City of Avondale

City Council Meeting

Monday, November 18, 2019

Mayor and Council

Kenn Weise, Mayor

Pat Dennis, Vice Mayor

Tina Conde, Council Member | Bryan Kilgore, Council Member

Veronica Malone, Council Member | Curtis Nielson, Council Member

Mike Pineda, Council Member

Administration

Charles A. Montoya, City Manager

Gina Montes, Assistant City Manager

Michael Wawro, City Attorney

Marcella Carrillo, City Clerk

City Council Chambers

11465 West Civic Center Drive

Avondale, AZ 85323

City Council Meeting
Agenda
Monday, November 18, 2019

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

WORK SESSION
6:30 PM

CALL TO ORDER BY MAYOR

1. **ROLL CALL BY THE CITY CLERK**

2. **GARDEN LAKES PARKWAY CORRIDOR STUDY**
   Staff will provide an overview of the Garden Lakes Parkway Corridor Study and request input from City Council. Staff and its consultant, Wood Environment and Infrastructure Solutions, Inc., will incorporate that feedback into the final report. This is for information and discussion only.

3. **ADJOURNMENT**

Request to Speak: Anyone wishing to address the Council regarding items listed on the agenda or under unscheduled public appearance should fill out a card located at the back of the Council Chambers and hand it to the City Clerk prior to consideration of that agenda item.

REGULAR MEETING
7:00 PM

CALL TO ORDER BY MAYOR
PLEDGE OF ALLEGIANCE
MOMENT OF REFLECTION

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

2. UNSCHEDULED PUBLIC APPEARANCES

(Limit three minutes per person. Please state your name.)

3. PRESENTATION ITEMS

a. AVONDALE YOUTH ADVISORY COMMISSION DEMOCRASEED UPDATE

Staff and members of the Avondale Youth Advisory Commission will provide Council with an update regarding the Avondale Youth Advisory Commission's participation in the Center for the Future of Arizona and Arizona State University's (ASU) Public Service Academy, DemocraSeed program.

b. RESOLUTION 3592-1119 - HONORING LIEUTENANT JAMES REDLINE ON THE OCCASION OF HIS RETIREMENT

City Council will consider a request to ceremonially adopt Resolution 3592-1119 honoring Lieutenant James Redline for twenty years of dedicated service to the City of Avondale.

c. RESOLUTION 3593-1119 - HONORING FRANCES JONES ON THE OCCASION OF HER RETIREMENT

City Council will consider a request to ceremonially adopt Resolution 3593-1119 honoring Frances Jones for thirty-five years of dedicated service to the City of Avondale.

d. NEW EMPLOYEE INTRODUCTION

Introduction of the new Planning Manager, Brian Craig

4. CONSENT AGENDA

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

a. MINUTES

City Council will consider a request to approve the October 7, 2019, October 28, 2019, and November 4, 2019 City Council Meeting Minutes. The Council will take the appropriate action.

b. WVIC-GRIFFITH COMMERCE PARK RE-PLAT (APPLICATION PL-19-0189)

City Council will consider a request by Michael Hreha of Larson Engineering for approval of a Re-Plat of Lots 4 and 5 in Griffith Commerce Park; WVIC-Griffith Commerce Park Re-Plat. The proposed Re-Plat will combine two (2) lots, dedicate a twenty-foot wide trail easement, and abandon the eastern 54' X 40' cross-access driveway easement. The combining of lots is required to accommodate development of the site with a new place of worship with a multi-purpose building, a freestanding retail building, and a freestanding restaurant building. The Council will take appropriate action.

c. RESOLUTION 3594-1119 – ADOPTING NEW OFFICIAL INVESTMENT POLICY

City Council will consider a request to adopt Resolution 3594-1119, adopting a new official investment policy and repealing the existing investment policy previously adopted by City Council on February 20, 1996 and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

d. RESOLUTION 3595-1119 - APPROVAL OF 2019-2020 HOME FUNDING INTERGOVERNMENTAL AGREEMENT WITH MARICOPA COUNTY

Staff is requesting City Council adopt resolution 3595-1119 authorizing the Fourth Amendment to the 2016-2017 Intergovernmental Agreement with Maricopa County to allow the City to receive an allocation of Federal funding under the HOME Investment Partnership Program in the amount of $188,390 for the 2019-2020 fiscal year and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

e. EMPLOYMENT AGREEMENT WITH CHARLES A. MONTOYA

City Council will consider a request to approve the Amended Employment Agreement with Charles A. Montoya and authorize the Mayor and City Clerk to execute the necessary documents. The Council will take appropriate action.

5. REGULAR AGENDA

a. PUBLIC HEARING AND ORDINANCE 1710-1119 – APPLICATION OF HISTORIC AVONDALE INFILL OVERLAY (HAIO) ZONE FOR SOUTHWEST LENDING CLOSET – APPLICATION PL-19-0094

City Council will hold a public hearing and consider a request by Ms. Ann DeVlaeminck, Southwest Lending Closet, to adopt Ordinance 1710-1119, approving the application of the Historic Avondale Infill Overlay (HAIO) zone on approximately 0.94 gross acres of property located at the southwest corner of Central Avenue and Madden Drive, 218 North Central Avenue. The subject property is zoned C-2 (Community Commercial). Approval of the request will modify development standards on the subject site, allowing for an expansion of the existing specialty service use occurring on the property. Development standards subject to modification through this request include, but are not limited to, reduced building setbacks adjacent to Madden Drive, reduced landscape improvements including elimination of required landscape setbacks along adjacent streets, and reduced parking space dimensions. The Council will take appropriate action.

b. PRELIMINARY PLAT – RIVER RUN – APPLICATION PL-19-0066

City Council will consider a request by Mr. Shaine T. Alleman, Tiffany & Bosco, P.A., to approve a Preliminary Plat for River Run, a 103-lot single-family residential subdivision on approximately 14.52 acres located west of the southwest corner of Thomas Road and 119th Avenue. The Council will take appropriate action.

6. ADJOURNMENT

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

Los miembros del Concejo de la Ciudad de Avondale participaran ya sea en persona o por medio de llamada telefonica.

Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the Council Meeting.

Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta del Concejo.

Item Number: 2.

CITY COUNCIL REPORT

SUBJECT: Garden Lakes Parkway Corridor Study

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Tracy Stevens, Director of Development & Engineering Services, (623) 333-1014

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

PURPOSE:
Staff will provide an overview of the Garden Lakes Parkway Corridor Study and request input from City Council. Staff and its consultant, Wood Environment and Infrastructure Solutions, Inc., will incorporate that feedback into the final report. This is for information and discussion only.

BACKGROUND:
On March 26, 2019, the City of Avondale entered into a professional services agreement with Wood Environmental & Infrastructure Solutions, Inc. (aka Wood) to conduct a transportation planning study of the Garden Lakes Parkway Corridor which extends from Thomas Road to 107th Avenue. The purpose of the study was to identify existing challenges for pedestrian and bicyclists in the corridor relating to mobility and access along and across the parkway, and develop options to improve these strategic needs for these user groups.

DISCUSSION:
Wood has completed their scope of work and developed a draft report, complete with an inventory of existing conditions, discussion of the evaluation process, and development of several improvement alternatives. These data have been reviewed by members of the Project's Oversight Committee which represents the Garden Lakes Homeowners Association, the Roosevelt Irrigation District (RID), the Garden Lakes Elementary School/Pendergast School District, the Westview High School/Tolleson Unified School District, and City staff from Police and Development & Engineering Services. The draft report also identifies a Preferred Alternative Plan which has been reviewed and supported by the Oversight Committee.

<u>PUBLIC OUTREACH</u>

Upon initiation of the Garden Lakes Parkway Corridor Study, numerous public outreach initiatives were undertaken, including:

- A neighborhood meeting held on May 15, 2019 to introduce the project and gain public feedback
- Paper surveys were distributed at neighborhood meeting
- An Electronic Survey link was available from May 15 through May 24
- A total of 135 responses were received and summarized in the report
- A public meeting held on September 19, 2019 to present alternative designs and obtain public feedback

- Comment cards were provided for attendees to fill out and submit after the presentation. These questions are included in the report

FIELD VISIT / OBSERVATIONS

The consultant performed a field visit on May 14th and 15th, 2019, where they observed user behavior and traffic operations during various times of the day. Numerous observations were made, including:

1. The AM peak is between 6:00 – 8:00 am, this peak traffic times coincides with the school ingress times.
2. The PM peak is between 2:30 – 4:30 pm, like the AM peak time, the PM peak times also coincides with the school egress time
3. The southbound traffic is typically higher than the northbound traffic flow, this was also confirmed in the traffic counts obtained in the field
4. During the field observation, the eastbound left-turn lane at the intersection of 111th Ave at GLP had an approximately 8 car queue and this type of queue was typical during the PM peak hour
5. During the AM peak, a six-car queue was observed at the SB approach of GLP at Thomas Rd
6. Pedestrian and bicycle traffic were observed using the respective sidewalk on the east side, walking path on the westside and the bicycle paths. However, elementary school students were observed using the sidewalk for bicycling
7. Pedestrian and bicycle traffic were observed in the trails along the RID canal
8. Several school students use the trail on the north side of the canal to walk to GLP

Wood staff also observed school traffic operations, and observed the following:

1. The school is built as a walking/biking community school, hence there is minimum parking within the school facility
2. Several students bike and walk to school and use the pedestrian side walk effectively
3. Multiple crossings were observed in front of the school
4. Many students were observed using the bicycle path, but cycling in the wrong direction of travel
5. Several parents drop off kids at the elementary school, since there is no exclusive turn lane at the school entrance, parents queue up on the eastbound through lane. Traffic intending to go through, use the center turn lane, creating an unsafe condition.
6. At the school driveway, the entrance lane has two lanes, the inside lane (lane 1) is a drop off lane and the outside lane (lane 2) provides access to the parking lot. Traffic intending to use the parking lot, can turn into Lane 2 from Garden Lakes Parkway, which results in simultaneous double right-turns or left-turns, creating an unsafe condition.
7. Some parents used the high school parking lot to park and walk elementary school children to school, while some students were dropped off at the high school parking lot and are expected to cross by themselves, this results in multiple crossings in front of the school.

EXISTING CONDITIONS ANALYSIS

The consultant obtained traffic data along Garden Lakes Parkway between May 6th and May 17th, 2019. The counts provided vehicle classification, speed and volume data, which are summarized in the report. Pedestrian and bicycle data were also compiled and are included in the report.

It was found that the 85th percentile speed was measured to be 32 MPH, down from 52 MPH in 2017. This indicates that the striping modifications applied by the City in 2018 has a positive effect on vehicle speed reduction. One of the comments received at the May 15th public meeting was that the neighborhood was happy with the striping changed the City made, but that there was still more that should be done.

The consultant included intersection capacity analyses, crash data analysis, and traffic warrant analysis at numerous intersections. The data indicated that no new traffic signals are warranted along the corridor.

The Report includes a detailed description of Traffic Calming methods available in the toolbox, some of which are incorporated into the alternatives developed as part of the study. Alternatives were developed for:

1. The entire length of Garden Lakes Parkway
2. Canal Crossing
3. School Zone
4. GLP at Thomas Road
5. GLP at 111th Ave
6. GLP at Lakeshore Dr

The alternatives are discussed in detail, and recommended options for each of these locations are offered, along with planning-level cost estimates for each recommendation.

RECOMMENDED IMPROVEMENTS

Garden Lakes Parkway:

1. Install Raised median with turn lanes at intersections along Garden Lakes Parkway from Thomas Road to east of Carnation Drive, which will eliminate the use of the center turn lane for passing
2. At-grade footpath on the west side is converted to a raised sidewalk
3. Install buffered bike lane with green bike boxes and planter boxes at bike buffer. The planter boxes will be installed at intersections and at mid-block locations, to reduce passing maneuvers and control speeding

Approximate construction cost including design: $3,400,000

Thomas Road at GLP:

1. Reduce the eastbound and westbound approaches to provide one left-turn lane, one right-turn lane and one through lane
2. Reduce the intersection width and geometry at the northwest corner using pavement markings and raised pavement markers

Approximate construction cost including design: $50,000

111th Ave at GLP:

1. Add a mini-roundabout at the intersection
2. Add landscape area to south side of intersection, with raised medians and islands
3. Islands allow pedestrians to make two-stage crossings, providing refuge islands on north and east legs
4. Discourages large vehicles from using Garden Lakes Parkway

Approximate construction cost including design: $331,000

Lakeshore Drive at GLP:

1. Install a raised intersection and reduce the curb returns at all four corners. This will provide improved pedestrian visibility and will force a speed reduction from vehicles, as the raised intersection doubles as speed tables. The bulb-outs create a smaller intersection and reduce the pedestrian crossing distance.

2. Install advance speed table warning signs
3. Install the Garden Lake Parkway improvements along Garden Lakes Parkway.

Approximate construction cost including design: $210,000

Canal Crossing:

1. Install speed tables approximately 50 feet from the cross walk at the northbound and southbound approaches to the canal, and install advance speed table warning signs
2. Install textured cross walk
3. Install street lights adjacent to the crosswalks
4. A rectangular rapid flashing beacon (RRFB) can be added with advanced warning signs to provide an additional level of safety.
4. Install the Garden Lakes Parkway improvements along Garden Lakes Parkway up to the cross walks

Approximate construction cost including design: $90,000

School Zone:

1. Install on-street parking on Garden Lakes Parkway in front of the school
2. Install an eastbound right-turn lane at the school entrance and extend this turn lane up to 109th Drive
3. Install high visibility crosswalk on the east side of 109th Avenue
4. Widen the sidewalk along Garden Lakes Parkway to 10-feet wide multi-use path between 109th Drive and 107th Avenue
5. Install buffered bike lane along Garden Lakes Parkway, east of Carnation Drive to 109th Drive

Approximate construction cost including design: $90,000

Upon adoption of a final report, staff will develop Capital Improvement Program (CIP) projects and propose them in the upcoming FY 2021-2026 CIP Five Year Program. A few of the recommendations in the draft report can be implemented during the current FY 2019-2020 budget cycle. These near-term projects include restriping the lane configuration of the Thomas Road/Avondale Boulevard intersection and the configuration of Garden Lakes Parkway in front of Garden Lakes Elementary School and Westview High School.

For the remaining projects being added to the CIP, staff anticipates applying for grant funding through the MAG Road Safety Program (RSP), as well as other appropriate funding programs.

STRATEGIC PLAN ALIGNMENT
Initiative: Foster Sustainable Community Development

Goal: Maintain and Expand Quality Infrastructure and Improve Connectivity to City Amenities

Objective: Address existing challenges for pedestrians and bicyclists along the Garden Lakes Corridor, and develop options for improvement

BUDGET IMPACT:
The adoption of the Garden Lakes Corridor Study itself does not impact the current budget. Proposed near-term re-striping projects at Thomas Road/Avondale Blvd and along Garden Lakes Parkway by Garden Lakes Elementary and Westview High School will be funded from the Neighborhood Traffic Management Program (NTMP) 201-5930-00-6180. The remaining roadway improvements identified in the report are not included in the 5-year capital improvement plan.

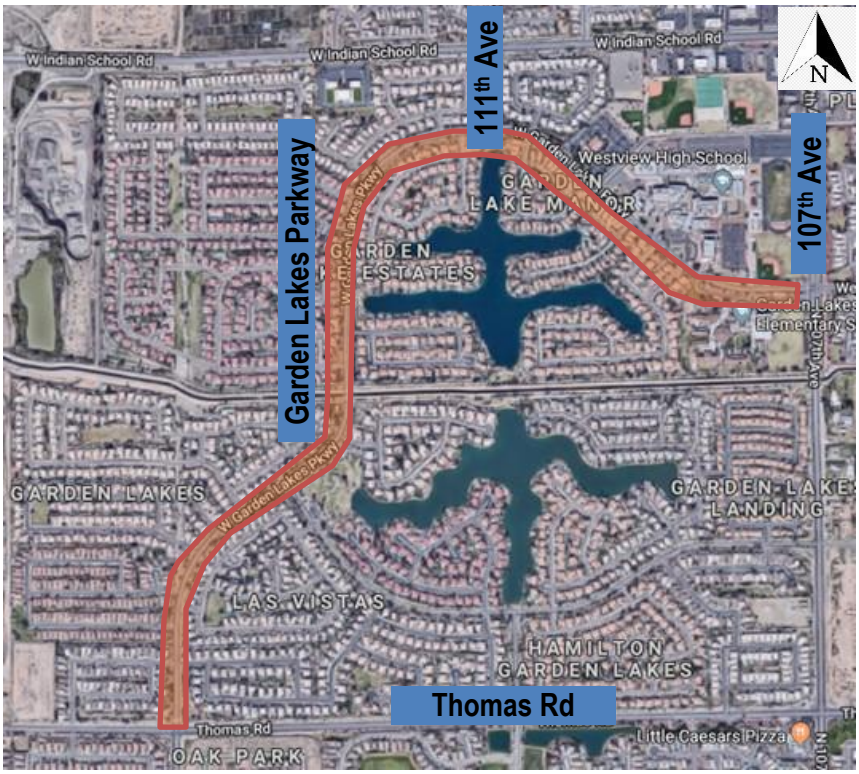
RECOMMENDATION:

City staff is requesting feedback on the Draft Final Report by City Council following the presentation. This is for information and discussion only.

GARDEN LAKES PARKWAY CORRIDOR STUDY

FOR ENHANCEMENTS TO PEDESTRIAN - BICYCLE CROSSINGS & TRAFFIC CALMING

Draft Report



Prepared for:

City of Avondale
11465 Civic Center Drive, Avondale, AZ
Contact: Mr. Thomas Peterson, PE, PTOE, City Traffic Engineer

Prepared by:

Wood Environmental & Infrastructure Solutions, Inc.
4600 E. Washington Street, Suite 600, Phoenix, AZ
Contact: Ms. Anita S Johari, PE, PTOE, Lead Traffic Engineer

Date: October 22, 2019

Table of Contents

Project Scope and Purpose *1*

Schedule 1

Technical Advisory Committee 2

Existing Conditions & Recent Roadway Improvements *2*

Existing Roadway and Intersections 2

Existing Pedestrian and Bicycle Facility 3

Recently Completed/Planned City Projects and Studies 5

Field Visit and Observations 7

Public Outreach and Survey Feedback *8*

Existing Conditions Analysis 13

Crash Data Analysis 22

Traffic Warrant Analysis *28*

Signal Warrants 28

Pedestrian Hybrid Beacon 34

All-Way Stop 35

Traffic Calming Tool Box *36*

Studied Alternatives *44*

Garden Lakes Parkway 44

Alternative 1: Green Bike boxes/Bike Lane 44

Alternative 2: Green Bike Lane with Median 45

Alternative 3: Two-Way Cycle Track on west side with raised and buffered side walk on both sides 45

Alternative 4: Grade Separated Multi-Use Path on the west side and Concrete buffer Bicycle Lane on east side 46

Alternative 5: Raised Median with raised side walk on west side, buffered bike lane with green bike boxes and planter boxes at bike buffer (at intersections only) 47

Intersection Improvements 48

Garden Lakes Parkway at Thomas Road 48

Alternative 1: Extend curb to reduce intersection width and change lane configuration 48
Alternative 2: Convert to a roundabout 49
Garden Lakes Parkway at 111th Avenue 50
Alternative 1: Extend Curb to reduce the foot print of the intersection 50
Alternative 2: Mini-Roundabout at 111th Avenue 51
Garden Lakes Parkway at Lakeshore Drive: 52
Canal Area: 53
School Area: 55
Alternative 1: On-Street Parking at the School 55
Alternative 2: Continuous westbound buffered bike lane on Garden Lakes Parkway 56
Public Outreach and Survey Feedback *58*
Recommended Alternatives *60*
Funding Opportunities 66
Appendix *67*

List of Figures

Figure 1: Site Location Map 1
Figure 2: Existing GLP between Thomas Road and 111th Avenue 3
Figure 3a: Yellow Pedestrian X-Walk School Zone Speed Limit Signs at Emerald Lane 3
Figure 3b: High Visibility Crosswalk (with crossing guard during school ingress/egress only) 4
Figure 4: Crosswalk at the Trail Crossing near RID Canal 5
Figure 5: Recently Proposed Pavement Marking on GLP along School Frontage 6
Figure 6: City Planned Pavement Marking and Sign Improvements at Thomas Rd at Garden Lake Parkway Intersection 6
Figure 7: Traffic Operations in front of Garden Lakes Elementary School 8
Figure 8a: 24- Hour Weekday Count Data (Year 2019) – Along Garden Lakes Parkway and Side Streets 13
Figure 8b: 24- Hour Weekend Count Data (Year 2019) – Along Garden Lakes Parkway 14
Figure 8c: Hourly Volume Distribution on Garden Lakes Parkway 14
Figure 9: 2017, 2018 and 2019 – 85th Percentile Travel Speed Comparison 15
Figure 10a – 24-Hour Pedestrian/Bicycle Counts (Weekday) 16
Figure 10b – 24-Hour Pedestrian/Bicycle Counts (Weekend) 17

Figure 11 – AM, Mid-day and PM Peak Hour Turning Movement Counts 21
Figure 12: 2014 through 2018 Total and Injury Crash Distribution 22
Figure 13: 2014 through 2018 Injury Crash Distribution 22
Figure 14: Crashes based on Crash Type Figure 15: Pedestrian and Bicycle Crashes along GLP 23
Figure 16: Injury Crashes along GLP 24
Figure 17: Injury Crashes at GLP at Thomas Rd 25
Figure 18: Injury Crashes at GLP between 111th Avenue and 107th Avenue 25
Figure 19: Crashes by Type Along GLP (Angle, Left Turn, Head On) 26
Figure 20: Crashes by Type Along GLP (Single Vehicle, Rear End, Sideswipe) 27
Figure 21: MUTCD Figure 4C-1 Four-Hour Vehicular Volume 30
Figure 22: MUTCD Figure 4C-3 Peak Hour 31
Figure 23: MUTCD Figure 4C-5 Pedestrian Four-Hour Volume 32
Figure 24: MUTCD Figure 4F-1 Pedestrian Hybrid Beacons for Low-Speed Roadways 34
Figure 25: Garden Lakes Parkway Alternative 1 – Green Bike Box/Green Lake 44
Figure 26: Garden Lakes Parkway Alternative 2 – Green Bike Box/Green Lane + Raised Median 45
Figure 27: Garden Lakes Parkway Alternative 3 – Two-way Cycle Track with Raised Median 46
Figure 28: Garden Lakes Parkway Alternative 4 – Multi-Use Path + Buffered Bike Lane 46
Figure 29: Garden Lakes Parkway Alternative 5 – Green Bike Box/Green Lane, Raised Median, Buffered bike lane with Planter Boxes, Raised Median+ buffered & Raised sidewalk, ... 47
Figure 30: Garden Lakes Parkway at Thomas Rd Alternative 1 – Curb Extension and Revised Geometry 49
Figure 31: Garden Lakes Parkway at Thomas Rd Alternative 2 – Mini Roundabout 49
Figure 32: Garden Lakes Parkway at 111th Avenue Alternative 1 – Curb Extension 51
Figure 33: Garden Lakes Parkway at 111th Avenue Alternative 2 – Mini-Roundabout 52
Figure 34: Garden Lakes Parkway at Lakeshore Drive Alternative 1 – Curb Extension 53
Figure 35: Garden Lakes Parkway at Canal Crossing 54
Figure 36: Garden Lakes Parkway Improvements between 109th Drive and 107th Avenue Alternative 1 – On-Street Parking in front of school 56
Figure 37: Garden Lakes Parkway Improvements between 109th Drive and 107th Avenue Alternative 2 – Continuous (westbound) bike lane between 107th Avenue and 109th Drive. 57
Figure 38: Preferred Alternative for Garden Lakes Parkway 60
Figure 39: Preferred Alternative for Thomas Road at Garden Lakes Parkway 61
Figure 40:Preferred Alternative for 111th Avenue at Garden Lakes Parkway 62
Figure 41: Preferred Alternative for Lakeshore Drive at Garden Lakes Parkway 63
Figure 42: Preferred Alternative for Canal Crossing on Garden Lakes Parkway 64
Figure 43a: Recommended Alternative for School Area 65
Figure 43b: Garden Lakes Elementary west of school entrance 65

List of Tables

Table 1: LOS and Delay Criteria for Unsignalized and Signalized Intersections 18
Table 2a: HCM LOS and Delay for GLP at 107th Avenue (Signalized Intersection) 18
Table 2b: HCM LOS and Delay for GLP at Thomas Rd (All-way Stop-Controlled Intersection) 18
Table 2c: HCM LOS and Delay for GLP at 111th Avenue (All-way Stop-Controlled Intersection) 19
Table 2d: HCM LOS and Delay for GLP at Bermuda Drive (Two-way Stop-Controlled Intersection) 19
Table 2e: HCM LOS and Delay for GLP at Olive Drive (Two-way Stop-Controlled Intersection) 19
Table 2f: HCM LOS and Delay for GLP at Clover Way (Two-way Stop-Controlled Intersection) 19
Table 2g: HCM LOS and Delay for GLP at Lakeshore Drive (Two-way Stop-Controlled Intersection) 20
Table 2h: HCM LOS and Delay for GLP at Emerald Lane (Two-way Stop-Controlled Intersection) 20
Table 2i: HCM LOS and Delay for GLP at Piccadilly Road (Two-way Stop-Controlled Intersection) 20
Table 3: MUTCD Table 4C-1 Eight-Hour Vehicular Volume 28
Table 4: Warrant 1A and 1B for Lakeshore Drive 29
Table 5: Warrant 1A and 1B for Thomas Drive 29
Table 6: Warrant 1A and 1B for 111th Avenue 30
Table 7: Multi-Way STOP Sign Criteria per MUTCD Section 2B.07 35
Table 8: Traffic Calming Tool Box Summary 36

Project Scope and Purpose

Wood Environment and Infrastructure Solutions, Inc. (hereafter called "Wood") has been retained by the City of Avondale: (hereafter called the "City") to develop this Corridor Study for Garden Lakes Parkway from Thomas Road to 107th Avenue. This study will identify potential opportunities to improve and provide safer travel for non-motorized (pedestrian and bicycle) modes of transportation within the Garden Lakes neighborhood and efficiently connect the neighborhood via a non-motorized travel route to the existing Garden Lakes Elementary School, Westview High School, and the neighborhood amenities along the parkway.

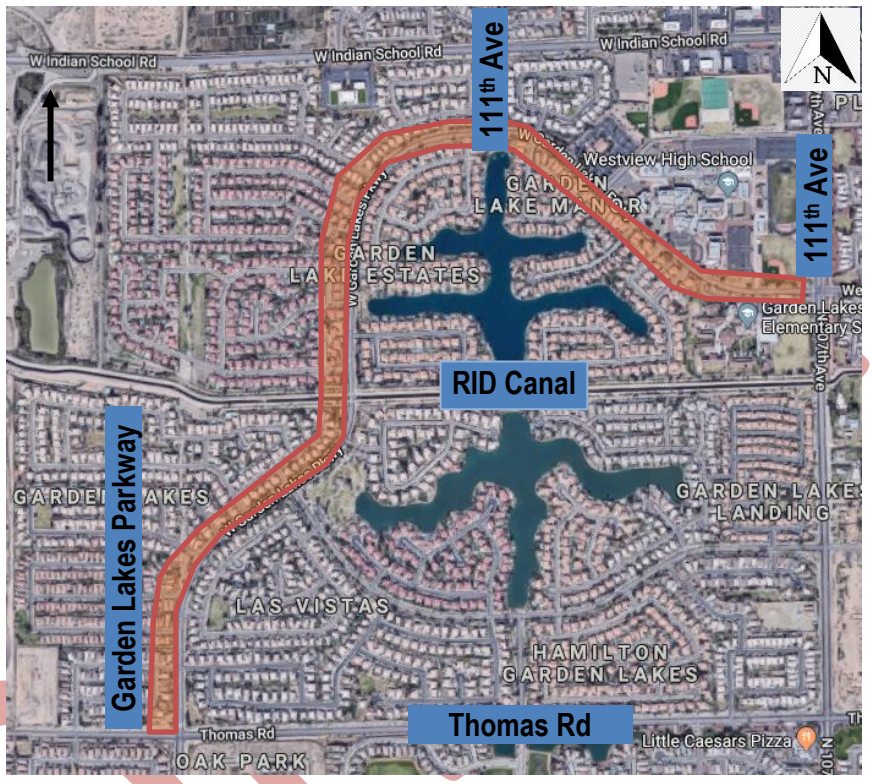


Figure 1: Site Location Map

Schedule

The project is anticipated to be completed in seven months from the NTP. The projected completion date for this project is December 2019. Two neighborhood meetings and one city council meeting are also included within this schedule. An additional meeting with the school staff will be scheduled to discuss the recommendations that will impact the school ingress/egress activities. The following milestones are identified for this project:

1. Project Kick Off meeting (Meeting Minutes included in Appendix)
2. Neighborhood Outreach and feedback Survey
3. Data collection, analysis and recommendation of alternatives
4. Neighborhood Outreach to deliver the identified alternatives
5. City Council approval for the identified alternatives

The project kick-off meeting, neighborhood outreach, survey and data collection efforts are currently complete.

Technical Advisory Committee

The Garden Lakes Parkway Corridor Study is neighborhood centric, and involvement and approval of the identified alternatives from its users (stakeholders) is critical for the success of this project. Wood in consultation with the City developed a Technical Advisory Committee (TAC) consisting of the City staff and stakeholders. The role of this committee is to provide guidance in identifying the suitable and feasible solutions presented by the Wood team for Garden Lakes Parkway. The stakeholders for this project were identified as the neighborhood, school, Roosevelt Irrigation District (RID) and the City. Representatives from the neighborhood, schools, and RID were invited to the project kick off meeting and their concurrence to participate as a member of the TAC was confirmed. The following members are identified as the TAC for this project:

1. Garden Lakes Neighborhood: Maureen Wilson
2. RID: Ken Craig
3. City of Avondale: David Janover, Tiffany Copp, Tom Peterson, Ward Stanford

School staff were invited and informed about the project kick off meeting, however, a confirmation was not obtained on their role in the TAC, therefore they are not included in the TAC. All project progress will be shared with the school staff and staff will be invited to all future meetings to obtain their concurrence on the project recommendations.

Existing Conditions & Recent Roadway Improvements

Existing Roadway and Intersections

Avondale Boulevard, north of Thomas Road is called Garden Lakes Parkway. Garden Lakes Parkway (GLP) is classified as a collector road between Thomas Road to 107th Avenue. The posted speed limit along this parkway is 25 miles per hour (mph). GLP also connects to Indian School Road, via 111th Avenue. Along I-10, Avondale Boulevard is the first exit west of the Loop 101; a considerable amount of cut-through traffic uses GLP to reach Indian School Road from Thomas Road.

Garden Lakes community serves approximately 2,500 residential units, the Garden Lakes Elementary School and Westview High School. There are several lakes and parks within the community. Almost all community attractions such as lakes and parks are located on the east side of the roadway. The Garden Lakes Elementary School and Westview High School are located along Garden Lakes Parkway near 107th Avenue. The RID Canal cuts across Garden Lakes Parkway and there are multi-use trails along both sides of this canal which are owned and maintained by the community. Users of non-motorized transportation mode are required to cross Garden Lakes Parkway to access these amenities.

Between Thomas Road and 111th Avenue, Garden Lakes Parkway is a two-lane roadway with center turn lane, buffered bicycle path on both sides of the road, and grade separated side walk along the east side of the roadway. There is an at grade walking path on the west side of the roadway. The travel lanes are 10 feet wide with 14 ft center turn lane. The buffer space between the travel lane and bicycle lane is 6 feet, bicycle lane and the at grade walking paths are 5 feet each. Figure 2 on the next page shows the roadway cross section of Garden Lakes Parkway.

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Except for the following all-way stop controlled intersections, all other intersections on Garden Lakes Parkway are two-way stop-controlled intersections with stop signs on the side streets.

1. Garden Lakes Parkway at Thomas Rd
2. Garden Lakes Parkway at 111th Avenue

Figure 2: Existing GLP between Thomas Road and 111th Avenue

Existing Pedestrian and Bicycle Facility

A marked cross-walk exists at the following locations along the Garden Lakes Parkway:

1. All approaches of Garden Lakes Parkway at Thomas Rd
2. All approaches of Garden Lakes Parkway at 111th Avenue (these are high visibility crosswalks)
3. All approaches of Garden Lakes Parkway at 107th Avenue

Currently there is a yellow crosswalk (school zone) with portable school zone 15 mph speed limit signs at the intersection of Garden Lakes Parkway at Emerald Lane. This crosswalk and the crosswalk at GLP at 111th Avenue are monitored with school crossing guards during the AM and PM school ingress/egress time.

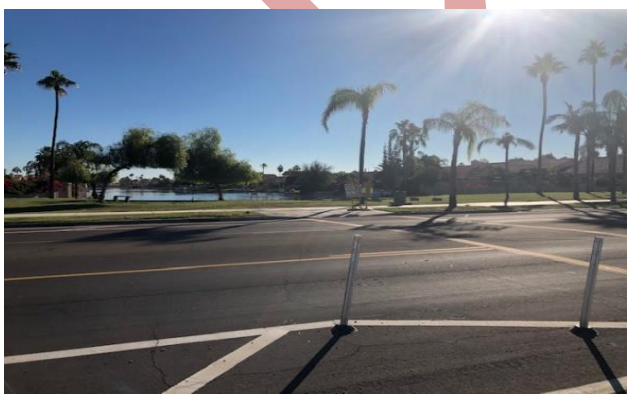

Figure 3a: Yellow Pedestrian X-Walk School Zone Speed Limit Signs at Emerald Lane

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Figure 3b: High Visibility Crosswalk (with crossing guard during school ingress/egress only)

There is a pedestrian/bicycle trail along the north and south side of the RID canal and there are crosswalks along both the north and south trail crossings

Figure 4: Crosswalk at the Trail Crossing near RID Canal

Recently Completed/Planned City Projects and Studies

New sidewalk was installed on GLP between 111th Ave to match existing sidewalk at the Church of Jesus Christ of Latter-day Saints. Additionally, "No Parking" signs were installed at Carnation Lane to deter students from parking there. Since these improvements were recently completed when school was not in session, traffic impacts of these improvements, especially during the school ingress/egress times will have to be evaluated.

Flashing LED stop signs were added to the intersection of Avondale Boulevard and Thomas Road. A proposed restriping at the Northbound, Eastbound, and Southbound approaches of this intersection are also proposed for increased visibility of on-coming traffic.

The intersection of Garden Lakes Parkway at 107th Avenue is signalized while all the other intersections along Garden Lakes Parkway are unsignalized. An All-Way stop warrant analysis was performed at the intersection of Lakeshore Drive and GLP, however the intersection did not meet the all-stop warrant requirement due to low side street volume.

The City in collaboration with Maricopa Association of Governments, (MAG) completed a Safe Routes to School (SRTS) study for Garden Lakes Elementary School. This study recommended improvements to improve traffic circulation on GLP near the school. One of the recommended included providing exclusive left-turn lane and right-turn lanes at the school entrance to accommodate parent queuing. Taking from this recommendation, the City is developing restriping plans for Garden Lakes Parkway west of 109th Avenue along the frontage of the high school and elementary school to provide exclusive left-turn and right-turn lanes for the school entrances. This would ensure additional queuing space on GLP is available during parent drop off and pick up times, and one through eastbound and westbound lane is maintained along GLP. The proposed striping is still under evaluation. Figure 3 shows the proposed striping improvements.

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Figure 5: Recently Proposed Pavement Marking on GLP along School Frontage Intersection of Thomas Rd at Garden Lakes Parkway

The City recently installed High visibility Stop signs and is planning to install additional stop signs near the left-turn lanes, as shown in Figure 6.

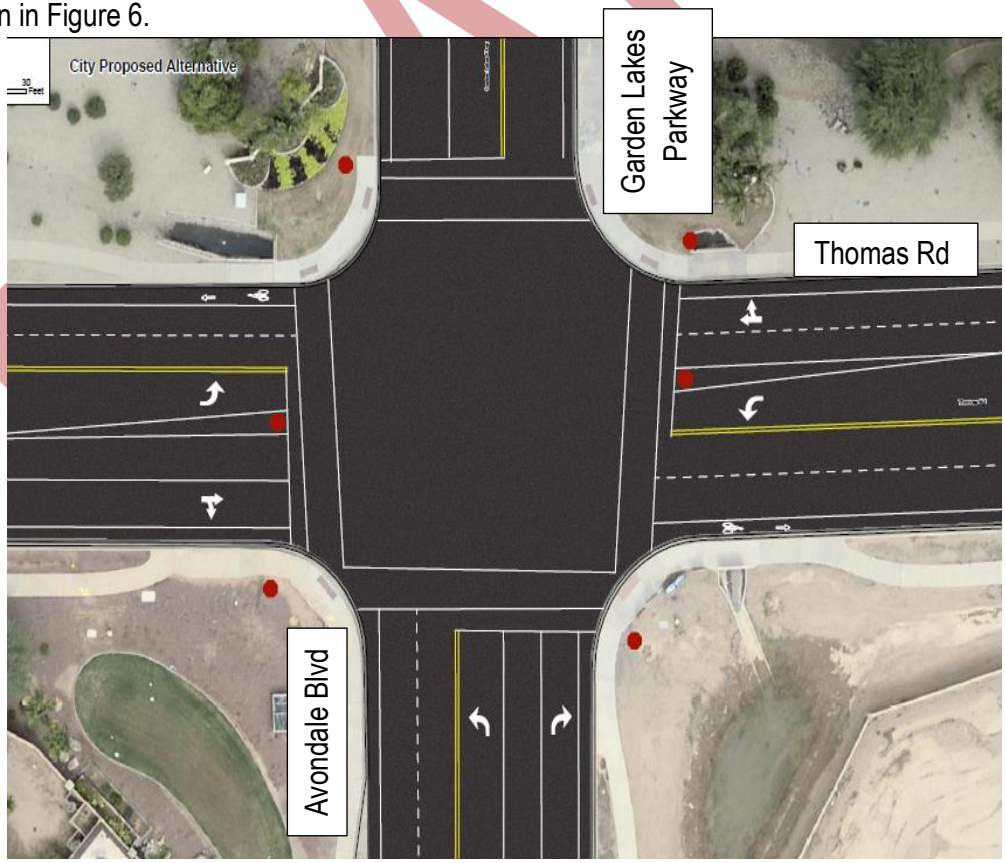

Figure 6: City Planned Pavement Marking and Sign Improvements at Thomas Rd at Garden Lake Parkway Intersection

Field Visit and Observations

Wood staff completed a field visit on Tuesday May 14th and Wednesday May 15th to observe road user behavior and traffic operations during various times of the day. Following observations were made during the field visit:

1. The AM peak is between 6:00 – 8:00 am, this peak traffic times coincides with the school ingress times.
2. The PM peak is between 2:30 – 4:30 pm, like the AM peak time, the PM peak times also coincides with the school egress time
3. The southbound traffic is typically higher than the northbound traffic flow, this was also confirmed in the traffic counts obtained in the field
4. During the field observation, the eastbound left-turn lane at the intersection of 111th Ave at GLP had an approximately 8 car queue and this type of queue was typical during the PM peak hour
5. During the AM peak, a six-car queue was observed at the SB approach of GLP at Thomas Rd
6. Pedestrian and bicycle traffic were observed using the respective sidewalk on the east side, walking path on the westside and the bicycle paths. However, elementary school students were observed using the sidewalk for bicycling
7. Pedestrian and bicycle traffic were observed in the trails along the RID canal
8. Several school students use the trail on the north side of the canal to walk to GLP

School Traffic Operations: the following observations were observed related to school traffic:

9. The school is built as a walking/biking community school, hence there is minimum parking within the school facility
10. Several students bike and walk to school and use the pedestrian side walk effectively
11. Multiple crossings were observed in front of the school
12. Many students were observed using the bicycle path, but cycling in the wrong direction of travel
13. Several parents drop off kids at the elementary school, since there is no exclusive turn lane at the school entrance, parents queue up on the eastbound through lane. Traffic intending to go through, use the center turn lane, creating an unsafe condition.
14. At the school driveway, the entrance lane has two lanes, the inside lane (lane 1), is drop off lane and outside lane (lane 2) provides access to parking lot. Traffic intending to use the parking lot, can turn into Lane 2 from Garden Lakes Parkway, which results in simultaneous double right-turns or left-turns, creating an unsafe condition.
15. Some parents used the high school parking lot to park and walk elementary school children to school, while some students were dropped off at the high school parking lot and are expected to cross by themselves, this results in multiple crossings in front of the school.
16. Crossing Guard Observations
    a. Crossing guard 1 - present at the school cross walk on GLP at Emerald Lane during both the AM and PM peak hour. At the PM peak hour, the guard is present approximately 15 minutes after school egress time around 3:10 pm to 3:35 pm. She mentioned that approximately 7-8 crossing happened at the crosswalk each evening. Fewer crossing happen during the AM peak. Crossing guard also mentioned that some vehicles do not stop or come to a rolling stop, despite children in the cross walk with the

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crossing guard. She also mentioned that only elementary school students use the crosswalk, high school students tend to cross at any location

b. Crossing guard 2 – present at the north east corner of 111th Avenue at GLP. This guard monitored the east leg of GLP and north leg of GLP. This was a busy crosswalk between 2:50 and 3:10 pm, so we did not engage in conversation with the crossing guard.

Figure 7: Traffic Operations in front of Garden Lakes Elementary School

Public Outreach and Survey Feedback

A community project like this corridor study relies on road user and community input while developing suitable solutions. Stakeholder outreach is an important element of this project. Gunn Communication Inc, GCI assisted the Wood team with public outreach and assisted with the development and distribution of survey forms to the community. The Wood team, City of Avondale Staff and Police staff, attended neighborhood meeting on May 15th, 2019 at First Baptist Church (2517 N 107th Ave, Avondale, AZ 85392) to discuss the project and obtain feedback from the community.

Information about the neighborhood meeting and survey was distributed to the community via Garden Lakes HOA, Westview High School and City of Avondale Public Relations. Paper surveys were distributed by the project team at the neighborhood meeting. The electronic survey link was available between Friday May 15th and Friday May 24, 2019. A total of 135 responses were received during this time. Summarized below are the results from the survey.

How frequently have you observed the following activities while driving along W. Garden Lakes Parkway, between Thomas Road and 107th Avenue?

Behavior	Never	Occasionally	Often
Speeding	3%	22%	75%
Not stopping completely at stop signs	9%	38%	53%
Not stopping/yielding to pedestrians	28%	44%	27%
Speeding in school zones	19%	37%	44%

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Passing illegally (on curve, across double yellow line, school zone, etc.)	22%	39%	39%
Driving too slow	60%	32%	8%
Tailgating/following too closely	9%	37%	54%
Texting or talking on cell phone	10%	45%	45%
Driving under the influence (alcohol /drugs)	67%	29%	4%
Reckless driving	18%	50%	32%

1. **Which area facilities does your household frequently use?**
   Parks – 36% Lakes – 23% Trails – 31% School – 10%
2. **Do you walk or bike to these facilities?**
   Yes: 83%, No 17%
   A. **Do you use the existing buffer?**
   Yes: 94%; No 6%
   B. **Is the Parkway adequately illuminated using Garden Lakes Parkway? bicycle lanes and sidewalk? especially at the crossing locations?**
   Yes: 55%; No 45%
3. **Does your child walk or bike to school?**
   Walk: 15%, Bicycle: 5% and NA: 80%

   A. **Does your child use the trail along the canal to get to school?**
   Yes 58%; No 31% and NA: 11%
   B. **Does your child cross at the location with a crossing guard?**
   Yes – 8% No – 12% NA – 80%
   If No, where does your child cross GLP?
   - 107th Ave between the high school and elementary school.
   - 107th Ln and Lakeshore Dr
   - 109th Ave
   - At Piccadilly/ Rosewood to the west side of the street with several other kids.
   - From Westview HS
   - Garden Pkwy and 111th Ave
   - He does not need to cross. He goes through path along the canal
   - Lakeshore Dr and 111th Ave
   - Poinsettia, 109th Dr, 109th Ave

4. **Which area of Garden Lakes do you live in?**

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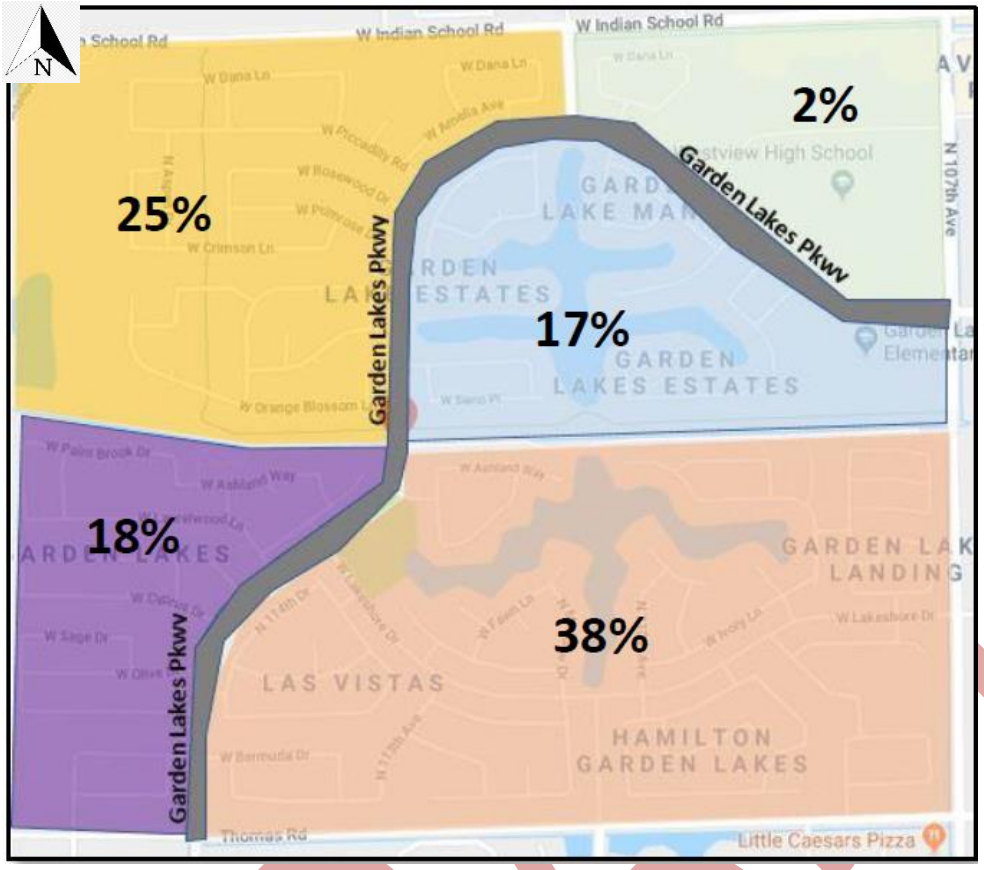

The following comments and discussion were completed during the Neighborhood meeting on May 15, 2019.

Predominant Public Concerns about Garden Lake Parkway:

- Excessive parking on bike paths
- Buffer lane, bicycle & walking path and center turn lanes are used as passing lanes
- Insufficient striping in some areas
- Parent pick-up at the schools causes too much traffic and dangerous for crossing the roadways
  - School pick-up areas need enforcement
- Medians are being used as passing lanes
  - Pedestrians use the medians as safety havens when crossing busy streets, but drivers don't notice the pedestrians
- Garden Lakes Parkway was not built with the intention of being a primary arterial, but it has become one
- Speeding throughout the corridor
- Drivers have missed the curve at the canal and crashed into the walls
- Lack of areas for pedestrian crossing
- Trucks are using the corridor as a truck route even though its restricted to trucks
- Valley Metro buses are parking on the bike lanes during their breaks

Public's Suggestions for Garden Lakes Parkway

- New signal at the Thomas Rd/Avondale Blvd intersection
- An increase in stop signs throughout the corridor
  - Specifically, at Garden Lakes Pkwy/Lakeshore Dr
- New traffic counts after the start of the school year in August when the new high school is in session
- Speed bumps throughout corridor

  - Potentially in median to stop drivers from using it as passing lane
- Bridge at Thomas Rd so that drivers going north don't need to go through Garden Lakes Parkway
- Speed feedback monitors to make drivers aware of their speeds
- Channelized diamond intersections
- Replace flexible delineators with raised pavement markers
- Rumble strips in the buffer between roadway and bike/pedestrian lanes

Other discussions during the public meeting

They've all told me they've almost been hit walking on the street when trying to cross at the 3 way stop with crossing guards and in the pedestrian walkway on Garden Lakes after the 3 way stop. It's not safe for them to walk anywhere on the west side of the road or get across anywhere even with the stop signs & crossing guards. • Is the striping that was done along Garden Parkway a way to save money instead of installing speed tables? *We are looking into these options.*

1. **Does your study include the future high school?**

This study will not include the new high school. The City completed a traffic impact analysis to review the impacts of the high school on the roadway network. The high school is zone for students from south of Thomas Rd only. there will be some through open enrollment that will access the school.

2. **What is the anticipated increase in traffic going through Garden lakes from Indian School Road to the new high school?**

The study that was done shows that the school will have 3,000 students once it's at capacity and will be primarily serving those residents that live south of Thomas. If any, upon complete buildout, this will reduce traffic on Garden Lakes Parkway.

3. **Do you not think that this new high school will increase traffic at all?**

There will be some increase from employees and some parents doing drop offs until they can accommodate all 4 grades, but we believe that this will really be minimal.

4. **What about parents that drop their kids off and need to get to work?**

If they need to get to the Loop 101 or I-10, they will most likely take Thomas Road instead of cutting through Garden Lakes Parkway. We do have plans in our capital improvement program to begin designs to finish widening Avondale Blvd. to 5 lanes.

5. **We live close to Thomas Road, have you considered installing a traffic signal at this intersection?**

Yes, this study will be looking into this as well. We have order illuminated stop sings and pavement markers that say stop ahead.

6. **I live on the west side of Garden Lakes Parkway and when I try to get to the park, we need to cross this road and it dangerous because of the blind corners, any thoughts on maybe adding HAWKs to allow for safe crossings?**

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Yes, we will be looking into options as to how we can make it safer for everyone to cross the street.

7. **Will you be taking traffic counts once the new school opens?**

This City of Avondale will be taking traffic counts again in the fall along Thomas Rd and Garden Lakes Parkway later this fall and will continue as the school adds more grades (junior and senior).

8. **For years we have been told we can't have speed bumps because of emergency vehicles, why are they appropriate for other areas but not Garden Lakes?**

Because Garden Lakes is used as more of a primary route.

9. **Please Evaluate traffic lights for Thomas Rd. between 107th Ave. and Avondale Blvd. especially at 111th Ave and Thomas.**

Questions & Concerns received by City Staff from Council members

1. Striping around Garden Lakes Elementary, traffic assessment, and cross walk near 109th - The City recently kicked off the Garden Lakes Corridor Study, and we are having our consultant look at the striping by Garden Lakes Elementary. We also noticed that the crosswalk at 109th Avenue was removed sometime in the 2007-2008 timeframe. We will have the consultant look into bringing that crosswalk back, either at the same location or where it is most appropriate and safe.

2. At grade crossing instead of a bridge on Thomas - This is one option that was mentioned several years ago during early discussions on connecting Thomas Rd. We will explore this option with the consultant during the public outreach and design process.

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Existing Conditions Analysis

Field Data Services, Inc. (FDS) obtained traffic data along GLP between May 6th and May 17th. The area schools were in session when the counts were obtained. The counts provided classification, speed, and volume data. Traffic volume data is included in the Appendix.

Traffic Volumes: From the 24-hour counts obtained, the average daily traffic on GLP between Thomas Rd and 111th Avenue is in the range of 6,800 - 8,150 vehicles per day (vpd), east of 111th Avenue, the volumes drops to approximately 3,000 vpd, indicating that a larger proportion of the travel on GLP is cut through traffic between Thomas Rd and Indian School Rd. Figure 8a and 8b shows the average daily traffic volumes data and the AM and PM peak hour volume data along GLP for a regular weekday and weekend (Saturday), respectively.

