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BEFORE THE ARIZONA POWER PLANT AND TRANSMISSION LINE SITING COMMITTEE

IN THE MATTER OF THE APPLICATION OF SALT RIVER PROJECT AGRICULTURAL IMPROVEMENT AND POWER DISTRICT, IN CONFORMANCE WITH THE REQUIREMENTS OF ARIZONA REVISED STATUTES, SECTIONS 40-360 et seq., FOR A CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY AUTHORIZING THE PRICE ROAD CORRIDOR PROJECT, NON-GILA RIVER INDIAN COMMUNITY PORTION LOCATED IN THE CITY OF CHANDLER, ARIZONA OR WITHIN MARICOPA COUNTY	DOCKET No. L-00000B-15-0059-00170 Case No. 170

NOTICE OF FILING WELLS FARGO BANK'S DISCLOSURE STATEMENT

The Law Offices of
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Pursuant to the Procedural Order entered by Chairman Foreman on March 5, 2015, Wells Fargo Bank, N.A. ("Wells Fargo"), by and through undersigned counsel, hereby submits the following disclosures, summaries of direct witness testimony and exhibits to be introduced at the evidentiary hearing scheduled before the Arizona Power Plant and Transmission Line Siting Committee (the "Committee") in the above-captioned and above-docketed proceeding.

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I. FACTUAL BASES FOR WELLS FARGO BANK'S CLAIMS

A. The Proposed RS-27 Substation

On February 27, 2015, Salt River Project Agricultural and Improvement District ("SRP") filed an application for a Certificate of Environmental Compatibility ("CEC") requesting authorization to construct a 230kV transmission line and related facilities in and around the City of Chandler, Arizona ("SRP's Price Road Corridor Project"). Section 4.2.1.4 of the CEC Application identifies the purpose for constructing the SRP Price Road Corridor Project as being to "support future customer needs and economic development for the area." See CEC Application, page 2. As part of SRP's Price Road Corridor Project, SRP plans to build a new substation located on approximately 38 acres of private land located at the southwest corner of the Price Road and Germann Road intersection ("RS-27 Substation"). At this location, the RS-27 Substation would be adjacent to the Gila River Indian Community tribal lands which lie east of Old Price Road. See CEC Figure 2 – Project Location & GRIC Route dated February 19, 2015.

Section 4.2.1.3 of the CEC Application, describes the proposed RS-27 Substation as follows:

> The proposed RS-27 230/69kV substation will be located on approximately 38 acres of private land adjacent to the tribal boundary east of Old Price Road and south of Germann Road. When constructed however, the station should require approximately 23 acres. The facility will include a control room, bus work, circuit breakers, conduits, relaying and communication equipment, 230/69kV transformers, and other related components. A chain link fence will initially enclose the facility.

See CEC Application, page 2. Other than this description of the land acreage and a chain link fence enclosing the facility, the CEC fails to provide any further information with regard to the RS-27 Substation. Although visual simulations of the future transmission lines are provided in CEC Exhibit E, there are no visual simulations showing the future RS-27 Substation from the perspective of a person standing at the intersection of Price Road

and Germann Road. Furthermore, the CEC fails to provide any information regarding landscaped setback areas or screening mechanisms to be incorporated as part of the design of the RS-27 Substation.

B. Wells Fargo Chandler Campus

Wells Fargo owns approximately 63 net acres located at 2600 South Price Road in Chandler at the northwest corner of the Price Road and Queen Creek Road intersection (the "Wells Fargo Campus"). Prior to Wells Fargo's purchase, the property was owned by the Anglin family which owned and operated a dairy farm. *See* **Exhibit 14**, WF00258. In 2002, Wells Fargo rezoned the 63 acres from Agricultural (AG-1) zoning district to Planned Commercial Office (P.C.O.) district and PAD district in conformance with the City of Chandler General Plan. *See* Ordinance No. 3389 attached hereto as **Exhibit 3**, WF00041-43. At the time of Wells Fargo's rezoning, the Price Road Corridor was recognized as the City's premier employment area with major employers having built large employment centers throughout the Corridor. See Chandler City Council Meeting Minutes dated August 22, 2002 attached hereto as **Exhibit 2**, WF00025.

The Wells Fargo Campus is a phased, major tenant commercial office development consisting of: (i) two (2) office buildings constructed as part of Phase I in 2004 with approximately 400,000 square feet of commercial office space, (ii) two (2) additional office buildings totaling 400,000 square feet of commercial office space and a 4-level parking structure which are currently under construction as part of Phase II, and (iii) future phases of Campus development which may entail the construction of approximately 940,000 square feet of additional office space, a 5,000 square-foot retail bank branch, and parking structures. At build-out, the Wells Fargo Campus is planned for development of approximately 1,745,000 square feet of commercial office space which will accommodate up to 12,000 Wells Fargo team members. *See* Wells Fargo PDP Master Plan dated March 2, 2015 attached hereto as **Exhibit "9"**, WF00154.

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The Wells Fargo Campus fronts along 2 major arterial streets - Price Road and Queen Creek Road. As part of the Wells Fargo Campus Phase I development, the entire site frontage along Price Road was improved with curbs, gutters, meandering sidewalks, screening berms, and landscaped buffers measuring 150 feet deep from the back of curb line. Wells Fargo will be improving its entire site frontage along Queen Creek Road in an identical manner during Phase II construction, currently underway. Other properties developed within the Price Road Corridor have also provided similar intense landscaped setbacks and berms with green turf, mature trees and decorative water features, which are supported by Chandler's reclaimed water supply. *See* aerial photographs dated January 4, 2015 and March 3, 2015 attached hereto as **Exhibits 7** and **8**, respectively, WF00142-153. The combination of the campus-like settings, landscaped setbacks along street frontage and decorative features throughout the South Price Road Employment Corridor have had the effect of preserving and promoting the aesthetic quality and integrity of Chandler's premier employment corridor.

C. City of Chandler General Plan 2008 and South Price Road Employment Corridor

The Wells Fargo Campus and the proposed RS-27 Substation are located within the South Price Road Employment Corridor. According to the Future Land Use Plan within the City of Chandler General Plan 2008, all properties located within the South Price Road Employment Corridor, including the Wells Fargo Campus and the RS-27 Substation, are designated as Employment land uses. The Employment land use category is described on the Future Land Use Plan as follows:

> Major employers, knowledge-intensive employers, industrial/business parks, and industrial support uses. A compatible mix of residential densities as an integral component, and innovation zones may be considered as described in the text of the General Plan.

See City of Chandler Future Land Use Plan attached hereto as **Exhibit "1"**, WF00021.

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The City of Chandler General Plan further describes the area encompassing the Wells Fargo Campus and RS-27 Substation as the "City's premier employment corridor" and provides the following guidelines for future development:

> **South Price Road Employment Corridor. This area is recognized as the City's premier employment corridor**, which is reserved for single employment users such as high-tech manufacturing, corporate offices, and knowledge intensive employers in campus-like settings on parcels generally not less than 15 acres. Parcels less than 15 acres may be considered when they are part of a larger innovation zone as described in the Growth Areas Element. General industrial parks and subdivisions, warehousing, distributorships and other uses that fall outside the description of knowledge-intensive employers, large office developments, or advance business services do not fit this category.

Emphasis added. *See* City of Chandler Future Land Use Plan attached hereto as **Exhibit "1"**, WF00013. As demonstrated by the General Plan, the South Price Road Employment Corridor is limited to high-end uses in attractive campus-like settings with the end-goal of drawing high-value employment to the City of Chandler.

In 2013, the City of Chandler commissioned a study of the South Price Road Employment Corridor by Alan Maguire of The Maguire Company (the "Corridor Study"). The Corridor Study recognized the South Price Road Employment Corridor as one of the "most desirable and valuable sections of the City" and an "employment center for higher wage, higher quality jobs in a convenient, attractive setting." *See* Corridor Study attached hereto as **Exhibit "10"**, WF00165. According to the Corridor Study, the City of Chandler's adopted policies for the Corridor emphasize campus settings with significant setbacks and high-tech/high-value employment.

> *Campus Setting*
>
> Current City policy is to require "campus like" development patterns, with significant setbacks, landscaping, and mobility requirements. . . .

High-Tech/High-Value Industries

> Current City policy is to encourage high-tech, high-value employment, of various types, in the Corridor . . . .

See Corridor Study attached hereto as **Exhibit "10"**, WF00164.

The recommendations listed within the Corridor Study state that the City's policies emphasizing campus-like environments with intense landscaping requirements and high value employment should be preserved and actively enhanced within the Corridor.

> **The campus-like environment of the Corridor should be preserved and actively enhanced.** This can best be promoted by maintaining setback and intense landscaping requirements. These requirements preserve and enhance the "campus style" development that is a desirable attribute of the Corridor and helps create its sense of place. Additionally, the campus-like environment is attractive to large, single users and is only available in limited locations within the region. Preserving the campus setting will give the Corridor a competitive advantage over other locations.
>
> . . .
>
> **The "high value employment" reputation of the Corridor should be actively preserved and enhanced.** The Corridor has been defined as an employment center since the 1980s and the City's planning documents have repeatedly identified the general industry categories of preferred uses allowed within the Corridor. The City's past and current policies have contributed to the clustering of high tech, innovation-based companies within the Corridor. Clearly delineated uses will facilitate the City's objectives for the Corridor, while providing reliable guidance to property owners and developers

Id. at WF00165-166. In order to preserve the integrity and aesthetic quality of the South Price Road Employment Corridor, these policies and recommendations set forth in the Corridor Study must be considered when analyzing the CEC and the location and design of the RS-27 Substation.

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D. Wells Fargo Traffic Impact Analysis and City of Chandler Average Daily Traffic Counts for Price Road Corridor

A Traffic Impact Analysis prepared by Kimley-Horn and Associates, Inc. for the Wells Fargo Campus dated March 19, 2015 (the "Traffic Study") and the City of Chandler's 2014 average daily traffic counts demonstrate high traffic volumes along Price Road, thus increasing the visibility of the RS-27 Substation as a gateway parcel into the South Price Road Employment Corridor.

For instance, Figure 3 of the Traffic Study provides existing traffic conditions along Price Road and Queen Creek Road adjacent to the Wells Fargo Campus. During the AM peak hour, the majority of traffic that passes by the Wells Fargo Campus travels southbound along Price Road from the Loop 202 on the north. *See* Figure 3 of Traffic Study attached hereto as **Exhibit "11"**, WF00186. This southbound traffic on Price Road from the Loop 202 must first travel past the RS-27 Substation before reaching the Wells Fargo Campus and other employment campuses within the Corridor.

The existing conditions shown in the Traffic Study are supported by the City of Chandler's 2014 average daily traffic ("ADT") counts. The 2014 Chandler Segment Traffic Volume map shows that the segment of Price Road between the Loop 202 on the north and Germann Road on the south, which is the location of the RS-27 substation, produces an ADT count of 37,600 trips per day. The ADT count for this segment is one of the highest counts throughout the entire City of Chandler municipal boundary, making the RS-27 Substation highly visible to a large segment of the population traveling to and from the Corridor. *See* 2014 City of Chandler Segment Traffic Volumes attached hereto as **Exhibit "12"**, WF00254.

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II. LEGAL BASIS FOR WELLS FARGO'S CLAIMS

A. RS-27 Substation will Negatively Impact the Wells Fargo Campus and South Price Road Employment Corridor

Pursuant to ARIZ. REV. STAT. §40-360.05(A), the parties to a certification proceeding shall include:

(1) The applicant.

(2) Each county and municipal government and state agency interested in the proposed site that has filed with the chairman of the committee, not less than ten days before the date set for the hearing, a notice of intent to be a party.

(3) Any domestic nonprofit corporation or association formed in whole or in part to promote conservation or natural beauty, to protect the environment, personal health or other biological values, to preserve historical sites, to promote consumer interests, to represent commercial and industrial groups, or to promote the orderly development of the areas in which the facilities are to be located, that has filed with the chairman of the committee, not less than ten days before the date set for the hearing, a notice of intent to be a party.

(4) Such other persons as the committee or hearing officer may at any time deem appropriate.

Wells Fargo filed a Notice of Intent to Become a Party on March 20, 2015 pursuant to ARIZ. REV. STAT. § 40-360.05(A)(4). Similar to the interested parties listed in ARIZ. REV. STAT. §§ 40-360.05(A)(1) through (3), Wells Fargo will be directly and substantially affected by these proceedings inasmuch as the proposed RS-27 Substation lies south of Germann Road between Old Price Road and New Price Road approximately three-eighths of a mile north of the Wells Fargo Campus. *See* Demonstrative aerial photograph attached hereto as **Exhibit "15"**, WF00259. Furthermore, the future transmission line identified on CEC Figure 2 as the "GRIC Route" will connect to the RS-27 Substation and run south along the Old Price Road alignment on tribal lands adjacent to the Wells Fargo Campus. The RS-27 Substation is located on private land within the City of Chandler's premier South Price Road Employment Corridor reserved for high-value employment users such as

high-tech manufacturing, corporate offices, and knowledge intensive employers in campus-like settings on parcels generally not less than 15 acres. Wells Fargo believes that locating a substation on this property as proposed would significantly impact the Wells Fargo Campus.

As Wells Fargo is nearing the completion of its Phase II construction, the total amount invested in the Wells Fargo Campus exceeds $200 million. The amount of its investment to date gives credence to Wells Fargo significant interest in preserving the integrity of the South Price Road Employment Corridor.

III. WITNESSES WHO MAY BE CALLED TO TESTIFY AT EVIDENTIARY HEARING

Wells Fargo expects to call the following individuals to testify before the Committee as described below:

1. **Leo J. Bauman,** Vice President and Manager
   Wells Fargo Corporate Properties Group
   c/o Francis J. Slavin, P.C.
   2198 East Camelback Road, Suite 285
   Phoenix, Arizona 85016
   Phone: (602)381-8700

Leo Bauman is expected to testify regarding the location, history of development, and investments made by Wells Fargo in developing the Wells Fargo Chandler Campus. Mr. Bauman will also testify regarding his understanding of the City of Chandler General Plan land use designations, goals and policies applicable to the South Price Road Employment Corridor and how these planning policies and guidelines have positively directed the development of the Wells Fargo Campus and surrounding properties developed by major employers within the Corridor. Mr. Bauman will testify regarding the recent Traffic Impact Analysis prepared for the Wells Fargo Campus which demonstrates that the majority of traffic to and from the Wells Fargo Campus will travel along Price Road, past

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the proposed location of the RS-27 Substation. Mr. Bauman will testify that the RS-27 Substation is located on a gateway parcel which is highly visible to Corridor traffic traveling to and from the Loop 202. Mr. Bauman will testify regarding the potential negative impacts the RS-27 Substation will have on the Wells Fargo Campus and the South Price Road Employment Corridor as a whole. Finally, Mr. Bauman will testify regarding options to: (1) relocate the RS-27 Substation to tribal lands located farther west and outside the boundaries of the Price Road Employment Corridor or (2) adopt conditions of CEC approval requiring SRP to provide minimum 150-foot landscaped setbacks along the RS-27 Substation frontage on Price Road and Germann Road consisting of grass berms, mature landscaping and decorative masonry screening walls consistent with existing development within the South Price Road Employment Corridor.

IV. EXHIBITS WHICH MAY BE USED AT EVIDENTIARY HEARING

1. City of Chandler General Plan 2008 Land Use Element and Future Land Use Plan (Bates Nos. WF00001-21).

2. Chandler City Council Minutes dated August 22, 2002 (Bates Nos. WF00022-40).

3. City of Chandler Ordinance No. 3389 (Bates Nos. WF00041-43)

4. Chandler City Council Minutes dated January 23, 2003 (Bates Nos. WF00044-66).

5. Wells Fargo Preliminary Development Plan Booklet dated October 10, 2013 and approved by Chandler City Council on November 7, 2013 (Bates No. WF00067-100).

6. Chandler City Council Minutes dated November 7, 2013 (Bates No. WF00101-141).

7. Aerial photographs of Wells Fargo Chandler Campus dated January 4, 2015 (Bates No. WF00142-143).

8. Aerial photographs of Wells Fargo Chandler Campus dated March 3, 2015 (Bates No. WF00144-153).

9. Wells Fargo Preliminary Development Plan Master Plan Sheet dated March 2, 2015 (Bates No. WF00154).

10. South Price Road Employment Corridor Study prepared by Alan E. Maguire of The Maguire Company dated October 2013 (Bates No. WF00155-173).

11. Traffic Impact Analysis prepared for Wells Fargo Chandler Campus by Neil Byrne, P.E. of Kimley-Horn and Associates, Inc. dated March 19, 2015 (Bates No. WF00174-254).

12. 2014 City of Chandler Segment Traffic Volumes (Bates No. WF00254).

13. 2014 City of Chandler Intersection Traffic Volumes (Bates No. WF00255).

14. Aerial photograph of Anglin Dairy from Wells Fargo Ocotillo Corporate Center Rezoning Application Booklet dated July 29, 2002 (Bates Nos. WF00256-258).

15. Demonstrative aerial photograph from Maricopa County Assessor's GIS Maps showing locations of Wells Fargo Chandler Campus and proposed RS-27 Substation (Bates Nos. WF00259).

RESPECTFULLY SUBMITTED this 24th DAY OF March, 2015.

FRANCIS J. SLAVIN, P.C.

By: Heather N. Dukes

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Pursuant to A.A.C. R14-3-211(F), the ORIGINAL of the foregoing and twenty-five (25) copies were filed this 24th day of March, 2015 with:

Director of Utilities
Utilities Division - Docket Control
ARIZONA CORPORATION COMMISSION
1200 West Washington Street
Phoenix, Arizona 85007

A COPY of the foregoing was mailed (with exhibits) and emailed (sans exhibits) this 24th day of March, 2015 to:

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Assistant Attorney General
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Lyn Farmer, Chief Administrative Law Judge
Hearing Division
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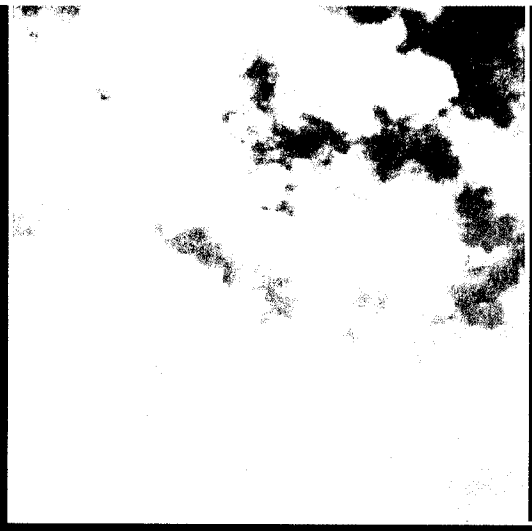
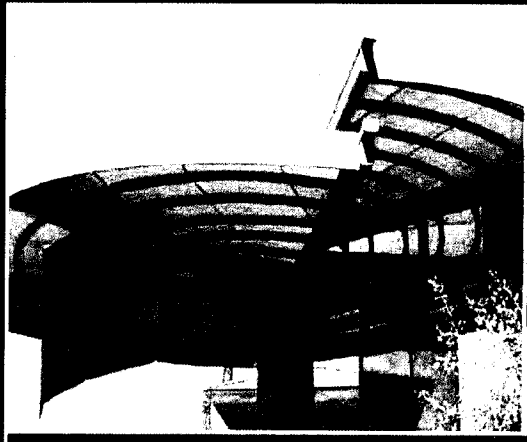
EXHIBIT 1



BUILD-OUT & BEYOND



SUSTAINABILITY EMPLOYMENT NEIGHBORHOODS URBAN LIVING

CITY OF CHANDLER

GENERAL PLAN 2008

The General Plan is also available online at: http://www.chandleraz.gov

RESOLUTION NO. 4195

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, REPEALING THE CHANDLER GENERAL PLAN, ADOPTED BY CITY COUNCIL ON NOVEMBER 1, 2001 AND RATIFIED BY VOTERS ON MARCH 12, 2002, AND ALL SUCCESSOR AMENDMENTS THERETO, AND ADOPTING A NEW GENERAL PLAN IN FULL COMPLIANCE WITH TITLE 9, CHAPTER 4, ARTICLE 6, ARIZONA REVISED STATUTES; AND DIRECTING THAT THE CHANDLER GENERAL PLAN ADOPTED BY THIS RESOLUTION, BE SUBMITTED TO THE VOTERS FOR RATIFICATION AT AN ELECTION TO BE HELD ON NOVEMBER 4, 2008.

WHEREAS, the Chandler City Council has resolved by previous resolution that it expects to expand, modify, or otherwise update the General Plan as provided for by law or as deemed appropriate in the opinion of the City Council; and

WHEREAS, in accordance with the Arizona Revised Statutes, the General Plan is required to include sixteen (16) specified elements; and,

WHEREAS, the City has been actively updating its General Plan to comply with State requirements; and,

WHEREAS, this plan included an extensive public participation plan adopted by Council in June 2007, prior to beginning the General Plan update; and,

WHEREAS, the City has provided opportunity for official comment by various public bodies, agencies and jurisdictions at least sixty (60) days prior to giving notice of public hearings, all in accordance with the Arizona Revised Statutes; and,

WHEREAS, the Chandler General Plan adopted by this resolution replaces the Chandler General Plan adopted by the City Council on November 1, 2001, and ratified by voters on March 12, 2002 and successor amendments thereto; and,

WHEREAS, all State of Arizona legal requirements for amending and adopting the General Plan have been met, including two (2) public hearings held in different locations by the Planning & Zoning Commission on May 22, 2008, and June 4, 2008;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chandler, Arizona:

SECTION I. That the Final Draft General Plan, dated June 26, 2008 as recommended by the Planning and Zoning Commission, is hereby adopted to replace the City's current General Plan, subject to voter ratification.

SECTION II. That ratification of the Chandler General Plan, as adopted by this resolution on June 26, 2008, be placed on the General Election ballot as scheduled for November 4, 2008.

PASSED AND ADOPTED by the Mayor and City Council of the City of Chandler, Arizona, this 26th day of June, 2006.

ATTEST:

CITY CLERK

MAYOR

CERTIFICATION

I HEREBY CERTIFY that the above and foregoing Resolution No. 4195 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the 26th day of June, 2008, and that a quorum was present thereat.

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Acknowledgements

City Council

Mayor Boyd W. Dunn
Vice Mayor Lowell Huggins
Councilmember Bob Caccamo
Councilmember Trinity Donovan
Councilmember Matt Orlando
Councilmember Martin Sepulveda/Kevin Hartke (interim)
Councilmember Jeff Weninger

Planning and Zoning Commission

Chairman Michael Flanders
Vice Chairman Mark Irby
Commissioner Michael Cason
Commissioner Angela Creedon
Commissioner Dick Gulsvig
Commissioner Kristian Kelley
Commissioner Leigh Rivers

Citizens' Oversight Committee Members

Jay Tibshraeny, Chairman

Rob Barney
Rudy Bustamante
Lisa Butters
Ed Clavell
Angela Creedon
Donna DeVoe
Greg Dutton
Arthur Felder
Harvey Friedson
Lloyd Harrell
Garry Hays
Richard Herrera
Gina Hill
Arif Kazmi
Niels Kreipke
Mike Long
Christy McClendon
Paul Saylor
Peter Sciacca
Kirk Sibley
Stephen Veitch

City Staff

W. Mark Pentz, City Manager
Pat McDermott, Assistant City Manager
Patrice Kraus, Intergovernmental Affairs Coordinator
Doug Ballard, Planning and Development Director
Hank Pluster, Interim Long Range Planning Manager
David de la Torre, Principal Planner, General Plan Coordinator
Jason Crampton, City Planner - Long Range Planning
Sam Andrea, GIS Technician II
Kim Gehrke, Executive Assistant

Consultants

Richard Counts, Community Sciences Corporation
David Williams, Willdan

LAND USE TOWARD BUILD-OUT

Chandler land use policies are changing strategically. Decades of booming development have reduced the City's land resource to a point where decisions must be made carefully. Although known for growth, the community's expectations are now going to be focused on the most important goal of this general plan -- to create a sustainable City. This means that the City must continue to reserve land for economic development. This also means that certain areas within the City will be looking toward urbanizing, re-using and redeveloping. The City's commitment to neighborhood preservation and quality of life through land use compatibility and design quality will also be an essential land use strategy toward build-out.

Despite pressure from developers for more dwelling units, the General Plan recommends continuing to reserve land for non-residential development purposes. This planning strategy will ensure a positive jobs-to-housing balance and create a fiscally sustainable City, as described in the Cost of Development Element. Assuring the desired balance of land uses means that the City will need to become even more proactive in soliciting choice types of development. Incentives, such as permitting more intense construction and partnering with infrastructure investment can attract and retain high-tech jobs as well as generate increased commercial sales volumes.

Redevelopment initiatives also allow for better land utilization. Infill can supplement declining housing starts by bringing new homes to older neighborhoods. The additional population will help support businesses in areas where the commercial market may be currently oversaturated. Revitalizing individual commercial properties may have the effect of lowering vacancy rates and attracting a vibrant mix of retail and places of employment adjacent to City core residential areas.

Economic considerations have become more important than ever. Because the City has less available land, every public decision about how land will be developed is fundamental to assuring that living quality will be maintained and new jobs or future revenues will be sufficient to pay for levels of service expected by Chandler residents. Economic development is a critical sub-element of Land Use. For that reason, Land Use Goals are supplemented by Economic Development Goals.

LAND USE

The objectives in this Land Use Element vary significantly from the 2001 General Plan. For example, "Maintain Chandler's overall low density"... and..." low profile building forms" were called for then. Now, greater development intensity is sought in appropriate locations and circumstances.

Land Use, with its accompanying Circulation Element support, affects the spatial arrangement of all other General Plan components. Growth Areas, Costs of Development, Neighborhood Planning, Housing and Water Resources Elements are especially related to Land Use principles. Build-out Goals and Objectives are:

GOAL: CREATE A FISCALLY SUSTAINABLE CITY

Objective: Seek revenue-generating land uses for fiscal balance.
Objective: Recognize that the land resource for business development is limited.
Objective: Protect Chandler Airpark from residential development pressures.

Objective: Refrain from changing the designation of non-residential land reserves to housing; however, needed types of dwelling units (such as workforce housing) may be integrated into mixed-use growth areas and redevelopment areas, especially in neighborhoods with oversaturated commercial markets.

GOAL: PLAN FOR SUSTAINABLE DEVELOPMENT.

Objective: Promote a balance of land uses, which could include mixed-use plans on larger acreage sites to discourage long distance commuting.
Objective: Match uses and intensities with assured accessibility and infrastructure.
Objective: Ensure land use decisions are consistent with available water resources.
Objective: Maintain design excellence without sacrificing land use compatibility and intensity.
Objective: Encourage the use of shade and environmentally-sensitive design.

GOAL: PRESERVE EXISTING NEIGHBORHOODS.

Objective: Prevent businesses and traffic incursions that negatively impact residential neighborhoods.
Objective: Encourage residential preservation, maintenance and revitalization programs.
Objective: Encourage infill projects that contribute amenities, appearance enhancements and reinvestment in older housing areas.

GOAL: PERMIT INCREASED DEVELOPMENT INTENSITY IN SELECT LOCATIONS.

Objective: Utilize available infrastructure capacities.
Objective: Encourage building heights greater than forty-five feet at select locations in accordance with the Mid-Rise Development Policy.
Objective: Encourage intense uses and added height in downtown, Regional Commercial areas and High Capacity Transportation Corridors.

ECONOMIC DEVELOPMENT

Build-out planning emphasizes the need to strengthen Chandler's financial base. The construction industry will gradually play a smaller part in the local economy. As stated in the "Next Twenty" report, the City will have to rely more on ideas, innovation, technological breakthroughs and the growth of knowledge. The City's long-term fiscal stability will depend on very selective land use decisions: recruiting profitable, successful businesses that provide high-paying jobs and/or that generate municipal revenues.

GOAL: ENCOURAGE A VARIETY OF BUSINESSES.

Objective: Foster corporate headquarters and other large office employers.
Objective: Recruit medium-to-large employers using incentives.
Objective: Encourage knowledge-intensive industries such as high-technology, bio-medical, software, aerospace, renewable energy research and development, and advanced business services (See Glossary) in appropriate locations.

Objective: Promote the innovation zone concept (See Growth Area Element) where research and industry intersect and benefit from close proximity to each other and other uses and amenities.

Objective: Consider partnership-sponsored sites/programs with incentives for medium to large-scale employers.

GOAL: SELECT USES THAT ENHANCE THE CHANDLER ECONOMY.

Objective: Seek well-paying job opportunities for the local workforce.

Objective: Encourage revenue-generating businesses.

Objective: Evaluate the costs-benefits of prospective industrial and commercial developments to determine highest contributions to sustainable employment and net municipal revenues.

Existing Conditions

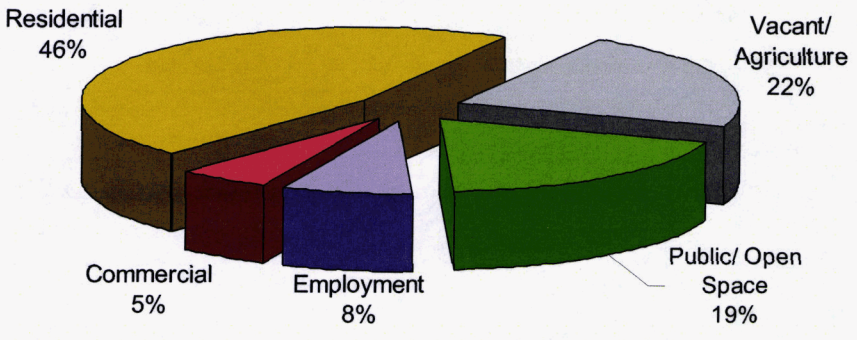
The City's varied development pattern demonstrates its desirability as a place to live, work, shop, seek educational and cultural enrichment and enjoy the benefits of a well-planned environment. Chandler has grown rapidly, but according to plan. Now, with less available land, it is time for evaluating existing conditions to make the best future decisions.

Build-out projections to achieve the best possible land use balance for the future require a current land utilization inventory. Existing development types and intensities indicate where, and to what extent, physical improvements will be needed to achieve optimum housing, recreation, work place, shopping and public facility components.

Figure 6

Land Use Distribution

as of June 1, 2008



LAND USE COMPARISON TABLE				
	March 1, 2004		June 1, 2008	
	Acres	Percent	Acres	Percent
Residential	15,453	41.5%	17,110	46.5%
Commercial	1,605	4.3%	1,934	5.3%
Employment	2,078	5.6%	2,783	7.6%
Public/ Open Space	5,720	15.4%	6,905	18.8%
Vacant/ Agriculture	12,367	33.2%	8,080	22.0%
Total Acres (excluding Right-of-Way)	37,223	100%	36,812	100%

WF00007

Chandler's land resource has been transitioning from an agricultural heritage toward an urbanizing City over decades of municipal growth. The City's practice of utilizing Planned Area Developments has encouraged compatible uses in accord with guidelines established by Area Plans, broad categories of activity mixes and attention to the proportions of acreage devoted to housing, business, employment and living quality pursuits.

Area Plans

As illustrated in Figure 5 of the Introduction, Chandler's adopted Area Plans begin to implement the General Plan's goals by providing more detailed goals, objectives and policies pertaining to each identified sub-sector. These Area Plans address unique characteristics and support unique land use planning and implementation strategies for each area. Area Plans are not expected to cover the entire City. They range in size from under a square mile in some areas to more than fourteen square miles in Southeast Chandler. The following list identifies the major Area Plans that have been adopted:

- ***Chandler Airpark Area Plan.*** The Chandler Airpark Area Plan includes nine square miles surrounding the City's Municipal Airport. Located about three miles southeast of downtown Chandler, the Airpark area is an important employment growth area for the City as build-out nears. The Area Plan is a strategic guide focused on land use compatibility and reserving appropriate areas for employment in the City. The Plan emphasizes the strategically important economic development opportunity surrounding the Chandler Municipal Airport.

  The Airpark Area Plan includes four Elements: Land Use, Transportation, Infrastructure and Economic Development. All elements contain goals, policies and an implementation program.

  Key Implementation Measures include:
  - Establish buffering requirements for new development.
  - Incorporate a light rail transit study for the Chandler Airpark Area into the Regional Transportation Plan.
  - Use Improvement Districts to help fund infrastructure expansions.
  - Formulate an Airpark Area Marketing Plan.
  - Encourage the development of office and employment space.

- ***Southeast Chandler Area Plan.*** The Southeast Chandler Area Plan covers a 14.5 square mile area located south of Ocotillo Road and east of Arizona Avenue. As stated in the Plan document, a primary intention of the Plan is to maintain connections to Chandler's agricultural heritage, rural lifestyles and natural environment as the area develops. This is accomplished primarily through very low residential densities, a rural arterial street look and rural-styled architectural design.

  The Area Plan includes chapters addressing: the Community Vision, Single-Family Residential Development Standards, Commercial Design Guidelines and Implementation.

Unique to the Southeast Chandler Area Plan is its "Partnering Charter" that identifies stakeholders (government, citizens, developers, and property owners) and their roles in fostering well-managed growth and development.

Key recommendations from the Plan include:

- Increase public participation for planning and zoning actions.
- Prepare a regional trails and open space plan.
- Disclose potential impacts from nearby agricultural operations.
- Adopt a rural/agrarian zoning district.
- Reduce street widths for certain streets.
- Support joint-use of stormwater retention facilities.

- ***Downtown-South Arizona Avenue Corridor Area Plan.*** As recently amended, the Redevelopment Area Plan has been merged with the South Arizona Avenue Corridor Area Plan. The Redevelopment Area Plan contains Chandler's strategies, policies and action steps as they pertain to five specific areas. Two of these five areas were replaced by the findings and recommendations of the South Arizona Avenue Entry Corridor Study and the document now forms the Downtown-South Arizona Avenue Corridor Area Plan.

  This Plan provides policy direction for redevelopment projects along with goals, objectives, policies and action steps for economic development, land use and appearance.

  Key strategies in the Area Plan include:

  - Development of high density residential along Arizona Avenue between Pecos Road and Frye Road.
  - Create a more pedestrian-friendly environment along South Arizona Avenue.
  - Create a cultural and commercial entertainment environment linked to the historic downtown square.
  - Preserve and enhance residential neighborhoods through infill and renovation.
  - Attract new businesses, employers, offices and housing to the downtown area.
  - Evaluate and improve infrastructure in the downtown area.
  - Assist in small business development and expansion.
  - Create design standards for the downtown corridor.

Land Use Categories

The Future Land Use Plan graphic (See Figure 8) illustrates Chandler with generalized color-coded patterns describing both existing and preferred future land uses. The map shows four primary land use categories: Residential, Commercial, Employment and Recreation/Open Space. Together, the map and the land use category descriptions below create a strategic plan to guide land use and development decisions. The map does not reflect zoning designations, and its land use categories are not parcel specific. Area plans may provide more specific land use designations for particular areas in accordance with the land use considerations provided in this section. Further, the zoning process is used to evaluate proposed developments and determine consistency

with area plans and, ultimately, the land use considerations in this section. The strategic broad category descriptions and land use considerations for each category are as follows:

Residential. Chandler neighborhoods exhibit a range of dwelling unit densities -- from rural residences on large lots to very urban condominium/apartment complexes. A range of residential densities may be considered in this category as described in the following paragraph.

- Rural Residential (See Glossary) properties (0 – 2.5 dwelling units per acre) are appropriate in areas adjacent to rural or large lot subdivisions.
- Low-density residential (See Glossary) 2.5 – 3.5 du/acre continues to be appropriate in areas designated Residential as shown on the Future Land Use Plan (See Figure 8).
- Medium density residential (See Glossary) (3.5 – 12 du/acre) development can be considered for infill parcels in areas located between land uses of different intensities where a transitional use or density gradation is advisable, or as a component of a mixed-use development. Projects with densities up to 12 units per acre may be located along arterial roads, freeway corridors, adjacent to employment and commercial areas, regional parks or major recreation facilities, or as part of an approved neighborhood or area plan where compatibility, transition or other justifications warrant approval.
- High density residential (See Glossary) (12-18 du/ac) can be considered as a stand-alone use in downtown, areas adjacent to arterial roads and freeways, or as part of a mixed-use development (See Glossary) in areas adjacent to arterial roads, freeways, commercial areas, Revitalization/Infill Growth Areas, Growth Expansion Nodes and within High Capacity Transit Corridors.
- Urban residential densities (See Glossary) exceeding eighteen dwelling units per acre can be considered in downtown and other Revitalization/Infill Growth Areas, Growth Expansion Nodes, regional commercial areas, and within designated High Capacity Transit Corridors (maximum allowable densities would be determined at the time of development plan approval by the City, based upon such considerations as existing and planned capacities for water and sewer infrastructure, trip generation vis-à-vis traffic/transit systems, compatibility with adjoining land uses and other factors). In order to maximize the efficiency of land uses and promote sustainable urban development, developments with high or urban residential densities should be considered as part of mixed-use developments consisting of ground floor retail, office, or live-work opportunities.

Mixed-use developments (See Glossary) containing residential, commercial and office, can be considered at the intersection of major arterials, freeway interchanges with arterial streets, commercial areas, Revitalization/Infill Growth Areas, Growth Expansion Nodes and along High Capacity Transit Corridors. Residential densities within mixed-use developments will be determined in accordance with the locational

considerations outlined above as well as by infrastructure capacity, neighborhood compatibility, and design quality.

Public facilities, offices and institutional uses may be located along frontages of arterial streets. Elementary schools, churches and other places of worship can be considered within residential neighborhoods upon placing special attention to buffering, building size and height, adequate parking, access, and neighborhood traffic circulation.

Chandler's adopted Area Plans establish target densities intended to blend with the surrounding environment. For example, at 0-2.5 dwellings per acre the Southeast Chandler Area Plan suggests spacious single-family lot layouts to maintain compatibility with nearby rural character. The South Arizona Avenue Corridor Area Plan, on the other hand, suggests that densities of 20 units per acre or higher could be accommodated on well-located growth sites -- such as those served by public transit.

Increasingly, future residential development will be evaluated in terms of higher net costs associated with providing services to homes as compared with other land use types. However, Chandler's build-out emphasis on the more cost-beneficial business and employment components fully recognizes that quality residential development supplies the foundation for municipal financial stability. Sustainable living quality is responsible for the City's creative, knowledgeable workforce earning substantial household incomes.

Although the residential category is not marked for expansion on the Future Land Use Plan, it will be relied upon to produce variety in housing choice, affordability and value in absorbing its remaining acreage. Blending higher densities into mixed-use areas and revitalization projects will be instrumental to Chandler's strategic urbanization. Finally, it is recognized that in certain limited circumstances where a parcel is challenged by its size, shape, orientation, vehicular access and visibility from an arterial street, that residential use may be the only realistic development potential for such a parcel.

Recreation / Open Space. Municipal parks and open space greater than approximately 5-acres in size are shown on the Future Land Use Plan. These are Chandler's existing land holdings, either developed or scheduled for future improvement. For more detailed information, refer to the Recreation and Open Space Element.

Commercial. Chandler expects that non-residential uses will not achieve build-out for several years after land earmarked for housing is absorbed. Sites reserved for retail, service, commercial office businesses, and institutional uses will transition from typical strip shopping, neighborhood and community center models to more urban, compact, mixed-use developments.

Only Regional Commercial locations are shown on the Future Land Use Plan. However, a range of commercial intensities, not illustrated on the Future Land Use Plan, may be considered in other select locations as described in the following:

- Neighborhood commercial (See Glossary) will continue to be most appropriate at the intersection of major arterial roads and other strategically-situated areas to serve the commercial needs of the low-density residential areas.
- Community commercial (See Glossary) is appropriate along freeways and at the intersection of major arterial streets, subject to the consideration of strategic criteria identified in the Glossary.
- Commercial office (See Glossary) complexes such as garden offices are appropriate along arterial roads, and adjacent to or mixed in with neighborhood or community commercial centers. For large office buildings and corporate offices see Employment category.
- Urban commercial (See Glossary) is appropriate in downtown, other growth areas, or along transportation corridors where mixed use buildings or compact urban development may be appropriate.
- Regional commercial (See Glossary) includes major regional commercial uses such as malls, power centers, large single use retail and other major commercial developments. Regional commercial locations are shown on the Future Land Use Plan and are also eligible for consideration of urban-style mixed-use developments, large office users and a compatible mix of residential densities. For a statement of the recommended standards for building intensities, see the Glossary for the respective commercial type.

Commercial Nodes. This category denotes intersections that may be considered for neighborhood or community commercial developments including large single-use retail (See Glossary), commercial offices (See Glossary), commercial services (See Glossary) and institutional uses (See Glossary). Other uses such as residential or employment, as an alternative to commercial use, may be appropriate when they match the underlying land use designation as shown on the Future Land Use Plan. Areas not designated as commercial nodes may still be considered for commercial development as described under the Commercial land use category. (For a statement of the recommended standards for building intensities, see the Glossary for the respective commercial type.)

Employment. Chandler's strong job base will continue to rely on attracting a diverse range of high-paying industries. This category targets knowledge-intensive industries (See Glossary) such as high technology, nanotechnology, aerospace, renewable energy research and development, biosciences, as well as advanced business services (See Glossary) and information technology.

Light industrial business parks may be considered in campus like settings containing knowledge intensive employers (See Glossary), corporate offices, manufacturing, and warehouse and distribution. A compatible mix of industrial support uses (See Glossary) and residential densities may also be considered as an integral component of a planned mixed-use development.

The innovation zone concept described in the Growth Areas Element can be considered in employment-based growth areas where there is an opportunity for

research and industry to benefit from close proximity of existing commercial and residential land uses.

Large office developments (See Glossary) offer additional employment prospects for the City's workforce. Corporate offices and large multi-story offices with multi-tenants can be considered in employment areas as well as downtown, regional commercial areas, growth areas, as a component within an innovation zone, along freeways, and along High Capacity Transit Corridors. In some instances where surrounding land uses are determined to be compatible, corporate offices may locate on the same site as their research or manufacturing functions.

Given the broad range and rapid emergence of new employment uses, including those yet to be identified and characterized within today's "idea economy" (See "Next Twenty"), recommended standards for building intensity for employment uses are best addressed at the time specific development applications would be received and analyzed through the Planned Area Development (PAD) zoning process and other applicable regulatory means.

South Price Road Employment Corridor. This area is recognized as the City's premier employment corridor, which is reserved for single employment users such as high-tech manufacturing, corporate offices, and knowledge intensive employers (See Glossary) in campus-like settings on parcels generally not less than 15 acres. Parcels less than 15 acres may be considered when they are part of a larger innovation zone as described in the Growth Areas Element. General industrial parks and subdivisions, warehousing, distributorships and other uses that fall outside the description of knowledge-intensive employers, large office developments, or advance business services do not fit this category.

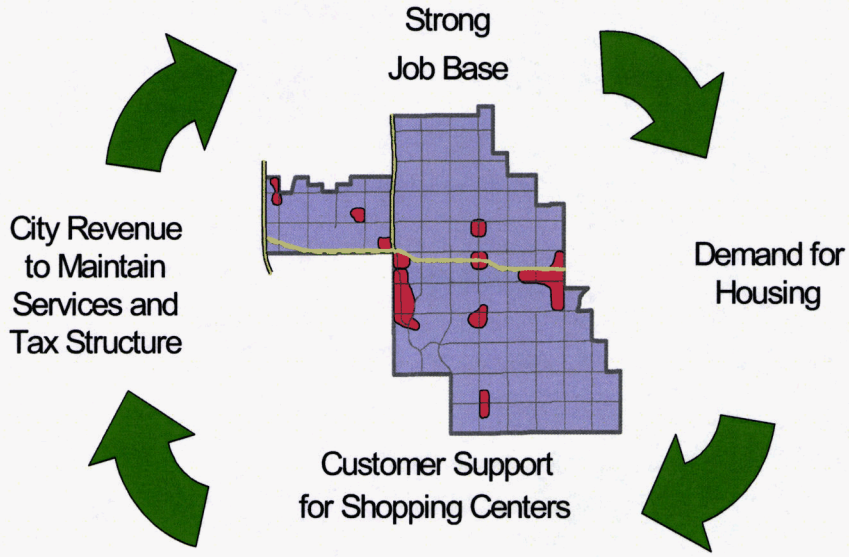
Revitalization / Infill Growth Areas. This designation identifies areas suitable for a mix of land uses including residential, commercial, office, public and institutional. The Downtown-South Arizona Avenue Corridor Area Plan further delineates the planned land use distribution for downtown and East Chandler Boulevard. North Arizona Avenue land uses should consider the potential for high capacity transit. Residential densities and commercial or office intensities will be determined by availability of high capacity transit, other infrastructure capacities such as water, sewer and design quality. Another important determinant will be the outcome of balancing two stated build-out policies: take full advantage of the High Capacity Transit Corridor and preserve the character of single-family neighborhoods.

Assets. Strategic use of the City's remaining land supply presents the best opportunity to develop a sustainable City. As Chandler's supply of undeveloped acreage decreases, planning strategies should promote efficient utilization by allowing greater building height and intensity where appropriate. Land use balance and attention to costs of development characterize the comprehensive build-out strategy for both non-residential and housing uses. Re-use incentives for properties needing revitalization effectively add those sites to the community's available land inventory. Other assets include a responsive City staff and an open citizen participation process.

The City's transition from outlying to inner suburb causes economic appreciation of land thereby making it necessary to use every parcel as fully as possible. Whether by freeway, arterial streets, public transit or pathways, enhanced access contributes to the land asset.

One of Chandler's strongest assets is the established employment base, which continues to attract quality development. The large proportion of high-technology firms attests to Chandler's sophisticated employment culture and results in high median household incomes. As illustrated in the graphic below, the growing job base will continue to create demand for housing in Chandler. The demand for housing will spur reinvestment in older neighborhoods and assure the preservation of newer residential areas. More importantly, the additional population will support commercial businesses, which in turn will generate revenue for the City to provide services to its residents and businesses. The high quality of life and stable tax climate created through this cycle have the effect of attracting more jobs, which will generate more demand for housing… and the cycle starts all over.

Figure 7 Sustainability Cycle



The City's commitment to design quality has made Chandler the attractive City that it is today with landscaped boulevards and high-end architecture. Chandler's design standards have raised the level of expectations for new developments, and will continue to be an important asset as the City builds out.

Overall quality of living in the community makes the City a hometown of choice for employers as well as families and individuals. Municipal government reputation for efficient, responsive management inspires confidence for businesses considering location or expansion in Chandler. Responsible fiscal policies, particularly those providing for excellent infrastructure, are assuring to residents and corporate citizens alike. Superior education, recreation, library and cultural/arts programs demonstrate commitments to family values.

Challenges/Issues. According to "Next Twenty", shifting focus from rapid growth ("Boomburb") to a carefully measured build-out strategy is the big challenge. Chandler's commitment to securing long-term economic stability will be gauged by the discipline with which it implements new land use principles. Being selective in land use decision-making is the predominant "build-out" responsibility over the next decade. Less developable land means that Chandler cannot afford to make major mistakes allocating available acreages. First, care must be exercised in approving types of activity that contribute most to the City's desired balance: stable business, quality jobs and addressing gaps in the housing market. Second, developers should be discouraged from underutilizing sites consistent with the City's interest -- seeking optimum numbers of jobs, retail space and dwelling units per acre when located in designated growth areas. Third, although site and architectural design excellence are fundamental, they cannot be used to mask bad land use decisions.

Maximum return on civic investment is a key factor. Chandler needs to use public facilities, existing and planned, to their fullest. Parts of the City that are well served by transportation and utilities can contribute to more urban character by blending compatible use mixes with more intense development. Projects proposed for designated growth areas should undergo critical evaluation to assure that they will achieve the sites' feasible development potential.

Economic security issues enter into the land use picture. Because residential development costs more to service, emphasis on revenue-generating uses makes sense. Increasing the sales tax base is vital. Chandler needs to maximize in-city expenditures by residents and visitors. More good jobs help raise spendable local incomes. However, at the same time, the City must strive for a balance of land uses and avoid an unsustainable proliferation of any particular land use. For this reason, land use conversions from commercial to residential may be appropriate in certain areas where additional residential is needed to balance existing commercial land uses or when a property's potential for commercial development is limited by the size, shape, orientation, accessibility or visibility.

Solidifying its position as a metropolitan suburban core City represents another challenge for Chandler. A full range of shopping, service, entertainment activities and public transit accessibility establishes a destination presence. Economic diversity will attract people from the broader region to take advantage of the City's variety.

Opportunities. Strategic planning must also include flexibility, which in turn may create some significant land use opportunities. Designations on the Future Land Use Plan graphic are general and not parcel specific. However, they indicate where broad use categories are -- or would be -- appropriate.

Neighborhood preservation concepts were strongly supported by citizens participating in the planning process. They favored strategies that will involve residents in revitalization proposals. Older, central core neighborhoods can benefit from land use adjustments as the City matures. Examples include urban housing, proximity to workplaces and transit, affordable home ownership/rentals and replacing outmoded shopping centers with new use mixes.

Maximum land utilization called for in the General Plan proves the greatest land use opportunity for certain locations. For example, a growth area or innovation zone designation invites creative ideas for developers to intensify property utilization (see "Growth Areas Toward Build-Out Element" for description and illustration of the innovation concept). Other sites may be considered if they meet qualifying criteria (such as adequacy of transportation access, among others).

Building heights, on judiciously selected sites, can create opportunity for land efficiency. Taller buildings that accommodate greater floor areas or more dwelling units represent savings in land costs -- which may be passed along to ultimate users. Building heights greater than forty-five (45) feet should be considered in accordance with the Mid-rise Development Policy and any subsequent amendments to the policy adopted by City Council.

There is also a teamwork advantage inherent in this land use planning approach. Cooperation among landowners, neighborhoods, City officials and staff intends to achieve consensus on highest and best use for all properties involved in Chandler's build-out.

Sources of Aggregates

Arizona Revised Statutes Section 9-461.05,C.1(g) requires the Land Use Element to include sources of currently identified aggregates from maps that are available from state agencies, policies to preserve currently identified aggregates sufficient for future development and policies to avoid incompatible land uses.

Maps obtained from the Arizona Geological Survey, the Arizona Department of Transportation and the Arizona Department of Mines and Mineral Resources that identify the location of aggregate mining operations indicate there are no currently identified sources of aggregate within the City of Chandler's municipal planning area.

Build-Out Policies

Chandler's impending build-out puts greater emphasis on making the right land use decisions. All General Plan Elements contribute to land use principles, all helping to focus on the best ways for both public and private interests to deploy or reevaluate the City's remaining land resources. Strategically selective land use decisions are intended to produce sustainable economic benefits. Ways to assure continued prosperity suggest that the City should:

- Evaluate sustainability and municipal cost-benefit of proposed land uses.
- Resist attempts to convert acreage reserved for non-residential development into housing use, except when additional residential is needed to support existing commercial uses or when a property's potential for commercial development is limited by its size, shape, orientation, accessibility or visibility.
- Attract emerging businesses and employment that will utilize a highly compensated brainpower workforce.
- Enable appropriate applications of "innovation zones" in growth areas.
- Take full advantage of the major shift in transportation planning toward public transit and High Capacity Transit Corridors.
- Entertain applications for increased housing density at locations designated for residential use that are in or near growth areas, convenient to

transportation or jobs, and responsive to housing market gaps such as affordability.

- ♦ Consider permitting residential dwelling units in mixed-use developments as incentives for providing workforce housing, buffering existing neighborhoods, or installing public open space/trails or other highly-desirable features.
- ♦ Preserve the character of single-family neighborhoods.
- ♦ Promote business retention and expansions within Chandler and avoid sales tax leakage to other municipalities.
- ♦ Allow strategic location for taller buildings or more intense development where sufficient infrastructure capacity exists or is planned, consistent with the City's adopted Mid-Rise Development Policy.
- ♦ Consider development incentives with measurable qualifying criteria.
- ♦ Strive to add retail, hospitality, automotive dealerships and other high revenue businesses into existing centers as well as new commercial activity complexes.

Increasing development intensity or density, creating an enriched combination of mixed land use activities, seeking additional height or site coverage and other prospective advantages/incentives can be evaluated to determine a project's responsiveness to build-out criteria. These considerations include, but are not limited to:

- Exemplary contributions to jobs, municipal revenues and/or commercial synergism.
- Timely use of public facilities and infrastructure.
- Facilitation of transportation improvements, such as transit ridership or roadway capacity.
- Consistency with General Plan build-out principles.

Implementation Recommendations

City initiative is necessary to steer development on remaining, available sites to most advantageous land use. Infrastructure enhancements, especially transportation, and meaningful incentives can help to influence private sector investment.

Neighborhoods' participation in land use decision-making has taken on even greater importance. Area and neighborhood plans can set criteria to assure compatible development.

The selective approach advocated in the Land Use Element leads to the following implementation recommendations:

Concentrate on land usage that continues growing Chandler's economy.

Retail variety, together with wide choices for dining and entertainment, supports gains in local business receipts. Capture of residents' expenditures is vital -- from working families as well as growing numbers of active retirees. As a burgeoning municipal center, Chandler can continue to build on purchasing power from the greater region.

Already solid, Chandler's jobs-to-housing ratio can be improved even further. Technological, professional and innovation occupations represent particularly fitting contributions to the existing and future workforce. Long-term stability of household incomes requires planning for well-paying workplaces.

Recommendation: Determine priorities among desired types and scale of businesses for new economic development. Continue to support "Creative District" enterprises and small, local business variety downtown. Promote revitalization for aging commercial centers and strip developments to include jobs as well as specialty businesses; and encourage regional centers' connectivity (e.g., shuttle service) and use-mix objectives.

Promote development at preferred locations.
Capital Improvement Program (CIP) investments earmarked to growth areas (weblink) should be coordinated with private sector projects. For example, transit service advancements (See: Circulation Element) can benefit employment expansion or condo-apartment cluster development. Parking or roadway improvements potentially serve as incentives for adjacent commercial uses. CIP reserved contingency funds may be applied to coincide with growth area construction.

Innovation zone sponsorship (by the City, university or civic organization) could expedite the formation of like enterprise clusters once one or two users have committed to a particular location. Efforts could include infrastructure expansion, spec building construction, recruitment at trade association conferences, start-up business subsidies and other techniques.

Recommendation: Consider partnerships in developing selected site(s) in growth area or innovation zone context. Prepare support systems for growth/innovation pilot programs that would be initiated by private interests. Match assistance to the scale and development timing of each selected project -- according to available sponsorship resources.

Mitigate land use impacts on residential neighborhoods.
Build-out principles favor optimum land use for sustaining Chandler's economy. However, preserving neighborhoods is also a top priority. Neither infill, redevelopment nor new construction should detract from residential security, privacy and property values.

Ameliorating potential stresses between residential areas and major development proposals presents an ideal topic for neighborhood planning. Articulating acceptable types, sizes and intensities of adjacent uses before developments are proposed would be far more constructive than adversarial contentiousness. Prospective developers, too, should provide clear narrative addressing neighborhood compatibility from the very beginning of a proposed project.

Recommendation: Continue compatibility analysis with developers and neighbors of growth area sites. Considerations should include assessments of costs and benefits to the City, commitments to buffering, mixed-use design standards, building massing to property interiors, public amenities and appropriate connectivity improvements such as multi-purpose pathways.

Monitor the success of build-out development.
Paying close attention to land use trends will allow the City to fine-tune its policies. Measuring results against projections determines whether the plan for sustainable balance is on track.

Data collection could evaluate achievements in neighborhood planning, job creation, numbers of new or expanded businesses and construction statistics. This information would serve as the primary factual basis for the broader General Plan Progress review. Benchmarks are critical to attaining goals.

Recommendation: Produce regular updates recording land absorption by general land use category and location. Consider issuing an annual "report card" recording achievements on General Plan goals and policies.

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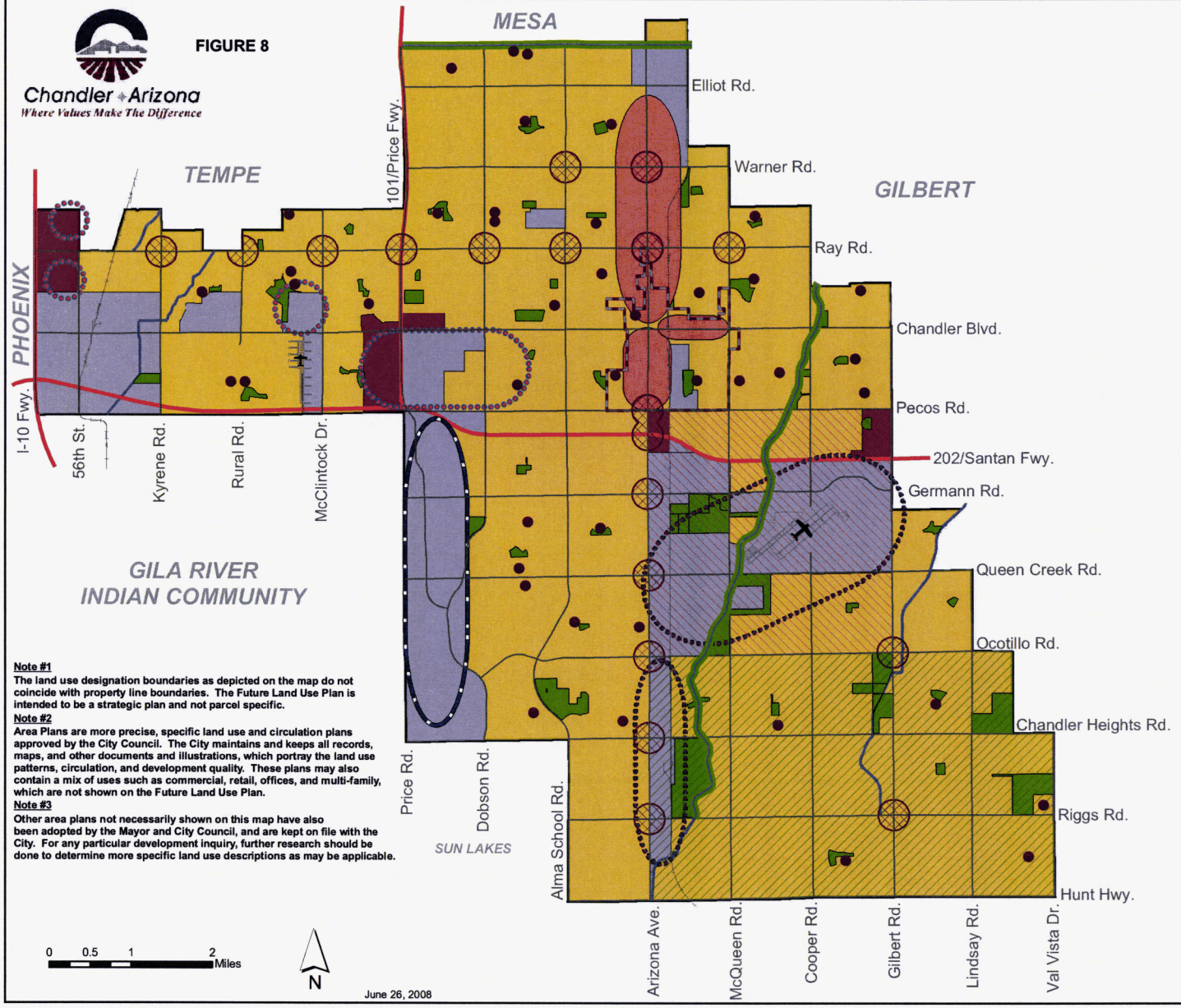
FIGURE 8

Chandler Arizona
Where Values Make The Difference



Note #1
The land use designation boundaries as depicted on the map do not coincide with property line boundaries. The Future Land Use Plan is intended to be a strategic plan and not parcel specific.

Note #2
Area Plans are more precise, specific land use and circulation plans approved by the City Council. The City maintains and keeps all records, maps, and other documents and illustrations, which portray the land use patterns, circulation, and development quality. These plans may also contain a mix of uses such as commercial, retail, offices, and multi-family, which are not shown on the Future Land Use Plan.

Note #3
Other area plans not necessarily shown on this map have also been adopted by the Mayor and City Council, and are kept on file with the City. For any particular development inquiry, further research should be done to determine more specific land use descriptions as may be applicable.

0 0.5 1 2 Miles

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June 26, 2008

FUTURE LAND USE PLAN

RESIDENTIAL
This category allows a range of residential densities from Rural Residential (0 - 2.5 dwellings per acre) to Urban Residential (18+ dwellings per acre) based upon location and other criteria described in the text of the General Plan. Public facilities, commercial offices, and institutional uses may be located along frontages of arterial streets, commercial may be located at the corners of arterial street intersections, and mixed-use developments may be located at the intersection of major arterial streets and along High Capacity Transit Corridors.

COMMERCIAL
Major regional commercial uses such as malls, power centers, large single-use retail development, and other major commercial developments. As described in the text of the General Plan, mixed-use developments, large office developments, and a compatible mix of residential densities can be considered in regional commercial areas.

EMPLOYMENT
Major employers, knowledge-intensive employers, industrial/business parks, and industrial support uses. A compatible mix of residential densities as an integral component, and innovation zones may be considered as described in the text of the General Plan.

RECREATION / OPEN SPACE
Public parks and open spaces shown are greater than approximately five acres in size. For a complete map including recreational facilities and privately owned golf courses, see the Recreation and Open Space Element.

COMMERCIAL NODES
Neighborhood or community commercial, including large single-use retail development. By policies described within the text of the General Plan and area plans, commercial offices, commercial services, and institutional uses can be developed at commercial nodes. All new commercial will take into consideration existing commercial development which may not necessarily be shown on this map.

REVITALIZATION / INFILL GROWTH AREA
Mixed-uses including commercial, office, public, and various residential densities.

SOUTH PRICE ROAD EMPLOYMENT CORRIDOR
Large single-user campus employment, or as an alternative, an innovation zone as described in the text of the General Plan can be considered.

LARGE TRACT GROWTH AREAS
See Growth Areas Element.

GROWTH EXPANSION NODES
See Growth Areas Element.

DOWNTOWN AREA*
Mixed-use, public facilities, commercial, office, employment, and various residential densities to preserve and revitalize the downtown area. See Downtown South Arizona Avenue Area Plan for more specific land use descriptions.

AIRPARK AREA*
A mix of employment, commercial, residential densities, and open space within the Airpark Employment Area, designated to be compatible with the Chandler Municipal Airport. See the Chandler Airpark Area Plan for more specific land use descriptions.

SOUTHEAST CHANDLER AREA*
Predominantly rural and low density residential land uses that respect and protect the rural/agrarian lifestyle of the area. See Southeast Chandler Area Plan for more specific land use descriptions.

SCHOOLS
Public elementary, middle, high school, and community college.

* See Note #2

WF00021

EXHIBIT 2

9522-014

MINUTES OF THE REGULAR MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held in the Council Chambers in the Chandler Library, 22 S. Delaware, on Thursday, August 22, 2002 at 7:00 p.m.

THE MEETING WAS CALLED TO ORDER BY MAYOR BOYD DUNN.

The following members answered roll call:	Boyd Dunn	Mayor
	Lowell Huggins	Vice Mayor
	Dean Anderson	Councilmember
	Patti Bruno	Councilmember
	Bob Caccamo	Councilmember
	Donna Wallace	Councilmember
	Phillip Westbrooks	Councilmember

Also in attendance:	Donna Dreska	City Manager
	Pat McDermott	Assistant City Manager
	Dennis O'Neill	City Attorney
	Marla Paddock	City Clerk

Staff present: Dave Bigos, Brian Bosshardt, Nachie Marquez, Mark Eynatten, Dave McDowell, Garrett Newland, Chief Roxburgh, Michael Traynor, Pat Walker, Doug Ballard, Hank Pluster, Chief Harris, Asst. Chief Nash, Asst. Chief Gaylord.

INVOCATION: The invocation was given by Reverend Tom Rakoczy, First Assembly of God.

PLEDGE OF ALLEGIANCE: Councilmember Westbrooks led the Pledge of Allegiance.

SCHEDULED PUBLIC APPEARANCES:

1. Service Recognition:

MAYOR DUNN, assisted by Assistant Community Services Director Dave McDowell, recognized JOE REMEIKA for his 15 years of dedicated service to the City of Chandler. For the past 15 years, Joe has been involved in changing, reconfiguring, redesigning, remodeling and moving City offices. With the City's rapid growth and the need for more staff over the years, Joe has had to be very creative in order to meet the challenge. Joe and his staff are the people responsible for keeping employees cool or warm, adding wall painting, maintaining roofs, adding shelves, fixing drawers, repairing leaky faucets or any maintenance problem that comes along. The outstanding customer service that Joe provides has earned him numerous letters of commendation and Values Alerts. Joe has announced that he will be retiring from his position on October 30th of this year and the City will lose an outstanding employee at that time.

Councilmember Westbrooks said that he had the opportunity to work with Joe years ago and commented on his "can do attitude." He thanked Joe for all of his service and loyalty to the City of Chandler and said that he will be missed when he retires.

2. Maeve Johnson - Positive Direction of I.C.A.N.:

MAEVE JOHNSON, Executive Director of Valley Partnership said that this evening it is her pleasure to introduce to the Council a number of very important people that will provide the Council with a brief overview of the group's community project for 2002 - I.C.A.N.

Ms. Johnson introduced Heidi Kimball, from Sunbelt Holdings, who is the President of Valley Partnership; Jayne Lewis, Papago Park Center, Events Committee Chair and Board Member; Mark Mourey, Stantec Consulting, who serves as the Community Project Chair; Mehan Gorkow, Valley Partnership's Associate Director; Joe Hassenfritz, McGough Construction, Community Project Vice Chair, and Anita Dees, Southwest Gas Corporation, Community Project Member.

Ms. Kimball provided a brief overview of Valley Partnership, and said that the organization was formed in 1997 as a way to unite the development community, municipalities and neighborhood groups, or at least provide a forum for those three groups to reach resolution on issues and to try and understand each other better. One of their goals was to undertake a community service project every year and said that as an east valley resident, she is extremely happy to announce that this year's project is in the southeast valley and is known as I.C.A.N. (Improving Chandler Area Neighborhoods.) She invited the members of the Council to participate in the actual event as well as a party that will be held the evening before the event.

Ms. Lewis speaking as a Board Member of Valley Partnership and as a Chandler resident, invited the Council to attend the party that will take place on November 1st from 5 until 9 p.m. at I.C.A.N. In addition, dance instruction will be offered and Guedo's Taco Shop will be catering the affair. She explained that the party is being held to celebrate this great event and to raise some money. Tickets will be sold through Valley Partnership and she emphasized the importance of receiving the Mayor and Council's support.

Mr. Mourey discussed the selection process that was followed by the group when identifying a project and what will actually take place on event day, November 2nd. He referred to packets previously distributed to the members of the Council that contain maps and materials relating to the event and briefly highlighted the contents of those packets. He said that each year approximately 30 applications are received from non-profit organizations seeking assistance from Valley Partnership in rehabbing their facilities. He said that this year I.C.A.N. was chosen and noted that landscaping, interior and exterior painting, new flooring, new ceilings, sidewalks and a variety of other work will be completed as part of this worthwhile project. He encouraged the members of the Council to visit the site and to participate.

Ms. Trinity Donovan, representing I.C.A.N. also addressed the Council and said that her organization is extremely excited about this opportunity and thanked Valley Partnership for their support. She noted that the organization has also been instrumental in I.C.A.N.'s plans to construct another building on the site and explained that I.C.A.N. is a free, after-school program for youths ages 5 through 19 and is located just south of the Police Department in downtown Chandler. She said that a variety of activities are provided to the youths after school and during summers and inner-session from homework help to computers, arts and crafts, break dancing to D.J. classes. She commented on the positive benefits of providing the youths an opportunity to interact with positive role models and thanked the Council for their ongoing support.

Ms. Johnson once again thanked the members of the Council for allowing them the opportunity to address them and encouraged their attendance at this important event.

COUNCILMEMBER BRUNO said that a majority of the Councilmembers have been very involved with I.C.A.N. over the years and added that they cannot thank Valley Partnership enough for their efforts to help this wonderful organization. She commented on the great success I.C.A.N. has achieved and congratulated them on their accomplishments.

COUNCILMEMBER WESTBROOKS said he would be remiss if he did not make a comment regarding one of the Councilmembers who he believes was extremely instrumental in helping I.C.A.N. get off the ground. He said that if you talk to Henry Salinas about the start of I.C.A.N., he will tell you that it would not have happened without the strong support and encouragement of COUNCILMEMBER BRUNO. He commended her for her proactive involvement in this worthy area.

MAYOR DUNN extended his appreciation to Valley Partnership and to I.C.A.N. for the important work and accomplishments of these two worthy organizations and agreed with Councilmember Westbrook's comments regarding Councilmember Bruno's contribution and efforts.

MS. JOHNSON said that the group also wishes to commend HENRY SALINAS for his vision in creating this organization. She added that he will be a guest at the next Friday morning breakfast, where he will address their members and talk about how everyone worked together to help establish this organization.

3. John Retzger - Treatment by City Personnel:

CITY ATTORNEY DENNIS O'NEILL informed the members of the Council that Mr. Retzger was arrested for trespassing at Sears last October. He initially made a complaint against the arresting officer and has since complained about virtually everyone involved in the process. He said that Mr. Retzger has received the findings of the Citizens' Review Board and has received written responses from Mr. O'Neill and the City Manager. He added that Mr. Retzger has filed a $700,000 claim against the City of Chandler, which was denied, in writing, by the Risk Manager on May 24th of this year.

MR. O'NEILL said that pursuant to State law, the denial of a claim exhausts a person's administrative remedies and if they believe they have a valid course of action, they must file suit. He stated the opinion that this is the action Mr. Retzger should take if he believes he has a valid complaint. He noted that this same information was provided at a previous Council meeting and said that Mr. Retzger has failed to take the next step in the legal process.

MAYOR DUNN thanked Mr. O'Neill for his overview and informed Mr. Retzger that there is an administrative process in place that has to be followed. He said it is his understanding that this process has been thorough and complete, including review by a Citizen Review Board, which looked into this matter. He added that the Council is part of the administrative process and Mr. Retzger is not in court. He has made a claim against the City and it has been denied. In accordance with State Statutes, he now has to pursue his remedy through the courts.

