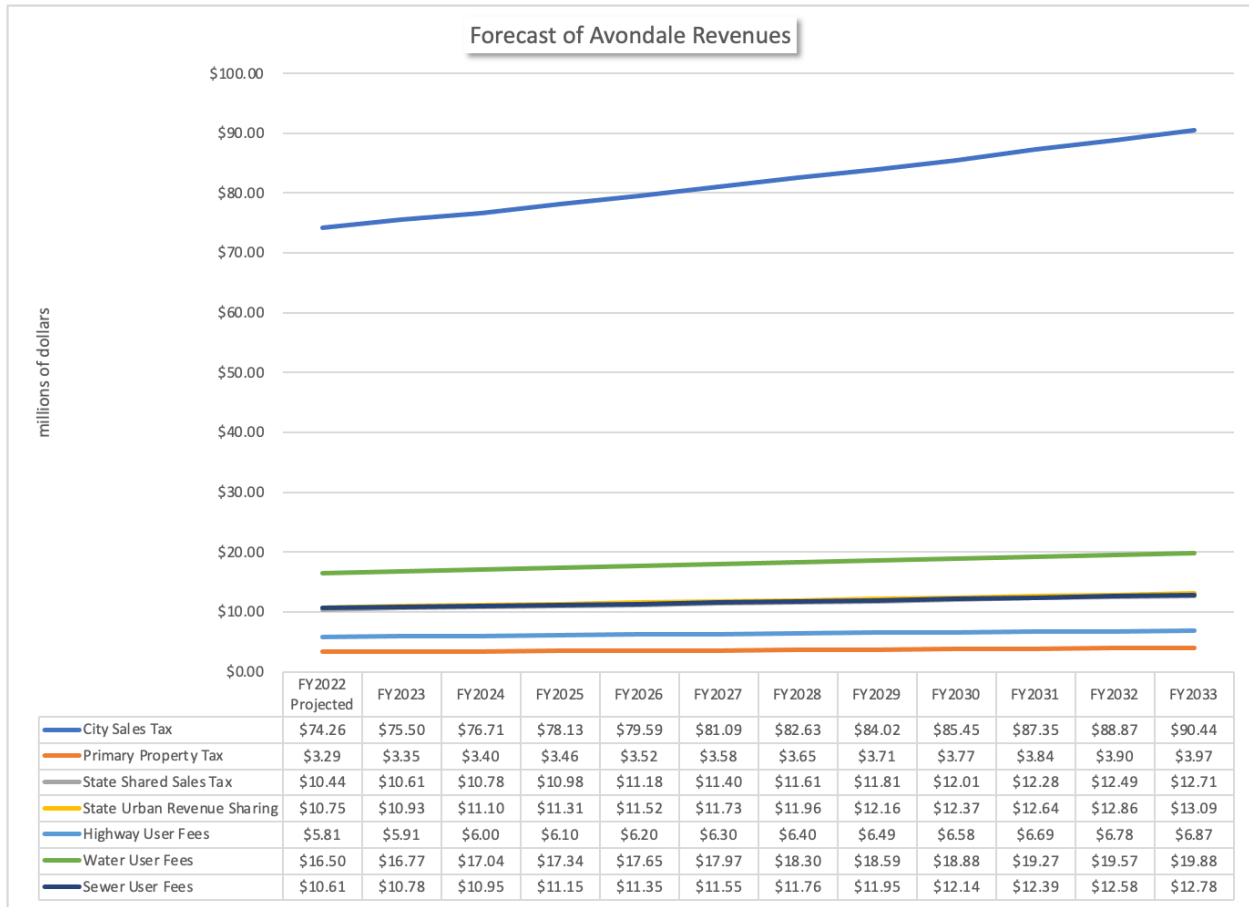
Avondale does not charge a construction excise tax at a rate higher than the rate applicable for other types of business activities. Therefore, no such offset is required.

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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ITEM NUMBER: 5.b.

SUBJECT: Capital Improvement Program (CIP) Project Update

MEETING DATE: 10/6/2025

TO: Mayor and Council

FROM: Kimberly Moon, Director, Engineering Department

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: **Community Well-Being**

Avondale is a city where all people feel safe, supported, and connected to resources that promote and enhance their well-being. The City prioritizes public safety, natural resources, healthcare, and wellness while promoting mental, physical, and emotional health for all to enjoy an enriching quality of life.

PURPOSE:

Staff will provide an overview of the Capital Improvement Program (CIP) within the Engineering Department. This item is for discussion only, no action will be taken.

BACKGROUND:

The City of Avondale's Capital Improvement Program (CIP) invests in infrastructure that enhances quality of life for residents while supporting long-term community growth. Through these efforts, the Engineering Department delivers projects that improve safety, expand recreational opportunities, and modernize essential public facilities.

Recently, the department has completed several projects that demonstrate this commitment. These include the construction of the Police K-9 Training Facility, installation of three HAWK pedestrian signals at 118th Avenue and Coldwater Springs Boulevard, El Mirage Road and Pina Street, and Avondale Boulevard and Palm Lane, as well as roadway improvements along Central Avenue to Western Avenue. Additional accomplishments include the remodel of the Police Communications Bureau, Dysart Road left turn lane expansions at Coldwater Plaza South and North, Crystal Gardens Trail improvements for FY 2025, the Old Town Avondale Phase 3 waterline and paving replacement, and parking and sidewalk improvements at DeConcini Park.

Together, these projects provide safer mobility for pedestrians, cyclists, and drivers, strengthen public safety operations, expand recreation and connectivity for families, and ensure reliable utilities and modernized infrastructure in historic areas of the city. The Engineering Department remains committed to managing these investments responsibly, ensuring projects are delivered on time, within budget, and aligned with council priorities to continue building a stronger, more vibrant Avondale.

DISCUSSION:

The City of Avondale's Capital Improvement Program (CIP) represents a long-term investment in public infrastructure that supports essential services, enhances community safety, and improves efficiency and quality of life for residents. Many of these projects span multiple years and require careful planning, funding, budgeting, and construction to ensure sustainable and impactful outcomes.

The CIP encompasses a wide range of initiatives across the community, including improvements to public safety facilities, utilities, parks, transportation networks, and technology infrastructure. These projects are designed to address current needs while also preparing the city for future growth and development. Upcoming investments will focus on enhancing safety, increasing operational efficiency, and extending the useful life of critical infrastructure to ensure reliable service delivery for residents and businesses alike.

Recent and ongoing projects across Avondale have already demonstrated the tangible benefits of strategic capital investment, from expanded public facilities and upgraded systems to more resilient infrastructure. Collectively, these efforts reflect the City Council's ongoing commitment to proactive improvements that make everyday life better and strengthen the city's foundation for the future.

In addition to core infrastructure work, the Engineering Department continues to support other critical initiatives. Upcoming ribbon cuttings will highlight projects such as the Police Department Communications Bureau remodel, which modernizes facilities to better support public safety operations and emergency response.

BUDGET IMPACT:

Fiscal year 2026 has over \$160 million of capital funds, of which about half is managed by the Engineering Department.

RECOMMENDATION:

This item is for discussion only.

Contact person for document distribution: n/a