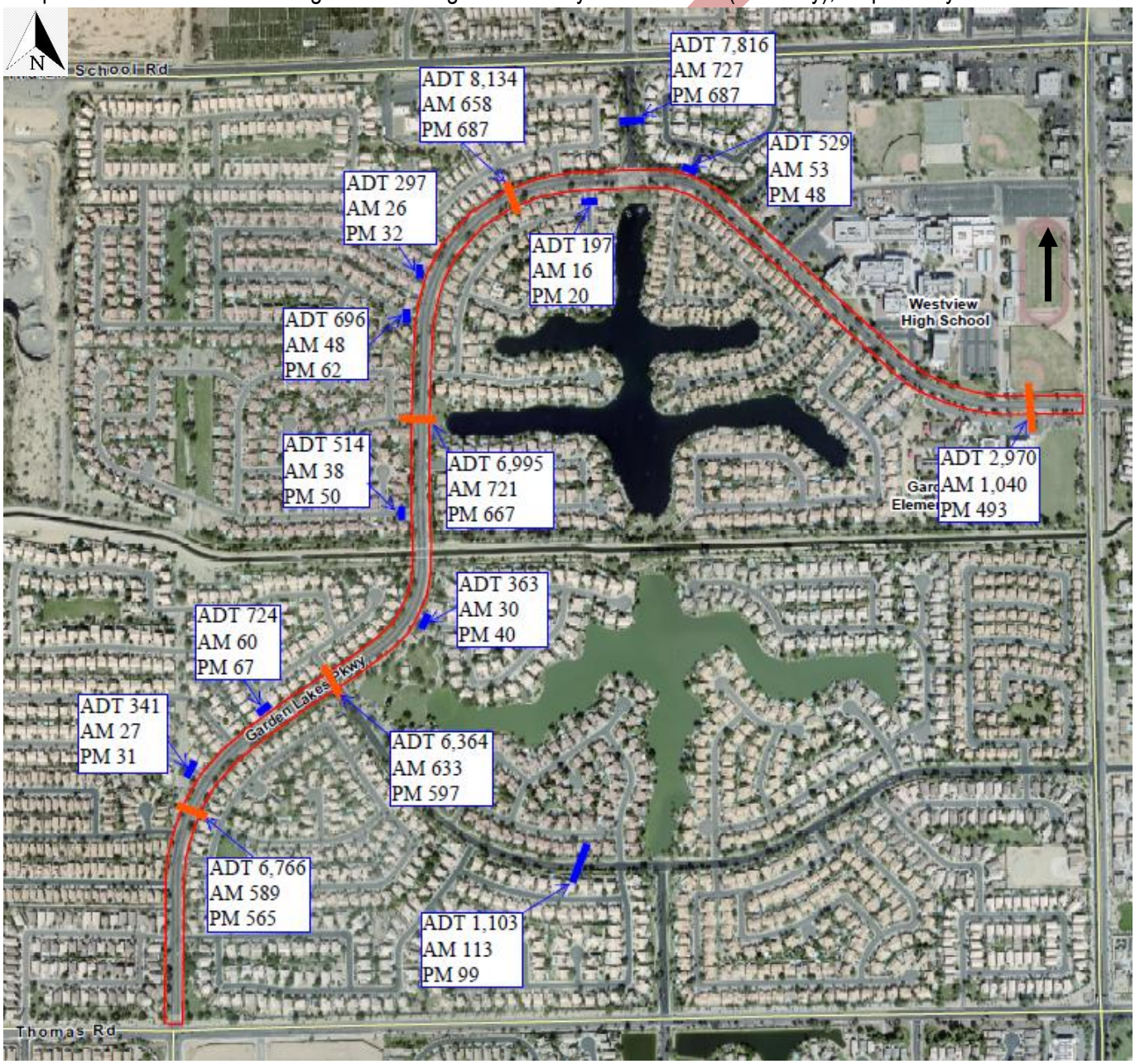

Figure 8a: 24- Hour Weekday Count Data (Year 2019) – Along Garden Lakes Parkway and Side Streets

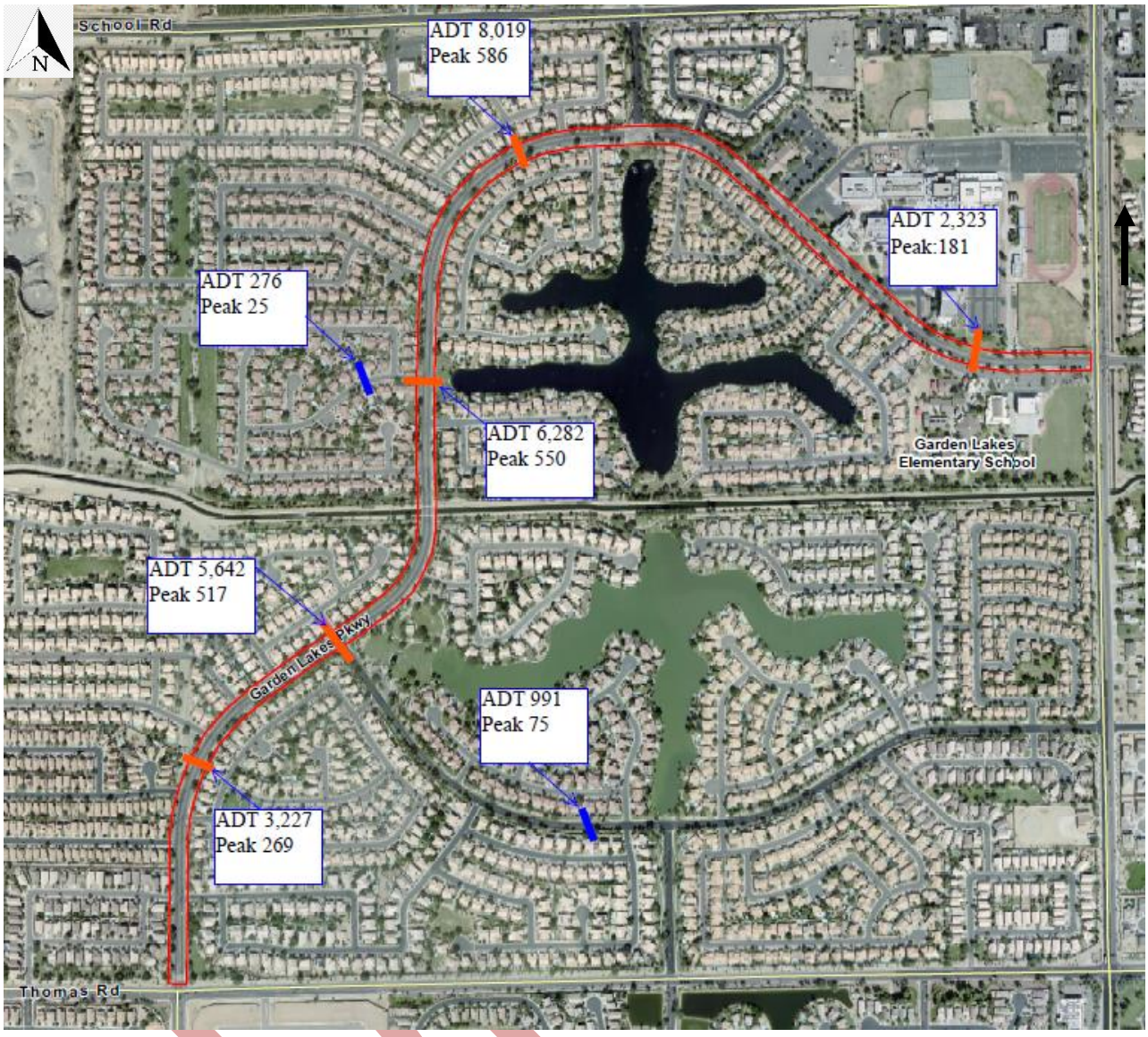

Figure 8b: 24- Hour Weekend Count Data (Year 2019) – Along Garden Lakes Parkway

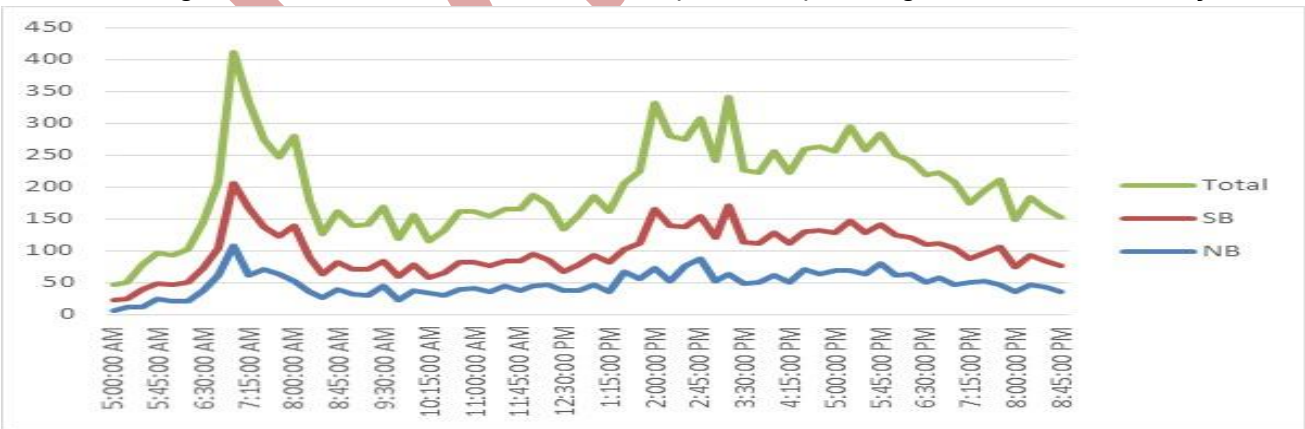

Figure 8c: Hourly Volume Distribution on Garden Lakes Parkway

***Speed& Classification**:* Speed Data along the study corridor was obtained to evaluate travel speed with respect to the posted speed limit. Along with Speed classification counts were also obtained. In 2018, the City restriped GLP to the current lane configuration. To evaluate the before and after impact in travel speed along GLP due to the revised lane configuration, the City obtained speed and classification counts in 2017 and 2018. These counts were used to compare the change in the speed between 2017, 2018 and current 2019 conditions. The 2017 data showed that the 85th percentile speed approximately was 52 miles per hour (mph), almost 27 mph higher than the posted speed limit. The revised lane configuration effectively reduced the travel speed and in 2018 the 85th percentile speed reduced to 32 mph. Figure 9 shows the comparison of 85th percentile speeds as measures in 2017, 2018, and 2019. For comparison purposes, travel speed data was also obtained for a weekend, and the 85th percentile travel speed was similar to that of a weekday at 32 mph.

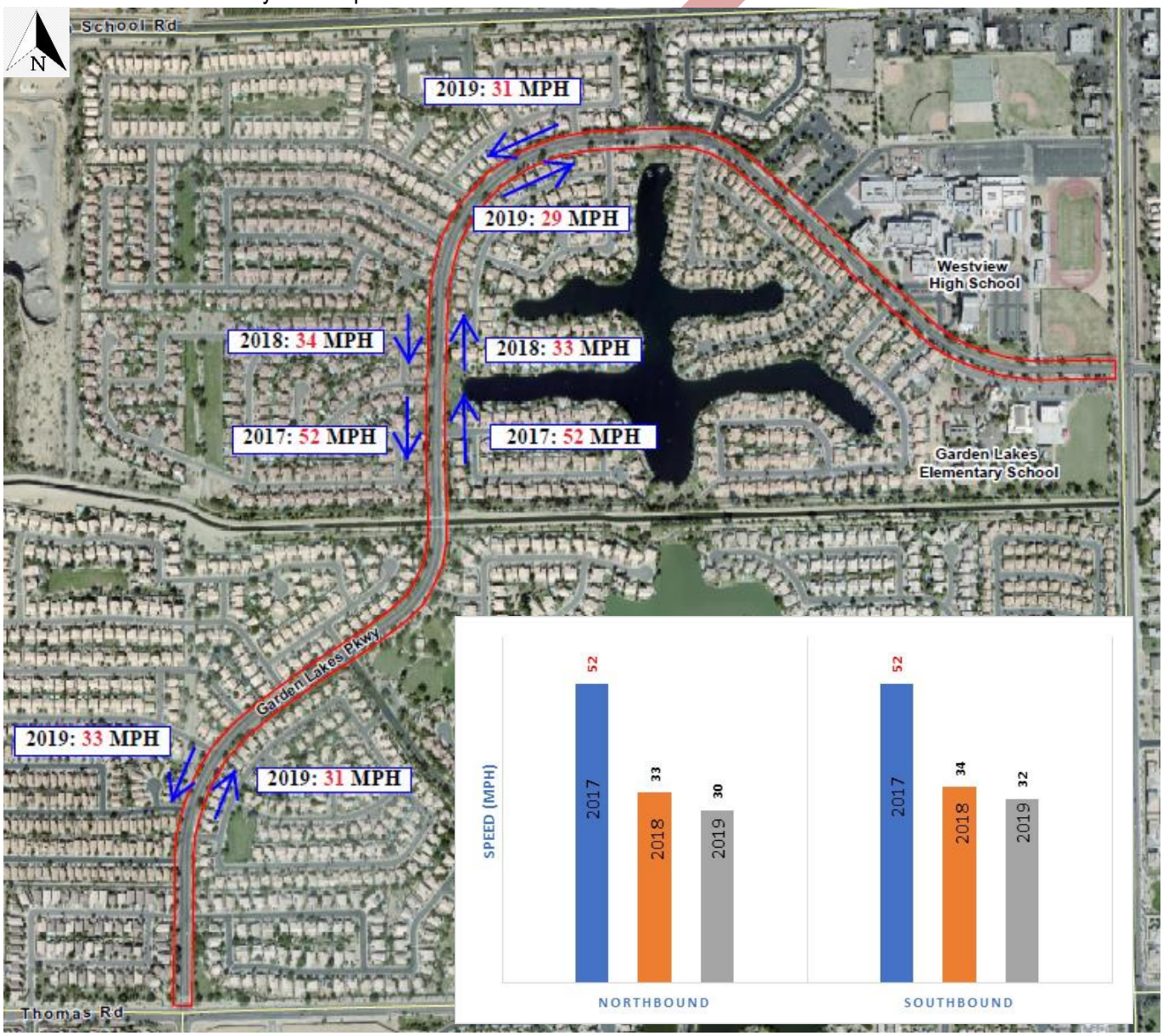

Figure 9: 2017, 2018 and 2019 – 85th Percentile Travel Speed Comparison

The classification counts show that approximately 83 percent of the vehicles are cars and smaller delivery trucks like UPS and FedEx, approximately 2 percent are buses and the remaining 15 percent are 2-Axle 6 tire and larger vehicles.

Pedestrian and Bicycle Data

Pedestrian and Bicycle data was obtained using video counters. These were placed near high pedestrian/bicycle activity areas – cross walks, trails and parks. Counts were obtained on Weekday and Weekend and approximately 100 pedestrians/bicycles use the facilities every day. The trail system is also well used by adults and school students.

Figure 10a and Figure 10b show the daily pedestrian and bicycle counts.

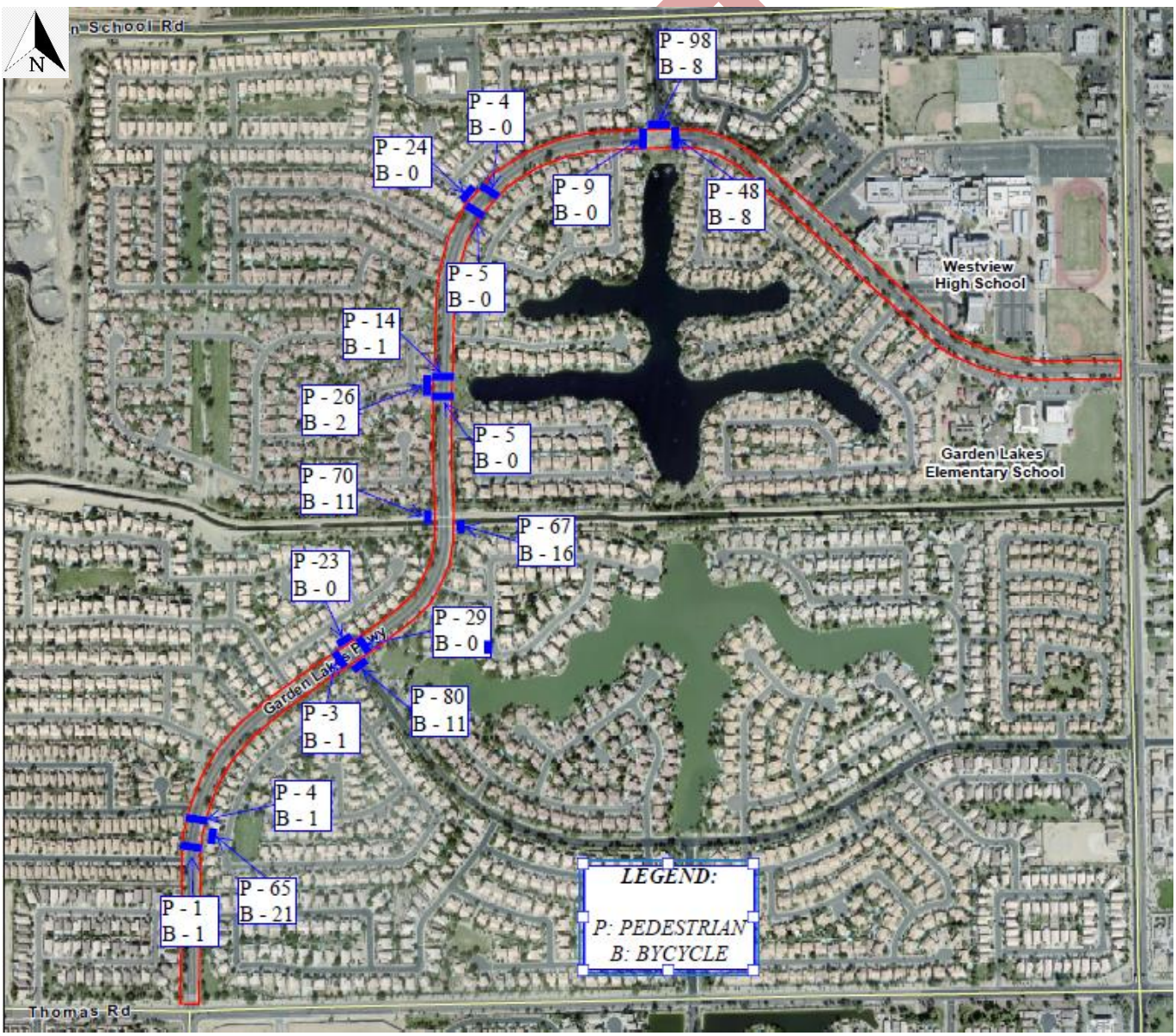

Figure 10a – 24-Hour Pedestrian/Bicycle Counts (Weekday)

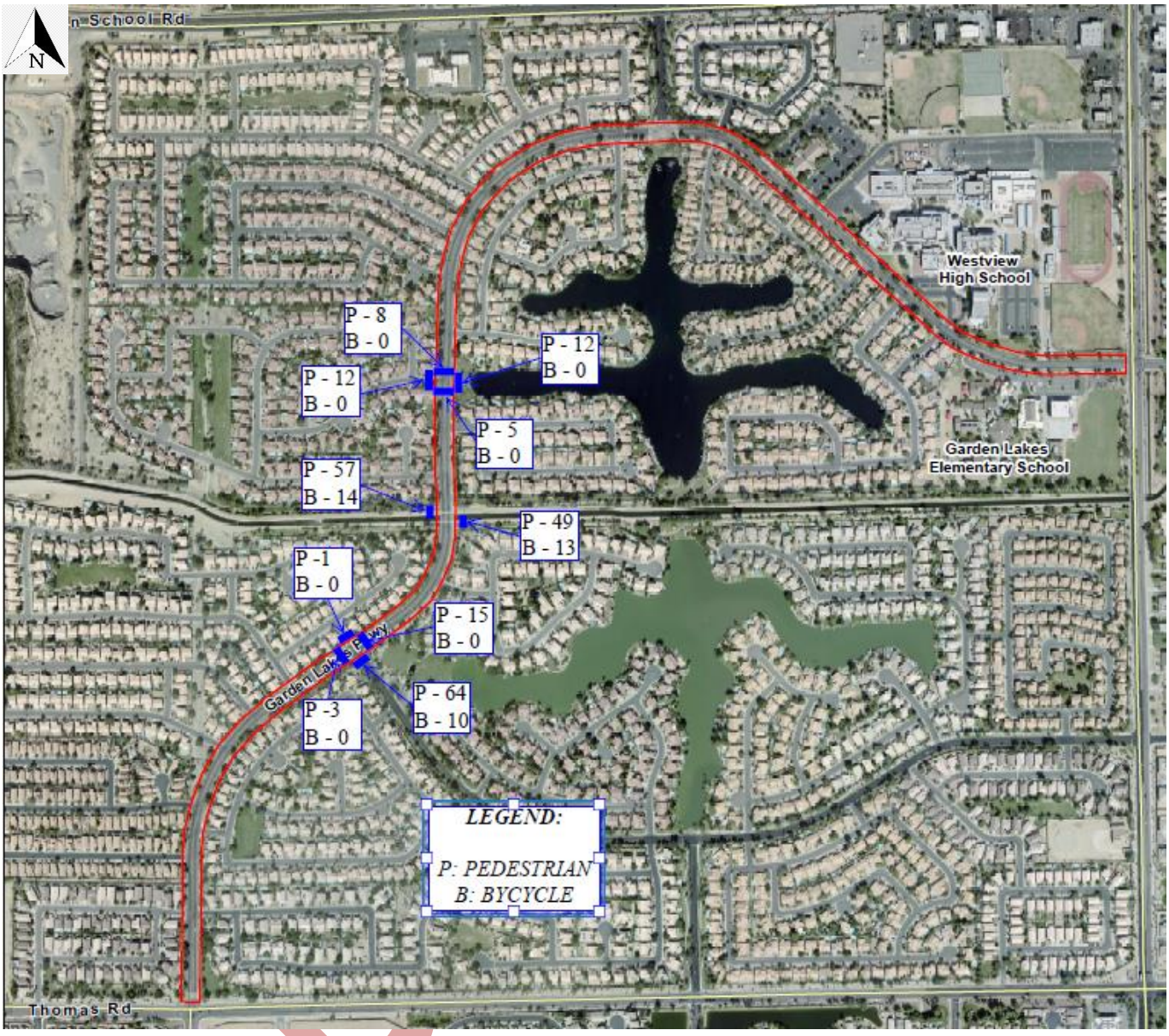

Figure 10b – 24-Hour Pedestrian/Bicycle Counts (Weekend)

Capacity Analysis: Intersection capacity analyses measure the performance of traffic operations of the study area intersections in terms of Level of Service (LOS) and quantifies in terms of delay per vehicle. Levels of Service range from LOS A through F. LOS A represents the best traffic conditions and LOS F, represents the worst conditions. Quantitative measures of LOS are given in the following paragraphs. Operations at LOS A through C are generally considered acceptable. In heavily developed sections of metropolitan areas, LOS D may be appropriate.

The LOS measurement for stop-controlled intersections is average control delay, which is quantified in terms of seconds of delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. At unsignalized intersections, delays resulting in LOS E or F are sometimes

considered acceptable for individual minor-street movements based on the volume of the approach and other performance measures for the specific movement. The LOS criteria for both signalized and unsignalized, taken from the ***Highway Capacity Manual 2010,*** is shown in Table 1. Figure 11 shows the AM, mid-day and PM peak hour turning movement counts at some of the predominant intersections along this study corridor.

Table 1: LOS and Delay Criteria for Unsignalized and Signalized Intersections

Level of Service	Description	Unsignalized Intersections Average Control Delay, Seconds per vehicle	Signalized Intersections Average Control Delay, Seconds per vehicle
A	Little or no delay	<10.0	<10.0
B	Short traffic delays	≥ 10.0 < 15.0	≥ 10.0 < 20.0
C	Average traffic delays	≥ 15.0 <25.0	≥ 20.0 < 35.0
D	Long traffic delays	≥ 25.0 <35.0	≥ 35.0 < 55.0
E	Very long traffic delays	≥ 35.0 < 50.0	≥ 55.0 < 80.0
F	Demand exceeds capacity	≥50.0	≥80.0

Table 2a through 2i shows the delay and LOS for the intersection, lane, and approach of nine area intersections. From Tables 2a through 2i, all of the approaches and intersections operate at LOS D or better during study conditions.

Table 2a: HCM LOS and Delay for GLP at 107th Avenue (Signalized Intersection)

Signalized Intersection GLP @ 107th Ave		Eastbound			Westbound		Northbound		Southbound	
		Left	Thru	Right	Left	Thru/ Right	Left	Thru/ Right	Left	Thru/ Right
AM Peak	Lane	18.5/B	14.9/B	5.1/A	14.8/B	14.9/B	37.3/D	7.9/A	8.1/A	5.7/A
	Approach	10.4/B			14.8/B		19.4/B		5.8/A	
	Intersection	13.9/B								
PM Peak	Lane	19.4/B	15.7/B	9.1/A	19/B	10.5/B	8.8/A	6.2/A	6.8/A	6.2/A
	Approach	13/B			15.7/B		6.6/A		6.3/A	
	Intersection	8.2/A								

Table 2b: HCM LOS and Delay for GLP at Thomas Rd (All-way Stop-Controlled Intersection)

All-Way Stop Control GLP @ Thomas Rd		Eastbound		Westbound		Northbound			Southbound	
		Left	Thru/ Right	Left	Thru/ Right	Left	Thru	Right	Left	Thru/ Right
AM Peak	Lane	12.1/B	12.4/B	17.7/C	11.1/B	10.6/B	16.1/C	20.4/C	12.5/B	21.9/C
	Approach	12.3/B		16.3/C		18.6/C			19.8/C	
	Intersection	18/C								
PM Peak	Lane	13.1/B	12.6/B	49.3/E	11.3/B	12.2/B	23.3/C	15.5/C	12.7/B	20.8/C
	Approach	12.7/B		38.7/E		19.2/C			19.4/C	
	Intersection	26/D								

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Table 2c: HCM LOS and Delay for GLP at 111th Avenue (All-way Stop-Controlled Intersection)

All-Way Stop Control GLP @ 111th Ave		Eastbound		Westbound	Southbound	
		Left	Thru	Thru/Right	Left	Right
AM Peak	Lane	15.7/C	15.7/C	16.6/C	15.4/C	11.4/B
	Approach	15.7/C		16.6/C	13.6/B	
	Intersection	15.3/C				
PM Peak	Lane	14.6/B	10.6/B	14.3/B	12.4/B	11.6/B
	Approach	13.2/B		14.3/B	11.9/B	
	Intersection	13.1/B				

Table 2d: HCM LOS and Delay for GLP at Bermuda Drive (Two-way Stop-Controlled Intersection)

Two-Way Stop Control GLP @ Bermuda Dr		Eastbound	Westbound	Northbound		Southbound	
		All-Shared	All-Shared	Left	Thru/ Right	Left	Thru/ Right
AM Peak	Lane	33.1/D	19.5/C	11.2/B	0/A	7.8/A	0/A
	Approach	33.1/D	19.5/C	0.1/A		0.1/A	
	Intersection	2.1/A					
PM Peak	Lane	16/C	13.9/B	9.5/A	0/A	8.1/A	0/A
	Approach	16/C	13.9/B	0.3/A		0.1/A	
	Intersection	1/A					

Table 2e: HCM LOS and Delay for GLP at Olive Drive (Two-way Stop-Controlled Intersection)

Two-Way Stop Control GLP @ Olive Dr		Westbound	Northbound		Southbound	
		Left/Right	Left	Thru	Left	Thru
AM Peak	Lane	11.7/B	0/A	0/A	7.9/A	0/A
	Approach	11.7/B	0/A		0./A	
	Intersection	0.5/A				
PM Peak	Lane	11.2/B	0/A	0/A	0/A	0/A
	Approach	11.2/B	0/A		0/A	
	Intersection	0.2/A				

Table 2f: HCM LOS and Delay for GLP at Clover Way (Two-way Stop-Controlled Intersection)

Two-Way Stop Control GLP @ Clover Way		Eastbound	Northbound		Southbound
		All-Shared	Left	Thru	Thru/Right
AM Peak	Lane	13.1/B	8.6/A	0/A	0/A
	Approach	13.1/B	0.1/A		0/A
	Intersection	0.5/A			
PM Peak	Lane	12.5/B	8.3/A	0/A	0/A
	Approach	12.5/B	0.3/A		0/A
	Intersection	0.3/A			

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Table 2g: HCM LOS and Delay for GLP at Lakeshore Drive (Two-way Stop-Controlled Intersection)

Two-Way Stop Control		Eastbound	Westbound		Northbound		Southbound	
GLP @ Lakeshore Dr		All-Shared	Left	Thru/Right	Left	Thru/Right	Left	Thru/Right
AM Peak	Lane	17.7/C	16.7/C	10.8/B	0/A	0/A	8.1/A	0/A
	Approach	17.7/C	11.5/B		0/A		1.1/A	
	Intersection	2.4/A						
PM Peak	Lane	15.3/C	16.2/C	10.8/B	7.8/A	0/A	8/A	0/A
	Approach	15.3/C	11.8/B		0.1/A		1.3/A	
	Intersection	2.3/A						

Table 2h: HCM LOS and Delay for GLP at Emerald Lane (Two-way Stop-Controlled Intersection)

Two-Way Stop Control		Eastbound	Northbound		Southbound
GLP @ Emerald Ln		All-Shared	Left	Thru	Thru/Right
AM Peak	Lane	12.4/B	8/A	0/A	0/A
	Approach	12.4/B	0/A		0/A
	Intersection	0.5/A			
PM Peak	Lane	11.9/B	8/A	0/A	0/A
	Approach	11.9/B	0.4/A		0/A
	Intersection	0.6/A			

Table 2i: HCM LOS and Delay for GLP at Piccadilly Road (Two-way Stop-Controlled Intersection)

Two-Way Stop Control		Eastbound	Northbound		Southbound
GLP @ Piccadilly Rd		All-Shared	Left	Thru	Thru/Right
AM Peak	Lane	13/B	8/A	0/A	0/A
	Approach	13/B	0.2/A		0/A
	Intersection	1.1/A			
PM Peak	Lane	12.6/B	8.2/A	0/A	0/A
	Approach	12.6/B	0.5/A		0/A
	Intersection	1/A			

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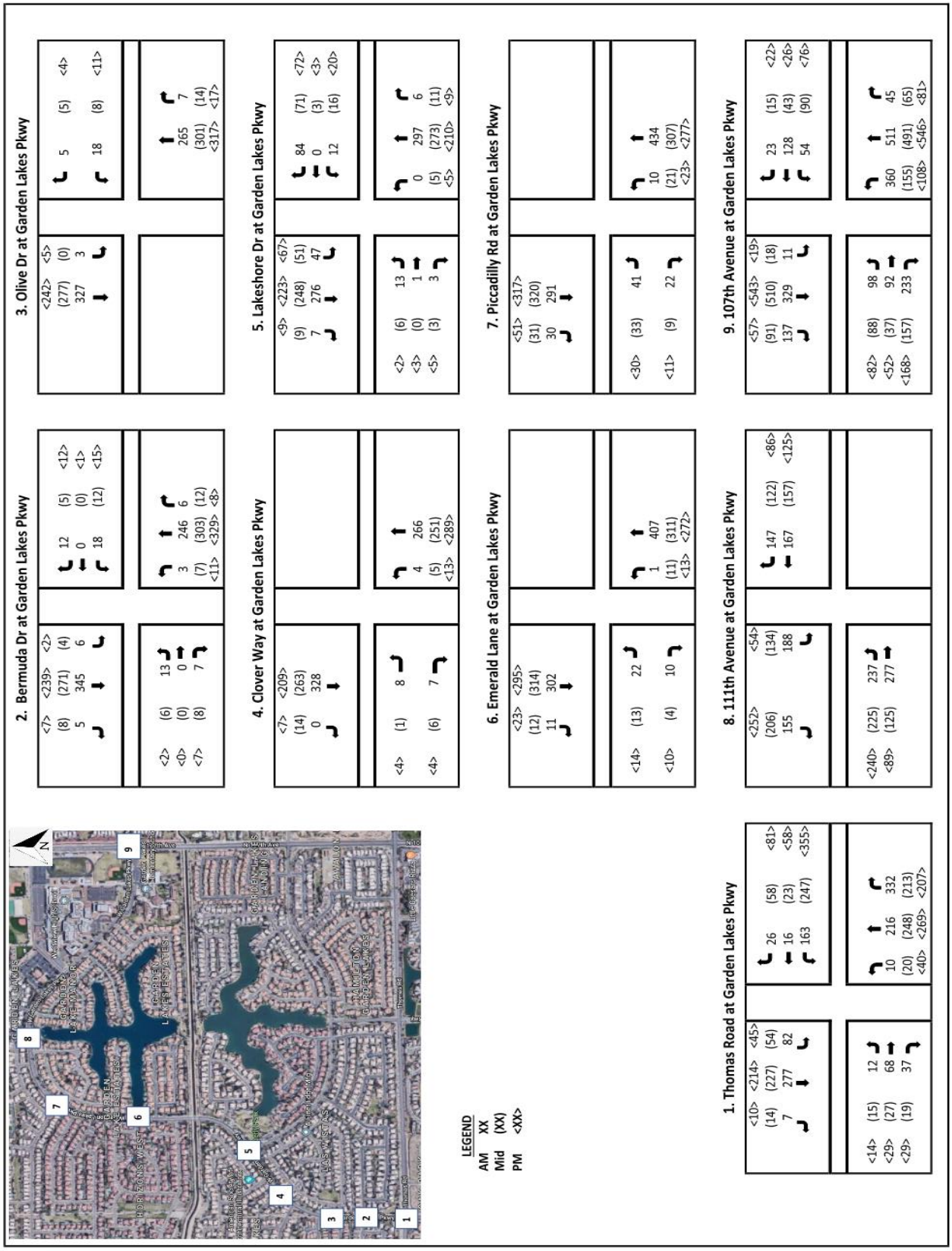
Figure 11 – AM, Mid-day and PM Peak Hour Turning Movement Counts



Crash Data Analysis

City of Avondale provided crash data for a five-year period between 2014 through 2018. During this period a total of 68 crashes occurred in the 1.7 miles of GLP, resulting in a crash rate of 2.66 crashes per ten million entering vehicles per mile. Figure 12 shows the total crashes and injury crash distribution per year (2014 through 2018). Of the total crashes, only three crashes were resultant from DUI (2 – alcohol and 1 drugs). 66 percent of the crashes occurred during the day time

Crash Data Coding Discrepancy: Several discrepancies were identified when comparing the crash data base to the actual crash report. Pedestrian and bicycle crashes were coded as Angle, left-turn or side swipe crashes.

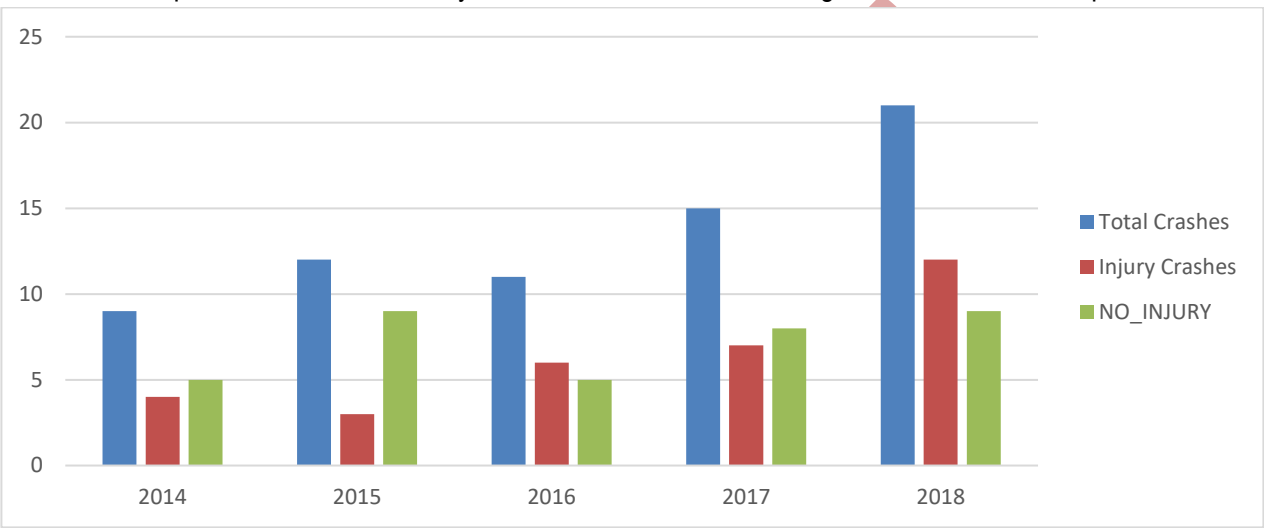


Figure 12: 2014 through 2018 Total and Injury Crash Distribution

32 of the 68 crashes resulted in injury crashes. No fatal crashes were recorded during this time period, however 2 incapacitating injury crashes, 14 non-incapacitating injury crashes, and16 possible injury occurred during this time period.

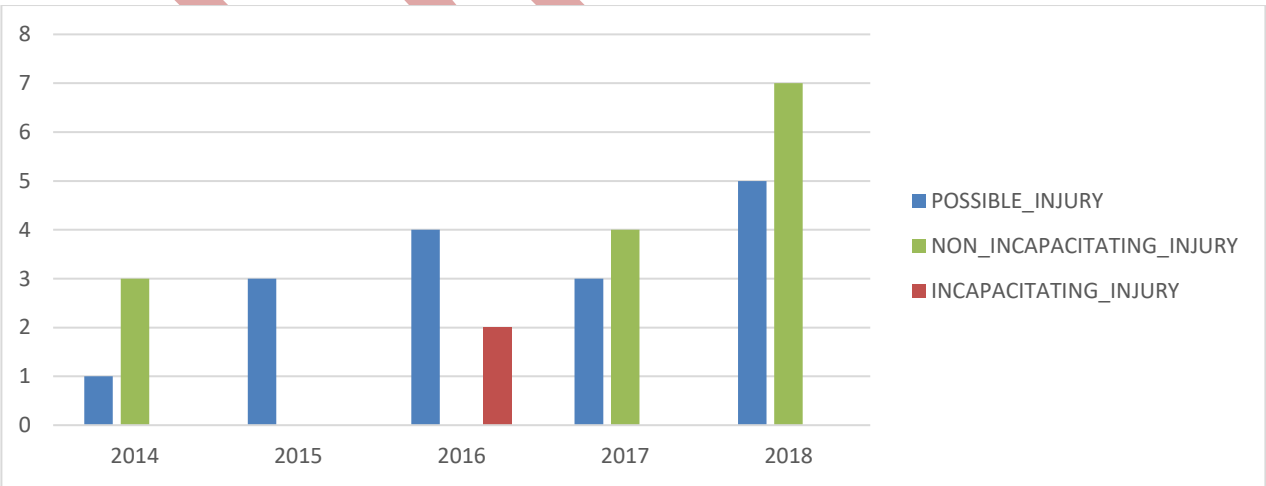


Figure 13: 2014 through 2018 Injury Crash Distribution

Crash Type Analysis

Of the 68 crashes that have occurred at this intersection since 2014, the crashes ranked from highest to lowest based on the crash type occurrence are: Rear End, Left Turn Head On. Right-Angle, Sideswipe, Single Vehicle, and Other Crashes which are either Pedestrian Involved or Bicycle Involved. Figure 14 shows the percentage for each crash type. Figure 15 shows the location of the Pedestrian and Bicycle crashes along the GLP.

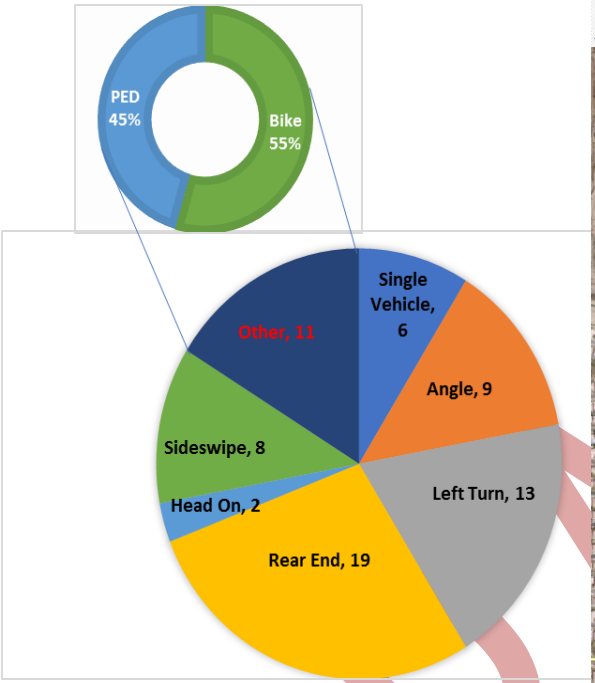


Figure 14: Crashes based on Crash Type

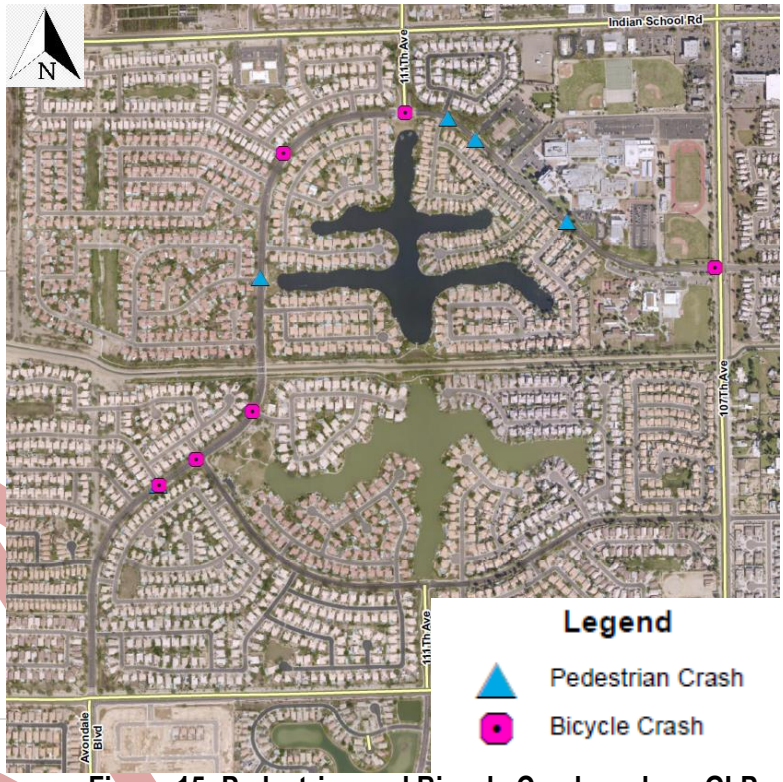


Figure 15: Pedestrian and Bicycle Crashes along GLP

The distribution of the crashes based on Injury severity along Garden Lakes Parkway is shown in Figure 15. Figure 16 shows the type of injury crashes at the intersection of Thomas Rd at GLP and Figure 17 shows the injury crashes between 111th Avenue and 107th Avenue. Figure 18 shows the locations of angle, left turn and head on crashes. Figure 19 shows the location of single vehicle, rear end, and sideswipe crashes.

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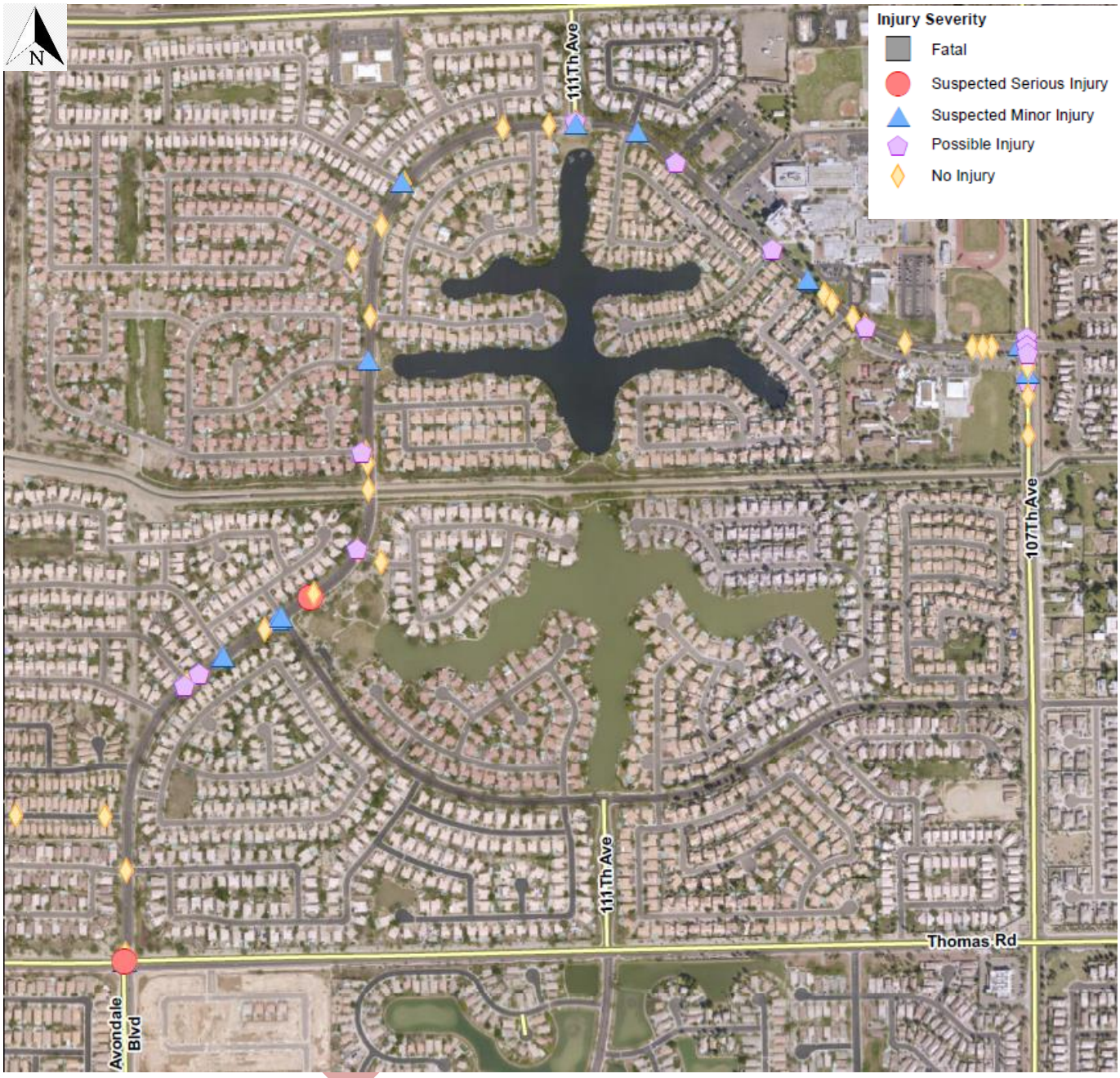

Figure 16: Injury Crashes along GLP

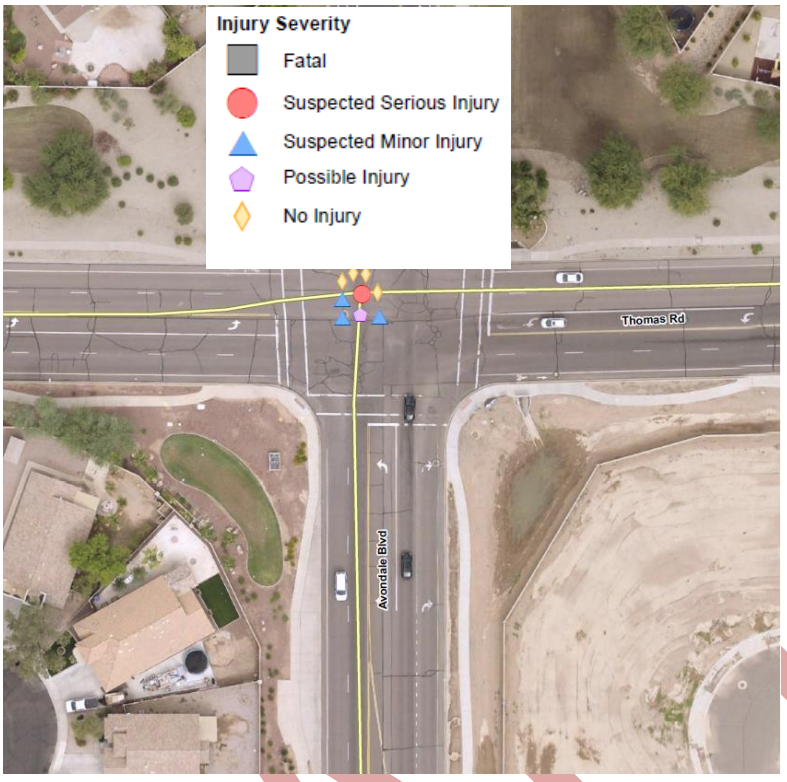

Figure 17: Injury Crashes at GLP at Thomas Rd

Figure 18: Injury Crashes at GLP between 111th Avenue and 107th Avenue

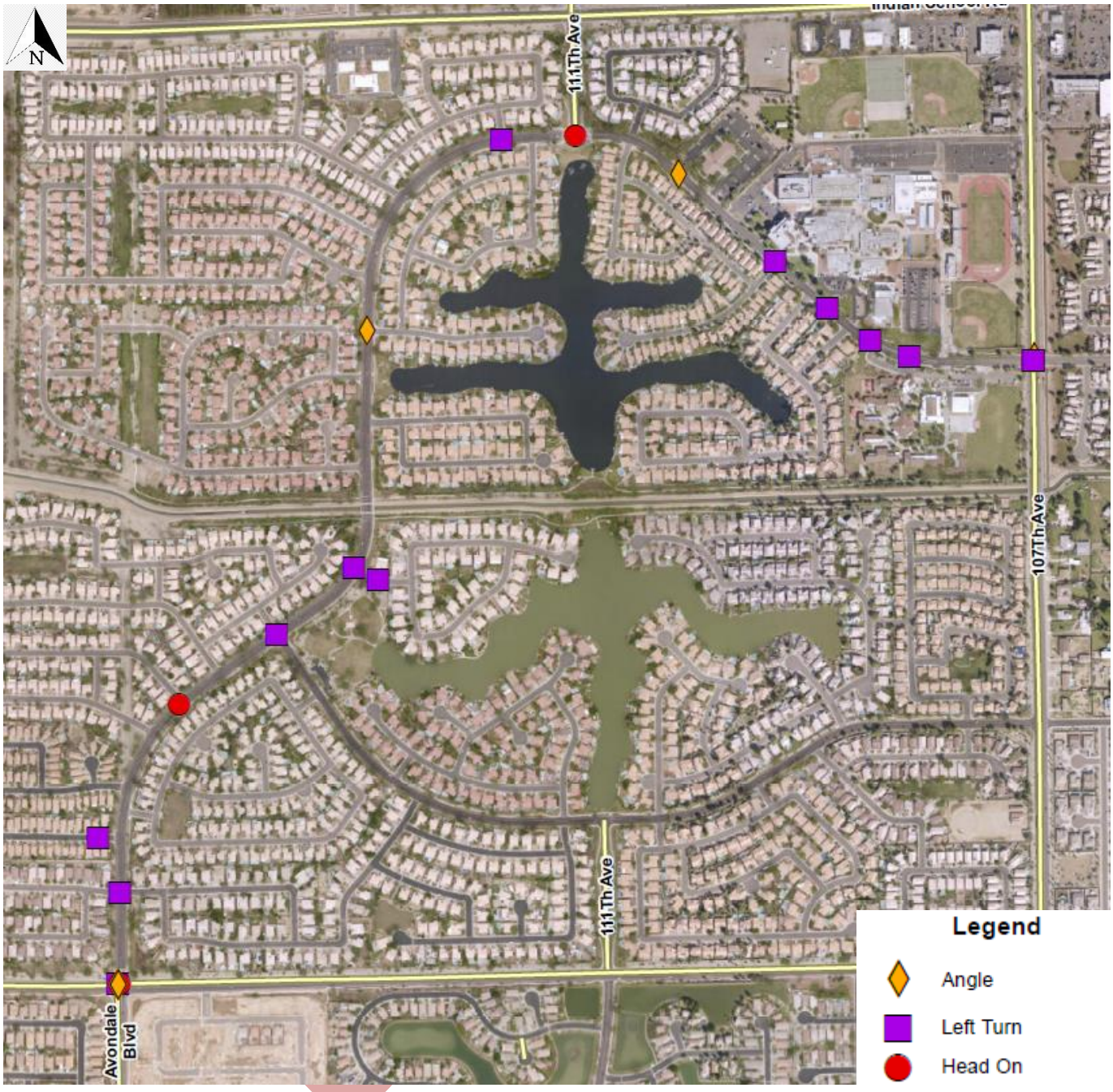

Figure 19: Crashes by Type Along GLP (Angle, Left Turn, Head On)

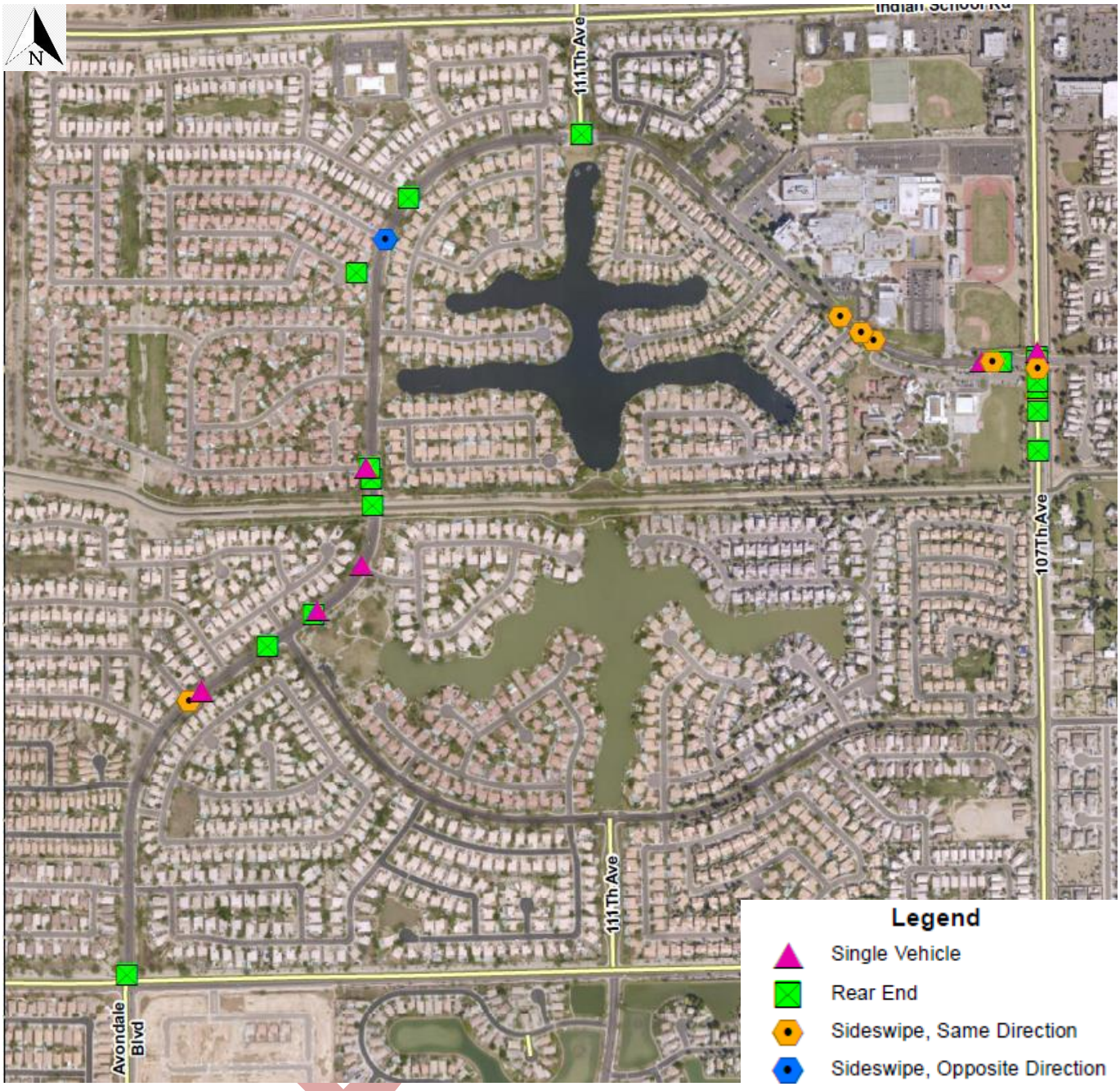

Figure 20: Crashes by Type Along GLP (Single Vehicle, Rear End, Sideswipe)

Traffic Warrant Analysis

Signal Warrants

The signal warrants from the MUTCD (Manual on Uniform Traffic Control Devices) were used to determine if a signal was warranted at the following locations:

- Lakeshore Drive and Garden Lakes Parkway
- Thomas Road and Garden Lakes Parkway/Avondale Boulevard
- 111th Avenue at Garden Lakes Parkway

Warrant 1: Eight-Hour Vehicular Volume

A traffic signal may be considered if either Condition A or Condition B are satisfied and met for one of the conditions during 8 hours of an average day.

Condition A is "intended for applications at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal."

Condition B is "intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street."

The criteria for each condition below are based on Table 4C-1 from the MUTCD.

Table 3: MUTCD Table 4C-1 Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112
Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

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Lakeshore Drive: Using the criteria for 1 lane and 1 lane for the 100% columns, it is shown that none of the hours meet the adequate volumes, therefore this warrant is not met at this location

Table 4: Warrant 1A and 1B for Lakeshore Drive

No.	Time	GLP	Lakeshore	Warrant 1A			Warrant 1B		
				Criteria (100%)		Met?	Criteria (100%)		Met?
		Major Street	Minor Street	Major	Minor		Major	Minor	
1	7am	206	33	500	150	No	750	75	No
2	8am	140	17			No			No
3	2pm	166	26			No			No
4	3pm	121	18			No			No
5	4pm	128	17			No			No
6	5pm	128	17			No			No
7	6pm	125	17			No			No
8	7pm	104	13			No			No

Thomas Road: There are only six hours of data available for this intersection, therefore a complete analysis cannot be completed. The warrants criteria for 2 or more lanes and 2 or more lanes for the 100% columns were used compare with the six-hour volume data. During the six hours, the warrant criteria met for only four hours, hence it is anticipated that the volumes do not meet the requirements for warrant 1 A or B.

Table 5: Warrant 1A and 1B for Thomas Drive

No.	Time	GLP	Lakeshore	Warrant 1A			Warrant 1B		
				Criteria (100%)		Met?	Criteria (100%)		Met?
		Major Street	Minor Street	Major	Minor		Major	Minor	
1	7am	924	205	600	200	Yes	900	100	Yes
2	8am	528	162			No			No
3	2pm	558	211			No			No
4	3pm	776	328			Yes			No
5	4pm	701	468			Yes			No
6	5pm	785	494			Yes			No

It is recommended that the City of Avondale monitor this intersection for future signalization.

111th Avenue: Using the criteria for 2 or more lanes and 2 or more lanes for the 100% columns, it is shown that none of the hours meet the adequate volumes, therefore this warrant is not met at this location.

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Table 6: Warrant 1A and 1B for 111th Avenue

No.	Time	GLP	111th	Warrant 1A*			Warrant 1B*		
				Criteria (100%)		Met?	Criteria (100%)		Met?
		Major Street	Minor Street	Major	Minor		Major	Minor	
1	6AM	359	158	600	200	No	900	100	No
2	7AM	828	343			No			No
3	8AM	407	193			No			No
4	1PM	362	236			No			No
5	2PM	629	340			No			No
6	3PM	540	306			No			No
7	4PM	415	328			No			No
8	5PM	435	329			No			No

Warrant 2: Four-Hour Vehicular Volume

The four-hour vehicular volume signal warrant in intended to be used at locations where the volumes of intersecting traffic are the primary reason to install a signal. To meet this warrant, the major and minor street volume must be plotted on the graph below and must fall above the corresponding line to satisfy the warrant.