MR. RETZGER, 2527 East Cathedral Rock Drive, Phoenix, said that he disagrees with Mr. O'Neill's comment that everything has occurred in a proper manner. He stated the opinion that the Mayor has not carried out his duties in an acceptable manner and added that Mr. Zaworski and Mr. Gann from the District Attorney's Office have also failed. He also spoke in opposition to the manner in which Mr. O'Neill and Mr. McNeff have handled this matter. He said that the Council has left him no alternative than to make a citizen's arrest against Mr. O'Neill and Mr. Dunn in addition to the arresting officer and Mr. Zaworski. He reiterated his claim that he was charged and prosecuted for an Arizona Statute that had nothing at all to do with his incident and despite the fact that mistakes were made, not even an apology was received. He said that the courts would decide who is right in this matter and informed Mr. O'Neill and Mr. Dunn he was initiating a citizen's arrest against them for willful and deliberate prosecution of a false charge.

UNSCHEDULED PUBLIC APPEARANCES: None.

CONSENT:

MOVED BY COUNCILMEMBER BRUNO, seconded by COUNCILMEMBER WALLACE, to approve the Consent Agenda as presented. MOTION CARRIED UNANIMOUSLY (7 TO 0).

1. MINUTES:

APPROVED, as presented, the minutes of the Chandler City Council Special Meeting of August 5, 2002 and the City Council Meeting of August 8, 2002.

2. WIRELESS TELECOMMUNICATIONS USE AGREEMENT: Verizon Communications Ord. #3353

ADOPTED Ordinance No. 3353, authorizing a Wireless Telecommunications Use Agreement with Verizon Communications and granting an encroachment permit for a site at Snedigar Sportsplex.

3. HOUSING: Lease/Community Services of AZ for Enterprise Academy Ordinance #3381

ADOPTED Ordinance No. 3381, approving a lease with Community Services of Arizona for a building located on the public housing site at 73 South Hamilton Street for a daycare/preschool facility known as the Enterprise Academy, as recommended by Staff.

4. DEVELOPMENT AGREEMENT/PLAN: Wells Fargo Ocotillo Corp. Center Reso. #3558
Ord. #3389

ADOPTED Resolution No. 3558 authorizing a Development Agreement between the City of Chandler and the developer, Wells Fargo Bank, to provide assistance to build a corporate office center at the northwest corner of Queen Creek Road and Price Road in Chandler. Also introduced and tentatively approved Ordinance No. 3389, (DVR02-0021 Wells Fargo Ocotillo Corporate Center), rezoning from AG-1 to P.C.O. (Planned Commercial Office) and PAD (Office and Minor Retail) on approximately 63 acres for a corporate office campus which will feature approximately 1.2 million square feet of commercial office space and 50,000 square feet of retail space located at the NWC of Price and Queen Creek Roads.

The Price Road Corridor is the City's premier employment area, with major employers such as Motorola, Intel, Orbital Sciences and others having built large employment centers around the Corridor. The proposed office development is compatible with and would complement the existing employers in the area. The project would contribute to the City's tax base and create high quality jobs for Chandler residents. In accordance with the agreement, Wells Fargo will construct approximately 435,000 square feet of Class A office space during Phase I of the project, creating approximately 2,000 jobs and investing more than $75 million. Wells Fargo will be required to make necessary infrastructure improvements to Price Road and Queen Creek Road and complete all other required off-site improvements. The City of Chandler will contribute up to $455,862 to the project to assist with offsetting Phase I arterial street impact fees.

5. HOUSING: Performance & Evaluation Reports/Notification Resolution #3546

ADOPTED Resolution No. 3546, approving the Performance & Evaluation Reports (P&E Reports) and certifying that the City of Chandler Housing and Redevelopment Division has made reasonable efforts to notify Public Housing residents of the opportunity to review and comment on the P&E Reports before their submission to the United States Department of Housing and Urban Development (HUD) and that copies of the reports were made available to those residents.

Effective Federal Fiscal Year 1994, the Housing and Redevelopment Division became eligible for an annual, non-competitive award of Comprehensive/Capital Grant funds. HUD provides these funds to public housing agencies for the continued capital improvements and modernization of the agencies' public housing stock.

Annually, the City of Chandler Housing and Redevelopment Division makes draft copies of Comprehensive Grant Program (CGP) Performance & Evaluation Reports available to the residents for comment and review. This year, the 1999, 2000 and 2001 Reports were discussed at the Unified Resident Council Meeting held on July 31, 2002 and the reports were discussed again at the Housing and Redevelopment Committee Meeting held on August 7, 2002. Additionally, final P&E Reports will be posted at all of the Public Housing Community Centers when they are finalized.

6. HOUSING: Demolition of City-Owned Trust Property (Apartment) at 130 North Hamilton Street, #31 — Resolution #3547

ADOPTED Resolution No. 3547, authorizing the demolition of a five-bedroom apartment (No. 31) at the Public Housing development located at 130 North Hamilton Street, as recommended by Staff and the members of the Housing and Redevelopment Committee. This action will lower the density of apartments on the site and the remaining land will be used to enlarge the existing parking lot.

In April 2002, the City Council adopted Resolution No. 3499, which authorized the submission of the 2002 Public Housing Annual Plan. As a part of the Annual Plan, the Housing Division outlined Public Housing units that were identified for possible demolition. Apartment #31 at this location, a five-bedroom unit, was identified for removal whenever it became vacant, which was in July. Two main factors targeted this particular apartment for removal: First, 130 North Hamilton Street is the highest density family apartment site operated by the Housing and Redevelopment Division. It contains 54 apartment units at a density of 12.08 apartments per acre. By comparison, no other family site contains more than 40 apartment units and site densities range from 6.14 to 10.02 units per acre. Second, the site is notably under allocated for parking spaces by today's standards. Due to the average increase in family car ownership rates since the apartments were constructed in 1972 and further complicated by the handicapped parking requirements associated with the Americans With Disabilities Act, this site is in need of additional parking spaces. In addition, other contributing factors have helped to support this recommendation.

Removal of the five-bedroom unit will reduce site density to 11.06 per acre and the population of the site will also be reduced by seven to ten residents. Eight additional parking spaces will also be created to help reduce some of the parking issues. The demolition will reduce the number of public housing units at the City's family sites from 164 to 163 units and Housing Staff is hopeful that all or most of the 75 Section 8 Vouchers that the City of Chandler recently applied for from the United States Department of Housing and Urban Development will be awarded, which will offset any reduction in the housing assistance currently provided by the Housing and Redevelopment Division. A meeting was also held by the Unified Resident Council at which all members in attendance were in favor of the recommendation.

7. HOUSING: Modify/Extend Public Housing Homeownership Program — Resolution #3548

ADOPTED Resolution No. 3548, authorizing the submission of a request to the United States Department of Housing and Urban Development (HUD) to modify and extend the existing Public Housing Homeownership Program until September 2003, as recommended by Staff and the members of the Housing and Redevelopment Committee. In February 1997, Mayor and Council

authorized the Housing and Redevelopment Division to submit an application to HUD to allow the City to sell twenty-five (25) Scattered Site Public Housing Homes to eligible Public Housing tenants. The sale of the units would take place over a five-year period or approximately five homes per year for five years.

On September 2, 1997, approval was received from HUD to implement the homeownership program. Housing & Redevelopment Staff, with assistance from the City Attorney's Office, has sold 16 Public Housing Scattered Site Homes to eligible residents with four other homes pending in escrow. On September 2, 2002, the Public Housing Homeownership Program will reach the end of its fifth year and on that date, any property not already in escrow, would no longer be eligible for sale and the program would end. Housing and Redevelopment Staff would like the opportunity to meet the goal of selling 25 homes and requested approval to forward a request for a one-year extension (until September 2003) to HUD.

An opportunity also exists to incorporate into this existing plan the sale of a new replacement home for the four-bedroom unit located at 210 North McQueen Road, which was demolished by the widening of Chandler Boulevard. By including the sale of this new unit into the existing plan, the Housing and Redevelopment Division will have the opportunity to utilize the replacement funds quickly and avoid a lengthy approval process associated with the sale of one additional Public Housing Unit. HUD must approve the extension and modification request to the Homeownership Program Plan Guidelines before the plan can continue past September 2002. HUD Staff has been advised of the nature of the pending request and appeared to be amenable to approving it.

8. EASEMENT: NEC Riggs & McQueen Roads - Installation/Maintenance of a New Traffic Signal — Reso. #3549

ADOPTED Resolution No. 3549, accepting a no-cost easement located at the NEC of Riggs and McQueen Roads to accommodate installation and maintenance of a new traffic signal, as recommended by Staff. On February 14, 2002, Council approved an engineering design contract to widen Riggs Road from Arizona Avenue to Gilbert Road. Prior to acquiring the rights-of-way for this project, it is necessary to install a traffic signal at the intersection of McQueen & Riggs Road. The new signal will relieve congestion associated with the existing all-way stop condition. The signal is designed to accommodate the future intersection construction. Construction of the signal is anticipated to start the beginning of October and be completed and operational by the end of November.

9. HOUSING: Certifying Indicators in the Public Housing Assessment System Management Operations Certification - FY Ending 6/30/02 — Reso. #3550

ADOPTED Resolution No. 3550, certifying that the indicators identified in the Public Housing Assessment System (PHAS) Management Operations Certification for the City of Chandler Housing and Redevelopment Division are true and accurate for Fiscal Year ending June 30, 2002, as recommended by Staff and the members of the Housing & Redevelopment Committee. Since 1992, each Public Housing Authority has been required to annually prepare a HUD self-disclosure Public Housing Management Assessment Program (PHMAP) certification to be audited and monitored by HUD. PHMAP was used as an effective management tool to identify and address management problems. HUD has instituted a new detailed scoring system called Public Housing Assessment System (PHAS) to review and evaluate Public Housing Authorities on an annual basis. PHAS provides a significant oversight tool that effectively measures the performance of a public housing agency based on standards that are objective and uniform.

10. HOUSING: Certifying Indicators in Sect. 8 Mgmt. Assessment Program to be True & Accurate for Fiscal Year ending 06/30/02 — Resolution #3551

ADOPTED Resolution No. 3551, certifying that the indicators identified in the Section 8 Management Assessment Program (SEMAP) for the City of Chandler Housing and Redevelopment Division are true and accurate for Fiscal Year ending June 30, 2002, as recommended by Staff and the members of the Housing and Redevelopment Committee.

On September 10, 1998, the United States Department of Housing and Urban Development (HUD) published the final rule on the Section 8 Management Assessment Program (SEMAP), which went into effect on October 13, 1998. This established an assessment system on the operation of Section 8 tenant-based programs to assist eligible families to afford decent, safe rental units at the correct subsidy cost. SEMAP provides policies and procedures which enable HUD to measure the performance of public housing agency management and allows HUD field offices to practice accountability monitoring and risk management. Title 24 of the Code of Federal Regulations requires Public Housing Authorities to submit a SEMAP certification at the end of each fiscal year.

11. CITY COUNCIL MEETING SCHEDULE: 2003 Calendar Year — Resolution #3552

ADOPTED Resolution No. 3552, setting the City Council meeting schedule for the 2003 calendar year, as recommended by Staff. Section 2.12 of the City Charter and Section 2-1 of the City Code require the Chandler City Council to meet regularly at least twice a month.

12. AGREEMENT/SRP: Member Land Credit Recovery Program — Resolution #3553

ADOPTED Resolution No. 3553 authorizing the Letter Agreement for a Member Land Credit Recovery Program with Salt River Project, as recommended by Staff. The 1980 Groundwater Management Act and Assured Water Supply rules requires cities, towns and private water companies to maintain a long-term balance between the annual amount of groundwater withdrawn and the annual amount of water that is recharged. The Salt River Project (SRP) Association's Board of Governors approved the Credit Recovery Program (CRP) in 1999 to assist cities with meeting this requirement. By entering into the CRP, Chandler will be able to utilize SRP wells, located within the City's service area, to recover surface water and effluent credits. Chandler has accumulated these credits by recharging surface water and effluent at its underground storage facilities. The recovered water will then be used on SRP member lands within Chandler in-lieu of groundwater.

Chandler currently meets all of the requirements needed to participate in the CRP and will be required to pay SRP an administration fee of $1,571 for calendar year 2002. Beginning in January 2003 and each year thereafter, this fee will be adjusted for inflation. Chandler will receive a credit or refund of the administration fee in any year Chandler decides not to use the CRP.

13. HIGHWAY SAFETY CONTRACT: Governor's Office of Highway Safety — Reso. #3554

ADOPTED Resolution No. 3554, authorizing and approving a contract between the City of Chandler and the Governor's Office of Highway Safety for providing concentrated occupant protection enforcement of highway safety, as proposed by the Governor's Office of Highway Safety (GOHS). GOHS will reimburse Chandler up to a total of $30,000 for personnel overtime costs for participating in three-scheduled occupant protection enforcement waves. These waves are designed to increase occupant seatbelt use in Chandler and enhance the enforcement of the Buckle-Up America Program.

14. IGA/MARICOPA COUNTY SHERIFF'S OFFICE: Coordination/Bureau of Justice Assistance AZ Methamphetamine Program — Reso. #3556

ADOPTED Resolution No. 3556, authorizing and approving an Intergovernmental Agreement between the City of Chandler and Maricopa County Sheriff's Office for the coordination of the Bureau of Justice Assistance Arizona Methamphetamine Program, in response to an invitation issued by the Maricopa County Sheriff's Office. This will allow the Chandler Police Department to seek reimbursement for overtime costs related to the investigation of clandestine Methamphetamine lab costs.

The Maricopa County Sheriff's Office has $50,000 in overtime funds available for Arizona law enforcement agencies for reimbursement of overtime costs related to the investigation of clandestine Methamphetamine lab cases.

15. PAYMENT: Arizona Municipal Water Users' Association Dues

APPROVED payment of membership dues to the Arizona Municipal Water Users' Association (AMWUA) in the amount of $74,292, as recommended by Staff. AMWUA is a voluntary non-profit corporation established in 1969 to develop and advocate regional water resource management policies in the interest of its members and their citizens and rate payers. The current members of the Association are the cities of Chandler, Glendale, Goodyear, Mesa, Peoria, Phoenix, Tempe, Scottsdale and the Town of Gilbert. Chandler has been a member since 1984. The AMWUA Management Board is comprised of the City Managers of each of its member cities and the Board of Directors is comprised of its members' Mayors.

AMWUA provides a forum for its member cities to meet and discuss water resource planning, legislation, conservation and management issues. This allows member cities to work together on regional projects to reach a consensus and present a united response on State issues affecting them. Dues are based on a prorated share (based on population) of AMWUA's water operating budget and Chandler's membership dues of $74,292 represent a 6.1% increase over last fiscal year because the City's population has increased in greater proportion to other AMWUA member cities.

16. PAYMENT: Emergency Manhole Repair

APPROVED payment for emergency manhole repair to various vendors in the amount of $49,690, as recommended by Staff. A recent inspection revealed that the manhole at the intersection of Frye Road and Price Road is in need of immediate repair. Turbulent flows into the manhole released high levels of Hydrogen Sulfide gas, which attacked the concrete and destroyed the bottom of the manhole. Due to the emergency nature of this requirement, Staff was not able to follow normal bidding procedures but was able to obtain multiple price quotes on the pump around and street cuts.

17. SETTLEMENT: Kludy vs. City of Chandler et al.

APPROVED the settlement of Kludy vs. City of Chandler, et al., Maricopa County Superior Court No. CV 2000-011961, in the amount of $79,900, which is inclusive of their attorney's fees and costs. Also authorized the Risk Manager to sign any necessary settlement documents consistent with this approval and in such form as approved by the City Attorney.

18. MEMORANDUM OF AGREEMENT: Greentree Systems/Applicant Tracking System

APPROVED an agreement with Greentree Systems, Inc. for an Applicant Tracking System, Proposal No. HU3-7030-1900, in an amount not to exceed $68,624, as recommended by Staff. In Fiscal Year 2001-02, the City of Chandler's Human Resources Division processed over 10,000 employment applications and the need for applicant-tracking software has become acute. This system will allow for increased efficiency in entering and updating applicant information, applicant search and retrieval, and applicant correspondence. The system is also compatible with the City's Electronic Data Management System, which will allow for ease in scanning, retrieval and e-mail of documents. Staff believes that use of this system will allow the Human Resources Division to improve its overall customer service to applicants as well as the City's hiring managers.

19. CDBG AGREEMENT: Chandler Christian Community Center

APPROVED an agreement with Chandler Christian Community Center in the amount of $60,000 to provide for costs associated with the renovation of their food and clothing distribution facility located at 345 South California Street in Chandler, as recommended by Staff. At a public hearing on April 25, 2002, the City Council approved an allocation of $60,000 in FY 2002-03 Community Development Block Grant (CDBG) funds to aid in the renovation of the facility. The Center is a non-profit organization that provides food and clothing at no cost to low income residents. Currently, 93% of their clients reside in the City's redevelopment area and needy Chandler families are provided food boxes, clothing, furniture and toys. Funds are to be used to expand the center's clothing bank that currently distributes over 18,000 articles of clothing annually. All costs associated with the CDBG funds will be paid by the U.S. Department of Housing and Urban Development and do not require repayment on the part of the City of Chandler.

20. IGA/DES: Pledging Cooperation & Data Sharing/Housing Programs

APPROVED an Intergovernmental Agreement (IGA) pledging cooperation and data sharing between the State of Arizona's Department of Economic Security (DES) and the City of Chandler housing programs, as recommended by Staff. The purpose of the agreement is to formally recognize and strengthen the linkages that currently exist between DES and the City in providing tenant related information and verification about the low and moderate income residents who reside in federally assisted housing. The goal of the joint agreement is to verify participant income, address information and other related program participant information to assist with matching data that has an impact on mutual clients.

The City of Chandler currently has similar agreements with MAXIMUS, a DES East Valley subcontractor and the U.S. Department of Housing and Urban Development (HUD). The IGA will become a part of the Housing and Redevelopment Division's Housing Annual Plan. There is no financial impact as a result of the implementation of this agreement.

21. QUARTERLY COMPACTION BONUS: Allied Waste Companies

APPROVED the payment of a quarterly Landfill Operating Contract Compaction bonus to Allied Waste Companies in the amount of $29,275. In accordance with the current Landfill Operations Contract, Allied Waste is required to achieve a base compaction density of 1,800 pounds per cubic yard. The contract includes a penalty/bonus section for compaction density. In accordance with the contract amounts, Allied Waste Companies achieved compaction results during the last quarter (April, May and June 2002) that qualify them for the bonus. The minimum savings to the City in usable airspace as a result of their compaction results is $120,000 after paying the bonus

to the contractor. The figures have been verified by a registered engineer and Staff recommended approval.

22. ENGINEERING SERVICES CONTRACT: Development of Integrated Water, Wastewater & Reclaimed Water Systems Master Plans

AWARDED an engineering services contract (Project No. WA0206-101) to Carollo Engineers for the development of the Integrated Water, Wastewater and Reclaimed Water System Master Plans and related work, in an amount not to exceed $899,793, as recommended by Staff. The 1998 Water, Wastewater and Reclaimed Water Systems Master Plans were updated and accepted by Council in December of 1999. The Master Plans govern the "build out" expansion of the City's water, wastewater and reclaimed water systems infrastructure. A reliable, well-planned utility system is essential to the City's success of serving its Chandler customers. Considering the City of Chandler's growth rate and the future opportunities to expand, Staff believes that now is the time to update the Master Plans for the City's utility systems.

23. PRESIDING CITY MAGISTRATE CONTRACT

APPROVED a contract for the Presiding City Magistrate Michael Traynor for FY 2002/2003 in the amount of $122,850.00 and for FY 2003/0004 in an annual amount of $129,000.

24. ENGINEERING CONTRACT AMENDMENT: Entranco/Underground Utility Locations on Ray Road Improvements

AWARDED an engineering contract amendment to Entranco for verification of underground utility locations on Ray Road improvements from Hamilton Street to 680 feet westerly, Project No. ST0130-201 in the amount of $2,165, as recommended by Staff. The design contract for Ray Road improvements from Hamilton Street to 680 feet westerly was approved by Council on November 1, 2001. This amendment contracts with the design consultant for field verification of the locations of underground utilities prior to bidding the project. Entranco is one of three design consultants selected for on-call arterial street design through the standard City of Chandler consultant selection process.

25. CONSTRUCTION CONTRACT: Property & Evidence Building Expansion and Remodel

AWARDED a construction contract for the base bid plus Alternates 1 and 2 to The S.J. Anderson Company, for the Property and Evidence Building Expansion and Remodel, Project No. PD0005-401, in an amount not to exceed $1,640,524, as recommended by Staff. Chandler's population has outgrown the 12,410 square foot capacity of the existing property and evidence building located at 576 West Pecos Road. Therefore, an 18,000 square foot building expansion project is needed to store the larger volumes of property, vehicles and confiscated evidence. The approved alternates on this bid are for a prefabricated metal canopy and one paved parking lot. Total construction contract time is 210 calendar days with an estimated completion date of March 2003.

26. CONSTRUCTION CONTRACT: Cabinet/Countertop Replacement (Public Housing)

AWARDED a construction contract to Contractors Abatement Services, Inc. for cabinet and countertop replacement (public housing), Project No. HO0206-401, in an amount not to exceed $124,322, as recommended by Staff. The cabinets that are scheduled to be replaced are 30 to 40 years old and have deteriorated beyond repair. The Housing Division included this cabinet project in their 5-year Capital Fund Program that was submitted and approved by the U.S. Department of Housing and Urban Development (HUD). Work will be undertaken in forty-one

(41) of the City-owned housing units at various locations. The total contract time is 120 calendar days. City Staff will provide construction inspections.

27. CONSTRUCTION CONTRACT: Tumbleweed Park Phase III

AWARDED a construction contract to Valley Rain Construction Corporation for Tumbleweed Park Phase III, Project No. PR0206-401, in the amount of $1,076,745, as recommended by Staff. Tumbleweed Park is a 189-acre park located on the southwest corner of Germann and McQueen Roads. In 1997, the City completed the development of Phase I of this regional park with the opening of the 15-court Tumbleweed Tennis Complex. This past spring, Phase II was completed, which included sidewalks, ramadas, restroom, lighting, landscaping, internal roadways, parking areas and utility infrastructure. This construction contract will develop approximately 20 additional acres and will consist of site work/grading, site furnishings, sidewalks, lighting, irrigation, landscaping and utilities. Time for completion is 105 calendar days after receipt of the Notice to Proceed.

28. CONSTRUCTION CONTRACT: La Paloma Park

AWARDED a construction contract to Miura Contracting, Incorporated, for La Paloma Park, Project No. PR0132-401 in the amount of $460,647, as recommended by Staff. La Paloma Park is a 17-acre neighborhood park located in the square mile bounded by Riggs Road, Hunt Highway, Gilbert Road and Cooper Road. In 2000, 12 acres of developed retention were dedicated to the City while the remaining undeveloped 5 acres were purchased by the City. Over the past year, two public meetings were held to gather input from Chandler citizens on the design of the park. Improvements included in this contract are site work/grading, semi-covered playground, ramada, irrigation, lighted basketball court, lighted multi-use court, turf and landscaping, walkways, site furnishings and security lighting. Time for completion is 105 calendar days after receipt of the Notice to Proceed. City personnel will inspect the project.

29. CONTRACT: Household Hazardous Waste Contractual Services

APPROVED funding for household hazardous waste contractual services to Safety Kleen, in an amount not to exceed $78,000, as recommended by Staff. The City of Chandler has been hosting household hazardous waste collection events twice a year for the last seven years. The goal of these events is to collect household hazardous waste in an effort to keep this material out of the landfill, thus reducing concerns about groundwater contamination and other potential environmental hazards. These events also provide residents a convenient, safe and proper method for the disposal of household hazardous waste.

30. CONSTRUCTION CONTRACT CHANGE ORDERS/CLOSE OUT: Tumbleweed Park Improvements, Phase II

APPROVED the report of Staff-approved Change Orders 1-20 in the amount of $45,065.23 and approval of close-out Change Order No. 21, in the amount of $88,440, for a total increase of $133,505.23 to the construction contract with Valley Rain Construction Corporation for Tumbleweed Park Improvements Phase II, Project No. PR9927-401, for a revised contract total of $2,825,838.41. Phase I of Tumbleweed Park was completed in 1997 with the opening of the 15-court tennis complex. Phase II development is approximately 30 acres and consists of the following improvements: sidewalks, ramadas, restrooms, lighting, landscaping, roadways, parking areas, utilities and the rehabilitation of an existing historic farm house and gin building.

During the course of construction, design modifications were needed for the farm house and gin building to comply with building code and upgraded design requirements. Unforeseen

underground conditions were also encountered during the pipeline installation that required field modifications. User requested changes were incorporated into the irrigation system, landscape layout and other upgrades to enhance park function and appearance (reflected in Change Orders 1 - 20). Additionally, a dispute arose between the contractor and Staff due to an ambiguity in the plans and specifications regarding the reclaimed water system bid quantity interpretation. Staff and the contractor agreed that a reasonable resolution to this issue was to pay the contractor an additional $88,440 for additional work not accurately reflected in the contract documents. Engineering Staff will continue to work with City legal staff to seek reimbursement from the project consultant for the costs attributed to ambiguity in the contract specifications. Despite these changes, the project is within the original budget.

31. PURCHASE: Playground Equipment: East Mini, West Mini, Pecos Ranch & Apache Parks

APPROVED utilizing the City of Phoenix's contact with Continental Leisure Sales for the purchase and installation of new playground equipment at East Mini Park, West Mini Park, Pecos Ranch Park, and Apache Park, in the amount of $59,230.09, as recommended by Staff. Over the past year, the Community Services Staff has received numerous requests to upgrade the playground equipment at these parks. Because of the age and limited playability of these playgrounds, it has been determined that the existing playground equipment needs to be completely removed and replaced. Use of the City of Phoenix's contract eliminates the cost of going out to bid, reduces the lead time in obtaining the products and results in a lower overall cost. Installation consists of demolition of old equipment/footings, excavation and installing new equipment including equipment footings. Safety fencing is included as part of the installation.

32. PURCHASE: Video Enhancement Equipment and Related Training

APPROVED utilizing the Arizona Counter Drug Procurement Program (1122) for the purchase of video enhancement equipment and related training in the amount of $43,197.79, as recommended by Staff. On average, a person's image is captured on video four times a day as they shop, conduct ATM transactions, or purchase gas at a service station. The video captured by these cameras can be an essential element in solving a crime. The problem with these images is that they are notoriously grainy and out of focus. Technology has advanced to the point where there is video editing software that can clean-up images that were captured using low-end cameras. Fully half of the video images that are given to the Criminal Investigation's Section are of such a poor quality that they cannot be used for prosecution. The purchase of a video editing system should double the number of usable photographs available to the investigators.

33. PURCHASE: Asphalt Rubber Crack Sealant Material

APPROVED utilizing the Arizona Department of Transportation (ADOT) Contract (#T02-21-00021) for the purchase of Asphalt Rubber Crack Sealant Material from Crafco, Inc., in an amount not to exceed $55,680, as recommended by Staff. Street Division needs to purchase 300,000 pounds of asphalt rubber crack sealant material for the City's upcoming crack sealing projects. The Poly Flex III material manufactured by Crafco, Inc., a Chandler based company, is an approved material for crack sealing work on City streets and has been used extensively over the past sixteen years. The majority of the municipalities in the Valley use this material as well. Use of ADOT's contract benefits the City of Chandler because of the price reduction received by ADOT for the high volume of material they use.

34. LIQUOR LICENSE: International Dancing Club

APPROVED a request for approval of the transfer of State Liquor License No. 06070670 and that a recommendation for approval of a City of Chandler Series 6 Bar Liquor License (#300000517) for Adrian Quinones, Agent, El Internacional Dancing Club, at 2020 North Arizona Avenue, Suite G-68, be forwarded to the State Department of Liquor Licenses and Control. This application reflects a change in ownership. Planning and Development advises that a new Use Permit is not required since this will be a continuation of the location's previous use as the Lost Spur. The Police Department reported no objections to the issuance of this license and no written protests have been received. All licenses, permits and fees have been paid and the applicant is in compliance with the City's Tax Code. With a Series 6 Bar Liquor License, the business may sell all alcoholic beverages for on or off premise consumption.

35. LIQUOR USE PERMIT: HonmacHi Grill

APPROVED a Use Permit (UP02-0044 HonmacHi Grill) to sell liquor (Series 12 Restaurant License) for on-premise consumption only at a new restaurant located at 3450 West Chandler Boulevard, Shops B, Suite 8, (Chandler Gateway). Applicant: Oh S. Kim (Michelle Parks), business owner; Owner: Westcor. The applicant is opening a new restaurant that will occupy a 3,400 square foot tenant space within Chandler Gateway. The Use Permit, if approved, will be used in association with a Series 12 license. A Series 12 license allows the sale of all liquor and requires that a minimum of 40% of total sales be in food and non-alcoholic beverages.

The restaurant will serve Japanese cuisine, including sushi and teppanyaki style food and is expected to be open seven days a week for lunch and dinner. To date, Staff has not received any telephone calls or letters from any neighbors regarding the requested Use Permit. The Planning and Zoning Commission and Staff, upon finding consistency with the General Plan, recommended approval of the Use Permit subject to the following conditions:

1. The Use Permit granted is for a Series 12 License only and any change of license shall require reapplication and new Use Permit approval.
2. Expansion or modification beyond the proposed floor plan and site plan shall void the Use Permit and require new Use Permit application and approval.
3. The Use Permit is non-transferable to any other location.

36. LIQUOR LICENSE: HonmacHi Grill

APPROVED a request for a City of Chandler Series 12 Restaurant Liquor License (#300000514) and that a recommendation for approval of State Liquor License No. 12075226 for Oh S. Kim, Agent, HonmacHi Grill at 3450 West Chandler Boulevard, #9, be forwarded to the State Department of Liquor Licenses and Control. The Police Department reported no objections to the issuance of this license and no written protests have been received. All licenses, permits and fees have been paid and the applicant is in compliance with the City's Tax Code. With a Series 12 license, the business may sell all liquors for on-premise consumption only, with a minimum of 40% of the gross receipts from the sale of food.

37. LIQUOR USE PERMIT EXTENSION: Iguana Mack's

APPROVED an extension of the Use Permit (UP02-0046 Iguana Mack's) for a Series 12 Restaurant License at 1371 North Alma School Road. (Applicant: Iguana Mack's, Mike Lopercio; Owner: M & M Properties.) The applicant requested approval to sell liquor within a patio extension at an existing restaurant that for the past 14 years has operated as "Chops Classic Steak and Seafood Grill." The operation is open seven days a week for lunch and dinner. The

owner is changing the concept of the restaurant to a modern Mexican-American restaurant named "Iguana Mack's." The Use Permit is needed to permit the sale of alcohol within the 500 square foot patio expansion planned for this restaurant, which will add an additional 35 seats to bring the total patio capacity to 75 persons.

To date Staff has received one phone call from a neighboring business owner concerned about the shared parking lot. The applicant has contacted the business owner and has alleviated his concerns. The Planning and Zoning Commission and Staff, upon finding consistency with the General Plan, recommended approval of the Use Permit subject to the following conditions:

1. The Use Permit is for a Series 12 license only and any change in type of license shall require reapplication and new Use Permit approval.
2. Expansion beyond the approved Floor Plan shall void the Use Permit and require new Use Permit application and approval.
3. The Use Permit is non-transferable to any other store location.

38. LIQUOR LICENSE EXTENSION OF PREMISES: Iguana Mack's

APPROVED an extension of City of Chandler Liquor License No. 300000100, and that a recommendation for approval of a permanent extension of premises for Destination Restaurants, Inc., dba Iguana Mack's, State Liquor License No. 12070644, a Series 12 Restaurant Liquor License located at 1371 North Alma School Road, be forwarded to the State Department of Liquor Licenses and Control. The Police Department reported no objections to the permanent extension of premises. All fees have been paid and the business is in compliance with the City's Sales and Use Tax Code.

39. LIQUOR USE PERMIT TEMPORARY EXTENSION OF PREMISES: Tom Ryan's Lounge

APPROVED a temporary extension of premises for City of Chandler Liquor License No. 300000359, and that a recommendation for approval of a temporary extension of premises for State Liquor License No. 06070623, a Series 6 Bar Liquor License held by Tom Ryan's Lounge at 70 West Warner Road, Suites 104 through 106, be forwarded to the State Department of Liquor Licenses and Control. Tom Ryan's Lounge requested a temporary extension of their alcohol serving area for a Muscular Dystrophy Association Fundraiser. The period of the extension is September 1, 2002 from 2:00 p.m. until 1:00 a.m.

The Police Department reported no objections to the temporary extension. Planning and Development has indicated that an Administrative Use Permit for this period is not necessary, however, the applicant has applied for a Special Event Use Permit through Neighborhood Services.

40. FINAL PLAT: Chandler Manor Unit 3

APPROVED the Final Plat (FPT02-0034 Chandler Manor Unit 3) for a 7-lot single-family home subdivision located on the NEC of Knox Road and Sunset Drive. (Applicant: City of Chandler.) This plat is for the homes that are part of the City's Infill Program. The development provides lots for seven single-family homes with rear yard alley driveway access. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required rights of ways. Upon finding the request to be consistent with the General Plan and PAD zoning, Staff recommended approval.

41. FINAL PLAT: Stellar Business Park

APPROVED the Final Plat (FPT02-0035 Stellar Business Park) for an 8-lot industrial subdivision located on the NWC of Chandler Boulevard and Juniper Drive. (Applicant: Principal Development Investors, L.L.C.) This plat is for an industrial subdivision in West Chandler that is north of the Stellar Airpark runway. The development will include individual buildings on the separate lots and also a several building complex on the largest lot. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required right-of-ways. Upon finding the request to be consistent with the General Plan and PAD zoning, Staff recommended approval.

42. FINAL PLAT: Lantana Village

APPROVED the Final Plat (FPT02-0026 Lantana Village), for a 16.7-acre parcel divided into 108 duplex homes located on the NEC of McQueen and Ocotillo Roads. (Applicant: Fulton Homes Corporation.) This plat is for the medium density land use component of the Lantana Ranch master plan. The development includes 54 buildings and a community pool within a centralized open space area. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required right-of-ways. Upon finding the request to be consistent with the General Plan and PAD zoning, Staff recommended approval.

43. FINAL PLAT: Redwood Estates

APPROVED the Final Plat (FPT02-0032 Redwood Estates), for a 124-lot single-family residential subdivision located on the NEC of Cooper and Ocotillo Roads. (Applicant: Brown Family Communities.) This plat is for a residential subdivision that was part of the master planned effort that included the Markwood Farms property surrounding this subdivision. The development includes a central open space that links to other open spaces within the neighborhood. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required right-of-ways. Upon finding the request to be consistent with the General Plan and PAD zoning, Staff recommended approval.

MOVED BY COUNCILMEMBER BRUNO, seconded by COUNCILMEMBER WALLACE, that the Consent Agenda be approved as presented. MOTION CARRIED UNANIMOUSLY (7 TO 0).

ACTION AGENDA:

44. ZONING CODE AMENDMENT: Chapter 35, Article XVII: Planned Area Development Zoning Designations — Ord. #3386

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 3386, (Zoning Case ZCA02-0001, City of Chandler), a City initiative to amend Chapter 35 (Zoning Code) of the Chandler City Code by revising Article XVII pertaining to Planned Area Development (PAD) zoning designations and the requirements for a Preliminary Development Plan to be approved in conjunction with a PAD zoning application.

COUNCILMEMBER ANDERSON said that prior to Staff's presentation, he would like to present a motion and provide first comments immediately following the second to the motion.

MOVED BY COUNCILMEMBER ANDERSON, seconded by VICE MAYOR HUGGINS, to introduce and tentatively approve Ordinance No. 3386, Zoning Case ZCA02-0001, City of Chandler, which amends Chapter 35 (Zoning Code) of the City of Chandler City Code by revising Article XVII pertaining to Planned Area Development (PAD) zoning designations and the

requirements for a Preliminary Development Plan to be approved in conjunction with a PAD zoning application.

CITY ATTORNEY DENNIS O'NEILL provided a brief overview of this case and explained that the Legislature passed a bill that conflicts with the City's current zoning system in that it takes away the Council's discretion when approving or denying Preliminary Development Plans (PDPs). He said that the purpose of Ordinance No. 3386 is to ensure that the Council does not lose its discretion in making decisions regarding PDPs. He added that Staff has met with members of the development community and explained the City's concerns and he believes that they understand the City's reasoning. He noted that as part of that meeting, discussion took place in an effort to develop a solution and although one was not reached, Staff agreed that they would continue to work on this issue in an effort to come up with a solution that changes the City's current system as little as possible. He said that Staff believes they are close to achieving this goal and written drafts of the proposal are being reviewed at the current time. He stated the opinion that an additional change will be presented to the members of the Council within the next couple of months for their consideration and action. He noted that the proposed change, he believes, will change the current system even less than Ordinance No. 3386 does but stressed the importance of protecting the Council's discretion in the interim.

COUNCILMEMBER ANDERSON advised that Arizona Senate Bill 1354 actually goes into effect today. He said that after reading through the bill several times, he came to the conclusion that developers and proponents of the bill were not aware of the impacts this legislation would have on the City of Chandler. He stressed the importance of protecting the City's rights and explained that the City of Chandler has a process in place where developers are provided an opportunity to submit conceptual plans oftentimes before they even purchase the property. He added that many developers do not proceed with the purchase of the property until a conceptual Planned Area Development proposal has been approved. He said that in most multi-phased projects, the conceptual plan is more often than not very vague and that is where Senate Bill 1354 becomes potentially harmful.

COUNCILMEMBER ANDERSON commented that he looked into the law and said that it reads that if the Council were to approve a multi-phased project after today without the details of the PDP included, then developers could build virtually any project that conforms to Chandler's minimum codes and standards on phased-in portions of the project if submitted under the provisions of a protected development right plan. He further explained that if the Council were to approve 75% of a project, and only 25% is conceptual, which occurs pretty often on some of the larger projects, under the Protected Development Rights Plan, the City would lose its authority over developmental management.

COUNCILMEMBER ANDERSON discussed the working relationship that exists between the City of Chandler and the development community and said that this bill has the potential to jeopardize and harm that long-standing relationship. He further stated that the ordinance before the Council tonight represents an interim measure and stated the opinion that Staff's efforts to continue to develop a more appropriate proposal will be successful. He also pointed out that Section H of the bill states that the City of Chandler cannot require a landowner to waive a protected development right as a condition of development and therefore, contrary to the definition concerning an initial submission of a protected development right plan, he would suggest that all future development plans, whether they ask for protected development rights or not, fall under this ordinance. He asked the City Attorney to comment on this matter and said that it is his understanding that Mr. O'Neill went to the State Legislature and talked to proponents of this bill prior to its enactment.

MR. O'NEILL said that he can state for the record that the lobbyists who were "pushing" this bill down at the legislature were informed by him, Patrice Kraus and Senator Harry Mitchell that ordinances such as this one would result if the legislation was approved. He added that at least the lobbyists recognized this but stated that when meetings were held with the development community just a few weeks ago, he does not believe that they were fully aware of the impacts the legislation would have on the City of Chandler. He noted that since that time, members of the development community have been working with City Staff on this issue in an effort to come up with a solution.

In response to a question from COUNCILMEBER ANDERSON relative to Section H of the bill, Mr. O'Neill concurred that this particular provision states that a city or town shall not require a landowner to waive a protected development right as a condition of development approval.

HANK PLUSTER addressed the members of the Council and said that the Council and City Attorney's grasp of the situation is accurate and complete.

MAYOR DUNN stated the opinion that matters such as this, in Chandler, are handled in a unique way and the City's two step process for dealing with zoning first and design second has been successful and resulted in the quality City as it exists today. He added that he does not want to give up the control that the Council currently has and does not believe that the other members of the Council want that to happen either.

In response to a question from COUNCILMEMBER BRUNO, Mr. Pluster stated that whether the process takes longer in the future will depend on the projects on a case-by-case basis as well as the preparedness of the various applicants. He said that more PDP amendments might also result and added that future amendments will hopefully define "phased development" to a better, clearer degree.

COUNCILMEMBER WESTBROOKS asked whether discussions have occurred at the Legislature relative to "revisiting" this matter and was advised by Mr. O'Neill that it was discussed but at this point in time it is still unknown whether this will actually occur. He said that the City has a good relationship with the development community and they understand that Chandler does have a process that is fairly unique and they might not have thought through the exact impact that the legislation would have on Chandler. MR. O'NEILL stated that comments have been made relative to the fact that this issue does need to be revisited, although at this point in time no definite action has been outlined to do so. He commented that the City of Chandler has pointed out that it does not have a problem with granting protected development rights after the PDP stage of development, but Council also understands how conceptual some of the master planned communities are at PAD and that is where the City's design and plan takes place. Once someone has a PDP, he said he believes that the Council would be fully supportive of guaranteeing them the have the right to build under that PDP.

COUNCILMEMBER ANDERSON commented on the Wells Fargo development that was approved and said that if you look closely at that project, there is really only one building that came under PDP and all the other structures were PAD. He said that had that project been under this ruling without this ordinance being in effect, the developers could basically have gone in and built any kind of a structure they wanted to on those sites as long as it met minimum codes and standards.

MAYOR DUNN stated that over the years, many neighborhood concerns have been with project design and his concern is if the ability to change design is removed, then the City Council loses the ability to address the concerns of the neighborhoods.

VICE MAYOR HUGGINS thanked Staff for their hard work on this important issue.

MR. PLUSTER thanked Councilmember Anderson, Planning Staff and members of the Planning and Zoning Commission for their cooperative efforts regarding this matter.

There were no comments from the audience.

MOTION CARRIED UNANIMOUSLY (7 TO 0).

PUBLIC HEARING:

PH1. 2002 Local Law Enforcement Block Grant (LLEBG).

Mayor Dunn declared the public hearing open at 7:45 p.m.

Assistant Chief JOE GAYLORD addressed the members of the Council regarding this agenda item and said that the City of Chandler, through its Police Department, has once again been awarded a Local Law Enforcement Block Grant (LLEBG) for 2002. The Federal Bureau of Justice Assistance provides this block grant and this is the seventh year in a row that the City of Chandler has received this award. He advised that two conditions must be met in order to accept and receive final award approval: 1) An LLEBG Advisory Board meeting had to be held in order for the members to make non-binding recommendations to Chief Harris regarding the use of the awarded funds. The meeting was held on August 14, 2002 and the Board agreed with the Department's proposed use of the funds and they made a recommendation to the Chief. The Board was comprised of members from the Police Department, Chandler Court, Chandler Prosecutor's Office, Chandler Unified School District and the Executive Director of I.C.A.N. The second condition, 2) was that a public hearing had to be held on the use of the award funds and that is the reason for Staff's appearance before the Council at this time.

Assistant Chief Gaylord reported that for 2002, the Department has been awarded $68,531and has received a local match of $7,016, which represents a total award value of $76,146, a significant decrease from the $94,042 awarded in 2001. He explained that the decrease is the result of $129 million of LLEBG funding being diverted to Homeland Security. He informed the Council that the Department intends to use the grant to secure equipment, technology and any other materials directly related to the basic law enforcement function. An example of the items to be purchased include VHS tapes, traffic cones, light flares, computer equipment, etc.

In response to a question from COUNCILMEMBER WESTBROOKS, Assistant Chief Gaylord explained that the VHS tapes to be purchased with the funds are actually in-car video tapes so that traffic stops and other types of activities can be recorded for evidence purposes.

COUNCILMEMBER WALLACE commended Staff on their accomplishment in this area.

There were no citizens wishing to speak on this item.

Mayor Dunn declared the public hearing closed at 7:49 p.m.

SPECIAL ORDERS OF THE DAY

A. Mayor's Announcements:

MAYOR DUNN stated that on line registration for recreational classes and programs is now available and said that this service is one that has been requested by citizens for quite some time. He added that this represents the first step in an area of on-line services that the City hopes to provide in the future and encouraged citizens to take advantage of this new benefit and access the programs on line (www.chandleraz.org).

The Mayor also commented on the recent death of Kenneth Knox, a real pioneer of the City of Chandler. He stated that Mr. Knox was a former educator and School Superintendent who had a tremendous vision for the Chandler School District and was extremely active within the community.

MAYOR DUNN also announced that the Pequeño Park dedication will take place this Saturday with a ribbon cutting ceremony at 10:00 a.m. He noted that this park will be Chandler's 47th park and is located on Coronado Street between Ray and Galveston Streets. He said that games and face painting will be part of the festivities and encouraged attendance at this fun event.

The Mayor said that September 11th is fast approaching and many events have been planned throughout the City of Chandler. He added that the day will be one of reflection and remembrance and asked the citizens to think back on the tragic events of one year ago.

B. Councilmembers' Announcements:

There were no Councilmember announcements at this time.

C. Manager's Announcement:

City Manager DONNA DRESKA introduced Mark Eynatten as the City's newly appointed Community Services Director.

Mayor Dunn welcomed Mr. Eynatten to Chandler and wished him good luck on his appointment.

Adjournment: The meeting was adjourned at approximately 7:53 p.m.

ATTEST: Marla Paddock
City Clerk

MAYOR

Approved: 9-12-2002

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the City Council of Chandler, Arizona, held on the 22nd day of August, 2002. I further certify that the meeting was duly called and held and that a quorum was present.

Marla Paddock
City Clerk

EXHIBIT 3

ORDINANCE NO. 3389

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM AG-1 TO P.C.O. AND PAD (OFFICE AND MINOR RETAIL) (DVR02-0021 WELLS FARGO OCOTILLO CORPORATE CENTER) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

SECTION I. Legal Description of Property:

Attached hereto as "Exhibit A"

Said parcel is hereby rezoned from AG-1 to P.C.O. and PAD (office and minor retail), subject to the following conditions:

1. Undergrounding of all overhead electric (less than 69kv), communication, and television lines and any open irrigation ditches or canals located on the site or within adjacent right-of-ways and/or easements. Any 69kv or larger electric lines along Queen Creek or Price Roads that must stay overhead shall be located in accordance with the City's adopted design and engineering standards. The aboveground utility poles, boxes, cabinets, or similar appurtenances shall be located outside of the ultimate right-of-way of Queen Creek or Price Roads and within a specific utility easement.

2. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual # 4).

3. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.

4. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.

5. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled Wells Fargo Ocotillo Corporate Center, kept on file in the City of Chandler Planning Services Division, in File No. DVR02-0021, except as modified by condition herein.

6. Construction shall commence above foundation walls by January 1, 2005 or the City shall schedule a public hearing to take administrative action to extend, remove or determine compliance with the schedule for development or take legislative action to cause the property to revert to its former zoning classification.

7. The landscaping, exclusive of the medians, in all site open-spaces and adjacent rights-of-way shall be maintained by the property owner.

8. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials. A future comprehensive sign package shall be presented as part of the first Preliminary Development Plan.

9. The source of water that shall be used on the open space, common areas, and landscape tracts shall be reclaimed water (effluent). If reclaimed water is not available at the time of construction, landscape tracts may be irrigated and supplied with water by or through the use of potable water provided by the City of Chandler. However, when the City of Chandler has effluent of sufficient quantity and quality which meets the requirements of the Arizona Department of Environmental Quality for the purposes intended available to the property to support the open space, common areas, and landscape tracts available, Chandler effluent shall be used to irrigate these areas.

   In the event the owner sells or otherwise transfers the development to another person or entity, the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the Wells Fargo Ocotillo Corporate Center development shall use treated effluent to maintain open space, common areas, and landscape tracts.

10. The landscaping design shall include turf in areas visible from the adjacent streets, such as along the frontages or on berms or slopes. Along the 50-foot setback for the Queen Creek Road street frontage there shall be 100 percent turf.

11. A public transportation plan shall be prepared as part of the first Preliminary Development Plan.

12. No drive-thru restaurant uses may be allowed within the retail area.

SECTION II. Except where provided, nothing contained herein shall be construed to be and abridgment of any other ordinance of the City of Chandler.

SECTION III. The Planning & Development Department of the City of Chandler is hereby directed to enter such changes and amendments as may be necessary upon the Zoning Map of said Zoning Code in compliance with this ordinance.

INTRODUCED AND TENTATIVELY APPROVED by the City Council this 22nd day of August 2002.

ATTEST:

CITY CLERK MAYOR

PASSED AND ADOPTED by the City Council of the City of Chandler, Arizona, this 12th day of September 2002.

ATTEST:

CITY CLERK MAYOR

CERTIFICATION

I, HEREBY CERTIFY, that the above and foregoing Ordinance No. 3389 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the 12th day of September 2002, and that a quorum was present thereat.

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

PUBLISHED:

EXHIBIT 4

MINUTES OF THE REGULAR MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held in the Council Chambers in the Chandler Library, 22 S. Delaware, on Thursday, January 23, 2003 at 7:00 p.m.

THE MEETING WAS CALLED TO ORDER BY MAYOR BOYD DUNN.

The following members answered roll call:	Boyd Dunn	Mayor
	Lowell Huggins	Vice Mayor
	Dean Anderson	Councilmember
	Patti Bruno	Councilmember
	Bob Caccamo	Councilmember
	Donna Wallace	Councilmember
	Phillip Westbrooks	Councilmember

Also in attendance:	Donna Dreska	City Manager
	Pat McDermott	Assistant City Manager
	Rich Dlugas	Assistant City Manager
	Dennis O'Neill	City Attorney
	Marla Paddock	City Clerk

Staff present: Brian Bosshardt, Nachie Marquez, Mark Eynatten, Garrett Newland, Chief Roxburgh, Laurie Stevens, Dave Siegel, Doug Ballard, Chief Harris, Bryan Patterson.

INVOCATION: The invocation was given by Pastor Robert Mitchell - Chandler United Methodist Church.

PLEDGE OF ALLEGIANCE: Councilmember Westbrooks led the Pledge of Allegiance

SCHEDULED PUBLIC APPEARANCES:

1. Exceptional Merit Awards:

MAYOR DUNN, assisted by Police Chief Bobby Joe Harris, presented an Exceptional Merit Award to TAMARA SILVERSMITH. The Chief stated that Ms. Silversmith, a Police Records Clerk who has been employed by the City of Chandler since 1991, is being presented this award in recognition of her excellent customer service skills. She is an exceptional employee who is always willing to go "above and beyond" to assist the public and her fellow employees. She has a wonderful disposition and is eager to help in any way she can. Of particular noteworthiness is the assistance that Tammy provides in supplying information from the records section for both discovery and public records requests. Whether the request is for basic information or researching archive records, Tammy eagerly accepts each request and often follows up with City Staff handling this request to see if there is anything else she can assist with. Her commitment to the City of Chandler and its Police Department is truly worthy of this recognition.

MAYOR DUNN, again assisted by Police Chief Harris, presented an Exceptional Merit Award to TERESA BUSBY, who has been employed by the City of Chandler as an Identification Specialist III in the Police Forensic Science Division since May of 2001. Recently, the Arizona Automated Fingerprint Identification System underwent a major upgrade that resulted in a dramatic change in the user interface. These changes required every automated fingerprint identification system

operator in the State to be retrained. Teresa was selected by the State to be a trainer for the upgrades and she was responsible for developing and teaching training material for the data management system. She made herself available to work with the State and vendors to develop the training outline and greatly enhanced the overall training program by using her own computer skills to create a power point presentation. She is extremely deserving of this award and her efforts are appreciated by all.

MAYOR DUNN, assisted by DOUG BALLARD, presented FLOR FIGUEROA with an Exceptional Merit Award. Flor is a Customer Service Representative in the Community Development Block Grant section and she carries out her responsibilities with exceptional thoroughness and capability. Not very long ago, due to a staffing vacancy, Flor's division assumed additional duties working with Neighborhood Programs. Flor and others really pulled together and went "above and beyond" the call of duty to make sure that the needs of our Chandler residents were met. As a matter of fact, the department had a fairly aggressive goal for housing rehabilitations and Flor was the primary contact for those rehabilitations, 60 units in 60 days. Due in large part to Flor's efforts, this goal was met and exceeded by nine units.

2. Service Recognitions:

City Manager DONNA DRESKA stated that the employee who was to receive the award was not present at this time.

3. Presentation - Ojo Rojo Lion's Club Melvin Jones Fellowship Award:

MAYOR DUNN requested that STEVE FOSTER join him at the podium to assist him in this presentation. Mr. Foster asked ROGER NASH to come forward as well as other members of the Club present at the meeting. Mr. Foster, current President of the Ojo Rojo Lion's Club, said that he and the other members of the Club are present this evening to honor a City employee who has demonstrated 24 years of dedication to the benevolent humanitarian ideals practiced by this Club. The City of Chandler has long encouraged and supported its employees in volunteering and giving of themselves to the community through various civic organizations. Roger Nash joined this Club in 1979 and for the past 24 years, he has been a "constant." Roger has been very committed to all the events and fundraisers.

Mr. Foster explained the Lion's Club International Foundation developed the Melvin Jones Fellowship Award to honor people who demonstrate special dedication. Melvin founded the first Lion's Club in Chicago in 1917 along with a group of other Chicago businessmen who felt they needed to do more for those who had less. The organization is now in 119 countries and has a membership of 44,000. He stated it was his honor to present ROGER NASH with the Melvin Jones Fellowship Award this evening, as he is extremely deserving and exemplifies the basis upon the entire organization was formed.

4. Presentation - Chandler United Methodist Church 90 Years:

MAYOR DUNN, requested that Pastor ROBERT MITCHELL of the Chandler United Methodist Church, join him at the podium. The Mayor asked those members of the audience who are members of the church to stand and be recognized and thanked them for their attendance at the meeting. The Mayor read the Proclamation and stated that the Chandler United Methodist Church conducted its first Sunday School under the trees at the grammar school in Chandler. The first service in town was held at the Chandler United Methodist Church in January 1913. It is historically significant that Dr. A.J. Chandler donated a large lot on the corner of Chandler

Boulevard and California Street for the new Church in January 1913, and the first building was erected on that site in April 1914, out of wood, with no windows, and was commonly known as "the old flat Church." Dr. Chandler specifically chose this site as he thought a Church should be a pivotal part of downtown. Since 1913, the Chandler United Methodist Church has served the area in the same location and in the 90 years since that first service, the Church has been a powerful source of service and tradition in the community. The Mayor expressed his appreciation to the Chandler United Methodist Church for their enduring support and services to the community.

5. Proclamation - YMCA Strong Kids Campaign:

MAYOR DUNN, assisted by MARK HANKEY, Executive Director of the Chandler-Gilbert YMCA and other members of that organization, read a proclamation in honor of the YMCA and the Strong Kids Campaign. He stated that the organization and its programs are vital to Chandler and the East Valley in developing healthy families and providing a means for all to enjoy its facilities. The Chandler-Gilbert Family YMCA enriches and expands its ongoing work with young people in the community and provides a number of programs geared specifically to young people, including swimming lessons, aquatic safety, youth leadership, sports and technology. The Strong Kids Campaign provides financial assistance to help teach our youths the power and importance of values so that they may grow up to become strong, productive adults. The City of Chandler is committed to the success of the YMCA Strong Kids Campaign and encourages the public to pledge its support as well. The Mayor proclaimed January 21st through February 21st, 2003 Strong Kids Month in the City of Chandler.

COUNCILMEMBER BRUNO, on behalf of the citizens of Chandler and the members of the City Council, welcomed Mark and his family to Arizona. She encouraged the citizens of Chandler to stop by the YMCA and to check out the expansion, the fantastic computer room that was donated by Intel, and the new gym. She said that they have doubled the size of their exercise room and invited the citizens to see first hand the wonderful amenities that are offered by this wonderful organization.

6. John Retzger - I Bid You a Fair Adieu:

Mr. Retzger was not present to address the members of the Council.

7. Tom La Bonte - Professional Behavior When Addressing Council:

TOM LA BONTE, a resident of Chandler, said that he asked to speak tonight because of a recent City Council session he watched on Cable TV, Channel 11. He noted that the specific meeting he watched was attended by a large number of Chandler Police Officers and ordinary citizens speaking about recent events that occurred within the City. He said that he was impressed by the passionate speakers who presented their remarks to the Council in a respectful manner. He added, however, that he was not pleased or impressed by one member of the public who chose to use the public forum to be extremely rude and who made obscene gestures to the audience and the members of the City Council. Mr. La Bonte spoke in opposition to this type of behavior and recommended that a handout be developed that would specify guidelines for addressing the Council and would stipulate that future Council meetings would be edited prior to broadcasting to ensure that inappropriate actions, such as those displayed by the speaker at that particular meeting, would not be shown in the future to the viewing public, particularly youths who may view the session during the day. He encouraged all speakers to present their remarks in a

respectable, professional manner in the future and thanked the members of the Council for their dedication to the community.

MAYOR DUNN thanked Mr. La Bonte for his comments.

UNSCHEDULED PUBLIC APPEARANCES:

LEIGH RIVERS, a 14-year resident of the City of Chandler, said that Chandler is a good City filled with good people, but the reason that so many people have brought up flaws recently is because they want to make the City an even better place in which to live. He spoke in support of Councilmember Anderson's suggestion relative to the formation of a regional S.W.A.T. Team. He also thanked Mayor Dunn for his efforts to secure the use of rubberized asphalt on the freeways within the City and commented on the significant long-term advantages that will result because of his hard work. He said that thanks to leaders such as these, Chandler will overcome whatever problems arise.

MAYOR DUNN thanked Mr. Rivers for his comments.

CONSENT:

COUNCILMEMBER CACCAMO indicated that he had a potential conflict of interest on Item #3 (ZCA02-0004, City of Chandler) and said that he would refrain from discussing and voting on that item.

MOVED BY VICE MAYOR HUGGINS, SECONDED BY COUNCILMEMBER WALLACE, to approve the Consent Agenda as presented, with COUNCILMEMBER CACCAMO declaring a conflict of interest as noted above and Agenda Item 35 (Liquor License for Kwik Mart) moved to the Action Agenda. MOTION CARRIED UNANIMOUSLY (7 to 0).

1. MINUTES:

APPROVED, as presented, the minutes of the Chandler City Council Special Meeting of January 6, 2003, the Regular Meeting of January 9, 2003.

2. CODE AMENDMENT: Amending/Adding to Chapter 29: Bldg. Safety Regs. Ord. #3409
(New Construction Codes)

ADOPTED Ordinance No. 3409, amending Subsections 29-1.1, 29-2, 29-3, 29-4, 29-5, 29-6.1, and adding new Sections 29-10 and 29-11, all of Chapter 29 Building Safety Regulations of the City Code and adopting by reference various uniform codes, as recommended by Staff.

3. CODE AMENDMENT: Chapter 35 – Group Home Ordinance # 3421

ADOPTED Ordinance No. 3421, (ZCA02-0004 City of Chandler), a City initiative to amend Chapter 35 (Zoning Code) of the Chandler City Code, by revising Article II pertaining to the definition of "Group Home" and by revising Article III pertaining to Use Permit requirements and review procedures relative to Group Homes, as recommended by Staff and the members of the Planning Commission.

(NOTE: COUNCILMEMBER CACCAMO DECLARED A CONFLICT OF INTEREST ON THIS AGENDA ITEM.)

4. CODE AMENDMENT: Council Approval of Contracts Ordinance #3423

ADOPTED Ordinance No. 3423, amending Section 3-9 and Section 3-11 of Chapter 3 of the Chandler City Code to establish limits for Council approval of alternative project delivery projects, as recommended by Staff.

5. DEVELOPMENT PLAN: Geneva Lakes Estates Extension Ordinance #3424

ADOPTED Ordinance No. 3424, (DVR02-0043 Geneva Lakes Extension), amending Ordinance No. 3199 by mending the condition to extend the construction timing for the rezoning from AG-1 to PAD on a 120-acre property located on the SEC of McQueen Road and Ocotillo Road. (Applicant: Andy Moore; Earl, Curley and Legarde; Owner: Paul Scherrer, Marthalinda Dairy.)

6. DEVELOPMENT PLAN: CVS Pharmacy Ordinance #3425

CONTINUED to the February 27, 2003 City Council Meeting consideration of Ordinance No. 3425, (DVR02-0040 CVS Pharmacy), a request for rezoning from C-2 PAD for an Automotive Service Facility, along with Preliminary Development Plan approval for site layout and building architecture for this 12,000 square foot freestanding commercial pad on approximately 2.04 acres, located on the NEC of Warner and Dobson Roads (Applicant: Withey, Anderson & Morris, PLC, Jason B. Morris).

7. EASEMENT/SRP: Electrical Facilities in Chuparosa Park Ordinance #3418

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 3418, granting a no cost underground power easement to Salt River Project for installation and maintenance of electrical facilities in the 28-acre Chuparosa Park located north of Dobson Road and west of Earl Boulevard, as recommended by Staff. City Council awarded a construction contract for the development of this park at their August 8, 2002 meeting. When completed, the park will contain a variety of amenities including lighted walkways, restrooms, lighted picnic ramadas, lighted sports courts, playground, water spray playground, open space and landscaping. In order to operate the facility, it is necessary for the City to grant a power distribution easement to SRP to accommodate the facilities for distribution of electricity to energize the site.

8. CODE AMENDMENT: Changes & Technical Corrections to the Tax Code Ordinance #3422

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 3411, providing for conforming changes and technical corrections to the Chandler Tax Code, as recommended by Staff. Following each Legislative session, Arizona cities, through the Unified Audit Committee, review new State laws to determine those areas of the Tax Code that require adjustment. Once this Committee approves any Tax Code changes, they are forwarded to the business community for comment and then to the Municipal Tax Code Commission for approval before presenting them to City Councils for adoption.

The Municipal Tax Code Commission approved three changes to the Model City Tax Code in November 2002 to align the Model Code with changes in State law and to make technical corrections. These changes have no significant impact on the City and will be incorporated into the Chandler Tax Code.

9. SETTLEMENT: Van Bebber v. City of Chandler, CV2001-092605

APPROVED the settlement Van Bebber v. City of Chandler, CV4001-092605, in the amount of $18,000.00, as recommended by Staff. Ms. Van Bebber slipped and fell over a raised City of Chandler water meter box and the fall necessitated surgery to her ankle.

10. USE AGREEMENT: Wireless Telecommunications/Verizon Wireless Permit for Site at Fire Station No. 2 — Ordinance #3427

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 3427, approving a Wireless Telecommunications Use Agreement between Verizon Wireless and the City of Chandler, and granting an encroachment permit for a site at Fire Station No. 2, as recommended by Staff. When the Council adopted Ordinance No. 3062, Chapter 46 of the City Code, it set forth the City's requirements for encroachment permits for use of the City's rights-of-way and public property, as well as the licensing requirements for telecommunications companies. Verizon Wireless (VAW) LLC, dba Verizon Wireless, wishes to install wireless antennas and facilities at a site at Fire Station No. 2, located at 1911 North Alma School Road.

Ordinance No. 3427 grants a renewable five-year, non-exclusive use agreement to Verizon Wireless and a site specific encroachment permit at Fire Station No. 2, pursuant to Chapter 46 and consistent with State law. This agreement also requires the company to adhere to requirements set by Chapter 35 related to Wireless Communications Facilities. The City's Fire Department and Planning and Development Department have reviewed and are satisfied with the requirements specified in the Agreement. In addition, the Police and Fire Departments have found no interference issues that would present a problem to the City's communications system, although there are provisions to remedy any interference issues if any should occur at a later date. A benefit of this agreement is that it gives the Fire Department co-location privileges at the site for its emergency communications system.

Verizon Wireless will pay permit, inspection and pavement damage fees if applicable. The company will also pay $500 a month rent for the first year and $1,000 a month for the final four years for the Fire Station site with provisions for rent increases detailed in the Agreement. There will also be 2.75% privilege taxes applied on any non-interstate telecommunication services.

11. On the Action Agenda.

12. REAL PROPERTY ACQUISITION: Park Purposes: Ryan Road — Resolution #3591

ADOPTED Resolution No. 3591, authorizing the purchase of approximately 1.78 acres of property located on Ryan Road, approximately one-half mile east of Gilbert Road, for park purposes from Standard Pacific of Arizona, Inc., a Delaware corporation, at a total cost for acquisition and certain offsite improvements, closing and associated costs, not to exceed $226,300, as recommended by Staff. The Parks and Recreation Master Plan recommends the acquisition and development of one neighborhood park site within each square mile of residential development. This site will be included with two other parcels to create a park site consisting of approximately 10 acres and will serve the needs of the area bounded by Gilbert Road to the west, Queen Creek Road to the south, Lindsey Road to the east and Germann Road to the north in the Peterson Farms subdivision.

The Seller/Developer has agreed to sell the property to the City at the fair market value of $146,100, or approximately $82,100 per acre. The offsite improvements are calculated at a cost

not to exceed $73,200. Offsite costs include reimbursing the developer for improvements completed including installing an 8" effluent water line, road paving, street lights, curb and gutter adjacent to the site. The balance of the estimated project cost is $7,000 for closing costs and a Phase I Environmental Assessment.

13. REAL PROPERTY ACQUISITION: Improvement of Dobson Rd. Resolution #3592

CLIFF FREY, 3121 N. Arizona Avenue, representing Carl and Nancy Weckerly, the owners of 6 acres of property located on the west side of South Dobson Road, thanked the Council for the opportunity to address them. He stated that the Weckerly's are concerned that the irrigation ditch that runs along Dobson Road will be replaced and are worried about where they will get water during the construction period to keep their pecan trees healthy and growing in the summer heat. He said that Staff has assured him that water will be made available to sustain the trees and therefore, it is not necessary for this agenda item to be removed from the Consent Agenda. He indicated his intention to follow up on this matter with Staff in an effort to obtain written confirmation of Staff's willingness to address the Weckerly's concerns and thanked the Council for allowing him the opportunity to address them.

ADOPTED Resolution No. 3592, determining that acquisition of the real property needed for the improvement of Dobson Road from Frye Road to 1,500 feet south of Germann Road is a matter of public necessity; authorizing the purchase of said real property; authorizing condemnation proceedings as needed to acquire such real property and to obtain immediate possession thereof, and authorizing such relocation assistance as may be required by law, as recommended by Staff. On January 9, 2003, the City Council approved the alignment for the road improvement at this location. The project requires acquisition of real property (rights-of-way and easements) from private property adjacent to, near or related to the roadway being improved. Advertising for construction bids for the project is scheduled for July 2003. The real property for the project needs to be acquired as soon as possible so that the project can proceed on schedule.

This Resolution authorizes acquisition of the real property at fair market value either by purchase or condemnation. A reasonable negotiation period will be allowed for property purchases, after which condemnation proceedings will be initiated as needed to acquire the real property and to obtain immediate possession. Relocation assistance is authorized where required by law. The project schedule has acquisitions completed or immediate possession obtained by July 16, 2003. Approximately 18 parcels are involved and Staff is currently proceeding to obtain appraisals for the project.

14. CHANGE IN PUBLIC USE: Applying a Portion of Galveston Retention Basin to another Public Use Reso. #3594

ADOPTED Resolution No. 3594, applying a portion of the Galveston Retention Basin, located at the northwest corner of Galveston Street and Chippewa Drive, to another public use, as recommended by Staff. On July 27, 1983, the City of Chandler purchased a 7,443-acre site known as the Galveston Retention Basin. Due to City projects on Galveston Street, it is necessary to increase the width of the road right-of-way. A portion of the Retention Basin acreage includes a 7-foot by approximately 482-foot strip of land along the south end of the Retention Basin that will complete the 40-foof right-of-way on the north half of Galveston Street, between Chippewa Drive and Central Drive. It is necessary to provide additional right-of-way along the south side of the Galveston Retention Basin by applying a parcel of land measuring approximately 7 feet by 482 feet to another public use, namely public roadway.

15. REAL PROPERTY ACQUISITION: 3984 W. Calle Primera/McClintock Roadway Improvement Project — Reso. #3595

ADOPTED Resolution No. 3595, authorizing the acquisition of property located at 3984 West Calle Primera for the McClintock Roadway Improvement Project, in an amount not to exceed $158,000, as recommended by Staff. On June 27, 2002, Council approved McClintock Drive Improvement Project No. ST0154-201 as well as the road alignment for the project and acquisition of real property. Staff was approached by the owner of property at 3984 W. Calle Primera, expressing concerns about the impact the proposed improvements to McClintock Drive would have on noise levels at the home and on the property value. The owner requested that the City acquire the full property, citing the impact of moving the roadway closer to the structure and of taking a significant portion of the front yard. This residence is the only property within the confines of this project featuring a residential driveway directly connecting McClintock Drive. Removal of the residence eliminates the concern posed by direct residential access to a major arterial street. This is the only property impacted in such a manner by the project. The property will be used for storm water retention and open space. This Resolution authorizes acquisition of the real property at fair market value and also authorizes relocation assistance as required by law.

16. REAL PROPERTY ACQUISITION: Improvement of Pecos Road Dobson Rd. to McQueen Rd. — Resolution #3597

ADOPTED Resolution No. 3597, determining that acquisition of real property needed for the improvement of Pecos Road from Dobson Road to McQueen Road is a matter of public necessity; authorizing the purchase of said property; authorizing condemnation proceedings as needed to acquire said real property and to obtain immediate possession thereof; and authorizing such relocation assistance as may be required by law, as recommended by Staff. On December 12, 2002, the City Council approved the alignment at this location, Project No. ST0244. The project requires acquisition of real property (rights-of-way and easements) from private property adjacent to, near or related to the roadway being improved. Advertising for construction bids for the project is scheduled for November 2003. The real property for the project needs to be acquired as soon as possible so that the project can proceed on schedule.

This Resolution authorizes acquisition of the real property at fair market value either by purchase or condemnation. A reasonable negotiation period will be allowed for property purchases, after which condemnation proceedings will be initiated as needed to acquire the real property and to obtain immediate possession. Relocation assistance is authorized where required by law. The project schedule has acquisition completed or immediate possession obtained by November 17, 2003. There are approximately 35 parcels involved. Staff is currently proceeding to obtain appraisals for the project.

17. REAL PROPERTY ACQUISITION: Riggs Rd. Improvement Project Arizona Ave. to Gilbert Rd. — Resolution #3598

ADOPTED Resolution No. 3598, determining that acquisition of real property needed for the improvement of Riggs Road from Arizona Avenue to Gilbert Road is a matter of public necessity; authorizing the purchase of said real property; authorizing condemnation proceedings as needed to acquire said real property and to obtain immediate possession thereof; and authorizing such relocation assistance as may be required by law, as recommended by Staff. On December 12, 2002, the City Council approved the alignment of a road project at this location, Project ST0124. The project requires acquisition of real property (rights-of-way and easements) from private

property adjacent to, near or related to the roadway being improved. Advertising for construction bids for the project is scheduled for October 2003. The real property for the project needs to be acquired as soon as possible so that the project can proceed on schedule.

This Resolution authorizes acquisition of the real property at fair market value either by purchase or condemnation. A reasonable negotiation period will be allowed for property purchases, after which condemnation proceedings will be initiated as needed to acquire the real property and to obtain immediate possession. Relocation assistance is authorized where required by law. The project schedule has acquisition completed by October 2003. Approximately 28 parcels are involved. Staff is currently proceeding to obtain appraisals for the project.

18. REAL PROPERTY ACQUISITION: Alma School Rd. & Warner Rd. Intersection Improvement — Resolution #3599

ADOPTED Resolution No. 3599, determining that acquisition of real property needed for the improvement of the intersection of Alma School Road and Warner Road is a matter of public necessity; authorizing the purchase of said real property; authorizing condemnation proceedings as needed to acquire said real property and to obtain immediate possession thereof; and authorizing such relocation assistance as may be required by law, as recommended by Staff. On December 12, 2002, the City Council approved the alignment for an intersection improvement at this location, Project No. ST0134. The project requires acquisition of real property (rights-of-way and easements) from private property adjacent to, near or related to the roadway being improved. Advertising for construction bids for the project is scheduled for January 2003. The real property for the project needs to be acquired as soon as possible so that the project can proceed on schedule.

This Resolution authorizes acquisition of the real property at fair market value, either by purchase or condemnation. A reasonable negotiation period will be allowed for property purchases, after which condemnation proceedings will be initiated as needed to acquire the real property and to obtain immediate possession. Relocation assistance is authorized where required by law. The project schedule has acquisition completed or immediate possession obtained by January 3, 2004. Approximately 30 parcels are involved. Staff is currently proceeding to obtain appraisals for the project.

19. MEMORANDUM OF UNDERSTANDING REVISION: City of Tempe — Resolution #3606

ADOPTED Resolution No. 3606, approving a City of Chandler/City of Tempe modification of the Memorandum of Understanding (MOU) among the City of Tempe, City of Chandler, the Taubman Realty Group Ltd. Partnership and the Mills Ltd. Partnership, as recommended by Staff. In 1996, the City of Chandler and the City of Tempe were in competition to attract outlet malls to their respective cities. The outlet mall was developed in Tempe, but an agreement was reached to provide the City of Chandler some much needed short-term revenue and to provide some permanent revenue sharing between the cities of Tempe and Chandler as a type of insurance in case the commercial development within either city turned out to be unsuccessful. Chandler received an immediate reimbursement of their expenses in the amount of $300,000 and was to receive $1.95 million of short-term payments, which did not have to be reimbursed. The City will receive approximately two additional yearly payments before the $1.95 million has been paid in full. The perpetual sharing stage of the agreement is scheduled to begin.

Both the City of Chandler and the City of Tempe have extremely successful commercial developments and as a result would be exchanging almost identical revenues with each other

and would be generating significant paperwork in the process. Therefore, Staff recommended that the agreement be modified to eliminate the perpetual sharing between the cities in order to avoid additional paperwork and accounting. This modification should not detract from the significance of entering into a perpetual sharing agreement with Tempe in 1996. If one city's commercial development had been successful and the other one unsuccessful, the shared revenue would have been critical. The City of Chandler will continue to look for opportunities to enter into such agreements with other communities.

20. REAL PROPERTY ACQUISITION: Alma School Rd. South of Chandler Blvd. Reso. #3605
Bus Pullout & Transit Shelter

ADOPTED Resolution No. 3605, determining that acquisition of real property on the east side of Alma School Road south of Chandler Boulevard for additional right-of-way in connection with the construction of a bus pullout and transit shelter is a matter of public necessity; authorizing the purchase of the real property; and authorizing condemnation proceedings as needed to acquire the real property and to obtain immediate possession thereof, as recommended by Staff. Funds have been budgeted for several bus pullouts along Alma School Road, which are currently under construction. The bus pullouts with transit shelters require a minor amount of additional right-of-way. Bus Pullout #1 is located on the east side of Alma School Road and Chandler Boulevard and requires an additional 248 square feet of right-of-way from an adjacent multi-family development. The area to be acquired is essentially vacant land with possibly some minor landscape improvements.

In January 2002, the City Council approved a Resolution authorizing the purchase of a bus shelter easement over the subject property. However, the property owner later declined to sell the easement interest. Since then, the owner has insisted on unreasonable indemnification provisions in any easement it would be willing to convey. This Resolution authorizes acquisition of the real property in fee at fair market value either by purchase or condemnation. Staff is obtaining an appraisal and title report right now. A negotiation period of at least 20 days will be provided to acquire the right-of-way through an escrowed purchase. If unsuccessful, condemnation proceedings will be initiated as needed to acquire the property and to obtain immediate possession. The area to be acquired is not on a commercial corner and is quite small. While an appraisal is being obtained at this time, the total cost should be relatively nominal.

21. On the Action Agenda.

22. IMPROVEMENT FINANCING AGREEMENT: Circle G at Riggs Homestead Ranch HOA

DAVE ROER, President of the Circle G at Riggs Homestead Ranch Homeowners' Association, said that it was brought to his attention this evening around 5 p.m. by the City Attorney's Office that someone had submitted a letter to the Council that the members of the Association found to be factually incorrect. He said that the letter was sent last night around 8 p.m. to all members of the Council and he is present to address any questions so that the item may remain on the Consent Agenda. He added that a meeting of the Circle G at Riggs Homestead Ranch Homeowners' Association was duly held in the month of May and in support of what he is saying, the full Board and a complement of the Association are present at the meeting. He reported that at the May meeting, 101 people voted in favor of annexation, 15 people against specifically annexation, and 37 people abstained and did not vote. The 15 people who voted against annexation represent approximately 11% of the 153 lots within that portion of the subdivision. Circle G at Riggs is comprised of approximately 196 lots, 43 lots on the north end of the

subdivision are already in the City of Chandler; 43 lots therefore have City services and 153 lots do not. He said that the residents find this to be extremely objectionable.

MR. ROER commented that the information forwarded to the Council stated that 34% of the homeowners voted against annexation and emphasized that this information is incorrect and, in fact, the people who voted in favor of annexation, 101 of them, represent essentially all or the very vast majority of the people who live in the subdivision and have opted to have it as their way of life. This represents 86% of the people who reside in Circle G at Riggs, and therefore a very vast majority support proceeding in this manner. He added that as far as the property values represented, the 37 people who abstained and did not vote, were generally people who did not own lots within the subdivision and this obviously represents a very small dollar value against a comparative dollar value of the people who live within the community, have built their homes there and support the annexation.

MR. ROER said that this evening, upon receiving a copy of the letter, he took it upon himself to contact another member of the community who everyone knows and respects, the letter is from Edward and LeAnn Basha, and it was written in support of the annexation. He read the letter of support for the annexation into the record of the meeting.

MAYOR DUNN thanked Mr. Roer for his input.

APPROVED, as recommended by Staff, the Improvement Financing Agreement between the City of Chandler and the Circle G at Riggs Homestead Ranch Homeowners' Association, regarding property located between Riggs Road and Chandler Heights Road, west of Cooper Road. Unit 5 of Circle G at Riggs Homestead Ranch is already within the City limits. A majority of the 153 parcel owners in the balance of the Circle G development would like to annex into the City. The HOA and the property owners desiring annexation have circulated petitions and gathered votes of the residents. In the last vote taken by the HOA, approximately 66% of the 153 property owners voted in favor of annexation. There were 101 votes in favor of annexation and 15 votes against annexation, with 37 owners not voting.

Generally, the City requires developments to comply with City standards prior to annexation. This development lacks sufficient streetlights, street signs and stop signs to be in compliance with City standards. Therefore, the residents would like the City to form an Improvement District to provide and finance the required improvements. This agreement authorizes the City to proceed with the engineering and design for the necessary improvements before annexation is completed. In addition, it provides that the HOA will pay these costs in the event the annexation is not completed for any reason, or in the event the Improvement District is not formed or is unable to pay those costs. The agreement does not bind the City Council to approve the annexation nor to form the Improvement District. It also provides that the City Council retains discretion to approve the annexation only if all the legal requirements are met and if the annexation is in the best interest of the City. However, the agreement does provide that the City will act in good faith and use its best efforts to complete the annexation and the formation of the Improvement District.

23. CLAIMS REPORT: Quarter ending December 31, 2002

ACCEPTED the Claims Report for the Accounts Payable checks for the quarter ending December 31, 2002, which is on file in the office of the City Clerk.

24. PROJECT AGREEMENT: SDB, Inc. Improvements: Surface Water Treatment Facility

AWARDED a Project Agreement to SDB, Inc. for improvements to the Surface Water Treatment Facility, Project Nos. WA0327-401 and WA0328-401, in an amount not to exceed $82,032, and to increase the expenditure limit on the annual Job Order Contract (JOC) from $500,000 to $1,000,000, as recommended by Staff. The Administration Building at the City's Surface Water Treatment Plant is over 15 years old and in need of improvements. This contract is to replace the worn ceilings throughout with a new suspended grid ceiling and to replace five of the existing glass doors on the office level for energy efficiency and weather tightness.

This action will also increase the upper limit of the annual JOC with SDB from $500,000 to $1,000,000. In the original JOC selection, the City was to award two JOC contracts, $500,000 each, for a total of $1,000,000 in annual JOC contracts. During selection, one of the three firms withdrew and one was non-responsive. Therefore, only one firm was selected and awarded one $500,000 annual contract. This will allocate the $500,000 intended for the second contract to the one selected firm.

25. PROJECT AGREEMENT: SDB, Inc. Resurfacing of Basketball Courts at Folley Park

AWARDED a Project Agreement to SDB, Inc. for resurfacing of the basketball courts at Folley Park, Project No. PR0315-401, in an amount not to exceed $26,865, as recommended by Staff. The three existing concrete basketball courts at Folley Park are cracked and broken. Staff has obtained an estimate for resurfacing of the basketball courts and negotiated with SDB, Inc. for the installation. On May 23, 2002, a Job Order Contract (No. JOC 02-01) was approved by Council and awarded to SDB, Inc. for general contracting construction services, including minor construction renovations, repairs, additions, demolition, re-constructions and alterations services to City facilities. Staff obtained estimates for five options to repair the courts and the most cost-effective solution was an epoxy coating that restores the surface of the courts. This solution was presented to SDB, Inc. and the installation contract negotiated.

26. ENGINEERING SERVICES CONTRACT: Stanley Consultants/Construction Management Dobson Rd./Elliot Rd. Intersection Improvements

AWARDED an Engineering Services Contract to Stanley Consultants for construction management of the Dobson Road/Elliot Road Intersection Improvements, Project No. ST0046-451, in an amount not to exceed $333,068, as recommended by Staff. The Dobson Road/Elliot Road intersection improvements involves the construction of asphaltic pavement, decorative crosswalks and median, storm drain, water, sewer, traffic signal, streetlights, relocation of SRP irrigation pipe and other miscellaneous work. This engineering services contract will provide construction management for the project. The contract is anticipated to begin in January 2003 and be complete by the end of October 2003.

27. ENGINEERING DESIGN CONTRACT: HDR Engineering Assoc./Solid Waste Services Complex

AWARDED an Engineering Design Contract to HDR Engineering Associates for the Solid Waste Services Complex, located at McQueen Road and Queen Creek Road, Project No. SW0302-202, in an amount not to exceed $586,546, as recommended by Staff. On February 27, 2002, the City Council selected HDR Engineering Associates to provide engineering services to design the City's Solid Waste Services Complex Transfer Station. The Solid Waste Services complex will have facilities for management and storage of hazardous household waste, recycling/storage

facility, and a new solid waste transfer station. The City awarded a contract for architectural services to design the administration building and household hazardous waste facilities to Douglas Sydnor Architect & Associates on June 28, 2002. The solid waste transfer station was scheduled to be constructed next year but was recently reprogrammed for construction this year to meet the City's timeframe for closing the landfill. Design of a transfer station requires a firm with specialized engineering experience in this type of project. The other smaller on-site buildings for the household hazardous waste and recycling/storage facility are more typical buildings, which are best designed by an architectural firm. The transfer station consultant, HDR, will be using Douglas Sydnor as their architectural sub-consultant to coordinate the transfer station appearance and aesthetics with the overall site and smaller buildings.

With the transfer station design beginning, Staff believes it is more economical and efficient to combine the facilities into one construction project. HDR Engineering Associates will provide design of the solid waste transfer station, coordination with the designer of the household hazardous waste facilities and recycling/storage facility and engineering administrative services during the development of the Construction Manager at Risk guaranteed maximum price by the contractor and during construction of the solid waste transfer station.

28. PRE-CONSTRUCTION SERVICES CONTRACT: Layton Southwest Construction Co. Solid Waste Services Complex

AWARDED a pre-construction services contract for the first step of the Construction Manager at Risk Project to Layton Southwest Construction Company for the Solid Waste Services Complex, Project No. SW0302-251, in an amount not to exceed $69,841.00, as recommended by Staff. The Solid Waste Services complex will have facilities for management and storage of hazardous household waste and a new solid waste transfer station with an attached administration building. This contract is for the pre-construction services for using the Construction Manager at Risk process to construct all of the Solid Waste Facilities, including the transfer station/administration building being designed by HDR Engineering, Inc. and the household hazardous waste and recycling/storage facility being designed by Douglas Sydnor Architect and Associates, Inc. Combining all of the facilities into one construction project will result in savings in cost due to the economy of scale and savings in staff time in administering only one contractor on the same site.

29. CONTRACT: Fullerform, Arizona Works & Dana Kepner for Waterworks Supplies

AWARDED Bid No. WD3-4510-1975 for water works supplies to Fullerform, Arizona Works and Dana Kepner, in an amount not to exceed $400,000, as recommended by Staff. The award is for the supply of a variety of waterworks products, which are stocked in the City's warehouse and used primarily by the City's Water Distribution Division. In addition to items stocked in the warehouse, Water Distribution will purchase some of the requested items direct from the recommended suppliers. Some of the products available under the requested contract include hydrants, valves, copper and brass fittings, mechanical joints, fittings and pipe. The contract will have a one-year term with provisions to extend for two additional one-year periods.

30. CONSTRUCTION CONTRACT: Mandan, Inc. Patio Door Replacements at 127 North Kingston Street (Elderly Housing)

AWARDED a construction contract to Mandan, Inc. for the patio door replacements at 127 North Kingston Street (Elderly Housing), Project No. HO0305-401, in an amount not to exceed $31,977, as recommended by Staff. The City's Housing and Redevelopment Division manages 310 units of Public Housing. The Division included this patio door replacement project in their five-year

Capital Fund Program (CFP), which was approved by HUD. This construction contract is to replace all existing exterior patio doors on 35 units. Existing doors are 32 years old, have become unsightly and are a source of high maintenance. This upgrade will enhance the appearance of each unit, reduce maintenance costs, and provide the elderly residents with a lighter and more manageable patio door. The contract time is 60 calendar days. City Staff will provide construction management.

31. CONSTRUCTION CONTRACT: R.C. Wherty Construction, Inc. - Front Door Replacements at 127 N. Kingston St. (Elderly Housing)

AWARDED a construction contract to R.C. Wherty Construction, Inc. for front door replacements at 127 North Kingston Street (Elderly Housing) Project No. HO0304-401, in an amount not to exceed $24,077, as recommended by Staff. The City's Housing and Redevelopment Division manages 310 units of public housing. The Division included this front door replacement project in their five-year Capital Fund Program (CFP), which was approved by HUD. This construction contract is to replace all existing exterior front doors on 36 units. Existing doors are 32 years old, have become unsightly, and are a source of high maintenance. This upgrade will enhance the appearance of each unit, reduce maintenance costs and provide the elderly residents with a lighter and more manageable front door. The contract time is 45 calendar days. City Staff will provide construction management.

32. APPROPRIATIONS TRANSFER: Airport

APPROVED an appropriations transfer in the amount of $31,500 from Airport Contingency Reserves to Airport Public Liability $5,283 and Airport Aviation Gas and Oil $26,217; and $61,500 from Airport Capital to Airport Aviation Gas and Oil, for a total appropriations transfer of $93,000.00, as recommended by Staff. One aspect of the Airport's public liability policy includes coverage for acts of terrorism. The FY 02-03 budget anticipated insurance costs prior to recent Federal legislation implementing higher minimum coverage limits at airports for this type of liability insurance. To meet these new limits, an additional premium payment is required on or before February 6, 2003. To maintain airport liability coverage for acts of terrorism, the transfer of appropriation in the amount of $5,283 from airport non-departmental contingency reserves to the airport non-departmental public liability line item is needed.

Sale of aviation fuel at the airport will exceed budget projections. The FY02-03 airport revenue estimates were based upon the airport's purchase/sales of approximately 80,000 gallons of aviation fuel. If current sales trends continue, staff anticipates the purchase/sale of approximately 133,000 gallons for FY 02-03. To allow the continued and uninterrupted purchase and sales of aviation fuel by the City through the end of the fiscal year, the transfer of appropriation in the amount of $87,717 from airport non-departmental contingency reserves and Airport Capital to the airport non-departmental aviation as and oil line item is needed for fuel purchases. The appropriation transfer requested from Airport Capital is the City's matching share to FAA/ADOT grants that are not anticipated to be received in FY 02/03.

33. FUNDING INCREASE: City of Peoria Contract for the Purchase of Water Meters from Mountain States Pipe & Supply

APPROVED a funding increase to the City of Peoria Contract P8-0069 for the purchase of water meters from Mountain States Pipe and Supply, in an amount not to exceed $700,000, as recommended by Staff. In June 2002, Council approved use of the City of Peoria contract for purchase of water meters in an amount of $764,700. In the six months following that approval,

the City has spent approximately $682,000 on water meters. Aging meter failures have required a 61% increase in meter replacement over the amount originally anticipated. Based on current trends, Staff estimates that an additional $700,000 will be required for a total contract cost of $1,464,700.00. A portion of the City's expenses (approximately $900,000) is offset by Development Fees for new meter installations. The City of Peoria's contract expires July 31, 2003 with provisions to extend for one additional year.

34. PURCHASE: RecWare Safari Touch Tone Registration Software System from Active.com, Inc.

APPROVED the Sole Source purchase of RecWare Safari Touch Tone Registration Software System from Active.com, Inc. in an amount not to exceed $36,129.00 as recommended by Staff. Since 1990, the Community Services Parks and Recreation Division has used RecWare to book facility reservations and process program/class registration. As the development of software improved, the Department upgraded the program to RecWare Pro around 1994. RecWare Pro met the needs of the Department until early 2000 when the department began analyzing future needs. In April 2001, the RecWare Pro software was upgraded to RecWare Safari because the Department had outgrown the program, because it did not allow for future technological enhancements, such as On-line or Touch Tone registration, and did not allow for computer links with satellite recreation centers.

Since the upgrade to RecWare Safari, Community Services implemented On-Line registration in August 2002 (fall registration). 47% of enrollments were completed via the internet. During the winter registration, 78% of enrollments were completed via the internet. The next phase to the software upgrade is the implementation of Touch Tone technology. This software will permit residents the option to register by phone, which will allow for greater customer service and give participants another option of registration methods. The Department is proposing a 16-line system to handle heavy registration volume and eliminate busy signals and wait time. This implementation of this phase will complete the software upgrade.

35. Moved to the Action Agenda - LIQUOR LICENSE: Kwik Liquor

ANGELA PETERS, a Chandler resident, requested that this item be placed on the Action Agenda.

36. SPECIAL EVENT LIQUOR LICENSE: St. Mary Basha Catholic School

APPROVED a City of Chandler Special Event Liquor License and that a recommendation for approval of a State Special Event Liquor License for the St. Mary Basha Catholic School be forwarded to the State Department of Liquor Licenses and Control. The Church plans to hold a Mardi Gras celebration school fundraiser on Saturday, March 1, 2003 from 6:00 p.m. until 12:00 a.m. at Seton Catholic High School located at 1150 North Dobson Road. With a Special Event Liquor License, the organization can sell all alcoholic beverages within the confines of the event during the designated event periods. The Police Department reported no objections to the issuance of the license. As the applicant is a non-profit organization, no sales tax license is required; however the special event liquor fee has been paid.

37. SPECIAL EVENT LIQUOR LICENSE: St. Katherine Greek Orthodox Church

APPROVED a City of Chandler Special Event Liquor License and that a recommendation for approval of a State Special Event License for St. Katherine's Greet Orthodox Church, be

forwarded to the State Department of Liquor Licenses and Control. The Church plans to hold an outdoor food Festival and Church Fundraiser on Friday, February 14, 2003 from 5:00 p.m. to 10:00 p.m.; Saturday, February 15, from 11:00 a.m. to 11:00 p.m.; and Sunday, February 16th, from 11:00 a.m. to 6:00 p.m. at the City of Chandler Community Center and surrounding area. With a Special Event Liquor License, the organization can sell all alcoholic beverages within the confines of the event during the designated event periods. The Police Department reported no objections to the issuance of this license. As the applicant is a non-profit organization, no sales tax license is required; however, the special event liquor fee has been paid.

38. FINAL PLAT: Calabria

APPROVD the Final Plat (FPT02-0063 Calabria), a 30.2-acre parcel divided into 47 single-family home lots on the SWC of Brooks Farm Road and Cooper Road. (Applicant: Kachina Tree Farms, L.L.C.) This request is for a subdivision in Southeast Chandler. The development has private streets with a gated entry and a central open space area. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required right-of-ways.

39. FINAL PLAT: Price and Germann Professional Center

APPROVED the Final Plat (FPT02-00655 Price and Germann Professional Center), a 38.9-acre parcel divided into 2 industrial lots on the NEC of Price and Germann Roads. (Applicant: Price and Germann Roads, L.L.C.) This plat is for the property that includes the AmeriCredit building now under construction. The subdivision divides the larger parcel into one lot and one tract. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required right-of-ways.

40. AGREEMENT EXTENSION: Brown Evans Distributing & Phoenix Fuel Co. - Dispensed Fuel

APPROVED an agreement EXTENSION (FAO9140-1630) for dispensed fuel with Brown Evans Distributing and Phoenix Fuel Company, in an amount not to exceed $3,100,000, as recommended by Staff. The City has an ongoing requirement for fuel used in various City vehicles and equipment. Last year the City used approximately 453,000 gallons of unleaded and 81,000 gallons of diesel. In February 2000, the City Council awarded an agreement for dispensed fuel to Brown Evans and Phoenix Fuel. The contract was awarded for a three-year term with provisions to extend for two additional three-year periods.

MOVED BY VICE MAYOR HUGGINS, SECONDED BY COUNCILMEMBER WALLACE, to approve the Consent Agenda as presented, with COUNCILMEMBER CACCAMO declaring a conflict of interest on Item #3 and Agenda Item 35 (Liquor License for Kwik Mart) moved to the Action Agenda. MOTION CARRIED UNANIMOUSLY (7 TO 0).

ACTION:

Items on the Agenda were discussed out of order, but for purposes of clarity will remain as listed on the agenda.

11. CODE AMENDMENT: Adding Chapter 41 to the City Code (Establishing an Architectural Excellence Award Committee) Ord. #3428

GLEN VAN NIMWEGEN addressed the Council relative to this agenda item and stated that in response to Council direction, Staff has put together a program that recognizes outstanding

architectural projects in urban design in the City of Chandler. He said that Staff is seeking Council approval of two actions this evening, the first is to introduce and tentatively approve Ordinance No. 3428, which establishes the Architectural Excellence Awards Committee and the second, to allocate funding in the amount of $20,550 from General Fund Non-Departmental Council Reserve to the Planning and Development Department operating budget to fund the first year of the program.

MAYOR DUNN stated the opinion that this program represents a continuation of efforts that the Council has been doing for a number of years as far as demanding the best quality of life and the highest standards of design for projects within the City of Chandler. He added that the program is modeled after what other communities, such as Tempe, Scottsdale and Santa Fe, New Mexico, have done. He added that back in 1994, the City began adopting standards for all types of development in the City and said that effort was expended to get the word out to the development community exactly what the City's expectations are in this important area. He stated the opinion that citizen response has been strong and positive and the results are in line with the Council's overall vision for the City. He added that the policies that are in place enhance the quality of life in Chandler and greatly improves the identity of the City itself.

MAYOR DUNN added that in his opinion, the highest design standards should apply to all facets of development, from Wal-Mart to Nordstrom's, and added that they all provide opportunities to develop unique environments that will ultimately enhance the image and quality of life citizens enjoy in this City.

COUNCILMEMBER WALLACE expressed appreciation to Mayor Dunn for his efforts to bring this issue forward but said that given the City's current financial situation, she does have some concerns regarding funding associated with this issue. She commented on the fact that City departments were told that they could not bring forward requests this year and said that although she thinks that the idea is a good one and should be acted upon in the future, she does question whether now is the appropriate time to allocate funding for this purpose.

MAYOR DUNN noted that the funds would be allocated from Council reserves and stated the opinion that the expense is minimal when compared to the overall benefits that are received. He added that it will probably take at least a year to get the project "up and running" and reiterated the opinion that the minimal cost is well worth the eventual outcome.

COUNCILMEMBER WESTBROOKS asked whether any other avenues were available for this type of recognition. He commented on the fact that the Council attends annual Valley Forward meetings where facilities are recognized for environmental and architectural excellence and questioned whether another avenue such as this may be more cost effective and still provide the City with the ability to recognize worthy contributors.

MR. VAN NIMWEGEN responded that he is not aware of any other program available within the City and said he is familiar with the Valley Forward awards but that is the only other venue of this type he can think of.

MR. BALLARD stated that in terms of within the City of Chandler, he is not aware of any organization or group that recognizes or awards architectural excellence but added that the Arizona Planning Association hosts an annual awards program. He explained that the organization's program is oriented towards recognizing planning documents and proposals rather than architecture and design. He added that the American Institute of Architects most likely

participates in an awards/recognition program as well but noted that their awards are on a national rather than local level.

In response to a question from COUNCILMEMBER WESTBROOKS relative to ongoing costs associated with the program, Mr. Van Nimwegen stated that approximately ten categories have been identified. He said that Staff envisions an Excellence Award and a Merit Award in each one of those categories and added that potentially there could be years when there isn't an "Excellent" project to recognize and the costs could therefore vary from year to year based on the number of awards. He estimated that the range of awards would be anywhere from 0 to 40 and added that the "worse case" scenario as far as costs go would be $8,000 for 40 awards. He noted that awards banquets and the awards themselves will require approximately 75% of the total funding, not including any Staff time.

COUNCILMEMBER WESTBROOKS said that he supports the concept and agrees with the importance of recognizing architectural excellence. He said that his concerns have to do with the fact that he attended meetings this week with both social service and faith based groups and they expressed concerns regarding a lack of resources available to carry out their critical and much needed programs. He stressed the importance of attempting to provide this type of recognition while still meeting the needs of organizations that provide much needed services to the community. He stated that it is his hope, should the program be approved and move forward, that funding for social service programs is also looked at during the budget process.

COUNCILMEMBER CACCAMO asked whether other cities were involved in similar programs and Mr. Van Nimwegen advised that the proposed program has been modeled after a program that has proven to be successful in the City of Tempe.

VICE MAYOR HUGGINS recalled difficult economic times that occurred during the late 1980's and said that at that time, the City of Chandler made a decision to implement a program entitled "Striving for Excellence," and said that since that time, the City has constantly been striving to achieve excellence. He spoke in support of the proposal.

MOVED BY VICE MAYOR HUGGINS, SECONDED BY COUNCILMEMBER CACCAMO, that Ordinance No. 3428, adding Chapter 41 to the City Code establishing an Architectural Excellence Award Committee be introduced and tentatively approved and authorizing the allocation of $20,500 from General Fund Non-Departmental Council Reserve to the Planning and Development Department operating budget.

COUNCILMEMBER WALLACE stated that she remembers Tomorrow Conferences that were held in the 80's and 90's. She advised that they highlighted architectural excellence demonstrated by various Chandler based businesses at those conferences. She added that she does not know what was involved in the process but suggested that representatives from the Chamber of Commerce be asked to look into this. She also asked whether avenues exist through which private monies could be generated to fund this type of program.

MAYOR DUNN commented that the monies being allocated this evening represent "seed money" and nothing more. He said that he envisions that once the program is up and operating, opportunities will present themselves to raise private donations to fund this worthwhile program. He added that previous award recipients would be part of the fund raising process itself and added that the Chamber of Commerce, downtown businesses and industry representatives may all become part of the process. He stressed the importance of a public/private partnership in this area but said initially, he believes the City must fund the "seed money" to get the program started.

In response to a question from COUNCILMEMBER WESTBROOKS, Mr. Van Nimwegen said that the City of Tempe has greatly benefited from the program in effect in that community in terms of achieving higher standards and improving the overall identity and quality of product in that municipality.

COUNCILMEMBER WALLACE reiterated her concerns relative to timing and funding and said that although she believes the proposal has merit, she does not believe now is the appropriate time to fund such a program.

COUNCILMEMBER WESTBROOKS stated the opinion that the City already excels in the architectural design area but said that he is willing to support the program in an effort to gauge it's success and impacts in the future. He noted that the Council will have the opportunity to review the proposal during each budget cycle and will have the ability at that time to judge the program's overall value and contribution to the community.

MOTION CARRIED BY MAJORITY VOTE (6 to 1), with COUNCILMEMBER WALLACE voting No.

MAYOR DUNN thanked Mr. Van Nimwegen for his presentation.

21. PRELIMINARY DEVELOPMENT PLAN: Wells Fargo Ocotillo Corp. Center, Phase 1A

Principal Planner BOB WEWORSKI addressed the Council relative to this agenda item and said that this case (PDP02-0025 Wells Fargo Ocotillo Corporate Center, Phase 1A) is a request for preliminary development plan approval for Phase 1A (Buildings A and B) of a commercial office center located on the NWC of Price Road and Queen Creek Road. (Developer: Wells Fargo-Corporate Properties Group.) He added that the proposal is for the first two buildings, a total of 6 corporate office buildings, in this location. He said that this location has been the model for Chandler's high-tech corridor for corporate office development and high technology businesses as well.

MR. WEWORSKI noted that the applicant has provided an exhaustive amount of illustrations in the development booklet, as well as a video animation, which they are prepared to air this evening. He said that the applicant has worked closely with Staff in an effort to arrive at the very best product for this location and stated the opinion that the proposal complements the location extremely well. He noted that the buildings are 200,000 square feet each, four stores high, and they are centered around a large pedestrian plaza that ultimately will extend all the way throughout the entire office complex. He noted that extensive landscaping has been done along the Price Corridor as well as on Price Road and noted the presence of a large cascading water feature in the corner. He added that Staff believes that the building architecture is very appropriate for this area and noted the pedestrian features that have been included in the project. He discussed Staff's opinion that the project is consistent with the City's commercial design standards and said that Staff as well as the members of the Planning and Zoning Commission unanimously recommend approval of the project.

MR. LEO BAUMAN, representing Wells Fargo Corporate Properties Group, introduced the other members of the Project Development Team which included: Charles Brietenbucher, Scott Ebert, Richard Landry Cinda Wilford, Ron Heck, Francis J. Slavin and Tim Hoval.

At this time the video was aired and a brief presentation took place highlighting the details of the proposal.

In response to a question from MAYOR DUNN, the Mr. Bauman advised that in accordance with the purchase agreement, the existing dairy is currently under a purchase agreement and due to close escrow on March 13, 2003. He anticipated that the dairy will move to its new location in Maricopa sometime prior to the March 13th date. He added that they anticipate scheduling a ground breaking ceremony for sometime in April and said that the members of the Council will be asked to participate in that event. He estimated that they will begin occupying the first of the two buildings in August of 2004, and fully occupying the buildings through March of 2005. He noted that at completion they will have nearly 2,000 team members sharing office space at this location.

Discussion ensued relative to the fact that on the south 25 acres, in order to mitigate dust and weed problems, the applicant will be looking towards some temporary agricultural uses, such as alfalfa, for the interim period of time.

MAYOR DUNN thanked Staff and the applicants for their presentation. The applicants also extended their appreciation to Staff and the members of the City Council.

MOVED BY COUNCILMEMBER ANDERSON, SECONDED BY COUNCILMEMER WALLACE, that Preliminary Development Plan DPD02-0025 Wells Fargo Ocotillo Corporate Center Phase 1A, for Buildings A and B of a commercial office center located at the NWC of Price and Queen Creek Roads, be approved subject to the conditions recommended by the Planning Commission and Staff.

MOTION CARRIED UNANIMOUSLY (7 TO 0).

35. LIQUOR LICENSE: Kwik Liquor (Kwik Mart)

APPROVED a request for City of Chandler Series 10, Beer and Wine Store Liquor License #10074474 and that a recommendation for State Liquor License No. 300000553 for Nawal Z. Aranki, Agent, RZA Enterprise LLC, dba Kwik Liquor (Kwik Mart) at 600 W. Galveston Street, be forwarded to the State Department of Liquor Licenses and Control. The Police Department reported no objections to the issuance of the license and no written protests have been received. All licenses, permits and fees have been paid and the applicant is in compliance with the City's Tax Code. With a Series 10, the business my sell beer and wine only for off-premise consumption.

ANGELA PETERS, a 16-year resident of the City of Chandler, spoke in opposition to the approval of this liquor license. She expressed concerns relative to the placement of the liquor store at the corner of Galveston and Hartford and commented on the fact that the Circle K that has been operating at that location already allows the sale of liquor but it is not a prominent item. She said that the Circle K is accessible to all people, not just adults, and stated the opinion that the proposed change to a liquor store is too close to the neighboring Hartford School and is too close to Chandler Junior High School as well as Chandler High School. She added that the neighborhood has been trying to redevelop and many of the neighbors, including herself, have worked collectively to try to improve their properties and their community. She expressed the opinion the placement of a liquor store at this location would be contrary to neighborhood improvements and will negatively impact the area and public safety. She commented on illegal activities that already occur within the neighborhood and said that additional problems are not

needed or wanted by the residents in that area. She requested that the Council deny the applicant's request to establish a liquor store at this location.

LAURIE STEVENS, Tax and Utility Services Manager, confirmed that there are no school or churches located within close proximity to the proposed store and that the applicant has applied for a liquor license rather than a use permit.

MR. CLIFF FREY, representing the applicant, stated that the owner's intention is not to convert the property to a liquor store. He said that the Circle K's lease has expired and they are leaving and a new tenant is coming in who intends to operate the business as a convenience store. He noted that the amount of liquor that will be sold at that location is actually being reduced and explained that at the current time, Circle K sells hard liquor, including whiskeys. The new owner intends to sell only beer and wine and therefore, the intent is to help the neighborhood rather than negatively impact it.

In response to concerns expressed by COUNCIMEMBER BRUNO relative to the fact that the proposed name of the new store appears to be Kwik Liquor, the owner of the property clarified that the name on the application is incorrect and the name of the new store will in fact be Kwik Mart rather than Kwik Liquor. He added that the phones that are currently in the store belong to Qwest Communications and the other phones have been removed from the property.

COUNCILMEMBER WESTBROOKS commented on the fact that the new store will be downsizing the liquor license from a Series 9 (hard liquor) to a Series 10 Beer and Wine License and asked what the percentage of food and liquor is sold in the store. The owner responded that 22% beer and wine sales and 78 to 80% food sales are anticipated. He added that the intention is to sell less liquor and more food at that neighborhood location.

In response to a question from Councilmember Westbrooks relative to whether the amount of beer and wine sales are limited in accordance with the license, Ms. Stevens stated that there is no limit on that type of license as far as the percentage of beer and wine sales that can occur. She added that the Council does not have the authority to place a stipulation regulating the amount of sales that can occur in accordance with a State license.

COUNCILMEMBER ANDERSON stated the opinion that the proposed downgraded use will impact the neighborhood less than the Circle K business did as far as the type and amount of liquor that will be sold.

Discussion ensued relative to the fact that the business will be operated as a "family" business.

In response to a question from COUNCILMEMBER BRUNO, Ms. Peters commented that the proposed downgrade is a positive action. She added that she does have concerns regarding the potential percentages of beer and wine sales that may occur and the fact that no limitations exist. Ms. Peters added that if they can rely on the new owners' statements, the neighborhood will not be impacted and she indicated her intention to monitor the situation. Ms. Peters thanked the members of the Council for addressing and responding to her concerns.

COUNCILMEMBER WALLACE commented that she has received a few calls relative to the proposed change in ownership and its proximity to Hartford Elementary School. She asked how close the store actually is to that school. MR. BALLARD stated that he does not know specific distances, but does know that the store is beyond the 300-foot limit. MS. STEVENS said she believes it is approximately 400 feet away from the school site.

VICE MAYOR HUGGINS said that he too has received calls relative to this issue and asked whether the applicant has already stopped selling hard liquor at that location. The owner responded that the Circle K lease expires on February 15th and at that time, the sale of hard liquor will cease.

Ms. Stevens reported that that the current license belongs to Circle K.

COUNCILMEMBER WESTBROOKS noted that if the applicant wanted to upgrade the license in the future to include the sale of hard liquor, the matter would come before the Council for consideration and a recommendation.

MOVED BY VICE MAYOR HUGGINS, SECONDED BY COUNCILMEMBER WALLACE, to approve Liquor License No. 10, Beer and Wine Liquor Store License and that a recommendation for approval of State Liquor for Nawal Z. Aranki, Agent, RZA Enterprise, LLC, dba Kwik Mart, at 600 West Galveston Street, be forwarded to the State Department of Liquor Licenses and Control.

PUBLIC HEARING:

PH1. ANNEXATION: Approximately 320 acres of land located at the SWC of Ocotillo and Lindsay Roads.

THIS ITEM WAS WITHDRAWN

SPECIAL ORDERS OF THE DAY:

A. Mayor's Announcements:

MAYOR DUNN stated that the Mayor's State of the City address will take place on Tuesday, January 28th at the Center for the Arts. He announced that a City Council reception will be held at 6:00 p.m. and at 6:30 remarks will take place. He invited the citizens of Chandler to attend this meeting.

He commented on the Celebration of Unity events that took place this past weekend as well as the Multi-Cultural Festival and thanked Staff and the members of the Human Relations Commission for their efforts in this regard.

The Mayor announced that Winterfest activities, featuring snow, will be held on February 1st at the downtown Library Plaza from 9 a.m. until Noon.

He stated that a Black History Celebration will take place on February 7th and 8th . He discussed the fact that Councilmember Westbrooks spoke at the opening of a photography exhibit downstairs and said it was a wonderful event. He added that this will be a kickoff for the South Chandler Self Help Foundation in presenting the annual Black History Celebration and both events are free and open to the public. Part I will be held on Friday at 7:30 p.m. at the Chandler Center for the Arts and will feature a wide variety of entertainment, skits and displays. Part II will take place on Saturday, from Noon to 5:00 p.m. at Folley Park. He added that this event will also feature entertainment, food and beverages and encouraged attendance at this celebration.

B. Councilmembers' Announcements:

COUNCILMEMBER ANDERSON announced that he, along with Councilmembers Bruno and Caccamo, attended a faith based community meeting sponsored by Councilmember Westbrooks and thanked the members of the community for their attendance at this worthwhile event. He also thanked Councilmember Westbrooks for his efforts to schedule this event.

MAYOR DUNN said that he would have been present to support Councilmember Westbrook's efforts had he not been present at the East Valley's Mayor's Luncheon with the Governor. He too thanked Councilmember Westbrooks for his efforts and noted that the Governor stressed the importance of "working together" to achieve common goals, He said that he has had several conversations with the Governor and she has committed to not cutting any State Shared Revenues and recognizes what Chandler does as a major East Valley City.

COUNCILMEMBER WESTBROOKS thanked everyone who participated in the faith based community event and also discussed his attendance at an East Valley Habitat for Humanities event last weekend that took place. He reported that the organization builds affordable homes for needy families and the families actually participate by putting sweat equity into the homes. He noted that a house dedication took place and commented on the worthiness of this program.

VICE MAYOR HUGGINS announced that the Fire Department's annual banquet will be held tomorrow, Friday, January 24th.

Adjournment: The meeting was adjourned at approximately 8:48 p.m.

ATTEST: Marla Paddock
City Clerk

MAYOR

Approved: 02-13-2003

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the City Council of Chandler, Arizona, held on the 23rd day of January 2003. I further certify that the meeting was duly called and held and that a quorum was present.

Marla Paddock
City Clerk

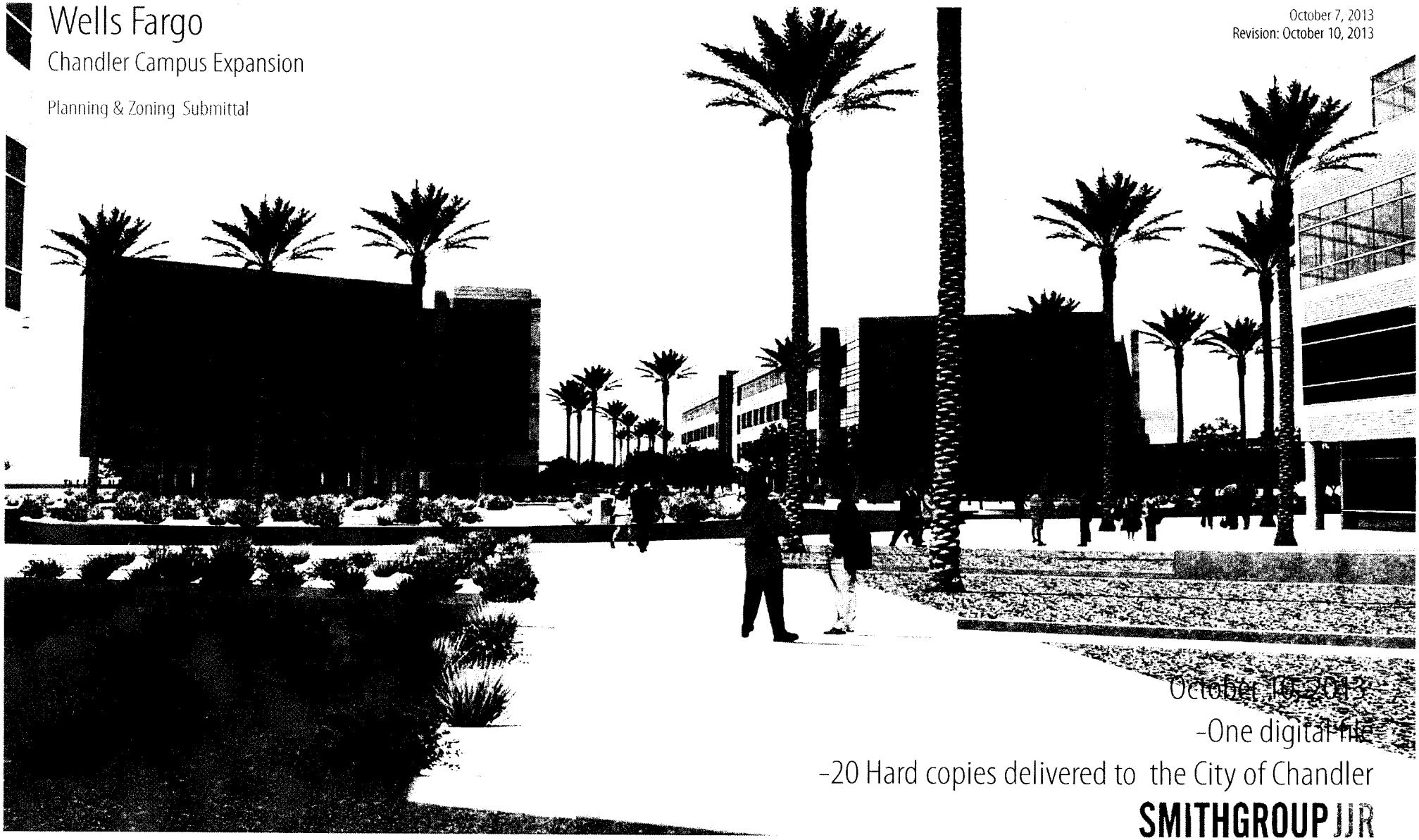
EXHIBIT 5

Wells Fargo

Chandler Campus Expansion

Planning & Zoning Submittal

October 7, 2013
Revision: October 10, 2013



October 15, 2013

-One digital file

-20 Hard copies delivered to the City of Chandler

SMITHGROUPJJR

WF00067

East Entrance

Table of Contents

Design Narrative

Revision: October 10, 2013
(miscellaneous changes to text)

Architectural Design Narrative

The Wells Fargo Chandler Campus Expansion will provide twice the floor area of the existing office buildings (A and B) and add a parking structure on the site located at the northwest corner of Price Road and Queen Creek Road in Chandler, Arizona. The new design will consist of two 4-story buildings (D and E), and a 4-level parking garage.

The new buildings are located in alignment with and south of the existing buildings, thus extending the courtyard on the campus. The new site area will have landscape features and plantings similar to the existing landscaping. The courtyard area lying between the buildings will have spaces arranged to provide opportunities for outdoor dining as well as accommodating both larger and smaller employee gatherings and events. There is an emphasis on providing shade to encourage use of the outside gathering space.

The exterior design will not only remain compatible with the existing 10-year old office buildings, but also exhibit modern office planning strategies and regionally responsive sustainable architecture. The two new office buildings are almost identical in appearance with slight variations in the plan and elevations. The same materials applied on existing buildings A and B- precast, metal panel and glass - are used on Buildings D and E. The precast and metal panel materials are also used on the design of the parking garage. Emphasis is placed on aligning the horizontal architectural elements of the existing buildings and the new buildings so as to visually connect the existing to the new. Similar building materials are used in a new way responding to cost, design strategies, and environmental conditions. The office space will be heated and cooled by an under-floor air distribution system, which reduces energy costs and allows greater individual control of temperatures in the various offices and workstations within the buildings. The new office buildings will house administrative staff, call center functions, and a cafeteria intended to serve all staff on site.

The architecture of proposed buildings D and E is founded upon an "offset core" which shifts building services to the west, resulting in an open, flexible floor plan for the north, south and east sections of the buildings. The north and south façades display floor-to-ceiling glass, exposing the interior office space to open views and daylight. The east façade offers a more controlled design with ribbon-punched windows, balancing views and daylight against unwanted heat gain. The east elevations also play a significant role in presenting a cohesive campus expression along Price Road. The horizontal expression of the precast with reveals relates in color and proportional area to, while not mirroring, the panels on Buildings A and B. This updated approach also relates to the use of metal panels, which are incorporated on the north and south ends of the east elevations so as to emphasize the open, transparent qualities of the floor-to-ceiling glass reserved for the north and south elevations.

The use of color and the horizontal alignment of key architectural elements unify the campus's east elevations, exhibiting the modern genre of the buildings. The west elevation captures a very sustainable approach due to the high-heat load demands of the façade orientation. Windows are strategically placed along the west elevation of buildings D and E maximizing daylight and views while accommodating the offset building services core. Primary windows are located at the ends of corridors in the building service areas, while smaller, secondary windows are located in programmed areas. Overall, the window composition exhibited by the west elevation results in variety and is responsive to the energy demands of the building.

Landscape Design:

General Theme
The underlying intent of the landscape design is to expand the current development and promote a greater campus atmosphere by holistically integrating the landscape design of the expansion area with the existing campus site. Phase II of the campus will build on existing infrastructure and set the stage for future development by blending and balancing proposed improvements with the existing character and design of the campus. Where appropriate, the landscape and hardscape design for Phase II will draw from the existing material inventory and site planning exemplified on-site, including plant palettes, densities, hardscape materials, site amenities, and lighting as well as the spatial qualities and programming of exterior spaces adjacent to buildings.

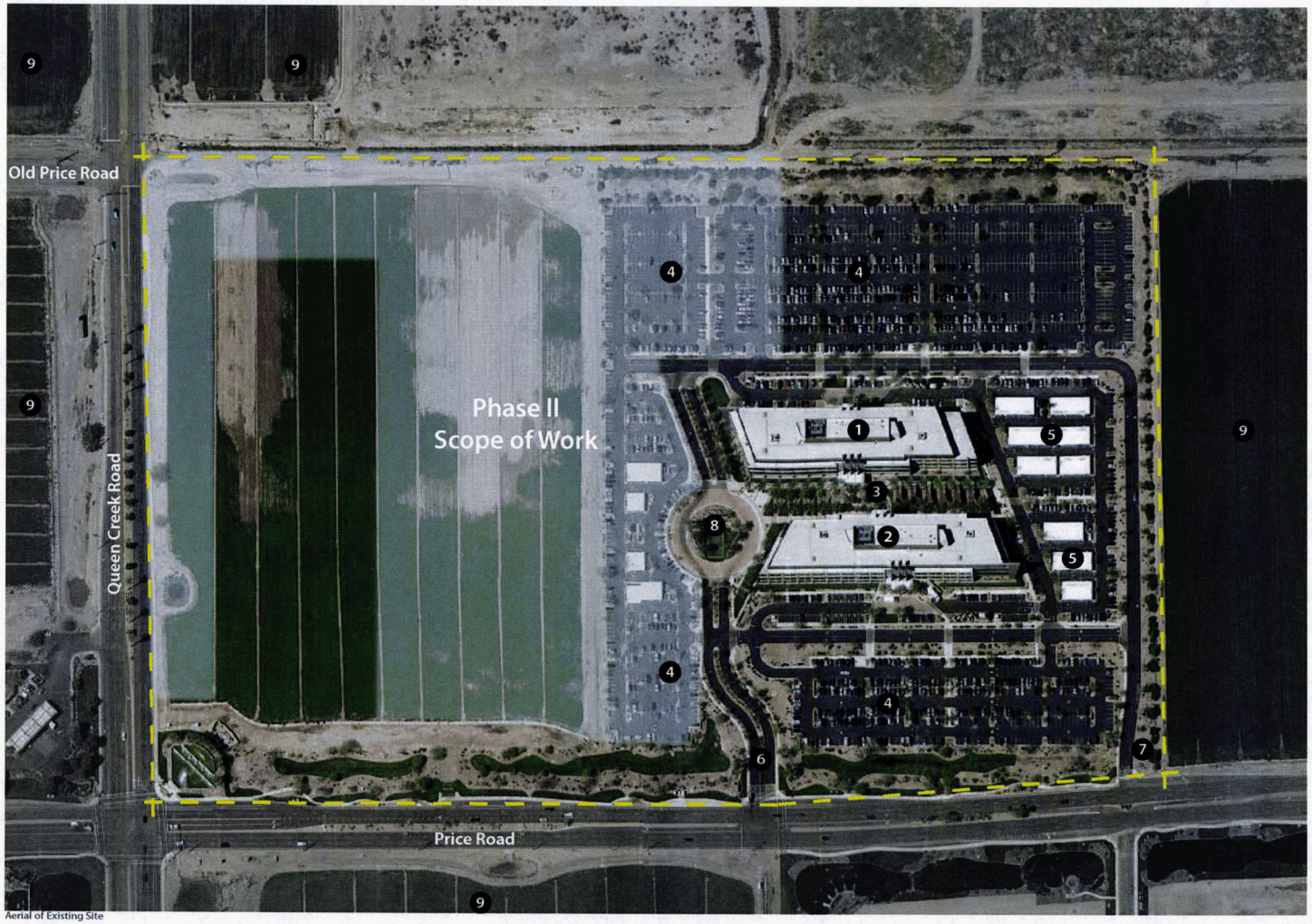
Project Landscaping
The new landscape improvements will adhere to applicable size and density requirements set forth in City of Chandler development codes for this project zoning classification and reflect the contextual design character of the Price Road Corridor. A majority of the plant species installed during Phase I of the Wells Fargo campus will be utilized for Phase II with the goal that future improvements blend with the existing site development in a seamless manner. New landscaping installed as a part of Phase II will be irrigated by an automatic, underground irrigation system extended from the existing reclaimed water supply currently feeding the north portion of site.

Courtyard Landscaping

The south courtyard is designed with central curvilinear paths that delineate exterior space and serve to guide visitors to building entries, as well as provide emergency and maintenance vehicle access to the interior. A large patio area is located just southwest of the drive circle and provides abundant outdoor café seating which may alternatively serve as a large, flexible outdoor event space. Similarly, the south end of the courtyard provides a generous sloped lawn panel surrounded by wide walkways and palm trees that can host various size groups. Large, free-standing shade canopies are located at either end of the courtyard, and smaller canopies flank building entries offering additional areas for outdoor gatherings. A variety of fixed and moveable seating of various sizes is provided in shaded areas outside the café space, as well as more intimate and secluded locations throughout the north-south expanse of the courtyard beneath a dense, shaded tree canopy. The design of the south courtyard will coordinate with the design of the existing north courtyard by integrating similar concrete colors, finishes, site furnishings, planters and lighting. Landscape areas are planted with date palms to soften building scale, trees for shade, then shrubs and accents at pedestrian scale that will provide a variety of color and texture throughout the different seasons.

Existing Site

1. Building A
2. Building B
3. Courtyard
4. Parking
5. Covered Parking
6. Main Vehicular Entrance
7. Vehicular Entrance
8. Water Feature
9. Agricultural

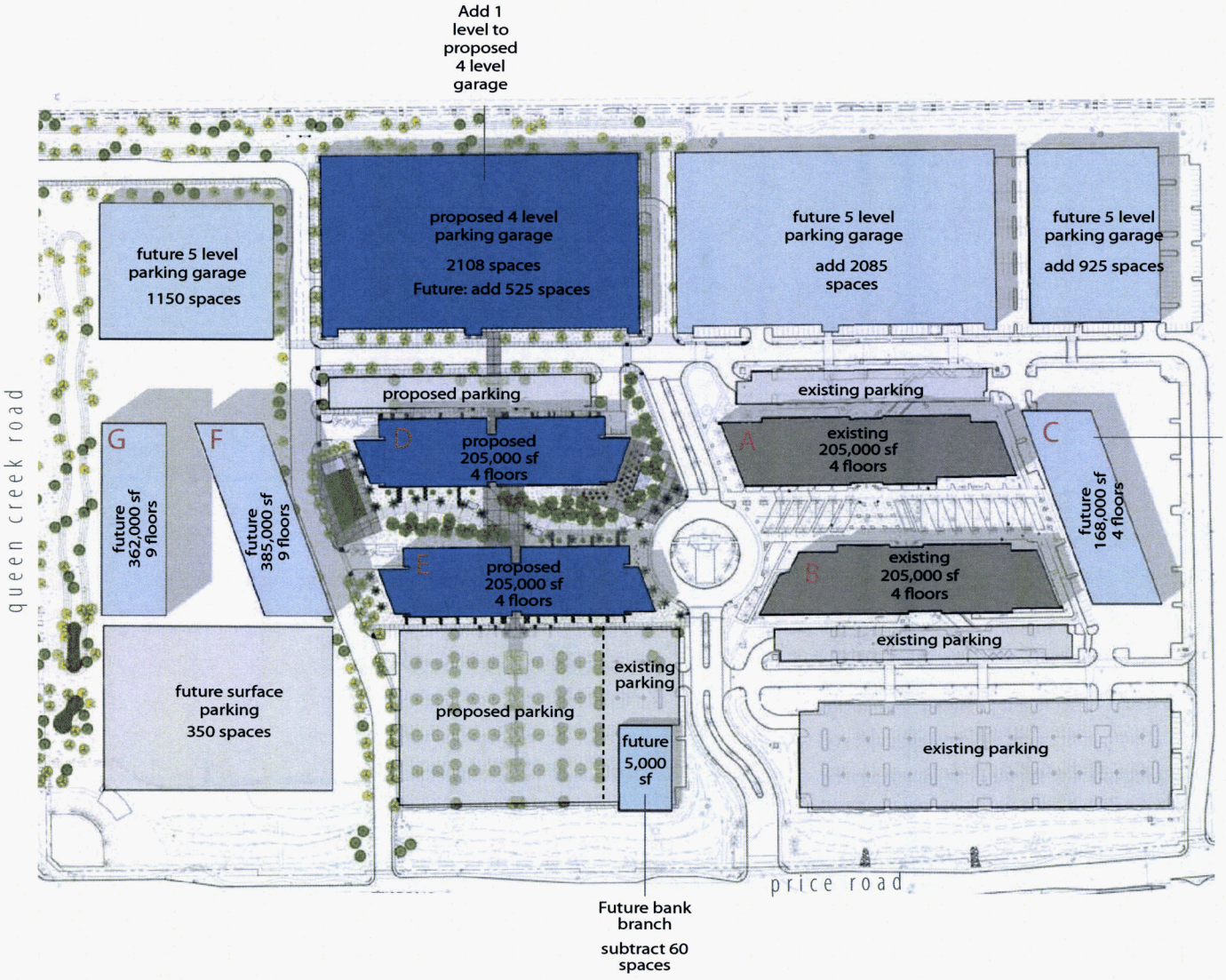


Aerial of Existing Site

WF00072

Master Plan

Revision: October 10, 2013
(miscellaneous changes to text , labels , background)

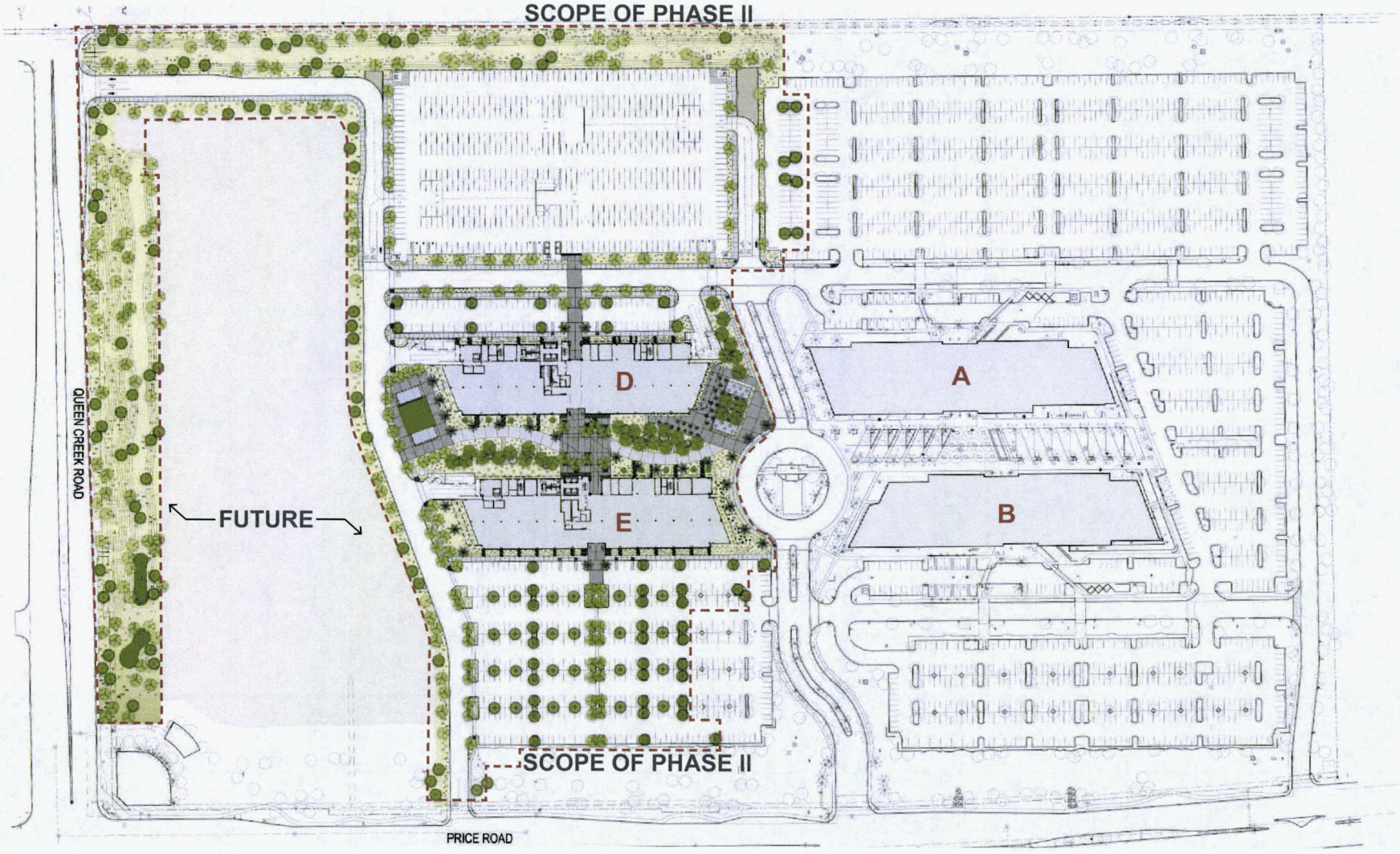


Existing
Current proposal
Future

	Building Area	Parking Spaces	Parking Ratio
Existing:	410,000sf	included below	5.2
Current proposal:	410,000sf	4,270	5.2
Future:	920,000sf	4,775	5.2
Total:	1,740,000sf	9,045	5.2
Lot Intensity:			30.65%

0 200 N

Overall Landscape Plan



WF00074

Landscape Pallet

TREES

ACACIA FARNESIANA
SWEET ACACIA *

CERCIDIUM X 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE *

PROSOPIS CHILENSIS 'THORNLESS'
THORNLESS CHILEAN MESQUITE *

ULMUS PARVIFOLIA
EVERGREEN ELM *

PHOENIX DACTYLIFERA
DATE PALM *

SHRUBS

CAESALPINIA PULCHERRIMA
RED BIRD OF PARADISE *

DODONAEA VISCOSA
HOP BUSH *

LEUCOPHYLLUM LAEVIGATUM
CHIHUAHUAN SAGE

LEUCOPHYLLUM LANGMANIAE
RIO BRAVO SAGE *

SIMMONDSIA CHINENSIS
JOJOBA *

ACCENTS

FOUQUIERIA SPLENDENS
OCOTILLO *

DASYLIRION WHEELERII
DESERT SPOON *

HESPERALOE FUNIFERA
GIANT HESPERALOE

MUHLENBERGIA CAPILLARIS
DEER GRASS

NOLINA MICROCARPA
BEAR GRASS

AGAVE AMERICANA
CENTURY PLANT *

DIETES VEGETA
AFRICAN IRIS *

ECHINOCACTUS GRUSONII
GOLDEN BARREL CACTUS *

HESPERALOE PARVIFLORA
RED & YELLOW HESPERALOE *

AGAVE DESMETTIANA
SMOOTH AGAVE

DASYLIRION QUADRANGULATUM
THORNLESS DESERT SPOON

YUCCA GLORIOSA
SPANISH DAGGER

GROUNDCOVER

LANTANA MONTEVIDENSIS
PURPLE LANTANA *

LANTANA CAMARA
YELLOW LANTANA *

CONVOLVULUS CNEORUM
SILVER BUSH MORNING GLORY *

NOTE: (*) ASTERISK INDICATES PLANTS EXISTING ON SITE

Landscape Enlargement Plan

LANDSCAPE LEGEND

PLANT LEGEND

SYM.	BOTANICAL NAME (COMMON NAME)	SIZE
TREES		
	ACACIA FARNESIANA SWEET ACACIA	24" BOX - SITE ONLY 36" / 48" BOX - R.O.W.
	CERCIDIUM X DESERT MUSEUM DESERT MUSEUM	24" BOX - SITE ONLY 36" / 48" BOX - R.O.W.
	PROSOPIS CHILENSIS CHILEAN MESQUITE	24" BOX - SITE ONLY 36" / 48" BOX - R.O.W.
	ULMUS PARVIFOLIA CHINESE ELM	36" BOX COURTYARD ONLY
	PHOENIX DACTYLIFERA DATE PALM	MATCH EXISTING HEIGHT
SHRUBS - 5 GAL		
	CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE	
	RUELLIA PENINSULARIS DESERT RUELLIA	
	SIMMONDSIA CHINENSIS JOJOBA	
	DODONAEA VISCOSA HOP BUSH	
	LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO' RIO BRAVO SAGE	
	LEUCOPHYLLUM LAEVIGATUM CHIHUAHUAN SAGE	
ACCENTS - 5 GAL		
	AGAVE DESMETTIANA SMOOTH AGAVE	
	AGAVE GEMINIFLORA TWIN FLOWERED AGAVE	
	YUCCA GLORIOSA SPANISH DAGGER	
	ECHINOCACTUS GRUSONII GOLDEN BARREL	
	DASYLIRION LONGISSIMUM MEXICAN GRASS	
	DASYLIRION QUADRANGULATUM TOOTHLESS MEXICAN GRASS	
	DASYLIRION WHEELERI DESERT SPOON	
	DIETES IRIDIOIDES AFRICAN IRIS	
	HESPERALOE FUNIFERA GIANT HESPERALOE	
	HESPERALOE PARVIFLORA 'RED' RED HESPERALOE	
	HESPERALOE PARVIFLORA 'YELLOW' YELLOW HESPERALOE	
	MUHLENBERGIA RIGENS DEER GRASS	
	NOLINA MICROCARPA BEAR GRASS	
GROUNDCOVER - 1 GAL		
	LANTANA CAMARA YELLOW LANTANA	
	LANTANA MONTEVIDENSIS PURPLE LANTANA	
	CONVOLVULUS CNEORUM MORNING GLORY	
TURF		
	CYNODON HYBRID BERMUDA HYBRID SOD	

TOPDRESS / DUST CONTROL

3/4" MINUS - 2" DEPTH D.G. TOPDRESS IN ALL PLANTING AREAS. 3"-6" COBBLE @ ACCENT PLANTING AREAS

1/4" MINUS - 2" DEPTH @ FUTURE DEVELOPMENT FOR DUST CONTROL. COLOR TO MATCH EXISTING TYP.

R.O.W. LANDSCAPE

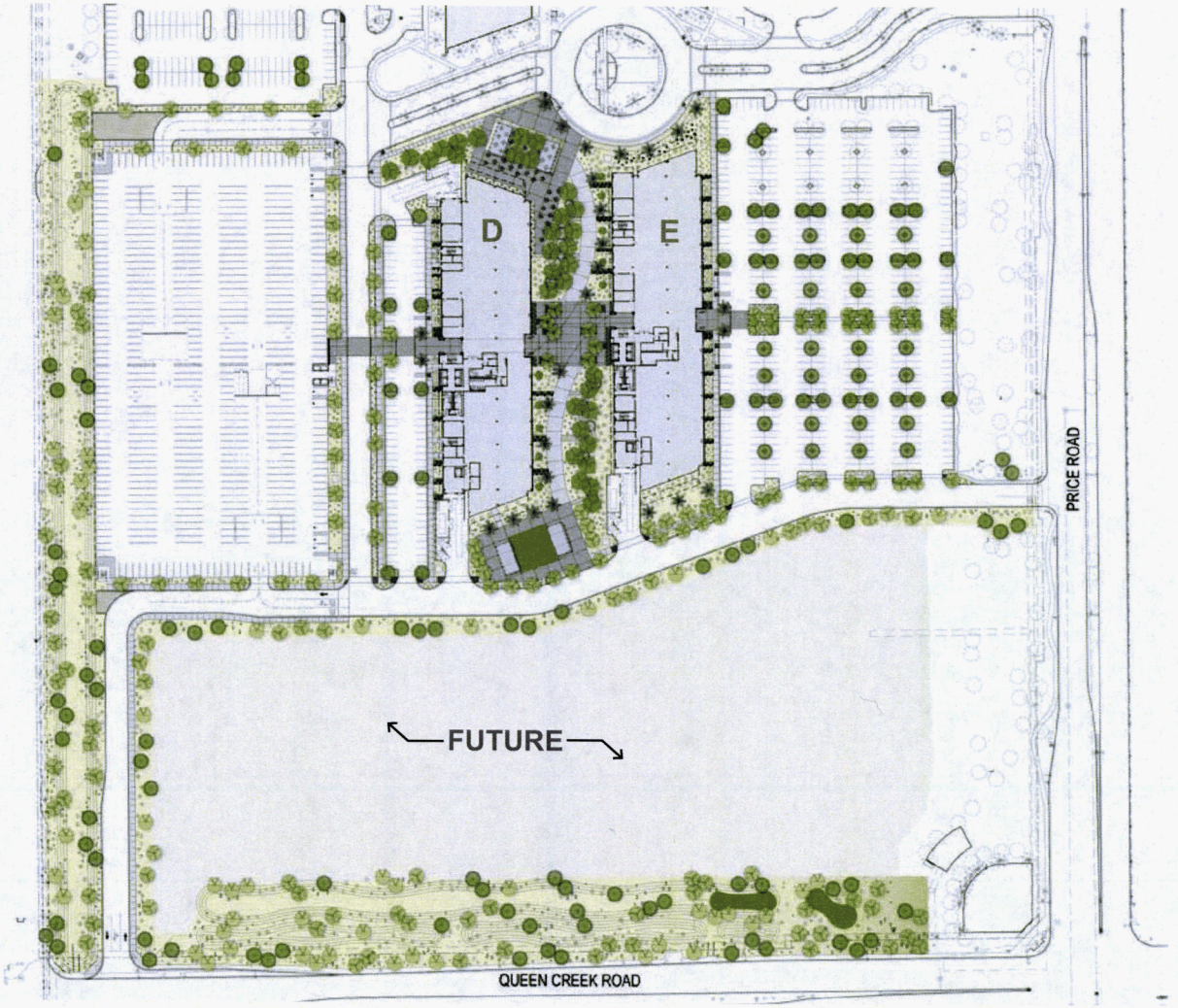
1 TREE AND 6 - 5 GAL. SHRUBS PER 30 LINEAL FEET OF STREET FRONTAGE, PLUS SHRUBS AND GROUND COVERAGE OF 50% OF AREA.

SITE/PERIMETER/RETENTION LANDSCAPE

1 TREE & 6 SHRUBS PER 750 SQ FT OF INTERIOR OPEN SPACE PLUS SHRUB AND GROUND COVERAGE OF 50% OF TOTAL AREA.

PARKING AREA LANDSCAPE

SINGLE ROW ISLAND PLANTERS CONTAIN 1 TREE & 5 SHRUBS MIN. DOUBLE ROW ISLAND PLANTERS CONTAIN 2 TREES AND 10 SHRUBS MIN.