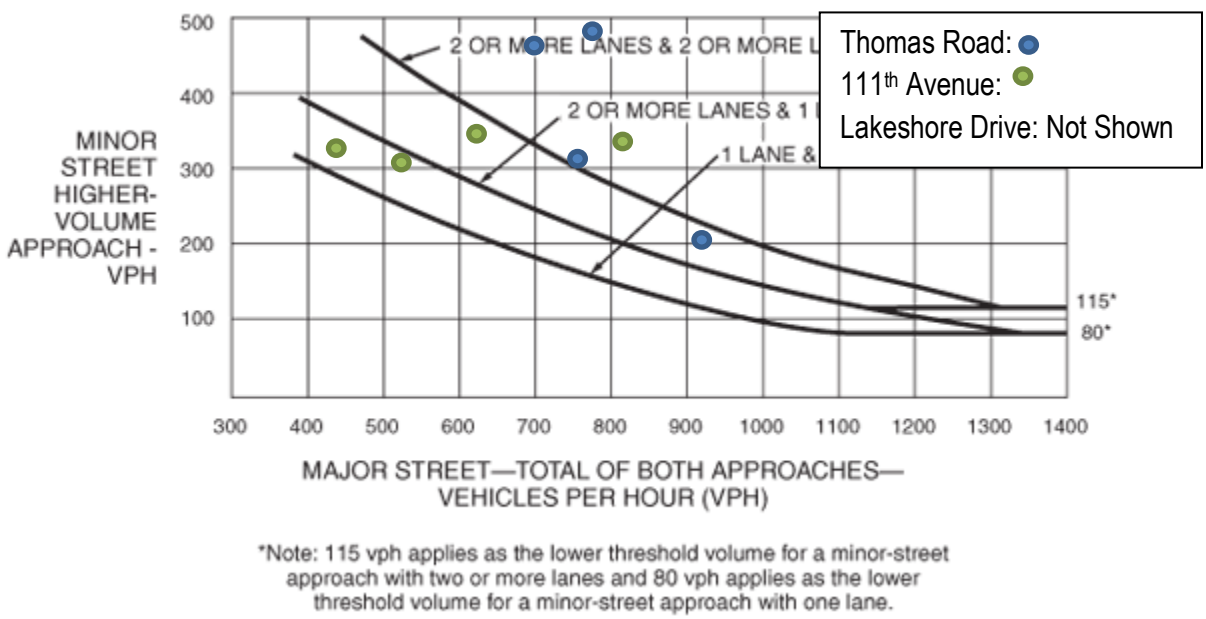

Figure 21: MUTCD Figure 4C-1 Four-Hour Vehicular Volume

Thomas Road: See above using the blue circles each hour to represent Thomas Road. Using the line for 2 or more lanes and 2 or more lanes, only 3 of the 4 hours meet the requirement, hence the warrant is not met.

111th Avenue: The green circles represent the volumes from 111th Avenue. Using the line for 2 or more lanes and 2 or more lanes, it is determined that only 1 hour is above the line, and therefore, this warrant is not met.

Lakeshore Drive: The volumes on Lakeshore drive are not large enough to plot on the figure and consequently, this warrant is not met at this location.

Warrant 3: Peak Hour

This warrant is to be applied at locations that, for one hour, cause undue delay for the minor street when entering or crossing the major street. Additionally, it is only applied at unusual locations that discharge large numbers of vehicles in a short period of time, such as schools, stadiums, manufacturing plants, etc. The warrant is met when the volumes are plotted below and are above the applicable line.

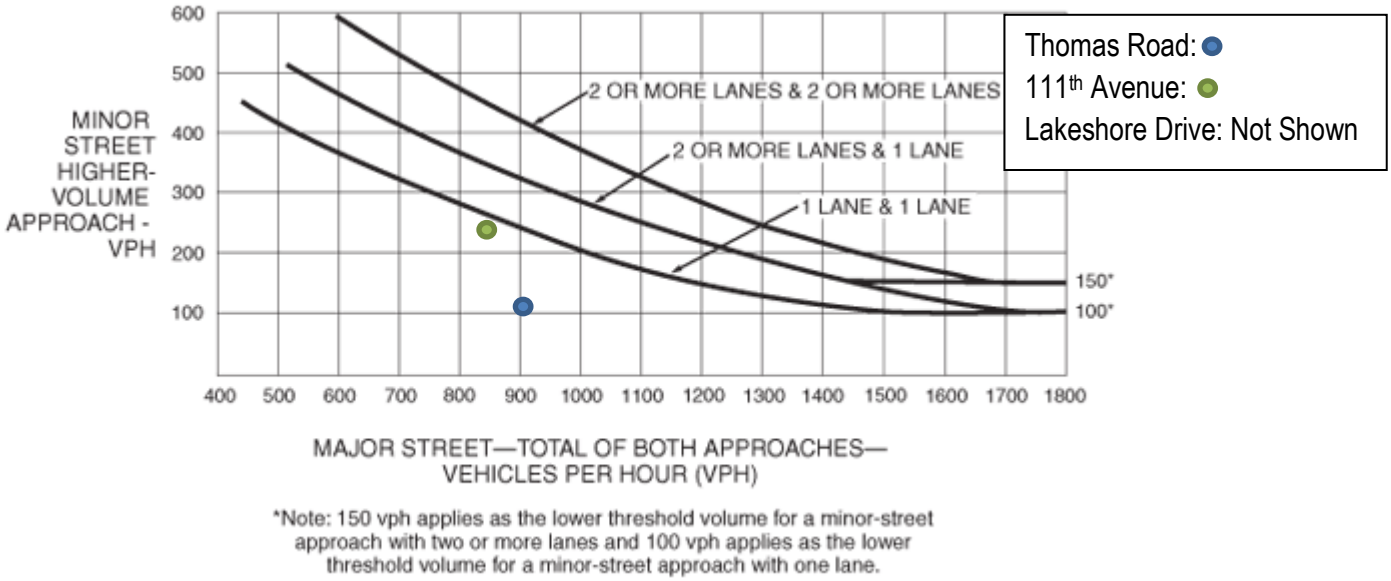

Figure 22: MUTCD Figure 4C-3 Peak Hour

Thomas Road: The blue circle represents Thomas Road on the above chart, and using the 2 or more lanes and 2 or more lanes line, the graph shows that the volumes at this location are not enough to meet the warrant.

111th Avenue: The green circle represents 111th Avenue on the above chart, and using the 2 or more lanes and 2 or more lanes line, the graph shows that the volumes at this location are not enough to meet the warrant.

Lakeshore Drive: Volumes are too low at this location to be plotted, and therefore, the warrant is not met.

Warrant 4: Pedestrian Volume

This warrant is intended for locations where pedestrians experience excessive delay crossing the major street. There are several conditions that can be met, but the primary focus will be on the Pedestrian Four Hour Volume. To satisfy the warrant, the volume of pedestrians and vehicles on the major street must be plotted and must be above the line shown below for four consecutive hours.

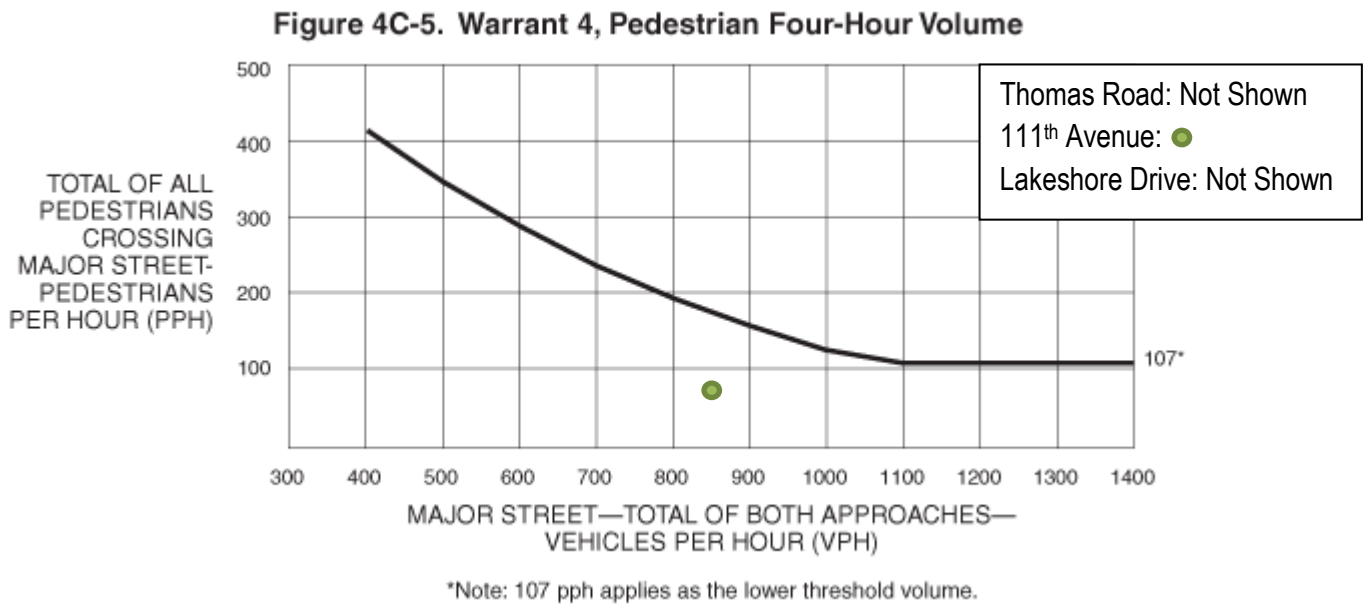

Figure 23: MUTCD Figure 4C-5 Pedestrian Four-Hour Volume

Thomas Road: The pedestrian volumes at Thomas Road are 13 pph, this warrant is not met.

111th Avenue: Based on the volumes represented by the green circle (88 pph), this warrant is not met at this location.

Lakeshore Drive: During the PM Peak hour at Lakeshore, there are only 20 pedestrian crossings, therefore, this warrant is not satisfied.

Warrant 5: School Crossing

This warrant is applied at locations where the major concern is schoolchildren (Elementary through High School), crossing the major street is the reason for considering a signal. This warrant requires adequate gaps be less than the number of minutes during the same period when schoolchildren are crossing the major road. Additionally, a minimum of 20 schoolchildren must cross during the highest hour.

Lakeshore Drive: During the highest crossing pedestrian hour, there are a total of 24 pedestrian crossings, with approximately 549 vehicles on the main street, indicating approximately 6.5 seconds between vehicles.

Thomas Road: The minimum of 20 schoolchildren at this location is not met and therefore this warrant is not met.

111th Avenue: During the highest crossing hours, there are a total of 45 crossings at this location. This hour is during the school release hours and, and it is likely most are schoolchildren. 22 crossings occur on the North leg and 23 crossings occur on the East leg. 41 total crossings occur during a 15-minute period; therefore, this warrant is met.

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Warrant 6: Coordinated Signal System

As stated by the MUTCD, "Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles." This warrant is not to be applied at locations where the nearest signal is less than 1,000 ft away.

Lakeshore Drive: Placement of a signal here would not promote a coordinated signal system; as such this warrant is not met.

Thomas Road: The placement of a signal at this location would not promote a coordinated signal system and as such, this warrant is not met. Should the bridge at Agua Fria River be constructed, this warrant should be revisited.

111th Avenue: This signal would not help provide a coordinated system and is within 1000 ft of another signal therefore this warrant is not met.

Warrant 7: Crash Experience

This warrant is applied at locations where the severity and frequency of crashes is the primary reason to consider installation of a signal. All three criteria must be met for this warrant to be satisfied:

- Enforcement and alternatives have tried but failed to reduce severity and frequency of crashes.
- Five or more crashes have occurred in a 12-month period
- Volumes in the 80% column of Condition A of Table 4C-1 must be exceeded for any 8 hours of the day.

Lakeshore Drive: Alternatives have not yet been tried at this location. There are less than 5 crashes recorded in any 12-month period in the last 5 years, and volumes are not high enough to meet Condition A of Table 4C-1. Due to none of these conditions being met, this warrant is not met.

Thomas Road: There are 5 crashes recorded for 2017 and enforcement/alternatives are underway. However, there is not enough data to meet the volumes of 8 hours, therefore, this warrant is not met.

111th Avenue: There are less than 5 crashes within the last 5 years at this location, therefore this warrant is not met.

Warrant 8: Roadway Network

This warrant is considered when the installation of a signal would encourage concentration and organization of traffic flow. There are two criteria, either of which must be met to satisfy this warrant.

- The intersection has 1,000 or more vehicles in during the peak hour and meets Warrant 1,2,3
- Or, it is part of a major roadway network, appears as a major route on an official plan.

Lakeshore Drive: Lakeshore Drive does not meet Warrants 1-3, nor does it have more than 1,000 vehicles during the peak hour. Additionally, it is not part of a major roadway network, therefore, this warrant is not satisfied at this location.

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Thomas Road: This intersection does not meet Warrant 1, 2 or 3 nor does it does have 1,000 or more vehicles during the peak hour. However, Thomas Road is part of a major roadway network, but due to its termination at the Agua Fria River, it is not part of that network at this location. Therefore, this warrant is not met. Should a bridge be built, this warrant should be revisited.

111th Avenue: This location does not meet the first three warrants nor is the peak hour volume over 1,000 vehicles. Additionally, it is not part of a major roadway network. Therefore, this warrant is not met.

Pedestrian Hybrid Beacon

For a pedestrian hybrid beacon (PHB) to warrant, one of the signal warrants may be satisfied, or the following conditions can be satisfied to warrant one. For a roadway where the posted speed limit is 35 mph or less, MUTCD Figure 4F-1 (shown below) should be used to determine if a PHB is warranted.

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

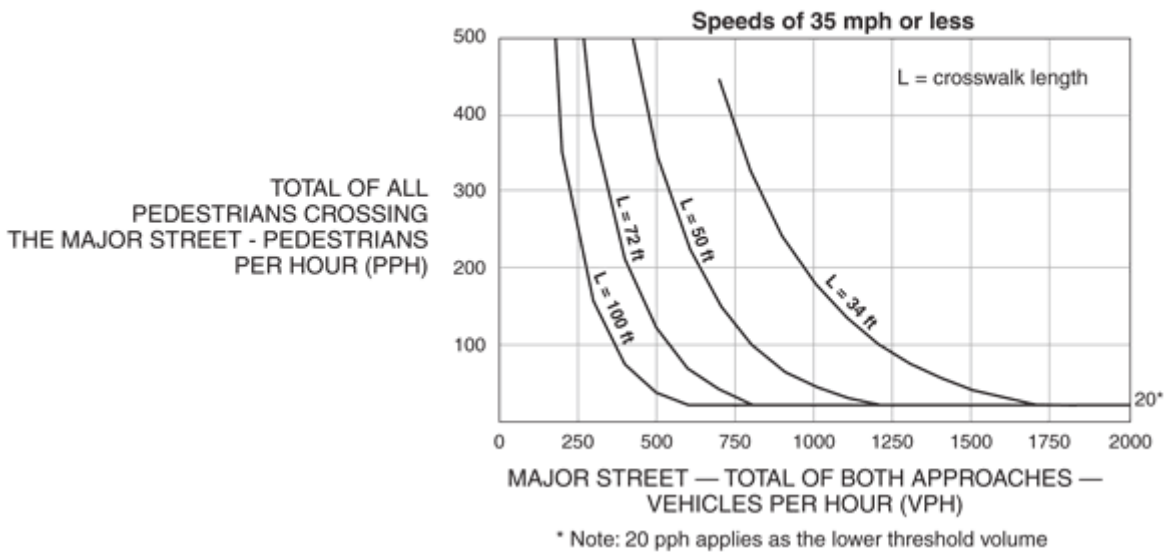

Figure 24: MUTCD Figure 4F-1 Pedestrian Hybrid Beacons for Low-Speed Roadways

Lakeshore Drive: At Lakeshore Drive, the highest number of crossings across Lakeshore Drive is 18 pedestrians per hour, including cyclists. This does not meet the minimum of 20 crossings in an hour, and therefore this, warrant is not met. With the vehicles per hour crossing Garden Lakes Parkway and a 72 ft crosswalk length, approximately 70 crossings would be required to meet this warrant.

RID Canal Crossing: At the RID Canal, a total of 27 crossings occurred during the peak hour. With 709 vph, approximately 90 crossings would be required to warrant a pedestrian hybrid beacon (based on a 63 ft crosswalk length), therefore, with only 27 crossings, a PHB is not warranted at this location.

All-Way Stop

Both Lakeshore Drive and Emerald Lane were evaluated to determine if an All-Way Stop was warranted at each location. The Multi-Way Stop Sign criteria from MUTCD Section 2B.07 was used to evaluate each location. The criteria from the warrant is summarized in the table below.

Table 7: Multi-Way STOP Sign Criteria per MUTCD Section 2B.07

Condition
A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum Volumes 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Lakeshore Drive: Based on the conditions below, a multi-way stop is not warranted at this location.

A. Lakeshore Drive does not warrant a signal; therefore, this condition is not met.
B. Only 3 crashes have occurred in any 12-month period in the last 5 years (2014) at this location, therefore, this condition is not met.
C. The combined volume of both major approaches does not meet the required 300 vph during a full 8 hours, and therefore, this condition is not met.
D. The criteria from B, C1 and C2 are not met, even at 80% of their condition, therefore this condition is not met.

Emerald Lane: Based on the conditions below, a multi-way stop is not warranted at this location.

A. Emerald Lane does not warrant a signal; therefore, this condition is not met.
B. No crashes have occurred at this location; therefore, this condition is not met.
C. The combined volume of both major approaches does not meet the required 300 vph during a full 8 hours, and therefore, this condition is not met.
D. The criteria from B, C1 and C2 are not met at 80% of their condition, therefore this condition is not met.

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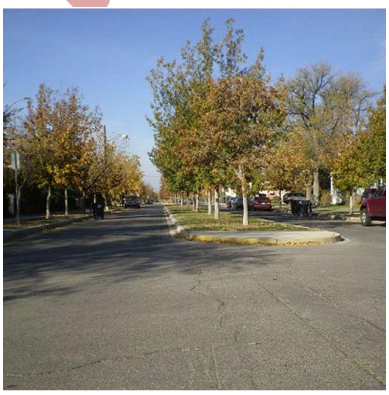
Traffic Calming Tool Box

The most effective way to improve pedestrian and bicycle safety is to either
A tool box of recognized, adopted and effective traffic calming practices was developed and is summarized in Table 6. These tools were reviewed in detailed to identify the most effective traffic calming methods for the Garden Lakes Parkway. The followed resources were studied for developing this tool box:

- FHWA – Safe Transportation for Every Pedestrian
- Traffic Calming – e-Primer
- NACTO & MUTCD
- Local Applications (Phoenix and Arizona applications)

The principle of traffic calming is to create a safe application that will either vertically or horizontally deflect the vehicle or cause a visual constriction, that will result in slowing of the vehicle. Improved pedestrian and bicycle safety are created by either physically separating the modes of transportation or by improving the visibility of the pedestrians and bicycles.

Table 8: Traffic Calming Tool Box Summary

Horizontal Deflection or Visual Constriction to result in slowing	
On-Street Parking On-street parking provides parking spaces immediately adjacent to the travel lanes. The side on which street parking is applied may be alternated to create a chicane effect. These create a speed reduction usually in the range of 2-3 mph.	
Raised Median with physically separated bicycle/pedestrian facility • slows traffic by encouraging a motorist to moderate vehicle speed;	

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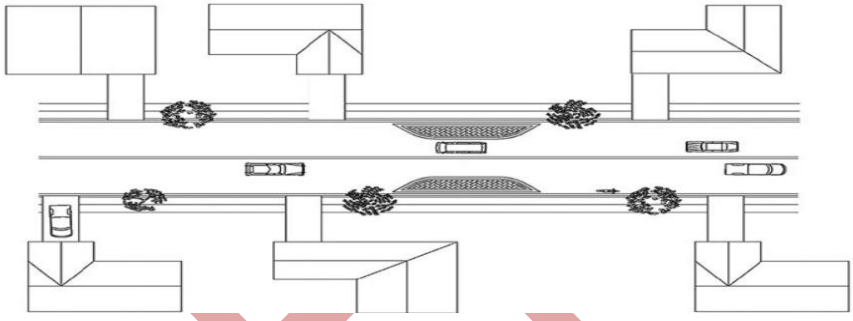
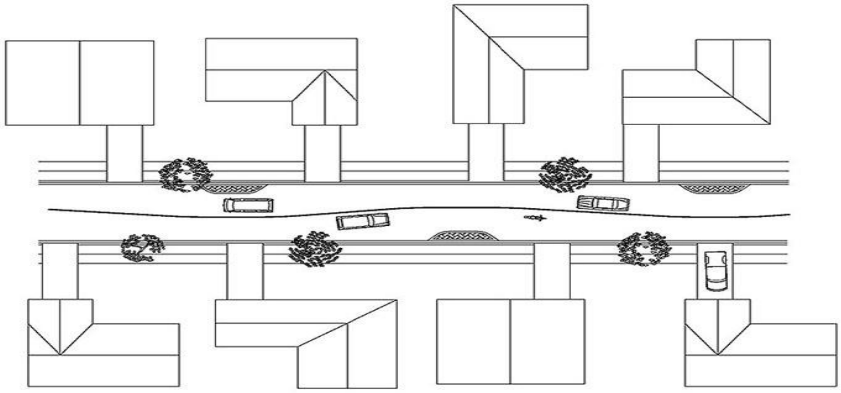
Bulb-out/Choker Bulb outs, also known as chokers, depending on where they are placed, are used to narrow roadways and slow down vehicles. They are simply an extension of the existing curb that cuts into the roadway. They can also be used as crossing locations to reduce the distance pedestrians have to cross.	 
Chicanes Chicanes are similar to bulb-outs and chokers, but they are placed in an alternating fashion to create a curved effect along the roadway, forcing vehicles to slow down. They can be made with concrete or other materials and landscaped as well.	 

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Bike Choker These are similar to chokers but are used at locations where there are bike lanes. They are places in the bike lane and provide ramps for cyclists to climb on either side. They force vehicles to slow down and increase the visibility of both cyclists and pedestrians.	
Physical Separation of Bicycle path from Travel Lane	
Bike Lane Buffers These bike lane buffers are simply a curb used to separate vehicular traffic from bicycle traffic using a physical barrier; this provides separation and increased safety. Cost varies but is in the range of $25,000 to $80,000 per lane mile for a 12" cast in place concrete buffer and $400,000 to $600,000 for pre-cast curb.	
Box Planter Bike Lane Buffers These replace a striped buffer with box planters along the buffer area and provide a more visually interesting area and increase physical separation. Cost is approximately $15-$75/ linear ft, depending on the kinds of plants used in the boxes.	

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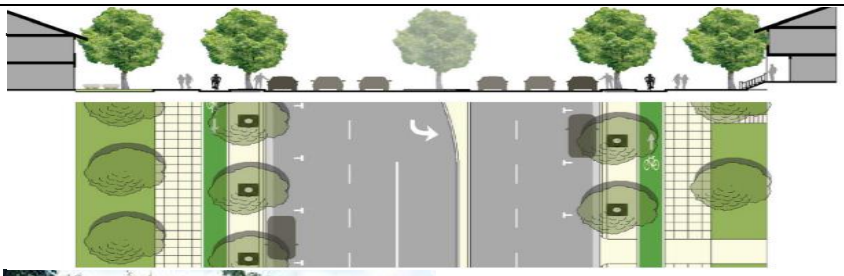
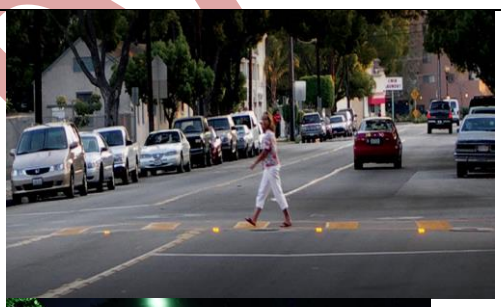
Landscaped Bike Lane Buffers The landscaped bike lane buffers are like medians in that they have curb and are raised, however, they provide landscaping between vehicles and bicycles, which provides a sense of comfort for bicyclists. Additionally, they can be made to double as chicanes	
Improved Visibility of Pedestrian or Bicycle facilities	
Green Pavement Markings Green pavement is used to attract the attention of drivers to the bike lane, where the green pavement is placed. Green pavement can be used at crossing locations, the beginning of bike lanes along with the bike lane symbol, or along the entirety of the bike lane.	
Illuminated Crosswalks Illuminated crosswalks provide high-visibility crosswalks that are also illuminated both during the day and at night to increase visibility. There are many variations with some having illuminated rpms, other types of lights and even bioluminescent paint. They can be manually activated by pedestrians but are often automatically activated with detection as a pedestrian approaches the crosswalk.	

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Rectangular Rapid Flashing Beacon The rectangular rapid flashing beacon is a set of signals places on either side of the road that provides a visual for vehicles that pedestrians are in the area. When activated, it flashes two alternating yellow lights on the signal. These are typically activated with a push button. The cost for materials and installation averages approximately $22,500. • Flashing beacons are safety treatments designed to enhance driver awareness and improve visibility of important warning signs at crosswalks and other unsignalized intersections. • Installation includes a flashing beacon on either side of the crosswalk along with other signage	
HAWK: A HAWK signal allows for safer pedestrian crossings. It does this by providing yellow and red signals to stop vehicles while pedestrians cross. Unlike typical traffic signals, these are dark unless they are activated. The cost ranges between $150,000 and $225,000 for materials and installation.	

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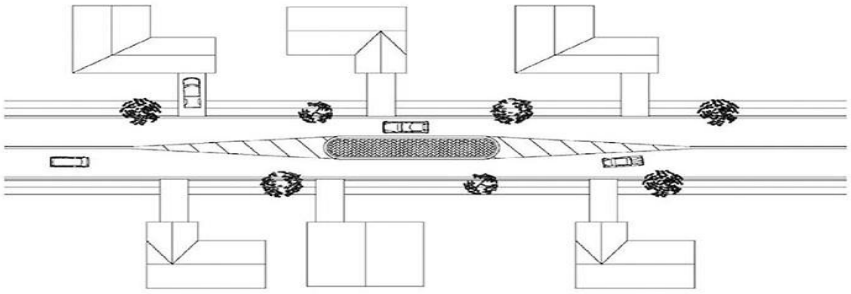
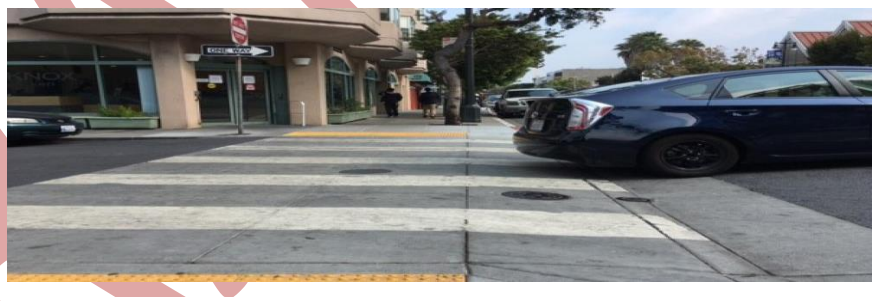
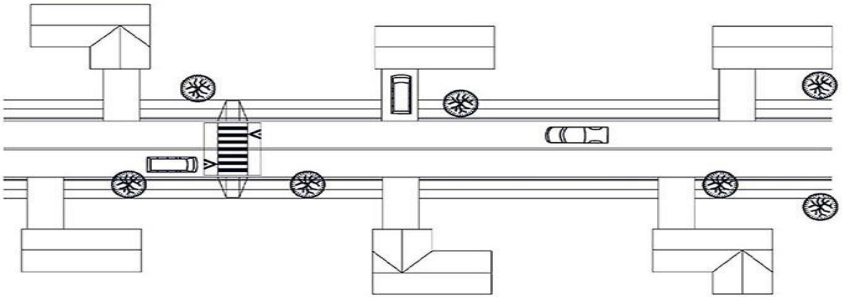
Refuge Space or Physical deflection at Pedestrian Crossings	
Median Island with Refuge This is simply a raised median with a cut in it that allows for pedestrians to make a two-stage crossing instead of having to make the entire crossing all at once. The cost varies between $1,500 and $10,000 depending on length and width of the island. • Can reduce pedestrian crossing distance • Traffic speeds usually reduced 2-3 mph • FHWA reports 46% reduction in ped crashes at marked crosswalks and 39% unmarked crosswalks	 
Raised Crosswalk Raised crosswalks are simply raised above the road level and can be raised to match the height of the surrounding curb. There is a ramp on either side so that vehicles can traverse it. When it is raised to the height of the curb, detectable warning strips are provided on each side of the crosswalk.	 

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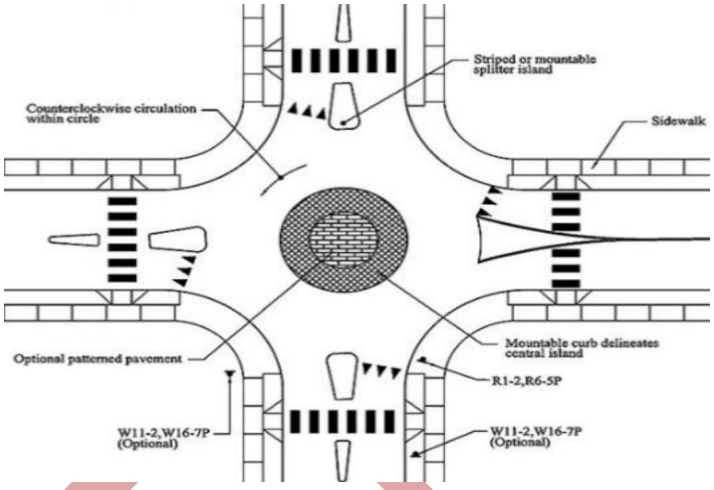
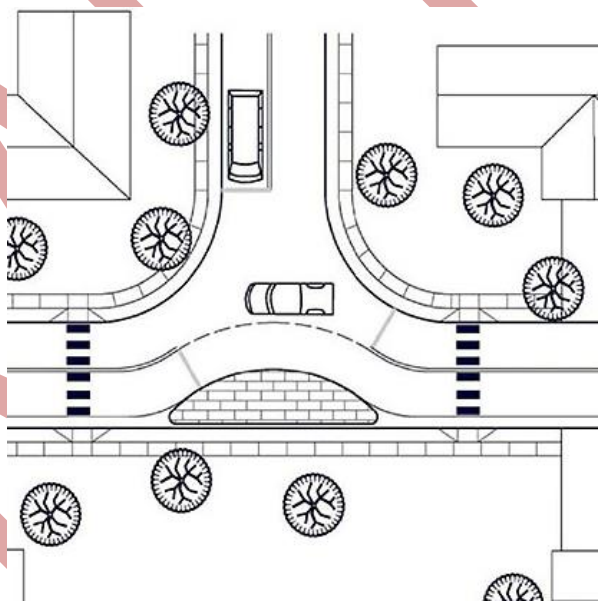
Intersection Treatments	
Mini-Roundabout These are similar to roundabouts but mini-roundabouts are different than roundabouts in that the circle is usually traversable and is only between 45ft to 90 ft in diameter. The cost ranges between $10,000 and $25,000.	
Realigned Intersection • Intersection geometry will discourage fast vehicle movements through the intersection.	

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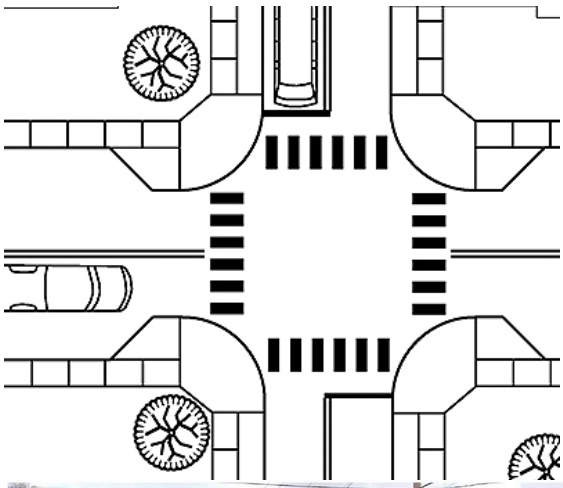
Curb Extension/Bulb out • Reduces travel speed as vehicle approach intersection • Reduces pedestrian crossing distance	

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Studied Alternatives

The main purpose of this study is to show the automobile speed along Garden Lakes Parkway and provide safe and effective ways for residents to walk and bike through the community. These two goals can be achieved by:

1. Slowing the traffic on Garden Lakes Parkway
2. Physically separating pedestrians/bicycles from automobiles
3. Increase visibility of pedestrians/bicyclists

Alternatives were developed for the entire length of Garden Lane Parkway between Thomas Road and east of Carnation Lane. Additional alternatives were identified for the following locations or intersections:

1. Canal Crossing
2. School zone
3. GLP at Thomas Rd
4. GLP at 111th Ave
5. GLP at Lakeshore Dr.

Garden Lakes Parkway

In the existing conditions, Garden Lakes Parkway has two 11-ft travel lanes, with 14-ft wide center turn lane, 5 ft buffer and 5 ft bike lane, and an additional 5-ft footpath on the west side of the roadway. On the east side the there is a raised sidewalk. Alternatives Identified for Garden Lakes Parkway from Thomas Rd to east of Carnation Drive were intended to reduce travel speed and improve visibility or physically separate the different travel modes. All these alternatives do not require any additional widening of Garden Lakes Parkway.

Alternative 1: Green Bike boxes/Bike Lane

The green bike boxes/lane paint will be installed along the existing bike lanes. This will improve the visibility of the designated bicycle lane.

Pros	Cons
• Improves visibility of the bicycle lane	• Since there is no physical separation of the modes of transport, the existing deficiencies along GLP remain as is

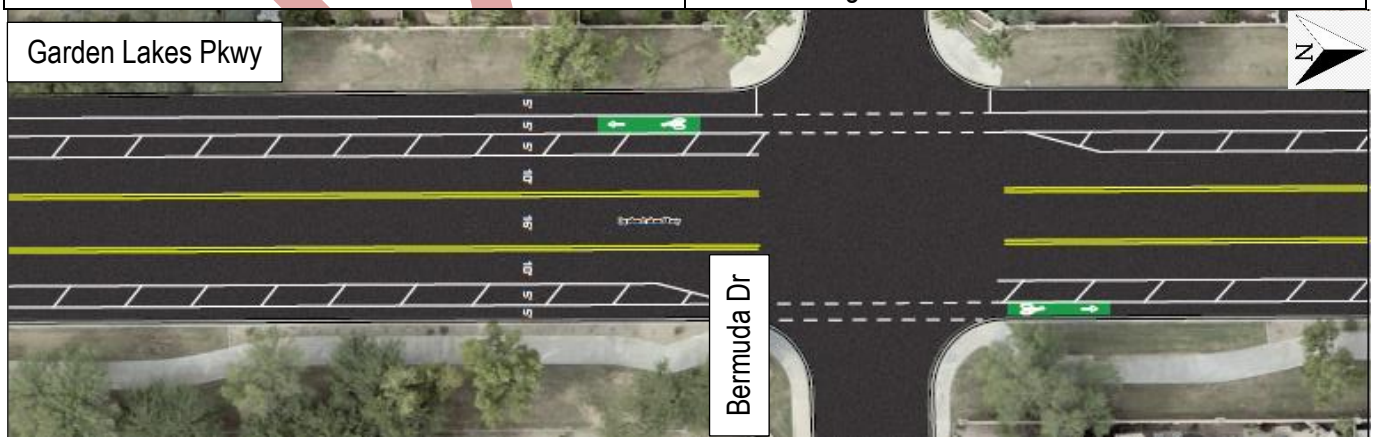

Figure 25: Garden Lakes Parkway Alternative 1 – Green Bike Box/Green Lake

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Alternative 2: Green Bike Lane with Median

A raised median with turn lanes at the intersections will be constructed along Garden Lakes Parkway, this will restrict speeding/passing and promote car following along Garden Lakes Parkway. The median also has the option to be landscaped with trees or small plants that match the current aesthetics of Garden Lakes Parkway. The green bike boxes/lane paint will be installed along the existing bike lanes. This will improve the visibility of the designated bicycle lane.

Pros	Cons
• Green bike lane/box improves visibility of the bicycle lane • Median restricts the use of center turn lane for passing	• Potential for using the buffer and bike lane for passing. This will create a potential hazard as the passing will be on the wrong side and can result in additional conflicts with pedestrian and bicycles.

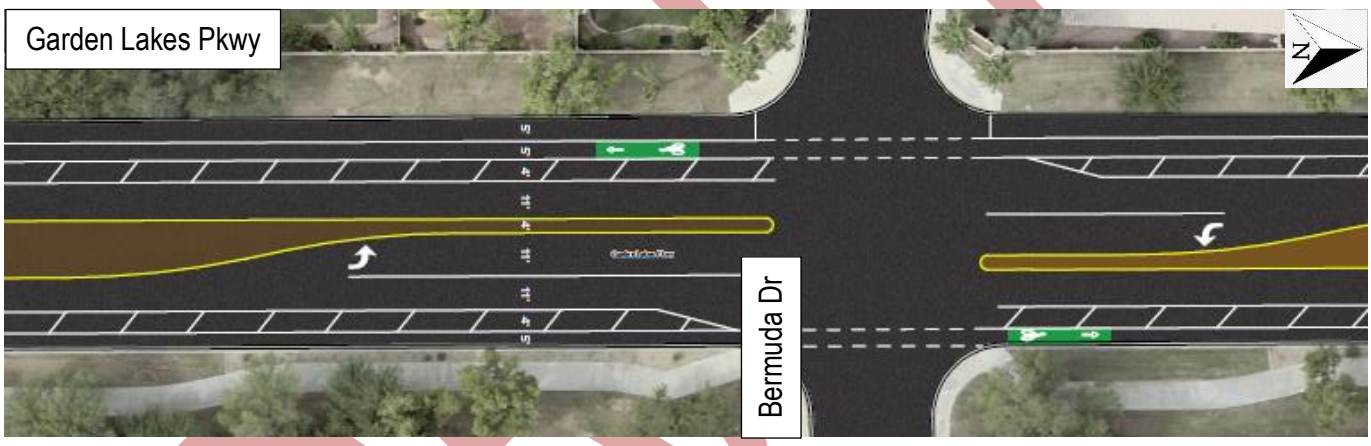

Figure 26: Garden Lakes Parkway Alternative 2 – Green Bike Box/Green Lane + Raised Median

Alternative 3: Two-Way Cycle Track on west side with raised and buffered side walk on both sides

A buffered two-way cycle track is added to the west side of Garden Lakes Parkway and the existing bicycle lane is removed from the east side all the bicycling facilities are located towards one side of the roadway. In addition, the existing on-pavement foot path is replaced with a raised/buffered sidewalk with a landscape buffer. A raised median is constructed along Garden Lakes Parkway. The median also has the option to be landscaped with trees or small plants that match the current aesthetics of Garden Lakes Parkway.

Pros	Cons
• Separate spaces for each mode of transport • Median restricts the use of center turn lane for passing	• Potential for bicycle-bicycle crashes • Bicyclists to/from the east side of Garden Lakes Parkway have to cross the road to access cycle track.

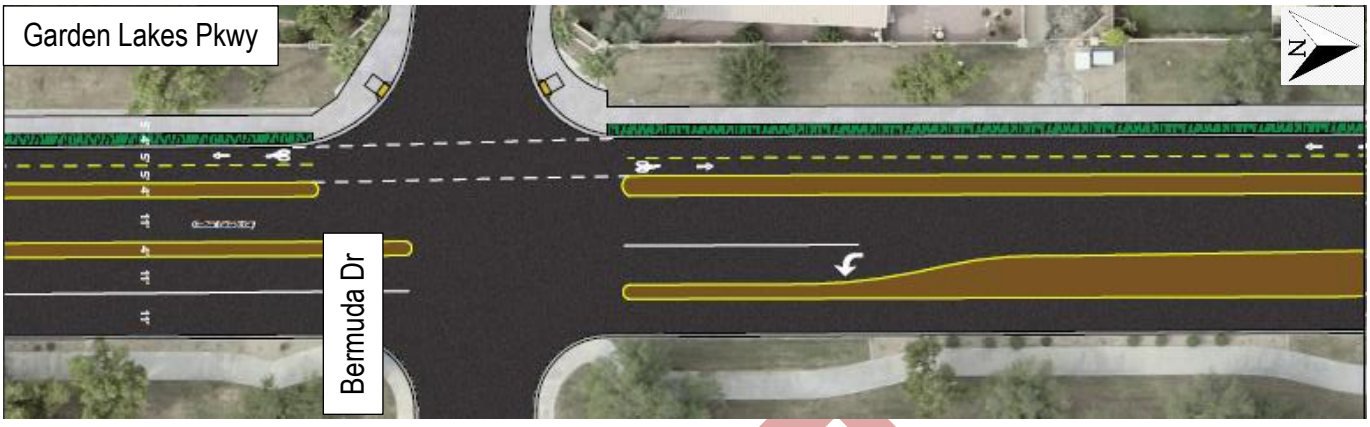

Figure 27: Garden Lakes Parkway Alternative 3 – Two-way Cycle Track with Raised Median

Alternative 4: Grade Separated Multi-Use Path on the west side and Concrete buffer Bicycle Lane on east side

The existing buffer, bike lane and at-grade footpath on the west side of Garden Lakes Parkway, is converted to a raised 12-feet wide multi-use path, for use by both pedestrians and cyclists. On the east side of Garden Lakes Parkway, a continuous raised concrete buffer replaces the existing in-pavement buffer. Raised median with turn lanes at intersections, replaces the center turn lane. The median also has the option to be landscaped with trees or small plants that match the current aesthetics of Garden Lakes Parkway.

Pros	Cons
• Sidewalk and landscaping buffer separates cyclists and pedestrians from automobile (west side) • Potential for speeding and passing is reduced due to concrete curb along both sides of the road	• Relatively high cost compared to other alternatives • Does not maintain symmetry between East and West sides of Garden Lakes Parkway

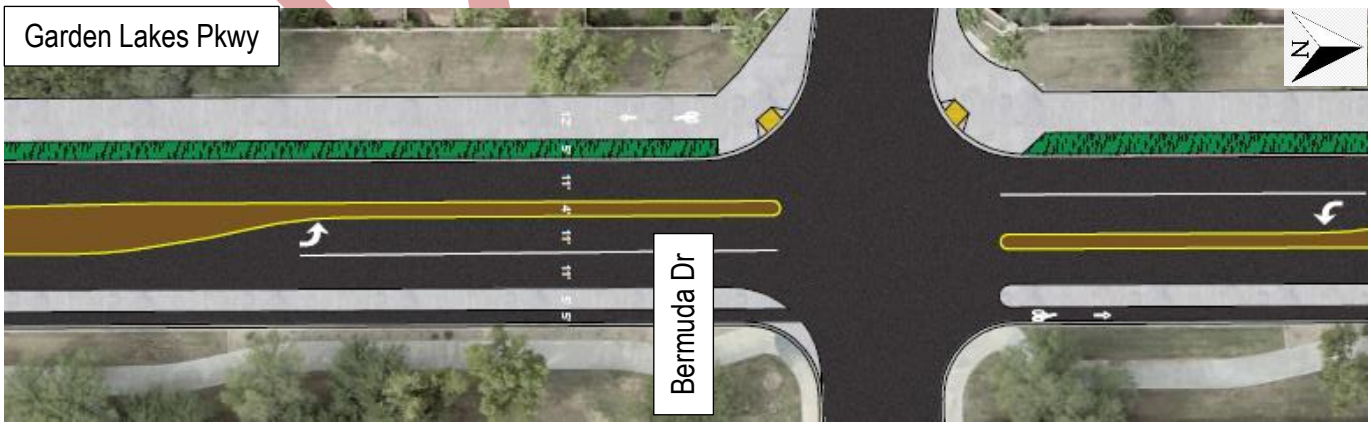

Figure 28: Garden Lakes Parkway Alternative 4 – Multi-Use Path + Buffered Bike Lane

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Alternative 5: Raised Median with raised side walk on west side, buffered bike lane with green bike boxes and planter boxes at bike buffer (at intersections only)

The at-grade footpath on the west side of Garden Lakes Parkway, is converted to a raised and buffered sidewalk. No changes to the bicycle facility and buffer on the east side of Garden Lakes Parkway. Raised median with turn lanes at intersections, replaces the center turn lane. Raised planter boxes are installed at the painted buffer space at intersection and at intermittent locations along Garden Lakes Parkway. This option produces symmetry along both sides of the roadway and develops a typical parkway appearance. The planter boxes at intersections and at intermittent locations, will reduce the opportunity for passing and helps slow down the traffic along Garden Lakes Parkway. They can also provide opportunity for mid-block crossings. The median and the planter boxes have the option to be landscaped with trees or small plants that match the current aesthetics of Garden Lakes Parkway.

Pros	Cons
• Green Bike lane improves visibility of bicycle lane • Raised buffers prevent vehicles from using bike lane and buffers as turn lanes • Median restricts the use of center turn lane for passing • Raised buffers and medians provide an increased opportunity for additional landscaping and provides a parkway feel • This alternative creates physical separation of travel modes (vehicle, pedestrian, cyclist)	• Partial buffers will not prevent passing on bike lane/buffer • City sweepers will have to use blowers to clean • Landscaped buffers and medians can create visibility issues while the vegetation is growing

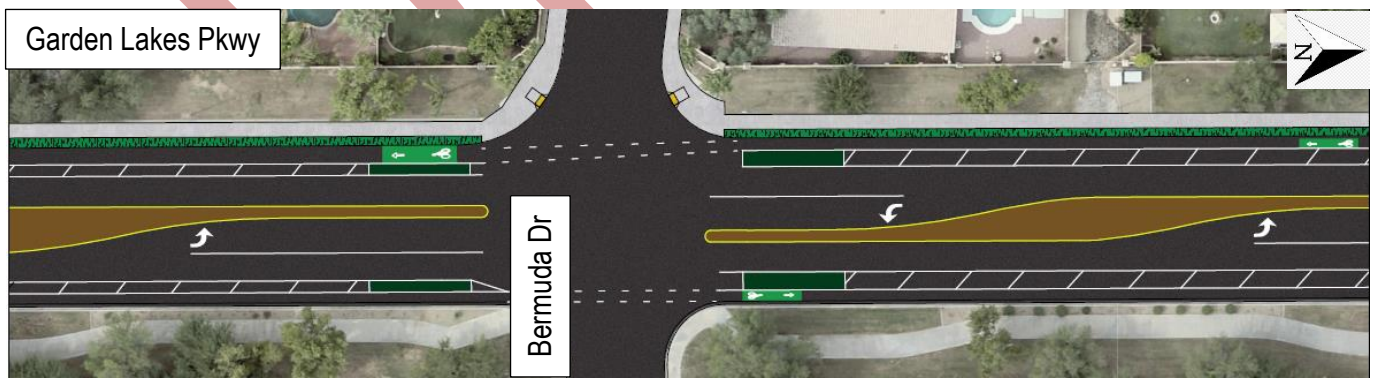

Figure 29: Garden Lakes Parkway Alternative 5 – Green Bike Box/Green Lane, Raised Median, Buffered bike lane with Planter Boxes, Raised Median+ buffered & Raised sidewalk,

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Intersection and Locations Along Garden Lakes Parkway

The goal of intersection improvements is to reduce speed and improve visibility of the pedestrians and bicycles. These can be achieved by curb extensions, mini-roundabouts, raised intersections etc.

Garden Lakes Parkway at Thomas Road

The intersection is very wide, and approaches of Thomas Road has two through lanes and a left-turn lane, resulting in simultaneous entry of two or three vehicles from these approaches which is unsafe for an all-way stop intersection. The possible solutions for this intersection are to reduce the number of lanes at this intersection and the footprint of the intersection.

Alternative 1: Extend curb to reduce intersection width and change lane configuration

The improvements at Thomas Road would change the configuration of the intersection. The eastbound and westbound approaches will have one left-turn lane, one through lane and one right-turn lane. The existing outer through lane will be converted to a right-turn lane. At the eastbound approach the right-turn lane will be channelized to create a continuous flow lane. The existing second westbound receiving lane will be blocked using pavement markings and raised pavement markers or dagmars, and the westbound bike lane will be shifted accordingly.
At the southbound approach, the lane widths will be adjusted to maintain minimum 11-feet wide left-turn and through lane, the bike lane and bike buffer will be maintained at the southbound approach. Edge line with dagmars will be used to block the remaining pavement width. At the northbound approach, the outer lane will have a channelized right-turn lane using pavement marking and dagmars to create a free flow right-turn lane. The lower number of through lanes will reduce speeding, while the channelized right turn lanes will improve the flow of traffic for those movements.

Pros	Cons
• Striping is cheaper than curb to create separation • May improve operations at the intersection with the continuous flow of right turns • Reduces speeding by reducing number of travel lanes • Can be cheaper than physically separating with curb	• Will need to be changed when connecting bridge at Agua Fria River is constructed • Temporary condition

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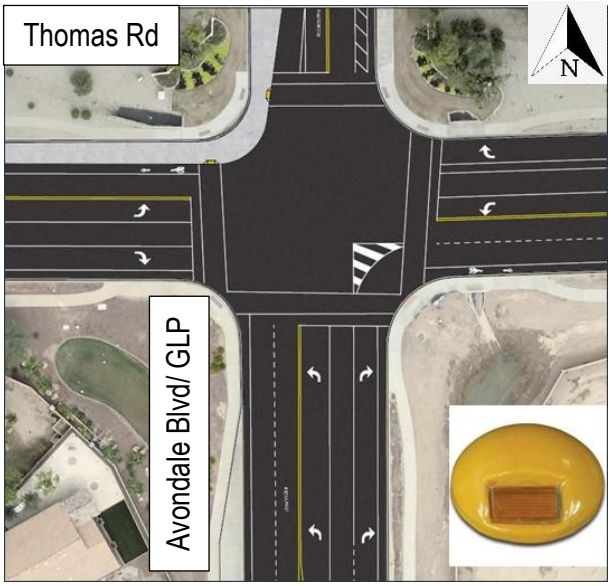


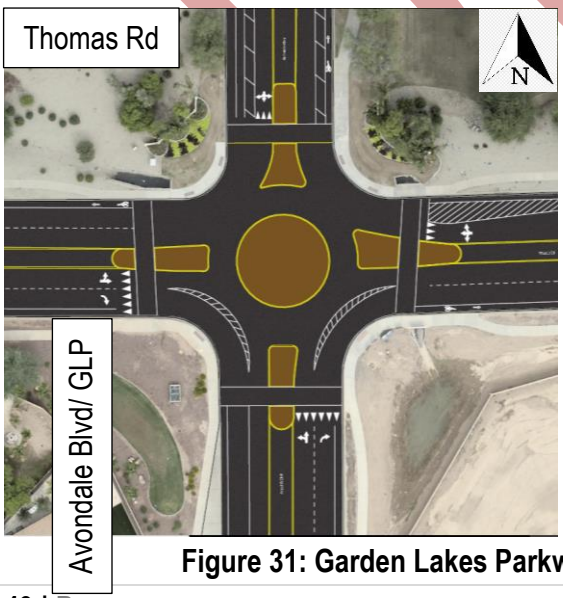
Approach	LOS/Delay		Queue	
NB	18.6 C	19.2C	100	125
SB	19.8 C	19.4C	125	100
EB	12.4 B	12.6B	<25	<25
WB	16.3 C	38.7E	125	250

Figure 30: Garden Lakes Parkway at Thomas Rd Alternative 1 – Curb Extension and Revised Geometry

Alternative 2: Convert to a roundabout

Similar intersection geometry as in Alternative 1, can be created using a mini-roundabout at Thomas Road and Garden Lake Parkway Intersection. City is planning to construct a bridge on Thomas Rd over Agua Fria River, that will increase traffic on Thomas Rd, and this may not be suitable for additional traffic.

Pros	Cons
• May improve operations at the intersection with the continuous flow thought the intersection • Reduces speeding by reducing number of travel lanes	• Needs a learning curve for drivers to understand and get used to maneuvering through a roundabout. • More expensive option



Approach	LOS/Delay		Queue	
NB	6.3A	4.9A	50	50
SB	8.6A	9.0A	75	50
EB	5.7A	5.3A	<25	<25
WB	5.6A	12.1B	25	150

Figure 31: Garden Lakes Parkway at Thomas Rd Alternative 2 – Mini Roundabout

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Garden Lakes Parkway at 111th Avenue

The intersection is very wide and has a large footprint. Over 8-10 car queues were observed in the eastbound left-turn lane during the peak hours (PM peak hour). During the morning peak, southbound left-turn queues were observed on 111th lane, these were primarily school traffic and peak conditions lasted for approximately 30 minutes. This intersection has a lot of pedestrian traffic during the school ingress/egress hours and a crossing guard is positioned at this intersection. To improve pedestrian safety, reducing speeds and discouraging cut-through traffic along Garden Lakes Parkway, it is necessary to alter the footprint of the intersection.

Alternative 1: Extend Curb to reduce the foot print of the intersection

This alternative would add bulb-outs at the northeast and northwest corner of the intersection to shrink down 111th Avenue and reduce speeding and passing through it, as well as reduce the pedestrian crossing distance of the southbound approach. To further reduce passing, a striped bicycle buffer would be added to both sides. A 4 ft median would also be added to create additional separation through this area. This would allow for storage capacity to remain the same as it currently is for the southbound approach.

Pros	Cons
• Reduces speeding and passing on 111th Avenue • Capacity is effectively unchanged • Increased cyclist protection with buffer • Safer for pedestrians	• Affects drainage • Restricted turn lane storage length

Table 9: HCM LOS and Delay for GLP at 111th Avenue (All-way Stop-Controlled Intersection)

All-Way Stop Control		Eastbound		Westbound	Southbound	
GLP @ 111th Ave		Left	Thru	Thru/Right	Left	Right
AM Peak	Lane	15.7/C	15.7/C	16.6/C	15.4/C	11.4/B
	Approach	15.7/C		16.6/C	13.6/B	
	Intersection	15.3/C				
PM Peak	Lane	14.6/B	10.6/B	14.3/B	12.4/B	11.6/B
	Approach	13.2/B		14.3/B	11.9/B	
	Intersection	13.1/B				

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Figure 32: Garden Lakes Parkway at 111th Avenue Alternative 1 – Curb Extension

Alternative 2: Mini-Roundabout at 111th Avenue

This alternative would add a mini-roundabout at 111th Avenue's intersection with Garden Lakes Parkway. In adding this, additional landscaping area would be added to the south side of the intersection. This area would add additional raised medians/islands as part of the roundabout. The islands would allow pedestrians to make 2 stage crossings where they can cross one lane of traffic, re-evaluate and then continue crossing. Based on Synchro and Sim Traffic results, the mini-roundabout and the stop-controlled intersection operate at similar levels.

Pros	Cons
• More continuous flow than stop signs • Provides landscaping feature in the circle • Discourages large vehicles from using Garden Lakes Parkway	• Roundabouts are not typically pedestrian friendly • Because it is more of a continuous flow, it is not the safest option for pedestrians

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Table 10: HCM LOS and Delay for GLP at 111th Avenue (Mini-Roundabout)

Mini-Roundabout GLP @ 111th Ave		Eastbound Left/Thru	Westbound Thru/Right	Southbound Left/Right
AM Peak	Lane	9.4/A	6.9/A	6.6/A
	Approach	9.4/A	6.9/A	6.6/A
	Intersection	7.9/A		
PM Peak	Lane	6.3/A	6.8/A	6.5/A
	Approach	6.3/A	6.8/A	6.5/A
	Intersection	6.6/A		

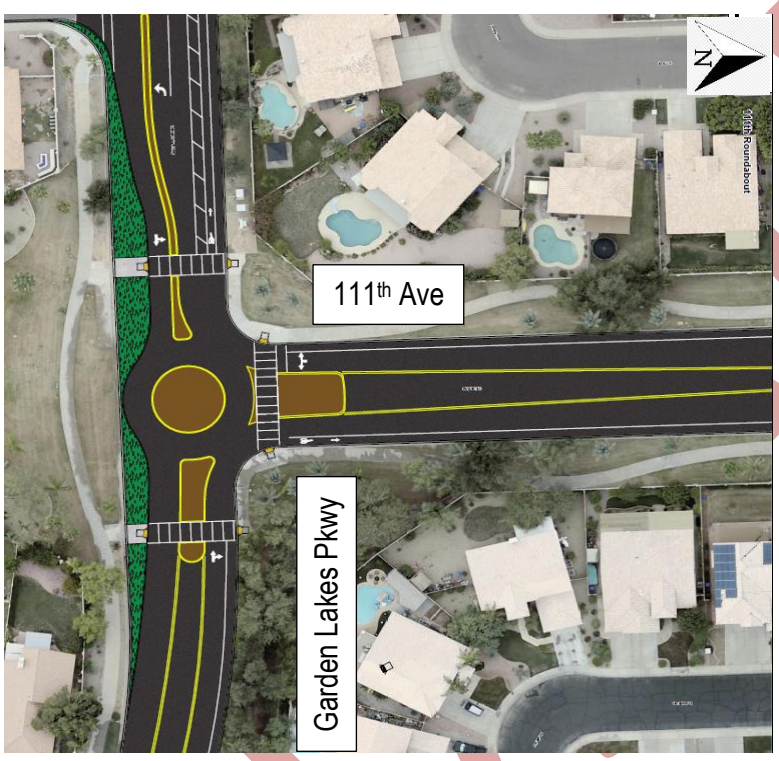

Figure 33: Garden Lakes Parkway at 111th Avenue Alternative 2 – Mini-Roundabout

Garden Lakes Parkway at Lakeshore Drive:

A horizonal curve on Garden Lakes Parkway, is located north of Lakeshore Drive, this curve limits the visibility of approaching vehicles to pedestrians crossing from the west side to the east side of Lakeshore Drive and vice versa. Hence it is critical to reduce the speed along Garden Lakes Parkway as it approaches the intersection and increase the visibility of the pedestrians and improve the sight distance for the pedestrians.