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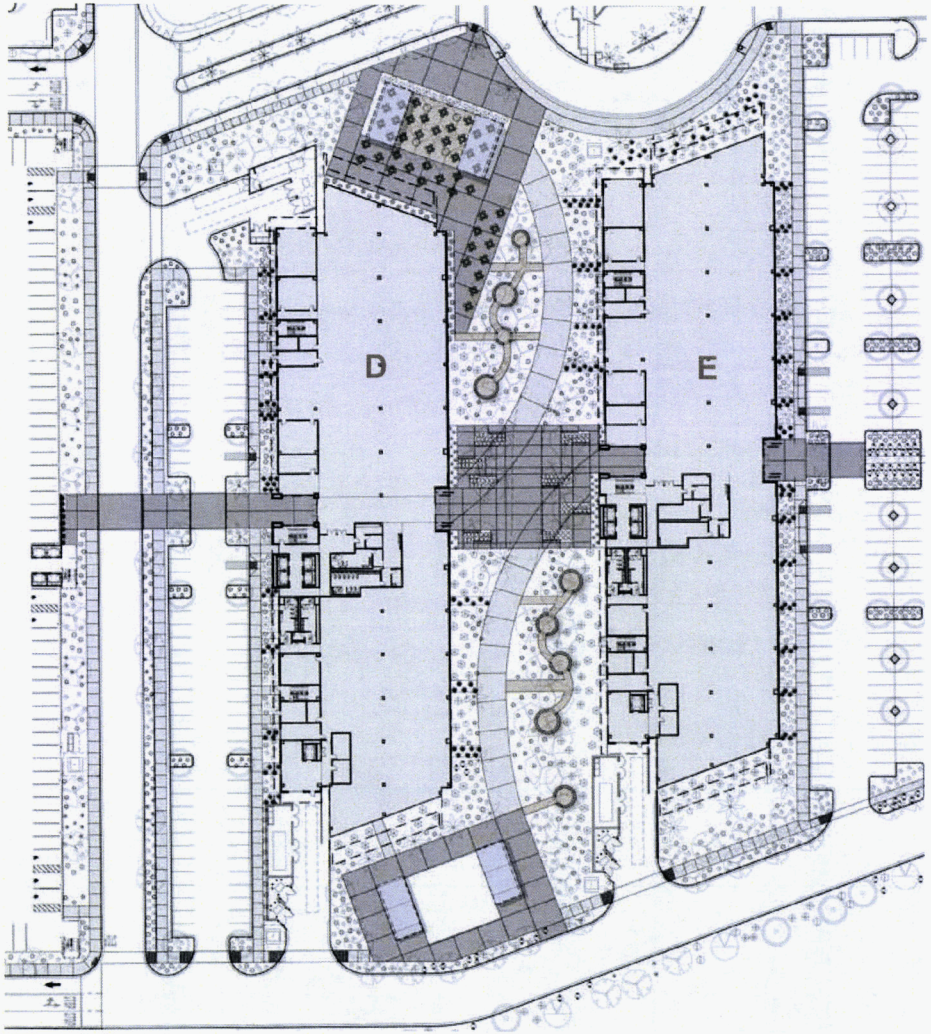
WF00076

Hardscape Enlargement Plan

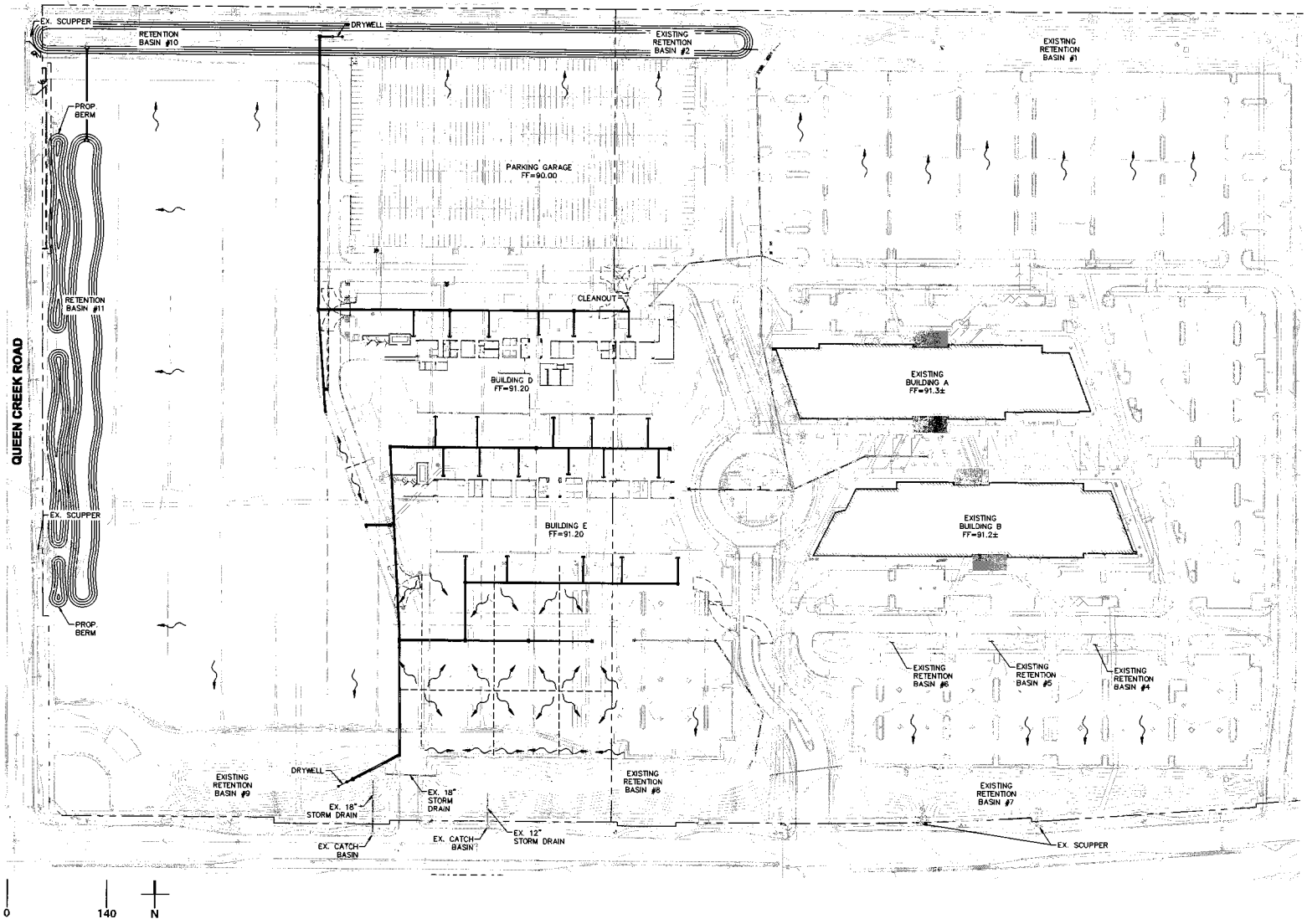


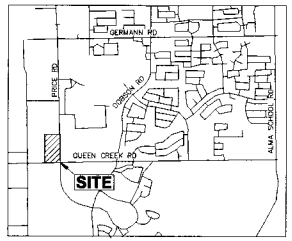
HARDSCAPE LEGEND

- CONCRETE COLOR / FINISH A
- CONCRETE COLOR / FINISH B
- STABILIZED DECOMPOSED GRANITE
- GATHERING / SEATING AREA
- SHADE STRUCTURE

N

Preliminary Grading and Drainage Plan





VICINITY MAP
NTS

LEGEND

- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING DRYWELL
- PROPOSED DRYWELL

NOTES

1. ADD 1100 TO SPOT SHOTS AND FINISH FLOOR ELEVATIONS.
2. BASIN SIDE SLOPES 4:1 MAX, 6:1 MAX ADJACENT TO PUBLIC SIDEWALKS.
3. VOLUME REQUIRED = (D/112)×A×C×(1.1)
   C=WEIGHTED COEFFICIENT
   D=2.2 INCHES
   A=AC-FT (INCLUDING 1/2 OF ALL ABUTTING STREETS) PER CITY OF CHANDLER DRAINAGE POLICIES AND STANDARDS TECHNICAL DESIGN MANUAL #3, DATED MARCH 2013.
4. SITE WILL DRAIN WITHIN 36 HOURS THROUGH THE USE OF PERCOLATION AND DRYWELLS.

RETENTION SUMMARY

REQUIRED = 11.72 AC-FT

EXISTING = 8.09 AC-FT
PROPOSED = 4.96 AC-FT
TOTAL = 13.05 AC-FT

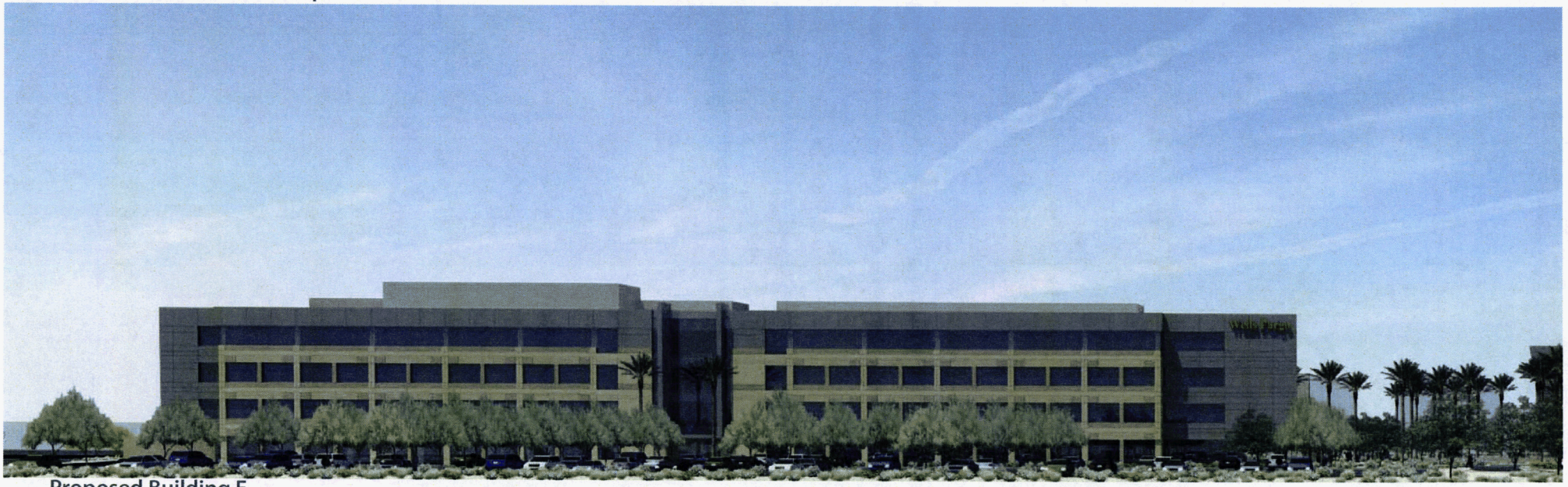
*BASIN #2 REMOVED IN PROPOSED CONDITIONS THEREFORE IS NOT INCLUDED IN THE TOTAL VOLUME PROVIDED.

WF00078

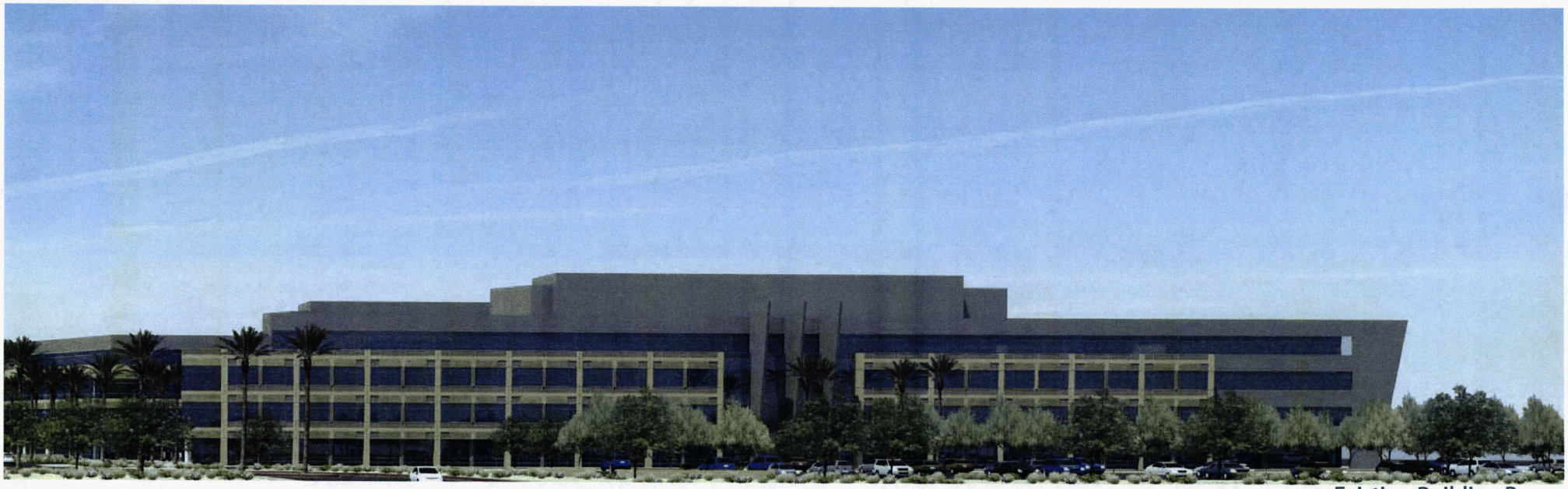
RETENTION CALCULATIONS			
	REQUIRED AREA (AC)	C	REQUIRED VOLUME (AC-FT)
SITE	62.26	0.85	10.67
QUEEN CREEK ROAD	3.36	0.95	0.64
PRICE ROAD	2.11	0.95	0.41
TOTAL	67.73	---	11.72

RETENTION BASINS				
BASIN	Vprov (AC-FT)	MAX DEPTH (FT)	100-YR WSE	BOTTOM
1	3.68	3.49	1184.25	1180.76
2	0.89*	3.49	1184.25	1180.76
3	---	---	---	---
4	0.09	2.10	1186.10	1184.00
5	0.08	2.10	1186.10	1184.00
6	0.19	2.10	1186.10	1184.00
7	1.57	2.50	1185.50	1183.00
8	1.71	3.00	1186.00	1183.00
9	0.77	3.00	1186.00	1183.00
10	3.17	3.00	1186.00	1183.00
11	1.79	3.00	1186.00	1183.00
TOTAL	13.05	---	---	---

Overall East Elevation Comparison



Proposed Building E



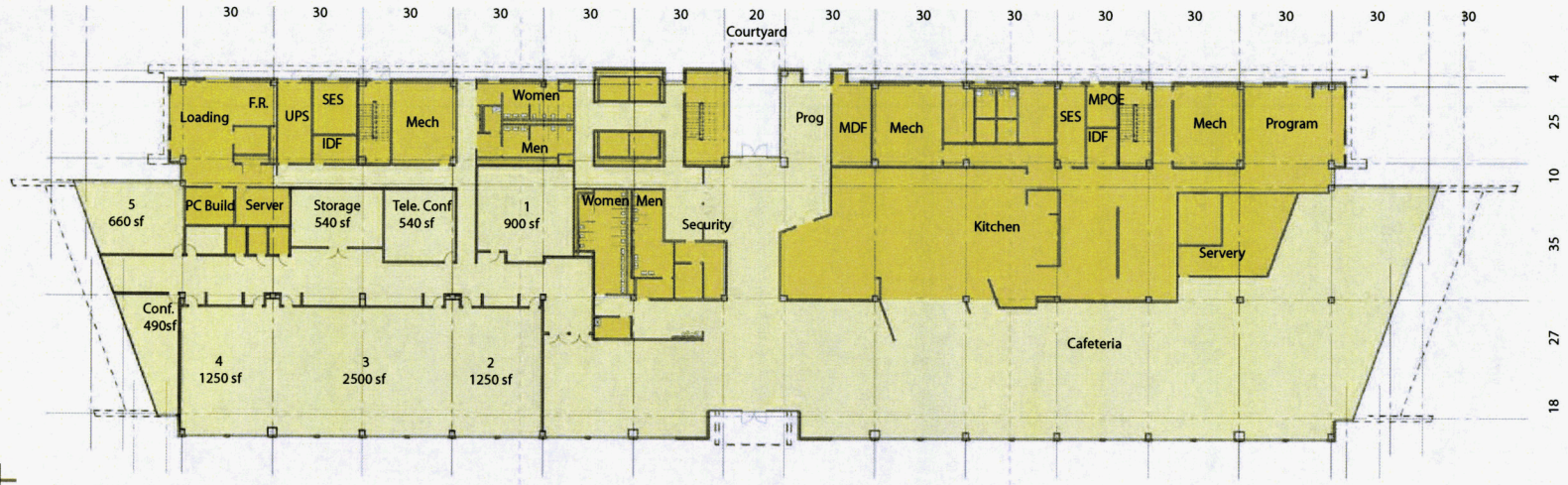
Existing Building B

South End of Phase II Looking Northwest at East Elevation of Building D

WF00082

North End of Phase II Looking South at Pedestrian Courtyard

Floor Plans



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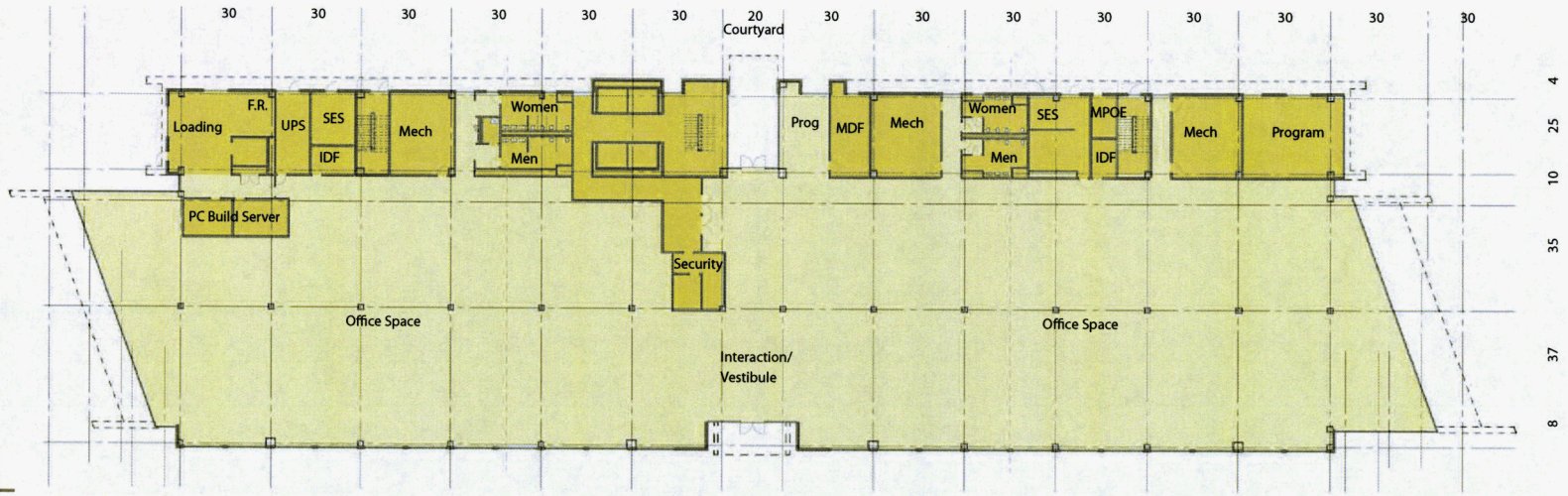
1st Floor Plan Building D



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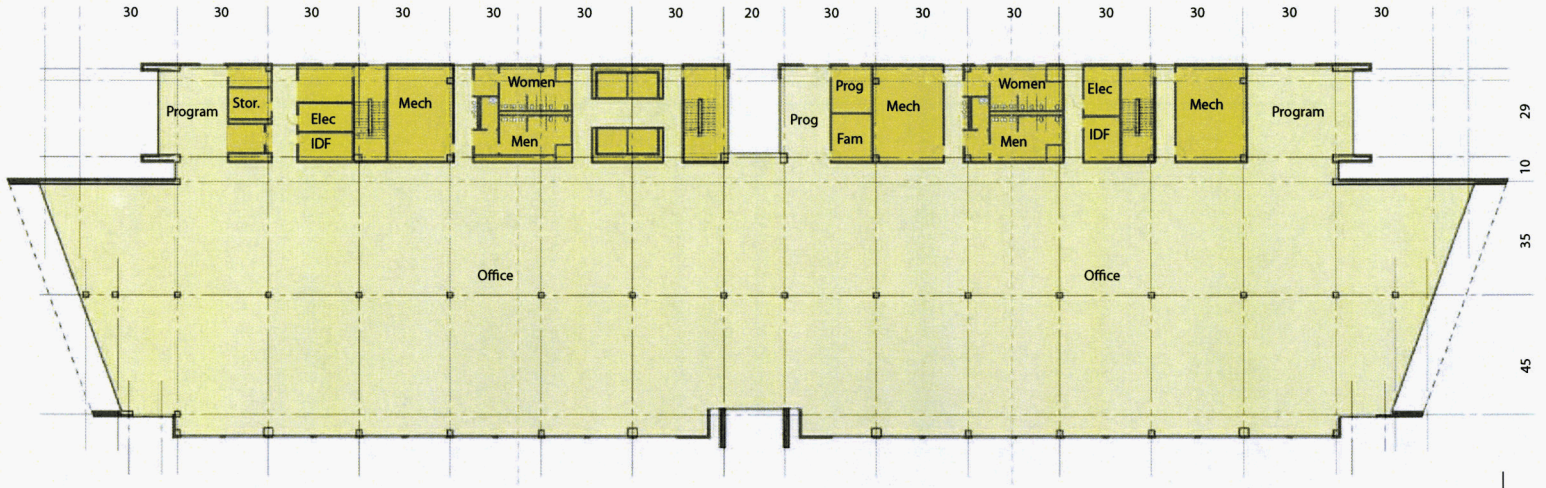
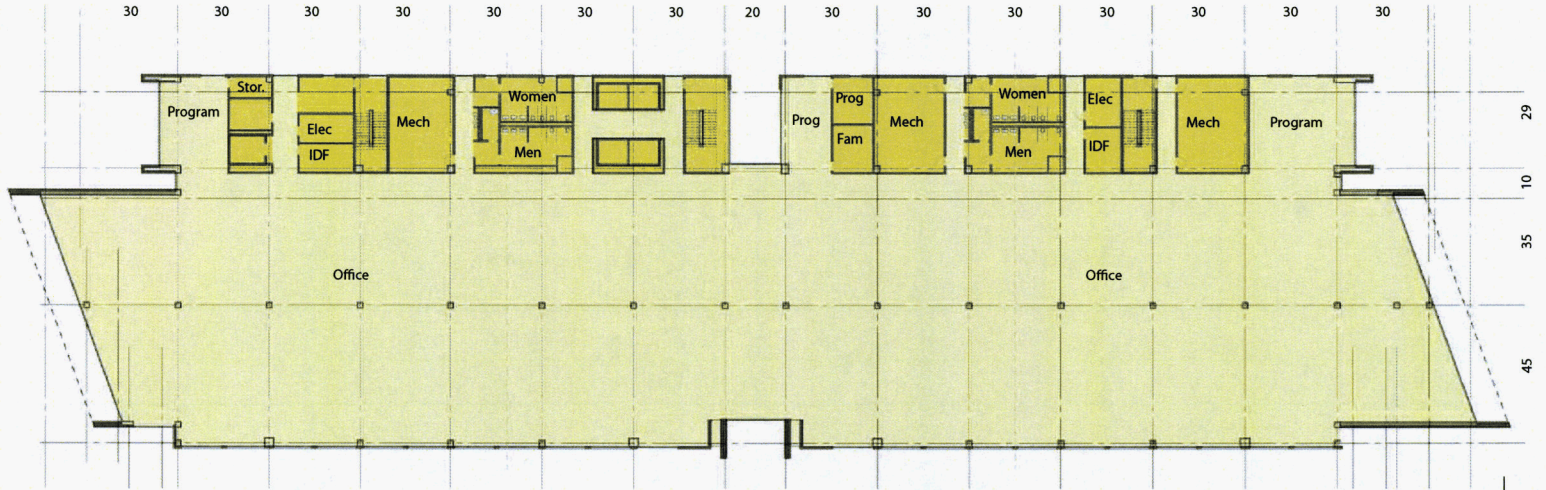
1st Floor Plan Building E

WF00084

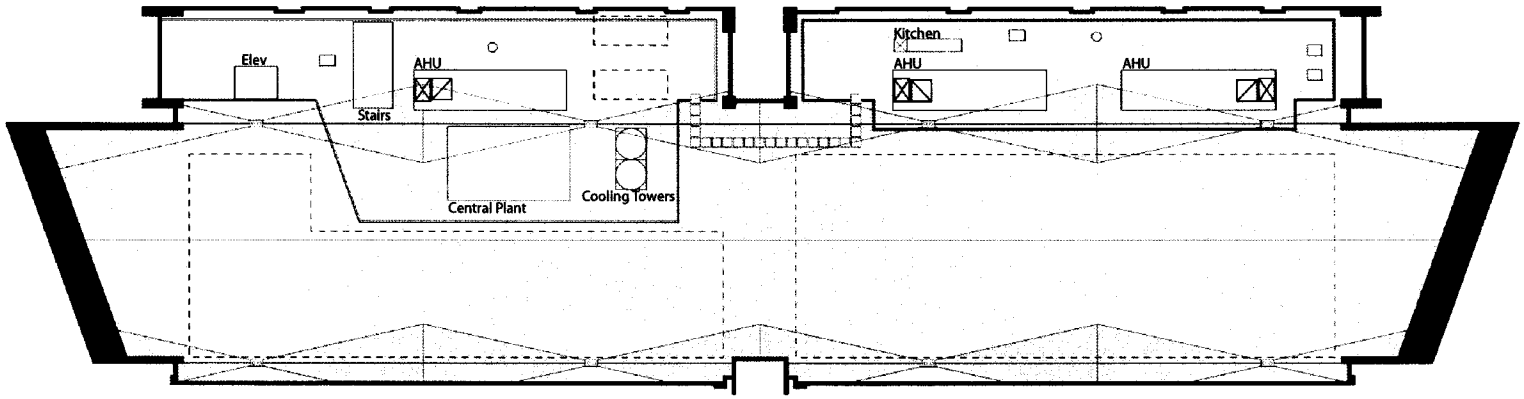


Typical Floor Plan Building D



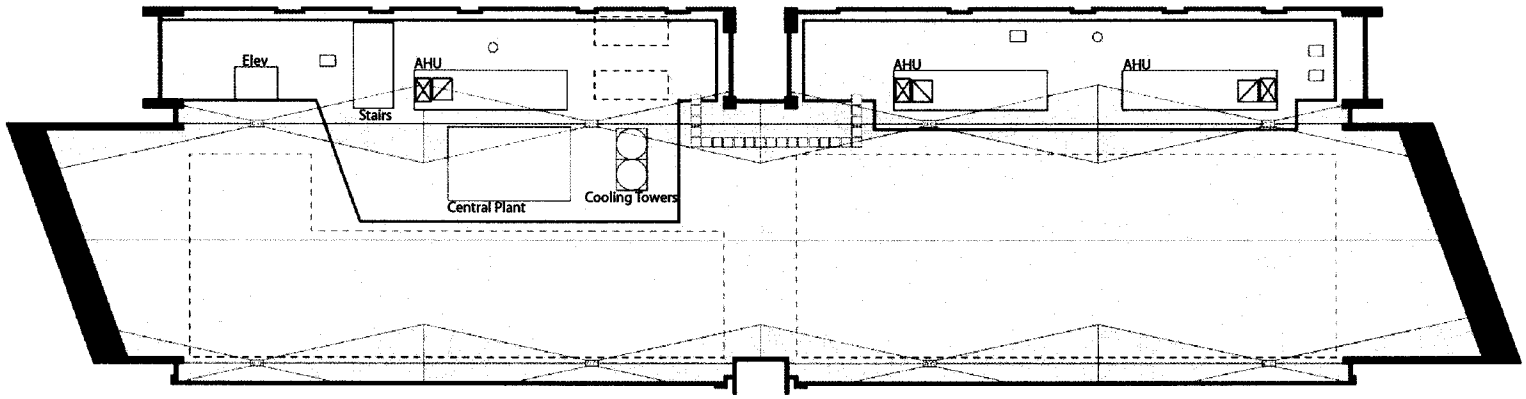
Typical Floor Plan Building E

Roof Plans



Roof Plan Building D

0 40 N



Roof Plan Building E

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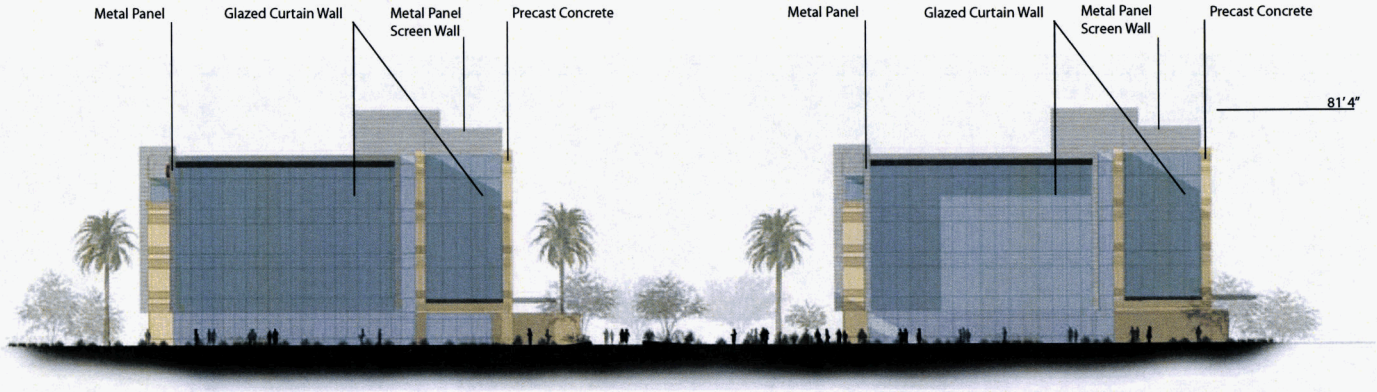
Elevations



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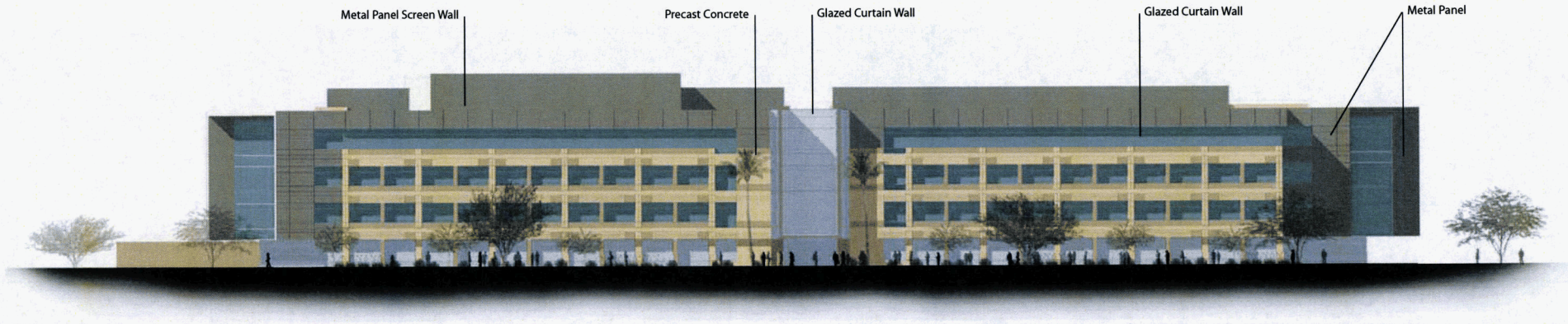
North Elevation E

North Elevation D



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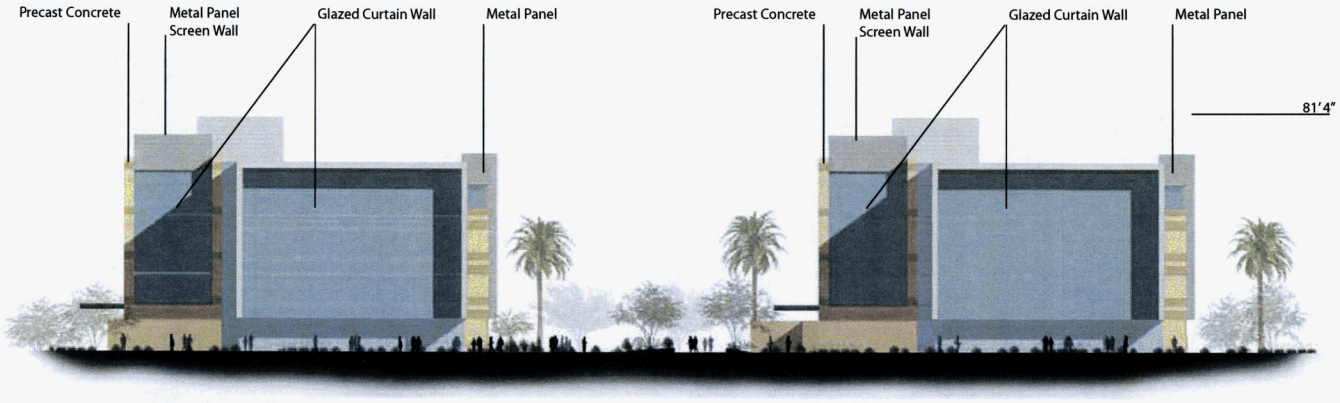
East Elevation D

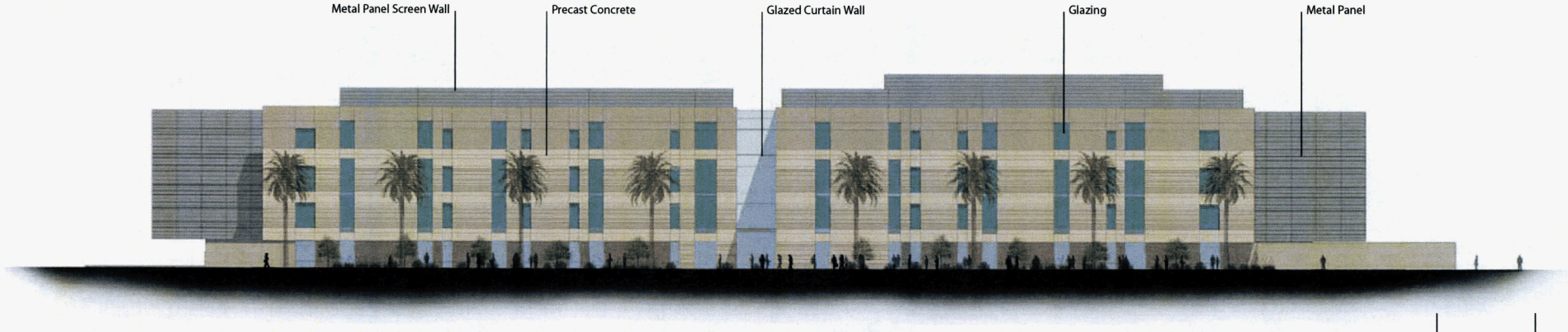
WF00088



South Elevation D

South Elevation E

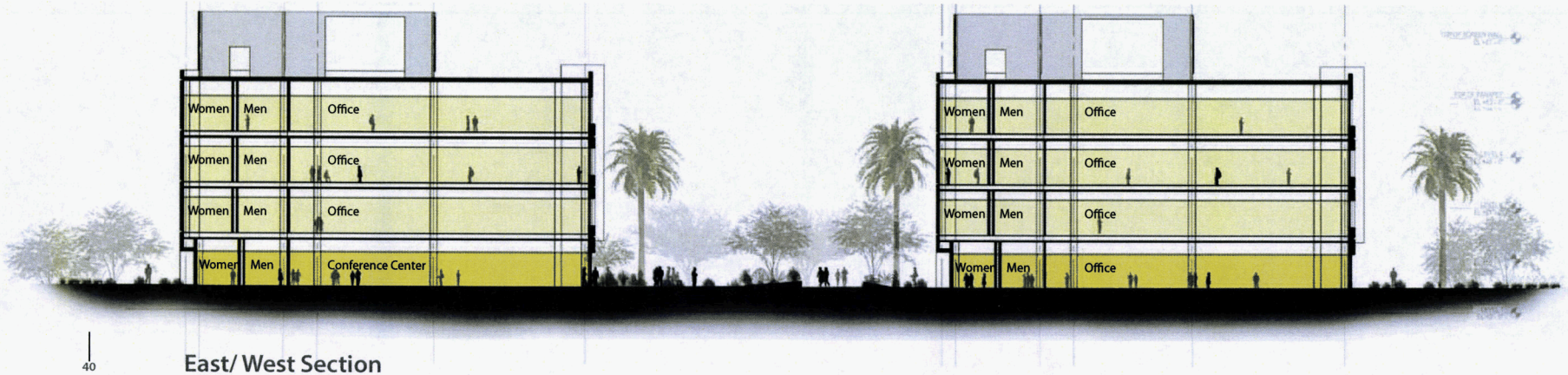
0 40



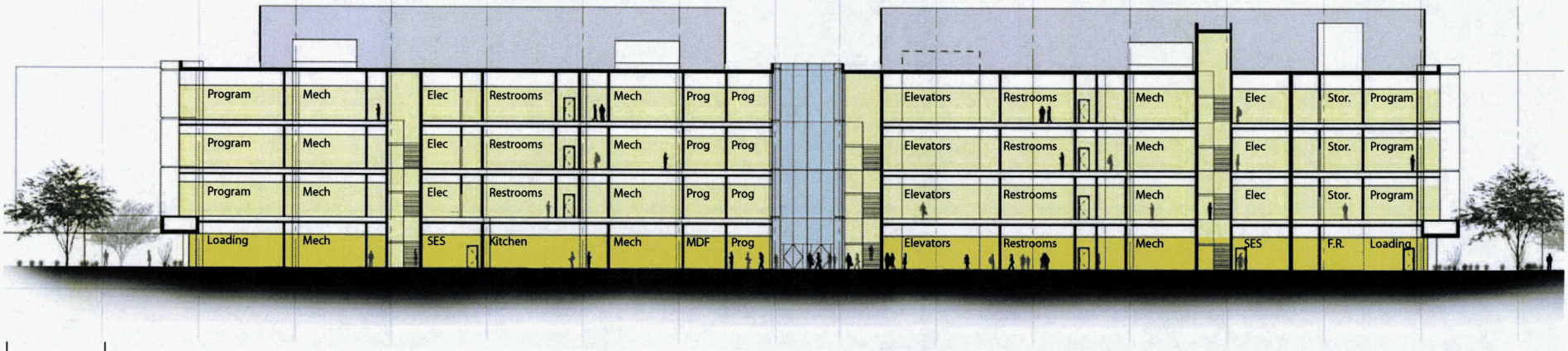
West Elevation D

0 40

Sections



East/ West Section



North/ South Section

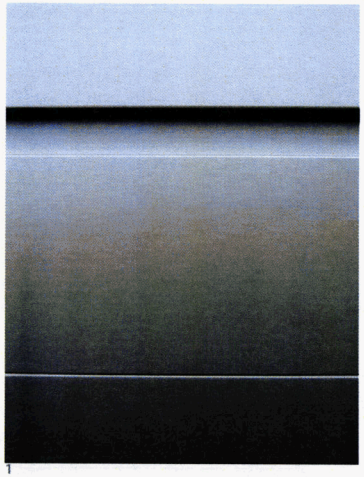
WF00090

Building Materials

1 Metal Panel to match existing finish and color

2 Pre-Cast Concrete to match existing color

3 Glazing to match two existing glass types



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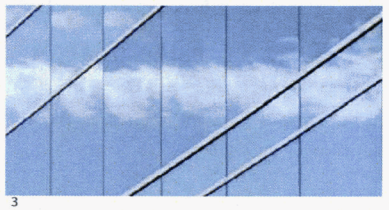
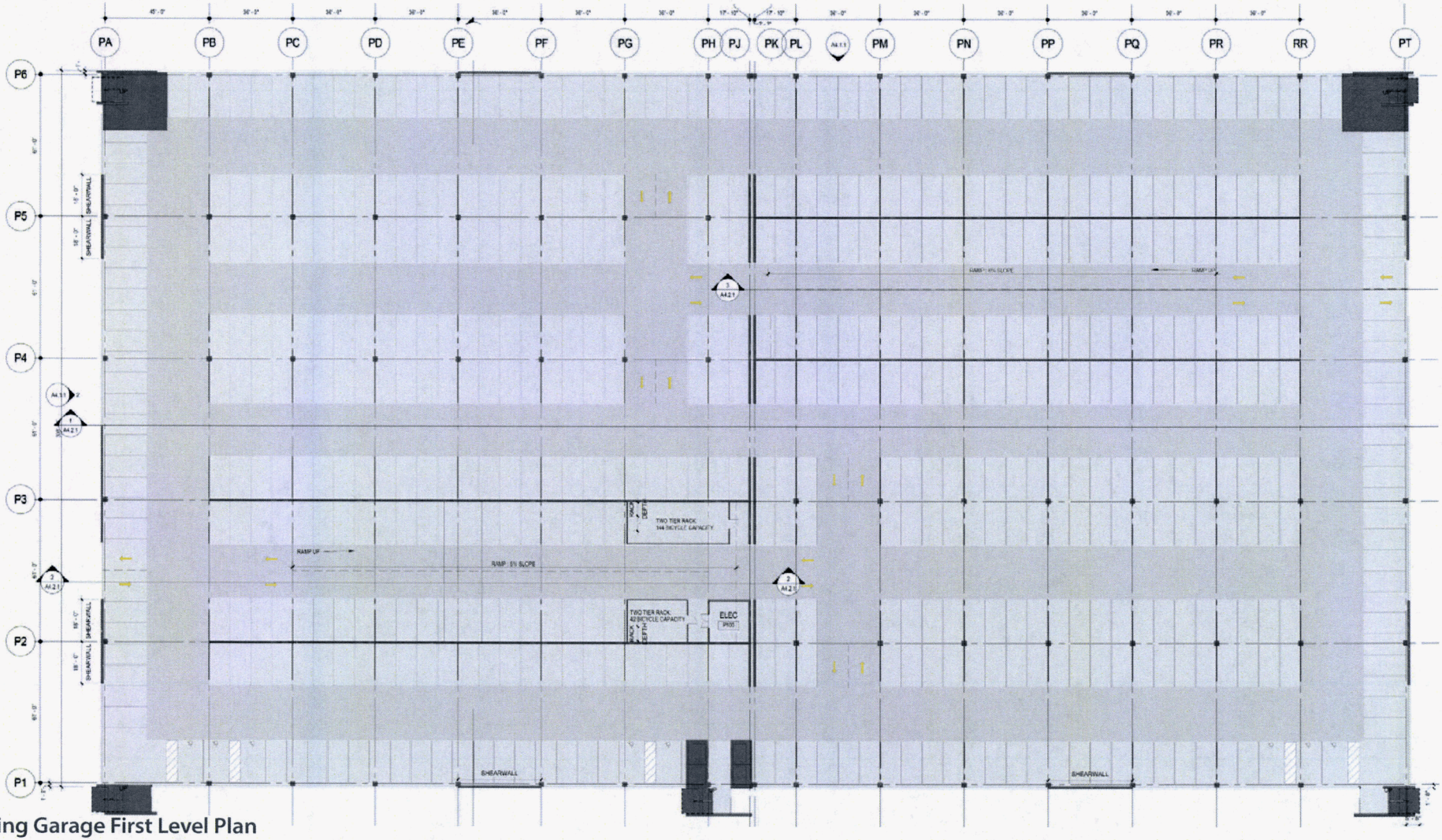
2



3

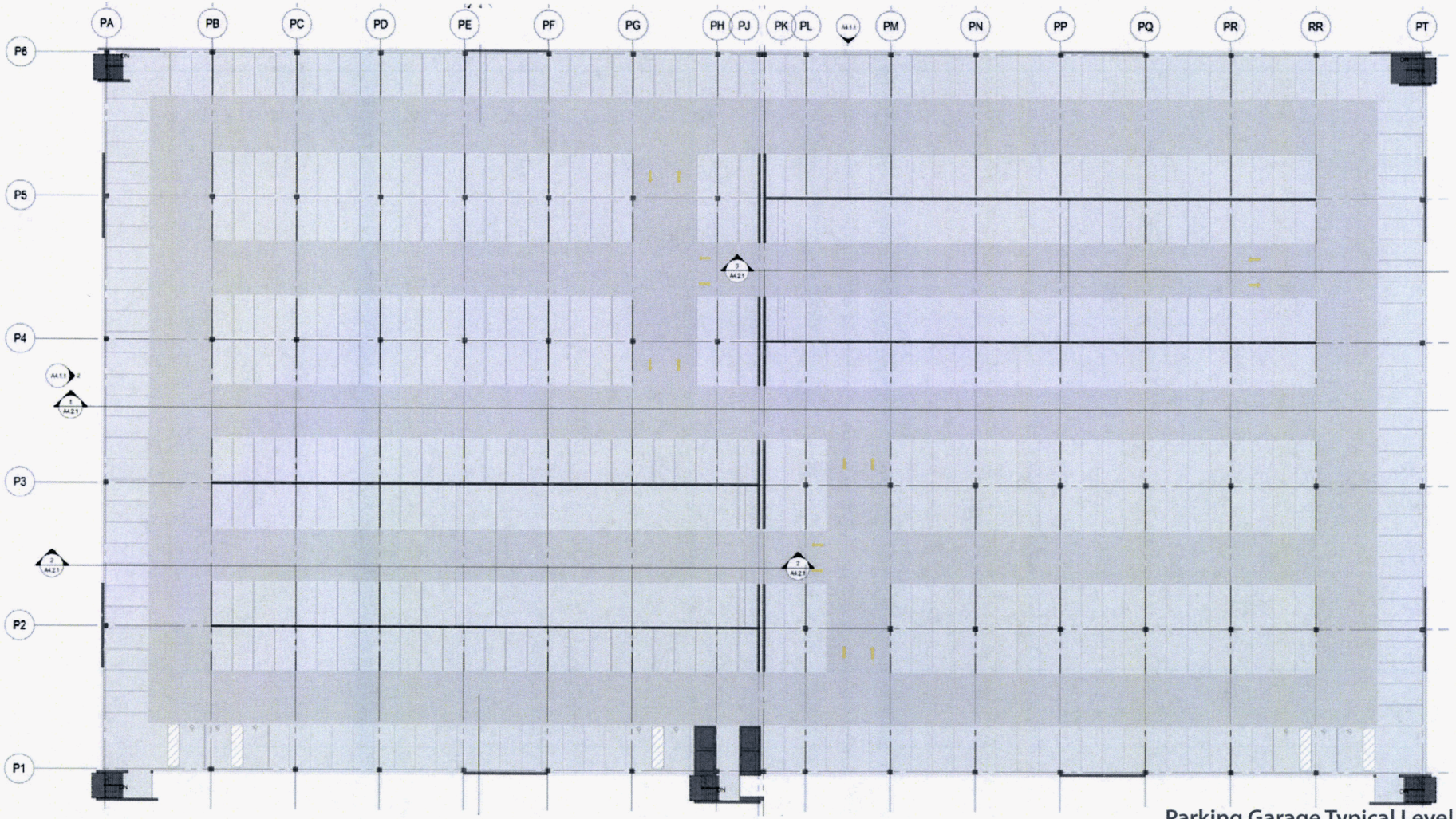
Parking Garage Plans



Parking Garage First Level Plan

0 40 N

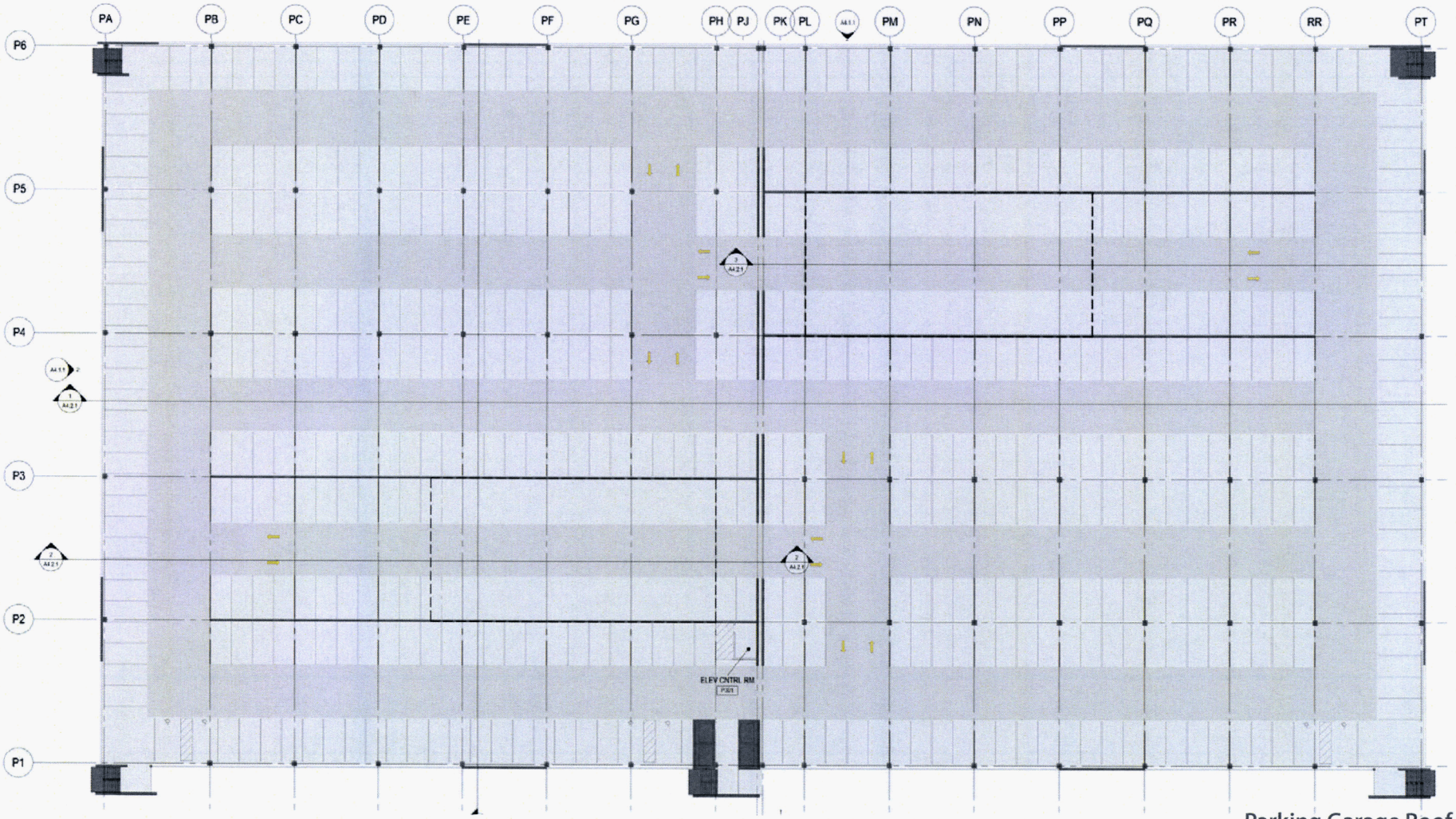
WF00092



Parking Garage Typical Level Plan

0 40 N

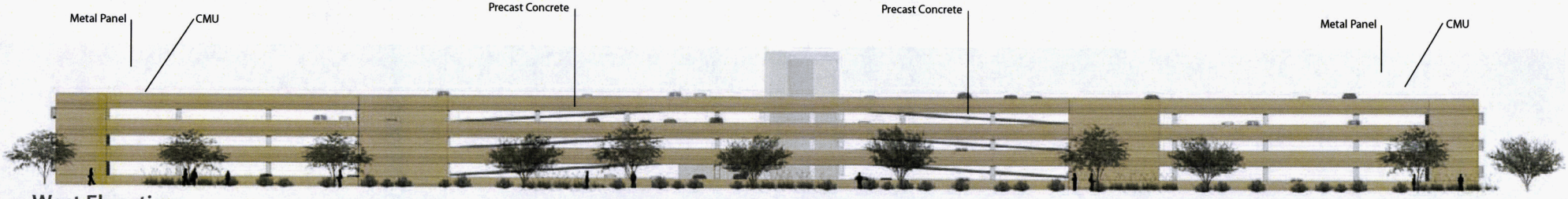
Parking Garage Plans



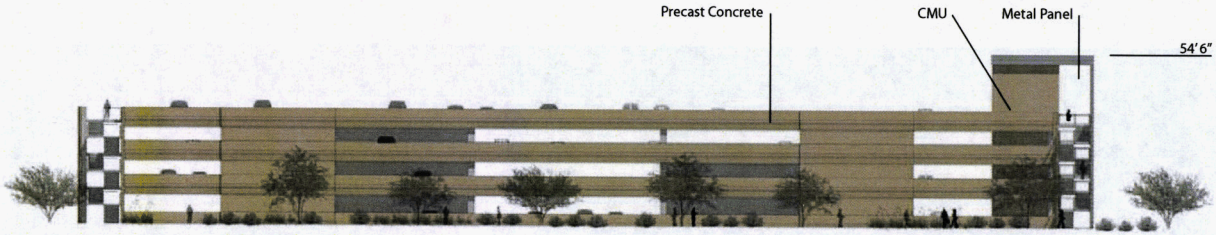
Parking Garage Roof Plan

0 40 N

Parking Garage Elevations



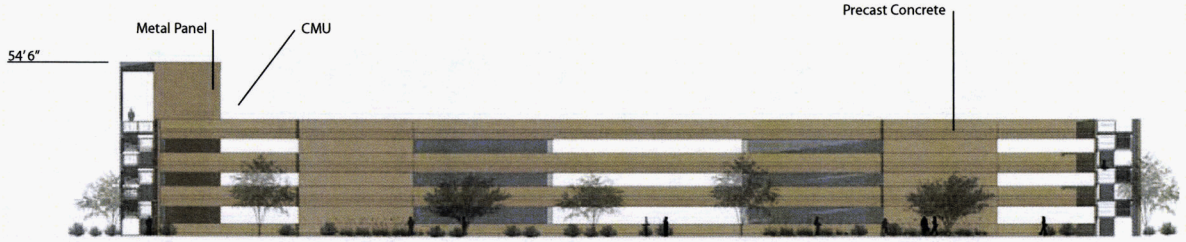
West Elevation



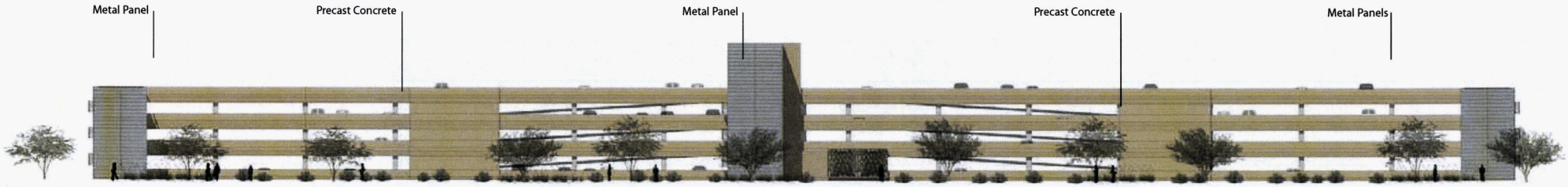
South Elevation

0 40

WF00096



North Elevation



East Elevation

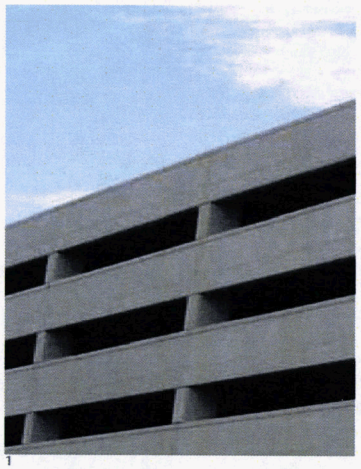
0 40

Parking Garage Materials

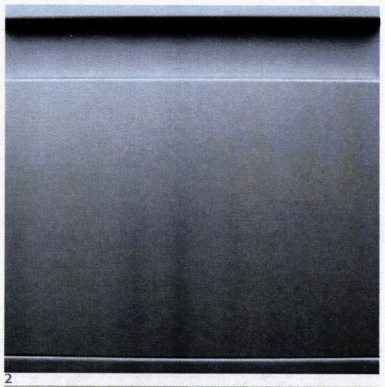
1 Precast Concrete

2 CMU color to match building precast

3 Metal Panel



1



2

3

SmithGroupJJR
Architecture
Interiors
Mechanical
Plumbing
Electrical
Landscape

Kimley-Horn Civil

PK Associates Structural

Sundt Construction Manager

WF00100

Phoenix | 455 N 3rd Street #250, Phoenix, AZ 85004 T 602.265.2200 www.smithgroupjjr.com

EXHIBIT 6

MINUTES OF THE REGULAR MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held in the Council Chambers, 88 E. Chicago Street, on Thursday, November 7, 2013

THE MEETING WAS CALLED TO ORDER BY MAYOR JAY TIBSHRAENY at 7:05 p.m.

The following members answered roll call:	Jay Tibshraeny	Mayor
	Jack Sellers	Vice-Mayor
	Trinity Donovan	Councilmember
	Nora Ellen	Councilmember
	Kevin Hartke	Councilmember
	Rick Heumann	Councilmember
	Jeff Weninger	Councilmember

Also in attendance:	Rich Dlugas	City Manager
	Pat McDermott	Assistant City Manager
	Marsha Reed	Assistant City Manager
	Kay Bigelow	Acting City Attorney
	Marla Paddock	City Clerk

INVOCATION: Councilmember Kevin Hartke

PLEDGE OF ALLEGIANCE: Boy Scout Troop 280.

CONSENT:

The Mayor noted there were a few people indicating a desire to speak on Items 1, 6 and 16.

MOVED BY VICE MAYOR SELLERS, SECONDED BY COUNCILMEMBER HARTKE, TO APPROVE THE CONSENT AGENDA AS PRESENTED.

MOTION CARRIED UNANIMOUSLY (7-0) on a roll call vote.

1. REZONING/PRELIMINARY DEVELOPMENT PLAN: The Met at Fashion Center Ord. #4500

MR. LUIS ACOSTA, 3640 W. Whitten Street, Chandler, expressed his concern with crime rate in his area during the downturn in the economy. He stated he has additional concern in allowing the change in the residential plan for the area in that it will allow additional traffic into his subdivision.

Mayor Tibshraeny recognized a comment card in support of the project from Mr. Thomas Albright who lives in Hearthstone.

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4500, DVR13-0013, The Met at Fashion Center, rezoning from Planned Area Development (PAD) Mixed Use with a Mid-Rise Overlay to PAD (Multi-Family Residential) on approximately 7 acres and PAD (Mixed Use with a Mid-Rise Overlay) on approximately 5 acres. (Applicant: Robert Allen, Chandler Apartments LLC/HCW LLC, and Mike Withey, Withey Morris PLC.)
APPROVED a Preliminary Development Plan (PDP) for a multi-family residential development on approximately 12 acres located at the SEC of Chandler Boulevard and Hearthstone Way.

BACKGROUND
The request is for rezoning from Planned Area Development (PAD) Mixed Use for Commercial and Multi-Family Residential with a Mid-Rise Overlay to PAD (Multi-Family Residential) on the southern 7 acres and PAD (Mixed Use for Commercial and Multi-Family Residential with a Mid-Rise Overlay) on the northern 5 acres. In addition, the request includes Preliminary Development Plan (PDP) approval for a Multi-Family Residential development on the approximately 7-acre site. The 12-acre site is located at the southeast corner of Chandler Boulevard and Hearthstone Way (half-mile west of the Loop 101 Price Freeway).

The subject site is bounded by Chandler Boulevard to the north and Hearthstone Way to the West. Chandler Village Drive abuts the east side with the site wrapping around the existing Windmill Suites Hotel. West of Hearthstone Way is vacant land zoned for light industrial and the Aspire Kids Sports Center. To the southeast is an existing treatment facility, Remuda Ranch. East of Chandler Village Drive is the Chandler Fashion Center regional mall.

The General Plan identifies the subject site as within one of the six Growth Areas as defined in the Growth Area Element. The area surrounding the intersection of the Loop 202 Santan Freeway and Price Road, including the Chandler Fashion Center regional mall, is generally described as an area "Targeted for more intensive development". This identified Growth Area allows for the consideration of additional mixed-use opportunities that can accommodate higher intensity concentrated development or re-development with a mixture of land uses. Additionally, the General Plan designates the property as Commercial allowing mixed use developments and a compatible mix of residential densities. The proposed rezoning is consistent with the General Plan.

The proposed uses for the Mixed Use parcel include commercial uses permitted by right in the Community Commercial (C-2) zoning district such as retail, restaurant and office. In addition, MF-2 uses such as multi-family residential are permitted above the ground floor in multi-level buildings creating an urban project with residential above commercial.

MID-RISE OVERLAY
The application requests to maintain existing approval for a Mid-Rise Overlay to construct buildings over 45 feet in height on the future Mixed Use parcel, the approximately 5 acres at the site's north end. The property previously had mid-rise approval for the entire 12 acres inclusive of multi-family residential buildings; however, mid-rise is no longer requested on the residential apartment component. The future Mixed Use Parcel is eligible for mid-rise consideration given its adjacency to the Chandler Fashion Center regional mall, as prescribed within the Mid-Rise Development Policy. Building height will be established at time of PDP.

PROPOSED DEVELOPMENT
The proposal includes a total of 3, 4-story buildings organized around resort-style amenity open spaces. Site design focuses around internal common areas where the two larger buildings surround the primary swimming pool and volleyball area. These buildings are setback from

Hearthstone Way. The smaller building along Chandler Village Drive is oriented in a landscape setting along Chandler Village Drive with additional amenities, swimming pool and common area. This provides for an attractive street scene. The overall design theme is an urban-style environment inherent in high-density residential projects. The proposal represents an approximate residential density of 38.45 du/ac.

The entry off of Hearthstone Way is accentuated by decorative concrete pavers forming a traffic round-a-bout. Following the gated entry, a decorative concrete paver hardscape with a water feature and Date Palm trees create a sense of arrival to the main building entry and clubhouse. The community clubhouse is a two-floor facility that is located within Building 1. The clubhouse includes the community's leasing and administrative offices, internet computer station, fireplace, pool table, kitchen, restrooms with saunas, patio space, fitness center, yoga room and conference room space.

The proposal includes a total of 303 urban-style residential apartment units. The units range in size from approximately 668 square feet to 1,140 square feet. There are 172 one-bedroom units ranging from 688 to 744 square feet, 131 two-bedroom units ranging in size from 1,004 to 1,140 square feet.

Buildings evoke an upscale contemporary urban village atmosphere with horizontal and vertical plane elements. A unique feature of this proposal is the juxtaposition of buildings which create angled connection points. Buildings incorporate stone façades, columns, Juliet balconies, metal parapet architectural features, and metal shade awnings.

The site is pedestrian-friendly with convenient access from all units to amenities and open space. The site also includes a pedestrian activated walkway on Chandler Village Drive to access the mall. Access to the development is provided from both Hearthstone Way and Chandler Village Drive. Full-movement access is provided at both locations except for no southbound turning movement to Hearthstone Way, which prevents traffic into the nearby subdivision.

A combination of covered parking, garages and guest spaces are provided throughout the development. The garages are located within the apartment buildings. Residents have direct access from garages into the building. A parking reduction is requested from 520 parking spaces to 487 parking spaces. In accordance with Zoning Code, a parking demand study was submitted determining the provided parking is appropriate.

The project's landscape theme has a mix of evergreen trees and native species. Pool areas are designed Date Palm, Mesquite, Southern Live Oak and Willow Acacia trees. The site's perimeter is lined with Southern Live Oak, Willow Acacia and Sissoo trees which provide shade and a lush landscape.

A comprehensive sign package is proposed for monument signs and building signage. There are two freestanding monument signs located off of the adjacent streets. Signs are tiered with a stone veneer base, sign cabinet and an extended overhanging cap to emulate building parapets. The signs lettering is individual pin-mounted metal, halo-illuminated reverse pan channel. The signs are 6 feet high to top of architectural elements. There is one building sign at the main entrance on Building 1. There is a large projecting metal canopy topped with the project's name by individual metal lettering with indirect, halo-illumination.

Several Zoning Code deviations are requested, some of which are typical for multi-family and urban-style developments. Deviations include a building setback reduction from 30 feet to 22 feet

along Chandler Village Drive. This reduction allows for the building to be placed in a landscape setting with amenities and open space area along the streetscape. In addition, a request to allow a 6-foot high fence in the building setback in this area at 20 feet versus the required 30 feet. Additional perimeter fencing along Hearthstone Way is proposed in the building setback as well. This is typical for gated, multi-family residential developments and appropriate for this site. A landscape setback reduction from 10 feet to 7 feet is requested along the northern property lines. This is necessary to meet other site development standards. Required landscaping will be to Code. Also, a reduction in the size of parking landscape planter islands is requested. The minimum required is 9 feet wide by 19 feet in length. Several planters do not meet the minimum size. Trees required by code in the smaller planters will instead be located along streetscapes. Lastly, private open space for each unit is proposed with less square footage than required. The urban-style nature of the building layout and unit floor plans lends itself to provide unconventional patio space. The development is designed with a larger clubhouse amenity for use by all residents. Due to the projects urban density, smaller private open spaces are reflective of this type of urban living community.

The Mixed Use component is proposed as conceptual only requiring a separate PDP application. The Development Booklet includes photographic images representing the anticipated quality of the development.

The Planning Commission and Planning Staff recommend approval of the application finding the proposed multi-family development to be a high quality addition to the area surrounding the Chandler Fashion Center mall. The project also represents a future mixed use component for commercial uses with the opportunity for residential multi-family above commercial. This creates an urban project that compliments the adjacent regional commercial shopping in the area while maintaining sensitivity to the nearby residential community. The site's design fosters a level of urban intensity yet internalizes that intensity. Building orientations and landscaping enhance streetscapes. Through the project's creative design, Planning Staff finds the requested residential density appropriate for this location and supports the requested deviations. In regards to the Mixed Use component, Planning Staff supports maintaining a Mid-Rise Overlay for future development on that site which will complement the residential project.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed in accordance with the requirements of the Chandler Zoning Code with a neighborhood meeting being held on July 10, 2013. The owners of the adjacent light industrial property and a representative of the Hearthstone Unit 1 single-family residential subdivision were attendance and expressed support of the proposal.

Planning Staff has received a few phone calls from the adjacent light industrial property owner and Remuda Ranch owner. The light industrial property is being marketed for development and the owner wanted information on where driveways could be located. The Remuda Ranch owner wanted to know where construction truck access would be located.

Planning Staff advised the applicant to contact representatives of the Hearthstone Unit 5 subdivision which have been involved in area development since the mall zoning case. They live outside of the notification area. The applicant contacted the representatives and conveyed they support the project. They wanted to ensure there would be no left movements from the site onto Hearthstone Way and that no driveway would occur at the southwest corner of the project getting access to Hearthstone Way. Neither is proposed and would require a new PDP application. In response to one of the representatives, when off-site improvement plans are submitted to the City

for Hearthstone Way, Planning Staff will coordinate requirements for sufficient vehicle queuing related to left and right hand turn lanes onto Chandler Boulevard.

Planning Staff is not aware of any opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

RECOMMENDED ACTION
Rezoning
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the conditions listed in the ordinance.

Preliminary Development Plan
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A., Development Booklet, entitled "THE MET AT FASHION CENTER", kept on file in the City of Chandler Planning Division in File No. DVR13-0013, except as modified by condition herein.
2. The landscaping in all open spaces and rights-of-way shall be maintained by the adjacent property owner or property owner's association.
3. The landscaping shall be maintained at a level consistent with or better than at the time of planting. The site shall be maintained in a clean and orderly manner.
4. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
5. All raceway signage shall be prohibited within the development.

2. POWER TRANSMISSION EASEMENTS: Salt River Project Ord. #4501

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4501 granting two no-cost power transmission easements to Salt River Project (SRP) to accommodate the Coronado Street Improvement Project.

BACKGROUND/DISCUSSION
City Council approved the extension of Coronado Street from Chandler Boulevard to Price Road at its November 8, 2007 meeting. In addition, City Council approved a development agreement with RG-101, LLC (the Rockefeller Group) for the development of the property at the southeast corner of Price Road and Chandler Boulevard on November 17, 2011. In accordance with the development agreement, the City is required to acquire various property rights and easements needed tor the project, including granting necessary easements to SRP on City property. One of the easements is on City property fronting Price Road and the other is located on a small triangular parcel at Chandler Boulevard recently acquired by the City.

3. POWER EASEMENTS: Salt River Project Ord. #4502

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4502 authorizing the assignment to Salt River Project (SRP) of certain power easements acquired by the City of Chandler for the Alma School Road and Ray Road Intersection Project.

BACKGROUND/DISCUSSION
In connection with a City road project for the widening and improvement of the Alma School Road and Ray Road Intersection, the City acquired roadway and easements needed for the project that also included acquisition of power easements ultimately intended for use by SRP. The easements that were conveyed to the City through a Final Order of Condemnation have been processed through the court system and are now ready to be assigned. The easements were needed to accommodate SRP's facilities that were relocated as a consequence of the project.

Upon recording the assignment, the City would have no further obligation, responsibility or liability and no further rights, pursuant to or because of the easement.

4. IRRIGATION EASEMENT: Salt River Project Ord. #4507

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4507 granting a no-cost irrigation easement to Salt River Project (SRP), on Cooper Road just north of the 202 Santan Freeway.

BACKGROUND/DISCUSSION
As part of the Cooper 202 development, it is necessary for SRP to relocate certain irrigation facilities. This relocation required moving existing pipes within the City of Chandler's Cooper Road right-of-way to accommodate the project's development. The developer is paying for this work. The easements are being granted at no cost as they benefit the public by assuring a continued water supply.

5. REZONING/PRELIMINARY DEVELOPMENT PLAN: Wise Family Home Ord. #4509

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4509, DVR13-0029 Wise Family Home, rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) for construction of one single-family residence. (Applicant: Wendy and Kevin Wise.)
APPROVED a Preliminary Development Plan (PDP) for site layout on a 0.7-acre parcel located at 4711 S. Tower Avenue, north of Chandler Heights Road and west of Cooper Road.

BACKGROUND
The approximate 0.7-acre parcel is located at 4711 S. Tower Avenue, north of Chandler Heights Road and west of Cooper Road. The parcel to the north is the Calabria single-family subdivision to be developed by Blandford Homes. To the east is a vacant Agricultural District zoned parcel. To the south are rural residential properties under Maricopa County jurisdiction, and west is the Symphony Estates single-family subdivision.

The site was recently annexed into the City of Chandler. The ordinance approving initial City zoning to Agricultural District (AG-1) was adopted at the October 21, 2013, City Council meeting.

The parcel is located within the southeast Chandler Area Plan (SECAP) and designated as Traditional Suburban Character. Development within this character area is to convey a rural/agrarian theme.

The request is for rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) for construction of one single-family residence with Preliminary Development Plan (PDP) approval for site layout. The parcel is currently undeveloped. The PAD will allow the construction of one custom single-family home on the parcel. The requested setbacks are 30 feet for the front

yard, 8 feet for the north side yard, 12 feet for the south side yard and 40 feet for the rear yard. The parcel is about 370 feet in depth, after the dedication of 30 feet forward the Tower Avenue right-of-way and 82.5 feet in width. The total parcel is approximately 30,525 square feet or 0.7 acres in area.