This alternative at Lakeshore Drive would include the raised bike buffers that separate the bike lane and travel lanes, the green bike lanes and the raised median and curb bulb-out and raised crosswalks. The raised crosswalk will provide pedestrian visibility and will force a speed reduction on Garden Lakes Parkway, the raised crosswalk double as speed tables. The bulb-outs create a smaller intersection and reduce the pedestrian crossing distance.

Pros	Cons
• Smaller pedestrian crossing distance • Increased pedestrian visibility (they are raised above asphalt) • Smaller intersection forces speed reduction • Raised crosswalk allows for emergency vehicle access	• Raised crosswalk can blur lines of pedestrian and vehicle areas. Should be supplemented with high visibility crosswalk.

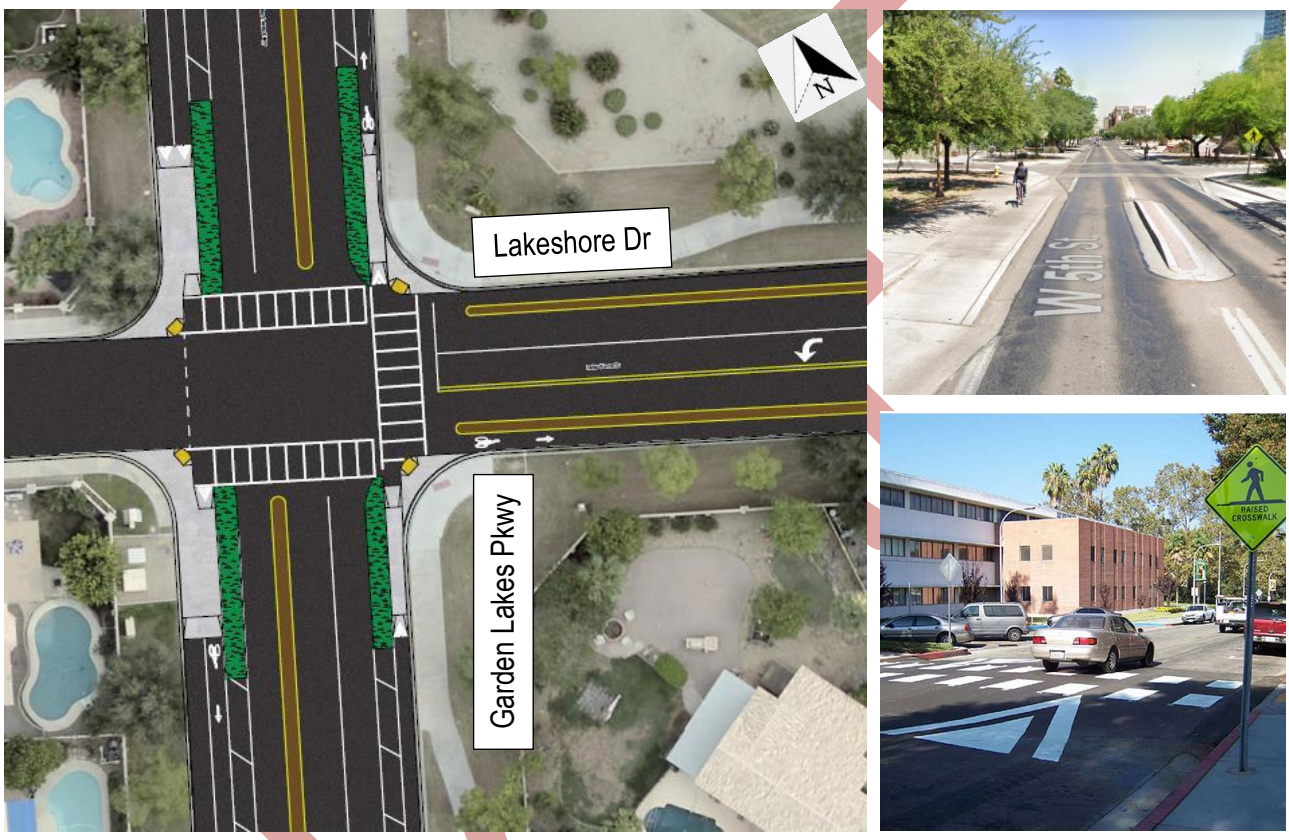

Figure 34: Garden Lakes Parkway at Lakeshore Drive Alternative 1 – Curb Extension

Canal Area:

Similar to the Lakeshore Drive intersection, the horizonal curve on Garden Lakes Parkway, is located south of the canal crossing, this curve limits the visibility of approaching vehicles or pedestrians and vice versa. Secondly, the pedestrian approaches to Garden Lake Parkway is located lower than Garden Lake Parkway, this vertical elevation further reduces the visibility. Hence it is critical to reduce the speed along Garden Lakes Parkway as it approaches the canal crossing and increase the visibility of the pedestrians.

This alternative incorporates the raised medians, raised buffers and green bike lanes from the previous alternative. While the raised median would also be a part of this alternative, it would not be continued through the bridge, but

instead only maintained up to each of the crosswalk locations. Offset speed tables with advance warning signs will be installed approximately 50 ft away from each crossing. Street lighting would also be installed in this area, primarily focused on the two crosswalk locations. In addition, the crosswalks would have textured pavement to provide additional visibility. If needed, Rectangular Rapid Flashing Beacon (RRFB) can be added with advanced warning signs to provide an extra level of safety at this location.

Pros	Cons
• Adds lighting to area that lacks any lighting • Increases pedestrian visibility at key crossing • Reduces speed at curved area of Garden Lakes • Speed tables allows for emergency vehicle access	• Lights from RRFB and street lighting may bother nearby homes.

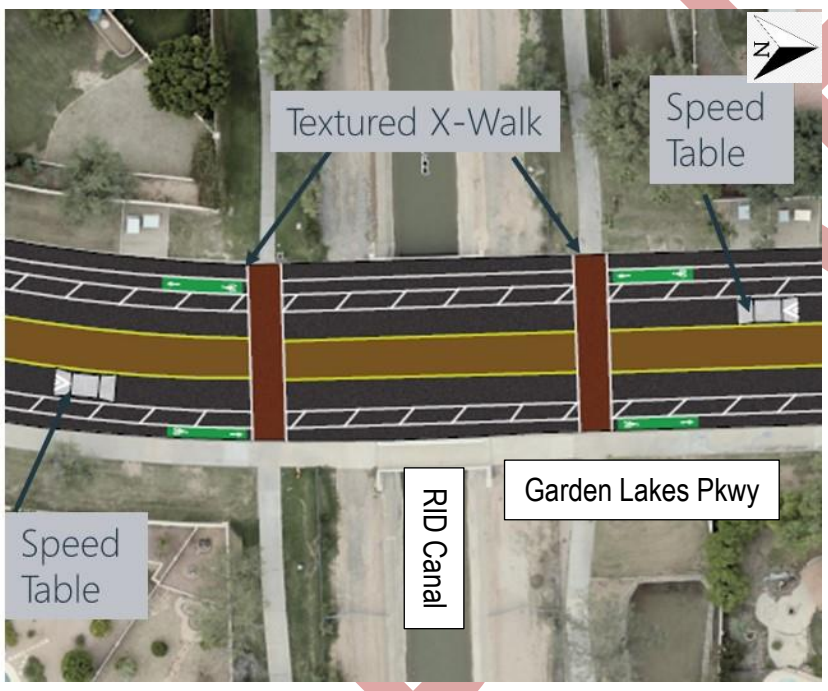

Figure 35: Garden Lakes Parkway at Canal Crossing

School Area:

Garden Lakes Elementary (K-8) school was originally designed as a neighborhood community school which encouraged walking and biking to school. From discussion with the school district about 20 percent of the school students walk/bike to school, while about 15 percent are bussed to school and the rest are dropped off at school. This drop off in the morning and evening causes some safety concerns to travelling public. The alternatives suggested in this report, adheres to the recommendations in the safe routes to school study are that was previously completed while keeping in line with this project goals to improve safety for pedestrian and bicyclists along Garden Lakes Parkway.

Alternative 1: On-Street Parking at the School

This option would primarily be changing striping near Westview High School and Garden Lakes Elementary School.

1. All through lanes will be shifted north to provide for a right-turn lane at the school entrance. This right-turn lane will extend up to 109th Drive.
2. A high visibility crosswalk would also be added on the east side of 109th Avenue at Garden Lakes Parkway. This location has been observed to be a high crossing area during the school time.
3. The sidewalk between 107th Avenue and 109th Avenue (northside) and sidewalk between 107th Avenue and 109th Drive (southside) shall be converted to a 10-feet wide multi-use path. The transition (109th Avenue for northside and 109th Drive for southside) from the buffered multi-use path to on-street bike lane shall be marked with green bars
4. 17 on-street parking spaces will be added on the existing asphalt in front of Garden Lakes Elementary School. This can be used as an additional drop-off area or as additional event parking for the school.
5. A raised median will be added at the eastbound approach of 107th Avenue.

Pros	Cons
• Adds additional parking to Garden Lakes Elementary for drop-off/events • Safer crossing for both elementary and high school students at raised crosswalk • Right turn adds space for queuing and eliminates the need to use the center turn lane as a through lane. • Physically separates cyclists and pedestrians in the area. and provides safe space for pedestrians and cyclists to avoid roadway • Provides a continuous eastbound through lane at the school entrance	• Street Parking may add additional maneuver to already busy area • Sidewalk widening may encroach on more Right-of-Way

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Figure 36: Garden Lakes Parkway Improvements between 109th Drive and 107th Avenue Alternative 1 – On-Street Parking in front of school

Alternative 2: Continuous westbound buffered bike lane on Garden Lakes Parkway

Unlike Alternative 1, this alternative does not allow on-street parking while provides a continuous on-street buffered bike lane from 107th Avenue. while the rest of the changes as suggested in Alternative 1 is kept the same.

1. All through lanes will be shifted north to provide for a right-turn lane at the school entrance. This right-turn lane will extend up to 109th Drive.
2. A high visibility crosswalk would also be added on the east side of 109th Avenue at Garden Lakes Parkway. This location has been observed to be a high crossing area during the school time.
3. The sidewalk on the southside between 107th Avenue and 109th Drive is be converted to a 10-feet wide multi-use path. The transition (109th Drive for southside) from the buffered multi-use path to on-street bike lane shall be marked with green bars
4. A raised median will be added at the eastbound approach of 107th Avenue.

Pros	Cons
• Continuous bike lane on one side of Garden Lakes Parkway • Right turn lane from 109th Drive to Garden Lakes Elementary School • Primarily striping; relatively easy to implement and low cost. • Provides a continuous eastbound through lane at the school entrance	• Does not alleviate school parking issues

Figure 37: Garden Lakes Parkway Improvements between 109th Drive and 107th Avenue Alternative 2 – Continuous (westbound) bike lane between 107th Avenue and 109th Drive.

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Public Outreach and Survey Feedback

The alternatives discussed above were presented to the public to obtain feedback. The following comments are from the public meeting held at Fire Station #54 (9820 W Campbell Ave, Phoenix, AZ 85037) on September 19, 2019, where the alternatives and preferred alternatives were presented by the Wood team to the public.

Comment cards were provided for attendees to fill out and submit after the presentation. The questions were answered during the presentation and have also been included as part of this section.

Garden Lakes Parkway:

- Installation of a center median
- Green bike lanes with a raised buffer
- Textured/grade separated sidewalk on the west side

Comments:

- Put trees in proposed medians
- Do a full-length barrier for the bike and pedestrian lanes, if the separation ends it will be used as a passing lane.
- All great ideas

Thomas Road and Garden Lakes Parkway Intersection

- Change lanes at the intersection to the following configuration:
    - Thomas Road (Eastbound and Westbound): 1 left turn lane, 1 thru-lane, and 1 right-turn lane
    - Avondale Boulevard (Northbound): 1 left turn lane, 1-thru lane, and 1 right-turn lane
    - Garden Lakes Boulevard (Southbound): 1-left turn lane, 1 thru/right lane

Comments:

- Sure – waiting on river crossing bridge
- All great ideas

111th Avenue and Garden Lakes Parkway:

- Installation of a mini-roundabout

Comments:

- I like the roundabouts, but this design could create other traffic issues that impact the traffic flow in Garden Lakes.
- Add a second lane for strictly eastbound traffic.

Canal Crossing:

- Installation of a speed table
- Textured cross walk on both sides of the canal
- Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk
- Lighting improvements at the canal crossing

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Comments

- Add the speed tables or a raised crosswalk
- All great ideas

Lakeshore Drive and Garden Lakes Parkway:

- Install bulb out curb extensions
- Center median
- Speed table
- Increase crosswalk visibility with a Rectangular Rapid Flashing Beacon (RRFB)

Comments:

- None

Garden Lakes Elementary School:

- Add on street parking along the north side of Garden Lakes Parkway

Comments:

- None

Additional Comments or Questions:

- **Are we losing any part of the roadway with the grade separated multi-use path?** *You will reduce the pavement but add/move the facilities you currently have within the pavement width.*
- **Are we going to be cutting into the green belt?** *No, all the suggested improvements will be within the roadway.*
- **Have these raised islands been done before?** *Yes, the City of Tempe has incorporated these, along with other avid biking areas like Seattle and Colorado.*
- **Will these raised medians be a problem for the street sweepers?** *This may be an issue in the areas with the raised medians, but this could be addressed with your weekly blowers.*
- **Is the sidewalk going to be just along the west side?** *Yes, this will be along the west and within the City right-of-way.*
- **Is the median being proposed along the entire length of Garden Lakes Parkway?** *Yes, except for in front of the canal.*

DRAFT

Recommended Alternatives

With the feedback received from the City and public, conceptual plans for the preferred alternatives were completed and are presented below. Some additional modifications to the discussed concepts had to be completed to address contractibility issues. These additional modifications (if any) are discussed at the respective recommendation.

Garden Lake Parkway: the following improvements are recommended at this intersection:

1. Install Raised median on Garden Lakes Parkway from Thomas Road to east of Carnation Drive,
2. Install raised and buffered side walk on west side,
3. Install buffered bike lane with green bike boxes and planter boxes at bike buffer. The planter boxes will be installed at intersections and at mid-block locations, to reduce passing maneuvers and control speeding.

Approximate construction cost including design: **$3,400,000**

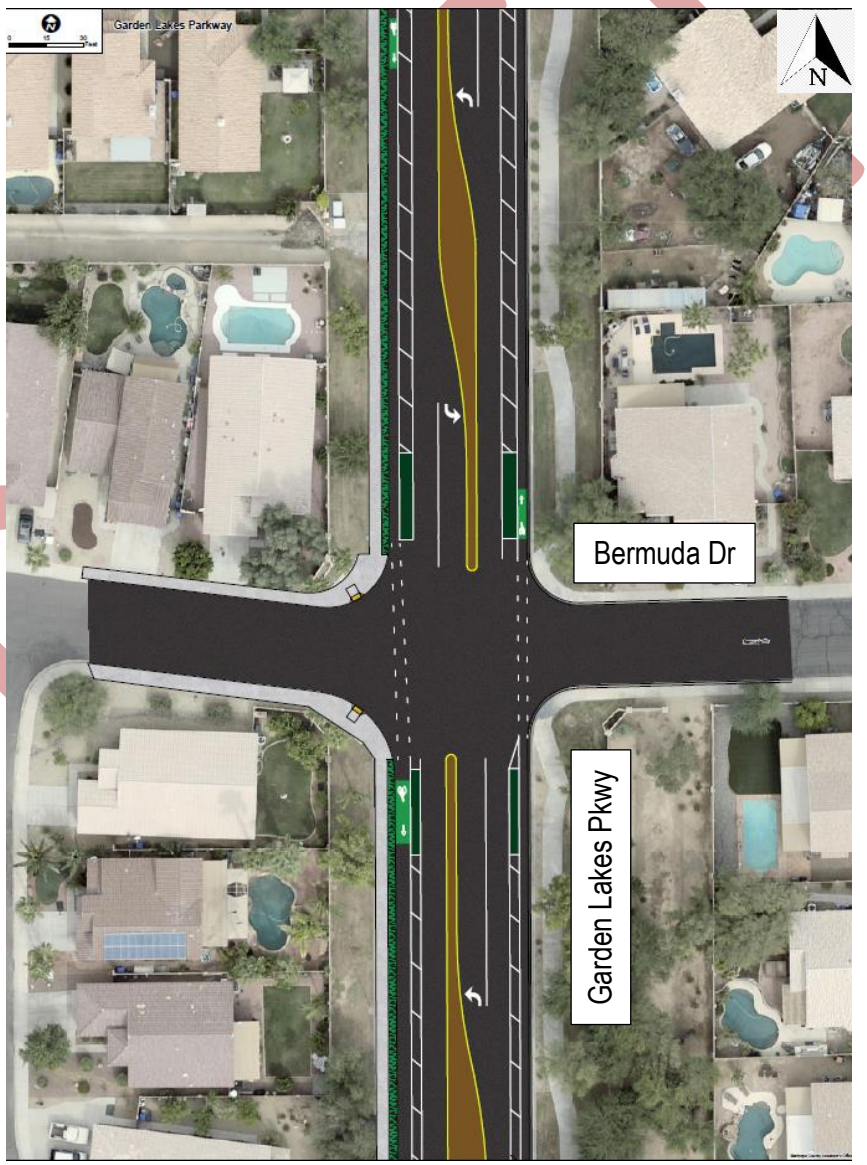

Figure 38: Preferred Alternative for Garden Lakes Parkway

Thomas Road at Garden Lakes Parkway: the following improvements are recommended at this intersection:

1. Reduce the eastbound and westbound approaches to provide one left-turn lane, one right-turn lane and one through lane.
2. Reduce the curb to provide at northwest corner using pavement marking and raised pavement markers.
3. Eastbound right-turn land and northbound right-turn lanes are free-flowing turn lanes. This will encourage larger number of northbound right-turns in place of northbound through and reduce cut-through traffic on Garden Lakes Parkway.

Approximate construction cost including design: **$50,000**

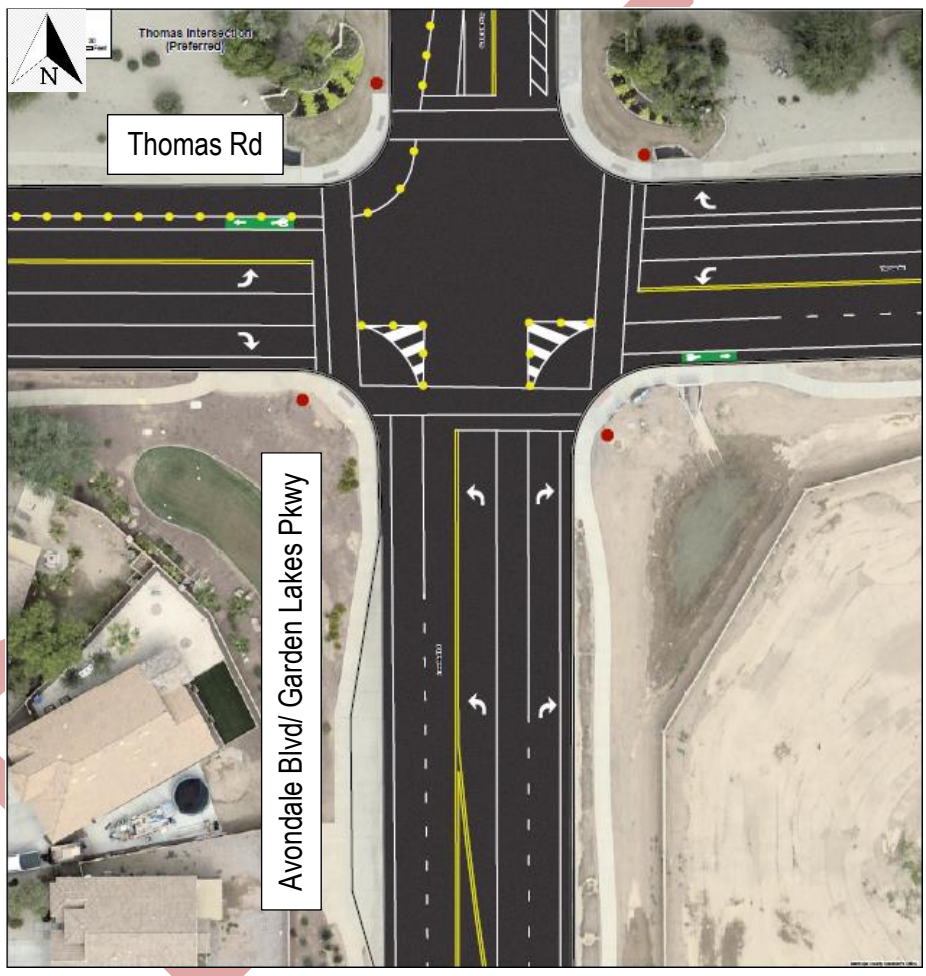

Figure 39: Preferred Alternative for Thomas Road at Garden Lakes Parkway

111th Avenue at *Garden Lakes Parkway:* the following improvements are recommended at this intersection:

1. Keeping the intersection lane geometry the same, reduce the footprint of the intersection by expanding the curb returns at the northeast and northwest corners of the intersection.
2. Install raised median on 111th Avenue
3. Install buffered bike lane on the northbound and southbound approaches of 111th Avenue and reinstall curb gutter and land scaping to reduce the overall pavement width of 111th Avenue.

Approximate construction cost including design: **$331,000**

Figure 40:Preferred Alternative for 111th Avenue at Garden Lakes Parkway

Lakeshore Drive at Garden Lakes Parkway: the following improvements are recommended at this intersection:

1. Installed raised intersection and reduce the curb returns at all four corners. This will provide pedestrian visibility and will force a speed reduction from vehicles, as the raised intersection doubles as speed tables. The bulb-outs create a smaller intersection and reduce the pedestrian crossing distance.
2. Install advance speed table warning signs
3. Install the Garden Lake Parkway improvements along Garden Lakes Parkway.

Approximate construction cost including design: **$210,000**

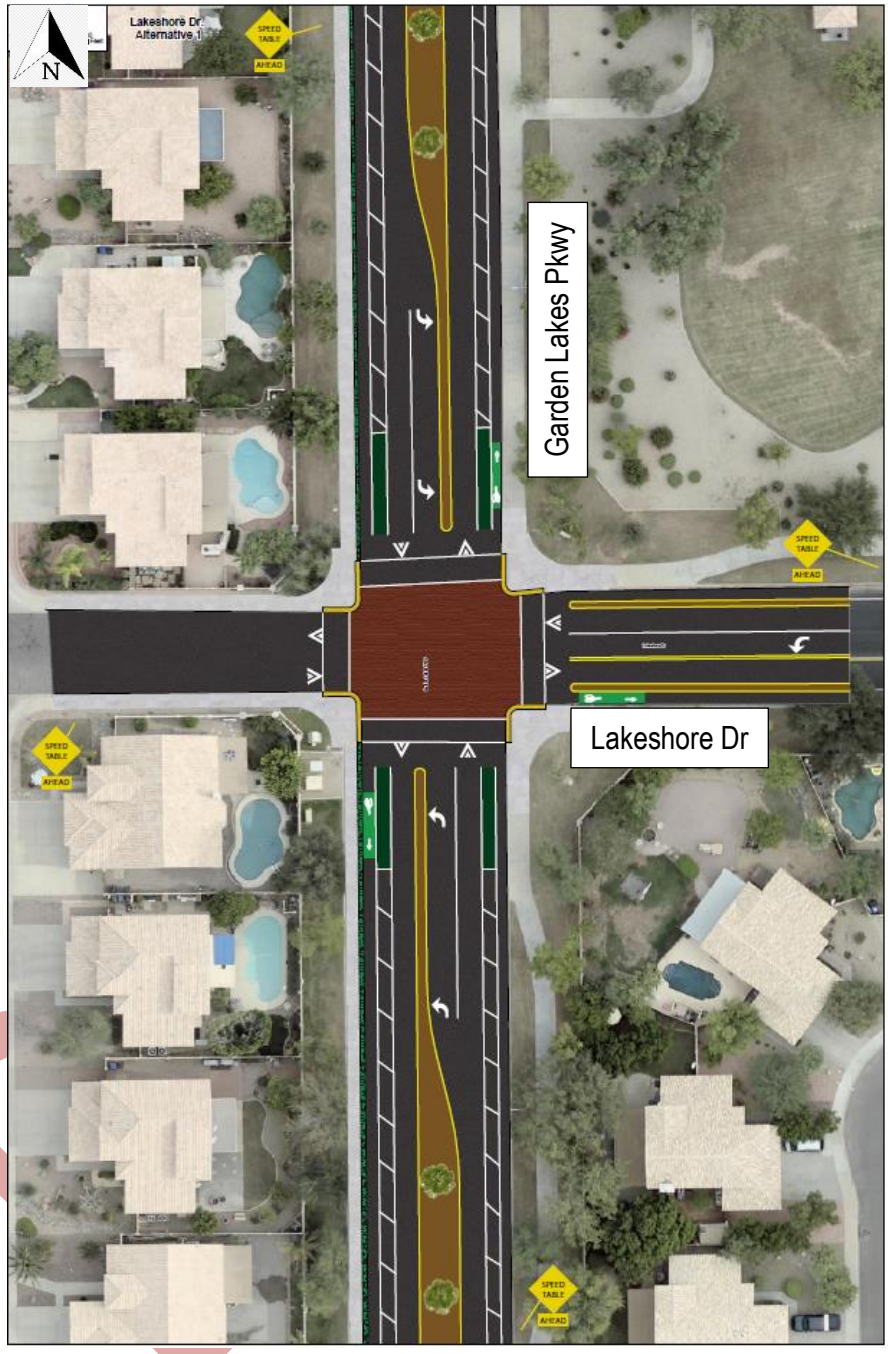

Figure 41: Preferred Alternative for Lakeshore Drive at Garden Lakes Parkway

Canal Crossing*:* the following improvements are recommended at this location:

1. Install speed tables approximately 50 feet from the cross walk at the northbound and southbound approaches to the canal, and install advance speed table warning signs
2. Install textured cross walk
3. Install street lights adjacent to the crosswalks
4. Install the Garden Lake Parkway improvements along Garden Lakes Parkway up to the cross walks.

Approximate construction cost including design: **$90,000**

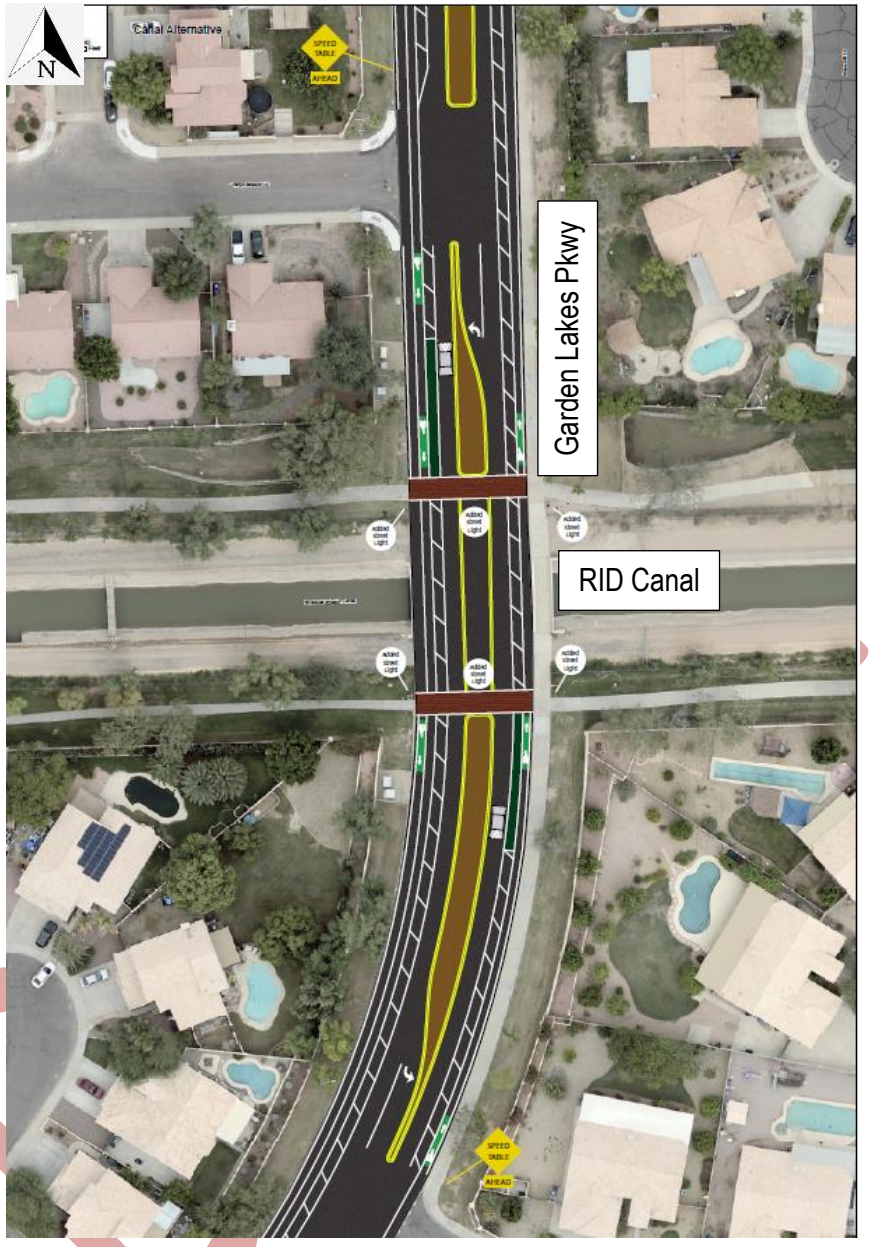

Figure 42: Preferred Alternative for Canal Crossing on Garden Lakes Parkway

School Area Option with On-Street Parking: the following improvements are recommended at this location:

1. Install on-street parking on Garden Lakes Parkway in front of the school
2. Install an eastbound right-turn lane at the school entrance and extend this turn lane up to 109th Drive
3. Install high visibility crosswalk on the east side of 109th Avenue
4. Widen the sidewalk along Garden Lakes Parkway to 10-feet wide multi-use path between 109th Drive and 107th Avenue
5. Install bugged bike lane along Garden Lakes Parkway, east of Carnation Drive to 109th Drive

Approximate construction cost including design: **$90,000**

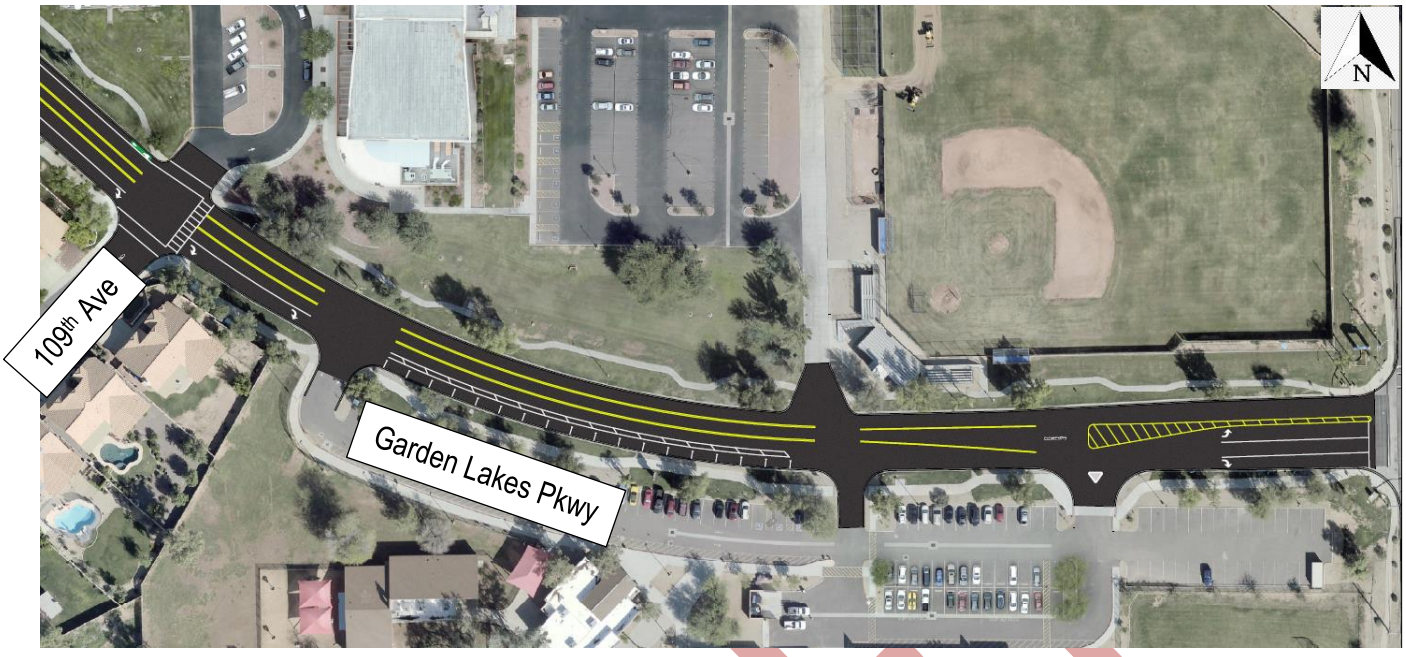

Figure 43a: Recommended Alternative for School Area

Figure 43b: Garden Lakes Elementary west of school entrance

Funding Opportunities

The Federal Safe Routes to School Funds can be used to fund the improvements related to the school. Most of these improvements are also included in the SRTS study completed by the City and MAG for this school.

1. Canal Improvements
2. Improvements in front of school
3. On-site circulation improvements

Maricopa Association of Government (MAG) is introducing the Road Safety Program (RSP) which can fund safety related projects, that cannot be funded through highway safety improvement program (HSIP). The following can be funded through that MAG RSP.

1. Median along GLP
2. Improvements on Thomas Rd at GLP
3. Improvements on 111th Avenue at GLP

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Appendix

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Item Number: 3.a.

CITY COUNCIL REPORT

SUBJECT: Avondale Youth Advisory Commission DemocraSEED Update

MEETING DATE: 11/18/2019

TO: Mayor and Council

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

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

PURPOSE:

Staff and members of the Avondale Youth Advisory Commission will provide Council with an update regarding the Avondale Youth Advisory Commission's participation in the Center for the Future of Arizona and Arizona State University's (ASU) Public Service Academy, DemocraSeed program.

BACKGROUND:

Through the year-long DemocraSEED program, a select group of youth councils worked with ASU Mentor Advisers to learn how to utilize design-thinking and an entrepreneurial mindset to research and identify a community challenge; create a solution that fosters youth civic engagement and pilot the solution. Near the end of the fiscal year, youth councils attended a final showcase event and present their projects to an esteemed panel fo judges. The Avondale Youth Advisory Commission's project and presentation were evaluated and awarded a prize package.

DISCUSSION:

Through an approach of direct research and outreach to other youth and members of the community, the Avondale Youth Advisory Commission (AYAC) identified a lack of recycling education and misuse of recycling bins as a civic challenge that was impacting the students and staff within high schools in Avondale. By implementing the design thinking skills and civic engagement principles that they had been taught through DemocraSeed, the Avondale Youth Advisory Commission members put their plan into action and created the High Five campaign. Through the creation and leveraging new relationships and resources within the community and the Avondale Public Works Department AYAC members were able to raise awareness and resources for their fellow students and teachers .in the community The Youth Commission has continued their hard work and efforts beyond their Final Showcase project by creating a sustainable recycling system within each high school involved.

BUDGET IMPACT:

This item has no budgetary impact.

RECOMMENDATION:

This item is for information only.

Item Number: 3.b.

CITY COUNCIL REPORT

SUBJECT: Resolution 3592-1119 - Honoring Lieutenant James Redline on the Occasion of his Retirement

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Dale Nannenga, Chief of Police, 623-333-7207

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

PURPOSE:

City Council will consider a request to ceremonially adopt Resolution 3592-1119 honoring Lieutenant James Redline for twenty years of dedicated service to the City of Avondale.

BACKGROUND:

Lieutenant James Redline began his career with the City of Avondale as a Police Officer on August 30, 1999. Lieutenant James Redline served in many areas of the department to include, Patrol Officer, Field Training Officer, Patrol Sergeant, Community Action Team Sergeant, Patrol Lieutenant, Support Services Lieutenant, and most recently Criminal Investigations Lieutenant.

DISCUSSION:

The City of Avondale wishes to express its appreciation for the hard work, dedication and years of service and to honor Lieutenant James Redline on the occasion of his retirement after twenty years of exemplary service to the citizens of Avondale.

BUDGET IMPACT:

None

RECOMMENDATION:

Staff recommends that the City Council adopt a resolution honoring Lieutenant James Redline for twenty years of dedicated service to the City of Avondale.

RESOLUTION NO. 3592-1119

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, HONORING LIEUTENANT JAMES REDLINE FOR TWENTY YEARS OF DEDICATED SERVICE TO THE CITY OF AVONDALE.

WHEREAS, on August 30, 1999, Lieutenant James Redline began his career with the City of Avondale as a Police Officer; and

WHEREAS, Lieutenant James Redline served in many areas of the department to include, Patrol Officer, Field Training Officer, Patrol Sergeant, Community Action Team Sergeant, Patrol Lieutenant, Support Services Lieutenant, and most recently Criminal Investigations Lieutenant; and

WHEREAS, Lieutenant James Redline worked tirelessly as the first sergeant on the Community Action Team who implemented the philosophy of the team working hand-in-hand with the community; and

WHEREAS, Lieutenant James Redline worked tirelessly to engage the community including the yearly Cashion Christmas event, supporting the Arizona Special Olympics and the annual Shop with a Cop; and

WHEREAS, fellow employees have embraced Lieutenant James Redline as a friend; and

WHEREAS, Lieutenant James Redline supported the men and women of the Avondale Police Department by engaging officers and staff; and,

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

WHEREAS, the Council of the City of Avondale wishes to express its appreciation for his hard work, dedication and years of service and to honor Lieutenant James Redline on the occasion of his retirement after twenty years of exemplary service to the citizens of Avondale.

NOW, **THEREFORE**, **BE IT RESOLVED** BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, that the City of Avondale does hereby thank Lieutenant James Redline for his twenty years of loyal, dedicated service to the City of Avondale and its citizens.

PASSED AND ADOPTED by the Council of the City of Avondale, November 18, 2019.

_____
Ken Weiss, Mayor

ATTEST:

_____
Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

_____
Michael Wawro, City Attorney

Item Number: 3.c.

CITY COUNCIL REPORT

SUBJECT: Resolution 3593-1119 - Honoring Frances Jones on the Occasion of her Retirement

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Dale Nannenga, Chief of Police, 623-333-7207

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

PURPOSE:

City Council will consider a request to ceremonially adopt Resolution 3593-1119 honoring Frances Jones for thirty-five years of dedicated service to the City of Avondale.

BACKGROUND:

Frances Jones began her career with the City of Avondale as an Administrative Assistant in the Police Chief's office on August 30, 1984. Frances Jones served in many areas of the department to include, Administrative Assistant to the Chief of Police, Administrative Support to the Southwest Family Advocacy Center; and most recently Patrol Administrative Support in the Professional Standards Bureau.

DISCUSSION:

The City of Avondale wishes to express its appreciation for her hard work, dedication and years of service and to honor Frances Jones on the occasion of her retirement after thirty-five years of exemplary service to the citizens of Avondale.

BUDGET IMPACT:

None

RECOMMENDATION:

Staff recommends that the City Council adopt a resolution recognizing recognizing Frances Jones for thirty-five years of dedicated service to the City of Avondale.

RESOLUTION NO. 3593-1119

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, HONORING FRANCES JONES FOR THIRTY-FIVE YEARS OF DEDICATED SERVICE TO THE CITY OF AVONDALE.

WHEREAS, on August 30, 1984, Frances Jones began her career with the City of Avondale as an Administrative Assistant in the Police Chief's office; and

WHEREAS, Frances Jones served in many areas of the department to include, Administrative Assistant to the Chief of Police, Administrative Support to the Southwest Family Advocacy Center; and most recently Patrol Administrative Support in the Professional Standards Bureau

WHEREAS, fellow employees have embraced Frances Jones as a friend; and

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

WHEREAS, Frances Jones supported the men and women of the Avondale Police Department; and

WHEREAS, the Council of the City of Avondale wishes to express its appreciation for her hard work, dedication and years of service and to honor Frances Jones on the occasion of her retirement after thirty-five years of exemplary service to the citizens of Avondale.

NOW, **THEREFORE**, **BE IT RESOLVED** BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, that the City of Avondale does hereby thank Frances Jones for her thirty-five years of loyal, dedicated service to the City of Avondale and its citizens.

PASSED AND ADOPTED by the Council of the City of Avondale, November 18,2019.

_____
Ken Weiss, Mayor

ATTEST:

_____
Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

_____
Michael Wawro, City Attorney

Item Number: 4.a.

CITY COUNCIL REPORT

SUBJECT: Minutes

MEETING DATE: 11/18/2019

TO: Mayor and Council

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

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

PURPOSE:
City Council will consider a request to approve the October 7, 2019, October 28, 2019, and November 4, 2019 City Council Meeting Minutes. The Council will take the appropriate action.

BACKGROUND:
n/a

DISCUSSION:
n/a

BUDGET IMPACT:
This item has no budget impact.

RECOMMENDATION:
Staff recommends City Council approval of the October 7, 2019, October 28, 2019, and November 4, 2019 City Council Meeting minutes.

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY COUNCIL CHAMBER
October 7, 2019

A **Work Session** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 6:33 p.m.

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

Members Absent: None.

Other Municipal Officials Present: Charles Montoya, City Manager; Gina Montes, Assistant City Manager; Tracy Stevens, Deputy City Manager; Michael Wawro, City Attorney; Marcella Carrillo, City Clerk; Cindy Blackmore, Public Works Director; Jessica Blazina, Intergovernmental Affairs Administrator; Jeff Case, Fire Chief; Lindsey Duncan, Finance and Budget Director; Kirk Haines, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Police Chief; Cherlene Penilla, Human Resources Director; Jeffrey Scheetz, Chief Information Officer; and Pier Simeri, Community Relations and Public Affairs Director.

Audience: Approximately three members of the public were present.

1 ROLL CALL BY THE CITY CLERK

2. FEDERAL LEGISLATIVE UPDATE

Chris Giglio with Capital Edge presented an update regarding Avondale's legislative priorities, as well as an update on recently proposed federal policies.

Presentation by Mr. Giglio included:

- Capital Edge has been providing federal advocacy and information services to Avondale since 2009.
- Currently ending the first session of the 115th Congressional Session.
- Federal Budget:
    - President has proposed cuts to several domestic programs.
    - Congress tends to moderate the proposed cuts and will provide some small increases to programs before final approval.
    - The new federal fiscal year began on October 1st, 2019.
    - Congress has not completed its work on the fiscal year 2020 budget and they are operating under a continuing resolution that funds programs at their current levels until a final budget is approved.
    - While operating under a continuing resolution, activity is slowed, and agencies typically do not put out items such as grant solicitations until their budgets are final.
    - The House has proposed a $300 million increase to the CDBG program and the Senate has proposed a small increase.

    - Earlier this year, the President and Congress agreed on a two-year budget deal, which did not fund the individual programs, but increased the preset budget caps for fiscal year 2020 and 2021.
        - Without the increases, there would likely have been 10 to 15 percent cuts across the board to various federal programs.
        - With this agreement, the 2011 Budget Control Act was removed.
        - In 2011, President Obama and Republicans agreed on a ten-year plan to reduce the deficit by $1.5 trillion. This was accomplished through establishment of tight caps on discretionary spending from 2011 to 2021. During that time, caps have been raised on several occasions.
- Transportation and Infrastructure:
    - Campaign promises of an infrastructure package have not come to fruition, but Congress has made investments in infrastructure, including increased DOT budgets, which have resulted in some increased funding to MAG and ADOT.
    - President Obama's Transportation Investment Generating Economic Recovery (TIGER) program, a discretionary program for transportation projects, has grown to $1 billion per year.
    - With all elements in play, it seems that Congress may take a piecemeal approach to funding infrastructure projects.
    - The FAST Act, authorizing federal highway and transit programs is due for reauthorization in 2020.
    - Finding revenues will be the key as federal gas tax rates have not been raised in 30 years and people are driving less and driving more efficient vehicles, which mean fewer collections are going into the Highway Trust Fund.
    - It is estimated that Congress will need to find another $100 billion just to fund programs at current levels for the next five years.
- Federal Pre-emption:
    - Congress continues the practice of federal preemption of local authority.
    - In 2018, the FCC created rules to restrict local government authority for telecom tower siting.
    - There are legal challenges from communities around the country.
    - There are bills in both houses to overturn the FCC rules, however no action has been taken yet.
    - In the past two years, Congress has also looked to preempt local authority in terms of drones and autonomous vehicles.
- Lands and Water Resources:
    - Avondale is in a unique position in terms of land and water resources, as Congressman Grijalva is the Chairman of the House Natural Resources Committee.
    - Last year, he was able to shepherd a bill through Congress which made the land and water conservation fund permanent.
    - The fund provides formula funding for states for recreation and conservation types of programs.
    - Previously, it was required to be reauthorized by Congress every few years.
    - General fund revenues are not used in the fund and are instead derived from offshore oil and gas leases.

  - Heritage Area Designations can be included in land bills, providing access to Department of Interior funds and tourism funds.
  - The Water Resources Development Act authorizes projects of the U.S. Army Corps of Engineers, including flood control and navigation.
  - Congress is expected to take this up next year and it may potentially be a funding source for Rio Salado.
  - The "Waters of the United States Rule," was an Obama era rule which was meant to identify navigable and unnavigable waters that the Trump administration has repealed, and court battles are expected in the future.
- Census:
  - The census will take place in 2020.
  - The Trump administration suggested a citizenship question be added, but that question will not be included.
  - There will be an increase of $2.5 billion in funding for the census.
  - It is expected that there will be a change in the classification of Avondale's urbanized area from a smaller urbanized area (population below 200,000) to a Phoenix Metropolitan area (UZA).
  - .
  - The only impacts will be in the area of transportation. Urbanized areas below a population of 200,000 can use Federal Transit Formula funds on operating assistance.
- Law Enforcement/Immigration:
  - The Supreme Court will take up challenges to the DACA (Dreamers) program in October with oral arguments.
  - It is felt that the pending impeachment proceedings have shelved gun control action for the time being.
  - A recent court ruling is expected to release Justice Assistance Grants.
- Opportunity Zones:
  - In addressing Opportunity Zones, Avondale is likely to have one of the first projects to break ground as the City is being recognized for taking advantage of the opportunity.
- Legalization of Marijuana:
  - Although several states have legalized marijuana and while Arizona may make another attempt to do so, the Federal Government is not ready to declassify marijuana as an illegal substance.
  - Congress is starting to show movement in this regard and there is potential legislation to allow marijuana businesses to do banking.

Mayor Weise commented that the legalization of marijuana is a states' right issue. He stated that the banking element will help to take the dollars out of the shadows and forces the dollars to be legitimate. He inquired on the potential for national debate on vaping. Mr. Giglio stated his understanding that the President has instructed the FDA to come up with a plan in this regard. This is likely something that the administration can address in a regulatory fashion.

Vice Mayor Dennis referred to the expected change in the reclassification of Avondale's urbanized area. She asked for information on how federal grant programs may facilitate

some of Avondale's infrastructure costs. Mr. Giglio stated that the Better Utilizing Investments to Leverage Development Program (previously the TIGER Program under the Obama Administration), was created for projects without a home, in a silo in the Department of Transportation. It is a highly competitive program, however there is a healthy budget total of $1 billion. It is one of the few programs at the Department of Transportation that the City can apply for directly. The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program is a loan program for large scale projects. The loans fund projects up to 80 percent. It has historically been used for significant road projects, such as freeways. In response to a question from Vice Mayor Dennis, Mr. Giglio stated he believes the programs can be combined for use on projects, but he will verify that information.

Mayor Weise cited programs using TIGER Grants, such as State Route 347 Road improvements and the City of Tolleson with work on the 101 South. He inquired on the most surprising aspects of activity in Washington D.C. in the last year. Mr. Giglio said there is always a level of vitriol in politics, however it seems to have increased in recent months. In the past, there was consistency in dealing with the federal bureaucracy and this has become less consistent recently.

Council Member Kilgore inquired on the federal preemption in respect to telecom towers as Avondale recently had a situation where the Council had to make a decision that they were not too comfortable with. He asked whether all cities are facing this epidemic, in terms of losing total control. Mr. Giglio said he was not certain and the current legislation in Congress to overturn the FCC rule has cosponsors; however, they are all democrats at this time. Until this becomes a bipartisan effort, it may have difficulty getting through Congress. He stated there is a possibility of a friendly court decision, but that is still several months away and communities across the country are dealing with a similar issue. Council Member Kilgore expressed his appreciation to Mr. Giglio for the updates.

3 ADJOURNMENT

There being no further business before the Council, Council Member Conde moved to adjourn the Work Session meeting; Council Member Kilgore seconded the motion.

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

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

Meeting adjourned at 7:05 p.m.

A **Regular Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 7:12 p.m.

Following a moment of silent reflection in remembrance of Heather Began, a first-grade teacher of the City of Avondale who was killed in a car accident, Mayor Kenn Weise led the Pledge of Allegiance.

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

Members Absent: None.

Other Municipal Officials Present: Charles Montoya, City Manager; Gina Montes, Assistant City Manager; Tracy Stevens, Deputy City Manager; Michael Wawro, City Attorney; Marcella Carrillo, City Clerk; Cindy Blackmore, Public Works Director; Jessica Blazina, Intergovernmental Affairs Administrator; Jeff Case, Fire Chief; Lindsey Duncan, Finance and Budget Director; Kirk Haines, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Police Chief; Cherlene Penilla, Human Resources Director; Jeffrey Scheetz, Chief Information Officer; and Pier Simeri, Community Relations and Public Affairs Director.

Audience: Approximately 30 members of the public were present.

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

2. UNSCHEDULED PUBLIC APPEARANCES

None.

3. RECOGNITION ITEMS (MAYOR PRESENTATIONS)

a. RECOGNITION OF AVONDALE CITIZEN WATER ALLIANCE ACADEMY GRADUATES

Cindy Blackmore, Public Works Director, introduced the participants of the Public Works Department's first Avondale Citizen Water Alliance (ACWA) Academy. Two graduates of the academy shared their positive experiences through the program.

Mayor Weise commended Ms. Blackmore and the Public Works Department team for their work to make the program so appealing and informative.

Vice Mayor Dennis thanked everyone for their participation, noting the importance of engagement from members of the community. She stated the participants are now the ambassadors for the community. She recommended they all apply to serve on one of our Boards and Commissions.

Council Member Malone echoed the comments of Vice Mayor Dennis and thanked the participants for devoting their personal time to educate themselves on the water program.

She also encouraged involvement in the Citizens Police Academy and the City's overall Citizens Academy.

Council Member Nielson thanked everyone for their participation. He had recently interacted with citizens from an adjacent city who said they had no idea about the water system in their city. He also recommended participating in the City's Citizen Academy, having participated in it himself.

Council Member Conde thanked Ms. Blackmore and the entire team on a phenomenal job. She and Council Member Malone participated in the Citizen's Leadership Academy and the Police Academy and now find themselves sitting on City Council together.

Mayor Weise shared a personal story regarding his daughter's experience with paying water at her new residence. He discussed necessary water rate increases and stated his preference for small rates each year, rather than holding off for a number of years and having a significant jump in rates. He noted discussions with Council Member Kilgore regarding the water rates and acknowledged how Council Member Kilgore was correct. He asked the participates to convey this message to their neighbors and friends.

Council Member Kilgore thanked the participants and acknowledged the wonderful words regarding their participation in the program. He noted that it is not always easy to get residents involved but the fact the participants jumped in to learn about the awesome Public Works Department, who is phenomenal, speaks volumes. He recognized their new ability to assist their neighbors being part of the Water Alliance. In closing, he stated he would appreciate if they stayed with the City and participated in a Board or Commission.

b. PROCLAMATION - 2019 COMMUNITY PLANNING MONTH

Mayor Weise read a Proclamation recognizing the month of October 2019 as Community Planning Month in the City of Avondale.

4. CONSENT AGENDA

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

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

Upon vote, the motion carried unanimously 7 to 0.

Council Member Conde	Aye
Council Member Kilgore	Aye
Council Member Malone	Aye
Council Member Nielson	Aye

Council Member Pineda	Aye
Vice Mayor Dennis	Aye
Mayor Weise	Aye

a. MINUTES
City Council approved the August 12, 2019 City Council Meeting Minutes.

b. ACQUISITION OF CONTROL FOR A SERIES 12 LIQUOR LICENSE - EL TATAKI MEXICAN & TRADITIONAL SUSHI RESTAURANT
City Council approved an application for an Acquisition of Control of a Series 12 (Restaurant) Liquor License submitted by Manuel De Jesus Herrera Jr. to sell all spirituous liquors at El Tataki Mexican & Traditional Sushi located at 10685 West Indian School Road Suite K, in Avondale and authorized the Mayor and City Clerk to execute the necessary documents.

c. FISCAL YEAR 2019-2020 BUDGET CONTINGENCY ADJUSTMENTS
City Council approved various budget amendments to the Fiscal Year (FY) 2019-2020 budget.

d. GENERAL FUND CONTINGENCY TRANSFER FOR PURCHASE AND INSTALLATION OF SECURITY EQUIPMENT
City Council approved a General Fund Contingency Transfer in the amount up to $40,000 for the purchase and installation of security cameras for City facilities and authorized the Mayor, or City Manager and City Clerk to execute the necessary documents.

e. RESOLUTION 3588-1019 - BYLAWS OF THE PARKS AND RECREATION ADVISORY BOARD
City Council adopted Resolution 3588-1019 amending the bylaws of the Parks and Recreation Advisory Board removing all references of the libraries and authorized the Mayor or City Manager and City Clerk to execute the necessary documents.

f. ORDINANCE 1706-1019 - ROOSEVELT IRRIGATION DISTRICT AGREEMENT & PERPETUAL EASEMENT FOR NORTH AVONDALE WATER SUPPLY PROJECT
City Council adopted Ordinance 1706-1019, for an Agreement and dedication of a Perpetual Easement with the Roosevelt Irrigation District (RID) for Avondale to operate, construct and maintain water lines and associated facilities across RID right of way and authorized the Mayor, or City Manager and City Clerk to execute the necessary documents.

5. ADJOURNMENT

There being no further business before the Council, Council Member Kilgore moved to adjourn the Regular Meeting; Vice Mayor Dennis seconded the motion.

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

Council Member Conde	Aye

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

Meeting adjourned at 7:38 p.m.

_____
Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session and Regular Meeting of the Council of the City of Avondale held on the 7th day of October 2019. I further certify that the meeting was duly called and held and that the quorum was present.

_____
Marcella Carrillo, City Clerk

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY COUNCIL CHAMBER
October 28, 2019

A **Work Session** of the City Council of the City of Avondale, Arizona was convened at 11465 Civic Center Drive in open and public session at 6:31 p.m.

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

Members Absent: None.

Other Municipal Officials Present: Charles Montoya, City Manager; Gina Montes, Assistant City Manager; Tracy Stevens, Deputy City Manager; Michael Wawro, City Attorney; Marcella Carrillo, City Clerk; Cindy Blackmore, Public Works Director; Jessica Blazina, Intergovernmental Affairs Administrator; Jeff Case, Fire Chief; Lindsey Duncan, Finance and Budget Director; Kirk Haines, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Police Chief; Cherlene Penilla, Human Resources Director; Jeffrey Scheetz, Chief Information Officer; and Pier Simeri, Community Relations and Public Affairs Director.

Audience: Approximately five members of the public were present.