The subject parcel area of 30,525 sq. ft. more closely aligns with the Single-Family 33 District (SF-33) lot size requirement of 33,000 sq. ft. than the AG-1 lot size of one acre. The applicant requests to maintain the permitted uses as classified under the SF-33 District as outlined in Section 35-501 of the Zoning Code. The SF-33 District permits the standard uses such as accessory buildings and fences and also allows agrarian uses. The agrarian uses which the applicant requests to be permitted include the following:

(a) Livestock raising and grazing, excluding hogs, pigs, burros, donkeys or roosters, is permitted for a maximum of one (1) animal per ten thousand (10,000) square feet of lot area.
(b) Excluding household pets, the raising of poultry, rabbits and other small domesticated animals provided they are contained within a fence or cage.
(c) All animals must be contained in a stock-tight fence and/or corral. Such fence or corral shall not be permitted closer than one hundred (100) feet to the front property line. For corner lots, no such fence or corral shall be located closer to the side right-of-way line than the principal building.
(d) Field crops, including vegetables and fruit trees.
(e) Accessory buildings used specifically for animals and fowl authorized under paragraphs a. and b. above, provided they are located within the area fenced for animals and maintain the same front, side and rear yard requirements as provided for the principal building.

The property is accessed from Tower Avenue via Brooks Farm Road to the north or from the south through the Creekwood Ranch subdivision via Chandler Heights Road. Tower Avenue fronts the west property line and is currently constructed as a half-street; thus, the remaining dedication is required as part of the parcel's development.

The new home will be a one story, custom built home with a basement. The home will be approximately 4,400 sq. ft. in floor area with 2,800 sq. ft. on the main level and 1,600 sq. ft. in the basement. The home will have a 450 sq. ft. rear covered patio, a 40 sq. ft. front covered porch and an 820 sq. ft. garage. Lot coverage will comply with SF-33 at 40 percent.

The architectural style will be a southwest theme. The design is not complete at this time and is not part of this application. The front yard will have desert themed landscape.

Planning Staff supports the request finding the proposed development of a single-story custom home on the approximate 0.7-acre property is appropriate and compatible with surrounding uses. The SECAP promotes the historic agrarian nature of southeast Chandler and this one story, custom home on a large parcel will continue to create the rural nature that is consistent with the surrounding area.

The site's north property line will be adjacent to a proposed drainage tract for a length of approximately 121 ft. and the remaining length borders the rear property lines of four lots of the Calabria single-family subdivision. During the neighborhood notification process, the Calabria homebuilder voiced concerns about the north setback of the subject site. The applicant has worked pro-actively with the Calabria homebuilder to reach a compromise on the setback.

The applicant's initial request was for a 5 ft. north side yard setback; however, the homebuilder wanted a greater separation from the rear yards of their development. The Calabria rear yard setbacks will be 20 ft. for one-story and 30 ft. for two-story homes. The compromise was to increase the north side yard setback to 8 ft. and decrease the south side yard setback to 12 feet for the subject site.

Planning Staff supports the requested setbacks and agrarian land uses as suitable for the 30,000 sq. ft. parcel size. The new home will be one-story and custom built and will embody the SECAP Traditional Suburban Character land use.

PUBLIC/NEIGHBORHOOD NOTIFICATION
This request was noticed in accordance with the provisions of the City of Chandler Zoning Code with a neighborhood meeting being held on September 19, 2013. The homebuilder of the site to the north, Calabria, was in attendance. The concerns voiced related to the north side yard setback and the detached accessory structure. The applicant also received one phone call from the President of the Chandler Heights Estates Homeowners Association who voiced support of the request. Planning Staff has received no correspondence in opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6-0 with Commissioner Donaldson absent.

RECOMMENDATIONS
Rezoning
Upon finding consistency with the General Plan and SECAP, the Planning Commission and Planning Staff recommend approval subject to the conditions listed in the ordinance.

Preliminary Development Plan
Upon finding consistency with the General Plan and SECAP, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with the exhibits as represented by the applicant in case DVR13-0029 WISE FAMILY HOME, except as modified by conditions herein.
2. Approval by the Director of Transportation & Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls.
3. The landscaping in all open spaces and rights-of-way shall be maintained by the adjacent property owner or association.
4. The perimeter wall design shall be compatible with the adjacent Calabria perimeter walls.

6. REZONING/PRELIMINARY DEVELOPMENT PLAN/PRELIMINARY PLAT: Santa Maria Village — Ord. #4510

Amanda Eskinazi, 1151 E. Flint Street, Chandler, thanked the Planning Commission and applicant for working together with the community. The Community and the applicant were able to agree on a plan that would allow this community to fit in with the existing community. The applicant agreed to build single story homes adjacent to the existing homes. She noted this project is defined as an infill project and by doing so this project does not have to meet all of the Residential Development Standards. There are smaller lots and smaller rear setbacks that are a concern.

In response to a question from Councilmember Heumann, MR. ERIK SWANSON, City Planner Explained that when the Residential Development Standards were put into place it primarily dealt with new development south of Pecos Road. Infill was generally those developments north of Pecos Road where land is built around it and were typically larger acreage. As buildout occurs there are less of those opportunities. He explained in the Santa Maria Village, there is not the opportunity to get curvilinear street systems nor lake systems. As it can't meet a number of those standards, the approach is to treat it as infill piece. Mr. Swanson stated in regards to the lot size and setbacks, the setbacks are similar to the SF8.5 standard that requires a 20' front, a 5' and 10' side and then a 10' rear. This is typical when dealing with a smaller subdivision. The typical lot size of the Tradition neighborhood to the north is around 7,000 s.f. For the Santa Maria subdivision it is typically 5,000 s.f.

Mr. Swanson explained additionally that staff looks at other offsets, such as ramadas and open space, when certain standards aren't feasible. Staff feels that has been accomplished from a design standpoint for this neighborhood. From an architectural view, a stronger architectural presence is desired for the sides and rears that pull out the various styles of the homes.

INTRODUCED AND TENTATIVELY APPROVED Ordinance #4510, DVR13-0009 Santa Maria Village, rezoning from Planned Area Development (PAD) for residential and commercial uses to PAD for single-family residential. (Applicant: Mario Mangiamele, Iplan consulting.)
APPROVED a Preliminary Development Plan for a 79-lot single-family residential subdivision and housing product on approximately 20 acres located north and east of the NEC of Chandler Boulevard and McQueen Road.
APPROVED Preliminary Plat PPT13-0010 Santa Maria Village, for a 79-lot single-family residential subdivision and housing product on approximately 20 acres located north and east of the NEC of Chandler Boulevard and McQueen Road.

BACKGROUND
The subject site is located at the northeast corner of Chandler Boulevard and McQueen Road encompassing approximately 20 gross acres. The subject site is part of the Traditions master-planned community which provides single-family residential north and east of the subject site. The site was conceptually designated as commercial in the 1987 master plan, which allowed for the Circle K fuel station to develop at the immediate northeast corner of the intersection. A medium-density residential and commercial development was approved in 2008 for the site; however, never developed. The request is to rezone the site to allow for single-family residential. South, across Chandler Boulevard, is an apartment complex and vacant land zoned PAD for commercial. West, across McQueen Road, is a City of Chandler housing development. The General Plan designates the site as supporting residential, allowing for a range of 0-18 dwelling units per acre. With the zoning of the Traditions master-planned community, single-family density ranged from 4-8 dwelling units per acre; 4.5 dwelling units per acres is proposed. The subject site is not part of a specific area plan and as such 4.5 dwelling units per acre is considerable.

SUBDIVISION LAYOUT
As part of the review for single-family residential development, subdivisions requesting a designation of PAD have to meet a number of design elements as outlined in the Council adopted Residential Development standards (RDS). Depending on the size of the residential lots, a certain number of points need to be obtained. As has been the case with recent subdivision reviews dealing with infill type development, all of the lots are 7,000 square feet or less, requiring that all the development standards for subdivision diversity need to be met (eight required), along with meeting all of the 21 optional subdivision diversity elements. With the approval of the RDS,

a provision was made allowing for consideration to deviate from the standards when dealing with infill locations. The site is considered an infill location.

Although the site is deemed an infill location, Planning Staff and the development team worked on the design and layout of the subdivision in an effort to meet the intent on the RDS. One of the elements included in the RDS that is achieved, is the open space component that extends through a portion of the subdivision. Starting at the northeast corner of the subdivision, an existing retention basin is provided that will be improved. Extending southwest through the subdivision, the open space area continues where it terminates along Chandler Boulevard and adjacent to the existing fuel station. Additional standards would be vehicular access to rear yards, irregular shaped retention basins, and providing landscape parkways adjacent to arterial streets.

Two entrances are provided for the subdivision; one along McQueen Road and one along Superstition Boulevard. Typical lot size is 50' by 100' for a lot size of 5,000 square feet. Standard building setbacks are provided with a 5' and 10' side setback, 20' setback to the garage face (15' to livable front) and a 10' rear setback. Due to the infill nature of the development, greater lot coverage than usual (50% for two-story and 60% for one-story) is provided.

HOUSING PRODUCT

Similarly with subdivision layout, architectural design needs to meet the requirements of the RDS, and although the site is generally considered an infill parcel, Planning Staff has worked with the development team to ensure the development provides the necessary RDS for architectural diversity. Six floor plans are provided with three single-story and three two-story homes providing up to 18 different housing options. Home sizes range from 1,500 square feet up to 2,700 square feet. Spanish Colonial, Ranch Territorial and Craftsman are the architectural styles, each providing elements highlighting the prescribed style. Architectural elements that highlight the prescribed style, includes window muntins, shutter details, stone, composite shake siding, coach lighting, garage doors consistent with the architectural style and decorative elements such as clay piping or metal work. Various options are provided ranging from patio extensions to garage extensions, as well as typical internal options.

The Planning Commission and Planning Staff support the request citing consistency with the General Plan and offering new residential development in a more mature area of Chandler, which provides a variety of options. Additionally, the Planning Commission and Planning Staff support the rezoning request citing that residential is compatible with the surrounding area and that the proposed density is appropriate for the area. It should be noted that the perimeter wall adjacent to the existing Circle K is proposed at 8 feet; the remainder of the subdivision is at 6 feet. The additional height is requested to assist in reducing the amount of noise generated by the car wash located at the fuel station. The Planning Commission and Planning Staff support the request for the additional wall height.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed in accordance with the requirements of the Chandler Zoning Code with a neighborhood meeting being held on March 18, 2013. There were 4 neighbors in attendance in general support of the request. Concerns express primarily revolved around two-story homes adjacent to the existing neighborhood to the north where single-story homes are provided adjacent to the subject site. Based on the concerns, the development team agreed that two-story homes would be prohibited adjacent to the site's northern boundary.

Planning Staff has received phones calls from a neighbor to the north wanting to ensure that the two-story restriction was provided; the caller was supportive of the request. Planning Staff has received no correspondence in opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

A handful of neighbors attended the Planning Commission hearing. Following the Study Session, two residents raised questions of Planning Staff. The questions were in relation to single-story homes adjacent to the existing subdivision and wanting to ensure that was the case; the existing wall along the north and wanting to know how it was going to be addressed and separation between the existing homes and proposed home. Staff has worked with the adjacent neighbors to answer all questions.

Additionally, it was brought to Planning Staff's attention that the floor plan of Plan 1520 in the development booklet was incorrect and referenced a larger floor plan. Planning Staff has added the correct floor plan of 1520 as an attachment.

RECOMMENDED ACTIONS
Rezoning
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the conditions listed in the ordinance.

Preliminary Development Plan
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet entitled "SANTA MARIA VILLAGE", kept on file in the City of Chandler Planning Division, in File No. DVR13-0009, except as modified by condition herein.
2. No more than two identical side-by-side roof slopes should be constructed along arterial or collector streets or public open space.
3. The same floor plan and elevation shall not be built side-by-side or directly across the street from one another.
4. For lots adjacent to an arterial street, two-story homes are limited to every third lot, with no more than two, two-story homes built side-by-side.
5. Two-story homes shall be prohibited on lots 1-18, 75-79 and all corner lots with the exception of lot 58 which may be built with a two-story home.
6. Landscaping shall be in compliance with current commercial Design Standards.
7. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

Preliminary Plat
The Planning Commission and Planning Staff recommend approval subject to the following condition:

1. Approval by the City Engineer and Director of Transportation & Development with regard to the details of all submittals required by code or condition.

7. REZONING/PRELIMINARY DEVELOPMENT PLAN: Queen Creek Commerce Center
WF00111

Ord. #4511

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4511, DVR13-0040 Queen Creek Commerce Center, rezoning from Agricultural to Planned Area Development for office/warehouse/industrial type uses. (Applicant: Mike Curley; Earl, Curley & Lagarde.)
APPROVED Preliminary Development Plan for site layout and building architecture on approximately 35 acres located at the SEC of Queen Creek Road and the Union Pacific Railroad.

BACKGROUND

The subject site is located at the southeast corner of Queen Creek Road and the Union Pacific Railroad. The railroad runs along the site's western boundary. Adjacent to the site's east boundary is the future Hamilton Street alignment. South is agricultural land currently within the jurisdiction of the County. Surrounding future land use designations according to the Chandler Airpark Area Plan is for Industrial to the east and south, and Commercial/Office/Business Park with a Light Rail Corridor Overlay to the west. The proposed use is consistent with the area plan.

The subject site was zoned in 2000 as a follow-up to annexation and was given a zoning of PAD for lumber assembly, storage and distribution. Following the initial PAD zoning, a PDP was approved granting sight layout and building architecture for two users. As part of the approval process, a condition for construction was included. Zoning lapsed on the site in 2003; an extension for the zoning has never been submitted.

The current request is to rezone the property to PAD for office/warehouse/industrial type uses, with PDP approval for site layout and building architecture. Two points of access are provided along Queen Creek Road with an additional four points of access along the future Hamilton Street. Due to the site being within a flood plain, a large retention area runs the length of the western and southern property boundary, creating a large landscape buffer from surrounding areas.

SITE LAYOUT/BUILDING ARCHITECTURE

As shown in the development booklet, seven buildings are presented. Currently, a user is not proposed for the site, so the development team is requesting the ability to make modifications to the site plan based on a future user or users. The modification would be to allow a range of buildings from one single-user building, up to seven buildings as shown. The current plan is to illustrate how development could occur, addressing retention, landscaping and building setbacks.

Due to the fact that the site layout is conceptual and a user has not been specified, architectural representations for the buildings are presented on a conceptual level. The elevations are used to convey a level of design and detail that are to be used in reviewing future submittals. In conjunction with the request for administrative review approval for site layout, the applicant is requesting the same ability in regards to building architecture.

Architectural elements that are to be used are represented in the development booklet and include concrete tilt panels, metal projections, and expanses of glass. A variety of forms, scoring patterns, masonry (split and smooth), and paint colors will be anticipated in an effort to create visual interest. The architectural elements are consistent with recent approvals for office/industrial developments.

The Planning Commission and Planning Staff support the request citing consistency with the General Plan and Chandler Airpark Area Plan. Additionally, the Planning Commission and Planning Staff support the request for administrative review and approval of future site layout and

building architecture finding that the administrative approval process works well in developments of this nature.

AIRPORT COMMISSION
The Airport Commission reviewed the rezoning request in accordance with the Airport Conflicts Evaluation Process. The Airport's Economic Development Specialist/Airport Administrator has issued a conflicts evaluation report indicating that the Airport Commission determined the proposed use does not constitute a conflict with existing or planned airport uses.

PUBLIC/NEIGHBORHOOD NOTIFICATION
This request was noticed in accordance with the requirements of the Chandler Zoning Code with a neighborhood meeting being held on October 9, 2013. Two representatives of the property owner west of the railroad attended with general questions. The representatives support the request. Planning Staff has received no correspondence in opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

RECOMMENDED ACTIONS
Rezoning
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the conditions listed in the ordinance.

Preliminary Development Plan
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with the attached Development Booklet entitled "QUEEN CREEK COMMERCE CENTER", kept on file in the City of Chandler Planning Services Division, in File No. DVR13-0040, except as modified by condition herein. The Development Booklet provides that building layout, architecture and design for future development of individual parcels, and related onsite site layout related to such future development of individual parcels, will be reviewed and approved administratively.
2. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.
3. Signage shall require separate Preliminary Development Plan submittal and approval.

8. CITY CODE AMENDMENT: Chapter 30 Ord. #4512

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4512 amending Chapter 30 of the Chandler City Code, adopting new definitions in Section 30-2, modifying the provision for a public nuisance in Section 30-5, and adding provisions for emergency abatement and court-ordered abatement in Section 30-6.

BACKGROUND
As part of the 2012 City Council Strategic Policy Goals for Neighborhoods, City Council requested that Staff take steps to "implement a revised Parking Enforcement Policy". Staff assembled three separate focus groups comprised of resident leaders, Neighborhood Advisory Committee (NAC) members and Staff from various City Divisions directly impacted by

neighborhood parking issues. Each group ranked and reviewed the top parking concerns in neighborhoods.

Following the focus group discussions, the Director of Neighborhood Resources convened a Parking Task Force comprised of six Chandler residents interested in contributing to the "Parking Enforcement Policy" discussions. The Task Force prepared a Parking Enforcement Policy report that outlined recommendations which the NAC approved at their October 9, 2012 meeting. On January 24, 2013, Staff briefed the Mayor and City Council regarding the Parking Task Force recommendations.
At the briefing on January 24, 2013, the Council inquired into the next steps of the process. Staff responded that they would begin to work with the City Attorney's Office on the drafting of ordinance language to revise those ordinances deemed most critical by the Parking Task Force to improve parking issues affecting neighborhoods. Since that time, Staff from the Police Department and Neighborhood Resources have worked together with City Attorney's Office Staff on the development of proposed ordinance language changes.

City Code amendments to Chapter 30 are necessary for the enforcement of parking policy change recommendations to be effective. An overview of the proposed Chapter 30 changes include:

- Chapter 30, Section 30-2, amends the *Inoperable Vehicle* definition removing language requiring dust and cobwebs to be present as an indication of an inoperable vehicle. In addition, new language is added indicating that vehicles not having an affixed unexpired license plate for a period of more than 90 days are deemed inoperable.
- Chapter 30, Section 30-2, defines *Minor Vehicle Repair* to clarify the types of repairs allowed to occur in visible areas of residential properties.
- Chapter 30, Section 30-5.A.2, affirms the allowance of minor vehicle repair and deletes provisions allowing three time periods of up to 14 days annually for repairs of vehicles in the front yard of residential property. New language is also added to prohibit vehicles left outdoors and unattended on jacks, blocks or similar devices.

In addition to the parking ordinance changes, Code Staff is also taking this opportunity to revise Chapter 30 ordinance language to improve the ability of code to enforce on key issues in neighborhoods:

- Chapter 30, Section 30-2, expands the definition of *Weeds* to be more consistent with actual practice and to include those weeds meeting the State's definition of noxious weeds.
- Chapter 30, Section 30-2, introduces a definition of *Abate* to coincide with the introduction of proposed court ordered and emergency abatement provisions.
- Chapter 30, Section 30-2, clarifies the definition of *Blight* to include landscaped areas characterized by bare dirt.
- Chapter 30, Section 30-2, affirms the City's authority and methods of enforcement to include emergency abatements, court ordered abatements, and consent orders and prescribes the notice requirements and emergency abatement process. This section also establishes the City's ability to pursue an independent court abatement process and the notice procedures thereof.

Under the City Charter, ordinance changes require two readings and a thirty-day period in order to become effective. Staff anticipates that the ordinance changes reflected under this action will be effective in early 2014.

NEIGHBORHOOD ADVISORY COMMITTEE/COUNCIL SUBCOMMITTEE
The NAC unanimously approved coming forward with Staff recommendations at their October 22, 2013 meeting. In addition, Staff briefed the Community Services, Economic Development and Neighborhood Services Subcommittee regarding the proposed ordinance changed at their meeting on October 23, 2013.

9. CITY CODE AMENDMENT: Chapter 12 Ord. #4708

INTRODUCED AND TENTATIVELY APPROVED Ordinance No. 4708 amending Chapter 12 of the Chandler City Code adopting a definition for stored vehicle in Section 12-1 and prohibiting the parking of stored and other oversized vehicles in section 12-4.

BACKGROUND
As part of the 2012 City Council Strategic Policy Goals for Neighborhoods, City Council requested that Staff take steps to implement a revised "Parking Enforcement Policy". Staff assembled three separate focus groups comprised of resident leaders, Neighborhood Advisory Committee (NAC) members and Staff from various City Divisions directly impacted by neighborhood parking issues. Each group ranked and reviewed the top parking concerns in neighborhoods.

Following the focus group discussions, the director of Neighborhood Resources convened a Parking Task Force comprised of six Chandler residents interested in contributing to the "Parking Enforcement Policy" discussions. The Task Force prepared a Parking Enforcement Policy report that outlines recommendations which the NAC approved at the October 9, 2012 meeting. On January 24, 2013, Staff briefed the Mayor and City Council regarding the Parking Task Force recommendations.

At the briefing on January 24, 2013, the Council inquired into the next steps of the process. Staff responded that they would begin to work with the City Attorney's Office on the drafting of ordinance language to revise those ordinances deemed most critical by the Parking Task Force to improve parking issues effecting neighborhoods. Since that time, Staff from the Police Department and Neighborhood Resources have worked together with City Attorney's Office Staff on the development of proposed ordinance language changes.

City Code amendments to Chapter 12 are necessary for the enforcement of policy change recommendations to be effective. An overview of the proposed Chapter 12 ordinance changes include:

- Chapter 12, Section 12-1, introduces a definition of a *Stored Vehicle* clarifying that vehicles left unmoved on public streets for more than 48 hours must be moved a minimum distance of 300 feet.
- Chapter 12, Section 12-4.3, outlines the notice and enforcement process for stored vehicles on public streets.
- Chapter 12, Section 12-4.5, regarding oversized vehicles in residential districts removes the exception allowing utility vehicles, boats and oversized recreational vehicles to be parked indefinitely on public streets. The ordinance introduces a limited ability to park the same on public residential streets for the purpose of loading and unloading for not more

than 48 hours. This section also prohibits habitation of said vehicles while parked on public streets.

Under the City Charter, ordinance changes require two readings and a thirty-day period in order to become effective. Staff anticipates that the ordinance changes reflected under this action will become effective in early 2014.

NEIGHBORHOOD ADVISORY COMMITTEE/COUNCIL SUBCOMMITTEE
The NAC unanimously approved coming forward with Staff recommendations at their October 22, 2013 meeting. In addition, Staff briefed the Community Services, Economic Development and Neighborhood Services Subcommittee regarding the proposed ordinance changed at their meeting on October 23, 2013.

10. No item.

11. SECURITY BOND EXEMPTION: Industrial Commission of Arizona Res. #4727

ADOPTED Resolution No. 4727 authorizing the Mayor and Council to sign the resolution and related documents required by the Industrial Commission of Arizona (ICA) as approved by the City Attorney.

BACKGROUND/DISCUSSION
The City of Chandler was approved to self-insure workers' compensation benefits on January 1, 2003. A requirement of self-insured programs is to post a security bond with the ICA in order to ensure performance in the event that a self-insured becomes insolvent.

On April 4, 2005, the ICA implemented new rules governing management of the workers' compensation self-insurance program. The new rule, R20-5-1114, includes an Exemption from Requirement to Post Security. "A public entity applicant or public entity self-insurer is exempt from the requirement under this article to post or provide security if the public entity:

1. Has a fully funded risk management fund sufficient to cover actuarial liabilities for workers' compensation as determined by the self-insurer in accordance with Government Accounting Standards Board Statement #10; and
2. Provided funding to the risk management fund each year sufficient to cover actuarial liabilities for workers' compensation as determined by the self-insurer in accordance with Government Accounting Standards Board Statement #10."

FINANCIAL IMPLICATIONS
Since the inception of the City's self-insured program in January 2003, the City has expended a total of $16,745.00 to purchase Security Bonds. The City's application for exemption to post security was accepted and expenditures for bonds are no longer incurred.

12. PERSONNEL RULES AMENDMENT Res. #4728

ADOPTED Resolution No. 4728 authorizing the amendment of Personnel Rule, Definitions; Personnel Rule 1, Section 5, Classified and Unclassified Service; Section 12, Outside Employment; Section 13, Employee Contracts with the City and Personnel Rule 3, Section 4, Merit Increases and Salary Decreases; Section 5, Temporary Detail and Personnel Rule 5, Disciplinary and Appeal Procedures, in its entirety; and Personnel Rule 6, Section 3, voluntary Demotion; Personnel Rule 14, Section 3, Layoff; and Personnel Rule 15, Section 6C, Charging

Vacation Leave; and Personnel Rule 16, Section 9A, Compensatory Time and Personnel Rule 19, Employee Council, Section 9, Recording Secretary.

BACKGROUND

Staff is proposing several amendments to the Personnel Rules. These proposed amendments make substantive modifications as well as changes that are procedural or housekeeping in nature. Some of the changes resulted from the desire to promote consistency through the application of negotiated changes with the Labor and Trades and Administrative, Clerical and Technical employee groups to the general, non-represented employees. Other changes are designed to clarify procedures.

I. The following proposed amendments make substantive changes as described below:

Personnel Rule 1, Section 5: Classified and Unclassified Service

The proposed revision will allow the City Manager to designate certain classifications as unclassified or of "at will" status. These classifications will be executive level staff positions determined by the City Manager to require strict accountability due to the importance of the positions to the overall management of the City. The positions occupied at the time they are so designated by the City Manager, will convert to at-will status only upon being vacated and newly filled so no current incumbent in a designated position will be affected by this Rule change.

Personnel Rule 1, Section 12: Outside Employment and Section 13, Employee Contracts with the City

The language for Section 12, Outside Employment, was significantly expanded to better describe those conditions or situations that would result in outside employment not being approved as well as the procedures for obtaining approval of outside employment.

Personnel Rule 5: Disciplinary and Appeal Procedures, in its entirety

Numerous changes are proposed for Personnel Rule 5. These include significant substantive and procedural changes as well as editing and housekeeping changes for clarity and consistency. The most significant changes are described below:

Sections 1,2,3,4: Preliminary notification process added

The current Rule requires the Department Director to issue a pre-dismissal notice to employees outlining the reasons supporting the Department Director's intent to dismiss and affording employees the opportunity to present their side of the matter before the dismissal action becomes final. The advance notice and opportunity to be heard are due process protections intended to ensure the disciplinary decision is made with complete information. The current Rule does not provide the same advance notice and opportunity to respond for suspensions and involuntary demotions. In order to promote consistency in the handling of disciplinary matters that may result in significant sanctions, City Staff is recommending that the Personnel Rule be changed so that a preliminary notification process with an opportunity to respond are also provided for suspensions and involuntary demotions.

Section 7: Disciplinary Review Group Process

The proposed changes to this section consist of renaming the process and expanding the timeframes for the process as follows:

- The Fact Finding Committee is renamed the Disciplinary Review Group to better describe its function and purpose.
- Timeframes throughout the review process are expanded. The ability to maintain the timeframes as outlined in the current Personnel Rule has been challenging; oftentimes resulting in the need for extensions. The expansion of timeframes is important to allow

appropriate time for due process, compilation of recommendations and review. For this reason, the following timeframes are proposed to be changed:

- The current Rule provides that the Committee convene a Disciplinary Review meeting within ten (10) workdays from the notice of appeal. The proposed Rule change extends that timeframe to twenty (20) workdays to allow for scheduling conflicts.
- The current Rule provides that the Committee furnish the City Manager with a report of the review and its recommendations within five (5) workdays from the completion of the review. The proposed rule change extends that timeframe to ten (10) workdays and provides for an extension of no more than five (5) workdays as approved by the City Manager.
- The current Rule requires the City Manager to issue a written decision within five (5) workdays from the date the report was issued by the Committee. The City Manager may extend the timeframe with written notification to the employee. The proposed rule extends the City Manager's deadline to ten (10) workdays and maintains the authority to extend with written notification to the employee.

Section 8: Merit System Board Hearing Process

This section was modified to extend some of the process timeframes and to clarify the procedures related to setting disciplinary appeal hearings before the Merit System Board. The Merit System Board Rules of Procedure are incorporated by reference and will be amended separately to include very detailed procedures for conducting a Merit System Board hearing, including preliminary and post-hearing activities. In addition, the proposed Rule allows the City to represent the Department Director in a Merit System Board hearing regardless of the employee's representation.

II. The following proposed amendments are considered to be housekeeping in nature:

Definitions

The proposed changes add definitions for compensatory time, department director, disciplinary action and division head for clarification purposes only.

Personnel Rule 3, Section 4: Merit Increases and Salary Decreases

Merit-eligible employees are eligible to receive their merit increases on the anniversary of their classification date. Several years ago, the City adopted a procedure whereby if the Department Director does not submit paperwork within 60 days following the eligibility date for a merit increase to either award the merit increase or to defer it for further evaluation, then the employee will receive the full merit increase retroactive to the eligibility date. The proposed change simply documents the City's existing procedure.

Personnel Rule 3, Section 5: Temporary Detail

The proposed Rule Change eliminates the need for the City Manager to approve temporary detail assignments consistent with current practice.

Personnel Rule 6, Section 3: Voluntary Demotion

The proposed Rule change clarifies the handling of the salary in the case of a voluntary demotion and the conditions in which a probationary period should be served consistent with current practice.

Personnel Rule 14, Section 3: Layoff

In negotiations with SEIU and ACE in FY 13/14, the layoff provisions of the Memorandum of Understanding (MOU) were modified in order to better align the language of the MOU with the City's Reduction in Workforce Administrative Regulation. The proposed change syncs the Personnel Rule's language with the agreed upon language in the Memorandums of Understanding.

Personnel Rule 15, Section 07: Charging Vacation Leave
In negotiations with SEIU for FY 13/14, the maximum number of vacation hours eligible for payment increased from 20 hours to 25 hours. Consistent with the City's past practice, the proposed Personnel Rule change will provide that same allowance for general non-represented employees.

Personnel Rule 16, Section 9: Compensatory Time
An increase in the maximum amount of compensatory time was negotiated as part of the ACE contract in FY 13/14 and 14/15. In FY 13/14, the compensatory time maximum was raised from 55 to 60 hours. In FY 14/15, it will be raised from 60 to 65 hours. The proposed change to the Personnel Rule aligns the general employees' compensatory time maximum with that outlined in the ACE contract.

Personnel Rule 19, Section 9: Recording Secretary
The Employee Council requested a change to clarify where the minutes of the meetings were posted.

13. MERIT SYSTEM BOARD RULES OF PROCEDURE AMENDMENT Res. #4729

ADOPTED Resolution No. 4729 amending the Merit System Board Rules of Procedure.

BACKGROUND/DISCUSSION
The Merit System Board's current hearing procedures were adopted in January 1989. Since then, many of the procedures have been superseded or otherwise affected by changes in statutes and case law relating to disciplinary appeal proceedings. Additionally, the existing hearing procedures are silent with respect to several aspects of pre- and post-hearing procedures requiring the parties and the Merit System Board to work out the process on a case-by-case basis and increasing the potential for unnecessary conflict and controversy.

The revised hearing procedures conform to recent changes in the law. They also establish standard procedural steps and timeframes for many pre-hearing, hearing and post-hearing activities but allow for flexibility where the parties are able to reach agreement. The procedures clarify the Board's discretion and authority and its ability to act where the parties do not agree. The revisions take into account the City's recent experiences with Merit System Board hearings as well as feedback received from the participants in the process. The changes are intended to make the Merit System Board hearing process transparent, efficient, and fair and to clarify the rights, responsibilities and roles of all parties involved.

Among other things, the revised Merit System Board Rules of Procedure:

- Establish standard pre-hearing procedures for scheduling and pre-hearing conferences and orders, exchange of exhibit and witness lists and pre-hearing statements and objections;
- Establish timeframes for pre-hearing and post-haring procedures and objections;
- Provide a standard method for requesting the appearance of witnesses;

- Authorize the designation of an attorney to provide advice to the Merit System Board;
- Establish procedures for conducting the hearing;
- Clarify the roles of the various participants in the hearing;
- Clarify the public nature of the hearing and provide for the use of executive sessions consistent with the requirements of Open Meetings Law;
- Clarify the burden of proof and order of presentation and questioning during the hearing;
- Clarify the nature and scope of the Board's deliberations and recommendations;
- Incorporate statutory requirements relating to the use of hearing officers, exchange of exhibits and witness lists and board findings in proceedings involving law enforcement officers; and
- Establish post-hearing procedures including a process for raising objections.

The rewritten Merit System Board Rules of Procedure were provided to the five regular members of the Merit System Board for their review and input.

14. PRELIMINARY DEVELOPMENT PLAN: Bellman LLC

APPROVED Preliminary Development Plan PDP13-0007 Bellman LLC, for the site layout and building design for a new light industrial building located on approximately 7 acres south of Germann Road and west of Gilbert Road at the NWC of Stearman Drive and Douglas Drive. (Applicant: Cawley Architects.)

BACKGROUND
The subject property is currently zoned Planned Area Development (PAD) for light industrial and general office uses located within the Chandler Airport Business Park (CABP) master plan. Parcels to the north, south and east are vacant and within a larger CABP master plan designated for light industrial. West of the site is the Chandler Municipal Airport. The parcel is within the Chandler Airpark Area Plan designated for Commercial/Office/Business Park (Taxiway Access), which allows for campus-like business parks with corporate offices, office park, high-tech users, light industrial and aviation-oriented office. The property was zoned PAD in 2006 along with a Preliminary Development Plan (PDP) for one, multi-tenant general office building at 64,318 square feet and 3 stories in height, and a future phase including two multi-tenant industrial warehouse buildings totaling 43,073 square feet.

The application requests PDP approval for site and building design to allow for a light industrial development with general office. The development includes new light industrial buildings totaling 105,468 square feet to be developed in two phases. Phase 1 includes a 63,965 square foot two-story building and Phase 2 with a 41,503 square foot one-story building. Phase 2 will adjoin the Phase 1 building. The Phase 1 building will be occupied by Savage Universal, an existing Chandler company.

The building is placed in a landscape setting at the intersection corner with plant materials lining both streetscapes up to building façades. The desert themed landscaping includes a variety of trees such as Mesquite and Palo Verde, shrubs and granite rock. A driveway access is provided along both street frontages. Decorative concrete pavers are provided at each driveway. Each phase includes a gated rear yard area with truck loading areas.

The building's architectural design is a modern, geometric theme. Rooflines vary in height; exterior wall panels include vertical and horizontal elements, multiple paint colors, metal canopies, and decorative reveals. Savage Universal's two-story entry is designed primarily with

windows featuring horizontal bands that tie into the reveals of the concrete tilt panels. The materials, accents and paint colors are consistently applied in Phase 1 and 2 buildings.

The development meets parking requirements providing a total of 128 parking spaces. A parking area is provided in front of each building and additional parking is within the rear outdoor yards.

Building and freestanding monument signs are included in the Development Booklet. Signs for Savage represent a logo with business name. The sign is a metal cabinet internally illuminated with routed-out push-thru lettering. Two building signs and two, 6-foot high monument signs are proposed. One monument sign is located along each street frontage.

CHANDLER AIRPORT BUSINESS PARK DESIGN STANDARDS

The CABP includes development design standards that were implemented through the zoning of Cardinal Health's property. The standards identify some specific design criteria as well as other generalized design objectives to be implemented. The streetscape includes specific street corner landscape themes that vary between the different types of intersection corners. Particular tree species planting themes are identified to occur along specific streets. Sidewalks will be patterned near intersections and meander within tree groupings along the streets. Parking lot screen walls from street view will be uniform in certain design characteristics such as the wall-cap detail. Screen walls will also integrate with the individual building designs through the use of common materials and color used in the building's architecture.

In addition, there are architectural design standards for the Business Park. Buildings within the CABP will most typically be constructed with tilt-up concrete or cement block. Architectural finishes will vary, and building designs are mandated to incorporate architectural elements to break up horizontal wall planes while incorporating vertical relief in the building wall or with architectural elements in front of the wall plane. Colors will be limited to earth tones and used to offset or highlight plane changes. Tilt-up concrete buildings will incorporate vertical relief in other specified manners. Building façades along streets will feature an abstract expression in design or massing. Architectural solutions within the CABP will meet or exceed those quality standards exemplified in the Cardinal Health building.

The proposed Savage Universal development meets the development design standards for CABP in addition to meeting Commercial Design Standards.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed in accordance with the requirements of the Chandler Zoning Code. A neighborhood notice was mailed on August 29, 2013. Planning Staff and the applicant have not been contacted regarding this application and no opposition has been received.

PLANNING COMMISSION VOTE REPORT

The motion to approve passed 6-0 with Commissioner Donaldson absent.

RECOMMENDED ACTION

Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet entitled "BELLMAN LLC", kept on file in the City of Chandler Planning Division, in File No. PDP13-0007, except as modified by condition herein.

2. Compliance with original conditions adopted by the City Council as Ordinance No. 3867 in case DVR06-0030, except as modified by condition herein.
3. The landscaping in all open-spaces and rights-of-way shall be maintained by the adjacent property owner or property owners' association.
4. The landscaping shall be maintained at a level consistent with or better than at the time of planting. The site shall be maintained in a clean and orderly manner.
5. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
6. Raceway signage shall be prohibited within the development.

15. PRELIMINARY DEVELOPMENT PLAN: Layton Lakes Parcel 21

APPROVED Preliminary Development Plan PDP13-0013 Layton Lakes Parcel 21, amending the subdivision layout and standard lot size on approximately 34 acres located south of the SWC of Layton Lakes Boulevard and Queen Creek Road. (Applicant: Brennan Ray, Burch & Cracchiolo, PA.)

BACKGROUND
The approximate 832-acre Layton Lakes Master Planned development received PAD zoning in March 2001. Of the 832 acres, approximately 373 acres are within the City of Chandler with the majority of Phase 1 occurring in the Town of Gilbert. In December 2003, a PDP was approved for the 21.6-acre Community Recreation Center as part of Phase 1 within the City of Chandler. In February 2004, Council approved a Preliminary Development Plan (PDP) and Preliminary Plat involving the subdivision layout and landscape plans for Phases 2, 3, and 4 of the master planned community. The subject Parcel 21 was part of this PDP approval and originally included 109 residential units. Each of the 7 residential subdivisions within the Chandler portion of Layton Lakes would be required to process future PDP's for the housing product.

The subject Parcel 21 is bordered to the north by a portion of the Layton Lakes lake system and open space, with Parcel 22 located south of the subject site. Layton Lakes Boulevard abuts the site's east side, with additional Layton Lakes open space and the Eastern Canal abutting the site's western side. The Appleby Road alignment borders Parcel 22's southern side with existing rural residential properties within Maricopa County located south of the Appleby Road alignment.

The request is for PDP approval to amend the subdivision layout and standard lot size for Parcel 21. The original approval included 109 lots with a standard lot size of 75' x 120' (9,000 square feet). The proposed amendment includes 115 lots with a standard lot size of 70' x 120' (8, 400 square feet). The basic subdivision layout remains virtually identical to the original approval with only minor adjustments. In addition to the proposed minor adjustment to the standard lot size for Parcel 21, the applicant requests approval to create a "model home' complex at the northeastern corner of Parcel 21, intended to provide model homes for not only Parcel 21, but the other residential parcels within Layton Lakes. This request includes the addition of 4 lots not compliant with the 70' x 120' standard lot size. Lots 1 & 2 are represented as 50' x 120' (6,000 square feet), and lots 3 & 4 are shown as 60' x 120' (7,200 square feet). These four lots will provide model homes for housing product approved elsewhere within Layton Lakes.

The lot setbacks are front yard minimum of 20 feet (15 feet to livable/side loaded garage), side yard minimum of 5 feet and 10 feet, rear yard minimum of 15 feet for a single-story home (25 feet along collector) and 25 feet for a two-story home (35 feet along collector). The request includes

provisions for architectural projections, fireplaces, entertainment centers and such to project 3 feet into the setback for a maximum of 15 feet in width for a single-story element and 6 feet in width for a two-story element. However, in all cases, the projection must maintain a minimum of 3 feet to the property line.

Housing product for Parcel 21 is not included at this time. Housing product review and approval will occur under a separate future Preliminary Development Plan.

Staff supports the request finding the proposed minor amendments not only continue to deliver a quality subdivision layout, but furthers the quality expectations Layton Lakes represents. The reduction of minimum lot width of 5 feet is minor and does not change the nature of Parcel 21. Finally, Staff supports the model home complex concept with the 3 different lot sizes finding the centralized model home complex furthers the sense of community provided by Layton Lakes.

PUBLIC/NEIGHBORHOOD NOTIFICATION
This request was noticed according to the provisions of the City of Chandler Zoning Code. A neighborhood notice letter was sent out in lieu of a neighborhood meeting. Planning Staff has not received any correspondence since the mailing of the notice letter and no opposition has been received.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

RECOMMENDED ACTION
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "LAYTON LAKES PARCEL 21", kept on file in the City of Chandler Planning Services Division, in File No. PDP13-0013, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the City Council as Ordinance No. 3250, case DVR00-0025 LAYTON LAKES, except as modified by condition herein.
3. Compliance with the original stipulations adopted by the City Council as case PDP03-0038 LAYTON LAKES, except as modified by condition herein.
4. All homes built on corner lots within the residential subdivision shall be single-story.

16. PRELIMINARY DEVELOPMENT PLAN: Wells Fargo Chandler Campus Phase II

Mr. Kevin Mayo provided a brief overview of the project.

MR. LEO BAUMANN, Wells Fargo Vice President stated there are 2,916 Wells Fargo team members working in the city of Chandler. There are about 2500 at the Chandler Campus. The expansion of the campus, Phase 2, will give the ability to add an additional 2500 team members at this location. He introduced two of his associates – Chad Carter and Brad Liebe who were in the audience. Mr. Baumann added they would be pursuing LEED Gold certification on the buildings.

Mr. Slavin, legal counsel representing the applicant, highlighted elements of the project.

APPROVED Preliminary Development Plan PDP13-0015 Wells Fargo Chandler Campus Phase II, for the site layout and building architecture for Phase II of the existing Wells Fargo Ocotillo

Corporate Center campus on approximately 68 acres located at the NWC of Price and Queen Creek roads. (Applicant: Francis J. Slavin, P.C.)

BACKGROUND

The subject site is comprised of 3 parcels totaling approximately 68 acres located at the northwest corner of Price and Queen Creek roads. The site is bordered to the north by a vacant 15-acre parcel zoned in 2005 for the TSYS data operations center. Adjacent, to the west, is the Gila River Indian Community. Price Road abuts the site's east side, with the Continuum business park development and vacant land planned for employment uses located east of Price Road. Queen Creek Road abuts the site's southern side, with an existing fuel station and vacant land zoned for business park uses located south of the arterial.

The 68-acre Wells Fargo Ocotillo Corporate Center received zoning approval in 2002 designating the approximate northern two-thirds to Planned Commercial Office (PCO) with a Planned Area Development (PAD) overlay, and the approximate southwestern one-third to PAD. The PCO district provided the commercial office and related uses entitlements while the PAD overlay provided design flexibility yet an assured predictable level of campus quality. The companion PAD zoning allowed for additional office space as well as 50,000 square feet of retail uses. The 2002 approvals included Preliminary Development Plan (PDP) approval for Phase I of the campus master plan including Buildings A and B, associated surface parking and landscape improvements for Phase I and along the Price Road frontage. Construction of Phase I began shortly after.

A Public Transportation Plan was approved through a PDP in 2003 that provides guidance through policy direction for the pedestrian and vehicular transportation needs to support the public transportation service to the corporate campus.

Most recently, the subject site received PDP approval in 2008 amending the campus master plan to include an approximate 432,000 square foot data processing service center building. This building was to be located along the site's southern side north of Queen Creek Road. Wells Fargo ultimately never constructed this facility and no longer intends to pursue this component of the campus.

The current request is for PDP approval for Phase II of the Wells Fargo Ocotillo Corporate Center campus that includes the site design, landscaping, surface and structured parking associated with the proposed buildings D & E. The current site design is a continuation and progression of the conceptual master plan developed in 2002. Buildings D & E remain in roughly the same location as originally proposed; however, the associated building footprints, and more importantly the campus pedestrian experience, have undergone further evolutionary refinement. Buildings D & E continue the provision of the dynamic north-south axis oriented pedestrian mall established by the existing buildings A & B. The pedestrian mall's landscape and hardscape design includes varying geometric forms complemented by curvilinear pedestrian walkways that provide a wide range of pedestrian circulation and seating opportunities. Most significantly is the outdoor dining area adjacent to the cafeteria located at the northern end of building D's first floor.

The proposed Phase II continues the high level of quality established through Phase I. The landscape design promotes a seamless extension through the material palette and form. Additional attention has been paid ensuring a complimentary relationship between the building design and landscape interface that softens the buildings' pedestrian experience transitioning to a human scale.

The design team has worked tirelessly to ensure the proposed Phase II architecturally relates to the existing Phase I campus vernacular, yet provides buildings D & E an opportunity for unique identity. Campus architectural continuity has been achieved through the incorporation of various prominent design features found on buildings A & B. For example, the strong horizontal elements such as parapet heights, glazing bands, and fundamental geometry continue. The façade precast panels include similar floor and column profiles, and the metal panels retain the same panel-seam size and scale yet now include additional reveals for further architectural interest. The buildings' first floors and primary entrance glazed curtain walls include the same 'Silver Glass'. As well, the second, third and fourth floors include the same 'Blue-Green Glass'. The basic building form and proportions remain consistent with Phase I. This evokes a strong campus image when viewed from Price Road. Once within the campus, the finish detailing provided on Phase II, provides the desired distinctive identity from Phase I.

Furthering the design evolution are the efforts taken towards environmental awareness. The fundamental design has shifted the building's central core to the west side to minimize heat gain and solar glare within the office space. As a result, careful attention was paid to ensure the western façade of building E remained sensitive to the human experience along the pedestrian mall. The first floor was recessed beneath the second floor to not only provide a single-story human scale element, but provide significant shading as well. The north and south elevations utilize glazed curtain walls to provide not only controlled natural light, but significant views offering a sense of openness. Through the design team's efforts, buildings D & E will experience a significant cost savings in ongoing utility costs. As such, Wells Fargo will be pursuing LEED Silver certification for Phase II.

Wells Fargo's existing Phase I campus comprises roughly 410,000 square feet with approximately 2,500 employees. The proposed Phase II includes an additional 410,000 square feet for an additional 2,500 employees. To accommodate the increased parking demand, the proposal includes a new 4-level, 2,108-space parking structure located west of building D. This structure is expandable in the future for a 5th floor. The structure includes a muted but related cast-concrete design that incorporates metal panels at the taller vertical elements, a cue taken from the office buildings. Additionally, 440 new surface parking spaces are provided. Altogether, Phase II will include an additional 2,548 parking spaces for a total campus parking supply of 4,270 spaces. The conceptual campus plan shows future multi-story office buildings and additional multi-level parking structures. It is important to identify the intentional campus organization whereby the surface parking is located along Price Road, the multi-level parking structures are located along the western boundary, and the elegant office buildings are centrally located to screen the parking structures from Price Road views.

Planning Staff supports the request finding the proposed Phase II campus expansion to represent a high-quality addition to the Ocotillo Corporate Center campus. Wells Fargo's commitment to the Price Corridor is furthered by this 410,000 square foot addition to their campus. The design team has done a fantastic job maintaining a strong campus relationship architecturally while providing building's D & E their own identity within the campus. This careful attention to detail sets the stage for future campus expansions in terms of quality design. Finally, Wells Fargo's interest in responsible environmental sustainability is evidenced by the efforts taken in building design and internal space programming, as well as material selection and placement.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed according to the provisions of the City of Chandler Zoning Code with neighborhood meetings being held on September 16 & 19, 2013. There were approximately 8 citizens in attendance at each meeting with questions regarding construction timing, anticipated

number of new employees and other development related questions. There was no opposition. Planning Staff has received no correspondence in opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

RECOMMENDED ACTION
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Wells Fargo Chandler Campus Expansion" kept on file in the City of Chandler Planning Services Division, in File No. PDP13-0015, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the city Council as Ordinance No. 3389, case DVR02-0021 WELLS FARGO OCOTILLO CORPORATE CAMPUS, except as modified by condition herein.
3. Compliance with the original stipulations adopted by City Council in case PDP02-0025 WELLS FARGO OCOTILLO CENTER, except as modified by condition herein.
4. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details and design manuals.
5. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
6. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual #4).
7. Undergrounding of all overhead electric (less than 69kv), communication, and television lines and any open irrigation ditches or canals located on the site or within adjacent rights-of-way and/or easements. Any 69kv or larger electric lines that must stay overhead shall be located in accordance with the City's adopted design and engineering standards. The aboveground utility poles, boxes, cabinets or similar appurtenances shall be located outside of the ultimate right-of-way and within a specific utility easement.
8. The landscaping shall be maintained at a level consistent with or better than at the time of planting.
9. Approval by the Director of Transportation & Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls and the Director of Transportation & Development for arterial street median landscaping.

17. AGREEMENT: TransCore ITS, LLC

APPROVED Agreement No. TD3-208-3197 with TransCore ITS, LLC, for the purchase of traffic controller software and implementation services in an amount not to exceed $344,967.60. This project is federally funded in the amount of $294,311.30 using a Congestion Mitigation and Air Quality (CMAQ) grant. The remaining $50,656.30 will be funded from the City's traffic signal budget.

18. AGREEMENT: Segal Company (Western States)

APPROVED an agreement with the Segal Company (Western States), Inc., for professional services for a Classification/Compensation Study for Citywide Information Technology (IT) related positions in an amount not to exceed $42,900.00.

The last classification study of Information Technology positions was conducted in 2002. There have been significant changes in technology as well as the organizational structure since then that warrant a comprehensive review. The project will cover 59 employees covered by 36 classifications. This study will also review positions in departments that perform information technology related tasks. Over the past few years, the City has moved to Enterprise systems and many of the job descriptions and titles are now outdated. Recruitment efforts have been challenging and at times, have been closed without a hire and re-opened several times before a hire can be made. City Staff believes that an in-depth study of all IT positions coupled with updated job classifications and an evaluation of appropriate pay grades will improve recruitment and retention.

19. AGREEMENT: Simpleview LLC

APPROVED Agreement No. ED4-915-3296 with Simpleview LLC, for Search Engine Optimization (SEO) and Management of Pay Per Click (PPD) Advertising Services along with Website hosting and maintenance in an amount not to exceed $118,404.00 for a twenty-month period with options to renew for three additional one-year periods.

Proposition 302 Maricopa County Grant (Prop 302) is available to destination marketing organizations (DMO) within Maricopa County and is administered by the Arizona Office of Tourism. The purpose of this grant program is to provide funding for new and expanded tourism marketing activities such as advertising, website development, public relations and travel industry marketing that focus on marketing the community as a destination. The City of Chandler has utilized Prop 302 to fund the development, maintenance and support of the City's tourism website, www.VisitChandler.com to varying degrees since 2003.

The website features essential Chandler tourism information including, but not limited to, hotel accommodations, attractions, a calendar of events and a dining guide. It is a key marketing tool to reach potential visitors. VisitChandler.com is featured on all promotional materials and advertisements, and is also used to measure the success of advertisements and general promotions. It is a key source of information for people researching travel to Chandler.

PPC ads are strategically placed website advertisements which appear on the right and on top of natural search engine results for specific keywords and phrases. PPC is typically a strong marketing strategy when trying to rank with highly competitive keywords and phrases with more immediate results. SEO is an organic method of increasing the likelihood that a website is found by a user when searching for a keyword or phrase through a search engine; thereby connecting the user with the content that they are seeking. SEO is a strong, long-term strategy which requires a continual investment of time, but provides lasting website growth.

Services are to be provided for November 2013 through June 2015. Services for July 2014 – June 2015 are contingent on receiving additional funding via Prop 302. Services may be reduced and/or the agreement may be terminated in the event that insufficient funds are appropriated. No legal liability on the part of the City of Chandler for services may arise under this agreement beyond the current fiscal year should funding not be received.

20. AGREEMENT AMENDMENT: Municipal Emergency Services, Inc.

APPROVED Agreement No. FD3-340-3133, Amendment No. 1, with Municipal Emergency Services, Inc., (MES), for the purchase of fire protective clothing and uniforms in an amount not to exceed $272,735.00. This is the first of four renewal options and includes a 5% increase.

21. PROJECT AGREEMENT: Wilson Engineers, LLC

APPROVED Project Agreement No. WW1407-201 with Wilson Engineers, LLC, for the Chandler Water Reclamation Campus (CWRC) Expansion Engineering Services, pursuant to Annual Contract No. EN1306-101, in an amount not to exceed $686,037.00, contingent upon written notification from Intel and appropriate funding. The CWRC is located on the southeast corner of Old Price and Queen Creek roads.

The project scope includes development of additional effluent recharge capacity by permitting and design of four additional ASR wells at the Ocotillo ASR Facility. Three of the four ASR wells are funded by Intel per the Master Development Agreement adopted by Mayor and Council on February 9, 2012.

22. CONTRACT: Entellus, Inc.

APPROVED Contract No. ST0808-451 with Entellus, Inc., for Ocotillo Road Improvements Construction Management Services in an amount not to exceed $57,990.00.

23. PURCHASE: Shade 'N Net

APPROVED the purchase of playground shade structures from Shade 'N Net, utilizing the Mohave Contract No. 10M-SHADE-0104, in an amount not to exceed $154,225.50.

Adding shade for playgrounds in City parks has been a City Council priority over the last few years. This project will provide for the installation of playground shade structures at Summit Point, Desert Breeze (two structures), East Mini, Los Altos, Folley and Pueblo Alto parks. Once approved, it will take approximately 16 weeks for design, construction, and installation of the structures to be completed.

With the addition of these shade structures, forty-six (46) playgrounds will be shaded. Only two parks, Price and Harris, will be left to complete. Price Park will be completed later this year following the installation of new playground equipment. Harris Park is scheduled to be completed as part of a more extensive renovation of the park in the near future.

24. PURCHASE: SHI International Corporation

APPROVED the purchase of Fluke Truview Software and network security software/appliance and annual support/maintenance from SHI International Corporation, utilizing the Western States Contracting Alliance (WSCA) #ADSPO11-007500, in an amount not to exceed $79,381.00.

For the past 7 years, the City has utilized network traffic analysis software and security applicant (Netscout Infinistream) to provide fast and accurate diagnosis of network problems. This system allows City staff to capture, store and analyze several gigabytes of network traffic and is part of the standard set of network security analysis tools. The current system is beyond its useful life (originally scheduled for replacement in FY 11/12) and is no longer able to meet the demands of the increased network traffic and bandwidth now being used by the City. Information Technology

Staff have researched the current state-of-the-art network traffic analysis software and appliances and are recommending the Fluke TruView platform as a technically superior choice based on the City's current needs. Replacing the Netscout Infinistream with the Fluke TruView will enable the technical teams to diagnose network and application performance issues within the City's complex network environment and remedy them quickly and effectively. The replacement of this system including the annual support/maintenance cost has been planned for and funded through the Technology Replacement Fund 403. The software/applicant cost is $44,189.00 and support/maintenance cost is $35,192.00 for 3 years.

25. USE PERMIT: Fredrick's Auto

APPROVED Use Permit ZUP13-0012 Fredrick's Auto, for the operation of an automotive sales and associated service business within an existing converted home on property zoned Medium Density Residential (MF-1) and Regional Commercial District (C-3) located at 870 E. Chandler Boulevard. (Applicant Fredrik Darbrodi.)

BACKGROUND
The subject site is located at 870 E. Chandler Boulevard, approximately 1/8 mile west of the northwest corner of Chandler Boulevard and McQueen Road. The site is bordered to the south by Chandler Boulevard and to the north by Detroit Street. Adjacent, to the west, is an existing apartment complex zoned Medium Density Residential (MF-1). An existing home (owned by the applicant) is located along the site's northeast side, with vacant property zoned Regional Commercial (C-3), also owned by the applicant, located along the site's southeast side. Further east is an existing Auto Body business.

The subject site is approximately 90 feet wide and 600 feet deep with the northern half zoned MF-1 and the southern half zoned C-3. As represented in the exhibits, the site contains an existing centrally-located vacant home that partially straddles the C-3/MF-1 zoning interface. The 1,200 square-foot home's northern majority is within the MF-1 zoning with a small portion located within the C-3 zoning designation. The home is oriented towards the south facing Chandler Boulevard. The site contained a former illegal moving company including truck fleet storage.

The applicant received Use Permit approval in 2008 to utilize a modular office building in conjunction with a planned automotive sales business at 880 E. Chandler Boulevard. Shortly thereafter, the applicant purchased the subject 870 E. Chandler Boulevard directly adjacent to the west. A modular office building was never sited since the subject site contained an existing structure. Basic site and building improvements were started without permits and the applicant commenced the business. The business ceased upon notice order from the City of the structure's non-compliant zoning, non-permitted building improvements and deficient site improvements.

The request is for Use Permit approval to utilize the existing vacant home as an interim sales office for Fredrik's Auto, a used car business. Additionally, the request includes approval to utilize the attached single-car garage for minor vehicle maintenance and detailing. The applicant identifies the long-term goal of securing sufficient financing to construct a permanent sales and maintenance facility further south within the property, closer to Chandler Boulevard. From a zoning standpoint, Automotive Sales and Service is a permitted use within the C-3 district; however, the site's northern MF-1 designation does not allow the use by right. The majority of the business will be conducted on the site's southern half that will include vehicle parking and display. The exhibits identify a point just north of the existing structures where the proposed business

activities are prohibited in an effort to maintain compatibility with the existing residential neighborhood to the north.

The site plan and landscape plan conceptually represent the improvements that will be completed upon Use Permit approval. Although the improvements are seen as temporary, the site will need to be brought into compliance with the Commercial Design Standards as well as all applicable Building Codes. Appropriate landscaping, parking, pedestrian accessibility and paving/dust control measures will be implemented. All site improvements, building improvements and business signage will be subject to separate future permits.

The vacant home will include a waiting area, 2 office areas, and restrooms for the public activities of the sales portion of Fredrik's Auto. The single-car garage will be utilized for minor vehicle maintenance such as oil changes, brake jobs and vehicle detailing. All major motor vehicle repairs such as engine rebuilding, will occur off-site. All vehicle maintenance and repair will occur indoors within the garage only. The applicant represents the hours of operation as Monday through Friday, 10 a.m. to 6 p.m., Saturday 10 a.m. to 4 p.m., and closed on Sundays. Sales volume is anticipated to be 10 vehicles or more per month with a sales display inventory of 18 or more vehicles.

Staff supports the request finding consistency with the Chandler Redevelopment Element, which supports elimination of substandard property conditions and the enhancement of streetscape appearances in this stretch of Chandler Boulevard. The site improvements will further both objectives. The site's irregular split-zoning and existing structure present a unique challenge. Staff finds the proposed Use Permit, as an interim solution, to represent an appropriate phased approach to the long-term development solution for the subject site. As represented, the applicant intends to construct a permanent structure as soon as financially feasible. The applicant requests, and subsequently Planning Staff recommend a three (3) year time limit to allow sufficient time to finalize the permit review process, complete the improvements and ultimately re-commence the business.

PUBLIC/NEIGHBORHOOD NOTIFICATION
This request was noticed in accordance with the requirements of the Chandler Zoning Code with a neighborhood meeting being held on July 3, 2012. There were no citizens in attendance. Planning Staff has received no correspondence in opposition.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 6 – 0 with Commissioner Donaldson absent.

RECOMMENDED ACTION
Upon finding consistency with the General Plan, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with narrative, site plan and associated conditions of approval.
2. The Use Permit shall remain in effect for three (3) years from the effective date of City Council approval. Continuation of the Use Permit beyond the expiration date shall require re-application to and approval by the City of Chandler.
3. All site and building improvements shall be subject to separate permit application, review and approval.
4. All site improvement shall be consistent with the Commercial Design Standards.
5. Motor vehicle repair and maintenance shall occur within the garage only.

6. The landscaping shall be maintained at a level consistent with or better than at the time of planting.
7. The site shall be maintained in a clean and orderly manner.

26. USE PERMIT: Shoppers Supply

APPROVED Use Permit ZUP13-018 Shoppers Supply, to install a 500-gallon dispensing propane tank in an outdoor fenced storage area located at 1880 S. Alma School Road, west of the NWC of Alma School and Queen Creek roads. (Applicant: Jon Herges, General Manager of Shoppers Supply.)

BACKGROUND
The subject site is located at 2880 S. Alma School Road, west of the northwest corner of Alma School and Queen Creek roads and is zoned Planned Area Development (PAD). The business is in the former Target location in Ocotillo Plaza. The surrounding uses include: agriculture to the west and north, Clemente Ranch single-family residential to the northwest and retail and commercial developments at the remaining three corners of the intersection.

The request is for Use Permit approval to install a 500-gallon dispensing propane tank in an outdoor fenced storage area. The dispensing propane tank will be above-ground and installed in an existing screened outdoor side yard, located on the southwest side of the building. Access to the tank will be by company certified personnel through a locked gate.

Shoppers Supply started in 1966 by George Schmidt. The business started out as a small Fleet and Farm store operation in Spencer, Iowa. The business grew into a family-owned, multi-store retailing business and in 1989, George's son, Jim, took over the stores. Today, Shoppers Supply is operated by Jim and his son Tyler. Shoppers Supply opened its first store outside of Iowa in December 2011, expanding to Apache Junction, Arizona.

The Chandler Shoppers Supply is the second store in Arizona. Shoppers Supply carries a large selection of merchandise including: automotive, clothing and footwear, hand and power tools, electrical, farm and ranch supplies, feed, housewares, lawn and garden, pet supplies and plumbing.

Hours of operation are Monday through Saturday 8 a.m. to 7 p.m. and 9 a.m. to 5 p.m. on Sunday. The business employs approximately 40 to 50 staff members.

Bulk storage fuel tanks that dispense fuels, regardless of the total gallons, require approval of a Use Permit. In all instances, fuel tanks need to receive building permit approval, which includes Fire Department review and approval. The fuel tank will also need to meet all other applicable State and Federal laws.

Planning Staff supports the request finding the installation of a 500-gallon dispensing propane fuel storage tank as an ancillary use to the direct operation and services provided by Shoppers Supply.

PUBLIC/NEIGHBORHOOD NOTIFICATION
This request was noticed in accordance with the requirements of the Chandler Zoning Code with a neighborhood meeting being held on September 25, 2013. There were no citizens in attendance. Planning Staff has received a phone call from a resident concerning their opposition. A follow-up email outlines their concerns. One other resident spoke in person to Planning Staff at

the customer counter to voice their concerns and issues. Briefly, the issues stated were: public notification, hay fires at the agricultural property, propane tank explosions and safety. This resident attended and spoke at the Planning Commission public hearing held on October 16, 2013.

PLANNING COMMISSION VOTE REPORT
The motion to approve passed 5 – 1 with Commissioner Ryan voting in opposition and Commissioner Donaldson absent.

The item was moved from the consent agenda for a presentation and discussion. The speakers included two residents of the Clemente Ranch subdivision to the north of Shoppers Supply and the other resident did not live in the area but is a concerned Chandler resident. The following is a summary of the concerns conveyed at the hearing; the meeting minutes provide further detail.

The first resident who spoke was the same person who came to the customer counter. The resident indicated the following concerns and issues: the public notification process in reference to the notice for the neighborhood meeting, signage, lack of residents knowing the process and application; adding the propane tank as a dispensing tank is unfair to other propane retailers who have exchange tanks and already supply propane; the dispensing propane tank affects property values; the safety of residents in the event of a tank explosion; hay fires have occurred at the agriculture property; State and City Fire Marshal inspections; who is the contractor installing the tank; who conducts the training and certifies staff; and also he read news articles on past propane tank explosions.

The next speaker did not live in the area but stated she is a taxpayer and resident concerned about the safety of the propane tank being installed. The third speaker was a property owner in Clemente Ranch and spoke of safety of propane tanks, previous hay fires and the height of the hay stacks on the agricultural property.

The Planning Commission discussed the request in reference to the safety of the propane tank related to the fire and building codes. Planning Staff stressed that the use permit is to determine the land use compatibility of the request. The dissenting Planning Commissioner wanted a report from the Fire Marshal to determine safety of the tank and its compatibility before approving the use permit. Planning Staff indicated the first step is to approve the use permit for the requested land use which is followed by a building permit application. The building permit process reviews compliance of the tank with Building Codes and Fire Codes.

Planning Staff communicated these concerns to the Fire Marshal. The Fire Marshal said the proposed tank will be reviewed for Fire Code compliance as part of the building permit process, also stating there are no issues related to the tank's proposed location. Additionally, the Fire Marshal conveyed that there are inspections of above ground tanks conducted annually by the Fire Department to insure safety measures are being met.

RECOMMENDED ACTION
Upon finding consistency with the General Plan and zoning, the Planning Commission and Planning Staff recommend approval subject to the following conditions:

1. Development shall be in substantial conformance with the narrative, site plan and associated conditions of approval.
2. The tank shall be constructed to comply with all City of Chandler Building and Fire Codes.
3. Fuel containment shall be in accordance with all State and Federal laws.

27. SPECIAL EVENT LIQUOR LICENSE: Chandler Compadres

APPROVED a Special Event Liquor License for the Chandler Compadres for the Rock the Cause fundraiser for the Boys and Girls Club on November 16, 2013 at 450 N. 54th Street. A recommendation for approval will be forwarded to the State Department of Liquor Licenses and Control. With a Special Event Liquor License, the organization can sell all alcoholic beverages within the confines of the event during the designated event periods. The Police Department reports no objections to the issuance of this license. The special event liquor fee has been paid; however, as this applicant is a non-profit organization, no sales tax license is required.

28. CONTINUED LIQUOR LICENSE: Fired Pie

CONTINUED TO DECEMBER 12, 2013, a Series 12 Liquor License for Lori Ann Cuomo, Agent, FPRT LLC, dba Fired Pie, located at 2855 W. Ray Road, Suite 5, to allow the applicant time to complete the requirements for a new Use Permit.

29. FINAL PLAT: Layton Lakes Phase 2B and Parcel 21

APPROVED Final Plat FPT12-0019 Layton Lakes Phase 2B and Parcel 21, for Phase 2 and Parcel 21 of Layton Lakes master planned community located south of the SWC of Layton Lakes Boulevard and Queen Creek Road. The plat creates the lots and tracts, establishes the necessary easements and dedicates the required rights-of-way. (Applicant: Jerry Dodd, Jr. /Bowman Consulting.)

ACTION:

30. CITY CODE AMENDMENT: Chapter 35 Ord. #4513

Mr. David De la Torre, City Planner, gave an overview of the proposed City Code change.

VICE MAYOR SELLERS clarified that to lose the grandfather status takes 12 consecutive months. Mr. De La Torre responded that provision is set out in the zoning code. Legal non-conforming status. A change would require an amendment to the zoning code.

COUNCILMEMBER HARTKE commented a few concerns he had heard from his attendance from the PZ meeting was the change from use permit to administrative action. He questioned what the practices of other cities were in this regard. Mr. De la Torre replied that Chandler is unique in that it requires use permits for group homes. The only other city that requires use permits for group homes is Phoenix and only for group homes that don't have residents that are disabled. Most cities the process is administrative. Councilmember Hartke asked if the city would be more or less liable with this change? Mr. De la Torre commented that they worked closely with the City Attorney's office with this language. This is more compliant with FHA than what is current in the Zoning Code.

MAYOR TIBSHRAENY noted he had received several comment cards in support of the ordinance:

Jan & Amy Ocean, Mary Ellen Coe, John Harry, Carolee Sandroline, Bob Kampfe, Mark & Allyson Gildersleeve, Connie & Oscar Young, Rosemarie Spiher, Traci Layton, Ken Layton, George Urish, Janet Hoffmann, David Schlau, Sherri Dunlap, James Dunlap, Gary Howard, Hilda Bermudez, Jody Bearden, Pao Bearden.

Speakers:

MR. LARRY HOFFMAN, 2195 E. County Down Drive, Chandler representing the Cooper Commons Preservation Action Committee said the objective is to not eliminate behavioral or assisted living. However, their focus is on limiting the number of patients housed in a single family home and preserving the integrity of the single family neighborhoods by addressing the density. He noted that on a chart presented to Planning Commission, Chandler's density of residential care facilities in single family neighborhoods is .2%. Their neighborhood would be at 15%. He said the said while the ordinance may not be perfect; it generally meets the needs of the neighborhood while allowing a neighborhood experience for the residents in the facilities. He urged the Council to adopt the ordinance.

MR. JEFF MARSH, 1079 W. Amanda Lane, Tempe, stated he currently owns a "silver living " residence within the city limits of Chandler. He expressed concern with the quick time frame of adopting the ordinance. He said he asked via e-mail a reprieve to allow a vetting process to allow input from business owners. He said his understanding was the committee was comprised of one resident and 5 councilmembers. He added that this action might also open Chandler up for a lawsuit as he believes federal law will be broken. He also cited a case from Sedona.

COUNCILMEMBER HEUMANN asked if this change would affect any legal use. MS. BIGELOW replied that if passed, those that are operating with use permits and comply under the previous ordinance will continue to exist until they cease operations for 12 months or a change is made.

COUNCILMEMBER HEUMANN asked if it was the city attorney's opinion that the ordinance as written would hold up to the legalities and other statutes. Ms. Bigelow stated this ordinance specifically requires the staff to consider reasonable accommodations being requested b group homes that care for the disability as defined by the federal government.

SUSAN ARCHER, 3348 N. Chestnut Street, Mesa, representing the Arizona Coalition for Assisted Living. She stated she believes it is a dangerous precedent to set to begin to restrict individuals the right to live where they choose. She commented that the neighboring communities are not as restrictive.

MR. GONZALO ARDAVIN, 207 N. Honeysuckle Lane, Gilbert, stated his opposition to this ordinance. He stated his agreement with the concerns by the previous speakers. Mr. Ardavin said he is an owner operator of several "silver living" homes throughout the East Valley and Colorado. He said he personally agrees with the separation to prevent clustering. He commented that it was his understanding there was one resident and five councilmembers in one meeting, and that's not vetting. He asked for an additional time for review.

MAYOR TIBSHRAENY said the process is being vetted. The meeting referred to is of City Council Subcommittee, which was posted as an open public meeting.

COUNCILMEMBER WENINGER said that while he is supportive of group homes and they are necessary, there needs to be a limitation as any other development the Council reviews.