1 ROLL CALL BY THE CITY CLERK

2. P.W. LITCHFIELD HERITAGE CENTER REQUEST FOR FUNDING

City Council received an update from staff regarding the P.W. Litchfield Heritage Center request for funding. This item was for information only.

Mayor Wiese presented background information on the agenda item, explaining how the item was brought forward by the Litchfield Park Historical Society.

Presentation by Marshall Pimentel, Management Analyst, included:

- Litchfield Park Historical Society has a mission to promote the history of Litchfield Park and its surrounding areas.
- The organization is an all-volunteer organization whose work is supported through membership, grants, and donations.
- Current museum opened in 2012 on the property known as the “Aunt Mary’s House” on the original estate of Paul Weeks Litchfield.
- Will open new museum on property called the Litchfield/Denny House at a cost of $3.5 million.
- The cost will cover renovations for ADA requirements, expansion for community spaces, additional floor to house archives, a research library, an entrance roadway and parking lot.
- Property is located at Litchfield and Camelback Road.
- The goal is to open the new museum by the fall of 2021.

- The Litchfield Park Historical Society would like the City of Avondale to consider donating funds to this new project.
- Current capital campaign has raised nearly half of the projected estimate.
- The organization will not start construction until 90% of funds are raised.
- Multiple naming opportunities are available, and all donors will be commemorated through a Donor Wall that will be erected on the site.

Mayor Weise explained there are four cities within the West Valley who would have a key role in this project (Litchfield Park, Goodyear, Avondale, and Tolleson). He explained the original donation request was $100 thousand as a one-time request. Due to the large dollar amount, Mayor Weise requested feedback from the other members of City Council.

Council Member Malone inquired on what the other cities are doing with this request. Mr. Pimentel explained he did contact the other cities, but none have made a firm commitment or brought the item forward for City Council consideration.

Mayor Weise inquired on the deadline to provide an answer to the organization. Mr. Pimentel stated a deadline was not provided.

Mr. Montoya explained the property was donated to them and their initial goal has been increased from $2 million to $2.75 million with a goal date of the middle of next year. Staff do have concerns with this request as there are already several priorities for the current and upcoming budget year which is why the item is being brought forward for feedback and direction.

Council Member Pineda explained he was previously aware of this project as he assisted the applicants with the business plan due to his role as a member of the Small Business Development Center. He explained the applicants are requesting the city be involved due to the fact the entire region has helped develop the history of the town of Litchfield Park. He is interested in helping the cause due to being knowledgeable of their intentions. Children of the neighboring school districts will have the opportunity to visit the museum and gain knowledge about the history of the community. Council Member Pineda explained he is in favor of supporting the cause. Additionally, he explained he will no longer be working on their behalf or assist them in any capacity.

Mayor Weise expressed his appreciation to Council Member Pineda, explaining the organization was guided by his knowledge and expertise. He shared comments regarding the history of the region and how the history and families of the cities often get lost. He stated it is important for their stories to be told, commenting that this is one avenue to achieve this, but he is unsure of the amount to be contributed.

Council Member Nielson shared a positive personal story regarding visiting the Historical Trails Museum off Interstate 80 in California. He inquired on the museum's plan regarding getting individuals interested in the museum, the amount of people who attend the current museum, and funding plans for future. Mr. Pimentel explained he was unsure of the number of daily visitors to the site but explained he would research that information. He explained the current museum focuses on Litchfield Park and that focus will be expanded

to include the entire West Valley with the opening of the new museum. Mr. Pimentel was unsure of their plan to incorporate the surrounding cities, but they are hoping it would be a tourist attraction.

Mr. Montoya stated the organization is currently in talks with the Three Rivers Historical Society in hopes to merge the two organizations. The Three Rivers Historical Society has more history of the City of Avondale. Mr. Montoya explained he is unsure of the number of visitors the museum receives.

Mayor Weise explained the organization will likely be seeking one-time and on-going donors as well as donors to include the organization in their trust or will. He posed a question to the group regarding the city's responsibility of an initial donation.

Council Member Conde expressed concern with the amount of the request but also shared she did not want to lose the opportunity to showcase the history of the city. She requested more information regarding what the museum will look like.

Council Member Kilgore thanked Mr. Pimentel for the presentation. He explained he is for education and this item sounds like an educational piece to inform residents of what has transpired within the community. He explained he echoes the comments from Mayor Weise and the other Council Members who have commented but he has some concerns. He explained the money to be donated is the money of the residents. Additionally, he explained that current Council puts the residents first and to make sure funds are providing for the residents as there are other items within the city that the funds could be used towards. Council Member Kilgore expressed his appreciation to staff for presenting the item and asking for the funds. He also thanked Council member Pineda for sharing the background information with the Council. He is in agreeance with Council Member Conde and Nielson that additional information is needed. In closing, he explained he is in favor with a one-time donation but is interested in how it will impact the residents. He mentioned there are three Avondale school within the Litchfield School District and suggested schools utilize the museum through student fieldtrips.

Vice Mayor Dennis explained the museum is a great historical remembrance piece but is not in support of a one-time donation in the amount of $100 thousand as other non-profit organizations within the community do not receive that type of funding from the City. She stated she is in agreeance with Council Member Kilgore for a one-time donation to move their project forward. She requested more information regarding how the organization plans to manage the space and the on-going costs outside of maintaining the building and exhibits.

Council Member Pineda explained that the organization plans to generate revenue through use of the conference center as an event space, for use for events such as weddings. He explained they are looking to hire one full-time staff to manage the center.

Mayor Weise expressed the need to preserve stories of the people and history of Avondale. He agreed with Council Member Kilgore regarding the opportunities for the students from the schools within Avondale. Mayor Weise explained additional information

is needed to clarify confirmation of on-going costs and future revenues sources. He explained he is in favor of a one-time donation and he is not opposed to an on-going donation for the next few years to help support the museum.

Council Member Malone requested more information on how the exhibit would be displayed.

Mayor Weise inquired on when additional information could be provided. Mr. Montoya explained staff can bring more information to City Council after the new year.

3 ADJOURNMENT

There being no further business before the Council, Council Member Malone moved to adjourn the Work Session meeting; Council Member Nielson seconded the motion.

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

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

Meeting adjourned at 6:51 p.m.

A **Regular Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 Civic Center Drive in open and public session at 7:01 p.m.

Following a moment of silent reflection in remembrance of the military members involved in the raid in Syria over the weekend, Mayor Kenn Weise led the Pledge of Allegiance.

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

Members Absent: None.

Other Municipal Officials Present: Charles Montoya, City Manager; Gina Montes, Assistant City Manager; Tracy Stevens, Deputy City Manager; Michael Wawro, City Attorney; Marcella Carrillo, City Clerk; Cindy Blackmore, Public Works Director; Jessica Blazina, Intergovernmental Affairs Administrator; Jeff Case, Fire Chief; Dan Davis, Economic Development Services Director; Lindsey Duncan, Finance and Budget Director; Kirk Haines, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Dale Nannenga, Police Chief; Cherlene Penilla, Human

Resources Director; Jeffrey Scheetz, Chief Information Officer; and Pier Simeri, Community Relations and Public Affairs Director.

Audience: No members of the public were present.

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

2. UNSCHEDULED PUBLIC APPEARANCES

Mr. Jeff Uber spoke on his concerns with respect to child safety and pedestrian crossings within the City of Avondale. He commented on the need for proper pedestrian crossing signs and crosswalks near the library and Agua Fria high school.

Mayor Weise requested Mr. Montoya research the concern.

3. CONSENT AGENDA

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

Mayor Weise asked if any Councilmember wished to have an item removed from the Consent Agenda. Having no requests from Council, motion was made by Vice Mayor Dennis, seconded by Council Member Malone, to approve the Consent Agenda with the exception of agenda item 3f. Ordinance 1707-1019 – Acquisition of Real Property at Civic Center.

Upon vote, the motion carried unanimously 7 to 0.

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

a. MINUTES
City Council approved the August 26, 2019 City Council Meeting Minutes.

b. APPOINTMENT OF MEMBERS TO THE CITY'S BOARDS, COMMISSIONS AND COMMITTEES
City Council approved the Council Subcommittee on Boards, Commissions and Committees's recommendations for the appointment of members of the city's boards, commissions and committees.

c. SERIES 10 LIQUOR LICENSE – BEER AND WINE STORE – RESIDENCE INN
City Council approved an application for a Series 10 (Beer and Wine Store) Liquor License submitted by Brian Daley Welker to sell beer and wine at Residence Inn located at 11465 Hilton Way, in Avondale and authorized the Mayor and City Clerk to execute the necessary documents.

d. RESOLUTION 3589-1019 – MULTI-FAMILY RESIDENTIAL DESIGN MANUAL (APPLICATION PL-19-0074)
City Council adopted Resolution 3589-1019 approving application PL-19-0074, the Multi-Family Residential Design Manual.

e. RESOLUTION 3590-1019 – AMENDMENT TO INTERGOVERNMENTAL AGREEMENT WITH THE REGIONAL PUBLIC TRANSIT AUTHORITY
City Council adopted Resolution 3590-1019 approving an Amendment to the Intergovernmental Agreement with the Regional Public Transportation Authority for fiscal year 2020 relating to bus stop improvements and authorized the Mayor or City Manager and City Clerk to execute the necessary documents.

Note from City Clerk: Due to an administrative error with the legal description, staff requested item 3f be pulled from the Consent Agenda. The item will be brought back at a future date.

f. ORDINANCE 1707-1019 – ACQUISITION OF REAL PROPERTY AT CIVIC CENTER
City Council will consider a request to: (a) adopt Ordinance 1707-1019 authorizing the purchase of real property located at Avondale Boulevard between Coldwater Springs Boulevard and Civic Center Drive at the Avondale Civic Center Campus; (b) approve a General Fund Contingency Transfer not to exceed $590,000; and (c) authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

4. REGULAR AGENDA

a. PUBLIC HEARING ORDINANCE 1708-1019 AVONDALE BOULEVARD AND LOWER BUCKEYE ROAD RIGHT-OF-WAY ANNEXATION

Mayor Weise opened a public hearing on a City-initiated request to adopt Ordinance 1708-1019 and asked if anyone wished to comment on the item. Having no requests from those present, Mayor Weise declared the public hearing closed.

Council Member Kilgore moved to adopt Ordinance 1708-1019, annexing approximately 9.32 acres of right-of-way generally located along Avondale Boulevard from the street center line of Lower Buckeye Road to approximately 1,320 feet north of Broadway Road and authorize the Mayor and City Clerk to execute the necessary; Council Member Malone seconded the motion.

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

Council Member Conde	Aye
Council Member Kilgore	Aye

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

5. ADJOURNMENT

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

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

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

Meeting adjourned at 7:06 p.m.

_____
Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session and Regular Meeting of the Council of the City of Avondale held on the 28th day of October 2019. I further certify that the meeting was duly called and held and that the quorum was present.

_____
Marcella Carrillo, City Clerk

MINUTES OF THE AVONDALE CITY COUNCIL
CITY OF AVONDALE, ARIZONA
CITY HALL – MOJAVE CONFERENCE ROOM
November 4, 2019

A **Regular Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 Civic Center Drive in open and public session at 6:00 p.m.

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

Note: All members participated by telephone with the exception of Council Member Tina Conde who attended the meeting in-person.

Members Absent: None.

Other Municipal Officials Present: Charles Montoya, City Manager; Gina Montes, Assistant City Manager; Tracy Stevens, Deputy City Manager; Michael Wawro, City Attorney; Marcella Carrillo, Dale Nannenga, Police Chief; and Jeffrey Scheetz, Chief Information Officer.

Audience: One member of the public was present.

1. ROLL CALL BY THE CITY CLERK

2. CONSENT AGENDA

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

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

Upon vote, the motion carried unanimously 7 to 0.

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

a. MINUTES
City Council approved the September 9, 2019 and September 23, 2019 City Council Meeting Minutes.

b. RESOLUTION 3591-1119 - GRANT-IN-AID AGREEMENT WITH TOHONO O'ODHAM NATION FOR BARRIER HOODS

Council adopted Resolution 3591-1119, authorizing the acceptance of the grant award to the City in the amount of $16,629.60 for barrier hoods; authorizing the execution of the resulting grant-in-aid agreement; and authorizing the Mayor, the City Manager, the City Clerk, and the City Attorney to execute and submit the Grant-Agreement and any other necessary or desirable instruments in connection with the grant proposal and to take all steps necessary to carryout the purpose and intent of this Resolution.

c. ORDINANCE 1709-1119 - ACQUISITION OF REAL PROPERTY AT CIVIC CENTER

City Council adopted Ordinance 1709-1119 authorizing the purchase of real property located at Avondale Boulevard between Coldwater Springs Boulevard and Civic Center Drive at the Avondale Civic Center Campus; approved a General Fund Contingency Transfer not to exceed $590,000; and authorized the Mayor or City Manager and City Clerk to execute the necessary documents.

d. AMENDMENT NO. 1 TO JOB ORDER THREE WITH DNG CONSTRUCTION, LLC FOR A SCREEN WALL AT THE EMERGENCY OPERATIONS CENTER

City Council approved Amendment No. 1 to Job Order Three with DNG Construction, LLC in the amount of $21,408 for a screen wall around the emergency generator for the Emergency Operations Center, and authorized the Mayor or City Manager and City Clerk to execute the necessary documents.

3. ADJOURNMENT

There being no further business before the Council, Council Member Malone moved to adjourn the Regular Meeting; Vice Mayor Dennis seconded the motion.

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

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

Meeting adjourned at 6:01 p.m.

_____
Kenn Weise, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session and Regular Meeting of the Council of the City of Avondale held on the 4th day of November 2019. I further certify that the meeting was duly called and held and that the quorum was present.

_____
Marcella Carrillo, City Clerk

Item Number: 4.b.

CITY COUNCIL REPORT

SUBJECT: WVIC-Griffith Commerce Park Re-Plat (Application PL-19-0189)

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Tracy Stevens, Deputy City Manager

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

PURPOSE:
City Council will consider a request by Michael Hreha of Larson Engineering for approval of a Re-Plat of Lots 4 and 5 in Griffith Commerce Park; WVIC-Griffith Commerce Park Re-Plat. The proposed Re-Plat will combine two (2) lots, dedicate a twenty-foot wide trail easement, and abandon the eastern 54' X 40' cross-access driveway easement. The combining of lots is required to accommodate development of the site with a new place of worship with a multi-purpose building, a freestanding retail building, and a freestanding restaurant building. The Council will take appropriate action.

BACKGROUND:
The 4.23-acre subject property (Exhibits A, B, C) is located at the northwest corner of Van Buren Street and 105th Avenue. The property is zoned Planned Area Development (PAD), case number A-02-565, approved in 2008 (Exhibit B).

Surrounding uses and zoning include:

• North - Technical college zoned PAD

• East - Courthouse zoned Agricultural (AG)

• South - Vacant land used for farming and warehousing and distribution facilities in the City of Tolleson

• West - Roosevelt Park II Planned Area Development with 607 planned residential units zoned PAD

SUMMARY OF REQUEST:
The applicant is requesting approval of a Re-Plat of Lots 4 and 5 in Griffith Commerce Park (Exhibit D). The proposed Re-Plat combines Lots 4 and 5 on the Final Plat for Griffith Commerce Park to become a single lot, Lot 1.

The Re-Plat also dedicates a twenty-foot wide trail easement to the City of Avondale along Van Buren Street as part of the Van Buren Multi-Use Path. The trail is required to be constructed and maintained by the West Valley Islamic Center (WVIC), which is the place of worship developing this property.

The existing eight (8) foot wide Public Utility Easement along 105th Avenue and Van Buren Street adjacent to the subject property, two (2) rectangular electrical easements on either side of the eastern cross-access

driveway easement, and two (2) 54' X 40' cross-access driveway easements shown on the Re-Plat were previously dedicated by the Final Plat for Griffith Commerce Park (Maricopa County Recorder Book 670 Page 18), recorded on February 10, 2004. The proposed Re-Plat abandons the cross-access driveway easement furthest to the east.

PUBLIC PARTICIPATION:
Public notification is not required for Re-Plat applications.

PLANNING COMMISSION ACTION:
The Planning Commission does not review Re-Plat applications.

ANALYSIS:

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

- The proposed Re-Plat is in conformance with the City of Avondale Zoning Ordinance and Subdivision Regulations.

- Approval of the proposed Re-Plat will combine two (2) lots into a single lot.

- The proposed Re-Plat dedicates a twenty-foot wide trail easement to the City of Avondale.

- The proposed Re-Plat abandons the eastern 54' X 40' cross-access driveway easement.

DISCUSSION:
The proposed Re-Plat is in conformance with the City of Avondale Zoning Ordinance and Subdivision Regulations.

STRATEGIC PLAN:

INITIATIVE: Encourage and support creative innovation in development and service delivery

• STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:
No budget impacts.

RECOMMENDATION:
Staff recommends that City Council **APPROVE** application PL-19-0189 WVIC Griffith Commerce Park Re-Plat with one (1) recommended condition of approval, as follows:

1. The recorded plat shall be in conformance with the WVIC Griffith Commerce Park Re-Plat submitted on September 25th, 2019.

PROPOSED MOTION:
I move that City Council **APPROVE** application PL-19-0189, a request for approval of the WVIC Griffith Commerce Park Re-Plat, subject to one (1) recommended condition of approval.

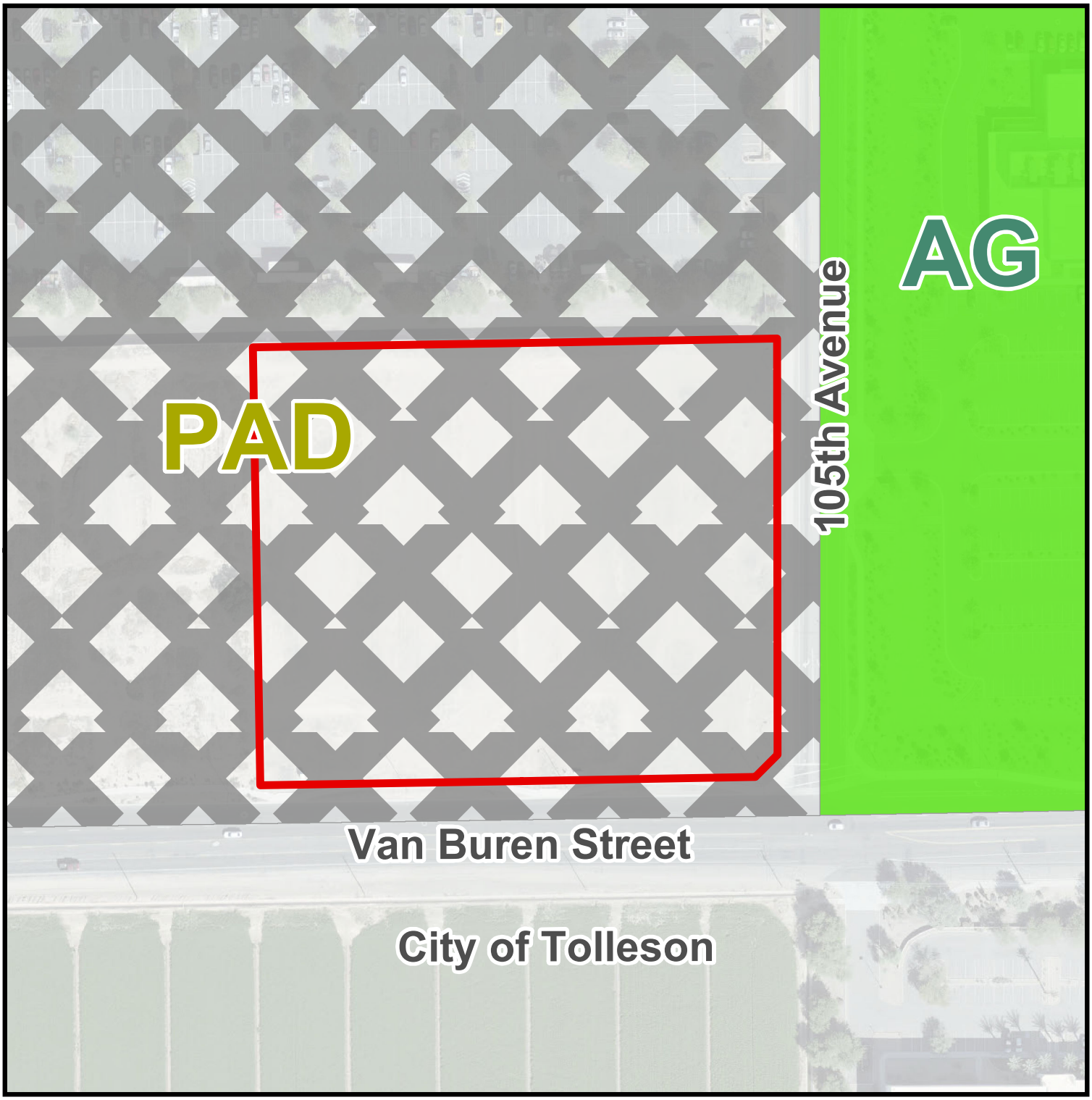
Exhibit A

Aerial Photograph

Avondale

Project Location

Exhibit B

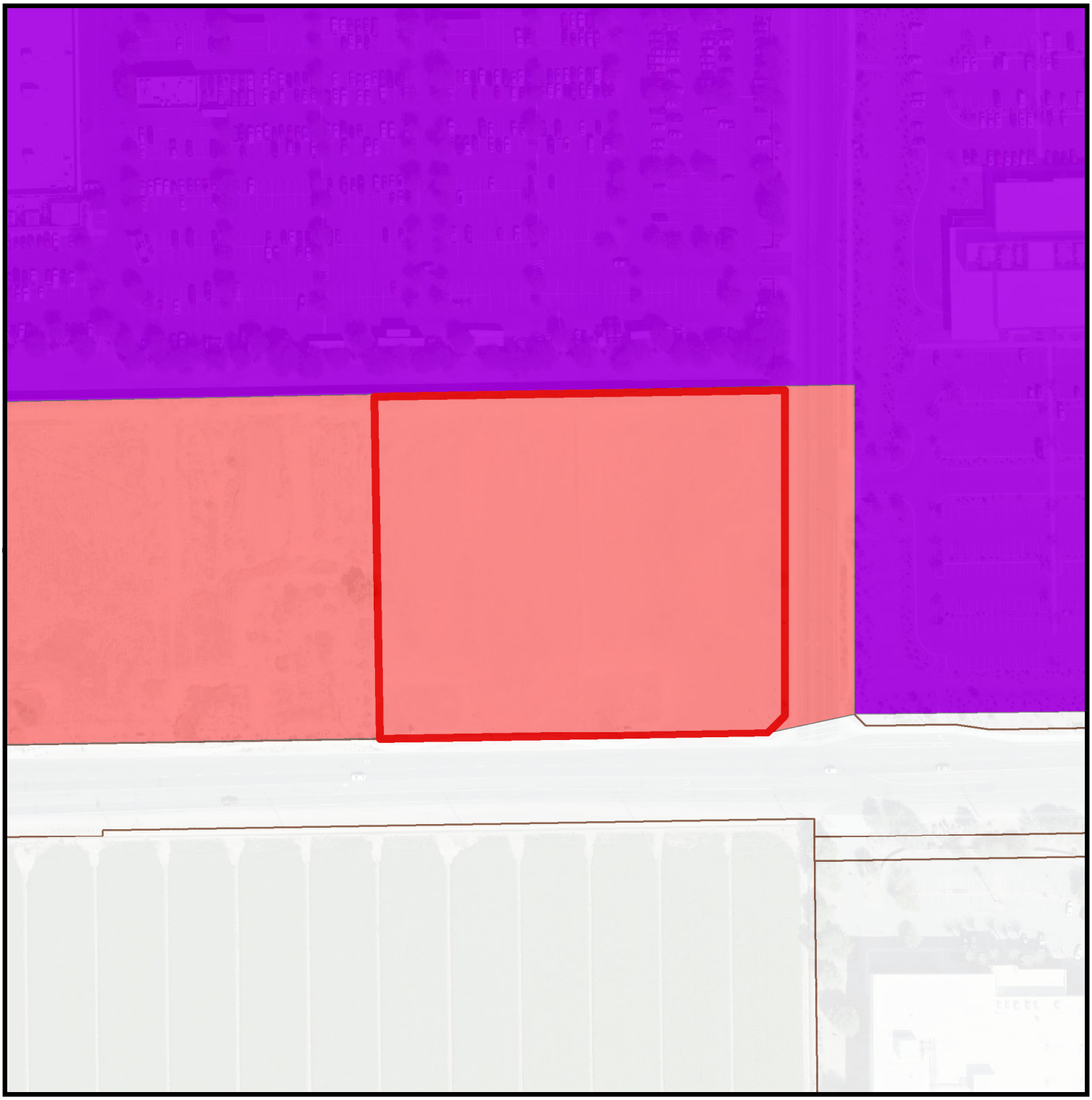


Zoning Vicinity

Avondale

Project Location

Exhibit C



General Plan Land Use Map

Avondale

Project Location

Local Commercial

Business Park

WVIC GRIFFITH COMMERCE PARK

A REPLAT OF LOTS 4 & 5 GRIFFITH COMMERCE PARK
RECORDED IN BOOK 670, PAGE 18 MARICOPA COUNTY RECORDS
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 1
EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

DEDICATION

STATE OF ARIZONA)
) SS
COUNTY OF MARICOPA)

KNOW ALL MEN BY THESE PRESENTS:

THAT WEST VALLEY ISLAMIC CENTER, AN ARIZONA CORPORATION, AS OWNER, HEREBY PUBLISHES THIS REPLAT OF "WVIC GRIFFITH COMMERCE PARK", AS A FINAL PLAT, BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, AND HEREBY DECLARES THAT SAID FINAL PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS, EASEMENTS AND STREETS CONSTITUTING SAME, AND THAT EACH LOT, EASEMENT, AND STREET SHALL BE KNOWN BY THE NUMBER, LETTER OR NAME GIVEN EACH, RESPECTIVELY, ON SAID FINAL PLAT. WEST VALLEY ISLAMIC CENTER, AN ARIZONA CORPORATION, AS OWNER, HEREBY DEDICATES TO THE CITY OF AVONDALE, THE TRAIL EASEMENT SHOWN HEREON, AND HEREBY DEDICATES TO THE PUBLIC THE EASEMENTS SHOWN ON SAID FINAL PLAT AND INCLUDED IN THE ABOVE PREMISES.

IN WITNESS WHEREOF, WEST VALLEY ISLAMIC CENTER, AN ARIZONA CORPORATION, AS OWNER HAS HEREUNDER CAUSED ITS NAME TO BE SIGNED AND THE SAME ATTESTED BY THE UNDERSIGNED OFFICER THEREUNTO DULY AUTHORIZED THIS _____ DAY OF _____, 2019.

WEST VALLEY ISLAMIC CENTER, AN ARIZONA CORPORATION

BY _____, ITS _____

ACKNOWLEDGMENT

STATE OF ARIZONA)
) S.S.
COUNTY OF MARICOPA)

ON THIS _____ DAY OF _____, 2019, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED _____, WHO ACKNOWLEDGED SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

_____ MY COMMISSION EXPIRES: _____, 2019
NOTARY PUBLIC DATE

NOTES:

1. ALL LANDSCAPING WITHIN ADJACENT PUBLIC RIGHT–OF–WAY IS TO BE MAINTAINED BY THE PROPERTY OWNER, EXCLUDING MEDIANS ON ARTERIAL STREETS.
2. ALL UTILITY AND PUBLIC SERVICE EASEMENTS, INCLUDING ANY LIMITATIONS OF EASEMENTS; AND CONSTRUCTION WITHIN SUCH EASEMENTS SHALL BE LIMITED TO UTILITIES, LANDSCAPING, AND WOOD, WIRE OR REMOVABLE SECTION TYPE FENCES.
3. ALL EXISTING OVERHEAD UTILITIES SHALL BE INSTALLED UNDERGROUND IN ACCORDANCE WITH CITY OF AVONDALE MUNICIPAL CODE AND AS REQUIRED BY THE ARIZONA CORPORATION COMMISSION.
4. NO ALTERATIONS SHALL BE MADE TO THE STORM WATER RETENTION AREAS AND APPROVED OR EXISTING CONVEYANCE PATTERNS THAT ARE A PART OF THESE PREMISES WITHOUT WRITTEN APPROVAL BY THE CITY OF AVONDALE.
5. NO STRUCTURES SHALL BE CONSTRUCTED IN OR ACROSS NOR SHALL OTHER IMPROVEMENTS OR ALTERATIONS BE MADE TO THE DRAINAGE FACILITIES THAT ARE A PART OF THIS SUBDIVISION WITHOUT WRITTEN AUTHORIZATION BY THE CITY OF AVONDALE.
6. NO WALLS/FENCES SHALL BE BUILT WITHOUT PRIOR CITY OF AVONDALE APPROVAL.
7. ALL NEW OR RELOCATED UTILITIES SHALL BE REPLACED UNDERGROUND.
8. THIS DEVELOPMENT LIES WITHIN THE CITY OF AVONDALE WATER SERVICE AREA AND HAS BEEN DESIGNATED AN ASSURED WATER SUPPLY.
9. ALL LOT CORNERS SHALL BE MONUMENTED WITH 1/2 INCH REBAR AND CAP BEARING THE REGISTRATION NUMBER OF THE SURVEYOR RESPONSIBLE FOR THEIR PLACEMENT.
10. THE SUBJECT PROPERTY HAS BEEN ZONED BY THE CITY OF AVONDALE AS PAD.
11. THAT WEST VALLEY ISLAMIC CENTER, AN ARIZONA CORPORATION, AS OWNER, WARRANT THAT THE TITLE THERETO IS FREE, CLEAR AND UNENCUMBERED BY ANY RECORDED OR UNRECORDED INSTRUMENTS OR CLAIMS OF TITLE, WHICH NEED NOT BE RECORDED TO BE VALID INCLUDING, BUT NOT LIMITED TO CLAIMS OF ADVERSE POSSESSION AND PRESCRIPTIVE RIGHTS.
12. THE TRAIL EASEMENT SHALL BE MAINTAINED BY THE WEST VALLEY ISLAMIC CENTER.

100 YEAR ASSURANCE WATER SUPPLY:

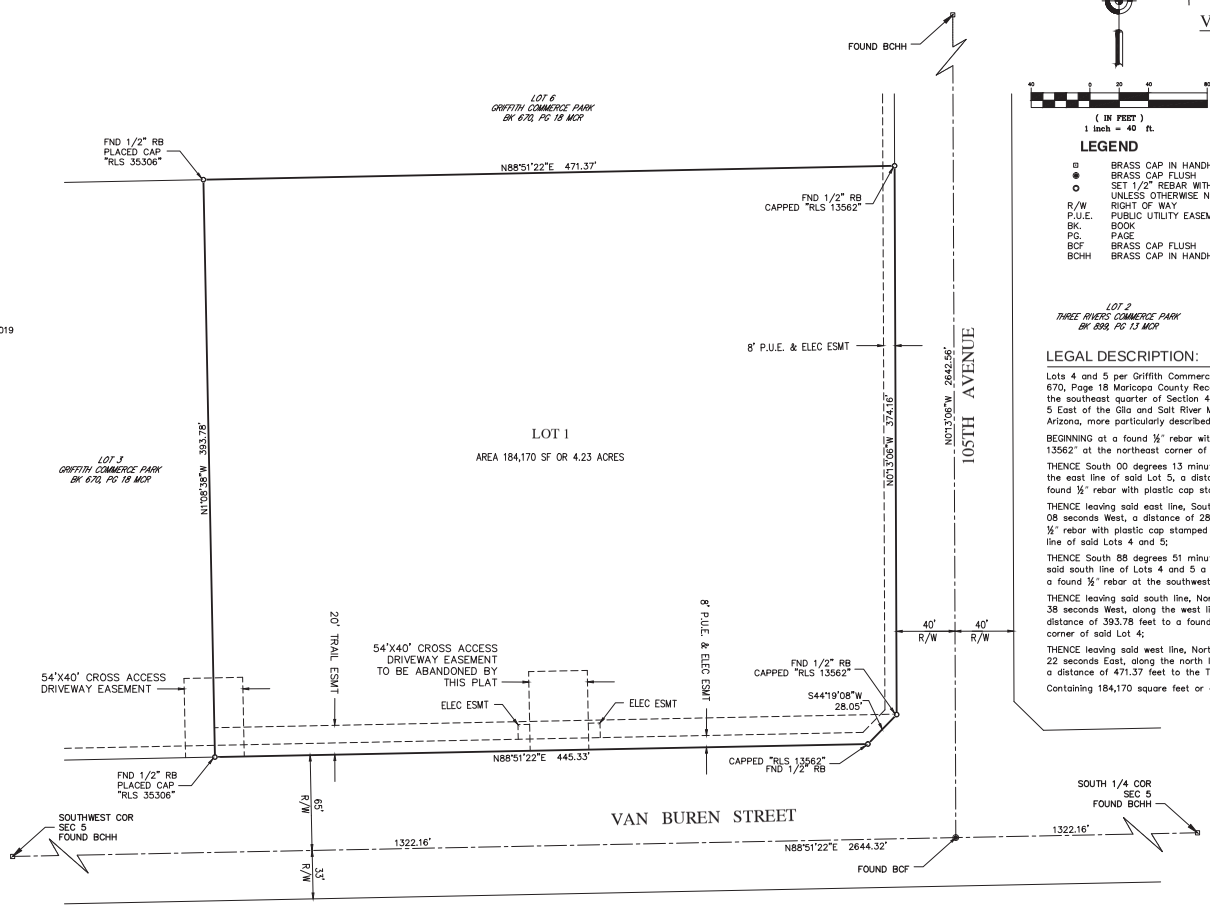
THE AREA PLATTED HEREON LIES WITHIN THE DOMESTIC WATER SERVICE AREAS OF THE CITY OF AVONDALE WHICH IS DESIGNATED AS HAVING AN ASSURED WATER SUPPLY PURSUANT TO SECTION 45–576 ARIZONA REVISED STATUTES.

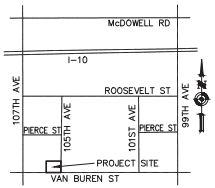
FEMA FLOOD ZONE:

THE PROPERTY IS LOCATED WITHIN AND AREA HAVING FLOOD SHADED ZONE "X", 0.2 PCT ANNUAL CHANCE FLOOD HAZARD, BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 04013C2160L, WITH A DATE OF IDENTIFICATION OF OCTOBER 16, 2013, FOR COMMUNITY NO. 040036, IN MARICOPA COUNTY, ARIZONA, WHICH IS THE CURRENT FLOOD INSURANCE RATE FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

BASIS OF BEARING:

THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER MERIDIAN PER THE FINAL PLAT OF GRIFFITH COMMERCE PARK RECORDED IN BOOK 670, PAGE 18 MARICOPA COUNTY RECORDS, A BEARING OF NORTH 88°51'22" EAST





VICINITY MAP
NOT TO SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

⊡	BRASS CAP IN HANDHOLE
●	BRASS CAP FLUSH
○	SET 1/2" REBAR WITH CAP "RLS 35306" UNLESS OTHERWISE NOTED
R/W	RIGHT OF WAY
P.U.E.	PUBLIC UTILITY EASEMENT
BK.	BOOK
PG.	PAGE
BCF	BRASS CAP FLUSH
BCHH	BRASS CAP IN HANDHOLE

LEGAL DESCRIPTION:

Lots 4 and 5 per Griffith Commerce Park as recorded in Book 670, Page 18 Maricopa County Records, being a portion of the southeast quarter of Section 4, Township 2 South, Range 5 East of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows;

BEGINNING at a found ½" rebar with plastic cap stamped "RLS 13562" at the northeast corner of said Lot 5;

THENCE South 00 degrees 13 minutes 06 seconds East, along the east line of said Lot 5, a distance of 374.16 feet to a found ½" rebar with plastic cap stamped "RLS 13562";

THENCE leaving said east line, South 44 degrees 19 minutes 08 seconds West, a distance of 28.05 feet to a found ½" rebar with plastic cap stamped "RLS 13562" on the south line of said Lots 4 and 5;

THENCE South 88 degrees 51 minutes 22 seconds West, along said south line of Lots 4 and 5 a distance of 445.33 feet to a found ½" rebar at the southwest corner of said Lot 4;

THENCE leaving said south line, North 01 degrees 08 minutes 38 seconds West, along the west line of said Lot 4, a distance of 393.78 feet to a found ½" rebar at the northwest corner of said Lot 4;

THENCE leaving said west line, North 88 degrees 51 minutes 22 seconds East, along the north line of said Lots 4 and 5, a distance of 471.37 feet to the TRUE POINT OF BEGINNING.

Containing 184,170 square feet or 4.23 acres, more or less.

APPROVALS

Approved by the Council of the City of Avondale, Arizona this _____ day of _____, 2019.

_____ _____
Mayor Date

_____ _____
Attest: City Clerk Date

_____ _____
City Engineer Date

UTILITIES:

WATER	CITY OF AVONDALE
SEWER	CITY OF AVONDALE
GAS	SOUTHWEST GAS
ELECTRIC	ARIZONA PUBLIC SERVICE
TELEPHONE	QWEST COMMUNICATIONS
CABLE	COX COMMUNICATIONS
FIRE/POLICE	CITY OF AVONDALE

OWNER / DEVELOPER:

WEST VALLEY ISLAMIC CENTER
10320 W. McDOWELL RD., SUITE F6020
AVONDALE, AZ 85392
623–907–1324

SURVEYOR'S CERTIFICATION:

I hereby certify that this plat and the survey on which it is based correctly represents a survey made by me or under my supervision and that the survey is true and complete as shown; That all monuments shown actually exist or will be set as shown; That their positions are correctly shown and said monuments are sufficient to enable the survey to be retraced, to the best of my knowledge and belief.

Robert S. Unger, R.L.S.
Arizona Reg. No. 35306
Synergy Geomatics
2125 E. 5th Street Suite 101
Tempe, AZ 85281

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35306
ROBERT S.
UNGER
Date Signed 8/28/19
ARIZONA, U.S.A.

REV.	DATE	BY

SYNERGY SURVEYING LLC
123 S. COBBLESTONE DRIVE
GILBERT, AZ 85296
PH: (480) 406-3648
EMAIL: robb@syn-geo.com

DRAWN: RU
CHECKED: RU
DATE: 09/24/19
DWG: 18012FD.dwg

RE–PLAT
WVIC GRIFFITH COMMERCE PARK
AVONDALE, AZ

PROJECT NO.
18012LE

SHEET NUMBER
1
1 OF 1

Item Number: 4.c.

CITY COUNCIL REPORT

SUBJECT: Resolution 3594-1119 – Adopting New Official Investment Policy

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Lindsey Duncan, Finance & Budget Director, (623) 333-2011

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

PURPOSE:
City Council will consider a request to adopt Resolution 3594-1119, adopting a new official investment policy and repealing the existing investment policy previously adopted by City Council on February 20, 1996 and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:
Title 35 of the Arizona Revised Statutes regulates the investment of public monies, and investment policies are normally adopted by an entity's governing body to establish investment parameters, investment objectives, preferences or tolerance for risk, portfolio constraints, and convey how the investment program will be managed/monitored.

The City of Avondale's official investment policy was adopted by the Mayor and Council via Resolution 1484-96 during the February 20, 1996 regular council meeting. Per the resolution, three copies of the investment policy were to be on file with the City Clerk's office, but upon a recent search, no policy could be found.

Because the original official investment policy was not available for review/modification (red-line), a new investment policy was created to address the following matters:
• Scope and investment objectives
• Roles, responsibilities, and standards of care
• Suitable and authorized investments
• Investment diversification
• Safekeeping, custody, and internal controls
• Authorized financial institutions, depositories, and broker/dealers
• Risk and performance standards
• Reporting and disclosure standards

DISCUSSION:
The new official investment policy for the City of Avondale will more closely align policy language with Arizona Revised Statutes and industry best practices, broaden permissible investment sectors to improve the diversification and risk/return profile of the City's investment portfolio, and provide a guide for the investment of City funds to ensure a balance of safety, liquidity, and return.

BUDGET IMPACT:
There is no budgetary impact from this action.

RECOMMENDATION:
Staff recommends City Council adopt a Resolution, approving the new official investment policy.

RESOLUTION NO. 3594-1119

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, ADOPTING A NEW OFFICIAL INVESTMENT POLICY FOR THE CITY OF AVONDALE AND REPEALING THE EXISTING INVESTMENT POLICY PREVIOUSLY ADOPTED BY COUNCIL ON FEBRUARY 20, 1996.

WHEREAS, by Resolution 1484-96, adopted February 20, 1996, the Council of the City of Avondale (the "City Council") adopted an official investment policy for the City of Avondale.

WHEREAS, the City Council desires to repeal the official investment policy adopted in 1996 and to adopt by this Resolution a new official investment policy for the City of Avondale.

WHEREAS, the new official investment policy for the City of Avondale will more closely align policy language with Arizona Revised Statutes and industry best practices, broaden permissible investment sectors to improve the diversification and risk/return profile of the City's investment portfolio, and provide a guide for the investment of City funds to ensure a balance of safety, liquidity, and return.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE AS FOLLOWS:

SECTION 1. The original investment policy adopted on February 20, 1996, by way of Resolution 1484-96, is hereby repealed.

SECTION 2. That certain document titled "Finance & Budget Policy 001: Investment Policy", three copies of which are on file with the City Clerk's Office, is hereby adopted and declared to be the official investment policy of the City of Avondale.

PASSED AND ADOPTED by the Council of the City of Avondale, November 18, 2019.

_____
Kenneth N. Weise, Mayor

ATTEST:

_____
Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

_____
Michael Wawro, City Attorney

SECTION: FINANCE & BUDGET POLICY 001

TITLE: Investment Policy

I. INTRODUCTION

The City receives significant revenue over the course of a year, and it is important that cash balances are prudently invested so that they not only provide an adequate return to the City, but invested monies are returned intact without any loss in principal balance. This Finance & Budget policy is established to ensure the safety of City monies while at the same time providing the required liquidity to operate City programs.

II. SCOPE AND INTENT

A. This policy is designed to apply to the investment program of the City.

B. The City will consolidate cash and reserve balances from all funds in order to maximize investment earnings and to increase efficiencies with regard to investment management pricing, safekeeping costs and administration costs, except for cash in certain restricted and/or trust funds, which are exempted from this policy.

C. Investment income will be allocated to the various funds based on their respective participation and in accordance with generally accepted accounting principles.

D. The City operates under Arizona Revised Statute (A.R.S.) Title 35, Chapter 2, Article 2.1 entitled Money Management, and other investment guidelines mandated by statute. Investments that need to restrict yield for purposes of the Internal Revenue Service's Arbitrage Bond Regulations (Treasury Regulation Section 1.148-1 et seq.) will be deposited into a separate account and invested in a manner that meets arbitrage guidelines permitted by the IRS.

III. OBJECTIVES

A. The primary objectives, in order of priority, of the City's investment activities are:

1. **Safety.** Safety of principal is the foremost objective of the investment program. The City will seek to ensure preservation of principal in the overall portfolio. The objective will be to prudently mitigate credit risk and interest rate risk. It is understood by the City that no investment is completely free of risk.

2. **Liquidity.** The investment pools and funds will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated. This is to be accomplished by structuring the portfolio so that securities mature concurrent with anticipated cash flow needs. The portfolio should consist of securities for which there exist active secondary markets.

3. **Return on Investment.** The investment pools and funds shall be managed with the objective of attaining a competitive rate of return given the constraints of the

aforementioned safety and liquidity objectives. Return on investment is of secondary importance compared to the safety and liquidity objectives described above. The core investments are limited to relatively low risk securities in anticipation of earning a fair return relative to the risk being assumed.

IV. STANDARDS OF CARE

A. Prudence

The standard of prudence to be used by investment officials shall be the "uniform prudent investor act" standard and shall be applied in the context of managing an overall portfolio. Investment officers acting in accordance with written procedures and this investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and the liquidity and the sale of securities are carried out in accordance with the terms of this policy.

B. Ethics and Conflict of Interest

Officers and employees of the City involved in the investment process shall adhere to the conflict of interest laws as set forth in A.R.S. §38-501 through 38-511. They shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions.

C. Delegation of Authority

Authority to manage internally or to delegate the management of the investment program of the City to an external SEC-registered investment advisor(s) is granted to the City Manager, Assistant City Manager, and Finance & Budget Director. If authority to manage all or a part of the investment program of the City is delegated to an external advisor(s):

1. The advisor(s) shall comply with this Policy and other written instructions provided by the Finance Director.
2. The Finance & Budget Director will be responsible for:
    a. Periodic investment portfolio reporting;
    b. Evaluating the performance of the externally managed portfolio;
    c. Monitoring manager compliance with the investment policy;
    d. Conveying the investment needs of the City to the external manager/Investment Advisor(s);
    e. Developing investment strategy with the external manager/Investment Advisor(s).

V. AUTHORIZED FINANCIAL INSTITUTIONS, DEPOSITORIES, AND BROKER/DEALERS

A. A list will be maintained of financial institutions and depositories authorized to provide

investment services.

B. All financial institutions and broker/dealers who desire to become qualified for investment transactions must supply the following as appropriate:

1. Audited financial statements demonstrating compliance with state and federal capital adequacy guidelines.
2. Proof of Financial Industry Regulatory Authority (FINRA) certification (not applicable to Certificate of Deposit counterparties).
3. Proof of state registration.
4. Completed broker/dealer questionnaire (not applicable to Certificate of Deposit counterparties).
5. Certification of having read and understood and agreeing to comply with the City's investment policy.
6. Evidence of adequate insurance coverage.

C. An annual review of the financial condition and registration of all qualified financial institutions and broker/dealers will be conducted by the Finance & Budget Department.

D. If the city chooses to retain an investment advisor, then their approved Broker/Dealer list may be used in lieu of the requirements listed above.

VI. SAFEKEEPING AND CUSTODY

A. Delivery vs. Payment

1. All security transactions entered into by the City shall be conducted on a delivery versus payment basis.
2. Securities shall be held by a custodian designated by the City and evidenced by custodial reports.

B. Safekeeping

1. Securities will be held by an independent third-party custodian selected by the entity as with all securities held in the City’s name.
2. The safekeeping institution shall annually provide a copy of their most recent report on internal controls (Statement of Auditing Standards No. 70, or SAS 70).

C. Internal Controls

1. The City shall establish written internal controls to regulate the activities of investment personnel, which shall include:

   a. **Control of Collusion:** Collusion is a situation where two or more employees are working in conjunction to defraud their employer.

   b. **Segregation of duties:** By separating the person who authorizes or performs the transaction, a good separation of duties is achieved.

   c. **Custodial Safekeeping:** Securities purchased from any bank or dealer, including appropriate collateral, shall be placed into an independent third-party

institution for custodial safekeeping.

d. **Avoidance of physical delivery securities:** Book entry securities are much easier to transfer and account for since actual delivery is never taken. Physical delivery securities must be properly safeguarded as are any valuable documents. The potential of fraud and loss increases with physical delivery securities. Bearer-form securities are much easier to convert to personal use than securities that are registered in the name of the government.

e. **Clear delegation of authority to subordinate staff members:** Subordinate staff members must have a clear understanding of their authority and responsibilities to avoid any improper actions. Clear delegation of authority also preserves the internal control structure that is built around the various staff positions and their respective responsibilities.

f. **Written Confirmation of all transactions (transfer, fax, internet) for investments and wire transfers:** Due to potential for errors and improprieties arising from telephone/electronic transactions, these shall be documented in writing and approved by the appropriate person.

g. **Development of an electronic funds transfer agreement with banks:** This agreement should outline the various controls and security provisions for making and receiving electronic funds transfers.

1) Authorization representing the government shall be in compliance with the policy for all transfers.

2) Financial institutions will have written instructions regarding government authorizations for wire transfers, restrictions on accounts where funds can be wired, and other procedures that will mitigate unauthorized movement of funds (e.g., call-back to independent person, written confirmation, etc.)

2. **Insurance may be secured at appropriate levels to bond employees charged with investment and cash handling responsibilities.**

VII. PERMITTED INVESTMENTS

A. Consistent with the City's investment policy objectives and A.R.S. §35-323A, the following investments will be permitted by this policy:

1. Certificates of deposit in eligible depositories-50% sector limit, must be insured or fully collateralized.

2. Negotiable or brokered certificates of deposit issued by a nationally or state-chartered bank or savings and loan association; that are rated “A” (long-term) or A-1 (short-term) or the equivalent or better by a NRSRO-50% sector limit, 5% issuer limit.

3. Commercial paper, of prime quality that is rated within the top two ratings by a nationally recognized rating agency. All commercial paper must be issued by corporations organized and doing business in the United States-50% sector limit, 5% issuer limit.

4. Interest bearing savings accounts in banks and savings and loan institutions doing business in this state whose accounts are insured by federal deposit insurance for their industry. Deposits in excess of the insured amount are secured by collateral as outlined in A.R.S. §35-323.
5. The pooled investment funds established by the state treasurer pursuant to A.R.S. §35-326.
6. Obligations issued or guaranteed by the United States or any of the senior debt of its agencies, sponsored agencies, corporations, sponsored corporations or instrumentalities.
7. Bonds or other evidence of indebtedness of this state or any of its counties, incorporated cities or school districts-40% sector limit, 5% issuer limit.
8. Bonds, notes or evidences of indebtedness issued by any county improvement district or municipal improvement district of any state to finance local improvements authorized by law, if the principal and interest of the obligations are payable from assessments on real property within the improvement district-40% sector limit, 5% issuer limit. An investment shall not be made if:
   a. The face value of all such obligations, and similar obligations outstanding, exceeds fifty percent of the market value of the real property, and if improvements on which the bonds or the assessments for the payment of principal and interest on the bonds are liens inferior only to the liens for general ad valorem taxes.
   b. A default in payment of principal or interest on the obligations to be purchased has occurred within five years of the date of investment, or, if the obligations were issued less than five years before the date of investment, a default in the payment of principal or interest has occurred on the obligations to be purchased or on any other obligation of the issuer within five years of the investment.
9. Bonds, debentures, notes or other evidences of indebtedness that are denominated in United States dollars and that carry at a minimum an "A" or better rating, at the time of purchase, from at least two nationally recognized rating agencies-50% sector limit, 5% issuer limit.
10. Repurchase agreements with a maximum maturity of one hundred eighty days-40% sector limit, 20% issuer limit.

B. Unless part of the above lists of permitted investments, all other investments instruments are hereby prohibited from consideration.

C. The City shall invest trust and restricted funds in accordance with A.R.S. §35-324, A.R.S. §35-328 and the terms of the trust or controlling documents, if any.

Table of Permitted Investments

Item	Investment Type	Sector Limit	Issuer Limit
1	Certificates of Deposit (CDs)	50%	
2	Negotiable/Brokered CDs	50%	5%

3	Commercial Paper	50%	5%
4	Cash Funds/Money Market Accounts	100%	
5	Local Government Investment Pool (LGIP)	100%	
6	U.S. Treasury, U.S. Gov. Agency Obligations/Instrumentalities	100%	
7-8	State or Local Government Agency Obligations	40%	5%
9	Corporate Notes, Asset-backed securities	50%	5%
10	Repurchase Agreements	40%	20%

VIII. INVESTMENT DIVERSIFICATION & CONSTRAINTS

A. Following the primary objective of preservation of capital, investments shall be actively managed to take advantage of market opportunities. In so doing, negotiable securities may be sold prior to their maturity to provide liquid funds as needed for cash flow purposes, to enhance portfolio returns, or to restructure maturities to increase yield and/or reduce risk.

B. The City recognizes that investment risks can result from issuer defaults, market price changes or various technical complications leading to temporary illiquidity. Portfolio diversification is employed as a way to control risk. The Finance & Budget Director will display prudence in the selection of securities as a way to minimize default risk. No individual investment transaction shall be undertaken that jeopardizes the total capital position of the overall portfolio. In the event of a default by a specific issuer, the Finance & Budget Director shall review, and if appropriate, proceed to liquidate securities having comparable risks.

C. The Finance & Budget Director shall periodically adjust guidelines and strategies to control risks of default, market price changes and illiquidity.

1. <u>Portfolio Diversification</u>

   a. It is the policy of the City to diversify its investment portfolio.

   b. Investment funds shall be diversified to minimize the risk of loss resulting from over concentration of assets in a specific maturity, a specific issuer, or a specific class of securities.

   c. Diversification strategies shall be periodically reviewed by the Investment Advisory Committee.

2. <u>Maximum Maturities</u>

   a. The City, to the extent possible, will attempt to match investments with anticipated cash flow requirements. Unless matched to a specific cash flow, the City will not directly invest in securities maturing more than five years from the date of purchase or in accordance with governing legislation.

   b. Reserve funds may be invested in securities exceeding five years if the maturity of such investments is made to coincide as nearly as practicable with the expected use of the funds.

c. Maturity decisions will be made based on a variety of factors, including the following:

1) Internal factors, such as cash flow projections, debt service, potential CIP outlays, etc.

2) The yield curve at various maturity sectors of the market.

3) Federal Reserve Bank policy and the financing plans of the U.S. Treasury and Agencies.

3. Competitive Bidding

a. Competitive bidding strengthens the investment program in terms of level and consistency of performance. In general, all purchases of investments will be bid competitively and to the extent practical, all purchases will be awarded to vendors yielding the highest returns to the City. The City reserves the right to reject the bid yielding the highest return if the transaction is deemed to be inconsistent with City policy, i.e., maturity, risk, liquidity, etc.

b. For every investment transaction the City shall conduct a competitive "bid" process, securing quotes from at least three (3) qualified broker/dealer institutions. If the City utilizes an outside investment advisor, the advisor shall follow the same process of securing a minimum of three (3) bids from their list of approved broker/dealers.

IX. PERFORMANCE EVALUATION AND REPORTING

A. Evaluation and monitoring of investment performance are the responsibility of the Finance & Budget Director.

1. The following report related to liquidity investments such as LGIP, overnight balances, money market funds, and short-term certificates of deposit will be provided to the Finance & Budget Director on a monthly basis.

a. Balance and yield information.

2. The following reports related to third party managed investment securities will be provided to the Finance & Budget Director.

a. Monthly

1) Month end Investment Summary. The month-end investments are summarized by type of investment. The report summarizes original cost and market values of investments in the pools and funds.

2) Earned investment yield for period, year-to-date, and comparison to prior year.

3) Interest distributed for period.

b. Quarterly

1) Monthly average rate of return on the portfolio.

2) Average days to maturity.

3) Monthly portfolio composition.

3. At a minimum, a report shall be presented annually to the City Manager and Council to update administration on securities held, maturities, investment returns, unrealized gains (losses), and comparisons to established benchmarks, market conditions, prevailing investment strategy, and adherence to the investment policy.

   a. Securities will be reported on a mark to market basis as defined by the Governmental Accounting Standards Board (GASB).

B. Custodian Reconciliation

1. The report of investment holdings shall be reconciled to the City's custodian bank within thirty (30) days of the close of each month and any discrepancies shall be reported to the Finance & Budget Director.

Item Number: 4.d.

CITY COUNCIL REPORT

SUBJECT: Resolution 3595-1119 - Approval of 2019-2020 HOME Funding Intergovernmental Agreement with Maricopa County

MEETING DATE: 11/18/2019

TO: Mayor and Council

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

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

PURPOSE:

Staff is requesting City Council adopt resolution 3595-1119 authorizing the Fourth Amendment to the 2016-2017 Intergovernmental Agreement with Maricopa County to allow the City to receive an allocation of Federal funding under the HOME Investment Partnership Program in the amount of $188,390 for the 2019-2020 fiscal year and authorize the Mayor or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

In May, 2005 the City Council adopted Resolution 2485-05 which allowed the City to enter into the Maricopa HOME Consortium Intergovernmental Agreement with Maricopa County and other municipalities in the Valley. The agreement resulted in the City becoming a member of the Maricopa HOME Consortium, and entitles the City to a portion of the Consortium's annual allocation of HOME funds from the US Department of Housing and Urban Development (HUD). The original agreement, which secures the City's membership in the Consortium, has been renewed in subsequent years, and remains in effect. In addition to the Maricopa HOME Consortium Intergovernmental Agreement, an amendment is required for the City to receive its annual share of the total HOME allocation. This third IGA amendment identifies HOME funds to be provided and the activities that the City will undertake with these funds.

DISCUSSION:

The 2016-2017 IGA will be amended to include the City's allocation amount of $188,390 for the 2019-20 fiscal year. The terms and conditions of the amendment are consistent with the 2019-2020 Annual Action Plan that City Council approved in April 2019 which was subsequently submitted and approved by HUD.