COUNCILMEMBER HARTKE agreed with the comments by Councilmember Weninger and added his support.
COUNCILMEMBER HEUMANN stated his support for group homes and said he believed the ordinance was well thought out by protecting the neighborhoods and the residents who live in group homes.

MOVED BY COUNCILMEMBER HEUMANN TO APPROVE THE INTRODUCTION AND TENTATIVE ADOPTION OF ORDINANCE NO. 4513, ZCA13-002 AMENDING CHAPTER 35 OF THE CITY CODE REGARDING GROUP HOMES AS PRESENTED BY STAFF. VICE MAYOR SELLERS SECONDED THE MOTION.

COUNCILMEMBER DONOVAN noted that only 7% of the homes have over 5 residents, so there is a minor amount that can request the additional amount. She believed the proper review had been accomplished by legal and staff.

THE MOTION CARRIED UNANIMOUSLY (7-0).

BACKGROUND

Within the last year, the City has become increasingly aware of group home clustering (using the term generally to include all types of group homes) in Chandler's neighborhoods. Initially, the issue was brought to the City's attention during the review of a Use Permit application for a group home. At that time, the City became aware that the subject group home is 1 of 3 group homes on the same street, which are located less than 200 feet apart. The clustering issue was exacerbated when a home that abuts one of the 3 existing group homes was sold to another group home provider with the intention of opening a fourth group home on the same block. The City has received numerous complaints from residents in the neighborhood regarding the clustering issue.

Currently, Chandler's Zoning Code requires a Use Permit and adherence to standards such as a minimum separation of 1,200 feet only when the group home has more than 5 residents. Group homes with 5 or less residents are not currently regulated by the Zoning Code, and therefore, are not currently required to be separated a minimum of 1,200 feet. This absence of a separation requirement, together with low home prices experienced in recent years, may have accelerated the clustering issue.

The issue was brought before a Council Subcommittee on September 26, 2013. Council subsequently directed Staff to amend the Zoning Code at their October 24, 2013, regular meeting with the intent of requiring a 1,200-foot minimum separation between all group homes, lowering the maximum number of residents permitted and revising the definitions to facilitate these goals.

EXISTING GROUP HOMES

To analyze the issue, Planning Staff mapped out group homes that are licensed by the Arizona Department of Health Services (ADHS). The map revealed that the clustering issue is not limited to one neighborhood, but is prevalent citywide. According to ADHS, there are currently 152 licensed group homes in Chandler. This is not an enormous number considering that it constitutes 0.2% of the total number of single-family, detached dwelling units citywide (69,773 as of September 1, 2013). However, Planning Staff's analysis found that 99 (65%) are located within 1,200 feet of another group home. These group homes include assisted living and behavioral health homes. Assisted living homes are homes that provide continuous care services to its residents and mostly serve elderly residents. Behavioral health homes are for residents that

have been diagnosed by a qualified professional as having a mental issue or an addiction. Examples of mental health issues include depression, bipolar, and schizophrenia. Addictions may be related to substance abuse, but can also include other types of addictions such as gambling. The goal of behavioral health group homes is to provide treatment and assistance to help residents build the skills they need to live independently.

In addition to the 152 group homes, there are 24 licensed group homes for the developmentally disabled (residents with autism, cerebral palsy, epilepsy or cognitive disabilities) in Chandler. Arizona Revised Statutes (ARS) specifically prohibit cities from differentiating group homes that serve 6 or fewer developmentally disabled residents from any other single-family dwelling. For this reason, group homes for the developmentally disabled are currently excluded in the Zoning Code, in the proposed amendments, and from the total number of group homes in this analysis.

There are also other types of group homes that are not licensed by the state or any other governmental authority. These include sober living homes and halfway houses. Sober living homes provide a structured sober living environment for recovering alcoholics and other recovering substance abusers. Their primary purpose is to provide housing for people who have come out of rehab and need a sober and supportive environment in which to live. Halfway houses may also act as transitional homes for people who have come out of rehab, but may also provide housing for people who have been released from incarceration or a mental health facility. Planning Staff is aware of one sober living home in Chandler, which the City issued a Notice of Violation for unlawfully operating a group home with more than 5 residents. After receiving notice, the sober living home provider submitted a Use Permit application which is currently in review. Planning staff researched halfway houses and did not find any current locations in Chandler.

Other types of group homes include shelters for people at risk, dormitories, fraternities and sororities. Planning Staff is aware of one shelter for people at risk for which location is protected by law. Planning Staff is not aware of any dormitories or other types of group homes located in single-family homes.

CURRENT ZONING REGULATIONS

Chandler's Zoning Code categorizes group homes as either "adult care home" or "group home". The term adult care home was originally incorporated into the Zoning Code to be consistent with terminology that was utilized in the ARS. However, the ARS replaced this term with a new term, "assisted living home". The term group home in the Zoning Code is a broader term that includes all other types of group homes mentioned previously in this memo. In effect, both adult care homes and group homes are defined as having 6 to 10 unrelated residents. Both require Use Permit approval and compliance with standards, which, in practice, are essentially the same as the standards in the proposed amendments.

As previously stated, group homes with 5 or less unrelated residents meet the definition of "family", and do not meet the threshold of number of residents in an adult care home or a group home. Therefore, group homes with 5 or less residents do not require a Use Permit, are not required to comply with standards (including the minimum separation) and are allowed in a single-family home as a matter of right.

PROPOSED AMENDMENTS

The focus of the proposed amendments is to require a minimum 1,200-foot separation between all group homes, regardless of the number of residents. To this end, the proposal revises the definition of family and introduces a new term for Chandler, "Single Housekeeping Unit", which is

used by other municipalities to specify the characteristics of groups of unrelated persons living together that meet the functional equivalency of a traditional family household. In other words, the definition of single housekeeping unit will be used to determine whether a group of unrelated residents is a family or a type of group home. The distinction is made in several areas such as household responsibilities (e.g. meals, chores, maintenance, expenses, etc.), the lease structure if residents are paying rent and where the authority lies to determine the makeup of the household. The definition maintains the ability to have an unlimited number of related residents and a limit of no more than 5 unrelated residents.

Group homes are redefined as being either a "Residential Care Home" or a "Group Home". Residential care homes are group homes for residents who have a disability. A "Group Home" is redefined as a group home for residents who do not have a disability. The distinction between group homes for the disabled versus non-disabled is made to comply with the Federal Fair Housing Act (FHA) which prohibits discrimination against group homes serving the disabled and requires local jurisdictions to make reasonable accommodations for such group homes, when requested.

To be consistent with the definition of a single housekeeping unit, residential care homes and group homes are also defined as having no more than 5 unrelated residents. The ability to have more than 5 residents through Use Permit approval is removed. As proposed, only residential care homes will have the option to request more than 5 residents through a request or a "reasonable accommodation waiver". Residential care homes and group homes will be required to register with the City to ensure compliance with standards including a minimum separation of 1,200 feet.

REASONABLE ACCOMMODATIONS

In very exceptional circumstances and to comply with FHA, residential care homes may request that strict compliance with one or more standards in Section 35-2211(3) be waived by the Zoning Administrator (ZA). The following findings must be made by the ZA to grant a reasonable accommodation waiver:

- The request will be in compliance with all applicable building and fire codes.
- The request will not create a substantial detriment injurious to neighboring properties by creating traffic impacts, parking impacts, impacts on water or sewer system, or other similar adverse impacts.

The proposed language also states, "Profitability for financial hardship of the owner/service provide shall not be considered by the ZA in determining to grant a reasonable accommodation waiver".

A request may have unique circumstances that may not apply to other properties. Given the potential for a wide variety of factors and circumstances, each request will be reviewed on a case-by-case basis.

As part of the review process, the Zoning Administrator may meet with and interview the applicant and request more information such as a site plan, floor plan, information regarding number of residents able to drive, other transportation methods utilized and description of daily activities. The review will also involve consultation with the Neighborhood Resources Division, Fire Marshal, and the City's Building Official.

LEGAL NONCONFORMING USES

All group homes that are legally operating under current Zoning Code regulations will be able to continue to operate as a legal nonconforming use, should the proposed amendments be adopted. According to the Zoning Code, a legal nonconforming use loses its "grandfathered" status after the use is discontinued for a period of 12 consecutive months or if a less restrictive use (meaning additional entitlement) is requested.

An application will be made available to existing group homes as a means of registering their status with the City. Planning Staff will contact group homes that are currently licensed with ADHS to ensure that they are all accounted for. The goal will be to create the most complete list of group homes possible in order to establish eligible locations for new group home applications.

Group homes, regardless of the specific type, are primarily residential in nature and provide a necessary service that can be effectively integrated into neighborhoods without any adverse impacts on the surrounding community. According to the American Planning Association's (APA) Policy Guide on Community Residences, more than 50 studies, using a variety of methodologies, have found that group homes do not adversely affect property values in a neighborhood. These studies have found that group home properties are often the best maintained properties on the block, and that most neighbors aren't aware that there is a group home nearby. Studies have also shown that group homes have no effect on neighborhood safety and that group home residents are less likely to commit a crime of any sort than the average resident in a city.

Even so, research has also shown that neighborhoods have a limited absorption capacity for group homes that should not be exceeded. According to APA, a neighborhood can accommodate no more than one or two group homes in a single block. The APA's Policy Guide states:

> "For a group home to enable its residents to achieve normalization and integration into the community, it should be located in a normal residential neighborhood. If several group homes were to located next to one another, or be placed on the same block, the ability of the group homes to advance their residents' normalization would be compromised. Such clustering would create a de facto social service district in which many facets of an institutional atmosphere would be recreated and would change the character of the neighborhood.
>
> ...there is a legitimate government interest to assure that group homes do not cluster. While the research on the impact of group homes makes it abundantly clear that group homes a block or more apart produce no negative impacts, there is a concern that group homes located more closely together can generate adverse impacts on both the surrounding neighborhood and on the ability of the group homes to facilitate the normalization of their residents, which is, after all, their raison d'être."

An excerpt from a joint statement of the Department of Justice and the Department of Housing and Urban Development states:

> "Density restrictions are generally inconsistent with the Fair Housing Act. We also believe, however, that if a neighborhood came to be composed largely of group homes that could adversely affect individuals with disabilities and would be inconsistent with the objective of integrating persons with disabilities into the community".

REGULATIONS IN OTHER MUNICIPALITIES

All municipalities that Planning Staff researched require a minimum separation (mostly 1,200 feet) between group homes. Phoenix is the only other city that was researched that required group homes (with non-disabled residents only) to obtain a Use Permit. All of the other cities review group home applications administratively. All cities allow up to 10 unrelated residents in group homes, except for Prescott, which allows up to 6. Again, the proposal would allow up to 5 as a matter of right and residential care homes would have the option to request to have more than 5 through a reasonable accommodation waiver.

PUBLIC/NEIGHBORHOOD NOTIFICATION/INPUT

- As required by Arizona Revised Statutes, hearing dates for the Planning Commission and City Council, as well as the complete text of the draft Code amendments have been published in an eighth-page newspaper ad at least fifteen (15) days prior to the first required public hearing.
- Notices containing a website link to view the proposed amendments were mailed to ADHS contacts as well as all group homes that are currently licensed by ADHS.
- Notice containing a website link to view the proposed amendments was distributed via email to Registered Neighborhood Organization contacts, and residents that have contacted Chandler regarding this issue, and to the public via Facebook and Twitter at least 30 days prior to the first public hearing.
- As of the time of this writing, 5 existing group home operators have contacted the City. They did not express any opposition to the proposed amendments and wanted to confirm that they would be considered legal nonconforming if the amendments are adopted.
- The operator of the aforementioned sober living home and a Chandler resident contacted the City expressing opposition to the proposed amendments (see attachment from Jeff Marsh). More specifically, the provider would like the maximum number of residents to be increased from 5 to 10 residents. Planning Staff believes that the provision to request a reasonable accommodation waiver to have more than 5 residents provides an appropriate review process to ensure that a group home of 10 unrelated people is located on a property that will not adversely impact neighboring properties.

PLANNING COMMISSION VOTE REPORT

The Planning Commission approved (4-2) the recommended changes.

RECOMMENDED ACTION

Planning Staff and Planning Commission recommend approval.

UNSCHEDULED PUBLIC APPEARANCES:

Mr. Wally Du Melle, 975 E. Riggs Road, Chandler referenced a property at the intersection of Ivanhoe and Arizona Avenue and expressed his concern with setback requirements for small lots.

Mayor Tibshraeny asked that staff meet with Mr. Du Melle to explain the variance process.

CURRENT EVENTS:

A. Mayor's Announcements

Mayor announced "Do It Yourself Connect" event on November 12th at 7 p.m. that provides residents information on city processes and permits when doing home improvement projects.

The nominations for Neighborhood Excellence Awards will close on November 15, 2013.

The Mayor thanked Councilmember Nora Ellen for taking the lead on organizing Operation Welcome Home and Councilmember Weninger for his assistance.

The Mayor noted the birthdays of Councilmember Hartke and his daughter. In addition, he asked for remembrances on Veteran's Day and wished everyone a safe Thanksgiving Holiday.

B. Councilmembers' Announcements

Councilmember Heumann expressed his thanks to Councilmember Ellen for her work on Operation Welcome Home and expressed his appreciation for the service of military men and women.

Councilmember Weninger gave his thanks to Councilmember Ellen and to Melanie Sala for her assistance in coordinating. Councilmember Weninger recognized Chandler resident and business owner Steve Cooper who is fighting cancer and also training for the Iron Man. He announced on November 15th at 8:20 a.m. the public is invited to join Mr. Cooper on his "Ride to Radiation" beginning at Chuparosa Park.

Vice Mayor Sellers echoed the comments given.

Councilmember Donovan said many of the Council was attendance at The Springs Neighborhood Celebrating its' 30 years. She congratulated ICAN, which was recently chosen as the Outstanding Afterschool Program from the Center for Afterschool Excellence in Arizona. She also noted the recently held Veterans Expo.

Councilmember Hartke expressed his appreciation to Councilmember Ellen for the Operation Welcome Home event. He announced the upcoming events for: Rock the Block, the ChuckWagon Cookoff, and Woofstock.

Councilmember Ellen thanked Melanie Sala and others for their help with Operation Welcome Home ceremony and encouraged additional nominations. She thanked her son, J.D. Mesnard for encouraging her to organize it. She challenged other valley cities to hold similar events.

C. City Manager's Announcements

Adjournment: The meeting was adjourned at approximately 8:36 p.m.

ATTEST: _____
City Clerk

_____
Mayor

Approved: December 9, 2013

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the City Council of Chandler, Arizona, held on the 7th day of November 2013. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this 10 day of December 2013.

City Clerk

EXHIBIT 7


WF00142


WF00143

EXHIBIT 8


WF00144


WF00145

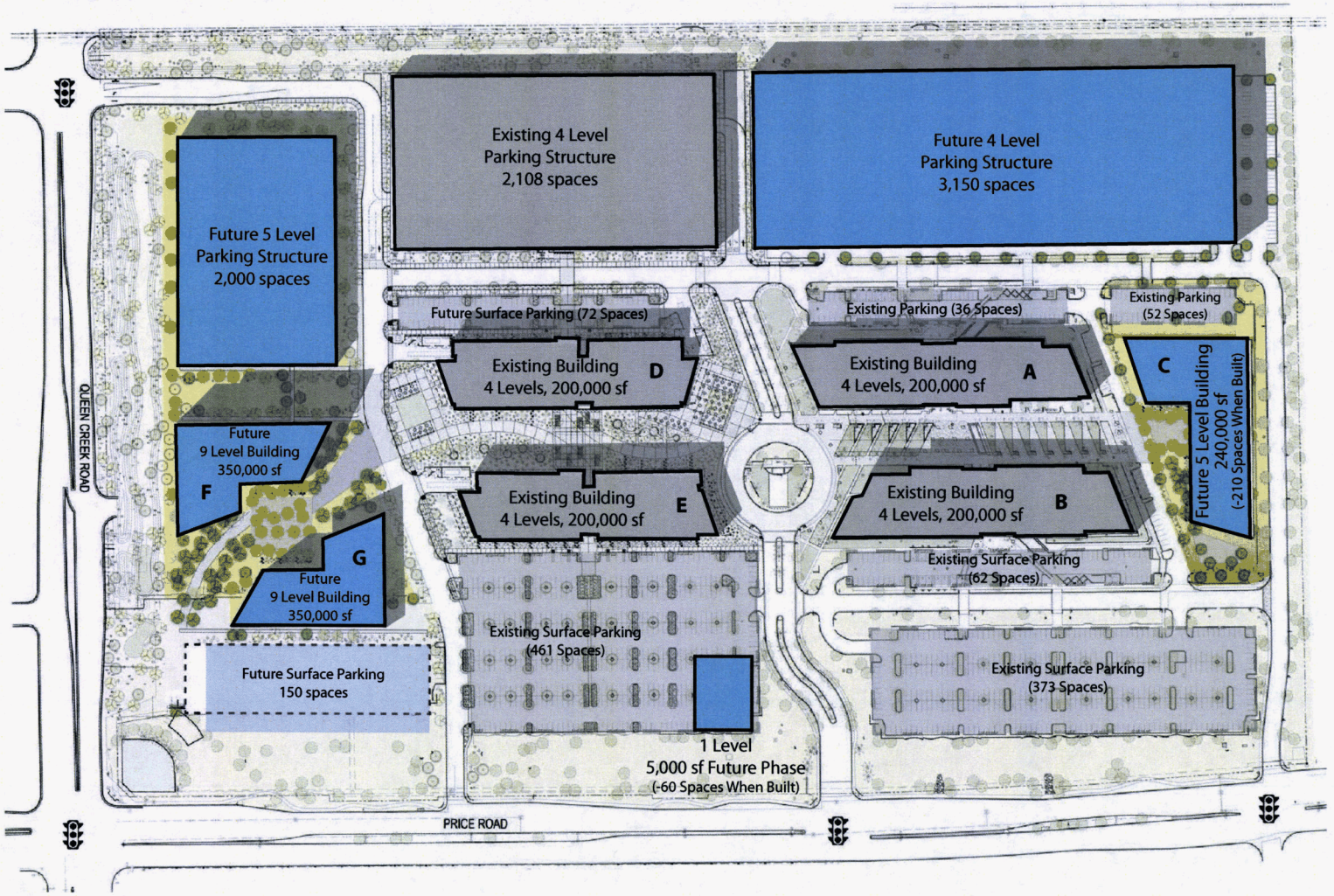

WF00149


WF00150

WF-001

EXHIBIT 9

Master Plan



Lot Intensity :			30%
Open Space percentage :			33%
	Building Area	Parking	Ratio
Future	945,000 sf	5,030 sp.	5.3
At Build-out	1,745,000 sf	9,250 sp.	5.3

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EXHIBIT 10

South Price Road Employment Corridor Study

Alan E. Maguire
The Maguire Company

October 2013

WF00155

City of Chandler Report
The South Price Road Employment Corridor

Introduction

This report was commissioned by the City of Chandler in order to analyze and review the issues surrounding the City's past and current planning and land use policies for the area generally known as the South Price Road Employment Corridor, hereafter the "Corridor".

The report includes a review of the historical development of the planning and zoning policies applicable to the Corridor; a review of the existing properties available for development in the Corridor; consideration of information derived from interviews with various City elected and appointed officials as well as members of the development community; a comparison of other similar areas; and the development of recommendations for the Mayor and City Council's consideration.

The report is not a comprehensive review of all of the planning, land use, and related economic / demographic issues associated with development in the southwest section of the City. It is a broad review of issues intended to provide one source of information to city policymakers as they consider public policy questions related to the Corridor.

Background

The City has a long history of thoughtful, constructive, and consistent planning. This tradition has facilitated the positive growth and development of the City and has undoubtedly contributed to its economic vitality.

Over the last 20 years conditions in the City, the region, and the state have changed in many important ways. Since 1990, the population of the City has increased from 90,533 to 236,123 as of the 2010 Census. Total employment in the City has increased from approximately 34,000 in 1990 to approximately 122,000 in 2013. The total property tax base (full cash value) of the City has also increased over the last two decades from about $500 million to over $3 billion. In short, the City is a very different place than it was in 1990 and certainly a different place than it was a decade or two before that.

The Corridor has been identified, in one form or another, and discussed in City planning and development documents since, at least, 1982. The 1982 Circulation and Land Use Element of the City's General Plan and the 1982 South Chandler Area Plan both identify the Corridor as a major employment area. The South Chandler Area Plan was the first planning document to include a focus on attracting high technology industries. By 1998, the concept of campus-like environments along the Corridor had been introduced into the City's planning documents.

The 2001 General Plan further refined City policy by including an objective to promote and protect the Corridor for "large high-tech corporations in a single-use, campus-like environment." through policies that "protect the corridor from land use encroachments such as general industrial parks and subdivisions, warehousing, distributorships, other general industrial uses, and residential development which would otherwise compromise the function and integrity of this corridor."

In the 2001 General Plan, the Corridor is described as "[t]hat area south of Willis Road, as depicted on the Chandler Land Use Map for that area... Its environment would be defined by single users such as high-tech manufacturing, research and development, and corporate offices in integrated campus-like settings on parcels generally not less than 15 acres."

The City's 2007 *Next Twenty* report also discussed the Corridor. The report reflected the economic development clichés and perspectives of the time, but did identify several important trends that were affecting Chandler then and that continue today. These include the City's transition from a rapidly growing community on the periphery of the metro area into an integrated part of the region's core economy. At the same time, changes in business models, driven in part by global competition, and technological innovation have led to changes in land uses and property development. Instead of a single-user, large parcel development, these changes have led to a greater focus on "a mixed-use environment that provides incubators and small spaces for start-ups". The introduction of the "innovation zone" approach responded, in part, to those changes.

Chandler's development as home to highly skilled, well-educated residents continues and serves as a major attraction for high value employers. As the economic and population base of the City matures, the City's future decisions will have an even greater impact on the prosperity of the City and the region.

Unforeseen in the *Next Twenty* report was the about to burst mortgage / housing bubble and the resulting international banking crisis and protracted economic sluggishness. Increased regulations have altered the conditions and availability of financing for new commercial and residential development. Conditions in the national and local housing markets and credit markets have combined to return the region to its long history of affordable housing prices. Commercial development activity is also returning, but with different constraints than before the crisis.

The 2008 City of Chandler General Plan, which is currently in effect, maintains the existing policy preference for single-users on large parcels. It states that the Corridor "is recognized as the City's premier employment corridor, which is reserved for single employment users such as high-tech manufacturing, corporate offices, and knowledge intensive employers in campus-like settings on parcels generally not less than 15 acres."

In the Elements – Growth Areas section, *Large Tract Growth Areas* are stated to "constitute the City's prime inventory of economic development acreage." The Corridor is identified as such an *Area* with some restrictions. "Although considered a large tract growth area, the South Price Road Employment Corridor is reserved for large single-user campus employment, or as an alternative, an innovation zone …." As such, the land use policies in this growth area are distinct from the other … large tract growth areas. Long identified as one of Arizona's preeminent high-tech industry magnets, South Price Road still offers choice, undeveloped acreage for employment."

Later, discussing Innovation Zones, the 2008 General Plan states that such areas "can be considered in the employment land use category. Opportunities to develop Innovation Zones may present themselves in designated growth areas such as the Large Tract Growth Area and Growth Expansion Nodes that accommodate employment uses. As Figure 10 shows, the South Price Road Employment Corridor may be particularly suited for an innovation zone…." It continues:

> "The 'innovation zone' concept is envisioned as a hub where research and industry intersect and benefit from close proximity to each other within a campus environment. Innovation zone campuses provide a setting for research institutions such as universities, innovation-based companies including start-up businesses, large corporations and similar companies that relate to the innovation zone's enterprises. Appropriate industries for innovation zones are knowledge-intensive industries such as high technology, biomedical, aerospace, renewable energy research and development and other similar emerging technologies.
>
> "A compatible mix of multi-tenant buildings with flexible office space for the types of uses identified above may be considered as a component of a larger innovation zone campus, with the understanding that a multi-tenant building alone does not constitute an innovation zone. A key component of an innovation zone is a centrally featured campus hub that contains common amenities that directly support businesses in the campus such as a conference center, research facilities and exhibition space."

Properties like the former Motorola site were envisioned as possible innovation zone opportunities. A hypothetical site plan was included as an illustration of the concept.

While previous planning documents had included descriptions of land uses that were not appropriate for the Corridor, the 2008 General Plan more clearly defined those uses that would be allowed. In addition to high-tech manufacturing and corporate office, they included:

- *Advanced Business Services* which was defined as companies such as advanced financial services, data centers, customer care centers, logistic centers and product design engineering firms.

- *Innovation-Based Companies* which was defined as "[e]mployers in knowledge-intensive industries that research, invent and market new products and services. These companies are those in research-based industries such as high technology, biomedical, aerospace, renewable energy and similar research-based industries."
- *Knowledge-Intensive Industries* which was defined as "[h]igh technology, biomedical, aerospace, renewable energy research and development, and other similar research and development based industries."

Enhanced Infrastructure

A key component in the development and subsequent success of the Corridor is its enhanced infrastructure. Since the late 1970s, Air Products has provided industrial gases, necessary for manufacturing processes, to the area. There are a number of competitive telecommunications services available and the Corridor is one of two locations in the Metro Phoenix area where all services terminate to "the Cloud." Electrical power is provided by the Salt River Project (SRP). The area is served by a closed loop system that provides redundant power and several existing substations currently service the area. SRP also anticipates the need for additional power within the Corridor in the future and is currently engaged in a line siting study to identify two new 230 kV routes and the location of two new substations. SRP expects to have the construction of the first phase of this project completed by late 2016.

Water and wastewater services are provided by the City of Chandler Municipal Utilities Department. Base infrastructure and a dedicated amount of water, wastewater, and reclaimed water is provided to each site based on the uses identified in the Land Use Element of the City's General Plan and its Water Masterplan. If additional services are needed above the amount dedicated to each site, City staff gauges the intensity of the user on a case-by-case basis by evaluating the number and value of the jobs created and the additional infrastructure requirements necessary to service the project.

The City has taken several steps to increase the infrastructure capabilities in the Corridor. Some of these improvements include: a new 16" water main on Price Road that parallels an existing 24" line to provide redundancy; rehabilitation and upgrades of a water production facility on South Dobson Road; a new 24" water transmission line; and a new sewer force main and pump station capable of transferring 20 million gallons per day. Additionally, a 24" reclaimed water line was installed along Queen Creek Road to provide additional reclaimed water delivery to the area. The City is also currently constructing 7 million gallons of additional wastewater treatment capacity. The City will start design of a new wastewater treatment facility at Queen Creek Road and Old Price Road this fall. Design will also be initiated in the fall/winter of 2013 for three additional aquifer, storage and recovery wells to provide additional reclaimed water storage and recovery for this area.

Reclaimed water is provided by either the City of Chandler or the Ocotillo Management Group, depending on the location of the site. Reclaimed water resources are primarily used for landscape purposes.

South Price Road Employment Corridor Development History

The development of properties along Price Road has occurred steadily since the 1980s. (See attached map and chart.) Motorola was the first major employer to develop in the Corridor in 1983. Aircraft Gear (now Iridium) followed in 1986.

Park Ocotillo, located at the southwest corner of Price and Queen Creek Roads, was originally zoned in 1987 as part of the Ocotillo development's master plan. It was planned as a multi-tenant office and industrial park. It has subsequently been rezoned for similar uses. Three years later, in 1990, Orbital Sciences' property was zoned. Although the single-user, campus policy had not yet been formalized, all of these parcels (with the exception of Park Ocotillo) still met those objectives.

The City of Chandler has worked with Intel since 1979 when they developed the Chandler Boulevard FAB. Their purchase of a large parcel at the south end of Price Road solidified the Corridor's reputation as a major employment hub, with FABs being built in 1994, 2005, 2008, and in 2012. Intel's Ocotillo Campus has approximately 300 acres remaining for possible future development.

Amkor located in the Corridor on two separate parcels totaling just over 18 acres. They constructed three separate buildings with the first one developed in 1995, followed by construction in 1997 and 2000. Over the years, various businesses have occupied the 130,000 square foot building Amkor constructed in 1997. In 2013 Digital Realty Trust (DRT) purchased the entire property with the intent of converting it to a data center and expanding its campus.

In 1999, Schwab Data Center developed at the southeast corner of Germann and Price Roads. This site has been owned by several data center developers, most recently by DRT. Two expansions have occurred since the original construction at the site.

Pinnacle Manufacturing (now Isagenix) also developed a nine acre site just south of Schwab in 1999. They are currently marketing an adjacent six acre site. Because of financing requirements, the development of this site would need to be platted separately so it is not tied to the original financing of the project.

Americredit developed a 15 acre site on the northeast corner of Germann and Price Roads in 2003. Orbital Sciences occupied one floor of the building for approximately 18 months. Currently, 84,600 of the 157,000 square foot building are vacant.

Wells Fargo acquired an approximately 63 acre site on the Corridor and developed the first phase of their project in 2004. Approximately 28 acres remain to be developed.

Kovach Industries' site is approximately nine acres and that is divided into two parcels. The first parcel was developed in 2005 and the second one in 2010. Although the land use of this site was not among those listed in the 2001 General Plan, this site was zoned I-1 in 1985.

Also in 2005, TSYS acquired the parcel just north of Wells Fargo. It was zoned for a data center and office building but has never been developed. The parcel has been sold and its zoning has been extended three times.

In 2006, the 12 acre site just north of Americredit was zoned for office/manufacturing but is still vacant.

In 2008, the Motorola site was redeveloped as Continuum and rezoned as an Innovation Zone.

The Great Recession slowed development in the Corridor and it was not until 2012 that any new development occurred. That year, both Nextfort and CyrusOne developed data centers. CyrusOne is located on the northern portion of Continuum.

In 2013, the 27 acre portion of Park Place that falls within the Corridor was zoned in conformance with the uses outlined for the Corridor in the City's General Plan.

Price Commerce Park was also recently zoned as Office/Industrial use for up to three users.

There are pending zoning applications on two parcels:

Park Place Phase II - a 38 acre parcel at the southeast corner of Willis and Price Road (within the South Price Road Employment Corridor). The developer has proposed uses consistent with the type of uses designated in the General Plan for the Corridor, but is seeking the ability to have multiple tenants or multiple users.

Northwest Corner of Dobson and Queen Creek - a 34 acre parcel. The developer seeks non-traditional multi-tenant uses.

Within the roughly 1442 total acres in the Corridor, approximately 153 acres (11%) remain zoned AG-1. These acres are within five differently owned parcels ranging in size from 10-38 acres. The balance of the property within the Corridor is either built, undeveloped with approved PAD (Planned Area Development) zoning, or partially developed with future construction phases anticipated.

As the properties along Price Road within the Corridor have developed, the City has approved development (primarily through PAD zoning) subject to a variety of zoning standards, conditions, and restrictions. These decisions have been guided by the City's historical goals for the Corridor, the land uses and design plans proposed for individual properties by their respective property owners, and the mutual compromises reached between the property owners and the City to allow development to proceed consistent with the goals set out in the General Plan. The majority of these developments still meet the City's policy for the Corridor of a single-user in a campus setting.

The existing, in-place zoning within the Corridor includes manufacturing, multi-tenant, industrial, research, data centers, and other uses specifically outlined for the Corridor in the City's 2008 General Plan. The current zoning status of the major properties with the Corridor is illustrated on the attached map and chart.

The issue remains as to whether the policies that have propelled the City and the Corridor forward in the past continue to be appropriate for the years ahead or whether some modifications are appropriate.

Development Trends in Similar Employment Areas

The Corridor has been designated by the City as one of several employment centers within the City. However, its location at the edge of the City's residential development, its freeway access, and high quality utility spine designate it as a prime employment location. Other communities around the country have endeavored to develop and redevelop similar employment centers. A review of the characteristics of some of these areas provides a comparison to the Corridor and may provide guidance to the City as it reviews its policies.

The **Research Triangle Park** (RTP) in North Carolina is sometimes cited as a model for the Corridor. The RTP was envisioned over five decades ago and includes over 7,000 acres. The RTP is located amidst three nationally ranked universities (Duke, NC State, and U of NC at Chapel Hill). Development in the RTP has transitioned from "ad hoc strip malls or flex office developments" to "planned larger developments" to "best practices for mixed-use planning".

The RTP completed its second phase master planning process in 2012. That renewed planning process recognized that "in today's world, many of the qualities that made the Park so successful in earlier decades run counter to trends in innovative industries..." Entrepreneurs and startup companies are integral to today's work environment so nurturing these types of businesses is becoming as important as attracting established companies in creating a successful economic development program. Planners for RTP do not believe large, single user sites are feasible for these types of businesses. Therefore, they wanted to ensure the update to their plan provided the flexibility necessary to address the needs of these smaller companies.

The Morris Township's **Honeywell Campus Redevelopment Area** is located in northern New Jersey and is the location of the former Allied Chemical/Allied Signal (later Honeywell International) research facility. The site contains 147 acres and has approximately 1.1 million square feet of office space and research labs. Honeywell has left the facility and in 2012, local planning officials responded by modifying the land use plan for the property recognizing "a shift away from what were formerly large, single-use corporate campuses into what are becoming mostly planned, mixed-use projects that can better respond to the demands of the marketplace." The proposed uses include consideration of townhouses and stacked townhouses.

The Honeywell Campus redevelopment has many similarities to Chandler's Motorola site. The modification recommended for the redevelopment of the Honeywell Campus is very similar to the innovation zone concept that was first described in the 2007 *Next Twenty* report. This concept was incorporated into the City's 2008 General Plan and has been used to guide the rezoning of Chandler's Motorola site.

The **Legacy** project in Plano, Texas, north-east of Dallas, encompasses 2,655 acres and over 50,000 residents. The master planning for this business environment started in the early 1980's. The design of the plan was to create a corporate headquarters, campus-like development with significant landscape setbacks and strong transportation access to attract corporate headquarters.

In 1998, after almost 20 years, Legacy developers added a "New-Urbanism" based urban living component to the master plan to support the employment base. Legacy Town Center within the business park added retail and housing to the employment center. Through the next 15 years the planning efforts have shifted to respond to the market demands that further the master plan principles. The planning for the site now anticipates a combination of large corporate operations, in addition to those already existing, urban retail and housing opportunities, hotels and strong transportation access. Specifically, the planning seeks to encourage Class A office space, "value added office space", telecommunication hubs, medical office buildings and other uses. The "Legacy Town Center" planned development district has established building design, street, sidewalk, and streetscape regulations, prohibited and permitted uses, and signage regulations among other specific land use regulations and development standards.

In summary, while none of these areas has the same combination of characteristics that distinguish the Corridor from other locations within the local region, there are some useful parallels and lessons that can be drawn from their experience. In each instance, changing market circumstances have led to evolving planning and zoning goals and objectives designed to maximize the benefit of development for the local and regional economy. These changes can be seen in evolving development and land use patterns across the country. It is noteworthy that while other similar areas have had to modify their land use patterns to incorporate housing options, substantial housing development is already located adjacent to the Corridor. New and innovative land use patterns are changing the use and re-use of property. The benefits of proximate location of related business activities and the desire of residents to work and live in close proximity are forcing the re-examination of zoning and land use regulations, in all forms.

Current Policies and Related Issues

The City has long established goals, objectives, policies, and practices regarding development in the Corridor. Some of which are:

Parcel Size
Current City policy is to restrict the minimum parcel size in the Corridor to "*generally* 15 acres or greater". This restriction has become an issue for potential zoning/ development of residual parcels and potential parcels splits due to changing needs of landowners and businesses. The treatment of "remnant" portions of developed parcels can be complicated by development, construction, and permanent project financing requirements in the current environment.

Single User
Current City policy is to restrict the use of buildings in the Corridor to a single user. This restriction has become an issue for existing, developed properties, as well as the potential zoning/ development of some of the remaining parcels. The limits on the permitted use of "remnant" portions of existing buildings and developed parcels can complicate development, construction, and permanent project financing in the current environment.

Campus Setting
Current City policy is to require "campus like" development patterns, with significant setbacks, landscaping, and mobility requirements. This can be a challenge on smaller parcels.

High-Tech / High-Value Industries
Current City policy is to encourage high-tech, high-value employment, of various types, in the Corridor. This can restrict the potential available tenants and employers for development on the remaining parcels or the redevelopment of existing parcels.

Issues Surrounding Current City Policies

Much has changed since the 1980s when the Corridor was first being developed. And while the policies and practices the City has used to shape the development of the Corridor have been successful to date, the reevaluation of some of these policies may be useful in light of a changing global economic climate and changing business practices.

Additionally, the City's current land use and development goals for the Corridor have been under increased scrutiny in response to the combination of general market conditions and development pressures. Several specific aspects of the City's current policies / practices have been highlighted by recent activity. Most notable, the City's current practices are creating challenges for:

- Re-leasing and subleasing of "remnant" portions of existing large buildings in the Corridor (single user policy);

- Developing projects consistent with the Corridor's planning objectives on smaller sized parcels (15 acres minimum policy);
- Accommodating appropriate uses better suited to multi-tenant building projects (single user policy); and
- Refining the allowed uses that advance the City's vision and implementation strategies for the Corridor (2008 General Plan-South Price Road Employment Corridor and Innovation Zone concepts).

The increase in smaller, more entrepreneurial businesses and their preference for "growing in place", as well as the pressure from the local development community have led to this review of the City's policies for the Corridor.

Recommendations

The South Price Road Employment Corridor is one of the most desirable and valuable sections of the City. It is served by extraordinary utility services, is located adjacent to a dynamic, well-educated workforce, and is the site of several of the City's best-known employers. It is well recognized as an employment center for higher wage, higher quality jobs in a convenient, attractive setting. Clearly, the past planning and land use policies of the City have largely supported and contributed to the current status of the Corridor.

The broadly understood, if not specifically articulated, objectives of the City's planning efforts in the Corridor are to maximize the Corridor's potential as a location for concentrated, knowledge-intensive, high-value employment that fully exploits the areas enhanced infrastructure and location.

Preserving and strengthening the crucial aspects of those policies is important for the future development of the Corridor. However, there may also be a need for some changes in order to meet the needs of businesses who wish to locate in the Corridor. Several principles are recommended to guide the City's land use planning policy choices regarding the Corridor.

- **The campus-like environment of the Corridor should be preserved and actively enhanced.** This can best be promoted by maintaining setback and intense landscaping requirements. These requirements preserve and enhance the "campus style" development that is a desirable attribute of the Corridor and helps create its sense of place. Additionally, the campus-like environment is attractive to large, single users and is only available in limited locations within the region. Preserving the campus setting will give the Corridor a competitive advantage over other locations.

  Preserving the campus-like setting does not imply a preference for low density development. Intensive utilization of the remaining, available, developable land within the Corridor will promote the dense, high-value employment the City seeks. Policies that facilitate more vertical construction or phasing projects on a parcel support greater

employment density. For example, initially installed surface parking areas could be replaced with structured parking as future development phases occur.

- **The "high value employment" reputation of the Corridor should be actively preserved and enhanced.** The Corridor has been defined as an employment center since the 1980s and the City's planning documents have repeatedly identified the general industry categories of preferred uses allowed within the Corridor. The City's past and current policies have contributed to the clustering of high tech, innovation-based companies within the Corridor. Clearly delineated uses will facilitate the City's objectives for the Corridor, while providing reliable guidance to property owners and developers.

  There are other quality locations within the City that can meet the needs of businesses that do not fall within the industry categories identified for the Corridor. Therefore, the integrity of the Corridor can be maintained and these businesses can still locate within the City.

- **The employment density of the Corridor should be preserved and actively enhanced.** This can be accomplished by establishing target employment / value levels for property in the Corridor. Higher value employment also maximizes the community, and regional, benefits of the nearby high value workforce. The existing nearby workforce reflects the past development of high value employment in the Corridor. That trend in turn supports and facilitates the development of future high value employment. The combination of attractive development, focus on high value industries, and intense utilization of land and buildings will tend to increase the value added in the Corridor. The greater the value added by the employment in the Corridor the easier it will be to preserve and enhance the positive aesthetic and employment attributes of the Corridor.

  For the most part, the preferred uses that have been identified in the City's planning documents remain relevant today. However, some of these categories are overly broad and consequently include uses that are inconsistent with the City's objectives. For example, data centers were included in the list of preferred uses in the 2008 General Plan and can meet the single user, campus-like setting policies, however, they do not generate the employment density envisioned for the Corridor. The inclusion of data centers, and possibly other uses, should be revisited and the uses refined to limit their future development in the Corridor, except on already appropriately entitled land.

- **The aesthetics of the Corridor should be preserved and actively enhanced but there should be some flexibility for smaller parcels.** The large parcel policy has reinforced and enhanced the "campus style" development in the Corridor. However, these same policies create significant challenges for developing smaller parcels and may make development of such parcels financially challenging. Specific clarification to the current policies should consider these situations.

- **The aesthetics of the Corridor should be enhanced by the implementation of development standards applicable to the buildings in the Corridor.** Enhanced development standards will ensure high quality structures and distinctively appealing sites. The city has effectively used this approach in other areas and circumstances elsewhere in the city.

- **Multi-tenant developments should emphasize a common theme or purpose.** Allowing for multi-tenant buildings would allow the City to attract more entrepreneurial companies to the Corridor. However, to help promote the "single-user" and "campus style" goals for the Corridor, the business uses in such developments should remain consistent with the objectives of the Corridor regardless of parcel size. Additionally, to the extent feasible, multi-tenant buildings or developments that emphasize a common theme, such as common industry or employment base, will help maintain the character of the Corridor.

  Multi-tenant properties should be planned and developed around a central activity or purpose, such as an anchor tenant. This central purpose or anchor tenant should establish the overall character and uses of the project and reflect the types of business uses appropriate for the Corridor.

- **Greater flexibility should be allowed for the reuse of buildings.** The City's objective that original development of property within the Corridor be consistent with the City's long-held policies and practices should be maintained. However, remnant portions of completed projects or portion that are later vacated, should be treated differently in order to lease or sublease those portions in a timely fashion provided the proposed tenants reflect the types of businesses uses appropriate for the Corridor.

Conclusion

The City's long history of thoughtful, constructive, and consistent planning has allowed it to grow, prosper, and thrive, becoming one of the strongest local economic centers in the region, the state, and the nation.

The South Price Road Employment Corridor has been an integral component in the City's success. It has become one of the premier high tech and innovation hubs of the Southwest United States and many of the businesses located along the Corridor are among the nation's leaders in these areas.

Since the initial planning for the Corridor, much has changed in the means and methods of manufacturing, production, and business operations. The scale and means of production, as well as the organization and development of business activities, have changed as the result of

transformative innovation and technological advances. Given these changes, it is appropriate for the City to review its policies for the Corridor.

The City's current policies for the Corridor have four main components. These are: identifying preferred uses as designated in the General Plan; promoting campus-like settings; having single users for each parcel; and promoting larger parcel size except within an Innovation Zone. It is the uses that drive the high value of jobs within the Corridor while the campus setting creates the sense of place that makes the Corridor physically attractive. It does not seem prudent or necessary to significantly modify these two requirements, although some refinement of the land uses should be considered.

Changes in business development patterns have led other similar employment areas nationwide to alter their policies. These changes are relevant to the City's experience and suggest the need for some changes, especially as it relates to the single user requirement. Where development has already occurred, but the building or buildings are vacant or underutilized, and provided the uses are consistent with the City's policies for the Corridor, relief from the single user requirement should be considered for the use or reuse of these existing developments. Because there are un-zoned parcels and vacant, undeveloped property in the Corridor care should be taken in structuring such relief. With regard to consideration of any such relief, it is important to consider that such actions may likely trigger re-zoning requests for parcels within the Corridor. Therefore, the decision to grant such relief should be considered only when the type and quality of any development proposal merits deviating from the long-established policies that have made the Corridor successful.

Similarly, there are smaller parcels where, provided the uses are consistent with the City's policies for the Corridor and development can be structured to maintain the overall campus-like setting in the area, relief from the 15 acre requirement should be considered.

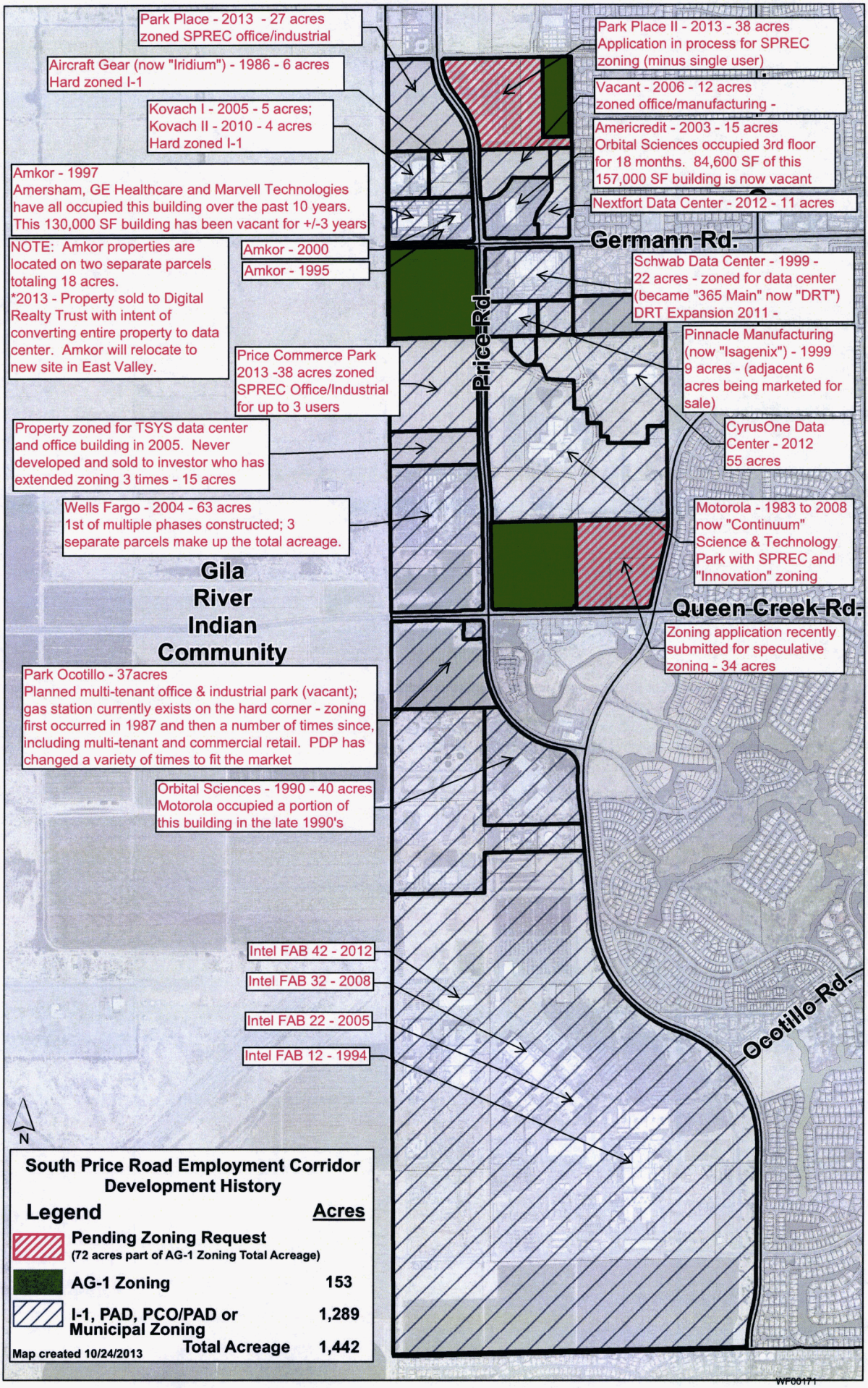
Finally, any decision to modify the existing policies for the Corridor should be made only where the changes promote further development of the type and quality that have made the Corridor a success.

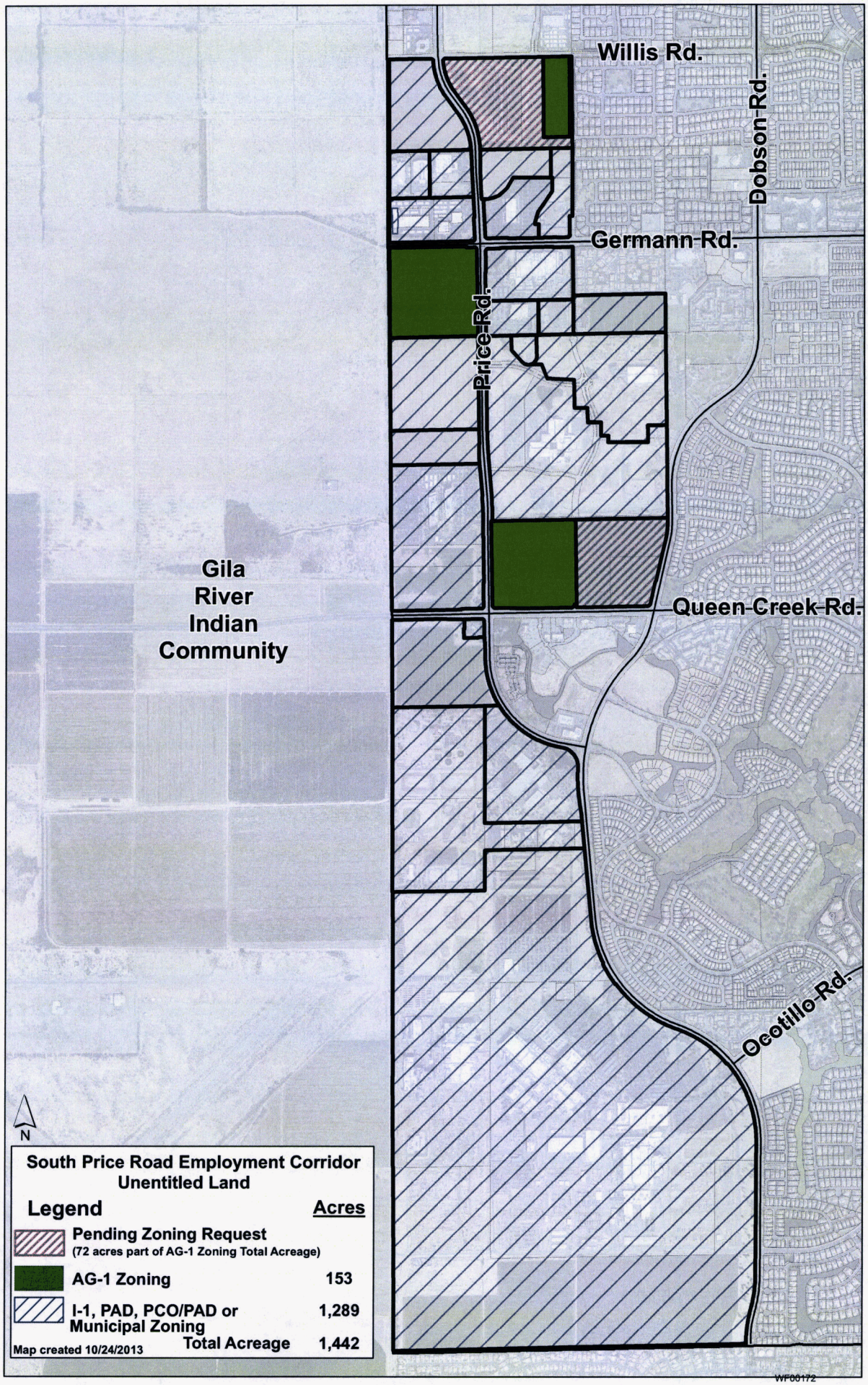
APPENDIX

SOUTH PRICE ROAD EMPLOYMENT CORRIDOR
Development History

Year	Parcel/Project	Acreage*	Zoning
Various	Municipal owned sites	96	Various
1983	Motorola	155	PAD w/ I-1 uses
1986	Aircraft Gear (Iridium)	6	I-1
1987	Park Ocotillo	37	PAD - Multi-tenant/Commercial Office/Industrial/Commercial Retail corner
1990	Orbital Sciences	40	PAD - Office/Research/Manufacturing
1994	Intel (FAB 12)	694 (total acres)	PAD w/ I-1 uses
1995	Amkor	18 (total acres)	PAD - Office/Manufacturing
1997	Amkor	18 (total acres)	PAD - Office/Manufacturing
1999	Schwab Data Center (DRT)	22	PAD - Data Center/Electrical Substation
1999	Pinnacle Manufacturing (Isagenix)	9 (adjacent 6 for sale)	PAD - Office/Research/Manufacturing
2000	Amkor	18 (total acres)	PAD - Office/Manufacturing
2003	Americredit	15	PAD - Office
2004	Wells Fargo	63	PAD/PCO - Office
2005	Intel (FAB 22)	694 (total acres)	PAD w/ I-1 uses
2005	Kovach I	5	I-1
2005	TSYS Data Center & Office	15	PAD - Data Center/Office
2006	Sunstate (Vacant)	12	PAD - Office/Manufacturing
2008	Continuum	155	PAD - SPREC/Innovation Zone
2008	Intel (FAB 32)	694 (total acres)	PAD w/ I-1 uses
2010	Kovach II	4	I-1
2012	Intel (FAB 42)	694 (total acres)	PAD w/ I-1 uses
2012	Nextfort Data Center	11	PAD - Data Center
2012	CyrusOne Data Center	55 (part of Continuum)	PAD - SPREC/Innovation Zone
2013	Park Place	27	PAD - SPREC Office/Industrial
2013	Price Road Commerce Park	38	PAD - SPREC Office/Industrial

PAD - Planned Area Development
PCO - Professional Commercial Office
PDP - Preliminary Development Plan
SPREC - South Price Corridor Employment Center
*Acreages have been rounded


Park Place - 2013 - 27 acres
zoned SPREC office/industrial
Aircraft Gear (now "Iridium") - 1986 - 6 acres
Hard zoned I-1
Kovach I - 2005 - 5 acres;
Kovach II - 2010 - 4 acres
Hard zoned I-1
Amkor - 1997
Amersham, GE Healthcare and Marvell Technologies have all occupied this building over the past 10 years. This 130,000 SF building has been vacant for +/-3 years
NOTE: Amkor properties are located on two separate parcels totaling 18 acres.
*2013 - Property sold to Digital Realty Trust with intent of converting entire property to data center. Amkor will relocate to new site in East Valley.
Amkor - 2000
Amkor - 1995
Price Commerce Park
2013 -38 acres zoned
SPREC Office/Industrial
for up to 3 users
Property zoned for TSYS data center and office building in 2005. Never developed and sold to investor who has extended zoning 3 times - 15 acres
Wells Fargo - 2004 - 63 acres
1st of multiple phases constructed; 3 separate parcels make up the total acreage.
Gila River Indian Community
Park Ocotillo - 37acres
Planned multi-tenant office & industrial park (vacant); gas station currently exists on the hard corner - zoning first occurred in 1987 and then a number of times since, including multi-tenant and commercial retail. PDP has changed a variety of times to fit the market
Orbital Sciences - 1990 - 40 acres
Motorola occupied a portion of this building in the late 1990's
Intel FAB 42 - 2012
Intel FAB 32 - 2008
Intel FAB 22 - 2005
Intel FAB 12 - 1994
Park Place II - 2013 - 38 acres
Application in process for SPREC zoning (minus single user)
Vacant - 2006 - 12 acres
zoned office/manufacturing -
Americredit - 2003 - 15 acres
Orbital Sciences occupied 3rd floor for 18 months. 84,600 SF of this 157,000 SF building is now vacant
Nextfort Data Center - 2012 - 11 acres
Germann Rd.
Schwab Data Center - 1999 -
22 acres - zoned for data center
(became "365 Main" now "DRT")
DRT Expansion 2011 -
Pinnacle Manufacturing
(now "Isagenix") - 1999
9 acres - (adjacent 6 acres being marketed for sale)
CyrusOne Data Center - 2012
55 acres
Motorola - 1983 to 2008
now "Continuum"
Science & Technology Park with SPREC and "Innovation" zoning
Price Rd.
Queen Creek Rd.
Zoning application recently submitted for speculative zoning - 34 acres
Ocotillo Rd.
N
South Price Road Employment Corridor
Development History
Legend
Acres
Pending Zoning Request
(72 acres part of AG-1 Zoning Total Acreage)
AG-1 Zoning 153
I-1, PAD, PCO/PAD or Municipal Zoning 1,289
Total Acreage 1,442
Map created 10/24/2013
WF00171


Willis Rd.
Dobson Rd.
Germann Rd.
Price Rd.
Gila
River
Indian
Community
Queen Creek Rd.
Ocotillo Rd.
N
South Price Road Employment Corridor
Unentitled Land
Legend
Acres
Pending Zoning Request
(72 acres part of AG-1 Zoning Total Acreage)
AG-1 Zoning
153
I-1, PAD, PCO/PAD or
Municipal Zoning
1,289
Total Acreage
1,442
Map created 10/24/2013
WF00172

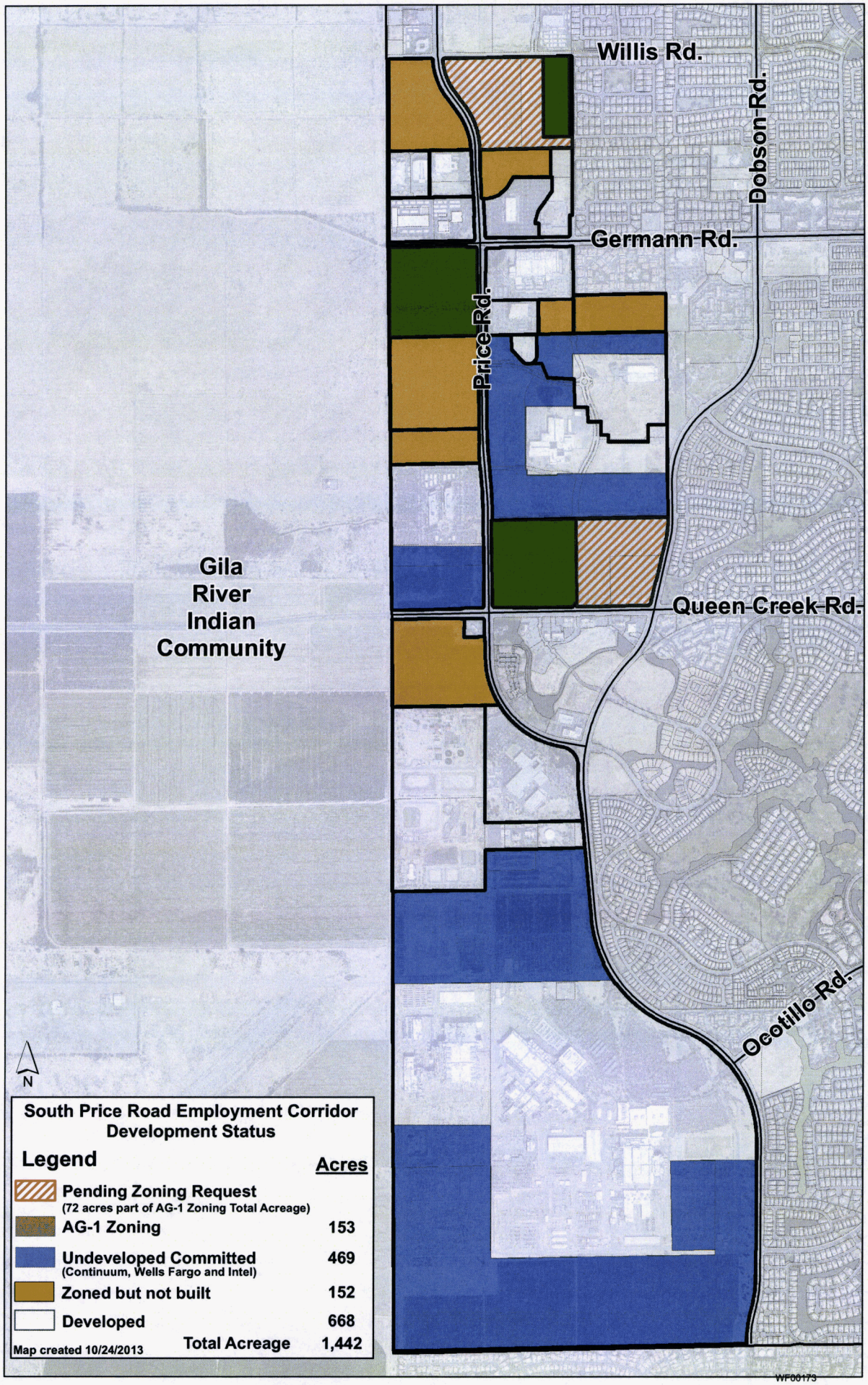

Willis Rd.
Dobson Rd.
Germann Rd.
Price Rd.
Queen Creek Rd.
Ocotillo Rd.
Gila
River
Indian
Community
N
South Price Road Employment Corridor
Development Status
Legend
Acres
Pending Zoning Request
(72 acres part of AG-1 Zoning Total Acreage)
AG-1 Zoning 153
Undeveloped Committed
(Continuum, Wells Fargo and Intel) 469
Zoned but not built 152
Developed 668
Total Acreage 1,442
Map created 10/24/2013
WF00173

EXHIBIT 11

TRAFFIC IMPACT ANALYSIS

Wells Fargo Office Campus Development

NWC Price Road and Queen Creek Road Chandler, Arizona

Prepared for:

Wells Fargo

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

Wells Fargo Office Campus Development

NWC Price Road and Queen Creek Road Chandler, Arizona

Prepared for:

Wells Fargo
550 South Tryon Street
Charlotte, North Carolina 28202

EXPIRES: 6-30-2015

Prepared By:

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7740 North 16th Street, Suite 300
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191771001
March 2015

Kimley»Horn

WF00175

Contents

Figures

Tables

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This report documents a traffic impact analysis (TIA) performed for the Wells Fargo office complex to assess the impacts of the development at full build out. The 62-acre parcel is located at the northwest corner of the intersection of Price Road and Queen Creek Road in Chandler, Arizona. The site is planned to be constructed in three phases. Phase I currently exists consisting of 419,132 square feet of office use. Phase II is planned to be built in 2015 and will add an additional 410,000 square feet of office use. Phase III will bring the site to full build out, consisting of an additional 919,868 square feet of office use. At full build out the Wells Fargo office complex will consist of 1.74 million square feet of office use and is anticipated to be built out by 2020. The site was previously analyzed under full build out conditions consisting of 1.19 million square feet of office and 41,840 square feet of specialty retail as documented in the "Wells Fargo Office Park Development" performed by Kirkham Michael dated May 7, 2002. In addition, the site was also analyzed at build out of Phase II as documented in the "Chandler Campus Expansion" performed by Kimley-Horn dated October 3, 2013. Kimley-Horn and Associates, Inc., has been retained by Wells Fargo Corporate Properties Group to perform the traffic impact analysis for the proposed full build out development.

1.2 REPORT PURPOSE AND OBJECTIVES

The purpose of this study is to review the traffic and transportation impacts of the proposed development at full build out development on surrounding streets and site access drives. Since the building addition is generally consistent with the assumptions in the original analysis, and the majority of the off-site improvements were constructed with build out of Phase I with the remainder of the improvements currently under construction with Phase II; the focus of this analysis will be to confirm the trip generation characteristics of the existing facility and the projected future traffic at the site access points onto Price Road and Queen Creek Road.

The specific objectives of this study are:

- To determine existing level of service (LOS) for the site access points;
- To determine necessary lane configurations at all existing and new access drives within the proposed development in order to provide acceptable future levels of service; and
- To evaluate the need for auxiliary lanes and traffic control.

1.3 PRINCIPAL FINDINGS AND RECOMMENDATIONS

The proposed plan for the remainder of the site is anticipated to generate an additional 7,608 daily trips with 1,279 trips occurring during the AM peak hour and 1,479 trips occurring during the PM peak hour at buildout. Considering the trips currently entering and exiting the site, a total of 11,509 daily trips with 1,881 trips occurring during the AM peak hour and 2,027 trips occurring during the PM peak hour are projected for the entire development at full buildout. To ensure that the estimate of the traffic impacts is

the maximum that can be expected, it is assumed that the site will be 100 percent utilized upon total build out of the site in 2020.

The existing eastbound dual left-turn lanes at the intersection of Price Road and Access Drive D2 will need to be extended to the west to provide 325 feet of storage each.

Two new site access drives are currently under construction with Phase II improvements and will be existing at full build out of the site. One at the existing driveway cut on Price Road, south of the existing signalized access drive and the second on Queen Creek Road at the re-located Old Price Road signal.

The improvements at Old Price Road and Queen Creek Road are currently under construction with Old Price Road being offset 50-100 feet to the east of its previous alignment. The north leg of the intersection is being constructed as part of the Phase II improvements associated with the proposed development. As part of the Phase III improvements, the southbound approach at this intersection should provide dual left-turn lanes with 200 feet of storage. The eastbound left-turn lane is recommended to provide 300 feet of storage. With the addition of this left-turn lane, the phasing at this intersection should also be modified to provide an eastbound protected-permissive left-turn phase.

Improvements to Access Drive 3 located along Price Road are currently under construction as part of Phase II improvements.

Review of the LOS at the study area intersections at full build out reveals that all access drives and study area intersections will provide adequate LOS.

2.0 PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The proposed general office building development is located at the northwest corner of the intersection of Price Road and Queen Creek Road in Chandler, Arizona. The project location and vicinity map are shown in **Figure 1**.

2.2 LAND USE AND SITE PLAN

The total site area is on approximately 62 acres. The layout of the site is illustrated in **Figure 2**. The development will consist of approximately 1.74 million square feet of general office building at full build out. Phase III of the development will add approximately 1.32 million square feet of building area which will be constructed within three new buildings primarily to the south of the existing development with supplementary parking garages to the south and to the west. Two 9-story buildings consisting of 350,000 square feet of office each are located on the southeast quadrant of the site. The third building will consist of a 5-story building consisting of 240,000 square feet of office use located on the north portion of the parcel.

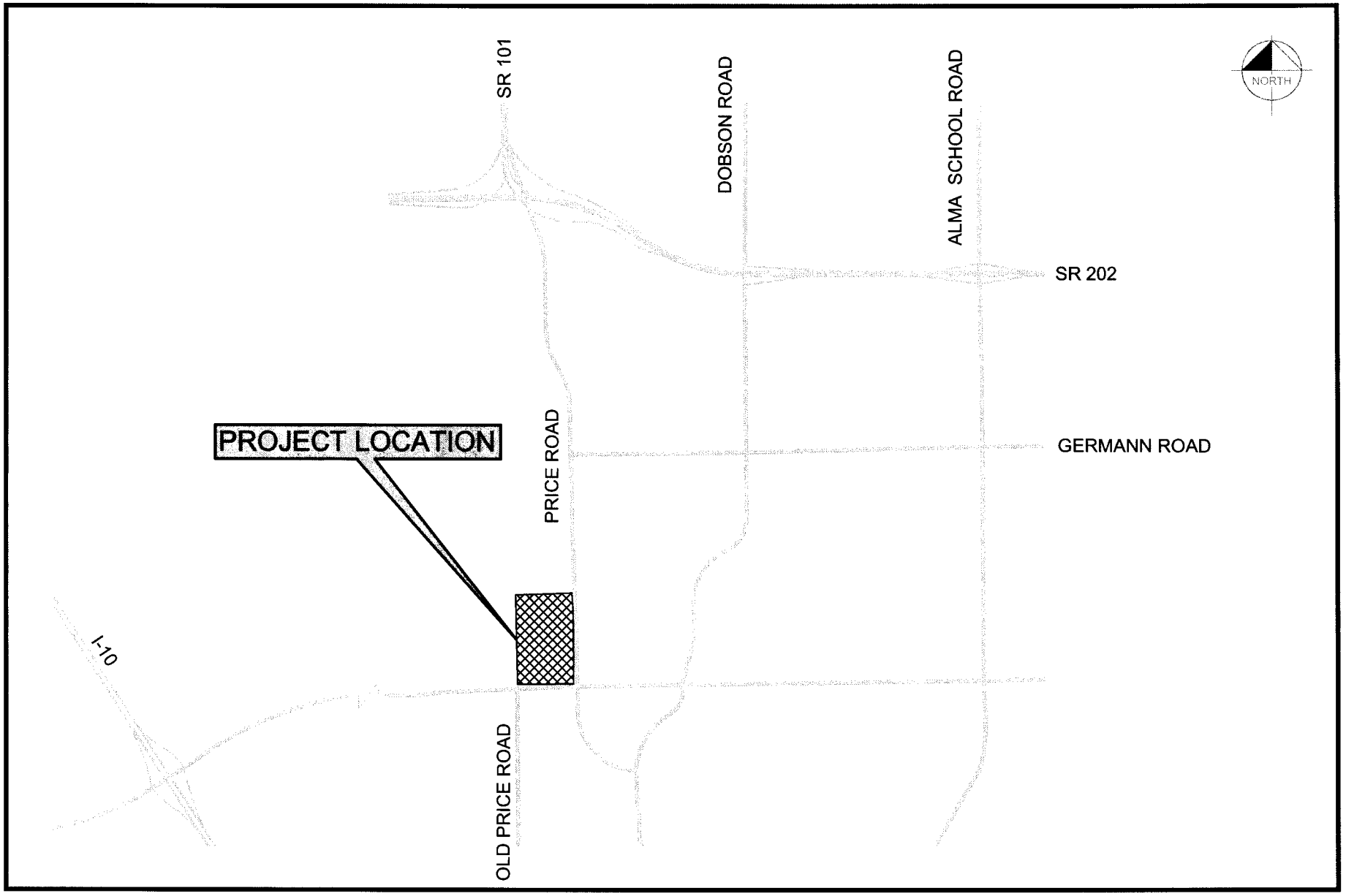
2.3 SITE ACCESSIBILITY

The site is accessed locally via Queen Creek Road and Price Road. Regional access is expected to be provided by I-10 approximately 3.5 miles to the west and Loop 202 approximately 2.0 miles to the north.