BUDGET IMPACT:

There is no additional budget impact at this time. The required 25% match funding was appropriated in the 2019-2020 budget in fund 205.

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution authorizing Fourth Amendment to the 2016-2017 Intergovernmental Agreement with Maricopa County to allow the City to receive an allocation of federal funding under the HOME Investment Partnership Act in the amount of $188,390 for the 2019-2020 fiscal year.

RESOLUTION NO. 3595-1119

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, APPROVING THE FOURTH AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT WITH MARICOPA COUNTY RELATING TO THE HOME INVESTMENT PARTNERSHIP PROGRAM.

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

SECTION 1. The Fourth Amendment to the FY 2016-2017 Intergovernmental Agreement with Maricopa County, administered by its Human Services Department, relating to financial assistance provided to eligible first-time homebuyers within the City of Avondale through the HOME Investment Partnership Program, as subrecipient and member of the HOME Consortium, for funding for the 2019 Homebuyer Assistance Program Year (the "Amendment") is hereby approved in substantially the form and substance attached hereto as Exhibit A and incorporated herein by reference.

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

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, November 18, 2019.

_____
Kenneth N. Weise, Mayor

ATTEST:

_____
Marcella Carrillo, City Clerk

APPROVED AS TO FORM:

_____
Michael Wawro, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 3595-1119

[Amendment]

See following pages.

AMENDMENT No. 4 TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN MARICOPA COUNTY ADMINISTERED BY ITS HUMAN SERVICES DEPARTMENT AND CITY OF AVONDALE

I. Maricopa County ("County") administered by its Human Services Department and the City of Avondale ("City") entered into a financial Intergovernmental Agreement ("Agreement") on or about March 9, 2017. The purpose of the Agreement is for the City to provide single family homebuyer assistance (down payment and closing costs assistance) and single family housing rehabilitation. The County provided the City with $134,098 in 2016 HOME Investment Partnerships Program (HOME) funds from the U.S. Department of Housing and Urban Development (HUD). All work performed or cost incurred or expended shall be reimbursable through March 9, 2019. The County and the City may be referred to individually as "Party" or collectively as "Parties."

The Parties executed Amendment No. 1 on or about November 3, 2017 to add 2017 Work Statements for homebuyer assistance and single family housing rehabilitation programs. The County provided the City with $134,240 for the 2017 Work Statements. All work performed or cost incurred or expended for 2017 Work Statements shall be reimbursable through September 30, 2021. Upon approval of Amendment No. 1, the Agreement funding amount increased to $268,338.

The Parties executed Amendment No. 2 on or about October 18, 2018 to add a 2018 Work Statement A for homebuyer assistance. The County provided the City with $210,065 for the 2018 Work Statement A. The Amendment also added 2018 Work Statement B for the City to provide housing rehabilitation assistance. The City shall contribute $55,000 to the housing rehabilitation program from previous years program income. All work performed or cost incurred or expended for the 2018 Work Statements shall be reimbursable through September 30, 2022. The Agreement funding amount increased to $478,403.

The Parties executed Amendment No. 3 on or about February 27, 2019 to extend the expenditure period for the 2016 Work Statement from March 9, 2019 to September 30, 2019.

II. The Parties agree to enter into this Amendment No. 4 to the Agreement to amend the Agreement as follows:

A. Add additional Work Statement hereinafter referred to as "2019 Work Statement" for the City to provide single family homebuyer assistance. The County shall provide the City with $188,389.54 for the 2019 Work Statement. All work performed or cost incurred or expended shall be reimbursable through September 30, 2023.

B. Upon approval of Amendment No. 4, the Agreement funding amount shall be increased to $666,792.54.

C. Section IV, Compensation, Subsection D, Reimbursement shall be amended to reference total funding of $666,792.54.

III. The County shall reimburse the City on a Net 0 payment standard.

This Agreement is subject to A.R.S. §38-511. The foregoing paragraphs contain all the changes made by this Amendment. All other terms and conditions of the original Agreement remain the same and in full force and effect as approved and amended.

IN WITNESS THEREOF, the Parties have signed this Amendment:

APPROVED BY:
CITY OF AVONDALE

_____

Date: _____

Attested To:

_____

City Clerk

APPROVED BY:
MARICOPA COUNTY

_____
Chairman, Board of Supervisors

Date: _____

Attested To:

_____

Fran McCarroll, Clerk of the Board

IN ACCORDANCE WITH A.R.S. §§ 11-952, 11-201, AND 11-251, THIS AMENDMENT HAS BEEN REVIEWED BY THE UNDERSIGNED DEPUTY COUNTY ATTORNEY, AND, IN ACCORDANCE WITH A.R.S. § 11-952, THIS AGREEMENT HAS BEEN REVIEWED BY THE UNDERSIGNED ATTORNEY FOR CITY ON BEHALF OF CITY, AND, AS TO THEIR RESPECTIVE CLIENTS ONLY, EACH ATTORNEY HAS DETERMINED THAT THIS AGREEMENT IS IN PROPER FORM AND WITHIN THE POWER AND AUTHORITY GRANTED UNDER THE LAWS OF THE STATE OF ARIZONA.

CITY OF AVONDALE

BY: _____
City Attorney

Date: _____

MARICOPA COUNTY

BY: _____
Deputy County Attorney

Date: _____

MARICOPA COUNTY
HOME Investment Partnerships Program
2019 Work Statment

Consortium Member: City of Avondale, Arizona
Project: Homebuyer Assistance
Program Year 2019 HOME Funds: $188,389.54, which includes $11,774.35 in Administrative Funds
Type of Property: Single-Family

A. DETAILED SCOPE OF WORK:

1. Consolidated Plan goals as it relates to this activity, include the priority rating i.e. High, Low

   This activity supports the Consolidated Plan goal to expand affordable housing by providing direct financial assistance to income-qualified homebuyers. This is the #1 goal in the Plan.

2. Type of assistance/activity to be provided with HOME funds: Homebuyer Assistance

   The City will provide down payment, closing cost, principal reduction and other appropriate assistance to eligible first-time homebuyers who wish to purchase a single-family property in the City of Avondale.

3. Methods and instruments used for ensuring affordability:

   The City will secure HOME funds with a Deed of Trust and Promissory Note, or other appropriate lien document(s) approved by the City. These documents will include a recapture provision per 24 CFR 92. The amount of funds recaptured will be prorated over the term of the loan, and as such, be payable in-full to the City should the borrower sell, refinance with cash out or no longer occupy the property as their primary residence within the appropriate period of affordability.

4. Anticipated use of program income/recaptured funds:

   Program income/recaptured funds will be used for administration and additional HOME-eligible projects per 24 CFR 92.

B. OBJECTIVES AND OUTCOMES:

	OUTCOMES		
	AVAILABILITY/ ACCESSIBILITY	**AFFORDABILITY**	**SUSTAINABILITY**
DECENT HOUSING	☐ Single Family Housing Rehab and Emergency Rehab, Homebuyer Assistance	☑ Homebuyer Activities, Acquisition/Rehab of rental housing, Acquisition/New Construction of rental housing, Preservation of existing public housing units and TBRA, Expansion of assisted rental units in the private marketplace	☐ Housing Activities in a targeted revitalization area

C. LOGIC MODEL: PERFORMANCE INDICATORS:

INPUTS/ RESOURCES In order to accomplish proposed activities, the Subrecipient will need the following:	**ACTIVITIES** In order to address the issue, the subrecipient will conduct the following activities:	**OUTPUTS** Once completed, these activities will produce the following:	**OUTCOMES** When completed, these activities will lead to the following changes:	**IMPACT** Long term changes:
HOME funding	A non-profit Subrecipient will provide: eligibility qualification (including income), housing counseling/homebuyer education, property inspections, purchase contract review, lien documentation preparation, and coordination with lenders, title companies, buyers, realtors. The City will complete the environmental reviews.	Expand affordable housing opportunities	Low to moderate income families become first time homebuyers	Stable neighborhoods

D. PROPOSED BENEFICIARIES:

Targeted Population by Income Level	**Number of Households**	**Total Number of Units**	**Number of HOME Assisted Units in program (if rental)**
Households at or below **50%**	0	0	0
Households at or below **60%**	0	0	0
Households at or below **80%**	**6**	**6**	0
TOTAL	**6**	**6**	**0**

E. PRIORITY POPULATIONS:

Priority Populations	**No. of Units**
Elderly	0
Physically Disabled	0
Other Priority Populations: Veterans	0

F. PERFORMANCE REPORTING GOALS-TIMELINE OF ACTIVITIES:

MILESTONES	START DATE	COMPLETION DATE
Applicant eligibility (units 1-3)	10/15/19	4/15/20
Environmental Reviews	12/15/19	4/15/20
Units passes HQS inspection	2/15/20	5/15/20
Underwriting & private financing secured	3/15/20	6/15/20
Close of escrow & occupancy by LMI households	3/15/20	6/15/20
Project funding drawdown and Completion Reports submitted to County	5/15/20	7/1/20
Applicant eligibility (units 4-6)	7/15/20	11/15/20
Environmental Reviews	1/15/21	5/15/21
Units passes HQS inspection	3/15/21	6/15/21
Underwriting & private financing secured	4/15/21	7/15/21
Close of escrow & occupancy by LMI households	5/15/21	8/15/21
Project funding drawdown and Completion Reports submitted to County	7/15/21	9/15/21

Any change to the Timeline will need to be submitted to and approved by Maricopa County.

G. ACTIVITY BUDGET SUMMARY:

ACTIVITIES	HOME Funds PY 2019	Additional Sources* (defined in Table H.)	TOTAL COST
ACQUISITION			
Land			$ -
Buildings		$ 1,290,000.00	$ 1,290,000.00
Closing Costs	$ 176,615.19		$ 176,615.19
Legal Fees			$ -
TOTAL	$ 176,615.19	$ 1,290,000.00	$ 1,466,615.19
SITE & DEMOLITION			$ -
Site Work			$ -
Demolition			$ -
TOTAL	$ -	$ -	$ -
NEW CONSTRUCTION or REHAB			$ -
Construction Costs-Materials			$ -
Builder Overhead			$ -
Builder Profit			$ -
General Requirements			$ -
Consultant/Specialist			$ -
Permits & Fees			$ -
Construction Contingency			$ -
Sales Tax			$ -
Other-Infrastructure			$ -
TOTAL	$ -	$ -	$ -
ARCHITECTURAL FEES			$ -
Design	$ -	$ -	$ -
Supervision			$ -
Other			$ -
TOTAL	$ -	$ -	$ -
CONSTRUCTION INTEREST & FEES & LEGAL FEES			$ -
Construction Interest			$ -
Bond Premium			$ -
Title & recording			$ -
Insurance			$ -
Legal Fees			$ -
Other			$ -
TOTAL		$ -	$ -
ADMINISTRATION COSTS			$ -
Program Income Administration			$ -
Administration	$ 11,774.35		$ 11,774.35
Volunteer Labor			$ -
TOTAL	$11,774.35	$0.00	$ 11,774.35
GRAND TOTAL	**$188,389.54**	**$1,290,000.00**	**$ 1,478,389.54**

H. SOURCE AND AMOUNT OF OTHER RESOURCES:

FUNDING AGENCY	CASH AMOUNT	VOLUNTEER/ IN-KIND AMOUNT
Private Lenders	1,290,000	
Program Income		
Program Income Admin.		
TOTALS	**$1,290,000**	**0**

I. MATCH:

Match commitment must equal 25% of the HOME funds requested. Documentation is due at the time of request for payment(s). Match Logs must be submitted annually by June 30th of each year.

TYPE	SOURCE/FUNDING AGENCY	TOTAL
Cash or cash equivalents from a non-federal source	City of Avondale General Funds	44,154
Value of waived taxes, fees or charges associated with HOME projects		
Value of donated land or real property		
Cost of infrastructure improvements associated with HOME projects		
Percentage of proceeds from single- or multi-family state housing bonds		
Value of donated materials, equipment, labor and professional services		
Sweat equity		
TOTAL		**$44,154**

Item Number: 4.e.

CITY COUNCIL REPORT

SUBJECT: Employment Agreement with Charles A. Montoya

MEETING DATE: 11/18/2019

TO: Mayor and Council

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

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

PURPOSE:

City Council will consider a request to approve the Amended Employment Agreement with Charles A. Montoya and authorize the Mayor and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

On May 21, 2018, City Council approved the initial Employment Agreement with Charles A. Montoya and appointed Mr. Montoya as City Manager. On June 18, 2018, City Council approved an amendment to the Employment Agreement modifying Mr. Montoya's initial start date. Mr. Montoya started with the City of Avondale as City Manager on July 16, 2018.

DISCUSSION:

On November 12, 2019, City Council met in Executive Session pursuant to Arizona Revised Statutes 38-431.03 to discuss the annual evaluation of Mr. Montoya. As a result of the discussion held within Executive Session, staff is presenting an amended Employment Agreement for City Council's consideration and approval.

BUDGET IMPACT:

Funding for this agreement is in the City Administrative Office Budget in Fund 101-5100-00-5000 Personnel Services.

RECOMMENDATION:

Staff recommends approval of the Employment Agreement with Charles A. Montoya and authorize the Mayor and City Clerk to execute the necessary documents.

AMENDMENT TO THE TERMS AND CONDITIONS OF THE AMENDED AND RESTATED EMPLOYMENT AGREEMENT DATED JULY 18, 2018

THIS AMENDMENT TO THE AMENDED AND RESTATED EMPLOYMENT AGREEMENT (this "Amendment") is made and entered into by and between the City of Avondale, an Arizona municipal corporation (the "City") and Charles A. Montoya ("Montoya") and all terms and conditions set forth herein shall be retroactively effective as of July 16, 2019 (the "Effective Date").

RECITALS

A. The Mayor and Council of the City of Avondale have entered into an Amended and Restated Employment Agreement with Montoya dated June 18, 2018 (hereinafter "Agreement") for the provision of the duties and functions of the City Manager, pursuant to the Avondale City Charter and Code and in accordance with Arizona Revised Statutes, Section 9-271; and

B. It is the desire of the Council of the City of Avondale (the "City Council") that Montoya continue his role as City Manager; and

C. Montoya desires to continue his employment as City Manager of the City; and

D. The City and Montoya desire to amend the Agreement.

E. The City Council and Montoya desire that the terms and conditions of this Amendment be retroactively effective as of July 16, 2019.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing introduction and recitals, which are hereby incorporated into and are deemed an integral part of this Amendment and the Amended and Restated Employment Agreement dated July 18, 2018, the City and Montoya hereby agree to amend the Agreement as follows:

1. Section 6.3 of the Agreement shall be amended to add a new subsection "C" as follows:

6.3 Retirement and Deferred Compensation.

C. 401(a) Retirement Plan. For contributions made by Montoya into a verified 401(a) retirement plan, the City shall contribute an equal amount up to a maximum of $5,000.00 annually.

2. Section 6.6 of the Agreement shall be amended to add as follows:

6.6 Vacation, Sick and Military Leave. Montoya shall accrue vacation and sick leave in accordance with the City of Avondale's Policy and Procedure Manual as applicable to

department-director-level and above employees; provided, however, Montoya shall be credited with one month of vacation leave and two weeks of sick leave, which shall be available on the first to occur of the Start Date or the day he reports for duty as set forth in Section 2 above. Montoya shall also receive a holiday bank of hours in accordance with the City of Avondale's Policy and Procedures Manual. Montoya shall be compensated for unused vacation and sick leave upon termination according the provisions of the City of Avondale's Policy and Procedure Manual relating thereto, unless otherwise specified this Agreement.

In addition to the above, Montoya shall receive one (1) additional week of vacation leave per year which shall be allocated in increments of four (4) hours of vacation leave per month.

3. Section 6.7 of the Agreement regarding Technology Incentive has been fulfilled and is deleted in its entirety.

4. Section 6.8 of the Agreement regarding Temporary Housing has been fulfilled and is deleted in its entirety.

5. Section 10.3 is hereby added and reads as follows:

> 10.3 Additional Education. During the term of Montoya's employment, the City will pay those educational classes and book expenses beyond the City's administrative policy limit of $5,000.00 per year, but which shall not exceed $10,000.00 in a calendar year. This amount would be subject to IRS withholdings for which Montoya is solely responsible for.

6. Section 11.2 of the Agreement regarding Moving Expenses has been fulfilled and is deleted in its entirety.

7. Except as amended hereby, all of the terms and conditions of the Amended and Restated Employment Agreement dated July 18, 2018 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment on the day and year first set forth above.

[SIGNATURES CONTINUE ON THE FOLLOWING PAGE]

CITY OF AVONDALE, an Arizona municipal corporation

_____
Charles A. Montoya, City Manager

_____
Kenneth N. Weise, Mayor

APPROVED AS TO FORM:

_____
Michael S. Wawro, City Attorney

ATTEST:

_____
Marcella Carillo, City Clerk

Item Number: 5.a.

CITY COUNCIL REPORT

SUBJECT: Public Hearing and Ordinance 1710-1119 – Application of Historic Avondale Infill Overlay (HAIO) Zone for Southwest Lending Closet – Application PL-19-0094

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Tracy Stevens, Deputy City Manager

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

PURPOSE:

City Council will hold a public hearing and consider a request by Ms. Ann DeVlaeminck, Southwest Lending Closet, to adopt Ordinance 1710-1119, approving the application of the Historic Avondale Infill Overlay (HAIO) zone on approximately 0.94 gross acres of property located at the southwest corner of Central Avenue and Madden Drive, 218 North Central Avenue. The subject property is zoned C-2 (Community Commercial). Approval of the request will modify development standards on the subject site, allowing for an expansion of the existing specialty service use occurring on the property. Development standards subject to modification through this request include, but are not limited to, reduced building setbacks adjacent to Madden Drive, reduced landscape improvements including elimination of required landscape setbacks along adjacent streets, and reduced parking space dimensions. The Council will take appropriate action.

BACKGROUND:

The 0.94-acre subject property (Exhibits A and B) is bounded by public streets on three sides: Central Avenue to the east, Madden Drive to the north, and 1st Avenue to the west. Records indicate that the property has been zoned C-2 (Community Commercial) since its annexation in February 1955.

In the early 1970s, the property was developed with an 1,836 square foot “Tastee Freez” drive-through fast-food restaurant which operated on the site until the mid-1990s. Upon closure of the restaurant, the building was converted to a funeral home, which operated on the site until approximately 2010. The Southwest Lending Closet, a not-for-profit entity that loans medical equipment to injured and/or disabled persons on a temporary basis, has occupied the space since purchasing the property in 2011. The Southwest Lending Closet, a “specialty service” use, utilizes the building for the organization’s administrative offices and medical equipment storage.

The subject property is located within the boundary of Historic Avondale and is designated as Local Commercial on the General Plan 2030 Land Use Map (Exhibit C). The Local Commercial designation provides for the daily needs of goods and services to residents within the surrounding area. Uses allowed in this category include grocery stores, neighborhood retail and services, and medical or professional offices.

The use of the property by the Southwest Lending Closet, a specialty service provider, is in conformance with the property’s Local Commercial General Plan land use designation and a permitted use in C-2 zoning.

Surrounding uses and zoning include:

- **North of Madden Drive:** A 0.99-acre site, zoned a combination of C-2 (Community Commercial) and R1-6 (Urban Residential), developed with a small commercial center. Current tenants of the commercial center include a day care center, a restaurant, a coffee shop, a nail salon, a clothing store, an insurance office, and an herbalist.

- **East of Central Avenue:** Single-family homes built on un-subdivided lots zoned R1-6 (Urban Residential).

- **South:** A 0.55-acre site, zoned C-2 (Community Commercial), developed in the early 1970s with a multi-tenant retail building. Current tenants of the building include a convenience store, a tattoo parlor, and a hair salon.

- **West of 1st Avenue**: Single-family homes built in the early 1960s on lots within the Del Monte Homes subdivision. The lots are zoned R1-6 (Urban Residential).

SUMMARY OF REQUEST:
The applicant, Ms. Ann DeVlaeminick, has requested the application of the Historic Avondale Infill Overlay (HAIO) to the subject site to allow for an expansion of the existing Southwest Lending Closet facility (Exhibit E). HAIO was created in 2013 as an overlay zone intended to be applied to a property on top of a parcel's underlying base zoning, with the objective of promoting and facilitating the development and redevelopment of vacant, underutilized, or abandoned properties within the Historic Avondale revitalization area. To this end, the HAIO overlay can be applied to any property within the designated boundaries of Historic Avondale, providing a means for property owners/developers to reduce development standards such as setbacks, landscaping requirements, and the like, from the underlying zone requirements.

In order to meet the demand for office and equipment storage space, the applicant is proposing to expand the existing 1,836 square foot Southwest Lending Closet building by constructing a 1,975 to 2,220 square foot addition north of the existing facility (Exhibit F). As part of the proposed plan, a significant portion of the existing site, including most parking areas, driveways, and the like, will be mostly unaffected. Only the parking field north of the existing building will be eliminated, parking elsewhere slightly shifted, and vehicle circulation partially re-routed in order to accommodate the expanded building. Conceptual elevations, which show one potential design for the expanded facility and illustrate how the existing building and new addition will seamlessly blend, have also been provided (Exhibit G). The final design for the building will be determined as the project moves through the Site Plan/Design Review administrative process.

Due to the property's relatively small size, the site having public street frontages along three sides, and the design constraints of adding on to an existing building, expansion of the facility in conformance with all development standards of the underlying C-2 district is very difficult. As such, in order to accommodate an expansion of the Southwest Lending Closet up to a total of 4,020 square feet, the applicant is seeking to modify the following C-2 district standards as part of the HAIO request:

- **Building Setback from Madden Drive:** A minimum 20' building setback, measured from property line, is required by C-2 zoning for all sides of a property adjacent to public streets. Because the existing building is located directly in the center of the site, any significant addition would encroach into the required setback along at least one of the adjoining streets. The HAIO request will reduce the required building setback from Madden Drive to 0', allowing for a portion of the expanded facility to be built directly at the property line.

- **Landscape Setbacks Adjacent to Public Streets:** The C-2 district requires a minimum 30' landscape setback, measured from property lines, adjacent to all public streets. Though the existing site is built

with parking up to and in some cases over property lines (encroaching into the City's right-of-way), under the terms of the current Zoning Ordinance, parking spaces may not be located in the required landscape setback. The HAIO request will eliminate the requirement to provide 30' minimum landscape setbacks along all three street frontages, allowing the existing parking to remain along all three sides at property line. Any portions of the parking lot that currently encroach into the right-of-way will be re-striped and the curb stops relocated so that they are entirely located on private property.

- **Street Frontage Landscaping:** Within required landscape setbacks, planting of one tree and ten shrubs for every 20 linear feet of street frontage is required for standard development requests. Given that the required landscape setbacks adjacent to Central Avenue, Madden Drive, and 1st Avenue are proposed for elimination with this request, there will be no planting area provided to accommodate the typically required plants and shrubs. As such, the proposed HAIO request will eliminate any planting requirements for the site.

- **Parking Lot Landscape Islands:** The C-2 district requires landscape parking islands, a minimum of 5' wide by 20' deep, be provided a minimum of every eight parking spaces. The existing site was developed when parking lot landscape islands were not required. The proposed HAIO request will eliminate the requirement for parking lot landscape islands, allowing for the existing parking lot layout to be mostly unchanged.

- **Required Covered Parking:** The current Zoning Ordinance requires ten percent of required parking for office-type uses be covered. The existing site developed when covered parking was not required. The proposed HAIO request will eliminate the requirement for covered parking, allowing the existing parking lot layout to be mostly unchanged.

- **Parking Space Dimensions:** The current Zoning Ordinance requires parking spaces be a minimum of 9.5' wide by 20' deep. The existing site developed when smaller 9' wide by 18' deep parking spaces were permitted. The proposed HAIO request will allow for 9'x18' parking spaces, overriding the current requirement and allowing the existing parking lot layout to be mostly unchanged.

The subject property's underlying C-2 zoning will still govern the use of the property as well as any development standards not specifically modified in this HAIO request and discussed above.

PUBLIC PARTICIPATION:
The project applicant conducted the required neighborhood meeting to discuss the proposed HAIO overlay at 6:00 P.M. on Tuesday, July 30, 2019 (Exhibit G). The meeting was held in the second-floor conference room at Sam Garcia Western Avenue Library, about 1/2 mile southeast of the Southwest Lending Closet. The meeting was advertised in the July 10, 2019 edition of the Arizona Republic. A notification sign, which includes information on the request along with details of the neighborhood meeting date, time, and location, were erected on the Southwest Lending Closet site on July 15, 2019. Additionally, all property owners within 1,000 feet of the subject property were notified of the neighborhood meeting via postcards sent on July 10, 2019. Four residents who live in neighborhoods near the property attended the meeting. The residents had general questions about the proposed expansion, and all indicated support of the Southwest Lending Closet and the additional investment in the area.

No comments related to the proposal have been posted on the City's aVOICE digital forum. Six persons have viewed the information about the request on that site.

No persons spoke on this item during the September 19, 2019 Planning Commission public hearing.

All required notifications for this hearing have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council

meetings via postcards sent on August 14, 2019. Both meetings were advertised in the Wednesday, September 4, 2019 edition of the Arizona Republic. The meeting notification sign installed on the property on July 15, 2019, includes the time, date, and location of this meeting.

PLANNING COMMISSION ACTION:
Planning Commission conducted a public hearing on September 19, 2019 and voted 6-0 to recommend approval of the proposed HAIO application subject to two (2) Staff recommended conditions, as follows:

1. New development on the site shall conform to the C-2 (Community Commercial) district standards except as modified by the "Southwest Lending Closet Expansion" HAIO Narrative date stamped September 3, 2019.

2. The developer shall remove the existing curb stops located in the Madden Drive and 1st Avenue rights-of-way, repurposing the existing asphalt as a public sidewalk. If removal of the curb stops reveals damage to the asphalt, the developer will be responsible to repair any damage to ensure the public sidewalk is safe for pedestrian use.

The Commission had the following questions of staff:

- Commissioner Warren asked, given the proposed reduction in required landscape setbacks, how much landscaping would be in place to give the property a softer look and feel? Staff responded that the property currently does not feature any landscaping except in the Central Avenue right-of-way. No new landscaping would be added as part of this expansion, and no existing landscaping would be removed.

- Vice Chair Amos inquired as to how long the Southwest Lending Closet had been at this location and where had it been located previously? Staff responded that the organization had been at this location for approximately 7 years and prior to that was in what is referred to as the "white house" on Western Avenue.

ANALYSIS:
The Historic Avondale Infill Overlay (HAIO) was established in 2013 as a method to address potentially incompatible underlying zone development requirements in order to promote and facilitate development in the Historic Avondale area.

The Southwest Lending Closet site is especially challenging for development under the standards of the property's underlying C-2 zoning. The site has frontage on three public streets, Central Avenue, Madden Drive, and 1st Avenue. Compliance with the C-2 district's significant landscape and building setbacks along all three frontages would reduce the buildable area of the site to a small area near the southern property line and eliminate most, if not all, of the property's on-site parking and circulation. Additionally, compliance with parking lot landscape, parking space dimension, and covered parking requirements on this property would require significant modification to the existing parking design, resulting in a decrease in total parking provided on the site and negatively impacting the operation of the Southwest Lending Closet. Without rebuilding this site from the ground up, expansion of the building in accordance with C-2 standards will be essentially unworkable.

For the reasons noted in the previous paragraph, application of the HAIO overlay is necessary to allow the expansion of the Southwest Lending Closet facility. Even though development standards will be reduced as part of this request, it should be noted that the proposed expansion will still represent a significant improvement to the property. The aesthetics of the site and surrounding area will be enhanced by the construction of the proposed building addition and remodeling of the existing building using a more timeless architectural style to be finalized during the Design Review for the development. The existing façade, which has changed only minimally from the original 1970s fast-food restaurant design, will be completely altered so

that, in conjunction with the building addition, the entire facility shares a high quality, unified design befitting of an important service provider. Additionally, existing parking on the property currently encroaches into the public right-of-way along the north and west property lines, requiring pedestrians in the adjacent neighborhood to walk in Madden Drive and/or 1st Avenue to access Central Avenue. With the proposed addition, the parking along the north property line will be eliminated to make room for the expanded building and existing parking along the west property line will be shifted east outside of the right-of-way. Existing parking curbs in these rights-of-way will be removed and any damage repaired, allowing the asphalt surface in the right-of-way to be used as a public sidewalk along both 1st Avenue and Madden Drive. Pedestrian connectivity will be improved as a result.

Section 504.F of the City's Zoning Ordinance states that any application requesting a rezone to the HAIO District must meet three (3) specific findings, as follows:

1. <u>The project will further the objectives of the General Plan and not adversely affect the historic character of the community.</u>

   Land Use Element, Goal 3, Policy C – *"Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity."*

   Parking on the existing site currently encroaches into required C-2 landscape setbacks. Approval of the proposed HAIO will not result in a new condition that negatively impacts surrounding properties or Historic Avondale in general. Additionally, the proposed building addition is located north of the existing building, adjacent to a public street and not abutting any private property, minimizing any impact of building within the required building setback.

   Quality of Life Element, Goal 4, Policy A – *"Ensure that new development in many revitalization areas is truly urban, rather than suburban, in form and scale."*

   The current site, originally built for a fast-food drive-through restaurant, is designed in a suburban fashion. Approval of the HAIO allowing the building addition in the Madden Drive building setback will allow for an urban-style interaction between the new building and street, enhance sidewalk connectivity, and improve the aesthetics of the site and area.

   Public Buildings, Services and Facilities Element, Goal 2, Policy B – *"Provide for and strategically locate social services determined to meet the needs of the community."*

   The Southwest Lending Closet is an important community partner that serves residents of Avondale as well as residents of surrounding west valley cities. Approval of the proposed HAIO will allow the non-profit entity to expand their facility, further increasing their ability to provide services to the community.

2. <u>Sufficient proof has been provided that other tools available in the Zoning Ordinance, such as Administrative Relief, will not work to address the site-specific need of the project.</u>

   As previously discussed, development standards of the C-2 district make the proposed expansion of the current building unworkable. Reductions in building and landscape setbacks, landscape quantities, and parking standards are needed to allow the proposed expansion to move forward. While the City can offer Administrative Relief, allowing Staff to approve a reduction of any development standard by up to 30 percent, this process is not an option since all of the proposed reductions exceed the standards by more than 30 percent. Application of the HAIO overlay to the site is the only way to allow for the proposed expansion of the site that is needed to meet the expanding needs of the Southwest Lending Closet organization.

3. <u>The project provides a historic design that creates a pedestrian oriented environment.</u>

   The applicant has provided a conceptual building design that illustrates the intent of the Southwest Lending Closet to provide an attractive building that reflects the history of Avondale and the greater southwest. While this design is conceptual and subject to modification prior to construction, it can be said with certainty that the future facility will represent a significant enhancement from what is existing today.

   Regarding the desire for a pedestrian-oriented environment, sidewalks are not currently provided along the development's north and west property lines. Presently, all pedestrians must walk in the adjacent streets or cross to a location where a sidewalk is provided in order to travel in this area. With the proposed expansion, unobstructed asphalt sidewalks will be provided along these two street frontages where parking currently encroaches into the City's right-of-way, greatly enhancing pedestrian connectivity in the area. It is anticipated, though not currently programmed, that a future City project to enhance pedestrian connections area-wide will remove the asphalt sidewalks and replace them with more typical concrete sidewalks.

DISCUSSION:

- The proposed application of the HAIO overlay, with Staff recommended conditions of approval, is in conformance with the General Plan 2030.

- The proposal meets the HAIO requirements contained within Section 504 of the Zoning Ordinance.

- The proposed development standards are consistent with the desired character of development for this area.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage development of businesses in healthcare, technology, and advanced manufacturing.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:
No budget impacts.

RECOMMENDATION:
City Council should conduct a public hearing and **ADOPT** the Ordinance approving Application PL-19-0094, a request to apply the Historic Avondale Infill Overlay (HAIO) to approximately 0.94 gross acres of property located at the southwest corner of Central Avenue and Madden Drive, subject to the following two (2) conditions of approval:

1. New development on the site shall conform to the C-2 (Community Commercial) district standards except as modified by the "Southwest Lending Closet Expansion" HAIO Narrative date stamped September 3, 2019.

2. The developer shall remove the existing curb stops located in the Madden Drive and 1st Avenue rights-of-way, repurposing the existing asphalt as a public sidewalk. If removal of the curb stops reveals damage to the asphalt, the developer will be responsible to repair any damage to ensure the public sidewalk is safe for pedestrian use.

PROPOSED MOTION:
I move that City Council accept the findings and **ADOPT** the Ordinance approving Application PL-19-0094 Southwest Lending Closet, a request to apply the Historic Avondale Infill Overlay (HAIO) to approximately 0.94 gross acres of property located at the southwest corner of Central Avenue and Madden Drive, subject to two (2) conditions of approval as listed in the Staff report.

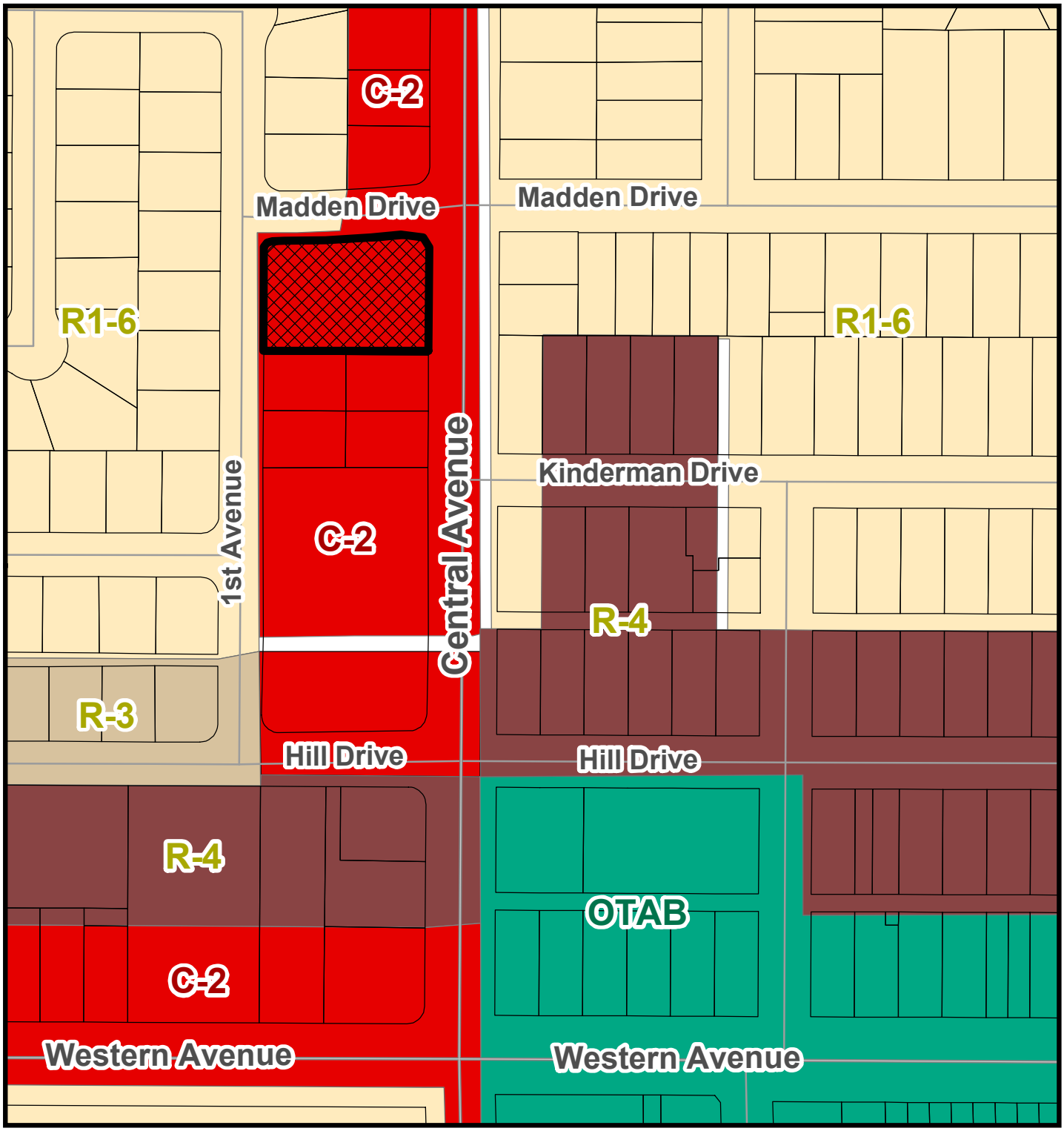
Exhibit A

Aerial Photograph

Avondale

Subject Property

Exhibit B

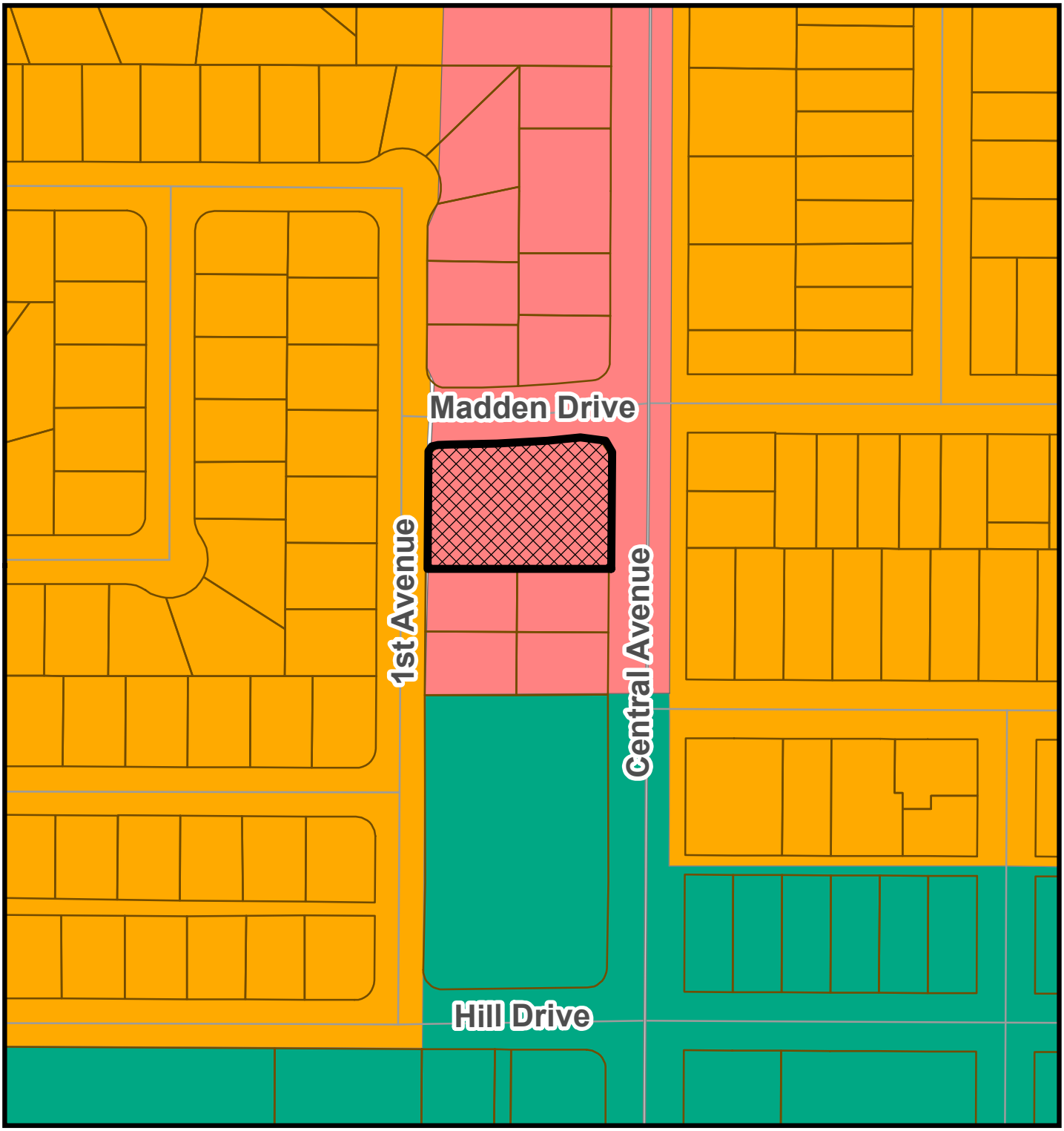


Zoning Vicinity Map

Avondale

Subject Property

Exhibit C



General Plan Land Use Map

Local Commercial

Historic Avondale District

Medium Density Residential

Subject Property

Avondale

SUMMARY OF RELATED FACTS

APPLICATION PL-19-0094

THE PROPERTY	
PARCEL SIZE	0.94 gross acres/0.58 net acres
LOCATION	Southwest Corner of Central Avenue and Madden Drive
GENERAL PLAN LAND USE	Local Commercial
EXISTING ZONING	C-2 (Community Commercial)
ZONING HISTORY	The site was annexed into the City of Avondale on February 24, 1955. Records indicate the site has been zoned C-2 since annexation.
DEVELOPMENT HISTORY	The site was developed with an 1,836 square foot "Tastee Freez" drive-through fast food restaurant between 1969 and 1976. Upon closure of the "Tastee Freez" in the mid-1990s, the building was converted to a funeral home, which operated on the site until approximately 2010. The Southwest Lending Closet, a not-for-profit entity that loans medical equipment to injured or handicapped people on a temporary basis, has occupied the space since approximately 2011.

SURROUNDING ZONING AND LAND USE	
NORTH OF MADDEN DRIVE	A 0.99-acre site, zoned a combination of C-2 (Community Commercial) and R1-6 (Urban Residential), developed in the early 1970s with a small commercial center. Current tenants of the commercial center include a day care center, a restaurant, a coffee shop, a nail salon, a clothing store, an insurance office, and an herbalist.
EAST OF CENTRAL AVENUE	Single-family homes built in the mid-1950s on un-subdivided lots zoned R1-6 (Urban Residential).
SOUTH	A 0.55-acre site, zoned C-2 (Community Commercial), developed in the early 1970s with a multi-tenant retail building. Current tenants of the building include a convenience store, a tattoo parlor, and a hair salon.
WEST OF 1ST AVENUE	Single-family homes built in the early 1960s on lots within the Del Monte Homes subdivision. The lots are zoned R1-6 (Urban Residential).

PUBLIC SCHOOLS	
SCHOOL DISTRICT(S)	Avondale Elementary School District Agua Fria Union High School District
ELEMENTARY SCHOOL	Eliseo C. Felix Elementary School (K-8)
HIGH SCHOOL	Agua Fria High School

ADJACENT STREETS	
Central Avenue	
Classification	Collector
Existing half street ROW	40'

Standard half street ROW	40’
Existing half street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights
Standard half street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights
Madden Drive	
Classification	Local
Existing half street ROW	30’
Standard half street ROW	25’
Existing half street improvements	One through lane, curb and gutter
Standard half street improvements	One through lane, curb and gutter, landscaping, attached sidewalk, street lights
1st Avenue	
Classification	Local
Existing half street ROW	25’
Standard half street ROW	25’
Existing half street improvements	One through lane, curb and gutter
Standard half street improvements	One through lane, curb and gutter, landscaping, attached sidewalk, street lights

UTILITIES
Service to the expanded building will be from the same sources as the existing building. Domestic water service is provided via the existing 4” line in 1st Avenue; a new fire line will be installed connecting to the existing 4” line in Madden Drive. Sewer service is provided via the existing 12” line in Central Avenue. APS provides electrical service to this portion of the City.

Exhibit E

Applicant's HAIO Narrative

Southwest Lending Closet

Submitted September 3, 2019

HAIO Narrative

Southwest Lending Closet Expansion

Project Description:

The subject property is located with the Avondale Historic Central Business District and more specifically at the southwest corner of N Central Avenue and W Madden Drive intersection. The lot contains one building. The lot is approximately 188 feet deep with an irregular width ranging between 120 and 135 feet, and the building is approximately 30' wide and 60' deep. It is bordered to the east and west by medium density residential, and to the north and south by commercial properties. The gross parcel area subject to the proposed rezoning, which includes adjacent half-street rights-of-way, is approximately 0.94 acres.

Project Scope:

The overall project consists of rezoning the current lot to HAIO and then expanding the existing building.

Project Goals:

To further the objectives of the General Plan, to enhance the character along N Central Avenue, and to improve the operations that are offered by the Southwest Lending Closet to the City of Avondale and others. The existing building has provided volunteer opportunities and services to Avondale residents for over six years. The Closet operated at a rented site on Western avenue for 11 years before purchasing a long-vacant and blighted property and moving to the current location on Central Avenue. Current operations include two off-site storage places for equipment and consumables in low-demand months; expansion of the building would allow all operations to be performed at one location.

Architecture:

The existing buildings on N Central Avenue consist of a mix of architectural styles. Those in proximity of the Closet are simple block buildings and/or stucco. The Closet is block and brick with a mansard. Proposal is to remove the existing mansard and add on to the building so that the finished product looks cohesive.

The existing entrance/exit drives along N Central and Madden will remain the same. The landscape design will remain the same.

General Plan Designation:

The General Plan designation for the property is Local Commercial. The Local Commercial designation provides for the daily needs of goods and services to residents within the surrounding area. Uses allowed in this category include grocery stores, neighborhood retail and services, and medical or professional offices.

Purpose and intent of HAIO:

The subject property lies within the boundaries of the Historic Avondale Infill Overlay District (HAIO). The purpose of this district is to promote and facilitate the development and redevelopment of vacant, underutilized, or abandoned properties within the City's revitalization area. It has been established as a method to address potentially incompatible development standards while maintaining the character of the surrounding area. The HAIO district may be used when other tools available in the zoning ordinance will not work to address the development needs of the property. Site specific development standards and performance requirements are established at the time of overlay zoning. It is the intent of the district to:

- Accommodate growth by encouraging and facilitating new development on vacant or underutilized land in areas that already have infrastructure, utilities, and public facilities.
- Encourage the use of innovative approaches to development that utilize sustainable development practices and incorporate environmental performance standards.
- Provide flexibility in development standards to facilitate infill development and redevelopment.
- Encourage pedestrian-oriented design and development consistent with the historic character.
- Promote a positive artistic environment within the district.

HAIO Justification:

Current development standards make it impractical and financially infeasible to expand the existing building. Reductions in building and landscape setbacks, water retention basins, and landscape quantities are needed to complete the proposed project. Administrative relief is not an option since some of the reductions exceed the standards by more than 30 percent. Expanding the building to improve the operations of the Southwest Lending Closet is an ideal use for this property that also aligns with the City of Avondale's goals for the historic district.

The proposed project consists of expanding the building from the current 1,800 square feet by up to 2,220 square feet so that the finished building will cover up to 4,020 square feet. The current zoning of C-2 (Community Commercial District) of commercial complexes providing goods and services to community-wide trade areas is compatible with current and envisioned future services.

Requested Development Standards:

Development Standard	**C-2**	**HAIO**
Minimum Landscaping Setback Adjacent to N Central Avenue	30'	0'
Minimum Landscaping Setback Adjacent to N 1st Avenue	30'	0'
Minimum Landscaping Setback Adjacent to W Madden Drive	30'	0'
Frontage Landscaping	Trees and shrubs along all frontages	Retain existing/no new landscaping
Minimum building setback adjacent to Madden Drive	20'	0' (at smallest point; lot width varies)
Parking Lot Landscape Islands	Minimum of 1 island every 8 spaces	None
Required covered Parking	10 percent of required parking must be covered	No covered parking
Parking Space Dimensions	9.5' x 20'	9' x 18'

Public Utilities:

Potable Water – Existing water supply is sufficient.

Sanitary Sewer – Existing sewer is sufficient.

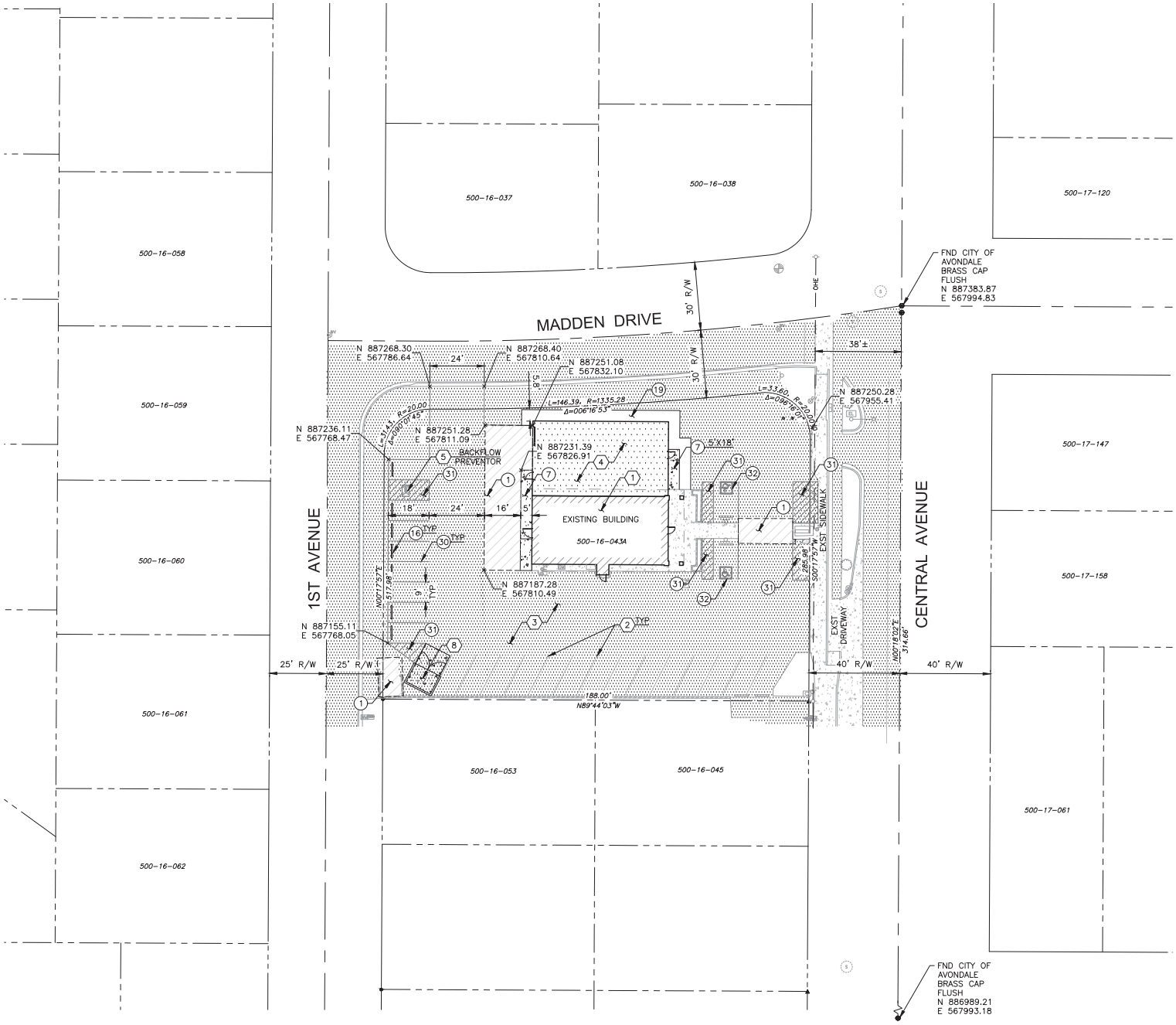
Parking and Circulation:

Per City of Avondale zoning 15 spaces are required for the site. Though some parking is removed for this expansion, the site will have 24 spaces in its final condition. Circulation patterns will be maintained by removing 4 parking stalls from the front of the building allowing access from both driveways, and adequate fire access is provided to the site from the surrounding streets. Existing parking that encroaches into the right away will be either be eliminated (along Madden Drive) or shifted east so that it no longer encroaches (along 1st Avenue.)

Exhibit F

Proposed Site Plan

Southwest Lending Closet



CONSTRUCTION NOTES

1. ASPHALT PAVEMENT
   MATCH EXISTING
7. CONCRETE SIDEWALK, WIDTH PER PLAN
   MAG STD DET 230
16. PARKING BLOCK
   MAG STD DET 150, TYPE B-3
19. DECOMPOSED GRAVEL SURFACE
   MIN 3/4" SCREENED DG, EXPRESS BROWN (TYP)
30. PAVEMENT MARKING
   4" WHITE STRIPE
31. PARKING MARKING
   4" YELLOW STRIPING
   2' OC @ 45° PER PLAN
32. PAVEMENT MARKING
   ADA ACCESSIBLE SYMBOL
   DET 1, SHEET C6.1
33. ADA PARKING SIGN & POST
   DET 2, SHEET C6.1

REFERENCE NOTES

1. EXST BUILDING TO REMAIN
2. EXST STRIPING TO REMAIN
3. EXST ASPHALT TO REMAIN
4. BUILDING EXPANSION
   REFER TO ARCHITECTURAL PLANS
5. PROTECT IN PLACE
8. TRASH ENCLOSURE
   REFER TO ARCHITECTURAL PLANS

NOTES:
1. ALL RADII ARE 3 FEET UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE MEASURED TO FACE OF CURB UNLESS OTHERWISE NOTED.

N

0' 10' 20' 40'
SCALE: 1"=20'

Owner
Southwest Lending Closet, Inc.
113 E. Western Avenue
Avondale, AZ 85323

Dibble Engineering

Dibble Engineering
Civil Engineer
1626 North Litchfield Road, Suite 150
Goodyear, AZ 85395
Phone: 623.935.2258
Contact: Shannon Mauck, P.E.

SOUTHWEST LENDING CLOSET BUILDING EXPANSION

218 N CENTRAL AVE, AVONDALE, AZ 85323

Issued for | Rev. | Date

Registered Professional Engineer (Civil)
CERTIFICATE NO. 43320
CHRISTINA SHANNON MAUCK
Date Signed 07/02/19
ARIZONA U.S.A.