2.4 SITE CIRCULATION

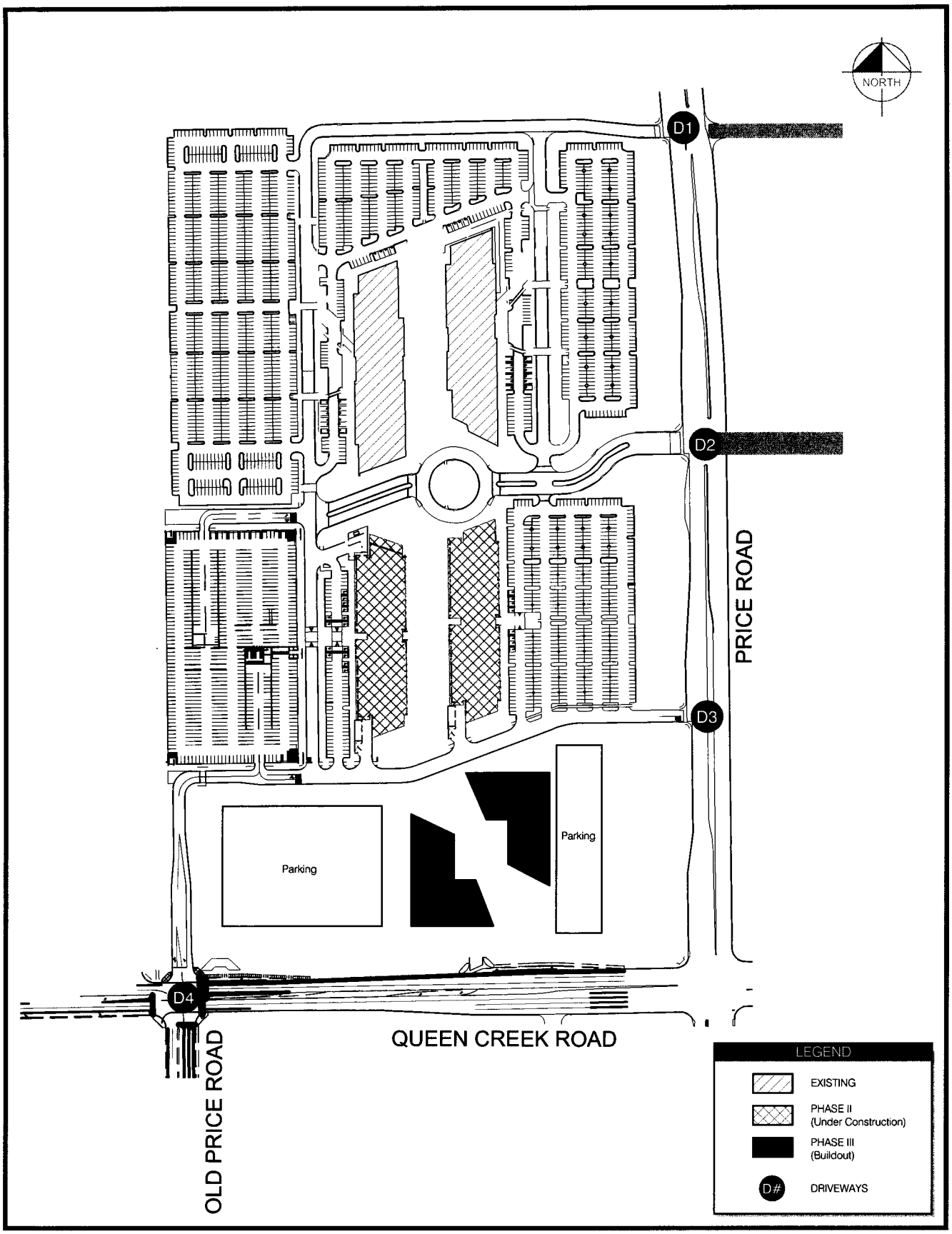
The site plan is shown in previously referenced **Figure 2**. Site access is provided by three access drives along Price road, located approximately 2,075 feet, 1,330 feet and 675 feet north of Queen Creek Road, identified as Access Drive 1, 2 and 3 respectively. While driveway cuts for all three access drives on Price Road were constructed with the Price Road improvements, only Access Drive 1 and 2 are currently connected to the on-site circulation system. One new access drive will be provided along Queen Creek Road approximately 1,275 feet west of Price Road, identified as Access Drive 4, which will form the north leg of the realigned Old Price Road and Queen Creek Road intersection.

Queen Creek Road is a six lane divided arterial street east of Price Road, which reduces down to a four lane divided arterial street approximately 400 feet west of Price Road, adjacent to the project site. Price Road is a six lane divided arterial street, both north and south of Queen Creek Road, however the roadway in the southbound direction reduces down to two lanes from approximately 1,000 feet north of Queen Creek Road to approximately 350 feet south of Queen Creek Road.



Kimley»Horn

Figure 1
Vicinity Map



Kimley»Horn

Figure 2
Site Plan

3.0 STUDY AREA

3.1 STUDY AREA

The study area includes the three site access drives along Price Road and the one site access drive along Queen Creek Road (Old Price Road and Queen Creek Road) as well as the intersection of Price Road and Queen Creek Road.

3.2 ADJACENT LAND USE

An existing gas station and agricultural uses occupy the parcel immediately adjacent to the southwest corner of the intersection of Price Road and Queen Creek Road. Existing retail and office developments occupy the parcels to the south and east, fronting on Queen Creek Road and Price Road. Existing agricultural uses occupy the parcels adjacent to the east. The Continuum Business Park is located to the east of the site. Currently the Continuum consists of approximately 230,000 square feet of general office space, but is expected to consist of 600,000 square feet of office space when it is fully built out as documented in the 2002 study. The Gila River Indian Community boundary coincides with the western edge of the project, which includes primarily agricultural uses adjacent to the site.

Phase II of the Wells Fargo office complex and the associated off-site improvements as documented in the 2013 Chandler Campus Expansion TIA are currently under construction.

4.0 EXISTING CONDITIONS

The existing conditions were previously documented in the 2013 Chandler Campus Expansion TIA (Phase II); therefore, the following section is an excerpt from the previous report.

4.1 PHYSICAL CHARACTERISTICS

The existing intersection lane use and traffic control is shown in **Figure 3**.

The existing intersections analyzed in this report are the site access drives along Price Road, Access Drive 1 (unsignalized), and Access Drive 2 (signalized) as well as the intersections of Price Road and Queen Creek Road (signalized) and Old Price Road and Queen Creek Road (signalized).

4.2 TRAFFIC VOLUMES

Turning movement counts were collected at site Access Drives 1 and 2 on Thursday, May 30, 2013. The counts were performed between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. Additionally, 24-hour volume counts were collected on Queen Creek Road west of Old Price Road, and on Price Road north of Access Drive 1. Traffic counts were also obtained from the City of Chandler for the intersections of Price Road and Queen Creek Road as well as Old Price Road and Queen Creek Road. These counts were performed on Wednesday, May 29, 2013 between 6:30 AM and 8:30 AM and between 4:00 PM and 6:00 PM. The results of these counts are shown in **Figure 3**. A copy of the counts is provided in the **Appendix**.

4.3 LEVEL OF SERVICE

The LOS for the existing study intersections was evaluated using existing traffic volume counts. Signal data and existing geometry were obtained in Synchro files provided by the City of Chandler. The existing intersection geometry and control are shown in **Figure 3**. The LOS for the intersections was evaluated using the 2010 Highway Capacity Manual methodology for unsignalized and signalized intersections using Synchro 8 software. The results of this analysis are shown in **Table 1** and **Table 2**. LOS analysis outputs are also provided in the **Appendix**.

Table 1. Existing Level of Service: Signalized Intersections

Intersection	NB			SB			EB			WB			Intersection
	L	T	R	L	T	R	L	T	R	L	T	R	LOS
Price Road and Access Drive 2													
AM Peak	A	A	-	A	A	A	D	-	D	-			A
PM Peak	A	A	-	A	A	A	D	-	D	-			A
Price Road and Queen Creek Road													
AM Peak	D	C	C	D	D	C	B	C	C	C	C	D	C
PM Peak	D	C	C	D	C	C	C	C	C	C	D	D	C
Old Price Road and Queen Creek Road													
AM Peak	D	-	D	-			A		A	A	A		A
PM Peak	D	-	D	-			A		A	A	A		B

Table 2. Existing Level of Service: Unsignalized Intersections

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Price Road and Access Drive 1												
AM Peak	-	-	-	-	-	-		B		-	-	-
PM Peak	-	-	-	-	-	-		C		-	-	-

The study area intersections all currently operate at acceptable level of service.

Phase II of the Wells Fargo office complex and the associated off-site improvements as documented in the 2013 Chandler Campus Expansion TIA are currently under construction.

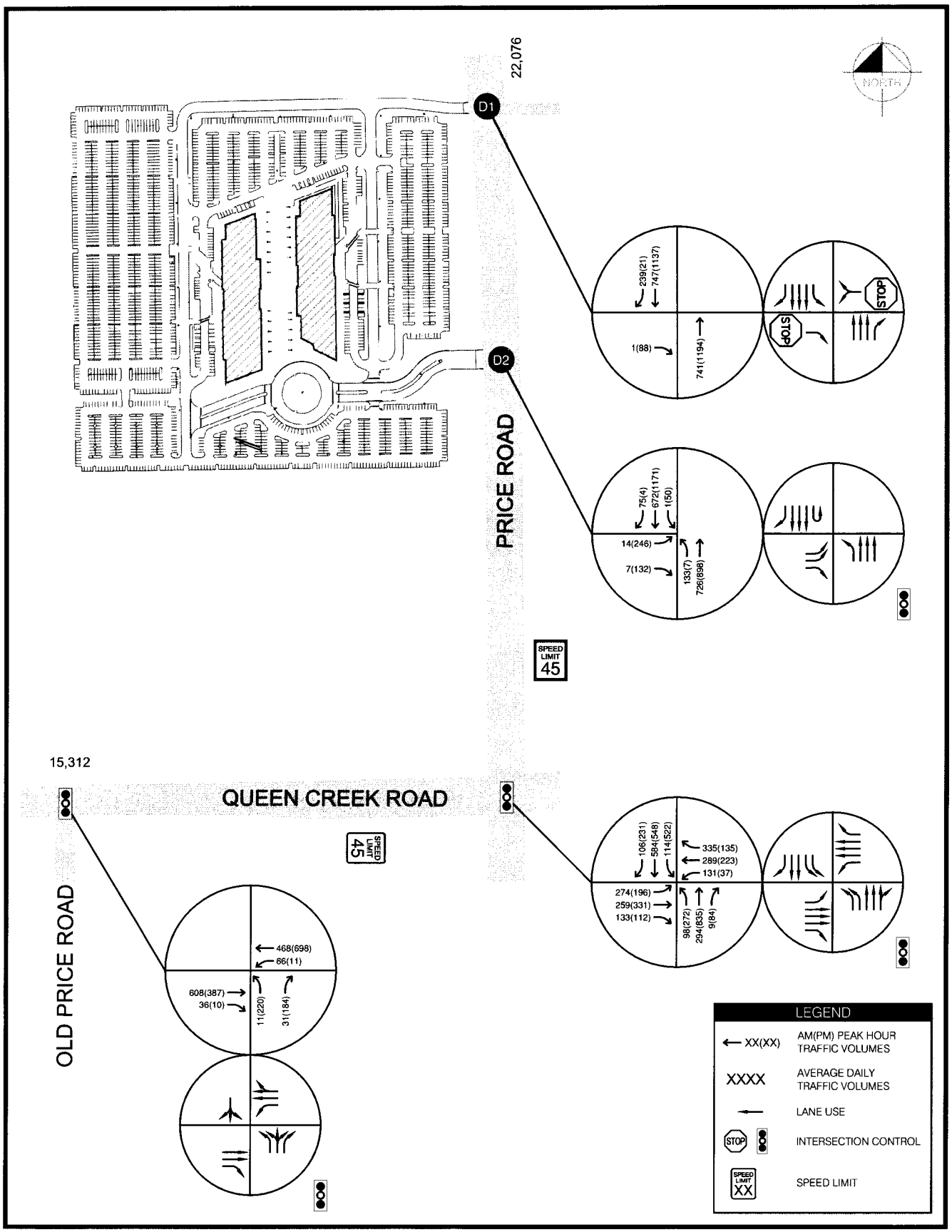


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Figure 3
Existing Conditions

5.0 PROJECTED TRAFFIC

5.1 SITE TRAFFIC FORECASTS

5.1.1 TRIP GENERATION

The Wells Fargo Chandler office complex currently consists of approximately 419,132 square feet of office space in the two existing buildings. Trip generation for the existing site is presented in **Table 3**. The existing site traffic is shown in **Figure 4**. Phase II of the development is currently under construction. Full build out (Phase III) of the site will not change the land use of the development, but will simply increase the total building square footage and the number of employees that can be accommodated at the office complex. The Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition, was used to obtain daily and peak-hour trip generation equations and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to 419,132 square feet of office use occupied when counts were collected and 1,740,000 square feet of office use at full build out. Taking the difference between the ITE trip generation estimate for 419,132 square feet of office use and 1,740,000 square feet of office use gives the trip generation that can be attributed to the remainder of the site to be built out. **Table 4** shows the ITE trip generation for 419,132 square feet of office, the ITE trip generation for 1,740,000 square feet of office and the trip generation for the remainder of the site (the difference between the previous two). Adding the traffic counts collected with the occupancy of the initial development to the expected trip generation for the remainder of the site results in the expected total trip generation for the site at total build out.

To be consistent with the previous analysis of Phase I and Phase II, the daily trip equation for ITE land use code 710, general office building, was used to estimate the daily trip totals.

Table 3. Trip Generation – Existing Trip Generation

Land Use	ITE Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Wells Fargo Office Building	-*	419,132	SFs	3,901	447	22	469	32	466	498

* Peak hour trip generation is based on existing traffic counts. Daily trip generation based on equation for ITE land use code 710, general office building.

Table 4. Trip Generation – ITE Estimates Trip Generation Estimates

Land Use	ITE Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
General Office Building	710	419,132	SF	3,901	530	72	602	93	455	549
General Office Building	710	1,740,000	SF	11,509	1,655	225	1,881	345	1,682	2,027
Resultant Wells Fargo Office Building	-**	1,320,868	SF	7,608	1,125	154	1,279	252	1,227	1,479

** Trip generation is a result of trip generation estimate for land use code 710, general office building, for 1,740,000 sf of office use minus the trip generation estimate for the existing 419,132 sf of office use. This result is the estimate of trips that can be expected from the additional 1,320,868 sf of office space alone.

5.1.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Daily trips were distributed based on the trip distribution assumptions discussed in the 2002 study. The distribution is a combination of Maricopa Association of Governments (MAG) estimates of total population within an 11.8 mile radius offsite, distributed over the cardinal directions and review of the surrounding roadway network and the proximity of regional freeways to the proposed development. The distribution of site traffic is shown in **Table 5**. Trips generated by the proposed development were assigned to the roadway network on the basis of the likely travel patterns to and from the site. Peak hour site trips generated by the development were assigned to the roadway network and site access drives. The addition of the two new site access drives will cause some of the existing trips to change their travel pattern, so a background traffic adjustment was introduced to reflect these changes. The new build out traffic assignment and background traffic adjustment are shown in **Figure 5**. Adding the existing site traffic, new build out traffic and the background traffic adjustment results in the total site traffic assignment for build out; **Figure 6** shows the site traffic distribution as well as the results of the total site traffic assignment.

Table 5. Project Traffic Distribution

Direction of Travel	Percent
To and from the North	47%
To and from the South	5%
To and from the East	29%
To and from the West	19%

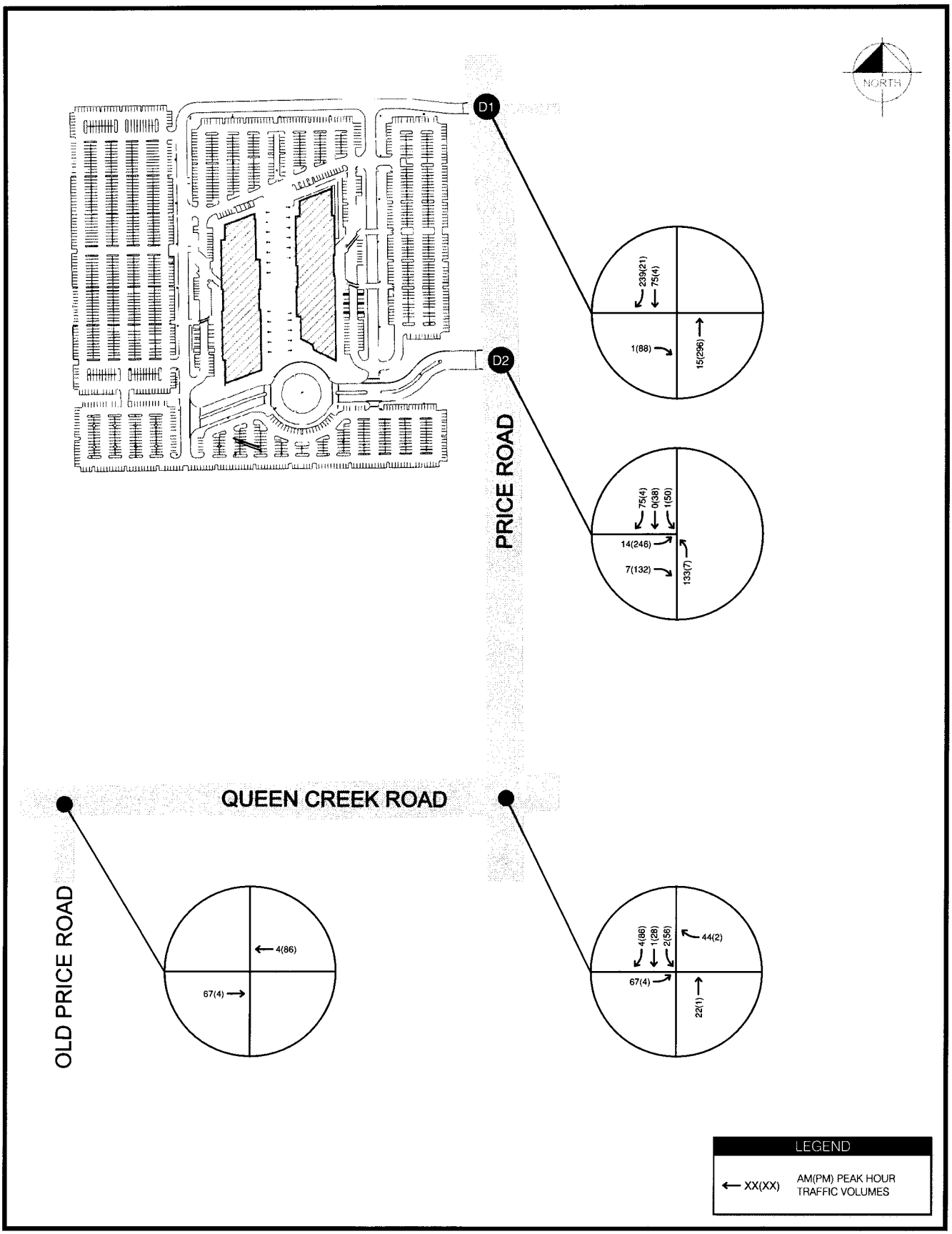

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Figure 4
Existing Site Traffic

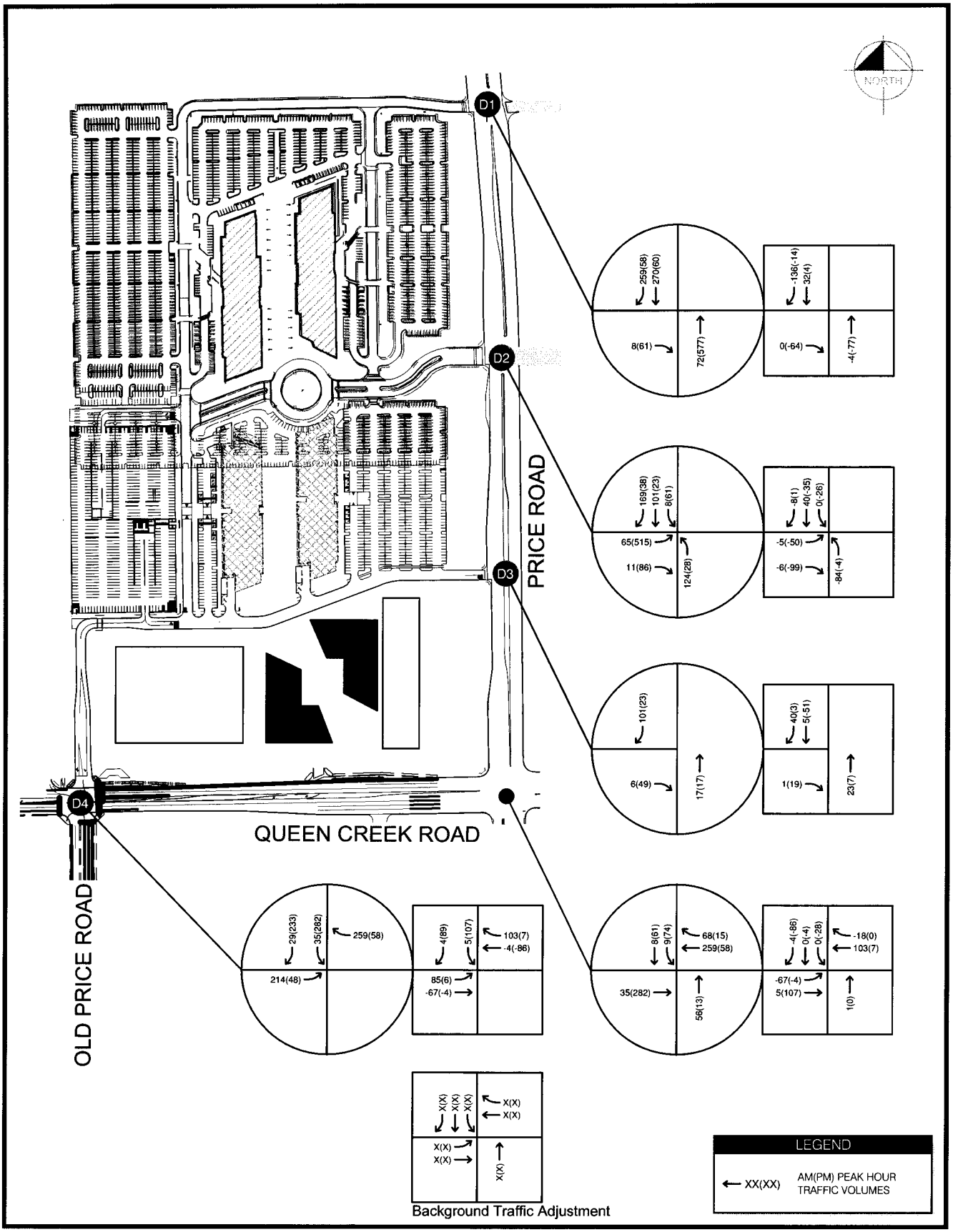

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Figure 5
New Buildout Site Assignment and Adjustment

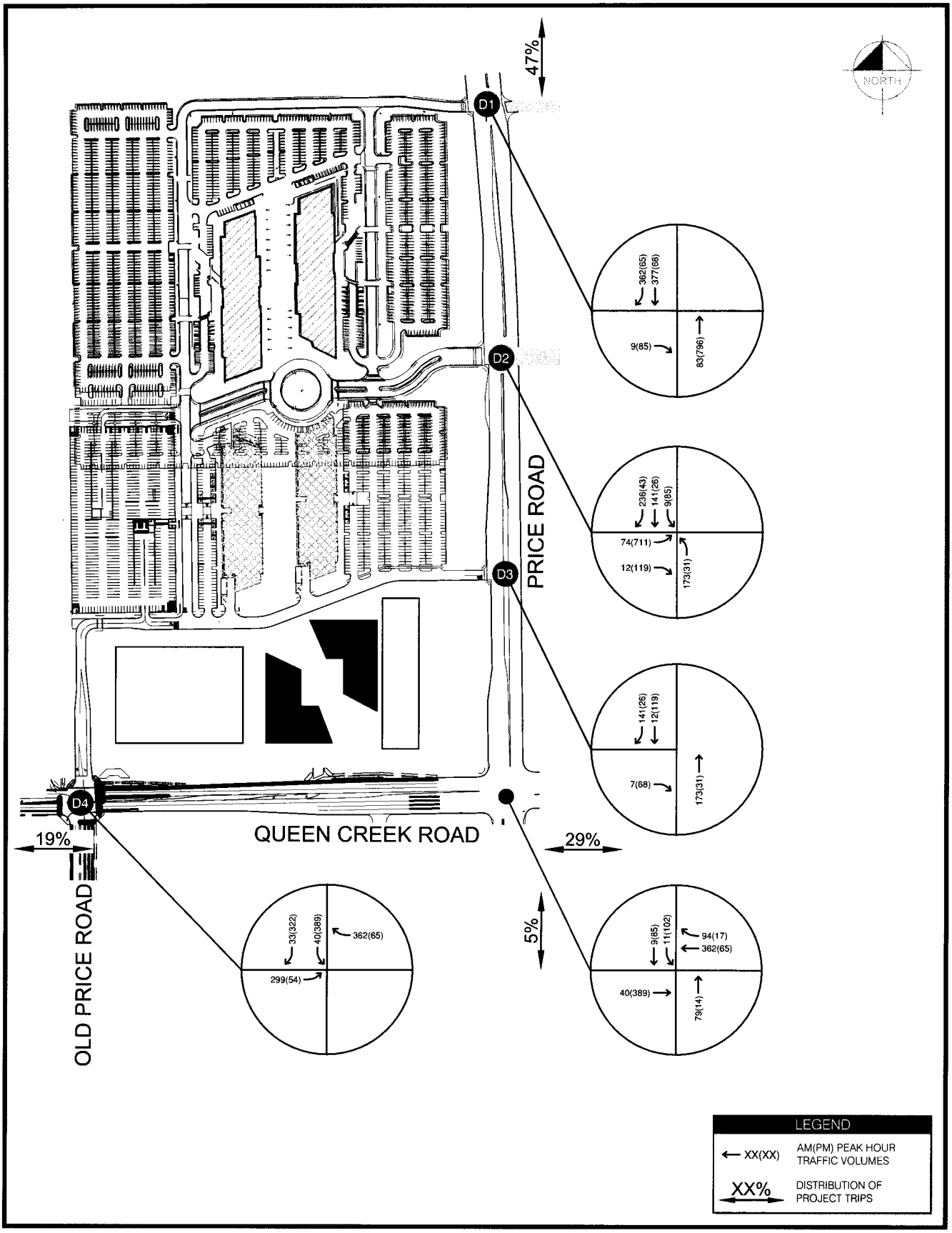

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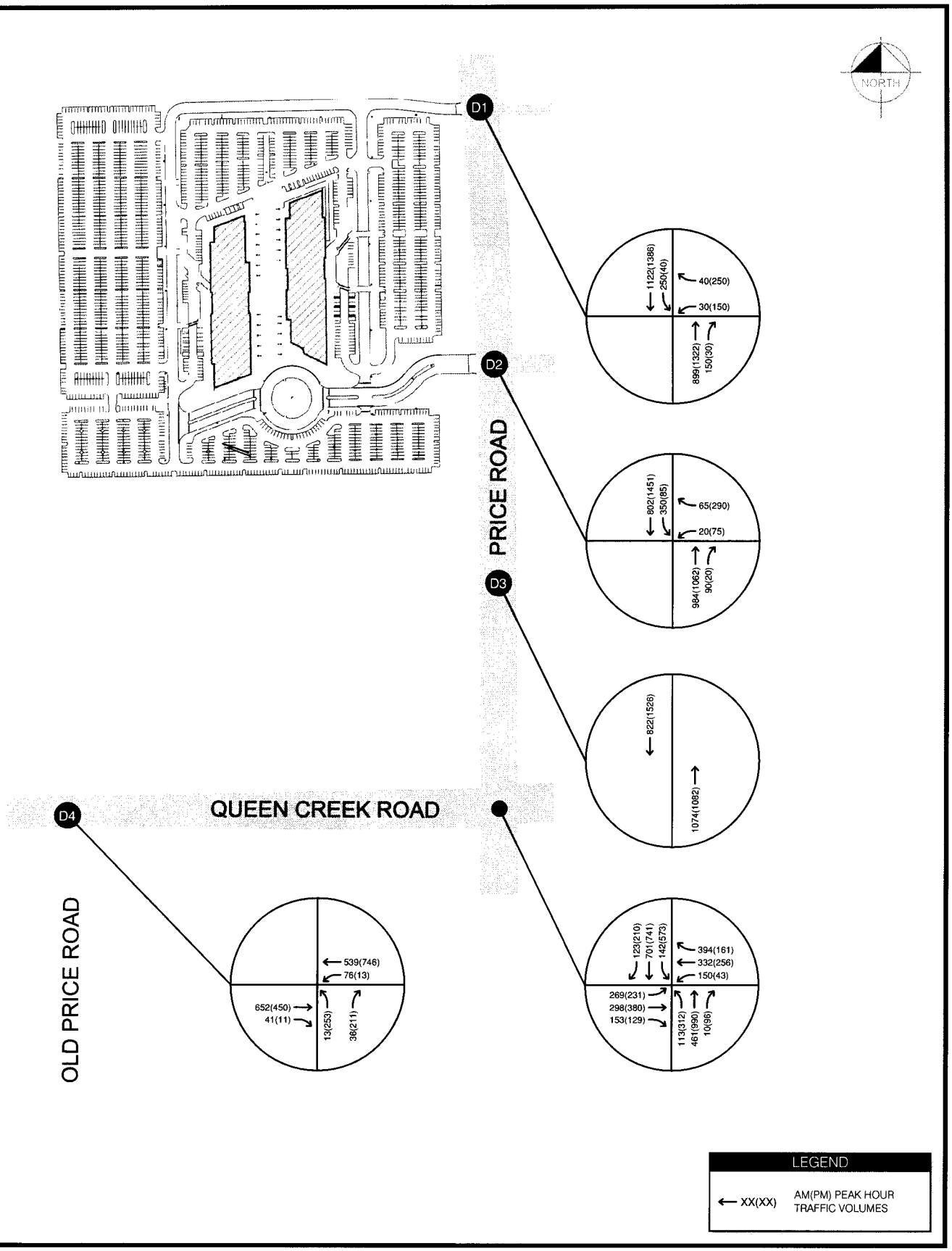
Figure 6
Project Traffic Assignment and Distribution

5.2 BACKGROUND TRAFFIC

The existing background traffic volumes were calculated by subtracting existing site traffic from the total existing traffic volumes. These background volumes were then grown by an annual growth rate of 2.0% per year for seven years to bring them up to 2020 base background volumes. In addition, site traffic estimates for the 600,000 square feet of office space east of Price Road having access at Access Drive 1 and Access Drive 2 were added to the 2020 background traffic volumes. **Figure 7** shows the results of the 2020 background traffic volumes. Excerpts from the 2002 traffic study for relevant adjacent development site traffic assumptions are included in the **Appendix**.

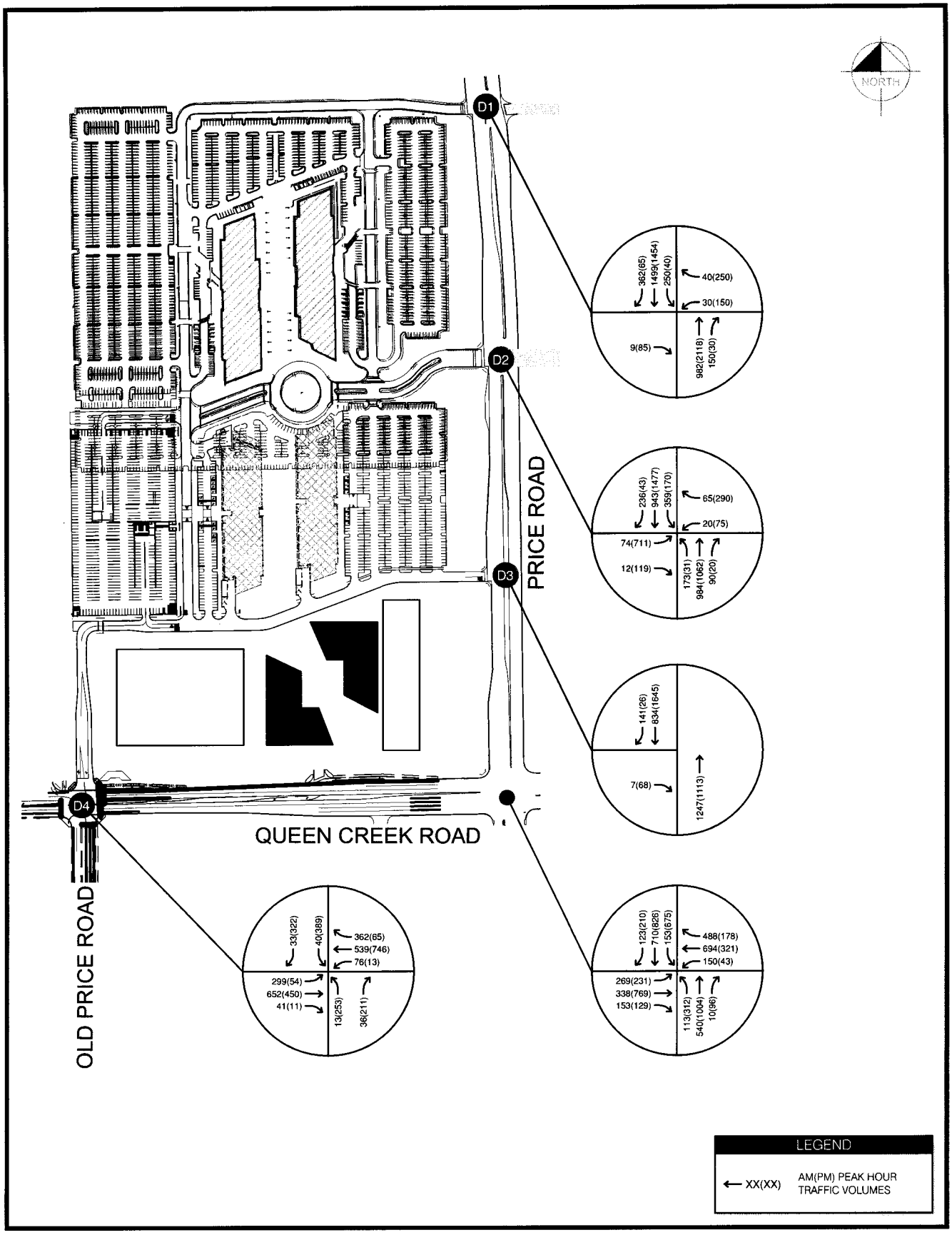
5.3 TOTAL TRAFFIC

The results of the traffic assignment were added to the 2020 background traffic volumes to produce total traffic volumes for the study area. These total traffic volumes are shown in **Figure 8**.



Kimley»Horn

Figure 7
2020 Background Traffic



Kimley»Horn

Figure 8
2020 Total Traffic

6.0 TRAFFIC AND IMPROVEMENT ANALYSIS

6.1 LEVEL OF SERVICE ANALYSIS

The LOS for the study area intersections for 2020 was evaluated using the 2010 Highway Capacity Manual methodology for unsignalized and signalized intersections using *Synchro 8* analysis software.

The unsignalized intersections in the study area were evaluated on the basis of the total traffic shown in **Figure 8**, and the recommended geometry shown in **Figure 9**. The results of the analysis for the unsignalized site driveways are shown in **Table 6**.

Table 6. 2020 Level of Service: Unsignalized Intersections

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Price Road and Access Drive 1												
AM Peak	-	-	-	D	-	-		C		F	-	B
PM Peak	-	-	-	F	-	-		C		F	-	F
Price Road and Access Drive 3												
AM Peak	-	-	-	-	-	-		B		-	-	-
PM Peak	-	-	-	-	-	-		D		-	-	-

The turning movements into and out of the Wells Fargo complex at the unsignalized intersections on Price Road are expected to operate at a satisfactory LOS in 2020. However, based on the volumes from the original traffic study, the level of service for the turning movements into and out of the adjacent development at Access Drive 1 are expected to fall below LOS D.

The signalized intersections at Price Road and Access Drive 2, Price Road and Queen Creek Road, as well as Queen Creek Road and Old Price Road/Access Drive 4 were evaluated on the basis of the total traffic shown in **Figure 8** and the recommended geometry shown in **Figure 9**. The results of this analysis are shown in **Table 7**.

Table 7. 2020 Level of Service: Signalized Intersections

Intersection	NB			SB			EB			WB			Intersection
	L	T	R	L	T	R	L	T	R	L	T	R	LOS
Price Road and Access Drive 2													
AM Peak	A	A	A	A	A	A	D	-	D	D	-	D	A
PM Peak	C	D	D	C	C	C	D	-	C	C	-	D	D
Price Road and Queen Creek Road													
AM Peak	D	C	C	D	C	B	C	C	C	B	C	D	C
PM Peak	D	D	D	D	C	C	C	C	C	C	C	C	D
Old Price Road and Queen Creek Road													
AM Peak	D	D	D	D	D	D	A	A	A	A	A	B	B
PM Peak	D	D	D	D	D	D	B	B	B	B	C	B	C

The signalized study area intersections are expected to operate at a satisfactory LOS in 2020.

6.2 RIGHT-TURN LANES

Right-turn lanes are often recommended on roadways where right-turning vehicles create delays or safety problems for other traffic movements. The need for a right-turn lane depends on the speed of traffic on the road, the volume of traffic turning right, and the through traffic volume in the same lane as the right-turning traffic. Currently right-turn lanes with 100 feet of storage exist for the southbound approaches to Access Drives 1, 2 and 3. A review of the 2020 total traffic volumes concluded that the existing turn lane lengths are adequate to accommodate the project site traffic at full build out. It is recommended to provide a right-turn lane with 100 feet of storage on the westbound approach to the intersection of Queen Creek Road and Access Drive 4. Storage analysis calculations are provided in the **Appendix**. The location of existing and recommended right-turn lanes is shown in **Figure 9**.

6.3 LEFT-TURN LANES

Left-turns onto the site are currently only permitted at signalized Access Drive 2, where approximately 200 feet of storage is provided. It was determined that the existing northbound left-turn lane length will accommodate the project site traffic at full build out. Left-turns will also be permitted at site Access Drive 4 and volumes at this intersection are large enough to consider a separate eastbound left-turn lane. It is recommended to provide 300 feet of left-turn storage for the eastbound approach to Old Price Road/Access Drive 4. Storage analysis calculations are included in the **Appendix**. The location of existing and recommended left-turn lanes is shown in **Figure 9**. Left-turn storage recommendations are shown in **Table 8**.

Table 8. Left-Turn Storage

Intersection and Approach	Existing	Recommended
Price Road and Access Drive 2		
- Northbound Approach	200 feet	200 feet
Queen Creek Road and Old Price Road/Access Drive 4		
- Eastbound Approach	N/A	300 feet
Price Road and Queen Creek Road		
- Northbound Approach	200 feet (Duals)	200 feet (Duals)
- Southbound Approach	200 feet (Duals)	200 feet (Duals)
- Eastbound Approach	200 feet	200 feet
- Westbound Approach	200 feet	200 feet

6.4 ON-SITE STORAGE

In order to provide smooth ingress and egress to the proposed development, all site driveways should be constructed with appropriate throat lengths. Provision of sufficient throat lengths at all site driveways will prevent entering vehicles from obstructing traffic flow on the adjacent public street system and provide adequate on-site storage for exiting vehicles.

On-site storage is currently provided at Access Drive 1 and 2. Based on the queuing analysis it was determined that the existing on-site storage provided at Access Drive 1 is adequate to accommodate anticipated site traffic at full build out. The manner in which Access Drive 2 is constructed and striped does not currently provide adequate storage for projected eastbound left-turn site volumes in the PM peak hour. The 2013 Chandler Campus Expansion (Phase II) report recommends that the eastbound approach at Access Drive 2 be striped as two lanes which open up to three lanes near the intersection (two left-turn lanes and one right-turn lane), as shown in the **Appendix**, where the northernmost lane is a continuous left-turn lane west all the way back to the median break. The existing eastbound portion of Access Drive 2 is only striped as one lane, which becomes the aforementioned three lanes at the intersection. It is recommended that the eastbound approach of Access Drive 2 be striped to provide dual left-turn lanes with 325 feet of storage each providing adequate on-site storage at this intersection for both left and right-turning vehicles.

On-site storage will be provided at site Access Drive 3. Based on the queueing analysis, it is recommended to provide 75 feet of on-site storage for the eastbound right-turn at Access Drive 3. It is recommended that the on-site storage for the southbound approach to Access Drive 4 provide 200 feet of storage for dual left-turn lanes. Storage analysis calculations are provided in the **Appendix**. The location of existing and recommended on-site storage lanes is shown in **Figure 9**. The recommended on-site storage lengths are summarized in **Table 9**.

Table 9. On-Site Storage

Intersection and Approach	Existing	Recommended
Price Road and Access Drive 1		
- Eastbound Approach	250 feet	250 feet
Price Road and Access Drive 2		
- Eastbound Approach	400 feet	325 feet (Duals)
Price Road and Access Drive 3		
- Eastbound Approach	N/A	75 feet
Queen Creek Road and Old Price Road/Access Drive 4		
- Southbound Approach	N/A	200 feet

6.5 DRIVEWAY CRITERIA

The site plan provides three driveways to access the development via Price Road, labeled D1, D2, and D3. Driveways D1, and D3 are right-in/right-out driveways located on Price Road approximately 2,075 feet, and 675 feet north of Queen Creek Road, respectively. Driveway D2 is a signalized full-access driveway located approximately 1,330 feet north of Queen Creek Road. Driveway D4 is a signalized full access driveway located on Queen Creek Road approximately 1,275 feet west of Price Road and will align with the realigned south leg of Old Price Road.

The analysis regarding the driveway locations and design were evaluated according to the City of Chandler Policies and Guideline for Street Design and Access Control. According to this document,

driveways should be constructed with a minimum throat width of 24 feet (2-way) and a maximum width of 40 feet. It is recommended all site driveways meet the minimum driveway width criteria.

Driveway spacing according to the City of Chandler recommends all driveways, including minor driveways restricted to only right-turn movements, should be spaced at least 100 feet apart along arterial streets and 50 feet apart along collector streets. Major driveways along arterial roads should be located at least 450 feet from an arterial intersection, and minor driveways should be located at least 250 feet from an arterial intersection. Location of major driveways is controlled by distances needed for provision of left-turn storage lanes and approach tapers. Right-in/right-out access points may be allowed based on travel demand.

Review of the current site plan reveals that the site driveways are adequately spaced according to the City of Chandler driveway spacing criteria.

6.7 SIGHT TRIANGLES

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. The landscaping within sight triangles must not obstruct drivers' views of the adjacent travel lanes.

According to the City of Chandler, sight-distance requirements for entering arterial or collector streets are shown on City Standard Detail C-246. Heights of buildings, walls, landscaping and other similar obstructions should be restricted with the sight triangles. A copy of City Standard Detail C-246 is provided in the **Appendix**.

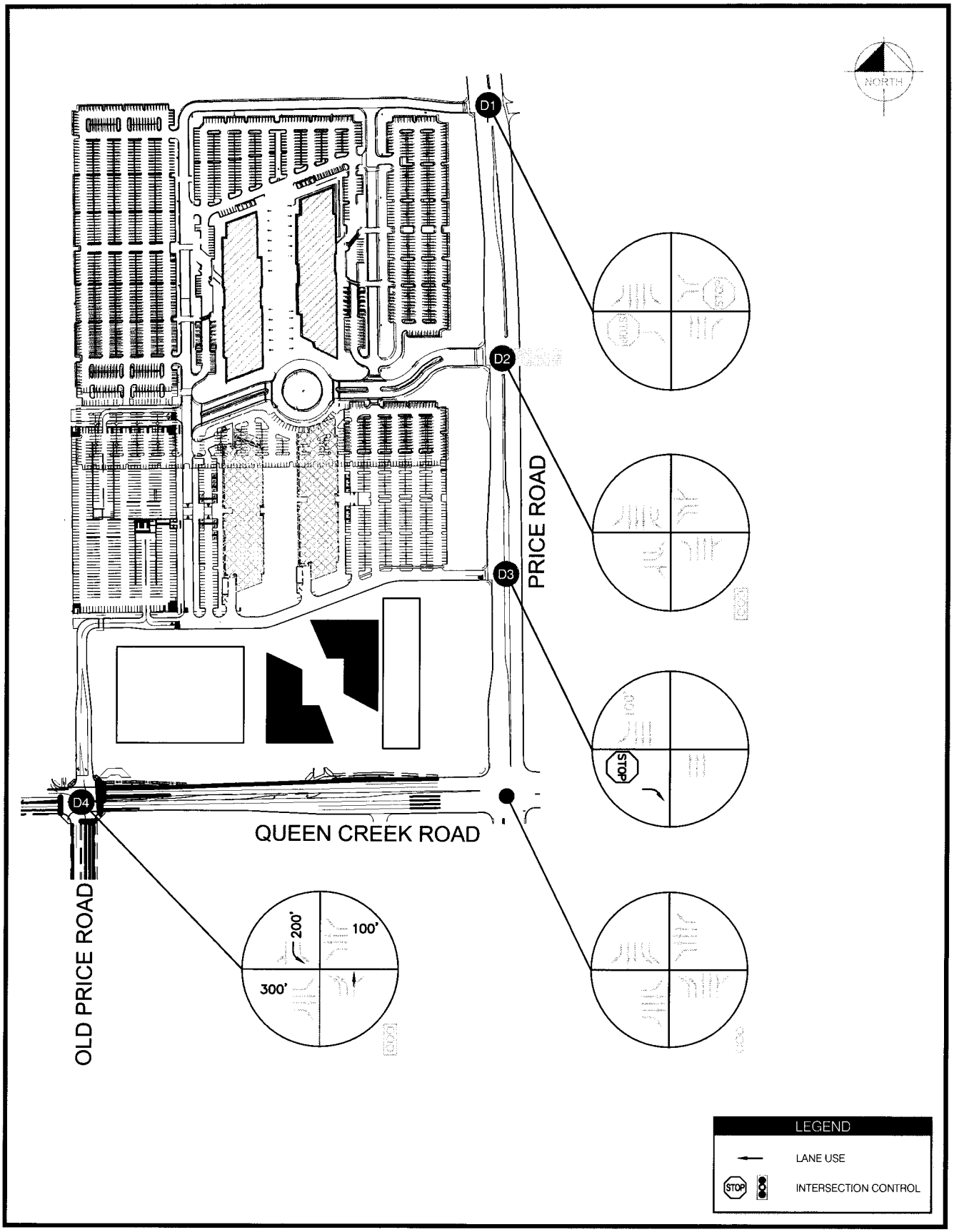


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Figure 9
Recommended Geometry

7.0 CONCLUSIONS AND RECOMMENDATIONS

The proposed plan for the remainder of the site is anticipated to generate an additional 7,608 daily trips with 1,279 trips occurring during the AM peak hour and 1,479 trips occurring during the PM peak hour at buildout. Considering the trips currently entering and exiting the site, a total of 11,509 daily trips with 1,881 trips occurring during the AM peak hour and 2,027 trips occurring during the PM peak hour are projected for the entire development at buidlout. To ensure that the estimate of the traffic impacts is the maximum that can be expected, it is assumed that the site will be 100 percent utilized upon total build out of the site in 2020.

The existing eastbound dual left-turn lanes at the intersection of Price Road and Access Drive D2 will need to be extended to the west to provide 325 feet of storage each.

Two new site access drives are currently under construction with Phase II improvements and will be existing at full build out of the site. One at the existing driveway cut on Price Road, south of the existing signalized access drive and the second on Queen Creek Road at the re-located Old Price Road signal.

The improvements at Old Price Road and Queen Creek Road are currently under construction with Old Price Road being offset 50-100 feet to the east of its previous alignment. The north leg of the intersection is being constructed as part of the Phase II improvements associated with the proposed development. As part of the Phase III improvements, the southbound approach at this intersection should provide dual left-turn lanes with 200 feet of storage. The eastbound left-turn lane is recommended to provide 300 feet of storage. With the addition of this left-turn lane, the phasing at this intersection should also be modified to provide an eastbound protected-permissive left-turn phase.

Improvements to Access Drive 3 located along Price Road are currently under construction as part of Phase II improvements.

Review of the LOS at the study area intersections at full build out reveals that all access drives and study area intersections will provide adequate LOS.

APPENDIX

Traffic Counts

ARIZONA TURNING MOVEMENT COUNT, INC.
5029 West Kaler Circle
Glendale, AZ 85301

Location: Price Road & North Entrance
Date: 05/30/2013 - Carole Sherris (7-9 & 4-6)

		Price Road SOUTHBOUND				N/A WESTBOUND				N/A NORTHBOUND				North Entrance EASTBOUND				
TIME PERIOD		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
7:00 AM	7:15 AM	47	N/A	N/A	**47**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	47
7:15 AM	7:30 AM	68	N/A	N/A	**68**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	1	N/A	N/A	**1**	69
7:30 AM	7:45 AM	44	N/A	N/A	**44**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	44
7:45 AM	8:00 AM	80	N/A	N/A	**80**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	80
8:00 AM	8:15 AM	46	N/A	N/A	**46**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	46
8:15 AM	8:30 AM	67	N/A	N/A	**67**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	67
8:30 AM	8:45 AM	38	N/A	N/A	**38**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	0	N/A	N/A	**0**	38
8:45 AM	9:00 AM	27	N/A	N/A	**27**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	2	N/A	N/A	**2**	29
TOTAL=		**417**	**0**	**0**	**417**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	420
PERCENT=		100.0%	**	**		**	**	**		**	**	**		100.0%	**	**		
Peak Period=		239	0	0	239	0	0	0	0	0	0	0	0	1	0	0	1	240
7:00 AM	8:00 AM	100.0%	**	**		**	**	**		**	**	**		100.0%	**	**		
																PEAK HOUR FACTOR=		0.75

		SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
TIME PERIOD		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
11:00 AM	11:15 AM				**0**				**0**				**0**				**0**	0
11:15 AM	11:30 AM				**0**				**0**				**0**				**0**	0
11:30 AM	11:45 AM				**0**				**0**				**0**				**0**	0
11:45 AM	12:00 PM				**0**				**0**				**0**				**0**	0
12:00 PM	12:15 PM				**0**				**0**				**0**				**0**	0
12:15 PM	12:30 PM				**0**				**0**				**0**				**0**	0
12:30 PM	12:45 PM				**0**				**0**				**0**				**0**	0
12:45 PM	1:00 PM				**0**				**0**				**0**				**0**	0
TOTAL=		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
PERCENT=		**	**	**		**	**	**		**	**	**		**	**	**		
		0	0	0		0	0	0		0	0	0		0	0	0		
Peak Period=		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	--	**	**	**		**	**	**		**	**	**		**	**	**		
																PEAK HOUR FACTOR=		--

		SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
TIME PERIOD		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
4:00 PM	4:15 PM	3	N/A	N/A	**3**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	18	N/A	N/A	**18**	21
4:15 PM	4:30 PM	2	N/A	N/A	**2**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	9	N/A	N/A	**9**	11
4:30 PM	4:45 PM	7	N/A	N/A	**7**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	24	N/A	N/A	**24**	31
4:45 PM	5:00 PM	6	N/A	N/A	**6**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	10	N/A	N/A	**10**	16
5:00 PM	5:15 PM	5	N/A	N/A	**5**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	42	N/A	N/A	**42**	47
5:15 PM	5:30 PM	3	N/A	N/A	**3**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	12	N/A	N/A	**12**	15
5:30 PM	5:45 PM	4	N/A	N/A	**4**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	15	N/A	N/A	**15**	19
5:45 PM	6:00 PM	0	N/A	N/A	**0**	N/A	N/A	N/A	**0**	N/A	N/A	N/A	**0**	2	N/A	N/A	**2**	2
TOTAL=		**30**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**132**	162
PERCENT=		100.0%	**	**		**	**	**		**	**	**		100.0%	**	**		
		109	109	109		109	109	109		109	109	109		109	109	109		
Peak Period=		21	0	0	21	0	0	0	0	0	0	0	0	88	0	0	88	109
4:30 PM	5:30 PM	100.0%	**	**		**	**	**		**	**	**		100.0%	**	**		
																PEAK HOUR FACTOR=		0.58

WF00203

ARIZONA TURNING MOVEMENT COUNT, INC.
5029 West Kaler Circle
Glendale, AZ 85301

Location: Price Road & Main Entrance
Date: 05/30/2013 - Bill Sherris (7-9 & 4-6)

Note: Just about all U-Turns were vehicles that had exited (RT Out) the North Driveway

TIME PERIOD		Price Road SOUTHBOUND Right	Thru	U-Turn		N/A WESTBOUND Right	Thru	Left		N/A NORTHBOUND Right	Thru	Left		North Entrance EASTBOUND Right	Thru	Left		
7:00 AM	7:15 AM	19	162	0	**181**	N/A	N/A	N/A	**0**	N/A	160	27	**187**	3	N/A	1	**4**	372
7:15 AM	7:30 AM	16	146	1	**163**	N/A	N/A	N/A	**0**	N/A	187	33	**220**	2	N/A	3	**5**	388
7:30 AM	7:45 AM	11	198	0	**209**	N/A	N/A	N/A	**0**	N/A	195	31	**226**	2	N/A	4	**6**	441
7:45 AM	8:00 AM	29	166	0	**195**	N/A	N/A	N/A	**0**	N/A	184	42	**226**	0	N/A	6	**6**	427
8:00 AM	8:15 AM	22	140	0	**162**	N/A	N/A	N/A	**0**	N/A	152	29	**181**	2	N/A	5	**7**	350
8:15 AM	8:30 AM	19	130	0	**149**	N/A	N/A	N/A	**0**	N/A	149	19	**168**	0	N/A	2	**2**	319
8:30 AM	8:45 AM	15	120	0	**135**	N/A	N/A	N/A	**0**	N/A	158	24	**182**	4	N/A	3	**7**	324
8:45 AM	9:00 AM	7	99	2	**108**	N/A	N/A	N/A	**0**	N/A	135	24	**159**	4	N/A	3	**7**	274
TOTAL=		**138**	**1161**	**3**	**1302**	**0**	**0**	**0**	**0**	**0**	**1320**	**229**	**1549**	**17**	**0**	**27**	**44**	2895
PERCENT=		10.6%	89.2%	0.2%		**	**	**		**	85.2%	14.8%		38.6%	**	61.4%		
Peak Period=		75	672	1	748	0	0	0	0	0	726	133	859	7	0	14	21	1628
7:00 AM	8:00 AM	10.0%	89.8%	0.1%		**	**	**		**	84.5%	15.5%		33.3%	**	66.7%		
																PEAK HOUR FACTOR=		0.92

TIME PERIOD		SOUTHBOUND Right	Thru	Left		WESTBOUND Right	Thru	Left		NORTHBOUND Right	Thru	Left		EASTBOUND Right	Thru	Left		
11:00 AM	11:15 AM				**0**				**0**				**0**				**0**	0
11:15 AM	11:30 AM				**0**				**0**				**0**				**0**	0
11:30 AM	11:45 AM				**0**				**0**				**0**				**0**	0
11:45 AM	12:00 PM				**0**				**0**				**0**				**0**	0
12:00 PM	12:15 PM				**0**				**0**				**0**				**0**	0
12:15 PM	12:30 PM				**0**				**0**				**0**				**0**	0
12:30 PM	12:45 PM				**0**				**0**				**0**				**0**	0
12:45 PM	1:00 PM				**0**				**0**				**0**				**0**	0
TOTAL=		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
PERCENT=		**	**	**		**	**	**		**	**	**		**	**	**		
		0	0	0		0	0	0		0	0	0		0	0	0		
Peak Period=		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	--	**	**	**		**	**	**		**	**	**		**	**	**		
																PEAK HOUR FACTOR=		--

TIME PERIOD		SOUTHBOUND Right	Thru	U-Turn		WESTBOUND Right	Thru	Left		NORTHBOUND Right	Thru	Left		EASTBOUND Right	Thru	Left		
4:00 PM	4:15 PM	0	207	11	**218**	N/A	N/A	N/A	**0**	N/A	314	5	**319**	24	N/A	55	**79**	616
4:15 PM	4:30 PM	1	225	3	**229**	N/A	N/A	N/A	**0**	N/A	274	3	**277**	13	N/A	49	**62**	568
4:30 PM	4:45 PM	1	228	14	**243**	N/A	N/A	N/A	**0**	N/A	239	2	**241**	39	N/A	55	**94**	578
4:45 PM	5:00 PM	2	250	6	**258**	N/A	N/A	N/A	**0**	N/A	185	1	**186**	23	N/A	51	**74**	518
5:00 PM	5:15 PM	0	295	26	**321**	N/A	N/A	N/A	**0**	N/A	220	4	**224**	54	N/A	100	**154**	699
5:15 PM	5:30 PM	1	341	8	**350**	N/A	N/A	N/A	**0**	N/A	258	0	**258**	27	N/A	40	**67**	675
5:30 PM	5:45 PM	1	285	10	**296**	N/A	N/A	N/A	**0**	N/A	235	2	**237**	28	N/A	55	**83**	616
5:45 PM	6:00 PM	1	240	4	**245**	N/A	N/A	N/A	**0**	N/A	188	1	**189**	15	N/A	32	**47**	481
TOTAL=		**7**	**2071**	**82**	**2160**	**0**	**0**	**0**	**0**	**0**	**1913**	**18**	**1931**	**223**	**0**	**437**	**660**	4751
PERCENT=		0.3%	95.9%	3.8%		**	**	**		**	99.1%	0.9%		33.8%	**	66.2%		
		2508	2508	2508		2508	2508	2508		2508	2508	2508		2508	2508	2508		
Peak Period=		4	1171	50	1225	0	0	0	0	0	898	7	905	132	0	246	378	2508
4:45 PM	5:45 PM	0.3%	95.6%	4.1%		**	**	**		**	99.2%	0.8%		34.9%	**	65.1%		
																PEAK HOUR FACTOR=		0.90

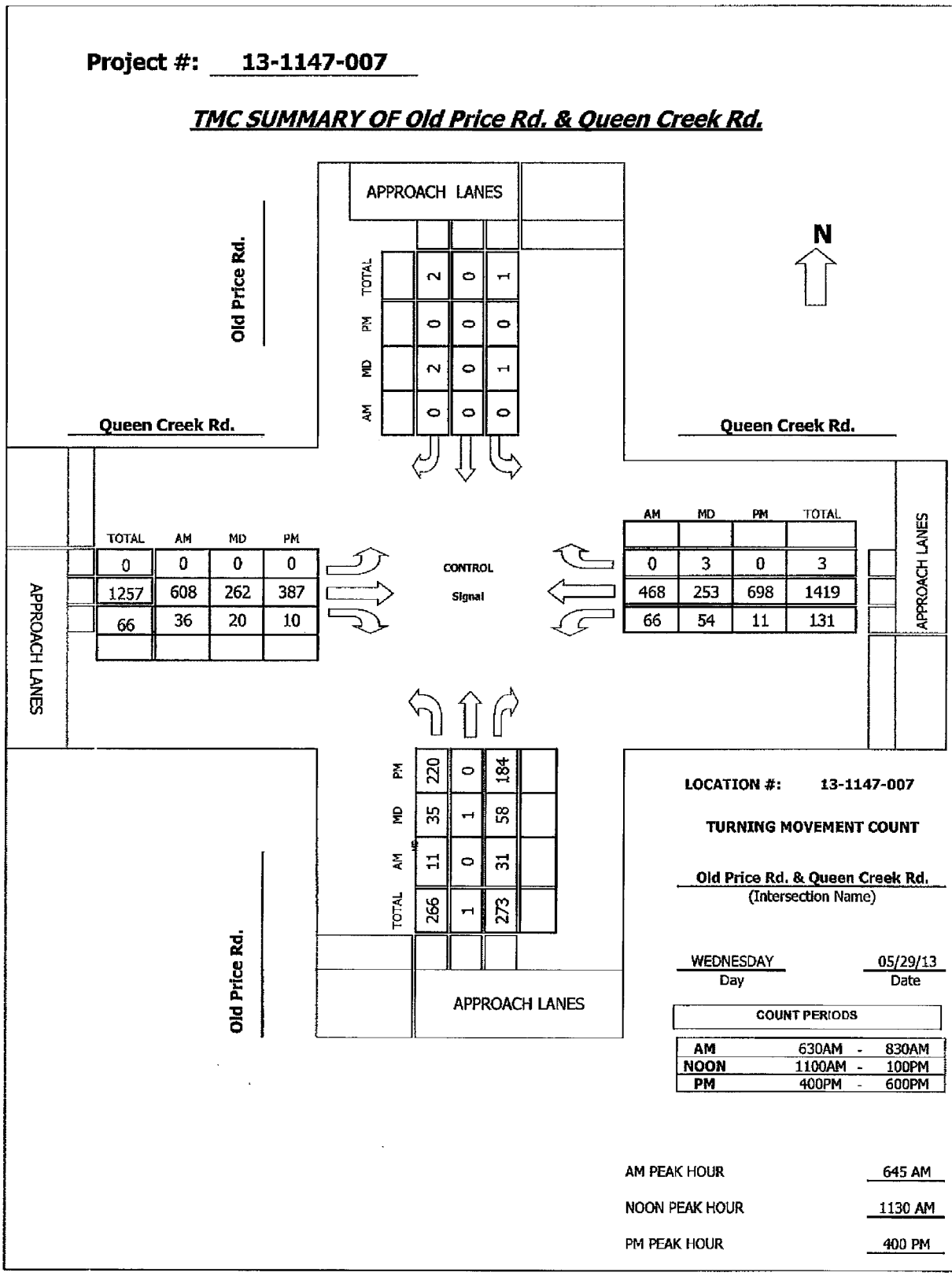
WF00204

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 13-1147-007

TMC SUMMARY OF Old Price Rd. & Queen Creek Rd.



LOCATION #: 13-1147-007

TURNING MOVEMENT COUNT

Old Price Rd. & Queen Creek Rd.
(Intersection Name)

WEDNESDAY — Day
05/29/13 — Date

COUNT PERIODS			
AM	630AM	-	830AM
NOON	1100AM	-	100PM
PM	400PM	-	600PM

AM PEAK HOUR	645 AM
NOON PEAK HOUR	1130 AM
PM PEAK HOUR	400 PM

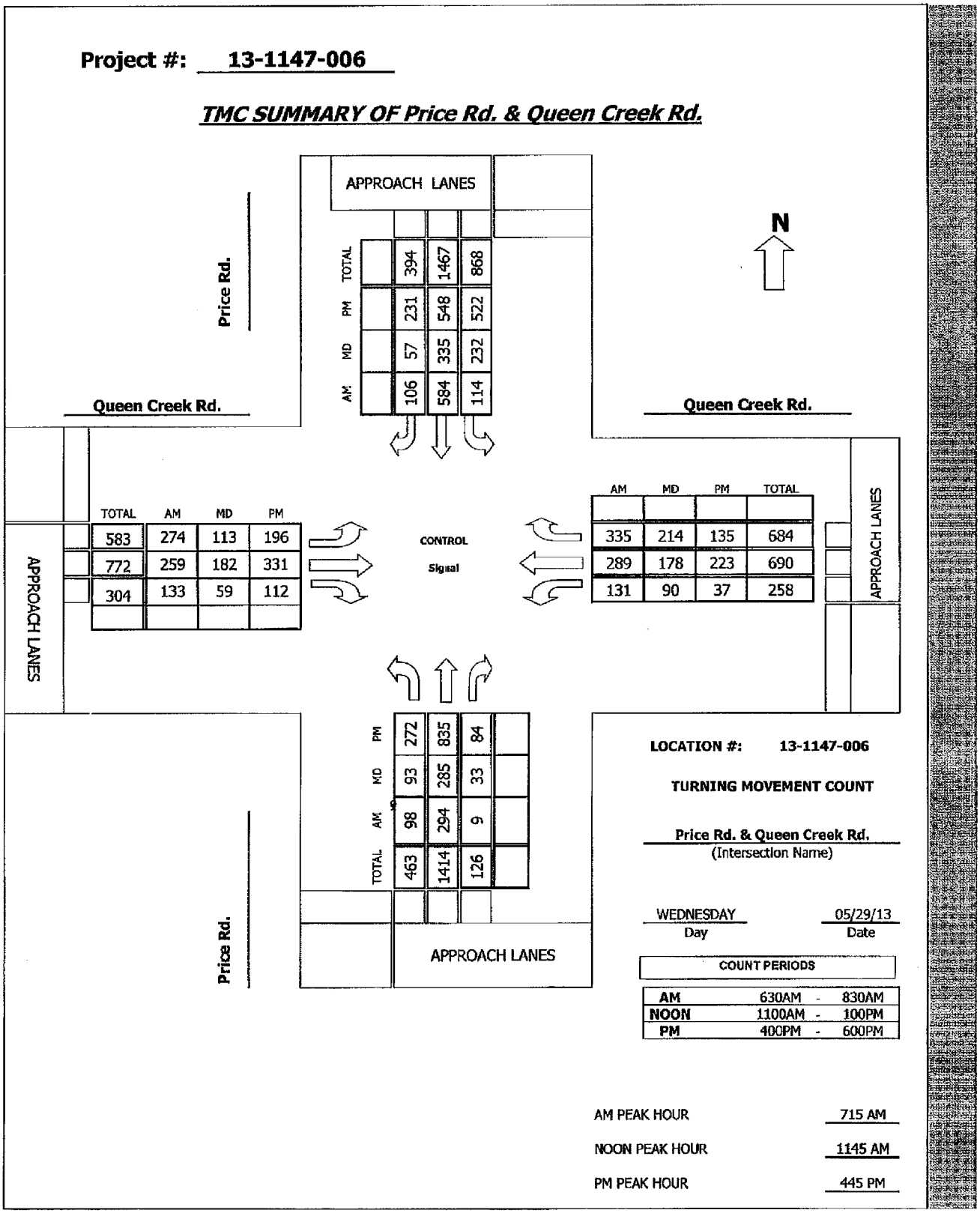
WF00205

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 13-1147-006

TMC SUMMARY OF Price Rd. & Queen Creek Rd.



LOCATION #: 13-1147-006

TURNING MOVEMENT COUNT

Price Rd. & Queen Creek Rd.
(Intersection Name)

WEDNESDAY — Day
05/29/13 — Date

COUNT PERIODS			
AM	630AM	-	830AM
NOON	1100AM	-	100PM
PM	400PM	-	600PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	1145 AM
PM PEAK HOUR	445 PM

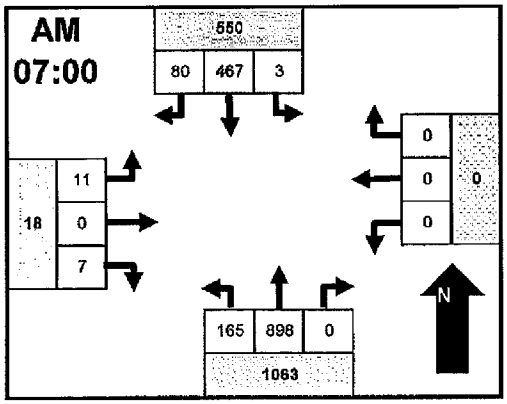
WF00206

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

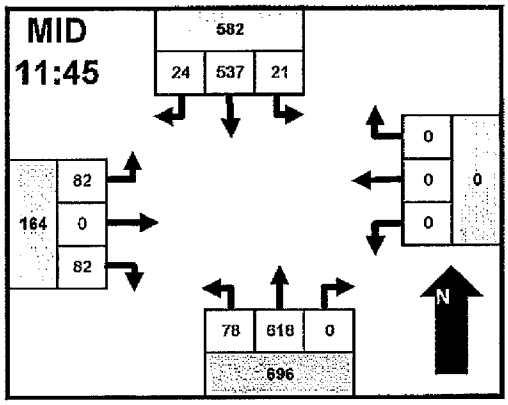
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

41. PRICE RD & WELLS FARGO

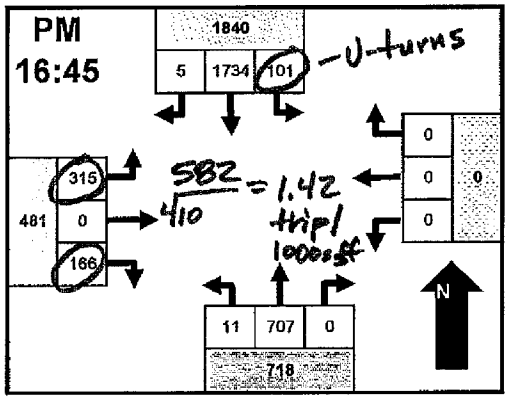
Intersection TMC: 1000066
Count Date: 2/17/2010



	From North PRICE RD				From East NONE				From South PRICE RD				From West WELLS FARGO				INTSEC
Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
6:00	1	57	9	0	0	0	0	1	19	124	0	0	2	0	2	0	215
6:15	1	73	11	0	0	0	0	0	12	156	0	0	1	0	0	0	254
6:30	1	89	4	0	0	0	0	0	15	156	0	0	2	0	0	0	267
6:45	1	106	19	0	0	0	0	0	32	178	0	0	5	0	2	0	343
7:00	2	92	16	0	0	0	0	0	34	209	0	0	1	0	0	0	354
7:15	0	97	26	0	0	0	0	0	37	218	0	0	2	0	0	0	380
7:30	0	121	13	1	0	0	0	0	33	251	0	0	4	0	1	0	424
7:45	1	157	25	0	0	0	0	0	61	220	0	0	4	0	6	0	474
Total	7	792	123	1	0	0	0	1	243	1512	0	0	21	0	11	0	2711
Peak	3	467	80	1	0	0	0	0	165	898	0	0	11	0	7	0	1632



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
11:00	4	97	0	0	0	0	0	0	5	134	0	0	28	0	16	0	284
11:15	3	112	1	0	0	0	0	0	7	144	0	0	17	0	12	0	296
11:30	6	103	3	0	0	0	0	0	17	151	0	0	22	0	12	0	314
11:45	8	122	7	0	0	0	0	0	19	165	0	0	16	0	14	0	351
12:00	7	141	3	0	0	0	0	0	11	149	0	0	33	0	31	0	375
12:15	3	131	8	0	0	0	0	0	23	157	0	0	16	0	15	1	354
12:30	3	143	6	0	0	0	0	0	25	147	0	0	17	0	22	0	363
12:45	6	142	10	0	0	0	0	0	29	106	0	0	9	0	9	0	311
Total	40	991	38	0	0	0	0	0	136	1153	0	0	188	0	131	1	2648
Peak	21	537	24	0	0	0	0	0	78	618	0	0	82	0	82	1	1443



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:30	30	281	0	1	0	0	0	0	3	220	0	0	93	0	41	0	669
16:45	22	333	2	0	0	0	0	0	5	189	0	0	65	0	24	0	640
17:00	49	425	1	0	0	0	0	0	1	183	0	0	126	0	86	0	871
17:15	13	516	1	0	0	0	0	0	3	166	0	0	73	0	29	0	801
17:30	17	460	1	0	0	0	0	0	2	169	0	0	51	0	27	0	727
17:45	12	412	0	0	0	0	0	0	1	132	0	0	45	0	18	0	620
18:00	13	329	0	0	0	0	0	0	1	171	0	0	53	0	21	0	588
18:15	7	294	1	0	0	0	0	0	3	130	0	0	29	0	10	0	474
Total	163	3050	6	1	0	0	0	0	19	1360	0	0	535	0	256	0	5390
Peak	101	1734	5	0	0	0	0	0	11	707	0	0	315	0	166	0	3039

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM	7:00 AM	1632	7:45 AM	474
MID	11:45 AM	1443	12:00 PM	375
PM	4:45 PM	3039	5:00 PM	871

Approach Statistics

Per	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol
AM	7:00 AM	551	6:00 AM	1	7:00 AM	1063	7:00 AM	18
MID	12:00 PM	603			11:45 AM	696	11:45 AM	165
PM	5:00 PM	1907			4:30 PM	770	4:30 PM	537

Comments

NOTE: Left Turns on the NORTH LEG were U-Turns.