Project No. 1119018

Designed: XXX | Drawn: XXX | Checked: XXX

Drawing Title
SITE PLAN

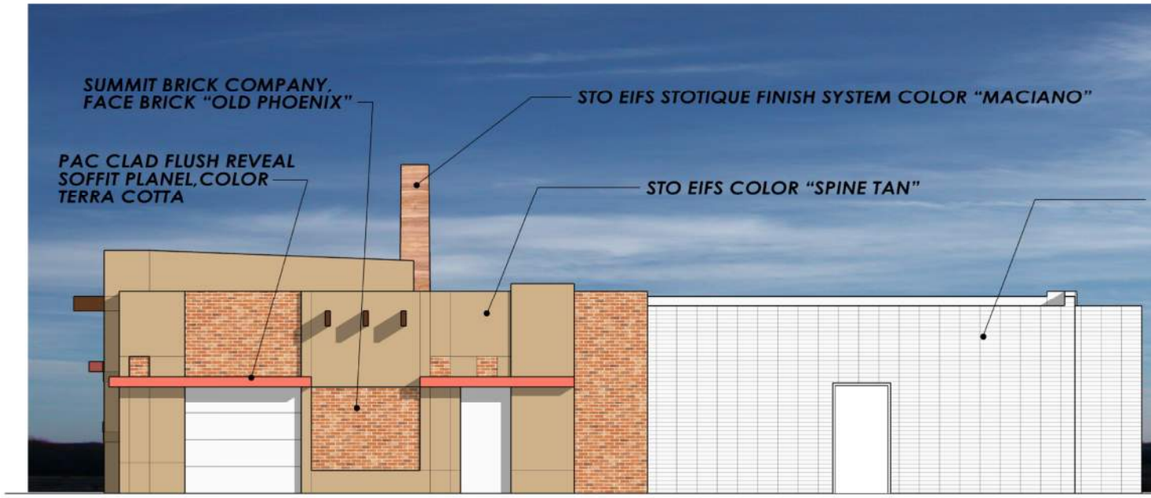
Dwg No.
C3.1

FILE:G:\2019\1119018_SW_Lending_Closet\CAD\1119018_C3.1-SITE.dwg DATE:7/2/2019 TIME:10:59 AM (bycchris.dolan)

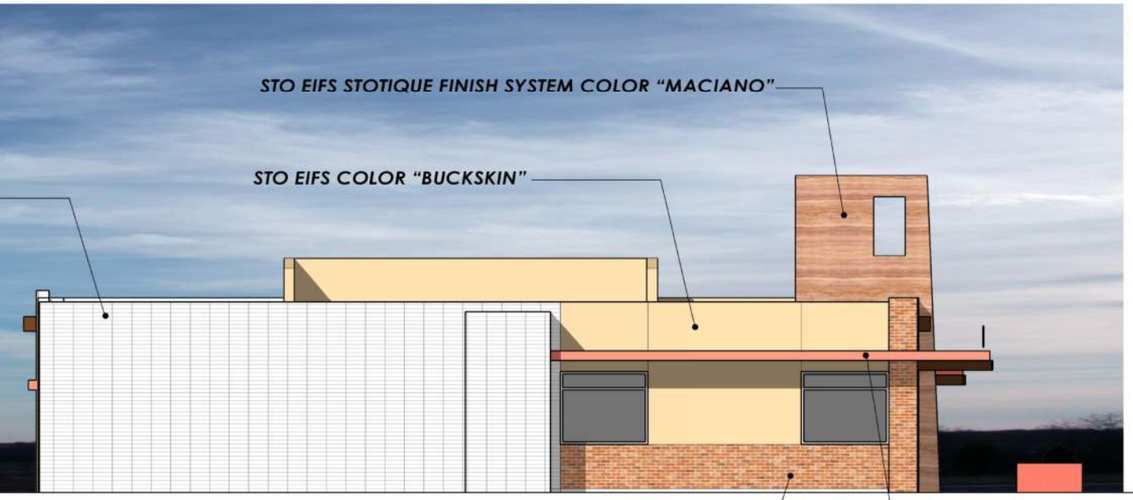
Exhibit G

Conceptual Building Elevations

Southwest Lending Closet



West Elevation

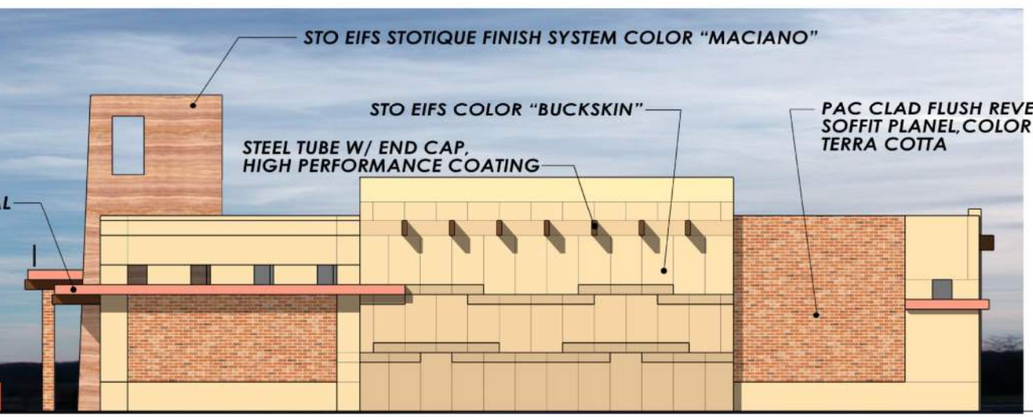


South Elevation

SUMMIT BRICK COMPANY,
FACE BRICK "OLD PHOENIX"

PAC CLAD FLUSH REVEAL
SOFFIT PLANEL,COLOR
TERRA COTTA

East Elevation



North Elevation

Submitted July 2, 2019

Building Elevations

Southwest Lending Closet

Renovation and Expansion

Avondale, Arizona

SOUTHWEST LENDING CLOSET

Dewberry

Exhibit H

Neighborhood Meeting Summary & Sign-In Sheet

July 30, 2019
6:00 P.M.
Sam Garcia Western Avenue Library

SOUTHWEST LENDING CLOSET - HAIO

SUMMARY OF JULY 30, 2019 NEIGHBORHOOD MEETING

The required Neighborhood Meeting for this request was held at 6:00 P.M. in the Sam Garcia Western Avenue Library Conference Room on Tuesday, July 30th. Two representatives of the Lending Closet were present along with City Staff.

Four residents who live in the vicinity of the Southwest Lending Closet and received postcard notification of the meeting attended. Residents had general questions about the proposed expansion but were all fully in support of the investment in the area. Residents also shared concerns with City Staff over loitering and traffic issues occurring in their neighborhoods. City Staff indicated those concerns would be passed along to the applicable City Department for follow-up.

The meeting concluded at approximately 6:35 P.M.

NEIGHBORHOOD MEETING SIGN-IN SHEET

Project:	PL-19-0094 Southwest Lending Closet HAIO	**Meeting Date:**	July 30, 2019, 6:00 PM
Planner:	Ken Galica, Division Lead Planner	**Place/Room:**	Sam Garcia Western Avenue Library 2nd Floor Conference Room

Name (Please Print)	Address	Phone	Email
Margaret Schwab	[redacted]		—
Rebecca Schwabl	[redacted]		
Jesus Valdez	[redacted]		
Candelario Valdez	" "	" "	

ORDINANCE NO. 1710-1119

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE OFFICIAL ZONING ATLAS OF THE CITY OF AVONDALE FOR APPROXIMATELY 0.94 ACRES GENERALLY LOCATED AT THE SOUTHWEST CORNER OF CENTRAL AVENUE AND MADDEN DRIVE, AS SHOWN IN APPLICATION PL-19-0094, REZONING SUCH PROPERTY FROM COMMUNITY COMMERCIAL (C-2) TO HISTORIC AVONDALE INFILL OVERLAY (HAIO).

WHEREAS, the Council of the City of Avondale (the "City Council") desires to amend the City of Avondale Zoning Atlas (the "Zoning Atlas"), pursuant to ARIZ. REV. STAT. § 9-462.04, to change the zoning description for a ± 0.94 acre parcel of real property from Community Commercial to Historic Avondale Infill Overlay (the "Zoning Atlas Amendment"); and

WHEREAS, all due and proper notice of the public hearings on the Zoning Atlas Amendment held before the City of Avondale Planning Commission (the "Commission") and the City Council were given in the time, form and substance provided by ARIZ. REV. STAT. § 9-462.04; and

WHEREAS, the Commission held a public hearing on the Zoning Atlas Amendment on September 19, 2019, after which the Commission recommended approval; and

WHEREAS, the City Council held an additional public hearing regarding the Zoning Atlas Amendment on November 4, 2019.

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 ± 0.94 acre parcel of real property generally located at the southwest corner of Central Avenue and Madden Drive, as shown in Application PL-15-0094 (the "Property"), as more particularly described and depicted on Exhibit A, attached hereto and incorporated herein by reference, is hereby rezoned from Community Commercial (C-2) to Historic Avondale Infill Overlay (HAIO), subject to the City's adopted codes, requirements, standards and regulations, and the following stipulations:

1. New development of the site shall conform to the Community Commercial (C-2) district standards, except as modified by the "Southwest Lending Closet Expansion HAIO Narrative" date stamped September 3, 2019.

2. The developer shall remove the existing curb stops located in the Madden Drive and 1st Avenue rights-of-way, repurposing the existing asphalt as a public sidewalk. If removal of the curb stops reveal damage to the asphalt, the developer shall repair any damage to ensure the public sidewalk is safe for pedestrian use.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to 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, November 18, 2019.

_____
Kenneth N. Weise, Mayor

ATTEST:

_____
Marcella Carrillo, City Clerk

APPROVED:

_____
Michael Wawro, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 1710-1119

[Legal Description and Map]

See following pages.

EXHIBIT A

PARCEL DESCRIPTION

Lots 43, 44, 54, 55 and the adjacent half streets of Del Monte Homes, according to Book 61 of Maps, Page 46, records of Maricopa County, Arizona. Being a portion of the Southwest Quarter of Section 10, Township 1 North, Range 1 West, of the Gila and Salt River Meridian, Maricopa, County, Arizona, described as follows:

Commencing at a Brass Cap in Handhole marking the South Quarter Corner of said Section 10;
Thence North 00 degrees 02 minutes 02 seconds East, the basis of bearing, along the mid-section line of said Section 10, being the centerline of Central Avenue, a distance of 2639.12 feet, to a Brass Cap in Handhole marking the Center of said Section 10;
Thence South 00 degrees 02 minutes 00 seconds West, along the mid-section line of said Section 10, being the centerline of Central Avenue, a distance of 1999.54 feet to a Brass Cap Flush at the intersection of Madden Drive, being the **Point of Beginning**;

Thence continuing South 00 degrees 02 minutes 02 seconds West, along the mid-section line of said Section 10, being the centerline of Central Avenue, a distance of 174.55 feet to the intersection of the easterly projection of said Lot 44;
Thence North 90 degrees 00 minutes 00 seconds West, along the said easterly projection, along the southerly line of said Lot 44 and 54 and the westerly projection of said Lot 54, a distance of 252.96 feet to the intersection of the centerline of First Avenue;
Thence North 00 degrees 02 minutes 00 seconds East, along the centerline of First Avenue, a distance of 158.02 feet to a Brass Cap Flush at the intersection of Madden Drive;
Thence South 89 degrees 58 minutes 00 seconds East, along the centerline of Madden Drive, a distance of 45.00 feet to the beginning of a tangent curve to the left, from which the radius point bears North 00 degrees 02 minutes 00 seconds East, a distance of 1305.28 feet,
Thence northeasterly, thru a central angle of 9 degrees 10 minutes 04 seconds, an arc distance of 208.86 feet, to the **Point of Beginning**.

Containing 41,109 square feet or 0.944 acres more or less
Subject to easements, restrictions and rights of way of record.

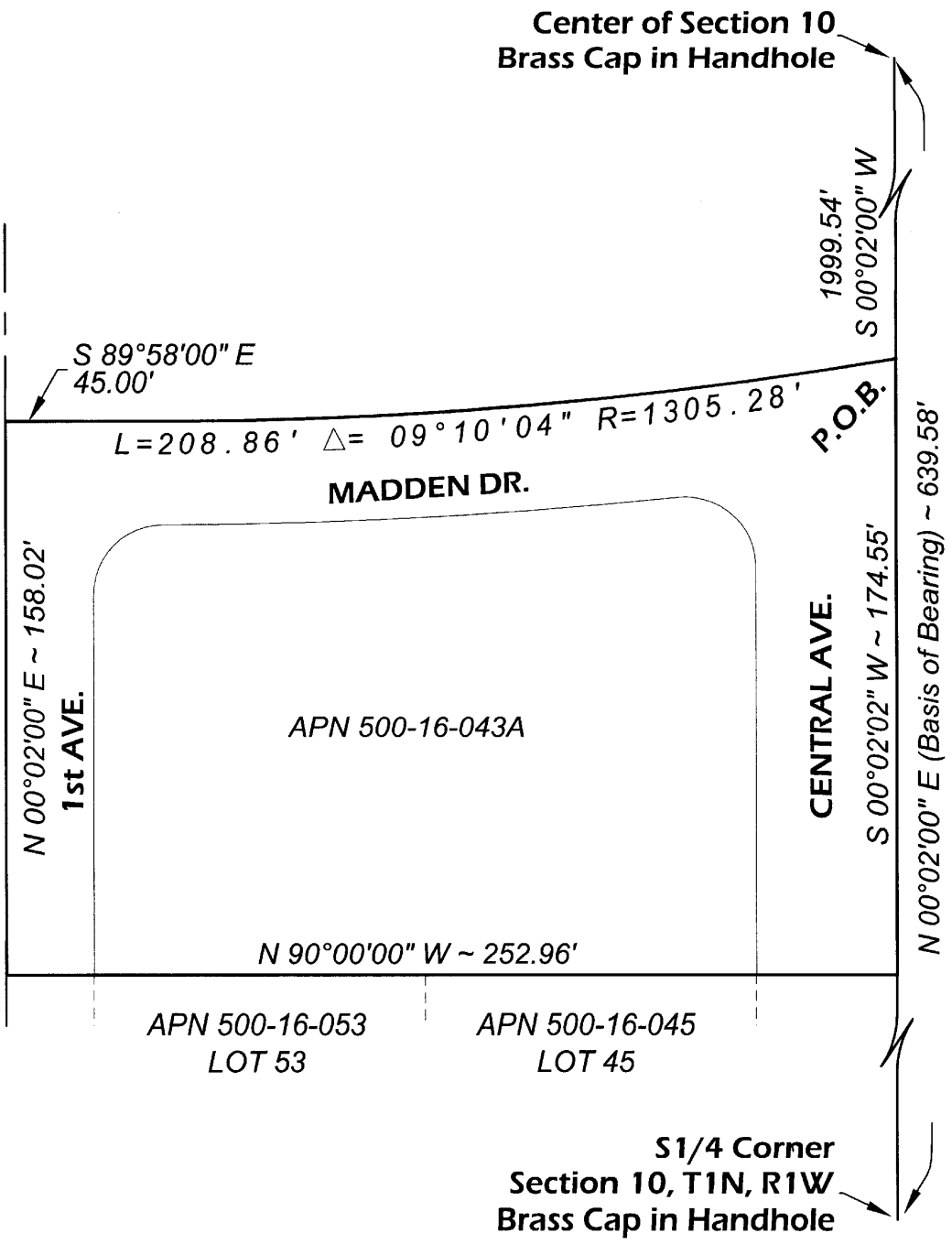
GROSS AREA OF LOTS 43, 44, 54, 55 &
THE ADJACENT STREET RIGHTS OF WAY

Vaughn Land Surveying Inc.
P.O. Box 20111, Mesa, Arizona 85277
Ph (480) 921-1565 Fax (480) 921-1567

Job #: 2448
By: JNV
Date: 2018.03.08

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
14216
JAY N.
VAUGHN
Date Signed 3-8-18
ARIZONA, U.S.A.
Expires 9/30/2019

EXHIBIT B



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CERTIFICATE NO.
14216
JAY N.
VAUGHN
Date Signed 3-8-18
ARIZONA, U.S.A.
Expires 9/30/2019

Item Number: 5.b.

CITY COUNCIL REPORT

SUBJECT: Preliminary Plat – River Run – Application PL-19-0066

MEETING DATE: 11/18/2019

TO: Mayor and Council

FROM: Tracy Stevens, Deputy City Manager

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

PURPOSE:
City Council will consider a request by Mr. Shaine T. Alleman, Tiffany & Bosco, P.A., to approve a Preliminary Plat for River Run, a 103-lot single-family residential subdivision on approximately 14.52 acres located west of the southwest corner of Thomas Road and 119th Avenue. The Council will take appropriate action.

BACKGROUND:
The River Run subject property is located west of the southwest corner of 119th Avenue and Thomas Road. In June 2018, Council approved Ordinance No. 1654-618 annexing the 14.52-acre site into the City of Avondale's municipal boundary. At the same meeting, Council approved Resolution No. 3457-618 for a Minor General Plan Land Use Map Amendment and Ordinance No. 1653-618 rezoning the subject site to River Run Planned Area Development (PAD). The Minor General Plan Land Use Map Amendment changed the land use designation from Medium Density Residential to Medium/High Density Residential and the rezone to PAD provided for 103 alley-loaded single-family residential homes in a private gated community.

The existing uses and zoning of the surrounding properties are as follows:

- **NORTH**: The Stewart Company Rock and Quarry Mine, zoned Industrial (A-1) and Agricultural (AG).
- **WEST:** The Agua Fria River under the jurisdiction of Maricopa County, zoned RU-43.
- **SOUTH:** The Donatela II subdivision, zoned R1-6, with a density of 3.2 du/ac.
- **EAST:** The Garden Park subdivision, zoned PAD, with a density of 4.1 du/ac.

SUMMARY OF REQUEST:
The applicant is requesting approval of a Preliminary Plat (Exhibit E) for the River Run residential subdivision. The Preliminary Plat proposes 103 single-family lots on 14.52 gross acres of land and four (4) separate tracts for private streets and open space amenities. The River Run development proposes an alley loaded housing product with a minimum lot size of 30’ x 80’ (2,400sf) and maximum lot size of 50’ x 81’ (4,050sf). The useable open space within the development totals 5.33 acres (37.5%) and provides for a community pool area and multi-use trails adjacent to 119th Avenue, the southern boundary of the development adjacent to Donatella II, and the Levee Trail adjacent to the Agua Fria River. Additionally, the Preliminary Plat includes landscaping and details of the open space, recreational amenities, multi-use trails, perimeter walls, and entry signage.

PUBLIC PARTICIPATION:
Preliminary Plats are not public hearing items; thus, no public notifications are required. However, as is the City's policy, all property owners within 1,000 feet of the project boundaries were notified that the proposed development was in for City review. Staff has not been contacted by any residents or other interested parties in relation to this request.

PLANNING COMMISSION ACTION:
The Planning Commission reviewed this item on September 19, 2019 and voted 6-0 to recommend approval of the Preliminary Plat subject to the following four (4) Staff recommended conditions of approval:

1. The River Run development shall conform to the River Run Preliminary Plat dated July 6, 2019, and Landscape Plan dated July 22, 2019.

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

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

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

The Commission had the following questions or comments for Staff regarding the proposal:

- Vice Chair Amos asked if the City had any concerns with the concept of private streets, specifically in regard to ongoing maintenance of private streets by an HOA. Staff stated that there is concern that the quality of a community could suffer if those streets are not adequately maintained by an HOA; however, that concern has been significantly lessened since the City now requires all single-family residential developments to enter into a Maintenance Improvement District (MID). The MID allows the City to assume maintenance responsibility of those private streets in the event that an HOA goes defunct and allows the City to collect additional taxes from the residents within the defunct HOA to use towards those maintenance costs. Vice Chair Amos asked if the MID concept was something that the City initiated or if it was statutorily required. Staff responded that MIDs are allowed under statute for some time and that the City mandated formation of MIDs for all single-family residential developments 3 to 4 years ago.

ANALYSIS:
The proposed Preliminary Plat is in conformance with the River Run Planned Area Development as well as the City's Subdivision Ordinance and Single-Family Residential Design Manual. The Preliminary Plat contains 103 single-family residential lots on 14.52 acres that is alley-loaded and a gated community.

Landscape, wall, and open space plans are also included as part of the Preliminary Plat application. Overall, the River Run development plan represents 5.33 acres (37.5%) to be maintained as open space which exceeds the City's minimum requirement of 15%. The proposed open space takes on a variety of forms, including but not limited to:

- Tract C – A one (1) acre open space tract that features a community pool, covered tot-lot, ramada with picnic seating, and a half basketball court.

- 119th Avenue Trail – A 12' multi-use trail adjacent to the proposed development's 119th Avenue

frontage.

- River Run/Donatela II Pedestrian Connection – A 12’ pedestrian connection between River Run and Donatela II that connects the 119th Avenue multi-use trail and the future Levee Trail adjacent to Agua Fria River.

- Levee Trail – A 12’ multi-use trail adjacent to the proposed development's Aqua Fria River frontage with multiple access gates to the trail from the River Run development.

River Run will be developed as a private, single-family residential subdivision with two access points located off of 119th Avenue and an emergency access from Thomas Road. All streets within the River Run subdivision are private and will be maintained by the HOA. The developer will be constructing the 119th Avenue half-street improvements, which include curb, gutter, sidewalk and streetlights along the eastern property line of the development, the main entrance to the development from 119th Avenue, and the secondary emergency access from Thomas Road.

Enhanced entry/gateway monumentation and overall project theming will be provided within the community and at both entrances. A perimeter wall will be designed to provide for community security and safety and will be enhanced by a comprehensive landscape theme, including attractive features signifying a sense of arrival to the community.

The residential community reflects the character of the surrounding communities yet brings a uniqueness to the City. All residential homes within River Run will comply with the Single-Family Residential Design Manual. Materials and colors will blend with the character of the surrounding environment through paint colors and roofing materials. All elevations for single-family house products in the development will require City Administrative approval.

DISCUSSION:

- The proposed Preliminary Plat is in direct conformance with the underlying General Plan Land Use category of Medium/High Density Residential.

- The proposed Preliminary Plat is in conformance with the overall River Run PAD Development Plan.

- The conditions of approval are reasonable to ensure conformance with the provisions as outlined in the Avondale Zoning Ordinance and all other applicable City codes, ordinances, and policies.

STRATEGIC PLAN:
INITIATIVE: Foster sustainable community development

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

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:
No budget impacts.

RECOMMENDATION:

City Council should **APPROVE** Application PL-19-0066, a Preliminary Plat for the 103-lot River Run single-family residential subdivision, subject to the following four (4) conditions of approval:

1. The River Run development shall conform to the River Run Preliminary Plat dated July 6, 2019, and Landscape Plan dated July 22, 2019.

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

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

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

PROPOSED MOTION:
I move that City Council accept the findings and **APPROVE** Application PL-19-0066, a Preliminary Plat for the 103-lot River Run single-family residential subdivision, subject to four (4) conditions as listed in the Staff report.

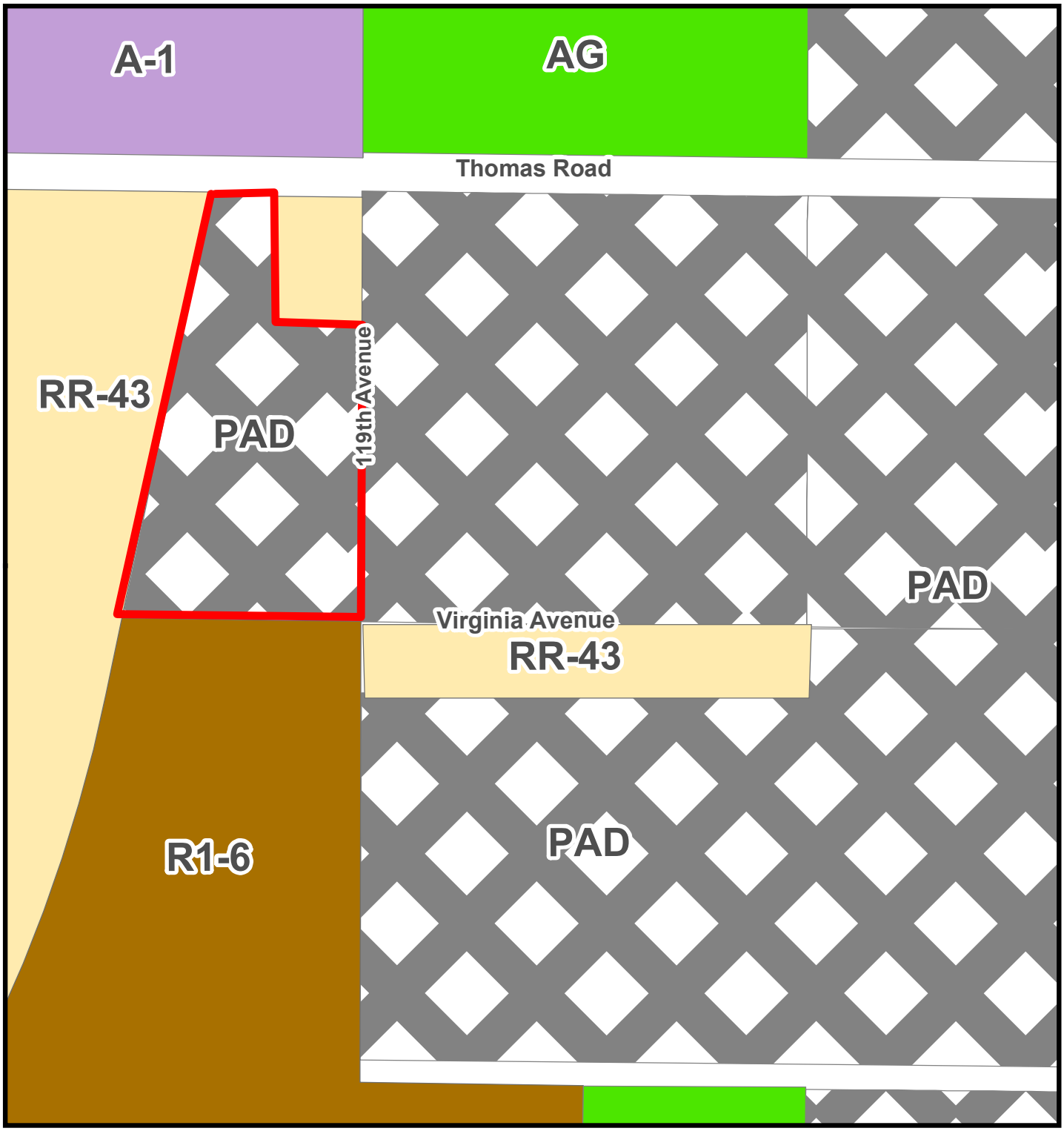
Exhibit A

Aerial Vicinity Map

Avondale

Subject Property

Exhibit B

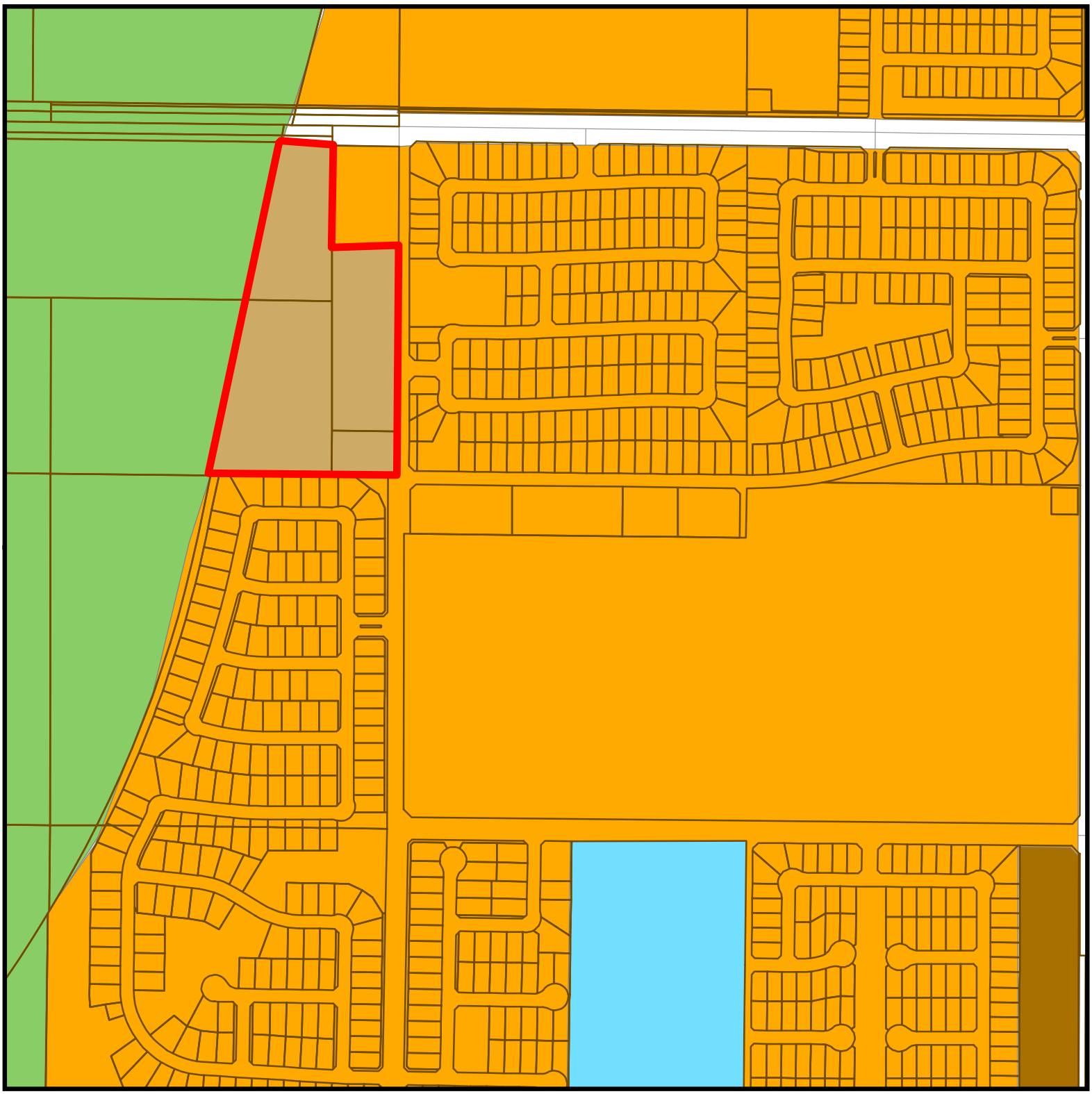


Zoning Vicinity Map

Avondale

Subject Property

Exhibit C



General Plan Land Use Map

Avondale

- Medium Density Residential
- High Density Residential
- Education
- Medium/High Density Residential
- Open Space

Subject Property

Exhibit D

SUMMARY OF RELATED FACTS RIVER RUN
APPLICATION PL-19-0066 RIVER RUN PRELIMINARY PLAT

THE PROPERTY	
PARCEL SIZE	Approximately 14.52 acres gross
LOCATION	Approximately 270 feet west of the southwest corner of 119th Avenue and Thomas Road
PHYSICAL CHARACTERISTICS	Flat irregular shaped parcel of land
EXISTING LAND USE	Vacant undeveloped
EXISTING ZONING	River Run Planned Area Development
ZONING HISTORY	June 2018, Council approved the annexation, Minor General Plan Amendment, and Rezone to Planned Area Development for River Run
DEVELOPMENT HISTORY	None

SURROUNDING ZONING AND LAND USE	
NORTH	A-1 & AG Johnson Stewart Quarry
WEST	RU-43 – Maricopa County (Agua Fria River)
SOUTH	R1-6 – Single-Family Residential (Donatella II)
EAST	PAD – Single-Family Residential (Garden Park)
GENERAL PLAN	
The property is **Medium/High Density Residential** (4.0 – 12.0 dwelling units per acre, target of 8.0 du/ac) on the General Plan Land Use Map.	

PUBLIC SCHOOLS	
SCHOOL DISTRICT(S)	Pendergast Elementary School District and Tolleson Union High School District
ELEMENTARY SCHOOLS	Canyon Breeze Elementary School
HIGH SCHOOL	Westview High School

119th Avenue	
Classification	Minor Collector
Existing half-street ROW	40 feet
Standard half-street ROW	40 feet
Existing half-street improvements	None
Standard half-street improvements	1 travel lane, bike lane, curb and gutter, sidewalk, street lights, and landscaping

Thomas Road	
Classification	Minor Arterial
Existing half-street ROW	None
Standard half-street ROW	65 feet
Existing half-street improvements	None
Standard half-street improvements	2 travel lanes, turn lane, bike lane, curb and gutter, sidewalk, street lights, and landscaping

Virginia Avenue	
Classification	Local
Existing half-street ROW	25 feet
Standard half-street ROW	25 feet
Existing half-street improvements	Complete
Standard half-street improvements	Right-of-way dedication required. Improvements previously completed - 1 travel lane, curb and gutter, sidewalk, and street lights.

UTILITIES
There is an existing 12” water line and a 21” sewer main in 119th Avenue.

Exhibit E

Proposed Preliminary Plat

River Run

Received July 6, 2019

PRELIMINARY PLAT
RIVER RUN
AVONDALE, ARIZONA

A PORTION OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA RIVER AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

LOT AREA

LOT #	WIDTH	S.F.	AC.
1	42	3,402	0.08
2	32	2,208	0.05
3	50	4,050	0.09
4	42	3,402	0.08
5	32	2,208	0.05
6	32	2,208	0.05
7	32	2,208	0.05
8	42	3,402	0.08
9	42	3,402	0.08
10	32	2,208	0.05
11	32	2,208	0.05
12	32	2,208	0.05
13	42	3,402	0.08
14	60	4,310	0.10
15	32	2,208	0.05
16	42	3,402	0.08
17	42	3,402	0.08
18	32	2,208	0.05
19	32	2,208	0.05
20	50	4,050	0.09
21	50	4,050	0.09
22	32	2,208	0.05
23	32	2,208	0.05
24	32	2,208	0.05
25	42	3,402	0.08
26	42	3,402	0.08
27	32	2,208	0.05
28	32	2,208	0.05
29	32	2,208	0.05
30	50	4,050	0.09
31	50	4,050	0.09
32	32	2,208	0.05
33	32	2,208	0.05
34	42	3,402	0.08
35	42	3,402	0.08
36	32	2,208	0.05
37	32	2,208	0.05
38	50	4,050	0.09
39	50	4,050	0.09
40	32	2,208	0.05
41	32	2,208	0.05
42	32	2,208	0.05
43	42	3,402	0.08
44	42	3,402	0.08
45	32	2,208	0.05
46	32	2,208	0.05
47	32	2,208	0.05
48	50	4,050	0.09
49	50	4,050	0.09
50	32	2,208	0.05
51	32	2,208	0.05
52	42	3,402	0.08
53	50	4,050	0.09
54	32	2,208	0.05
55	32	2,208	0.05
56	42	3,402	0.08
57	42	3,402	0.08
58	32	2,208	0.05
59	32	2,208	0.05
60	50	4,050	0.09
61	50	4,050	0.09
62	32	2,208	0.05
63	32	2,208	0.05
64	42	3,402	0.08
65	42	3,402	0.08
66	32	2,208	0.05
67	32	2,208	0.05
68	50	4,050	0.09
69	50	4,050	0.09
70	32	2,208	0.05

LOT AREA (CON'T)

LOT #	WIDTH	S.F.	AC.
71	32	2,208	0.05
72	42	3,402	0.08
73	42	3,402	0.08
74	32	2,208	0.05
75	32	2,208	0.05
76	50	4,050	0.09
77	50	4,050	0.09
78	32	2,208	0.05
79	32	2,208	0.05
80	42	3,402	0.08
81	42	3,402	0.08
82	32	2,208	0.05
83	32	2,208	0.05
84	50	4,050	0.09
85	50	4,050	0.09
86	32	2,208	0.05
87	32	2,208	0.05
88	42	3,402	0.08
89	42	3,402	0.08
90	32	2,208	0.05
91	32	2,208	0.05
92	50	4,050	0.09
93	50	4,050	0.09
94	32	2,208	0.05
95	32	2,208	0.05
96	42	3,402	0.08
97	42	3,402	0.08
98	32	2,208	0.05
99	50	4,050	0.09
100	50	4,889	0.11
101	42	3,670	0.08
102	42	3,402	0.08
103	50	4,050	0.09

LEGEND PROPOSED

- FIRE HYDRANT
- WATER VALVE
- SEWER MANHOLE
- DRAINAGE FLOW DIRECTION
- INTERIOR LIGHTING
- INTERIOR LIGHTING
- TRAFFIC MOVEMENT
- FF FINISHED FLOOR
- WATER METER CLUSTER (NUMBER VARIES)

LEGEND EXISTING

- FOUND MONUMENT (TYPE SHOWN)
- PROPERTY LINE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- TELEPHONE JUNCTION BOX
- GAS VALVE
- CONTOURS
- OVERHEAD ELECTRIC LINE
- OVERHEAD TELEPHONE LINE
- CONCRETE SURFACE
- (M&R) MEASURED & RECORDED
- FENCE
- P.U.E. PUBLIC UTILITY EASEMENT
- ELECTRIC JUNCTION BOX
- SIGN
- POWER POLE
- CURB & GUTTER
- STORMDRAIN MANHOLE
- SEWER MANHOLE
- TELEPHONE JUNTION BOX
- PAVED SURFACE
- EX. STREET LIGHT
- BC DN BRASS CAP DOWN

LEGAL DESCRIPTION:

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS,

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 36 FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 36 BEARS SOUTH 89 DEGREES 15 MINUTES 23 SECONDS EAST A DISTANCE OF 2610.11 FEET;

THENCE SOUTH 89 DEGREES 15 MINUTES 23 SECONDS EAST ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 2179.59 FEET TO A POINT ON THE EASTERLY LINE OF THE AQUA FRIA CHANNEL, SAID POINT ALSO BEING THE POINT OF BEGINNING,

THENCE CONTINUING SOUTH 89 DEGREES 15 MINUTES 23 SECONDS EAST ALONG SAID NORTH LINE A DISTANCE OF 178.51 FEET ,

THENCE SOUTH 00 DEGREES 07 MINUTES 22 SECONDS WEST PARALLEL WITH AND 252. 00 FEET WEST OF THE EAST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 452.57 FEET;

THENCE SOUTH 89 DEGREES 17 MINUTES 19 SECONDS EAST A DISTANCE OF 252. 01 FEET TO A POINT ON SAID EAST LINE;

THENCE SOUTH 00 DEGREES 07 MINUTES 22 SECONDS WEST ALONG SAID EAST LINE A DISTANCE OF 864. 20 FEET TO A POINT ON THE NORTH LINE OF DONATELA AS RECORDED IN BOOK 797 OF MAPS, PAGE 41, M.C.R,

THENCE NORTH 89 DEGREES 17 MINUTES 19 SECONDS WEST ALONG LAST SAID NORTH LINE A DISTANCE OF 703.49 FEET TO A POINT ON SAID EASTERLY LINE OF AGUA FRIA RIVER CHANNEL;

THENCE NORTH 11 DEGREES 51 MINUTES 27 SECONDS EAST ALONG SAID EASTERLY LINE A DISTANCE OF 1342.11 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 14.52 ACRES (632546 SQ. FT.)

VICINITY MAP
N.T.S.

OWNER/DEVELOPER

OWNER: VIRTUA RIVER RUN, LLC
DEVELOPER: QUYP DEVELOPMENT SERVICES LLC
17470 N. PACESETTER WAY
SCOTTSDALE, AZ 85255
CONTACT: ANTHONY HINRICHS
PHONE: (480) 999-0350
EMAIL: ANTHONY@QUYPDEVELOPMENT.COM

ENGINEER

PROJECT DESIGN CONSULTANTS
7330 N. 16TH ST. SUITE A-314
PHOENIX, AZ 85020
CONTACT: ROBERT B. MURPHY, P.E.
PHONE: (602) 508-0700
FAX: (602) 508-0745

BENCHMARK

MARICOPA HIGHWAY DEPARTMENT BRASS DISK LOCATED IN WATER VALVE HANDHOLE AT THE INTERSECTION OF AVONDALE BLVD. AND THOMAS ROAD (GDACS CORNER 213 10-1).

ELEVATION = 1010.35 (NAVD88)

BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHWEST 1/4 OF SECTION 36, T2N, R1W, WHICH BEARS N89°15'23"W PER BOOK 688 OF MAPS, PAGE 40, M.C.R.

FLOOD ZONE

ACCORDING TO THE FLOOD INSURANCE RATE MAP #040037, PANEL #2155, DATED OCTOBER 16, 2013 THIS PROPERTY IS LOCATED IN FLOOD ZONE "X": AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

SITE OPEN SPACE DATA

HIGH AND DRY (% OF TOTAL OS)	75.5 % OF NET
ACTIVE (% OF TOTAL OS)	48.5 % OF NET
PASSIVE (% OF TOTAL OS)	51.5 % OF NET

PARKING REQUIREMENTS

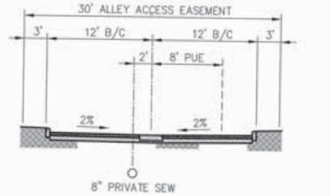
GARAGE PARKING SPACES PER UNIT	TOTAL UNITS	TOTAL UNIT PARKING SPACES PROVIDED	
2	103	206	
GUEST PARKING SPACES PER UNIT	TOTAL UNITS	TOTAL GUEST PARKING REQUIRED	TOTAL GUEST PARKING PROVIDED
1 PER 10 UNITS	103	11 SPACES	26 SPACES

SHEET INDEX

1 COVER SHEET
2 PRELIMINARY PLAT

SITE DATA

ZONING	RIVER RUN PAD
ACREAGE (GROSS)	14.52 AC.
ACREAGE (NET)	14.24 AC.
LOTS PROVIDED	103
DENSITY	7.09 UNITS/AC.
OPEN SPACE	5.33 AC.
OPEN SPACE PERCENT of NET	37.5%
LOT AREA (MINIMUM) 2,208 SF	0.05 AC.
LOT AREA (AVERAGE) 2,725 SF	0.06 AC.



24' PRIVATE DRIVE
LOOKING NORTH AND WEST
(N.T.S.)

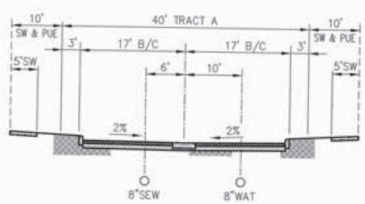
GENERAL NOTES

A. ALL UTILITY LINES LESS THAN 69 KV SHALL BE UNDERGROUNDED WITH THE FIRST PHASE OF DEVELOPMENT.
B. ALL GROUND-MOUNTED EQUIPMENT SHALL BE SCREENED/CONCEALED FROM STREET VIEW.
C. PLANTS LOCATED WITHIN REQUIRED AASHTO SIGHT VISIBILITY TRIANGLES SHALL BE PRUNED REGULARLY TO PERMIT UNOBSTRUCTED VISION. PLANT MATERIALS SHALL BE MAINTAINED TO BE LOWER THAN 2' (SHRUBS) PR TALLER THAN 7' (BOTTOM OF TREE CANOPY).
D. FUTURE DEVELOPMENT PADS WITHIN MASTER PLANNED DEVELOPMENTS SHALL BE COVERED WITH A MINIMUM OF 2" THICK DECOMPOSED GRANITE FOR DUST CONTROL AT TIME OF DEVELOPMENT.
E. ALL DEVELOPMENTS SHALL BE MAINTAINED IN CONFORMANCE WITH THE APPROVED SITE PLAN AND LANDSCAPE PLAN. ANY CHANGES THERETO SHALL REQUIRE APPROVAL OF THE CITY OF AVONDALE.
F. THIS PROJECT IS SUBJECT TO THE CURRENT AVONDALE GENERAL ENGINEERING REQUIREMENTS (AND MAG SUPPLEMENTAL REGULATIONS), COMMERCIAL/INDUSTRIAL/MULTI-FAMILY DESIGN MANUAL, ZONING ORDINANCE, GENERAL PLAN, AND ANY APPLICABLE SPECIFIC PLANS.

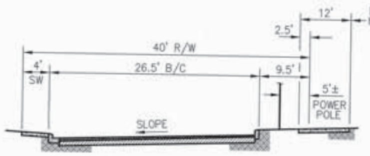
TRACT USAGE TABLE

TRACT ID	TRACT AREA (AC.)	USAGE *	OWNER AND MAINTENANCE RESPONSIBILITY
TRACT A	2.03	2, 3, 4	H.O.A.
TRACT B	2.88	1, 2, 3	H.O.A.
TRACT C	0.99	1, 2, 3	H.O.A.
TRACT D	0.86	1, 2, 3	H.O.A.
TRACT E	0.05	1, 2	H.O.A.

USAGE * 1. OPEN SPACE 2. LANDSCAPE 3. DRAINAGE 4. ROADWAY



34' PRIVATE DRIVE
LOOKING NORTH AND WEST
(N.T.S.)



EXISTING 119TH AVE.
LOOKING SOUTH
(N.T.S.)

UTILITY TABLE

UTILITY	COMPANY
WATER	CITY OF AVONDALE
SEWER	CITY OF AVONDALE
ELECTRIC	SRP
TELEPHONE	CENTURYLINK
CABLE T.V.	COX COMMUNICATIONS

PL-19-0066

Two working days before you dig, CALL FOR THE BLUE STAKES
602-263-1100
1-800-STAKE-IT
OUTSIDE MARICOPA COUNTY

PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

DRAWN BY: D.J.J.
DESIGNED BY: D.J.J.
CHECKED BY: R.B.M.

RIVER RUN

SOUTHWEST CORNER 119TH AVE. AND THOMAS ROAD AVONDALE, ARIZONA

REVISIONS:
REVISED: 05-06-19
REVISED: 07-16-19

PRELIMINARY PLAT

COVER SHEET AND DETAILS

SHEET #: 1 OF 2
SCALE: NOTED
DATE: 07/03/18
PROJECT #: 4296.20

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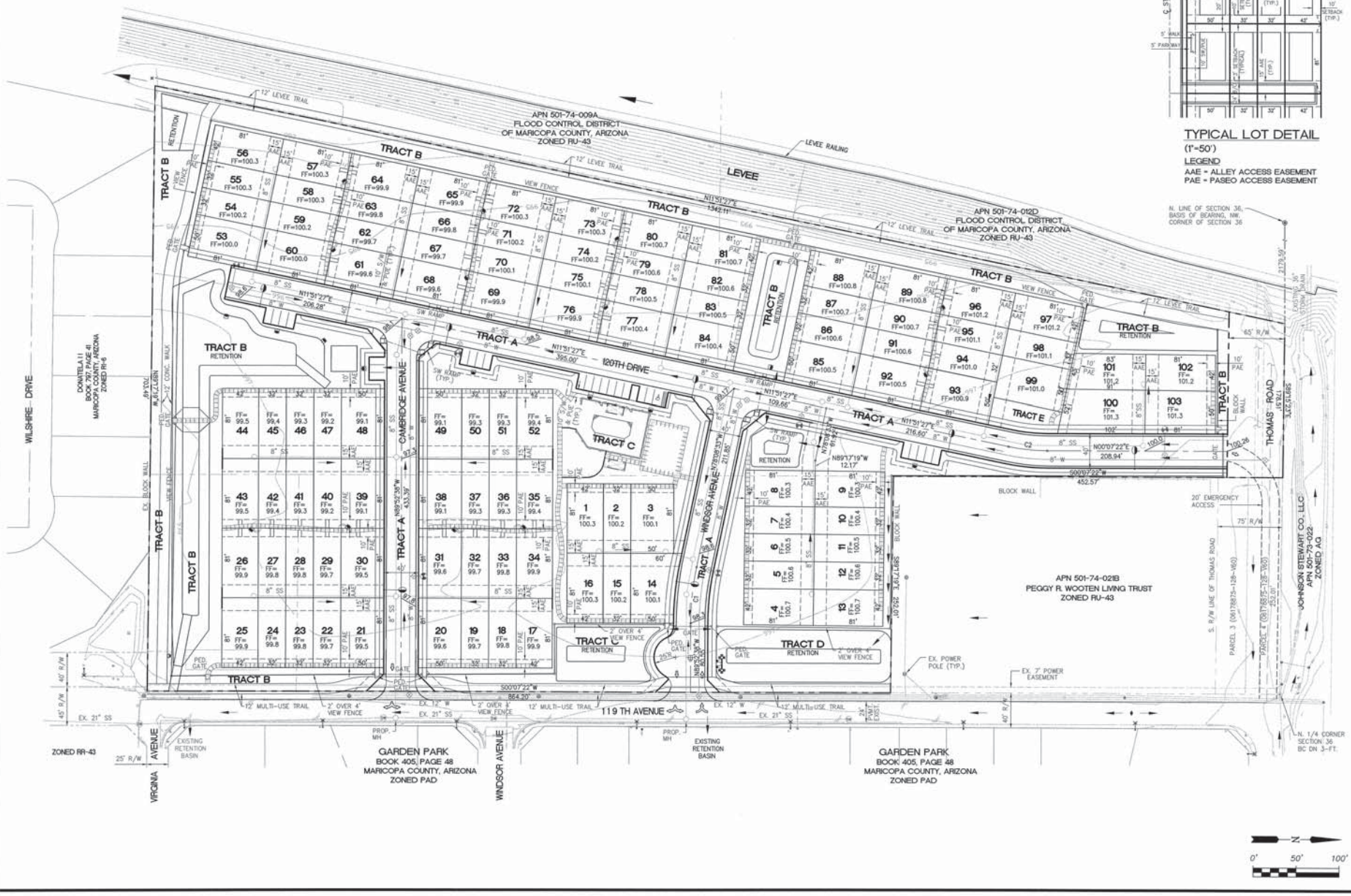
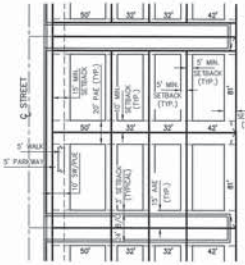
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	65.54	320.00	11°44'04"	32.88
C2	45.19	220.00	11°46'10"	22.68





TYPICAL LOT DETAIL

(1"=50')

LEGEND

AAE = ALLEY ACCESS EASEMENT

PAE = PASEO ACCESS EASEMENT

Two working days before you dig, CALL STAK THE BLUE STAKES 602-263-1100 1-800-STAKE-IT OUTSIDE MARICOPA COUNTY

PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey
1530 N. 16th Street Suite 103 Phoenix, AZ 85020 602.266.1611 Fax 602.266.0295

DRAWN BY: D.J.J.
DESIGNED BY: D.J.J.
CHECKED BY: R.B.M.

Registered Professional Engineer (Civil) CERTIFICATE NO. 21455 ROBERT B. MURPHY Date Signed 7/16/19 ARIZONA U.S.A.

RIVER RUN

SOUTHWEST CORNER
119TH AVE. AND THOMAS ROAD
AVONDALE, ARIZONA

REVISIONS:
REVISED: 05-06-19
REVISED: 07-16-19

PRELIMINARY PLAT

SHEET #: 2 OF 2
SCALE: NOTED
DATE: 07/03/18
PROJECT #: 4296.20

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Exhibit F

Proposed Landscape and Open Space Plan

River Run

River Run

Landscape Improvement Plans

for

Preliminary Subdivision Plat

A portion of the Northwest Quarter of Section 36, Township 2 North,
Range 1 West of the Gila and Salt River Base and Meridian,
Maricopa County, Arizona
ZONE RU-43 - PAD PL-17-0274

City of Avondale - general landscape notes

1. All single-trunk trees required on site shall be two (2) inch caliper average size. Tree calipers for single-trunk trees shall be measured at twelve (12) inches above the ground. All multi-trunk trees shall be one and one-half (1-1/2) inch caliper minimum. Tree caliper for multi-trunk trees shall be measured twelve (12) inches above the first fork or twelve (12) inches above ground if all trunks originate from the soil. Caliper of multi-trunk trees shall be determined by taking the average caliper of all its trunks. Multi-trunk trees shall have no more than three (3) trunks.

2. Tree caliper and height shall govern over any other planting size information provided on the drawings. Trees specified by container sizes only shall not be accepted.

3. The Property Owner and/or lessee shall be responsible to install/maintain all landscaping within the Right-of-way. All landscaping shall be maintained as approved on the Landscape Maintenance Schedule (See attached).

4. A 3-foot clear space is required around all fire suppression equipment. No plants may be installed that will encroach upon this clear space when mature.

5. Plantings within any sight visibility easement shall be maintained so that no limbs hang lower than seven (7) feet and shrubs or other plants planted within any sight visibility easement shall be no taller than two (2) feet at full growth.

6. Irrigation service line from the point of connection at the city's system, through the meter and PUE to the private back-flow prevention device shall be type "k" soft copper tubing per Avondale supplement to m.a.g. any small diameter valves shall be brass body. Back-flow devices shall be constructed using all copper pipe and brass fittings. All PVC sleeves within the city's right-of-way shall be SCH 80.

7. The city approves these plans for concept only and accepts no liability for errors or omissions.

NOTE: All construction shall be in accordance with the City of Avondale Supplement to MAG Specifications & Standard Details currently on file and available at the City of Avondale Engineering Department

landscape notes

Planting

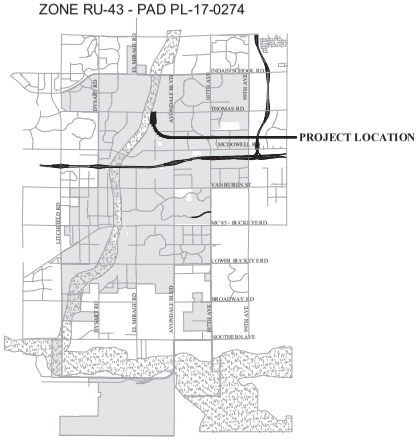
The site will be landscaped in accordance with the City of Avondale Standards. All trees and shrubs are to be staked and planted in accordance with the Arizona Nursery Association Published Standards. Size of trees and shrubs will correspond with requirements set by the City of Avondale. All Planting areas will receive a 2" depth of ¾" decomposed granite as shall be treated with pre-emergent herbicide.

Irrigation

The irrigation system will consist of drip emitters and pressure regulators connected to automatic valves and will be tied into automatic controllers as required. The irrigation system shall provide 100% coverage.

Grading

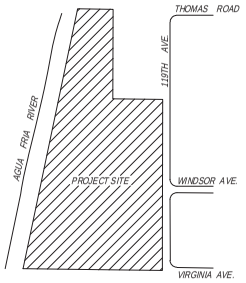
All earthwork will be done so that all moisture drains off and way from sidewalks and structures. The majority of the onsite drainage will drain into the retention basins located on site.



north

project location

not to scale



north

vicinity map

not to scale

project team

Developer
Quyp Development Services, LLC
7600 North 15th Street Suite #150-19
Phoenix, Arizona 85020
contact: Anthony Hinrichs
e: anthony@quypdevelopment.com
p: 480.999.0350

Landscape Architect
The Planning Center
1811 South Alma School Suite #250
Mesa, Arizona 85210
contact: John P. Jacobson RLA
e: john@azplanningcenter.com
p: 480.930.8665

Civil Engineer
Project Design Consultants
7330 N. 16th Street, Suite A-314
Phoenix, Arizona 85020
contact: Bob Murphy P.E.
e: bobmurphy@projectdesign.com
p: 602.508-0700 f: 602.508-0745

planting data sheet

REQUIRED LANDSCAPE IMPROVEMENTS BY ZONING DISTRICT		REQUIRED	PROVIDED
A.	Single Family Residential (AG, RR-43, RR-18, R1-35, R1-15, R1-10, R1-8, R1-6, R1-5)	n/a Trees	n/a Trees
B.	Multiple Family Residential (R-2, R-3, R-4, MH)	n/a Trees	n/a Trees
C.	City Center	n/a Trees	n/a Trees
REQUIRED LANDSCAPE AREAS		**REQUIRED**	**PROVIDED**
D.	CP within Employment	n/a sq. ft	n/a sq. ft
E.	A-1 within Employment	n/a sq. ft	n/a sq. ft
F.	All Development within Multiple Family	n/a sq. ft	n/a sq. ft
G.	All Development within All Other Zoning Districts not listed above	126,498 sq. ft	211,083 sq. ft
H.(1)	Landscape Setback/ Trees	96 Trees	254 Trees
H.(2)	Landscape Setback/Shrubs	960 Shrubs	1,700 Shrubs
H.(3)	Landscape Setback/Groundcover	0 sq. ft	1,785 sq. ft
I.	Land Use Buffers	n/a Trees	n/a Trees
J.	Parking Lots/Trees	n/a Trees	n/a Trees
K.	Building Frontage	n/a sq. ft	n/a sq. ft
L.	Cactus/Succulents	n/a %	n/a %
M.(1)	Right of way Landscaping/Trees	n/a Trees	n/a Trees
M.(2)	Right of way Landscaping/Shrubs	n/a Shrubs	n/a Shrubs
N.	Special Planting Requirements (PAD, Zoning, etc.)		
Totals		**REQUIRED**	**PROVIDED**
Total Trees (Lines A-N)		96 Trees	254 Trees
Total Shrubs (Lines A-N)		960 Shrubs	1,700 Shrubs
Total Groundcover (Lines A-N)		0 sq. ft	1,785 sq. ft
Total Groundcover, Inorganic (1" screened decomposed granite)		195,267 sq. ft	195,267 sq. ft
Total Right-of-way Landscape Area		n/a sq. ft	n/a sq. ft
Total Parking Lot Landscaping Area		n/a sq. ft	n/a sq. ft
Total Useable Open Space (PAD only)		n/a sq. ft	n/a sq. ft
Total Useable Open Space (PAD only)		n/a %	n/a %

open space table

Description	Area	Req.	Provided
Site Area	14.52 Acres		
Open Space	4.84 Acres	20%	33%
High & Dry	1.29 Acres		27%
Active	.32 Acres		6%
Passive	3.23 Acres		67%

sheet index

cover sheet	LA-001
wall plan	LA-101
wall details	LA-102
hardscape plans	LA-202 thru LA-206
hardscape details	LA-207
planting plans	LA-301 thru LA-306
planting details	LA-307
~~irrigation plans~~	~~LA-401 thru LA-406~~ (not part of this set)
irrigation details	LA-407
site furnishings	LA-501
maintenance manual	LA-601
irrigation specifications	LA-701 thru LA-703
planting specifications	LA-801

approved by:

ENGINEERING DIVISION DATE

THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS.

ESTIMATED S.F. OF LANDSCAPE IN THE RIGHT-OF-WAY IS: 0.0 S.F.

Received July 22, 2019

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PROJECT:	QYP-01
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CHECKED BY:	jpj

River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
Avondale, Arizona 85329

#	REVISIONS/SUBMITTALS	DATE
01	Pre-Plat to City of Avondale	03.11.2019
02	Pre-Plat - Revisions	06.25.2019
03	Pre-Plat - 2nd Revisions	07.22.2019

Case Number: PL-19-0066
Sheet Title: Cover Sheet
Sheet Number: LA-001
01 of 23

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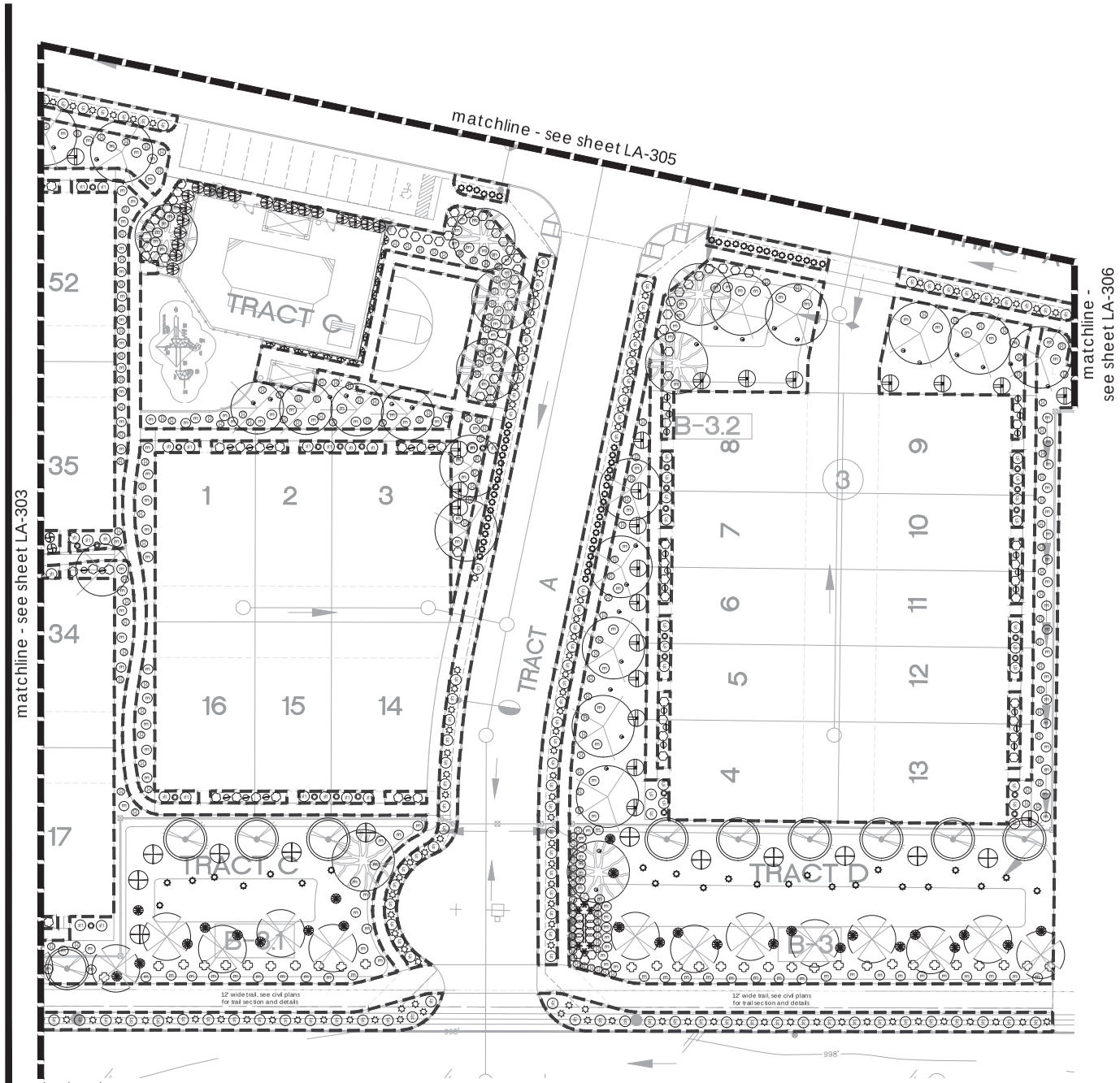


planting plan
scale: 1"=20'

Planting Materials Legend

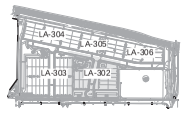
symbol	trees genus/species	size
	Acacia anuera Mulga Acacia	- 24" box
	Caesalpinia cacalaco Smoothie Thornless Cascalote	- 24" box
	Chitalpa tashkentensis Chitalpa	- 24" box
	Fraxinus Velutina' Fan Tex Ash	- 24" box
	Parkinsonia x Desert Museum Desert Museum	- 24" box
	Pistachia x Red Push Red Push Pistache	- 24" box
	Prosopis x Hybrid "Thornless" Thornless Mesquite	- 24" box

symbol	shrubs genus/species	size
	Convolvulus cneorum Bush Morning Glory	- 5 gal
	Caesalpinia pulcherima Mexican Bird of Paradise	- 5 gal
	Callistemon viminalis 'Little John' Dwarf Bottlebrush 'little john'	- 5 gal
	Eremophila maculata valentine Valentine Emu Bush	- 5 gal
	Myrtus cummunis compacta Dwarf Myrtle	- 5 gal
	Leucophyllum candidum 'Thunder Cloud' Thunder Cloud Sage	- 5 gal
	Podranea ricasoliana Pink Trumpet Vine	- 15 gal
	Russelia equisetiformis Coral Fountain	- 5 gal
	Tecoma alata Orange Bells	- 5 gal
	Tecoma stans v. angustata Arizona Yellow Bells	- 5 gal

symbol	accents genus/species	size
	Agave desmettiana 'Variegata' Variegated Dwarf Agave	- 5 gal
	Euphorbia rigida Gopher plant	- 5 gal
	Hesperaloe parviflora Red Yucca	- 5 gal
	Muhlenbergia capillaris Regal Mist	- 5 gal
	Pedilanthus macrocarpus Lady Slipper	- 5 gal
	Penstemon parryi Perry's Penstemon	- 5 gal

symbol	ground covers genus/species	size
	Lantana montevidensis Trailing Purple Lantana	- 5 gal
	Lantana 'New gold' New Gold Lantana	- 5 gal

symbol	inerts	size
	Decomposed Granite Saddle back brown	1"
	Denotes limit of work for landscape improvements	



key map
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River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
Avondale, Arizona 85329

#	REVISIONS/SUBMITTALS	DATE
01	Pre-Plat to City of Avondale	03.11.2019
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Case Number:
PL-19-0066
Sheet Title:
Planting Plan
Sheet Number:
LA-302
11 of 23

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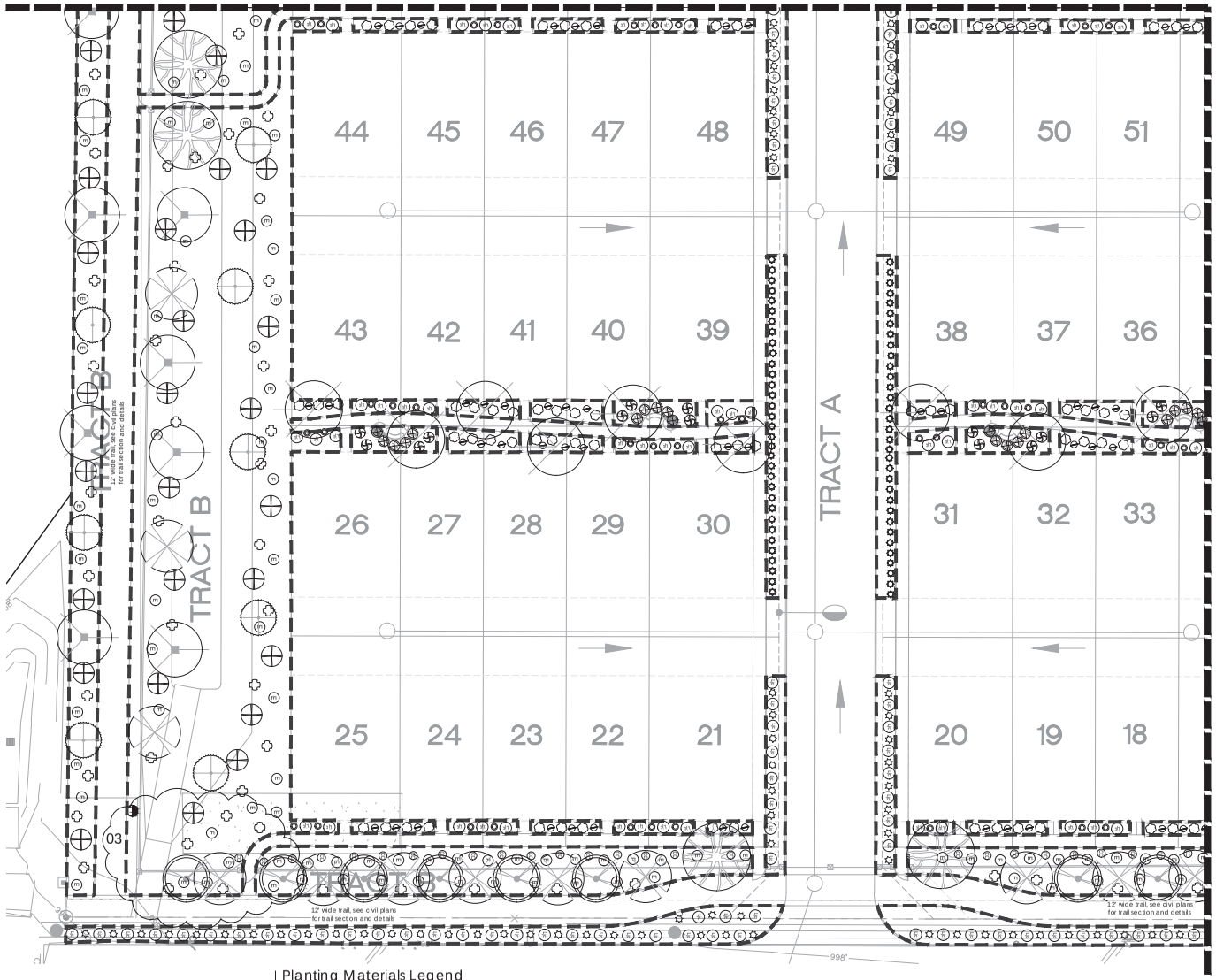
matchline - see sheet LA-304



matchline - see sheet LA-302

planting plan

scale: 1"=20'

Planting Materials Legend

symbol	trees genus/species	size
	Acacia anuera Mulga Acacia	- 24" box
	Caesalpinia cacalaco Smoothie Thornless Cascalote	- 24" box
	Chitalpa tashkentensis Chitalpa	- 24" box
	Fraxinus 'velutina' Fan Tex Ash	- 24" box
	Parkinsonnia x Desert Museum Desert Museum	- 24" box
	Pistachia x Red Push Red Push Pistache	- 24" box
	Prosopis x Hybrid 'Thornless' Thornless Mesquite	- 24" box

Planting Materials Legend

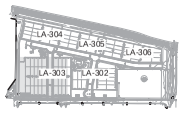
symbol	shrubs genus/species	size
	Convolvulus cneorum Bush Morning Glory	- 5 gal
	Caesalpinia pulcherrima Mexican Bird of Paradise	- 5 gal
	Callistemon viminalis 'Little John' Dwarf Bottlebrush 'little john'	- 5 gal
	Eremophila maculata valentine Valentine Emu Bush	- 5 gal
	Myrtus cummunis compacta Dwarf Myrtle	- 5 gal
	Leucophyllum candidum 'Thunder Cloud' Thunder Cloud Sage	- 5 gal
	Podranea ricasoliana Pink Trumpet Vine	- 15 gal
	Russelia equisetformis Coral Fountain	- 5 gal
	Tecoma alata Orange Bells	- 5 gal
	Tecoma stans v. angustata Arizona Yellow Bells	- 5 gal

symbol	accents genus/species	size
	Agave desmettiana 'Variegata' Variegated Dwarf Agave	- 5 gal
	Euphorbia rigida Gopher plant	- 5 gal
	Hesperaloe parviflora Red Yucca	- 5 gal
	Muhlenbergia capillaris Regal Mist	- 5 gal
	Pedilanthus macrocarpus Lady Slipper	- 5 gal
	Penstemon parryi Perry's Penstemon	- 5 gal

symbol	groundcovers genus/species	size
	Lantana montevidensis Trailing Purple Lantana	- 5 gal
	Lantana 'New gold' New Gold Lantana	- 5 gal

symbol	inerts	size
	Decomposed Granite Saddle back brown	1"

Denotes limit of work for landscape improvements



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PROJECT:	QYP-01
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CHECKED BY:	jpj

River Run

Landscape Improvement Plans

119 Avenue & Virginia Avenue
Avondale, Arizona 85329

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Case Number:
PL-19-0066

Sheet Title:
Planting Plan

Sheet Number:
LA-303
12 of 23

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Planting Materials Legend

symbol	inerts	size
	Decomposed Granite Saddle back brown	1"
	Denotes limit of work for landscape improvements	

symbol	accents genus/species	size
	Agave desmettiana 'Variegata' Variegated Dwarf Agave	- 5 gal
	Euphorbia rigida Gopher plant	- 5 gal
	Hesperaloe parviflora Red Yucca	- 5 gal
	Muhlenbergia capillaris Regal Mist	- 5 gal
	Pedilanthus macrocarpus Lady Slipper	- 5 gal
	Penstemon parryi Perry's Penstemon	- 5 gal

symbol	groundcovers genus/species	size
	Lantana montevidensis Trailing Purple Lantana	- 5 gal
	Lantana 'New gold' New Gold Lantana	- 5 gal

symbol	trees genus/species	size
	Acacia anurea Mulga Acacia	- 24" box
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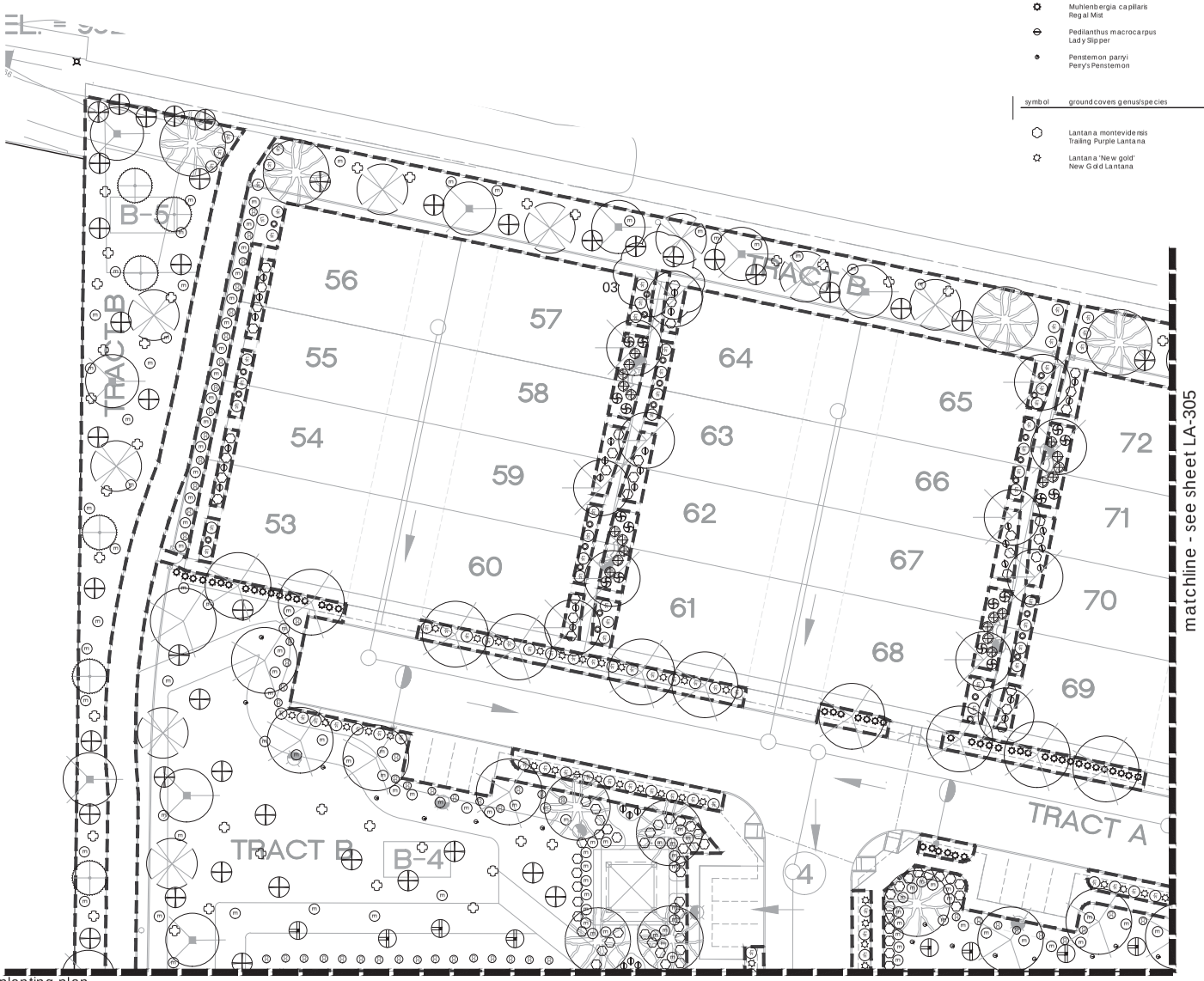

planting plan
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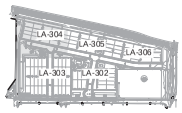

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CHECKED BY:	jpi

River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
Avondale, Arizona 85329

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Case Number:
PL-19-0066
Sheet Title:
Planting Plan
Sheet Number:
LA-304
13 of 23

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planting plan
scale: 1"=20'

Planting Materials Legend

symbol	accents genus/species	size
	Agave desmettiana 'Variegata' Variegated Dwarf Agave	- 5 gal
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	Hesperaloe parviflora Red Yucca	- 5 gal
	Muhlenbergia capillaris Regal Mist	- 5 gal
	Pedilanthus macrocarpus Lady Slipper	- 5 gal
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	Lantana 'New gold' New Gold Lantana	- 5 gal

symbol	inerts	size
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	Denotes limit of work for landscape improvements	

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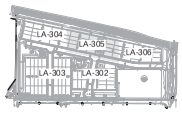

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Sheet Title:
Planning Plan
Sheet Number:
LA-305
14 of 23

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planting plan
scale: 1"=20'

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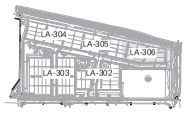

key map
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Case Number:
PL-19-0066
Sheet Title:
Planting Plan
Sheet Number:
LA-306
15 of 23

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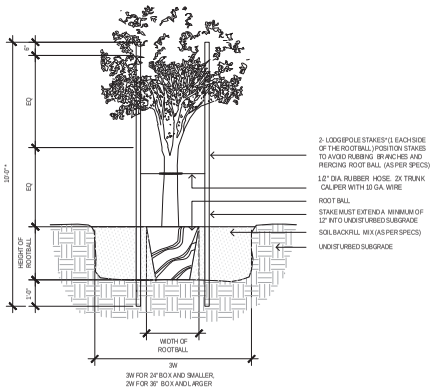
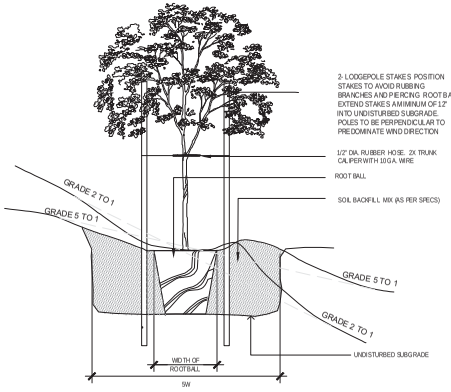


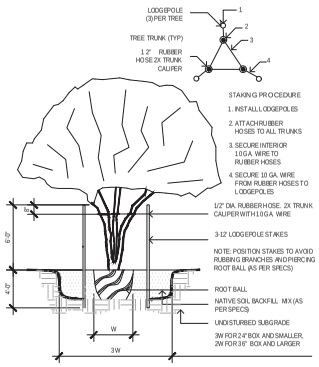
1 tree planting detail

not to scale



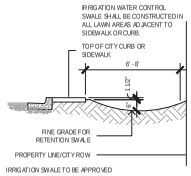
2 tree planting on slope detail

not to scale



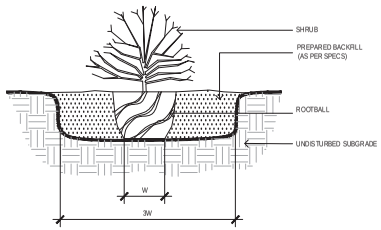
3 multi trunk tree detail

not to scale



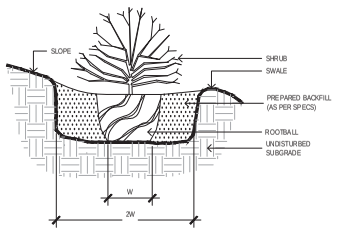
4 R.O.W swale detail

not to scale



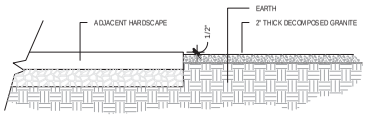
5 shrub detail

not to scale



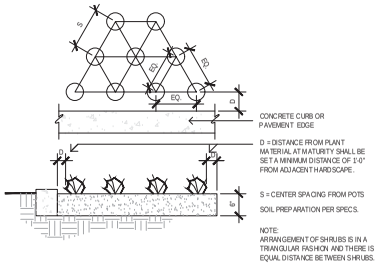
6 shrub detail on slope

not to scale



7 decomposed granite detail

not to scale



8 plant spacing detail

not to scale

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1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

PROJECT: QYP-01
DATE: 02.28.2019
DRAWN BY: mdb
CHECKED BY: jpj

River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
Avondale, Arizona 85329

#	REVISIONS/SUBMITTALS	DATE
01	Pre-Plat to City of Avondale	03.11.2019
02	Pre-Plat - Revisions	06.25.2019
03	Pre-Plat - 2nd Revisions	07.22.2019

Case Number:
PL-19-0066
Sheet Title:
Planting Details
Sheet Number:
LA-307
16 of 23

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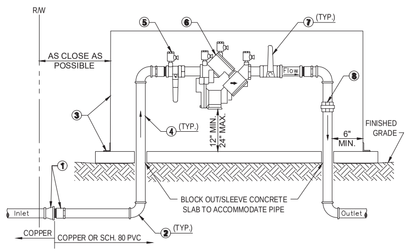


LIST OF MATERIALS

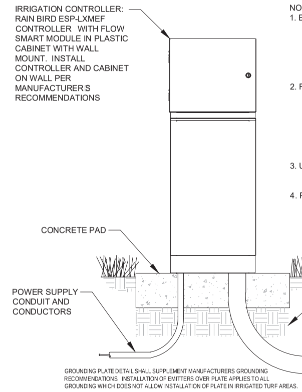
1. THREADED FEMALE COPPER TRANSITION COUPLING TO THREADED MALE SCHEDULE 40 PVC COUPLING /ADAPTER (ONLY IF USING SCHEDULE 40 PVC ON THE ASSEMBLY, OTHERWISE OMIT).
2. 90 DEGREE ELBOW
3. INSTALL 4" CONCRETE PAD, ENCLOSURE, AND HARDWARE. ENCLOSURE SHALL BE PER COA APPROVED PRODUCTS LIST. (AS REQUIRED)
4. PIPE RISER
5. TEST COCKS WITH BRASS PLUGS OR ADAPTORS WITH CAPS INSTALLED. (4 REQUIRED)
6. APPROVED REDUCED PRESSURE BACKFLOW PREVENTION ASSEMBLY (SEE NOTE 1 BELOW).
7. THREADED BRASS BALL VALVES
8. PIPE UNION

NOTES:
1. APPROVED BACKFLOW ASSEMBLIES MUST HAVE SEAL OF APPROVAL FROM THE UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH. BACKFLOW ASSEMBLIES INSTALLED ON FIRE SUPPRESSION SYSTEMS MUST ALSO HAVE APPROVAL FROM UNDERWRITERS LABORATORIES AND/OR FACTORY MUTUAL RESEARCH CORPORATION.
2. ALL MATERIALS TO BE COPPER, BRASS, OR SCHEDULE 80 PVC. ALL SCHEDULE 80 PIPE AND APPURTENANCES MUST UTILIZE A CITY APPROVED UV PROTECTION WHEN INSTALLED ABOVE GROUND.
3. COPPER FITTINGS SHALL BE CONNECTED WITH LEAD FREE SOLDER JOINTS.
4. PVC FITTINGS SHALL BE SOLVENT WELDED.
5. THE BACKFLOW MECHANISM AND ALL VALVES SHALL BE THREADED.
6. FINISHED GRADE UNDERNEATH THE BACKFLOW PREVENTION ASSEMBLY SHALL BE AT 95% COMPACTION.
7. ALL PIPE NIPPLES TO BE COPPER, BRASS, OR SCHEDULE 80 PVC.
8. PIPING IN THE CITY RIGHT OF WAY MUST BE TYPE "K" COPPER.
9. CALL FOR UNDERGROUND INSPECTION BEFORE BACKFILLING TRENCH.
10. BACKFLOW ASSEMBLIES MUST BE TESTED BY A CERTIFIED TESTER THAT IS RECOGNIZED BY THE CITY OF AVONDALE.

Avondale
STANDARD DETAIL A1326

1 reduced pressure backflow prevention assembly detail

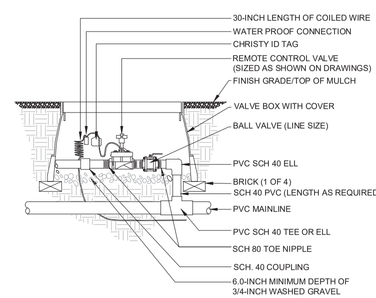
not to scale



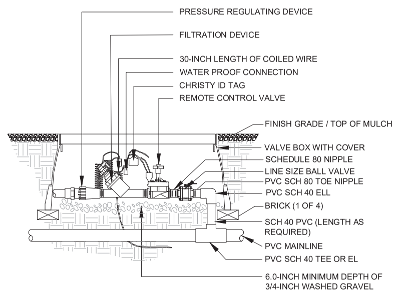
NOTES:
1. ESP-LXMEF CONTROLLER IS AVAILABLE IN 8- OR 12-STATION BASE MODELS. ADDITIONAL MODULES IN 4-, 8- AND 12-STATION VERSIONS MAY BE ADDED TO BRING THE CONTROLLER UP TO 48 STATIONS MAXIMUM.
2. FOR EASE OF INSTALLATION INTO A CONTROLLER WITH MORE THAN 24 STATIONS, INSTALL A JUNCTION BOX AT THE BASE OF CONTROLLER AND TRANSITION LARGER VALVE AND COMMON WIRES FROM FIELD TO 18 AWG MULTI CONDUCTOR WIRE TO BE USED IN CONTROLLER.
3. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.
4. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS.

2 irrigation controller detail

not to scale

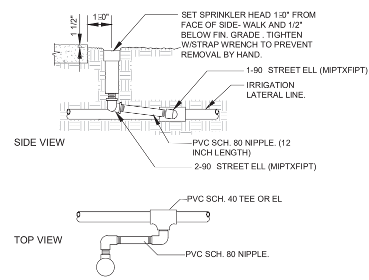


3 remote control value assembly detail



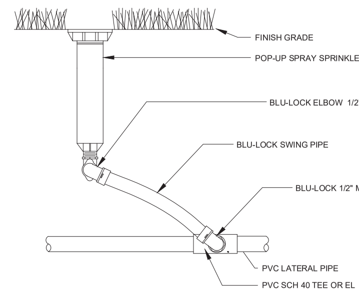
4 drip remote control valve assembly detail

not to scale



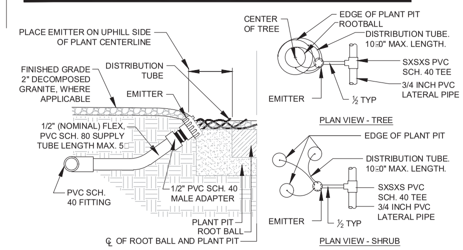
5 gear rotor and swing joint assembly detail

not to scale



6 pop-up spray head detail

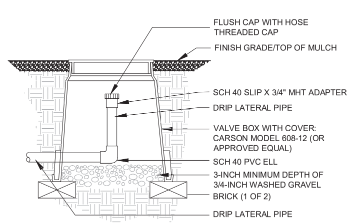
not to scale



NOTES:
1. EMISSION POINTS SHALL BE LOCATED UPHILL OF PLANT CENTERLINE AND SHALL DELIVER WATER DIRECTLY TO ROOT BALL (TYP.)
2. AT LEAST ONE EMITTER TUBE OUTLET SHALL BE LOCATED DIRECTLY OVER ROOT BALL. EMITTER TUBE OUTLET FOR CACTI ACCENTS SHALL NOT BE PLACED DIRECTLY ON ROOT BALL BUT 4" TO 6" AWAY.
4. PLACE EMITTER SO THAT TOP EDGE OF EMITTER IS VISIBLE ABOVE FINISHED GRADE
5. NUMBER OF OPENINGS AND EMITTER TUBES REQUIRED PER PLANT IS BASED ON PLANT SIZE. SEE EMITTER SCHEDULE.
6. DISTRIBUTION TUBING FOR TREES SHALL BE OF SUFFICIENT LENGTH TO PERMIT FUTURE RELOCATION TO A 15' RADIUS AROUND TREE

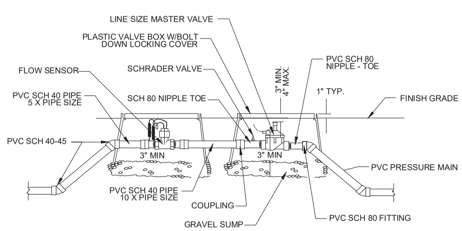
7 drip emitters detail

not to scale



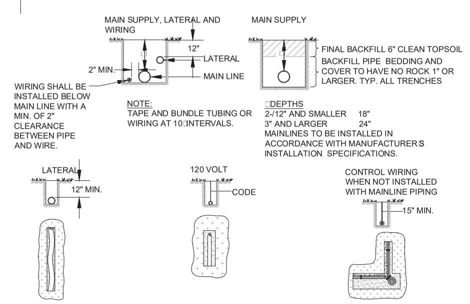
8 flush cap assemby detail

not to scale



9 master valve and flow sensor detail

not to scale



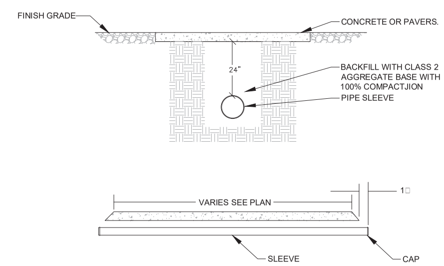
NOTE: ALL PLASTIC PIPING TO BE SNAKED IN TRENCHES WITH A 2" MIN. CLEARANCE BETWEEN PIPES AND PIPES AND SIDE OF TRENCH.

NOTE: ALL 120 VOLT WIRING IN CONDUIT TO BE INSTALLED IN ACCORDANCE WITH LOCAL CODE. APPROVED "ELECTRICAL POWER WIRES BELOW" WARNING TAPE SHALL BE INSTALLED 12" ABOVE ALL POWER WIRING IN TRENCHES.

NOTE: TIE A LOOSE 20" LOOP IN ALL WIRING AT CHANGES OF DIRECTION GREATER THAN 30 DEGREE. UNTIE ALL LOOPS AFTER ALL CONNECTIONS HAVE BEEN MADE.

10 typical trenching detail

not to scale



NOTE:
1. BEDDING AND BACKFILL MATERIAL SHALL BE CLASS 2 AGGREGATE BASE.
2. MATERIALS USED FOR CAPS OR PLUGS SHALL BE AS RECOMMENDED BY THE PIPE SUPPLIER AND APPROVED BY THE ENGINEER.
3. SLEEVE LOCATION SHALL BE MARKED IN THE DRIVEWAY
4. SLEEVES SHALL BE INSTALLED PARALLEL TO THE DRIVEWAY SUBGRADE.

11 irrigation sleeve detail

not to scale

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REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO. 37041
JOHN HILL JACOBS
ARIZONA, U.S.A.
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EXPIRES 12.31.2019

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DATE: 02.28.2019
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River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
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#	REVISIONS/SUBMITTALS	DATE
01	Pre-Plat to City of Avondale	03.11.2019
02	Pre-Plat - Revisions	06.25.2019
03	Pre-Plat - 2 nd Revisions	07.22.2019

Case Number: PL-19-0066
Sheet Title: Irrigation Details
Sheet Number: LA-407
17 of 23

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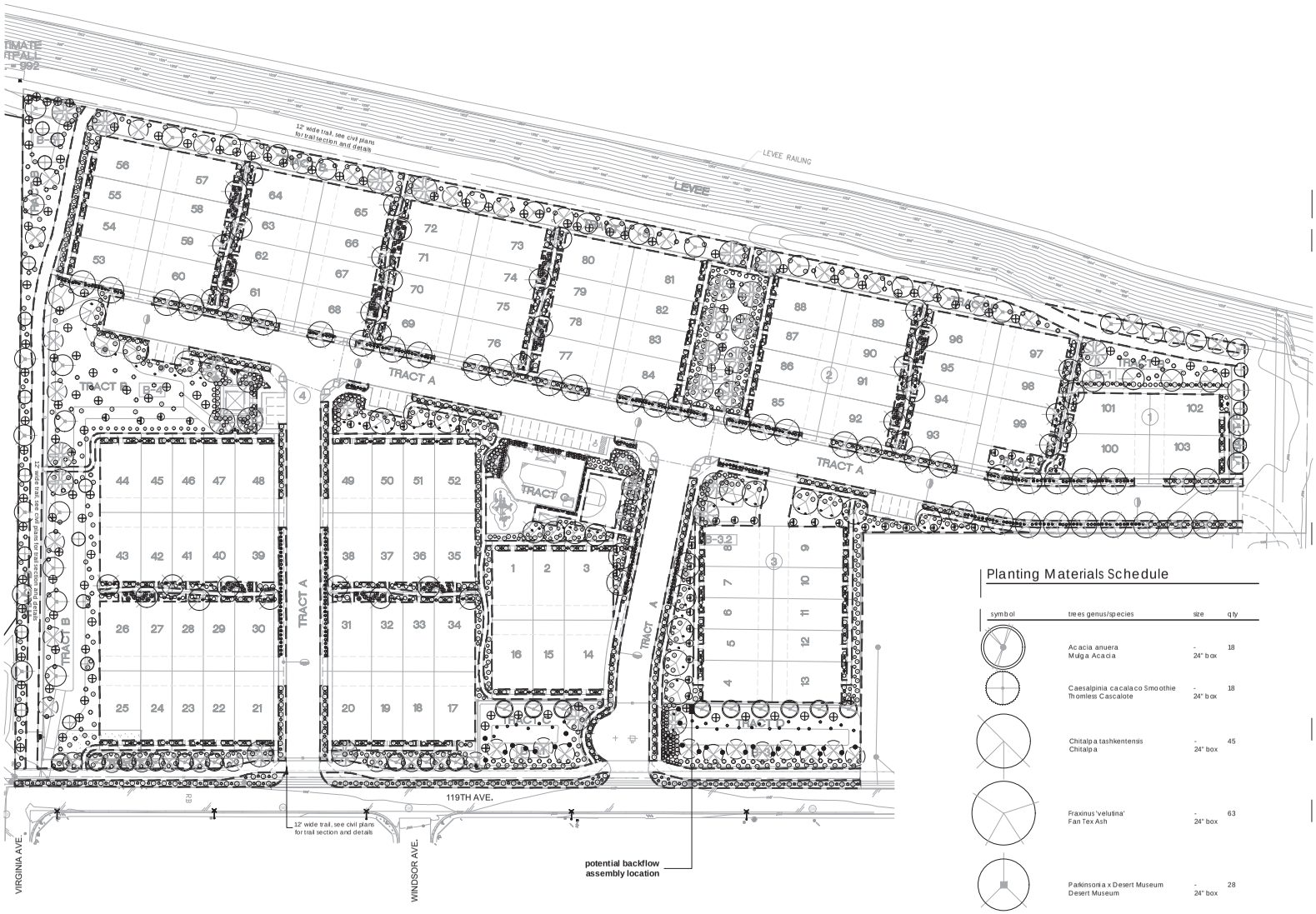


planting overall plan

scale: 1"=50'

NOTE:
SEE CIVIL PLANS FOR ALL TRAIL SECTION AND DETAILS.

Planting Materials Schedule

symbol	shrubs genus/species	size	qty
CO	Convolvulus cneorum Bush Morning Glory	- 5 gal	299
CP	Caesalpinia pulcherrima Mexican Bird of Paradise	- 5 gal	105
LV	Callistemon viminalis 'Little John' Dwarf Bottlebrush 'little john'	- 5 gal	518
E	Eremophila maculata valentine Valentine Emu Bush	- 5 gal	453
MC	Myrtus cummunis compacta Dwarf Myrtle	- 5 gal	60
LC	Leucophyllum candidum 'Thunder Cloud' Thunder Cloud Sage	- 5 gal	143
PR	Podranea ricasoliana Pink Trumpet Vine	- 15 gal	16
RE	Russelia equisetiformis Coral Fountain	- 5 gal	48
TA	Tecoma alata Orange Bells	- 5 gal	20
TS	Tecoma stans v. angustata Arizona Yellow Bells	- 5 gal	38

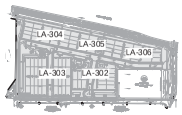
symbol	accents genus/species	size	qty
AD	Agave desmettiana 'Variegata' Variegated Dwarf Agave	- 5 gal	6
ER	Euphorbia rigida Gopher plant	- 5 gal	148
HP	Hesperaloe parviflora Red Yucca	- 5 gal	26
MC	Muhlenbergia capillaris Regal Mist	- 5 gal	324
PM	Pedilanthus macrocarpus Lady Slipper	- 5 gal	168
PP	Penstemon parryi Perry's Penstemon	- 5 gal	49

symbol	groundcovers genus/species	size	qty
LM	Lantana montevidensis Trailing Purple Lantana	- 5 gal	343
LN	Lantana 'New gold' New Gold Lantana	- 5 gal	248

symbol	inerts	size	qty
	Decomposed Granite Saddle back brown	1"	211,083 s.f.
	Denotes limit of work for landscape improvements		

Planting Materials Schedule

symbol	trees genus/species	size	qty
AA	Acacia anuera Mulga Acacia	- 24" box	18
CS	Caesalpinia cacalaco Smoothie Thornless Cascalote	- 24" box	18
CT	Chitalpa tashkentensis Chitalpa	- 24" box	45
FT	Fraxinus 'velutina' Fan Tex Ash	- 24" box	63
PM	Parkinsonia x Desert Museum Desert Museum	- 24" box	28
PP	Pistachia x Red Push Red Push Pistache	- 24" box	38
PT	Prosopis x Hybrid 'Thornless' Thornless Mesquite	- 24" box	44



key map

not to scale

0' 25' 50' 100'

NORTH

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Case Number:
PL-19-0066
Sheet Title:
Planting Overall
Sheet Number:
LA-301
16 of 23

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Exhibit F

1 BENCH

Scale: NTS

2 TRASH RECEPTACLE

Scale: NTS

3 PICNIC TABLE

Scale: NTS

4 BIKE RACK

Scale: NTS

5 BASKETBALL HOOP

Scale: NTS

6 DOG WASTE STATION

Scale: NTS

7 20 X 20 SHADE STRUCTURE

Scale: NTS

8 15 X 20 SHADE STRUCTURE

Scale: NTS

9 PLAY STRUCTURE

Scale: NTS

MATERIALS LIST

Keynote	Material/Item	Qty.	Name	Specifications	Supplier	Detail/notes
1	5' wide sidewalk	contractor to verify		Size: 5' wide Material: concrete Color: Gray/Medium broom finish	TBD	See Detail 1 on Sheet LA-206
2	Concrete Seating Node	420 SF		Size: 3/8" Aggregate Material: Concrete Color: Gray 3/8" Exposed Aggregate	TBD	See Detail 2 on Sheet LA-206
3	Pool Decking	2610 SF	Cool Deck	Size: Material: Cool Deck Color: Baja Sand	TBD	See Detail 11 on Sheet LA-206 Install per manufacturer specifications
4	Artificial Turf	0	Kentucky Blue 88 Play Pad 2'	Size: 88 oz - 2" tall Material: Play Pad 2' Color: Fescue Green/Brown Thatch	Sythetic Grass Store 1250 N Fairway Dr. Suite C107 Avondale, AZ 85323 602-491-2991	See Detail 7 on Sheet LA-206 Install per manufacturer specifications
5	Concrete Header			Size: 6" wide Material: concrete Color: Gray	TBD	See Detail 4 on Sheet LA-206
6A	Covered Ramada	1	Mesa	Size: 15 X 20	Classic Recreation Systems	See Detail 6 on Sheet LA-206
6B	Covered Ramada	1	Mesa	Size: 20 x 20 Steel roof pitch 4/12 Roof Color: RAL 8028 Frame Color: RAL 1001	11875 E Berry Dr. Dewey, AZ 86327 800-697-2195 928-775-3307	Image 7 on this sheet (LA-501) Install per manufacturer specifications
7	Pool Ramada	1	Mesa	Size: 15 X 20 Steel roof pitch 4/12 Roof Color: RAL 8028 Frame Color: RAL 1001	Americana Building Products Dave Bang 140 N. Gilbert AZ Mesa AZ 85203 480-832-2266	See Detail 5 on Sheet LA-206 Image 7 on this sheet (LA-501) Install per manufacturer specifications
8	Pool Fence	lf		Size: 5' tall Material: Steel Color: Powder Coat Black	TBD	See Detail 8 on Sheet LA-206 Install per manufacturer specifications
9	4' Wide Gate	1		Size: 5' tall - 4' wide Material: Steel Color: Powder Coat Black	TBD	See Detail 9 on Sheet LA-206 must have pool saftey lock. Install per manufacturer specifications
10	Sport Court	1800 sf		Size: 50' x 36' Material: Concrete Color: Main area - Tan Key - Dark Brown Lines - White	TBD	See Detail 10 on Sheet LA-206 must have pool saftey lock. Install per manufacturer specifications
11	Basketball Hoop	1	6" square post Adjustable	Model # 1590 PW Athletic	Everplay, Inc. 3723 E. Enrose St. Mesa, AZ. 85205 800-457-5444	See Image 5 this sheet (LA-501) Install per manufacturer specifications
12	Concrete Benches	##		Size: 18" x 18" wide 5' radius Material: Concrete Color: Grey, smooth finish	TBD	See Detail 3 on Sheet LA-206 Contractor to verify radius with seating nodes.
13	Benches	3	Vector Bench	Model: SBVTR-72A-2E-3B Material: Aluminum Slate Frame Color: Slate Texture	Forms & Surfaces 1033 N 71st Ave Phoenix, AZ 85043 Contact: Brian Demarco 480-688-9137 brian.demarco@forms-surfaces.com	See Image 1 this sheet (LA-501) NO middle arm rest. Install per manufacturer specifications
14	Trash Receptacle	3	Dispatch	Model: SLD15-136 Material: Powder coated Color: Slate Texture	Forms & Surfaces 1033 N 71st Ave Phoenix, AZ 85043 Contact: Brian Demarco 480-688-9137 brian.demarco@forms-surfaces.com	See Image 2 this sheet (LA-501) Install per manufacturer specifications
15	Doggie Waste Station	4	Dog waste station		Dave Bang 140 N. Gilbert AZ Mesa AZ 85203 480-832-2266	See Image 6 this sheet (LA-501) Install per manufacturer specifications

MATERIALS LIST

Keynote	Material/Item	Qty.	Name	Specifications	Supplier	Detail/notes
16	Picnic Table	2	Vector Table Ensemble	Model: STVTR - 72A Material: Aluminum Slates Frame Color: Slate Texture	Forms & Surfaces 1033 N 71st Ave Phoenix, AZ 85043 Contact: Brian Demarco 480-688-9137 brian.demarco@forms-surfaces.com	See Image 3 this sheet (LA-501) Install per manufacturer specifications
17	Play Structure 1	1	North Park	Colors - TBD	Landscape Structures Everplay 3723 E. Enrose St. Mesa, AZ 85205 800-457-5444	See Image 9 this sheet (LA-501) Install per manufacturer specifications
18	Bike Rack	6	Capital Bick Rack	Model: SKCAP - Capital Color: Powder coat - Slate Texture	Forms & Surfaces 1033 N 71st Ave Phoenix, AZ 85043 Contact: Brian Demarco 480-688-9137 brian.demarco@forms-surfaces.com	See Image 4 this sheet (LA-501) Install per manufacturer specifications
19	Pool	1			By Others	
20	Spa	1			By Others	
21	Landscape Areas	sf	Decomposed Granite	Size: 1" Screened Material: Decomposed Granite Color: Saddleback Brown	Pioneer Landscape	2" thickness on all landscape areas.
22	Entry Monument	1		Stone veneer: Stack - Bucks County Pot: 05-16 - Yosemite Brown Stucco color: Tan Cap: Custom Cap 48 x 38 x 3	Centurion Stone: (480) 654-2995 Kornegay: 602.252.6323 TBD Mesa Precast: 480.968.5400	See Sheet LA-101 Contractor to verify with structural engineer.
23	Main Entry Gate	1		Steel: weather brown/powder coat	TBD	See Detail 8 on Sheet LA-102 Contractor to verify with structural engineer. Install per manufacturer specifications
24	Egress Gate	1		Steel: weather brown/powder coat	TBD	See Detail 6 on Sheet LA-102 Contractor to verify with structural engineer. Install per manufacturer specifications
25	Pedestrian Gate	10		Steel: weather brown/powder coat	TBD	See Detail 6 on Sheet LA-102 Contractor to verify with structural engineer. Install per manufacturer specifications
26	Decorative Column	34		Stone veneer: Stack - Bucks County Cap: PC-28	Centurion Stone: (480) 654-2995 Mesa Precast: 480.968.5400	See Detail 3 on Sheet LA-102 Contractor to verify with structural engineer.
27	Subdivision Wall	1358 lf		CMU Block: 6x8x16, smooth CMU Block: 6x8x16 Split face Smooth Stain Color: Buff Split face stain color: Brown Cap: M-36-2-8	Mesa Precast: 480.968.5400	See Detail 1 & 2 on Sheet LA-102 Contractor to verify with structural engineer.
28	View Fence: 2' view of 4' split face	170		View fence: weathered brown CMU Block: 6x8x16 Split face Smooth Stain Color: Buff Split face stain color: Brown Cap: M-36-2-8	TBD Mesa Precast: 480.968.5400	See Detail 4 on Sheet LA-102 Contractor to verify with structural engineer. Install per manufacturer specifications
29	View Fence: 4' view of 2' split face	1800		View fence: weathered brown CMU Block: 6x8x16 Split face Smooth Stain Color: Buff Split face stain color: Brown Cap: M-36-2-8	TBD Mesa Precast: 480.968.5400	See Detail 5 on Sheet LA-102 Contractor to verify with structural engineer. Install per manufacturer specifications

NOTE:
CONTRACTOR RESPONSIBLE FOR VERIFICATION OF ALL QUANTITIES SHOWN ABOVE.

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DATE: 02.28.2019
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CHECKED BY: jpi

River Run
Landscape Improvement Plans
119 Avenue & Virginia Avenue
Avondale, Arizona 85329

#	REVISIONS/SUBMITTALS	DATE
01	Pre-Plat to City of Avondale	03.11.2019
02	Pre-Plat - Revisions	06.25.2019
03	Pre-Plat - 2nd Revisions	07.22.2019

Case Number:
PL-19-0066
Sheet Title:
Site Furnishings
Sheet Number:
LA-501
18 of 23

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Exhibit G

Proposed Wall and Monument Plan

River Run

Received July 22, 2019

Exhibit G

WALL PLAN LEGEND

558 lf	SUBDIVISION WALL - SEE DETAIL 1&2 ON SHEET LA102
775 lf	VIEW FENCE (2' VIEW OVER 4' BLOCK) SEE DETAIL 4 ON SHEET LA102
1906 lf	VIEW FENCE (4' VIEW OVER 2' BLOCK) SEE DETAIL 5 ON SHEET LA102
7 ea	PEDESTRIAN GATE - SEE DETAIL 6 ON SHEET LA102
1 ea	MAIN ENTRY GATE - SEE DETAIL 6 ON SHEET LA102
1 ea	EGRESS GATE - SEE DETAIL 6 ON SHEET LA102
38 ea	DECORATIVE COLUMN - SEE DETAIL 3 ON SHEET LA102

Keynotes

1. 5' wide concrete sidewalk - See detail 1, Sheet LA-207
2. Exposed aggregate concrete - See detail 2, Sheet LA-207
3. Pool Decking - see detail 11, sheet LA-207
4. Artificial Turf - see detail 7, sheet LA-207
5. Concrete Header - see detail 4, sheet LA-207
6. Covered Ramada - see detail 6, sheet LA-207
7. Pool Ramada - see detail 5, sheet LA-207
8. Pool fence - see detail 8, sheet LA-207
9. 4' wide pool gate - see detail 9, sheet LA-207
10. Sport court - see detail 10, sheet LA-207
11. Basketball hoop - see image 5, sheet LA-501
12. Concrete benches - see detail 3, sheet LA-207
13. Benches - see image 1, sheet LA-501
14. Trash Receptacles - see image 2, sheet LA-501
15. Doggie waste station - see image 6, sheet LA-501
16. Picnic Table - see image 3, sheet LA-501
17. Play structure 1 - see image 4, sheet LA501
18. Bike Rack - See imgaexx, sheet LA 501
19. Pool - By Others
20. Spa - By Others
21. Landscape areas
22. Entry Monument - see sheet LA-101, wall plan
23. Main Entry Gate - see detail 6, sheet LA-102
24. Egress Gate - see detail 6, sheet LA-102
25. Pedestrian Gate - see detail 6, sheet LA-102
26. Decorative column -see detail 3, sheet LA-102
27. Subdivision wall -see see details 1 & 2, sheet LA-102
28. View Fence 2' over 4' CMU -see detail 4, sheet LA-102
29. View Fence 4' over 2' CMU - see detail 5, sheet LA-102

CALL OUTS 22 - 29 ARE FOR INFORMATIONAL PURPOSES ONLY, SEE "RIVER RUN - WALL AND MONUMENT SUBMITTAL" FOR DETAILS.

See Civil Plans for fire lane and associated gate detail.

NOTE:
THIS PLAN FOR REFERENCE ONLY.
SEE "RIVER RUN WALL AND MONUMENT SUBMITTAL"

wall plan
scale: 1"=50'

entry monument elevation
not to scale

entry monument plan view
not to scale

key map
not to scale

0' 25' 50' 100'

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Case Number: PL-19-0066
Sheet Title: Wall Plan
Sheet Number: LA-101
02 of 23

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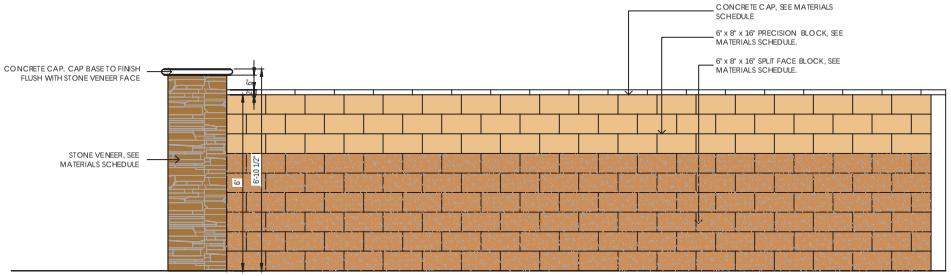
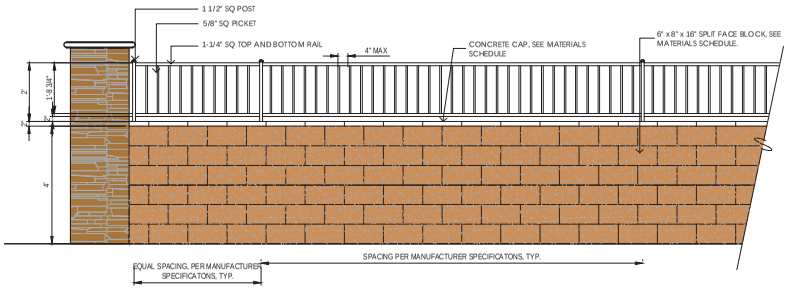


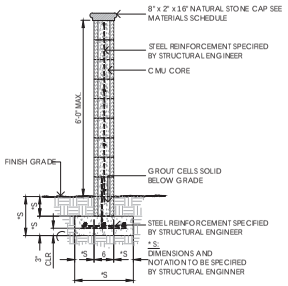
1 SUBDIVISION WALL - ELEVATION

Scale: $\frac{1}{2}$" = 1'



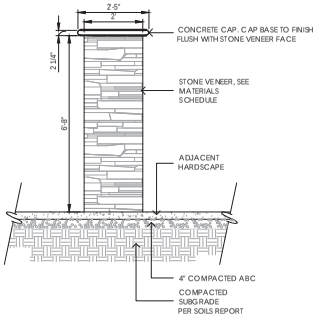
4 VIEW FENCE-2' VIEW OVER 4' MASONRY

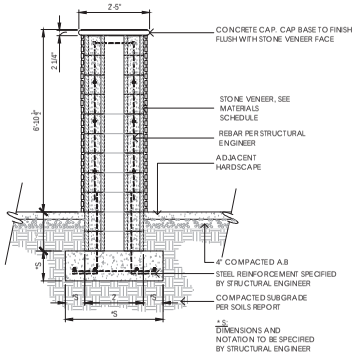
Scale: $\frac{1}{2}$" = 1'



2 SUBDIVISION WALL - SECTION

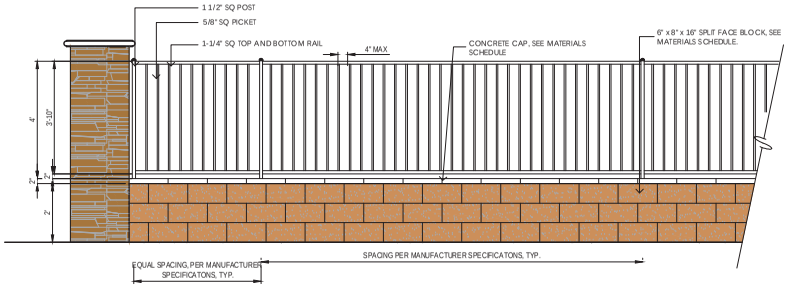
Scale: $\frac{1}{2}$" = 1'



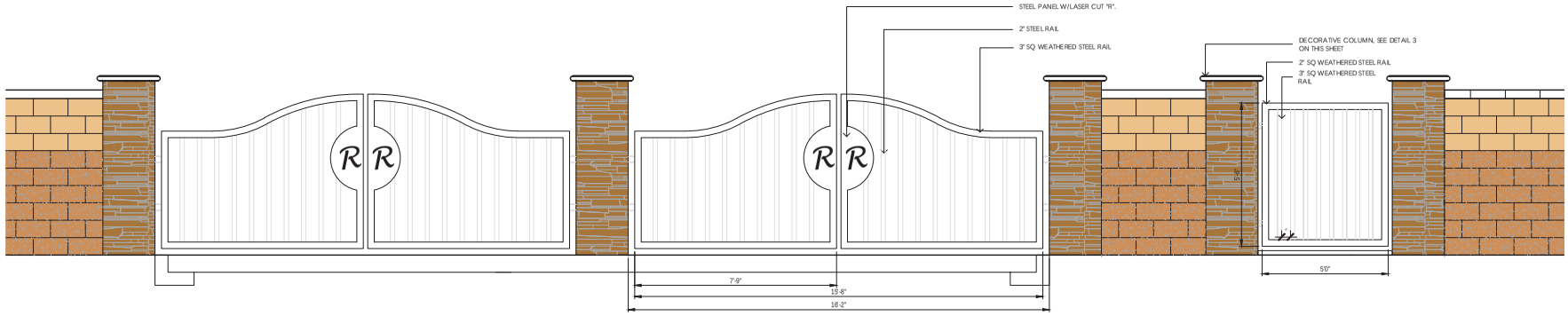


3 DECORATIVE COLUMN

Scale: $\frac{1}{2}$" = 1'



5 VIEW FENCE-4' VIEW OVER 2' MASONRY



6 MAIN ENTRY GATE W/PEDESTRIAN GATE

Scale: $\frac{1}{2}$" = 1'

NOTE:
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SEE "RIVER RUN WALL AND MONUMENT SUBMITTAL"

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Case Number:
PL-19-0066
Sheet Title:
Wall Details
Sheet Number:
LA-102
03 of 23

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