Approach & Departure Volumes (No Peds)

Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	922	1533	0	7	1755	803	32	366
MID	1069	1311	0	40	1289	1122	289	174
PM	3219	1895	0	163	1379	3306	791	25

WF00207

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, May 30, 2013 City: Chandler Project #: 13-1148-001

Location: Queen Creek Rd. west of Old Price Rd.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		11			12:00			58		80		
00:15			8		12			12:15			85		95		
00:30			10		6			12:30			84		83		
00:45			7	31	5	34	65	12:45			101	328	70	328	656
01:00			4		10			13:00			72		113		
01:15			4		4			13:15			78		101		
01:30			3		11			13:30			88		121		
01:45			6	17	2	27	44	13:45			104	342	99	434	776
02:00			1		9			14:00			88		129		
02:15			7		3			14:15			101		114		
02:30			2		5			14:30			92		121		
02:45			5	15	8	25	40	14:45			89	370	147	511	881
03:00			3		11			15:00			95		151		
03:15			7		6			15:15			89		233		
03:30			25		15			15:30			91		261		
03:45			35	70	9	41	111	15:45			113	388	255	900	1288
04:00			92		18			16:00			98		291		
04:15			156		12			16:15			99		265		
04:30			325		27			16:30			116		216		
04:45			258	831	35	92	923	16:45			110	423	180	952	1375
05:00			233		33			17:00			110		239		
05:15			211		44			17:15			136		211		
05:30			211		51			17:30			114		201		
05:45			183	838	57	185	1023	17:45			99	459	201	852	1311
06:00			105		101			18:00			90		174		
06:15			113		89			18:15			73		167		
06:30			167		81			18:30			76		99		
06:45			194	579	82	353	932	18:45			71	310	88	528	838
07:00			152		98			19:00			45		69		
07:15			162		117			19:15			49		73		
07:30			213		119			19:30			53		56		
07:45			190	717	96	430	1147	19:45			35	182	34	232	414
08:00			147		71			20:00			37		68		
08:15			142		81			20:15			38		59		
08:30			129		86			20:30			31		45		
08:45			96	514	75	313	827	20:45			29	135	33	205	340
09:00			90		62			21:00			31		38		
09:15			70		60			21:15			25		32		
09:30			90		76			21:30			21		30		
09:45			80	330	74	272	602	21:45			28	105	35	135	240
10:00			75		56			22:00			21		25		
10:15			92		63			22:15			31		32		
10:30			71		61			22:30			23		22		
10:45			77	315	87	267	582	22:45			23	98	21	100	198
11:00			68		63			23:00			12		20		
11:15			64		66			23:15			13		13		
11:30			80		88			23:30			13		14		
11:45			81	293	75	292	585	23:45			16	54	13	60	114
Total Vol.				4550		2331	**6881**					3194		5237	**8431**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
		7744	7568	**15312**

	AM			PM		
Split %	66.1%	33.9%	**44.9%**	37.9%	62.1%	**55.1%**
Peak Hour	04:30	07:00	**04:30**	16:30	15:30	**15:30**
Volume	1027	430	**1166**	472	1072	**1473**
P.H.F.	0.79	0.90	**0.83**	0.87	WF00208	**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, May 30, 2013 City: Chandler Project #: 13-1148-002

Location: Price Rd. north of driveway

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		10					12:00	154		143				
00:15	5		13					12:15	161		142				
00:30	5		5					12:30	164		138				
00:45	2	21	8	36			57	12:45	161	640	135	558			1198
01:00	7		6					13:00	141		141				
01:15	6		5					13:15	139		158				
01:30	11		5					13:30	149		147				
01:45	7	31	5	21			52	13:45	146	575	119	565			1140
02:00	1		8					14:00	178		139				
02:15	2		3					14:15	163		125				
02:30	5		7					14:30	216		154				
02:45	4	12	9	27			39	14:45	152	709	153	571			1280
03:00	2		9					15:00	232		158				
03:15	5		15					15:15	293		162				
03:30	12		21					15:30	380		197				
03:45	9	28	29	74			102	15:45	300	1205	180	697			1902
04:00	14		78					16:00	342		213				
04:15	21		179					16:15	328		237				
04:30	39		355					16:30	283		241				
04:45	42	116	317	929			1045	16:45	239	1192	241	932			2124
05:00	51		218					17:00	325		300				
05:15	71		188					17:15	302		345				
05:30	78		197					17:30	287		275				
05:45	96	296	149	752			1048	17:45	207	1121	279	1199			2320
06:00	131		108					18:00	216		167				
06:15	141		134					18:15	161		188				
06:30	135		154					18:30	144		180				
06:45	156	563	157	553			1116	18:45	102	623	131	666			1289
07:00	159		176					19:00	94		104				
07:15	181		164					19:15	91		129				
07:30	205		203					19:30	52		91				
07:45	189	734	193	736			1470	19:45	39	276	86	410			686
08:00	154		172					20:00	56		105				
08:15	164		142					20:15	45		87				
08:30	157		141					20:30	40		79				
08:45	143	618	104	559			1177	20:45	31	172	69	340			512
09:00	126		98					21:00	37		69				
09:15	115		77					21:15	29		69				
09:30	134		81					21:30	33		59				
09:45	122	497	78	334			831	21:45	34	133	26	223			356
10:00	109		83					22:00	25		41				
10:15	122		90					22:15	26		36				
10:30	113		90					22:30	24		34				
10:45	125	469	93	356			825	22:45	15	90	23	134			224
11:00	152		104					23:00	10		15				
11:15	169		113					23:15	14		21				
11:30	201		122					23:30	10		20				
11:45	167	689	141	480			1169	23:45	6	40	18	74			114
Total Vol.		4074		4857			**8931**			6776		6369			**13145**

GPS Coordinates:

Daily Totals

	NB	SB	EB	WB	Combined
	10850	11226			**22076**

	AM			PM			
Split %	45.6%	54.4%	**40.5%**	51.5%	48.5%		**59.5%**
Peak Hour	07:00	04:30	**07:00**	15:30	17:00		**17:00**
Volume	734	1078	**1470**	1350	1199		**2320**
P.H.F.	0.90	0.76	**0.90**	0.89	0.87	WF00209	**0.90**

AM Existing Traffic Capacity Analysis

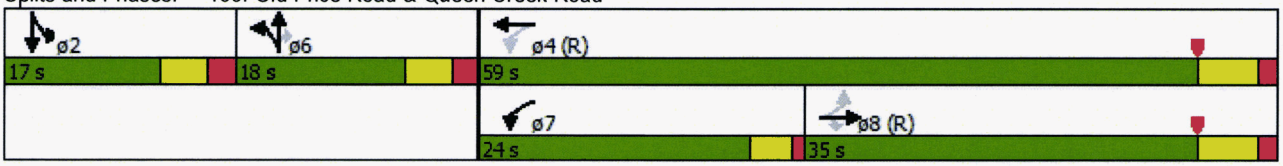
155: Old Price Road & Queen Creek Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	ø2
Lane Configurations								
Volume (vph)	608	36	66	468	11	0	31	
Turn Type	NA	Perm	pm+pt	NA	Split	NA	Perm	
Protected Phases	8		7	4	6	6		2
Permitted Phases		8	4				6	
Detector Phase	8	8	7	4	6	6	6	
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.0	26.0	12.0	26.0	15.5	15.5	15.5	15.5
Total Split (s)	35.0	35.0	24.0	59.0	18.0	18.0	18.0	17.0
Total Split (%)	37.2%	37.2%	25.5%	62.8%	19.1%	19.1%	19.1%	18%
Yellow Time (s)	4.5	4.5	3.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 71 (76%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Description: 2013 TMC+peds

Splits and Phases: 155: Old Price Road & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	608	36	66	468	0	11	0	31	0	0	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	0	676	40	73	520	0	8	0	38	0	0	0
Adj No. of Lanes	0	2	1	1	2	0	1	0	2	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	2759	1234	681	3093	0	162	0	289	0	2	0
Arrive On Green	0.00	0.73	0.73	0.06	0.81	0.00	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	0	3900	1700	1905	3900	0	1905	0	3400	0	2000	0
Grp Volume(v), veh/h	0	676	40	73	520	0	8	0	38	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1900	1700	1905	1900	0	1905	0	1700	0	2000	0
Q Serve(g_s), s	0.0	5.6	0.6	0.7	2.8	0.0	0.4	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.6	0.6	0.7	2.8	0.0	0.4	0.0	1.0	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2759	1234	681	3093	0	162	0	289	0	2	0
V/C Ratio(X)	0.00	0.25	0.03	0.11	0.17	0.00	0.05	0.00	0.13	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2759	1234	1000	3093	0	274	0	488	0	266	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.3	3.6	2.2	1.9	0.0	39.5	0.0	39.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.3	0.4	1.5	0.0	0.2	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.5	3.7	2.3	2.0	0.0	39.6	0.0	40.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A		D		D			
Approach Vol, veh/h		716			593			46			0	
Approach Delay, s/veh		4.5			2.0			39.9			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		0.0		81.5		12.5	8.3	73.3
Change Period (Y+Rc), s		5.5		6.0		5.5	4.0	6.0
Max Green Setting (Gmax), s		11.5		53.0		12.5	20.0	29.0
Max Q Clear Time (g_c+I1), s		0.0		4.8		3.0	2.7	7.6
Green Ext Time (p_c), s		0.0		6.4		0.1	0.2	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

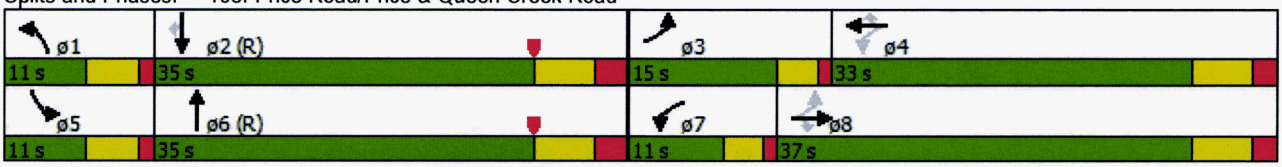
158: Price Road/Price & Queen Creek Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	274	259	133	131	289	335	98	294	114	584	106
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6	5	2	
Permitted Phases	8		8	4		4					2
Detector Phase	3	8	8	7	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	9.0	35.5	35.5	9.0	35.5	35.5	10.0	22.0	10.0	22.0	22.0
Total Split (s)	15.0	37.0	37.0	11.0	33.0	33.0	11.0	35.0	11.0	35.0	35.0
Total Split (%)	16.0%	39.4%	39.4%	11.7%	35.1%	35.1%	11.7%	37.2%	11.7%	37.2%	37.2%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.5	5.5	3.0	5.5	5.5	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 4 (4%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: 2013 TMC+peds

Splits and Phases: 158: Price Road/Price & Queen Creek Road

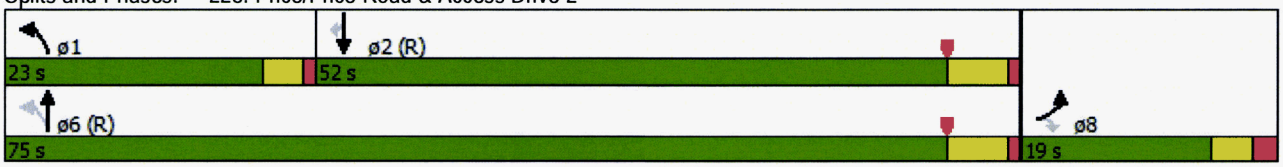


228: Price/Price Road & Access Drive 2

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Volume (vph)	14	7	133	726	1	672	75
Turn Type	Prot	Perm	pm+pt	NA	NA	NA	Perm
Protected Phases	8		1	6		2	
Permitted Phases		8	6				2
Detector Phase	8	8	1	6		2	2
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	15.0		15.0	15.0
Minimum Split (s)	32.0	32.0	11.5	26.5		26.5	26.5
Total Split (s)	19.0	19.0	23.0	75.0		52.0	52.0
Total Split (%)	20.2%	20.2%	24.5%	79.8%		55.3%	55.3%
Yellow Time (s)	3.0	3.0	3.0	4.5		4.5	4.5
All-Red Time (s)	2.0	2.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	4.0	4.0	3.0	4.5		4.5	4.5
Lead/Lag			Lead			Lag	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max		C-Max	C-Max

Intersection Summary
Cycle Length: 94
Actuated Cycle Length: 94
Offset: 68 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 228: Price/Price Road & Access Drive 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	274	259	133	131	289	335	98	294	9	114	584	106
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	1900	1900	1824	2000	2000	2000
Adj Flow Rate, veh/h	304	288	148	146	321	372	109	327	10	127	649	118
Adj No. of Lanes	1	3	1	1	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	509	1845	575	516	1597	497	213	1649	50	237	1225	548
Arrive On Green	0.13	0.34	0.34	0.08	0.29	0.29	0.06	0.32	0.32	0.02	0.11	0.11
Sat Flow, veh/h	1905	5460	1700	1905	5460	1700	3510	5173	157	3695	3800	1700
Grp Volume(v), veh/h	304	288	148	146	321	372	109	218	119	127	649	118
Grp Sat Flow(s),veh/h/ln	1905	1820	1700	1905	1820	1700	1755	1729	1872	1848	1900	1700
Q Serve(g_s), s	10.0	3.5	5.9	4.9	4.2	18.6	2.8	4.3	4.3	3.2	15.2	6.0
Cycle Q Clear(g_c), s	10.0	3.5	5.9	4.9	4.2	18.6	2.8	4.3	4.3	3.2	15.2	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	509	1845	575	516	1597	497	213	1102	597	237	1225	548
V/C Ratio(X)	0.60	0.16	0.26	0.28	0.20	0.75	0.51	0.20	0.20	0.53	0.53	0.22
Avail Cap(c_a), veh/h	509	1845	575	522	1597	497	261	1102	597	275	1225	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	21.7	22.6	19.9	25.0	30.1	42.8	23.3	23.3	44.6	35.3	31.1
Incr Delay (d2), s/veh	1.9	0.2	1.1	0.3	0.3	9.9	1.9	0.4	0.8	1.9	1.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.8	2.9	2.6	2.1	10.1	1.4	2.1	2.4	1.7	8.3	2.9
LnGrp Delay(d),s/veh	19.7	21.9	23.6	20.2	25.3	40.0	44.7	23.7	24.0	46.5	36.9	32.0
LnGrp LOS	B	C	C	C	C	D	D	C	C	D	D	C
Approach Vol, veh/h		740			839			446			894	
Approach Delay, s/veh		21.4			30.9			28.9			37.6	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	36.3	15.0	33.0	10.0	36.0	10.7	37.3
Change Period (Y+Rc), s	5.0	7.0	4.0	6.5	5.0	7.0	4.0	6.5
Max Green Setting (Gmax), s	6.0	28.0	11.0	26.5	6.0	28.0	7.0	30.5
Max Q Clear Time (g_c+I1), s	4.8	17.2	12.0	20.6	5.2	6.3	6.9	7.9
Green Ext Time (p_c), s	0.0	3.7	0.0	2.6	0.0	4.8	0.0	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	0	7	0	0	0	133	726	0	1	672	75
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1961	0	1961				1961	1961	0	2000	1961	1961
Adj Flow Rate, veh/h	16	0	8				148	807	0	1	747	83
Adj No. of Lanes	2	0	1				1	3	0	1	3	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2				2	2	0	0	2	2
Cap, veh/h	218	0	100				664	4547	0	594	4040	1258
Arrive On Green	0.06	0.00	0.06				0.13	1.00	0.00	0.75	0.75	0.75
Sat Flow, veh/h	3623	0	1667				1867	5529	0	686	5353	1667
Grp Volume(v), veh/h	16	0	8				148	807	0	1	747	83
Grp Sat Flow(s),veh/h/ln	1811	0	1667				1867	1784	0	686	1784	1667
Q Serve(g_s), s	0.4	0.0	0.4				1.3	0.0	0.0	0.0	3.7	1.2
Cycle Q Clear(g_c), s	0.4	0.0	0.4				1.3	0.0	0.0	0.0	3.7	1.2
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	100				664	4547	0	594	4040	1258
V/C Ratio(X)	0.07	0.00	0.08				0.22	0.18	0.00	0.00	0.18	0.07
Avail Cap(c_a), veh/h	578	0	266				945	4547	0	594	4040	1258
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	0.0	41.7				1.4	0.0	0.0	2.8	3.3	3.0
Incr Delay (d2), s/veh	0.1	0.0	0.3				0.2	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2				0.6	0.0	0.0	0.0	1.8	0.6
LnGrp Delay(d),s/veh	41.8	0.0	42.0				1.6	0.1	0.0	2.8	3.4	3.1
LnGrp LOS	D		D				A	A		A	A	A
Approach Vol, veh/h		24						955			831	
Approach Delay, s/veh		41.9						0.3			3.4	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.9	75.4				84.3		9.7
Change Period (Y+Rc), s	4.0	5.5				5.5		5.0
Max Green Setting (Gmax), s	19.0	46.5				69.5		14.0
Max Q Clear Time (g_c+I1), s	3.3	5.7				2.0		2.4
Green Ext Time (p_c), s	0.3	14.0				15.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	1	0	0	0	0	741	0	0	747	239
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	125	150	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0	0	823	0	0	830	266

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1159	1653	415	1155	1653	412	830	0	0	823	0	0
Stage 1	830	830	-	823	823	-	-	-	-	-	-	-
Stage 2	329	823	-	332	830	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	206	97	501	207	97	503	472	-	-	476	-	-
Stage 1	261	383	-	264	386	-	-	-	-	-	-	-
Stage 2	603	386	-	601	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	97	501	207	97	503	472	-	-	476	-	-
Mov Cap-2 Maneuver	206	97	-	207	97	-	-	-	-	-	-	-
Stage 1	261	383	-	264	386	-	-	-	-	-	-	-
Stage 2	603	386	-	600	383	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	472	-	-	501	-	476	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	12.2	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

PM Existing Traffic Capacity Analysis

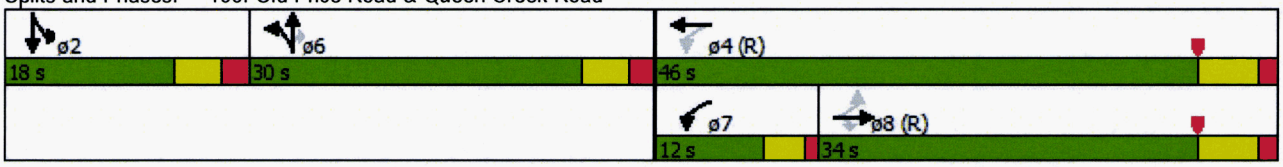
155: Old Price Road & Queen Creek Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	ø2
Lane Configurations								
Volume (vph)	387	10	11	698	220	0	184	
Turn Type	NA	Perm	pm+pt	NA	Split	NA	Perm	
Protected Phases	8		7	4	6	6		2
Permitted Phases		8	4				6	
Detector Phase	8	8	7	4	6	6	6	
Switch Phase								
Minimum Initial (s)	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	26.0	26.0	12.0	26.0	10.5	10.5	10.5	26.0
Total Split (s)	34.0	34.0	12.0	46.0	30.0	30.0	30.0	18.0
Total Split (%)	36.2%	36.2%	12.8%	48.9%	31.9%	31.9%	31.9%	19%
Yellow Time (s)	4.5	4.5	3.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.0	1.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	3.0	5.0	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 91 (97%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Description: 2013 TMC + Ped

Splits and Phases: 155: Old Price Road & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	387	10	11	698	0	220	0	184	0	0	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	0	430	11	12	776	0	307	0	136	0	0	0
Adj No. of Lanes	0	2	1	1	2	0	2	0	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	2716	1215	777	2932	0	486	0	217	0	2	0
Arrive On Green	0.00	0.71	0.71	0.02	0.77	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Sat Flow, veh/h	0	3900	1700	1905	3900	0	3810	0	1700	0	2000	0
Grp Volume(v), veh/h	0	430	11	12	776	0	307	0	136	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1900	1700	1905	1900	0	1905	0	1700	0	2000	0
Q Serve(g_s), s	0.0	3.4	0.2	0.1	5.5	0.0	7.2	0.0	7.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.4	0.2	0.1	5.5	0.0	7.2	0.0	7.1	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2716	1215	777	2932	0	486	0	217	0	2	0
V/C Ratio(X)	0.00	0.16	0.01	0.02	0.26	0.00	0.63	0.00	0.63	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2716	1215	912	2932	0	1033	0	461	0	287	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.3	3.9	2.9	3.1	0.0	38.9	0.0	38.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	1.4	0.0	3.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.1	0.1	2.9	0.0	3.9	0.0	3.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.4	3.9	2.9	3.3	0.0	40.3	0.0	41.9	0.0	0.0	0.0
LnGrp LOS		A	A	A	A		D		D			
Approach Vol, veh/h		441			788			443			0	
Approach Delay, s/veh		4.4			3.3			40.8			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		0.0		77.5		16.5	5.3	72.2
Change Period (Y+Rc), s		5.5		6.0		5.5	4.0	6.0
Max Green Setting (Gmax), s		12.5		40.0		24.5	8.0	28.0
Max Q Clear Time (g_c+I1), s		0.0		7.5		9.2	2.1	5.4
Green Ext Time (p_c), s		0.0		6.1		1.8	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

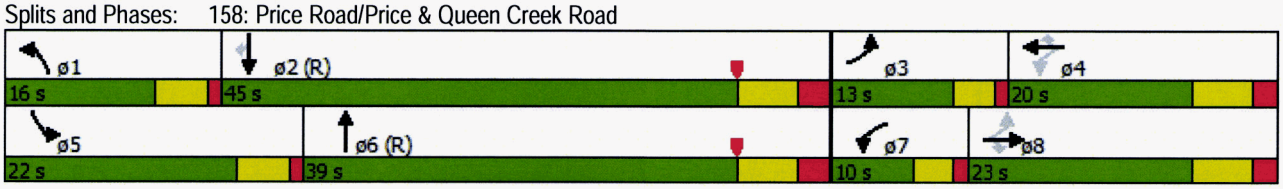
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	196	331	112	37	223	135	272	835	522	548	231
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6	5	2	
Permitted Phases	8		8	4		4					2
Detector Phase	3	8	8	7	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	9.0	35.0	35.0	9.0	35.0	35.0	10.0	36.0	10.0	36.0	36.0
Total Split (s)	13.0	23.0	23.0	10.0	20.0	20.0	16.0	39.0	22.0	45.0	45.0
Total Split (%)	13.8%	24.5%	24.5%	10.6%	21.3%	21.3%	17.0%	41.5%	23.4%	47.9%	47.9%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.5	5.5	3.0	5.5	5.5	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 23 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 2013 TMC + Ped

Splits and Phases: 158: Price Road/Price & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	331	112	37	223	135	272	835	84	522	548	231
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	1900	1900	1900	2000	2000	2000
Adj Flow Rate, veh/h	218	368	124	41	248	150	302	928	93	580	609	257
Adj No. of Lanes	1	3	1	1	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	1174	366	305	842	262	410	1697	170	697	1618	724
Arrive On Green	0.11	0.22	0.22	0.05	0.15	0.15	0.12	0.35	0.35	0.06	0.14	0.14
Sat Flow, veh/h	1905	5460	1700	1905	5460	1700	3510	4794	479	3695	3800	1700
Grp Volume(v), veh/h	218	368	124	41	248	150	302	669	352	580	609	257
Grp Sat Flow(s),veh/h/ln	1905	1820	1700	1905	1820	1700	1755	1729	1815	1848	1900	1700
Q Serve(g_s), s	8.7	5.3	5.8	1.7	3.8	7.7	7.8	14.6	14.6	14.6	13.7	12.9
Cycle Q Clear(g_c), s	8.7	5.3	5.8	1.7	3.8	7.7	7.8	14.6	14.6	14.6	13.7	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	393	1174	366	305	842	262	410	1224	643	697	1618	724
V/C Ratio(X)	0.55	0.31	0.34	0.13	0.29	0.57	0.74	0.55	0.55	0.83	0.38	0.36
Avail Cap(c_a), veh/h	393	1174	366	360	842	262	448	1224	643	708	1618	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	31.1	31.2	30.8	35.2	36.9	40.1	24.3	24.3	42.6	29.1	28.7
Incr Delay (d2), s/veh	1.7	0.7	2.5	0.2	0.9	8.8	5.7	1.8	3.3	8.3	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	2.8	3.0	0.9	2.0	4.2	4.1	7.3	7.9	8.3	7.4	6.3
LnGrp Delay(d),s/veh	29.3	31.8	33.7	31.0	36.1	45.6	45.9	26.1	27.7	50.9	29.7	30.1
LnGrp LOS	C	C	C	C	D	D	D	C	C	D	C	C
Approach Vol, veh/h		710			439			1323			1446	
Approach Delay, s/veh		31.3			38.9			31.0			38.3	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	46.0	13.0	20.0	21.7	39.3	7.3	25.7
Change Period (Y+Rc), s	5.0	7.0	4.0	6.5	5.0	7.0	4.0	6.5
Max Green Setting (Gmax), s	11.0	38.0	9.0	13.5	17.0	32.0	6.0	16.5
Max Q Clear Time (g_c+I1), s	9.8	15.7	10.7	9.7	16.6	16.6	3.7	7.8
Green Ext Time (p_c), s	0.2	9.2	0.0	1.5	0.1	7.7	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

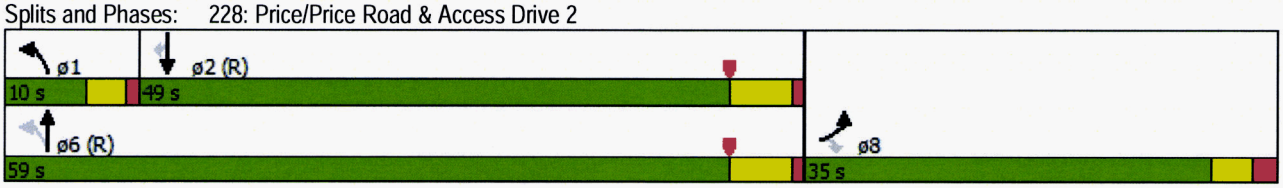
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations							
Volume (vph)	246	132	7	898	50	1171	4
Turn Type	Prot	Perm	pm+pt	NA	NA	NA	Perm
Protected Phases	8		1	6		2	
Permitted Phases		8	6				2
Detector Phase	8	8	1	6		2	2
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	15.0		15.0	15.0
Minimum Split (s)	15.0	15.0	9.0	20.5		20.5	20.5
Total Split (s)	35.0	35.0	10.0	59.0		49.0	49.0
Total Split (%)	37.2%	37.2%	10.6%	62.8%		52.1%	52.1%
Yellow Time (s)	3.0	3.0	3.0	4.5		4.5	4.5
All-Red Time (s)	2.0	2.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	4.0	4.0	3.0	4.5		4.5	4.5
Lead/Lag			Lead			Lag	Lag
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max		C-Max	C-Max

Intersection Summary
Cycle Length: 94
Actuated Cycle Length: 94
Offset: 80 (85%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 228: Price/Price Road & Access Drive 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	0	132	0	0	0	7	898	0	50	1171	4
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	0	2000				2000	2000	0	2000	2000	2000
Adj Flow Rate, veh/h	273	0	147				8	998	0	56	1301	4
Adj No. of Lanes	2	0	1				1	3	0	1	3	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	478	0	220				391	4259	0	494	3972	1237
Arrive On Green	0.13	0.00	0.13				0.02	0.78	0.00	0.73	0.73	0.73
Sat Flow, veh/h	3695	0	1700				1905	5640	0	573	5460	1700
Grp Volume(v), veh/h	273	0	147				8	998	0	56	1301	4
Grp Sat Flow(s),veh/h/ln	1848	0	1700				1905	1820	0	573	1820	1700
Q Serve(g_s), s	6.5	0.0	7.7				0.1	4.6	0.0	2.8	8.0	0.1
Cycle Q Clear(g_c), s	6.5	0.0	7.7				0.1	4.6	0.0	2.8	8.0	0.1
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	0	220				391	4259	0	494	3972	1237
V/C Ratio(X)	0.57	0.00	0.67				0.02	0.23	0.00	0.11	0.33	0.00
Avail Cap(c_a), veh/h	1219	0	561				494	4259	0	494	3972	1237
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	39.0				3.1	2.8	0.0	3.9	4.6	3.5
Incr Delay (d2), s/veh	1.1	0.0	3.5				0.0	0.1	0.0	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.8				0.0	2.4	0.0	0.5	4.1	0.0
LnGrp Delay(d),s/veh	39.5	0.0	42.5				3.1	2.9	0.0	4.3	4.8	3.5
LnGrp LOS	D		D				A	A		A	A	A
Approach Vol, veh/h		420						1006			1361	
Approach Delay, s/veh		40.6						2.9			4.8	
Approach LOS		D						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	72.9				77.8		16.2
Change Period (Y+Rc), s	4.0	5.5				5.5		5.0
Max Green Setting (Gmax), s	6.0	43.5				53.5		30.0
Max Q Clear Time (g_c+I1), s	2.1	10.0				6.6		9.7
Green Ext Time (p_c), s	0.0	21.6				26.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	88	0	0	0	0	1194	0	0	1137	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	125	150	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	98	0	0	0	0	1327	0	0	1263	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1794	2590	632	1832	2590	663	1263	0	0	1327	0	0
Stage 1	1263	1263	-	1327	1327	-	-	-	-	-	-	-
Stage 2	531	1327	-	505	1263	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	87	26	367	82	26	350	297	-	-	276	-	-
Stage 1	132	243	-	119	227	-	-	-	-	-	-	-
Stage 2	461	227	-	477	243	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	26	367	60	26	350	297	-	-	276	-	-
Mov Cap-2 Maneuver	87	26	-	60	26	-	-	-	-	-	-	-
Stage 1	132	243	-	119	227	-	-	-	-	-	-	-
Stage 2	461	227	-	350	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	0	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	297	-	-	367	-	276	-	-
HCM Lane V/C Ratio	-	-	-	0.266	-	-	-	-
HCM Control Delay (s)	0	-	-	18.3	0	0	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	-	0	-	-

Trip Generation

Project	NWC Price Road and Queen Creek Road				Kimley»Horn
Trip generation for	General Office Building (1)				
Designed by	KPC	*Date*	March 19, 2015	*Job No.*	191771001
Checked by	NB	*Date*	March 19, 2015	*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE *Trip Generation 9th Edition* , Fitted Curve Equations

Land Use Code - 710 General Office Building (1)

Independent Variable - 1,000 Sq Ft

Number of Units (X) - 419.13

T = Trip Ends

Peak Hour Generator

AM Peak	R^2 = 0.83	Directional Distribution:	
Ln(T) = 0.80Ln(X) + 1.57	Trip Ends Per 1,000 Sq Ft	88% Entering	12% Exiting
T = 602	Trip Ends	530 Entering	72 Exiting

Peak Hour Generator

PM Peak	R^2 = 0.82	Directional Distribution:	
T = 1.12(X) + 78.45	Trip Ends Per 1,000 Sq Ft	17% Entering	83% Exiting
T = 548	Trip Ends	93 Entering	455 Exiting

Weekday

Daily Weekday	R^2 = 0.81	Directional Distribution:	
Ln(T) = 0.76Ln(X) + 3.68	Trip Ends Per 1,000 Sq Ft	50% Entering	50% Exiting
T = 3902	Trip Ends	1951 Entering	1951 Exiting

Non-Pass-By Trip Percentage

AM 100%
PM 100%

Non-Pass-By Trip Volumes

AM Peak	530 Entering	72 Exiting
PM Peak	93 Entering	455 Exiting

Note: Rounding may occur in calculations

Project	NWC Price Road and Queen Creek Road				Kimley»Horn
Trip generation for	General Office Building (1)				
Designed by	KPC	*Date*	March 19, 2015	*Job No.*	191771001
Checked by	NB	*Date*	March 19, 2015	*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE *Trip Generation 9th Edition*, Fitted Curve Equations

Land Use Code - 710 General Office Building (1)

Independent Variable - 1,000 Sq Ft

Number of Units (X) - 1740

T = Trip Ends

Peak Hour Generator

AM Peak	R^2 = 0.83	Directional Distribution:	
Ln(T) = 0.80Ln(X) + 1.57	Trip Ends Per 1,000 Sq Ft	88% Entering	12% Exiting
T = 1881	Trip Ends	1655 Entering	226 Exiting

Peak Hour Generator

PM Peak	R^2 = 0.82	Directional Distribution:	
T = 1.12(X) + 78.45	Trip Ends Per 1,000 Sq Ft	17% Entering	83% Exiting
T = 2027	Trip Ends	345 Entering	1683 Exiting

Weekday

Daily Weekday	R^2 = 0.81	Directional Distribution:	
Ln(T) = 0.76Ln(X) + 3.68	Trip Ends Per 1,000 Sq Ft	50% Entering	50% Exiting
T = 11510	Trip Ends	5755 Entering	5755 Exiting

Non-Pass-By Trip Percentage

AM 100%
PM 100%

Non-Pass-By Trip Volumes

AM Peak	1655 Entering	226 Exiting
PM Peak	345 Entering	1683 Exiting

Note: Rounding may occur in calculations

2020 AM Total
Peak Hour Traffic
Capacity Analysis

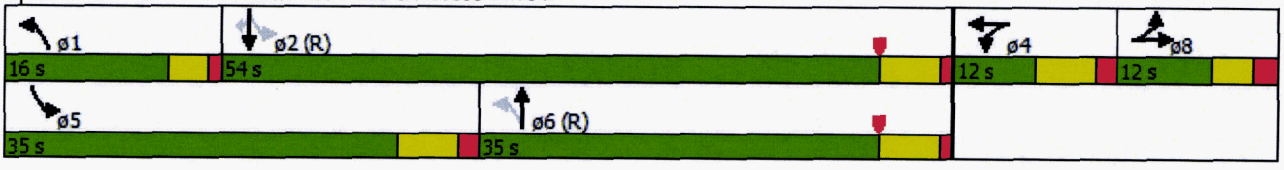
2: Price/Price Road & Access Drive 2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	74	0	20	0	173	984	379	943	236
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8	8	4	4	1	6	5	2	
Permitted Phases					6		2		2
Detector Phase	8	8	4	4	1	6	5	2	2
Switch Phase									
Minimum Initial (s)	3.0	3.0	2.0	2.0	5.0	15.0	6.0	15.0	15.0
Minimum Split (s)	8.0	8.0	8.0	8.0	11.5	26.5	12.0	26.5	26.5
Total Split (s)	12.0	12.0	12.0	12.0	16.0	35.0	35.0	54.0	54.0
Total Split (%)	12.8%	12.8%	12.8%	12.8%	17.0%	37.2%	37.2%	57.4%	57.4%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	1.5	1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	5.0	5.0	3.0	4.5	5.0	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: Price/Price Road & Access Drive 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	0	12	20	0	65	173	984	90	379	943	236
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1961	1961	2000	2000	2000	2000	1961	1964	2000	2000	1961	1961
Adj Flow Rate, veh/h	80	0	13	22	0	71	188	1070	98	412	1025	257
Adj No. of Lanes	2	1	0	2	1	0	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	2	2
Cap, veh/h	182	0	84	248	0	114	452	2804	257	589	3379	1052
Arrive On Green	0.05	0.00	0.05	0.07	0.00	0.07	0.15	1.00	1.00	0.13	0.63	0.63
Sat Flow, veh/h	3623	0	1667	3695	0	1700	1867	5000	457	1905	5353	1667
Grp Volume(v), veh/h	80	0	13	22	0	71	188	765	403	412	1025	257
Grp Sat Flow(s),veh/h/ln	1811	0	1667	1848	0	1700	1867	1787	1883	1905	1784	1667
Q Serve(g_s), s	2.0	0.0	0.7	0.5	0.0	3.8	3.9	0.0	0.0	7.6	8.2	6.3
Cycle Q Clear(g_c), s	2.0	0.0	0.7	0.5	0.0	3.8	3.9	0.0	0.0	7.6	8.2	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	182	0	84	248	0	114	452	2005	1056	589	3379	1052
V/C Ratio(X)	0.44	0.00	0.16	0.09	0.00	0.62	0.42	0.38	0.38	0.70	0.30	0.24
Avail Cap(c_a), veh/h	308	0	142	275	0	127	568	2005	1056	958	3379	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	0.0	42.7	41.1	0.0	42.7	6.4	0.0	0.0	5.3	7.9	7.6
Incr Delay (d2), s/veh	1.7	0.0	0.9	0.2	0.0	7.7	0.6	0.6	1.0	1.5	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.3	0.3	0.0	2.0	2.0	0.2	0.3	4.1	4.1	3.0
LnGrp Delay(d),s/veh	45.0	0.0	43.6	41.3	0.0	50.4	7.0	0.6	1.0	6.8	8.1	8.1
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		93			93			1356			1694	
Approach Delay, s/veh		44.8			48.3			1.6			7.8	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	63.8		11.3	16.8	57.2		8.7
Change Period (Y+Rc), s	4.0	5.5		6.0	6.0	5.5		5.0
Max Green Setting (Gmax), s	12.0	48.5		6.0	29.0	29.5		7.0
Max Q Clear Time (g_c+I1), s	5.9	10.2		5.8	9.6	2.0		4.0
Green Ext Time (p_c), s	0.2	22.3		0.0	1.2	18.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

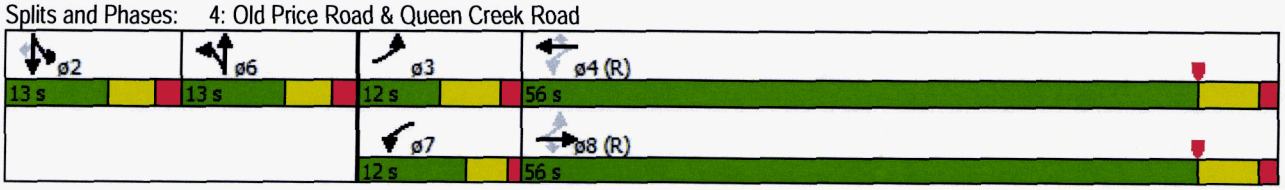
4: Old Price Road & Queen Creek Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	299	652	41	76	539	362	13	0	40	0	33
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	3	8		7	4		6	6	2	2	
Permitted Phases	8		8	4		4					2
Detector Phase	3	8	8	7	4	4	6	6	2	2	2
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.0	26.0	9.0	26.0	26.0	12.0	12.0	12.0	12.0	12.0
Total Split (s)	12.0	56.0	56.0	12.0	56.0	56.0	13.0	13.0	13.0	13.0	13.0
Total Split (%)	12.8%	59.6%	59.6%	12.8%	59.6%	59.6%	13.8%	13.8%	13.8%	13.8%	13.8%
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5	4.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.0	1.5	1.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Description: 2013 TMC+peds

Splits and Phases: 4: Old Price Road & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	299	652	41	76	539	362	13	0	36	40	0	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	325	709	45	83	586	393	14	0	39	43	0	36
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	525	2419	1082	585	2275	1018	216	0	99	253	0	226
Arrive On Green	0.07	0.64	0.64	0.06	0.60	0.60	0.06	0.00	0.06	0.07	0.00	0.07
Sat Flow, veh/h	1905	3800	1700	1905	3800	1700	3695	0	1700	3810	0	3400
Grp Volume(v), veh/h	325	709	45	83	586	393	14	0	39	43	0	36
Grp Sat Flow(s),veh/h/ln	1905	1900	1700	1905	1900	1700	1848	0	1700	1905	0	1700
Q Serve(g_s), s	6.2	7.8	0.9	1.5	6.9	11.3	0.3	0.0	2.1	1.0	0.0	0.9
Cycle Q Clear(g_c), s	6.2	7.8	0.9	1.5	6.9	11.3	0.3	0.0	2.1	1.0	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	2419	1082	585	2275	1018	216	0	99	253	0	226
V/C Ratio(X)	0.62	0.29	0.04	0.14	0.26	0.39	0.06	0.00	0.39	0.17	0.00	0.16
Avail Cap(c_a), veh/h	525	2419	1082	658	2275	1018	334	0	154	344	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	7.6	6.4	5.9	9.0	9.9	41.8	0.0	42.6	41.4	0.0	41.4
Incr Delay (d2), s/veh	2.2	0.3	0.1	0.1	0.3	1.1	0.1	0.0	2.5	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.1	0.5	0.8	3.7	5.6	0.2	0.0	1.0	0.5	0.0	0.4
LnGrp Delay(d),s/veh	8.7	7.9	6.4	6.0	9.2	11.0	41.9	0.0	45.1	41.8	0.0	41.7
LnGrp LOS	A	A	A	A	A	B	D		D	D		D
Approach Vol, veh/h		1079			1062			53			79	
Approach Delay, s/veh		8.1			9.6			44.3			41.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		10.7	12.0	61.3		10.0	8.4	64.8
Change Period (Y+Rc), s		5.5	6.0	6.0		5.5	4.0	6.0
Max Green Setting (Gmax), s		7.5	6.0	50.0		7.5	8.0	50.0
Max Q Clear Time (g_c+I1), s		3.0	8.2	13.3		4.1	3.5	9.8
Green Ext Time (p_c), s		0.1	0.0	9.9		0.0	0.1	10.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

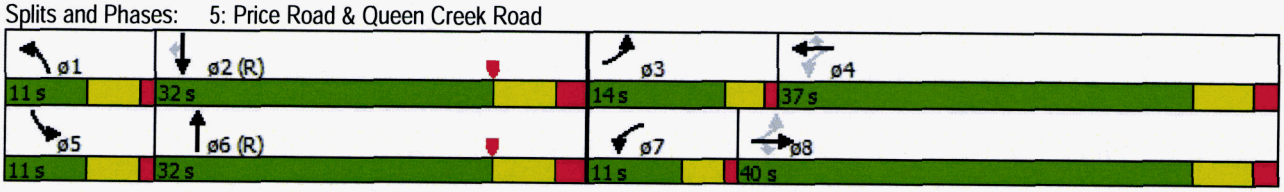
5: Price Road & Queen Creek Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	269	338	153	150	694	488	113	540	153	710	123
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6	5	2	
Permitted Phases	8		8	4		4					2
Detector Phase	3	8	8	7	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	9.0	35.5	35.5	9.0	35.5	35.5	10.0	22.0	10.0	22.0	22.0
Total Split (s)	14.0	40.0	40.0	11.0	37.0	37.0	11.0	32.0	11.0	32.0	32.0
Total Split (%)	14.9%	42.6%	42.6%	11.7%	39.4%	39.4%	11.7%	34.0%	11.7%	34.0%	34.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.5	5.5	3.0	5.5	5.5	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 4 (4%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: 2013 TMC+peds

Splits and Phases: 5: Price Road & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	269	338	153	150	694	488	113	540	10	153	710	123
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	1900	1900	1824	2000	2000	2000
Adj Flow Rate, veh/h	292	367	166	163	754	530	123	587	11	166	772	134
Adj No. of Lanes	1	3	1	1	3	1	2	3	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	2004	624	523	1830	570	225	1457	27	271	1091	488
Arrive On Green	0.12	0.37	0.37	0.09	0.34	0.34	0.06	0.28	0.28	0.15	0.57	0.57
Sat Flow, veh/h	1905	5460	1700	1905	5460	1700	3510	5243	98	3695	3800	1700
Grp Volume(v), veh/h	292	367	166	163	754	530	123	387	211	166	772	134
Grp Sat Flow(s),veh/h/ln	1905	1820	1700	1905	1820	1700	1755	1729	1883	1848	1900	1700
Q Serve(g_s), s	9.0	4.3	6.4	5.1	10.0	28.3	3.2	8.5	8.6	4.0	13.7	3.7
Cycle Q Clear(g_c), s	9.0	4.3	6.4	5.1	10.0	28.3	3.2	8.5	8.6	4.0	13.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	399	2004	624	523	1830	570	225	961	523	271	1091	488
V/C Ratio(X)	0.73	0.18	0.27	0.31	0.41	0.93	0.55	0.40	0.40	0.61	0.71	0.27
Avail Cap(c_a), veh/h	399	2004	624	523	1830	570	261	961	523	275	1091	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	20.2	20.9	17.3	24.1	30.2	42.7	27.6	27.6	38.9	17.2	15.1
Incr Delay (d2), s/veh	6.7	0.2	1.0	0.3	0.7	23.9	2.1	1.3	2.3	3.9	3.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.2	3.2	2.7	5.1	17.0	1.6	4.3	4.8	2.2	7.7	1.9
LnGrp Delay(d),s/veh	24.4	20.4	21.9	17.6	24.8	54.1	44.7	28.9	29.9	42.8	21.1	16.5
LnGrp LOS	C	C	C	B	C	D	D	C	C	D	C	B
Approach Vol, veh/h		825			1447			721			1072	
Approach Delay, s/veh		22.1			34.7			31.9			23.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	33.0	14.0	37.0	10.9	32.1	11.0	40.0
Change Period (Y+Rc), s	5.0	7.0	4.0	6.5	5.0	7.0	4.0	6.5
Max Green Setting (Gmax), s	6.0	25.0	10.0	30.5	6.0	25.0	7.0	33.5
Max Q Clear Time (g_c+I1), s	5.2	15.7	11.0	30.3	6.0	10.6	7.1	8.4
Green Ext Time (p_c), s	0.0	4.6	0.0	0.2	0.0	5.9	0.0	9.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	9	30	0	40	0	982	150	230	1519	362
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	125	150	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	33	0	43	0	1067	163	250	1651	393

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2578	3218	826	2227	3218	534	1651	0	0	1067	0	0
Stage 1	2151	2151	-	1067	1067	-	-	-	-	-	-	-
Stage 2	427	1067	-	1160	2151	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	27	10	271	46	10	420	187	-	-	363	-	-
Stage 1	30	86	-	179	297	-	-	-	-	-	-	-
Stage 2	527	297	-	187	86	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	3	271	~ 20	3	420	187	-	-	363	-	-
Mov Cap-2 Maneuver	11	3	-	~ 20	3	-	-	-	-	-	-	-
Stage 1	30	27	-	179	297	-	-	-	-	-	-	-
Stage 2	472	297	-	56	27	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	$ 315.6	0	3.7
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	187	-	-	271	20	420	363	-	-
HCM Lane V/C Ratio	-	-	-	0.036	1.63	0.104	0.689	-	-
HCM Control Delay (s)	0	-	-	18.8	$ 717	14.6	34.2	-	-
HCM Lane LOS	A	-	-	C	F	B	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	4.4	0.3	4.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	7	0	1247	834	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	1355	907	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1449	453	907	0	-	0
Stage 1	907	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	187	478	440	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	478	440	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	440	-	478	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

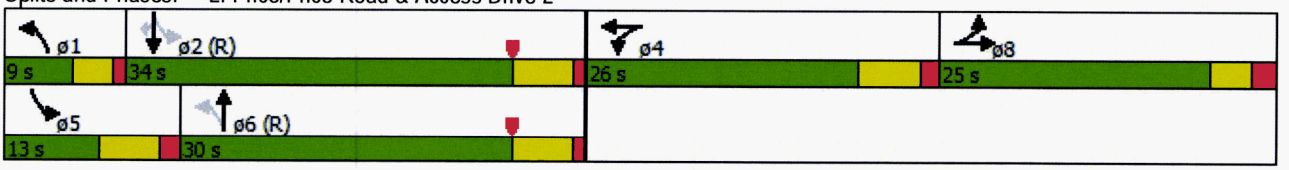
2020 PM Total
Peak Hour Traffic
Capacity Analysis

2: Price/Price Road & Access Drive 2

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	711	0	200	0	31	1062	170	1352	43
Turn Type	Split	NA	Split	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8	8	4	4	1	6	5	2	
Permitted Phases					6		2		2
Detector Phase	8	8	4	4	1	6	5	2	2
Switch Phase									
Minimum Initial (s)	10.0	10.0	6.0	6.0	5.0	15.0	6.0	15.0	15.0
Minimum Split (s)	15.0	15.0	26.0	26.0	9.0	20.5	12.0	20.5	20.5
Total Split (s)	25.0	25.0	26.0	26.0	9.0	30.0	13.0	34.0	34.0
Total Split (%)	26.6%	26.6%	27.7%	27.7%	9.6%	31.9%	13.8%	36.2%	36.2%
Yellow Time (s)	3.0	3.0	4.5	4.5	3.0	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	1.5	1.5	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	5.0	5.0	3.0	4.5	5.0	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary
Cycle Length: 94
Actuated Cycle Length: 94
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Price/Price Road & Access Drive 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	711	0	119	200	0	290	31	1062	20	170	1352	43
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	773	0	129	217	0	315	34	1154	22	185	1470	47
Adj No. of Lanes	2	1	0	2	1	0	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	826	0	380	792	0	364	193	1546	29	298	1882	586
Arrive On Green	0.22	0.00	0.22	0.21	0.00	0.21	0.08	0.56	0.56	0.09	0.34	0.34
Sat Flow, veh/h	3695	0	1700	3695	0	1700	1905	5516	105	1905	5460	1700
Grp Volume(v), veh/h	773	0	129	217	0	315	34	761	415	185	1470	47
Grp Sat Flow(s),veh/h/ln	1848	0	1700	1848	0	1700	1905	1820	1981	1905	1820	1700
Q Serve(g_s), s	19.3	0.0	6.0	4.6	0.0	16.8	1.1	14.9	14.9	6.2	22.7	1.8
Cycle Q Clear(g_c), s	19.3	0.0	6.0	4.6	0.0	16.8	1.1	14.9	14.9	6.2	22.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	826	0	380	792	0	364	193	1020	555	298	1882	586
V/C Ratio(X)	0.94	0.00	0.34	0.27	0.00	0.86	0.18	0.75	0.75	0.62	0.78	0.08
Avail Cap(c_a), veh/h	826	0	380	826	0	380	234	1020	555	298	1882	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	30.7	30.8	0.0	35.6	22.6	18.1	18.1	22.0	27.6	20.8
Incr Delay (d2), s/veh	17.8	0.0	0.5	0.2	0.0	17.8	0.4	5.0	8.9	3.9	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	2.9	2.4	0.0	9.7	0.6	7.9	9.2	3.6	11.9	0.9
LnGrp Delay(d),s/veh	53.7	0.0	31.2	31.0	0.0	53.5	23.0	23.1	27.0	26.0	30.9	21.0
LnGrp LOS	D		C	C		D	C	C	C	C	C	C
Approach Vol, veh/h		902			532			1210			1702	
Approach Delay, s/veh		50.4			44.3			24.4			30.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	36.9		25.2	13.0	30.8		25.0
Change Period (Y+Rc), s	4.0	5.5		6.0	6.0	5.5		5.0
Max Green Setting (Gmax), s	5.0	28.5		20.0	7.0	24.5		20.0
Max Q Clear Time (g_c+I1), s	3.1	24.7		18.8	8.2	16.9		21.3
Green Ext Time (p_c), s	0.0	3.5		0.4	0.0	6.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

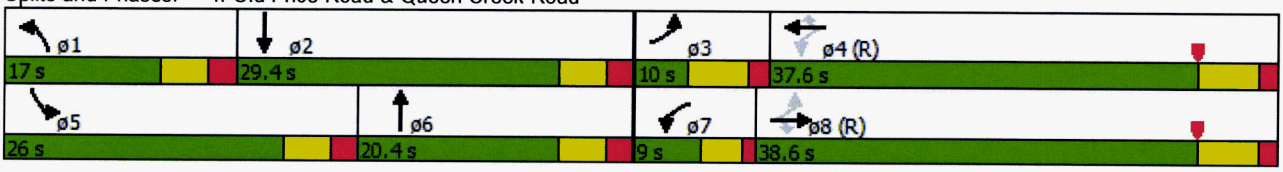
4: Old Price Road & Queen Creek Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	54	450	11	13	746	65	253	0	389	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	3	8		7	4		1	6	5	2
Permitted Phases	8		8	4		4				
Detector Phase	3	8	8	7	4	4	1	6	5	2
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	26.0	26.0	9.0	26.0	26.0	10.5	10.5	26.0	26.0
Total Split (s)	10.0	38.6	38.6	9.0	37.6	37.6	17.0	20.4	26.0	29.4
Total Split (%)	10.6%	41.1%	41.1%	9.6%	40.0%	40.0%	18.1%	21.7%	27.7%	31.3%
Yellow Time (s)	4.5	4.5	4.5	3.0	4.5	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.0	1.5	1.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	3.0	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Description: 2013 TMC + Ped

Splits and Phases: 4: Old Price Road & Queen Creek Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	450	11	13	746	65	253	0	211	389	0	322
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	59	489	12	14	811	71	275	0	229	423	0	350
Adj No. of Lanes	1	2	1	1	2	1	2	1	0	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	321	1707	764	463	1561	698	396	0	320	572	0	401
Arrive On Green	0.04	0.45	0.45	0.03	0.41	0.41	0.11	0.00	0.19	0.15	0.00	0.24
Sat Flow, veh/h	1905	3800	1700	1905	3800	1700	3695	0	1700	3695	0	1700
Grp Volume(v), veh/h	59	489	12	14	811	71	275	0	229	423	0	350
Grp Sat Flow(s),veh/h/ln	1905	1900	1700	1905	1900	1700	1848	0	1700	1848	0	1700
Q Serve(g_s), s	1.6	7.6	0.4	0.4	15.0	2.4	6.7	0.0	11.9	10.3	0.0	18.6
Cycle Q Clear(g_c), s	1.6	7.6	0.4	0.4	15.0	2.4	6.7	0.0	11.9	10.3	0.0	18.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	1707	764	463	1561	698	396	0	320	572	0	401
V/C Ratio(X)	0.18	0.29	0.02	0.03	0.52	0.10	0.70	0.00	0.72	0.74	0.00	0.87
Avail Cap(c_a), veh/h	338	1707	764	533	1561	698	491	0	320	845	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	16.4	14.4	15.1	20.7	17.0	40.5	0.0	35.8	37.9	0.0	34.5
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	1.2	0.3	3.1	0.0	7.4	1.9	0.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.1	0.2	0.2	8.2	1.2	3.6	0.0	6.3	5.4	0.0	10.5
LnGrp Delay(d),s/veh	15.8	16.8	14.4	15.1	22.0	17.3	43.6	0.0	43.2	39.8	0.0	50.2
LnGrp LOS	B	B	B	B	C	B	D		D	D		D
Approach Vol, veh/h		560			896			504			773	
Approach Delay, s/veh		16.6			21.5			43.4			44.5	
Approach LOS		B			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	26.7	9.1	43.6	19.1	22.2	5.5	47.2
Change Period (Y+Rc), s	5.5	5.5	6.0	6.0	5.5	5.5	4.0	6.0
Max Green Setting (Gmax), s	11.5	23.9	4.0	31.6	20.5	14.9	5.0	32.6
Max Q Clear Time (g_c+I1), s	8.7	20.6	3.6	17.0	12.3	13.9	2.4	9.6
Green Ext Time (p_c), s	0.3	0.6	0.0	5.6	1.3	0.3	0.0	6.6

Intersection Summary

HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

5: Price Road & Queen Creek Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	231	769	129	43	321	178	312	1004	675	826	210
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6	5	2	
Permitted Phases	8		8	4		4					2
Detector Phase	3	8	8	7	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	9.0	35.0	35.0	9.0	35.0	35.0	10.0	36.0	10.0	36.0	36.0
Total Split (s)	10.0	29.0	29.0	10.0	29.0	29.0	15.0	31.0	24.0	40.0	40.0
Total Split (%)	10.6%	30.9%	30.9%	10.6%	30.9%	30.9%	16.0%	33.0%	25.5%	42.6%	42.6%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.5	5.5	3.0	5.5	5.5	4.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Description: 2013 TMC + Ped

Splits and Phases: 5: Price Road & Queen Creek Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	231	769	129	43	321	178	312	1004	96	675	826	210
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	1900	1900	1900	2000	2000	2000
Adj Flow Rate, veh/h	251	836	140	47	349	193	339	1091	104	734	898	228
Adj No. of Lanes	1	3	1	1	3	1	2	3	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	1508	470	254	1365	425	411	1281	122	786	1374	615
Arrive On Green	0.07	0.28	0.28	0.05	0.25	0.25	0.12	0.27	0.27	0.21	0.36	0.36
Sat Flow, veh/h	1905	5460	1700	1905	5460	1700	3510	4818	459	3695	3800	1700
Grp Volume(v), veh/h	251	836	140	47	349	193	339	783	412	734	898	228
Grp Sat Flow(s),veh/h/ln	1905	1820	1700	1905	1820	1700	1755	1729	1819	1848	1900	1700
Q Serve(g_s), s	7.0	12.3	6.1	1.7	4.8	9.0	8.9	20.2	20.2	18.3	18.6	9.3
Cycle Q Clear(g_c), s	7.0	12.3	6.1	1.7	4.8	9.0	8.9	20.2	20.2	18.3	18.6	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	393	1508	470	254	1365	425	411	920	484	786	1374	615
V/C Ratio(X)	0.64	0.55	0.30	0.19	0.26	0.45	0.83	0.85	0.85	0.93	0.65	0.37
Avail Cap(c_a), veh/h	393	1508	470	304	1365	425	411	920	484	786	1374	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	29.1	26.8	24.3	28.2	29.8	40.6	32.7	32.7	36.3	25.1	22.1
Incr Delay (d2), s/veh	3.4	1.5	1.6	0.3	0.5	3.5	12.9	9.8	17.1	18.0	2.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.4	3.1	0.9	2.5	4.6	5.0	10.8	12.4	11.3	10.2	4.7
LnGrp Delay(d),s/veh	29.1	30.5	28.5	24.6	28.7	33.3	53.5	42.5	49.8	54.3	27.5	23.8
LnGrp LOS	C	C	C	C	C	C	D	D	D	D	C	C
Approach Vol, veh/h		1227			589			1534			1860	
Approach Delay, s/veh		30.0			29.9			46.9			37.6	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.0	10.0	29.0	24.0	31.0	7.5	31.5
Change Period (Y+Rc), s	5.0	7.0	4.0	6.5	5.0	7.0	4.0	6.5
Max Green Setting (Gmax), s	10.0	33.0	6.0	22.5	19.0	24.0	6.0	22.5
Max Q Clear Time (g_c+I1), s	10.9	20.6	9.0	11.0	20.3	22.2	3.7	14.3
Green Ext Time (p_c), s	0.0	8.2	0.0	5.4	0.0	1.5	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection

Int Delay, s/veh 40.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	85	25	0	250	0	2118	30	40	1454	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	125	150	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	92	27	0	272	0	2302	33	43	1580	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2588	3969	790	3021	3969	1151	1580	0	0	2302	0	0
Stage 1	1667	1667	-	2302	2302	-	-	-	-	-	-	-
Stage 2	921	2302	-	719	1667	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	28	3	289	~ 15	3	~ 167	208	-	-	90	-	-
Stage 1	69	155	-	~ 24	74	-	-	-	-	-	-	-
Stage 2	267	74	-	355	155	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	2	289	~ 6	2	~ 167	208	-	-	90	-	-
Mov Cap-2 Maneuver	-	2	-	~ 6	2	-	-	-	-	-	-	-
Stage 1	69	81	-	~ 24	74	-	-	-	-	-	-	-
Stage 2	-	74	-	126	81	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	$ 575.1	0	2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	208	-	-	289	6	167	90	-	-
HCM Lane V/C Ratio	-	-	-	0.32	4.529	1.627	0.483	-	-
HCM Control Delay (s)	0	-	-	23.2	$ 2760.4	$ 356.6	77.8	-	-
HCM Lane LOS	A	-	-	C	F	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	4.8	18.6	2.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	68	0	1113	1645	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	74	0	1210	1788	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2272	894	1788	0	-	0
Stage 1	1788	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	68	247	164	-	-	-
Stage 1	79	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	247	164	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	79	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	164	-	247	-	-
HCM Lane V/C Ratio	-	-	0.299	-	-
HCM Control Delay (s)	0	-	25.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

Storage Calculations

Storage Analysis

#	Intersection	Direction (N,S,E,W)	Peak volume (vph)	Signalized??? (Place an "X") Yes	Signalized??? (Place an "X") No	If signalized: Cycle Length (seconds)	If signalized: # of Turn Lanes (#)	Required Storage per Lane (ft.) (75' min. default)
1	Price Road and Access Drive 1	NBR	150		X		1	75
		SBL	250		X		1	225
		SBR	362		X		1	175
		EBR	85		X		1	75
		WBL	30		X		1	50
		WBR	250		X		1	225
2	Price Road and Access Drive 2	NBL	173	X		94	1	200
		SBL	359	X		94	1	350
		SBR	236	X		94	1	250
		EBL	710	X		94	2	325
		EBTR	119	X		94	1	150
		WBL	200	X		94	2	125
		WBTR	250	X		94	1	250
3	Price Road and Access Drive 3	SBR	141		X		1	75
		EBR	68		X		1	75
4	Queen Creek Road and Old Price Road	NBL	253	X		94	2	125
		SBL	389	X		94	2	200
		SBTR	322	X		94	2	175
		EBL	299	X		94	1	300
		EBR	41	X		94	1	75
		WBL	76	X		94	1	100
		WBR	362	X		94	1	350
5	Price Road and Queen Creek Road	NBL	312	X		94	2	150
		SBL	675	X		94	2	300
		SBR	210	X		94	1	225
		EBL	269	X		94	1	275
		EBR	153	X		94	1	175
		WBL	150	X		94	1	175
		WBR	488	X		94	1	450

SAMPLE CALCULATIONS

SIGNALIZED INTERSECTIONS

Storage: = [((veh/interval) + z x (SQRT(veh/interval)))/L] x 25 ft/vehicle

N = (veh/interval)
N = [(V) x (C/3600)]

Where :

z = 1.282 for 90 % confidence level (Most commenly used)
z = 1.645 for 95 % confidence level

Where:

V = vehicles per hour
C = cycle length in seconds
25 ft/veh = Average Length of Vehicles
L = number of left turn lanes

UNSIGNALIZED INTERSECTIONS

Storage = [(V/60 minutes) x 2 minutes] x 25 ft/vehicle

Where:

V = vehicles per hour
25 ft/veh = Average Length of Vehicles

Excerpts from
2002 Kirkham Michael Study

Site Traffic Distribution

There are two major factors to consider when estimating the direction from which site traffic will be arriving when entering the development and where it will be headed when it leaves the development. One factor is the distribution of potential trip origins and destinations within the development's market area. The other factor is the relative efficiencies of the various travel routes to and from the site that are available.

The majority of the trips generated by this development during peak hours are expected to be home-based, made by persons traveling to and from their respective places of residence within a 10-mile radius of the site. Based on these assumptions, population and employment projection data for the year 2020, published by the Maricopa Association of Governments (MAG) in June 1997, were used to approximate the directional distribution of arriving and departing site traffic during peak hours. Table 3 summarizes the distribution of site traffic over adjacent arterial roadways.

It is estimated that about 20 percent of trips to or from the specialty retail center will be oriented to office tenants within the Wells Fargo office campus. This accounts for approximately 2.5 percent of total traffic generated by office land uses on the site.

TABLE 3: ASSUMED DISTRIBUTION OF SITE TRAFFIC BY ROUTE OF APPROACH OR DEPARTURE

ROUTE OF APPROACH OR DEPARTURE	PROPORTION
Price Road, North of Site	47%
Price Road, South of Site	5%
Queen Creek Road, East of Site	29%
Queen Creek Road, West of Site	19%

Site Traffic Assignment

The TRANPLAN computer model was used to distribute and assign traffic to a network representing the driveways and public streets that will serve the site (see Appendix Figure 1). The site, itself, was divided into internal "zones," each zone corresponding to a distinct parking area. Site traffic (from Table 1) was allocated among the zones in proportion to the number of parking spaces available in each zone. The surrounding service area was divided into external stations. Site traffic was allocated among the external stations in proportions listed in Table 3.

Trips between internal (on-site) zones and external stations were then assigned to the minimum travel time path between each zone and station. Travel speeds coded for traffic assignment purposes were 35 MPH along public streets, 25 MPH along on-site driveways, and 15 MPH along on-site parking aisles.

Non-Site Traffic Volume Forecasts

To meet the City of Chandler's requirements, traffic operational analyses were conducted for all five proposed site driveways, and the existing intersections of Price Road and Queen Creek Road and Old Price Road and Queen Creek Road for the Phase I build-out year of 2004 and an assumed full build-out year of 2020.

Future year non-site (background) traffic volumes were estimated in the following manner:

- *Non-site traffic volumes driving to and from the driveway serving the northeast corner of Price Road and Queen Creek Road were estimated based on that parcel being developed as a business park with about 600,000 gross square feet of floor area.*

- *Non-site traffic volumes driving to and from Old Price Road south of Queen Creek Road were drawn from a 1995 traffic study completed for the Ocotillo Power Center, which evaluated proposed development along the south side of Queen Creek Road from Old Price Road to Price Road.*

- *Current and projected future average weekday traffic counts were used to calculate growth factors, which, in turn, were used to project non-site (background) traffic demands for the years 2004 and 2020. These data are listed in Table 4.*

TABLE 4: NON-SITE TRAFFIC GROWTH FACTORS

ROUTE OF APPROACH OR DEPARTURE	2001 COUNT	2020 PROJECTION	GROWTH FACTOR
Price Road, South of Queen Creek Road	19,600	37,000	1.89
Queen Creek Road, East of Price Road	25,100	27,000	1.08
Price Road, North of Queen Creek Road	12,000	34,000	2.83
Queen Creek Road, West of Price Road	18,200	31,000	1.70

- *Year 2020 forecasts for most of the arterial streets were drawn from the Chandler Transportation Study - Executive Summary dated April 2001.*

- *Year 2020 forecasts for Queen Creek Road west of Price Road were drawn from MAG regional forecasts for the Phoenix metropolitan area.*

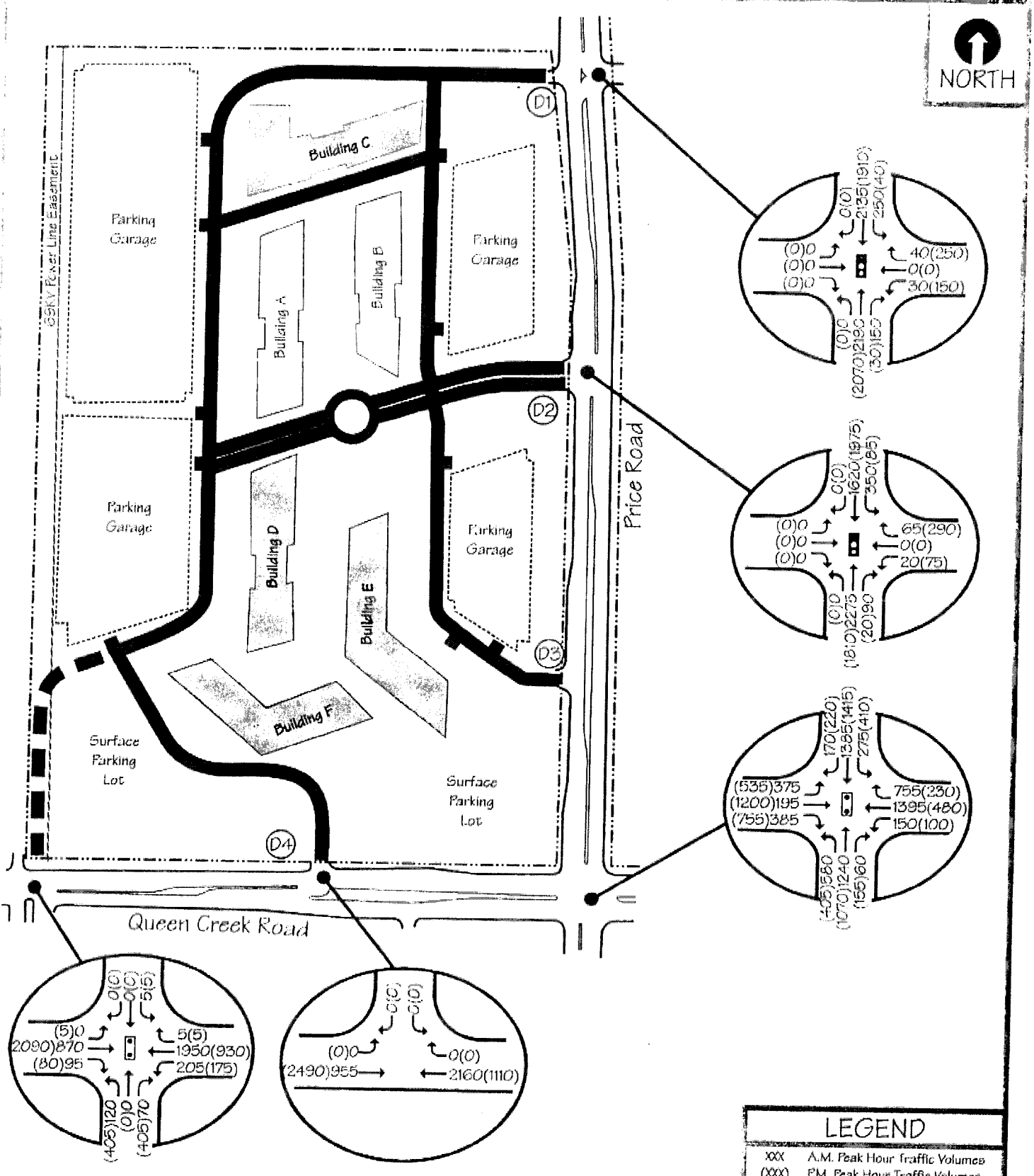
- *Non-site traffic volumes for 2004 were estimated by interpolating between year 2001 traffic counts and year 2020 projections. Results of this effort are presented in Figure 10.*

- *The growth factors listed in Table 4 were applied to current traffic volumes (see Figure 4) to estimate year 2020 non-site traffic volumes. Results of this effort are presented in Figure 11.*

KIRKHAM MICHAEL
CONSULTING ENGINEERS

2020 NON SITE TRAFFIC VOLUMES

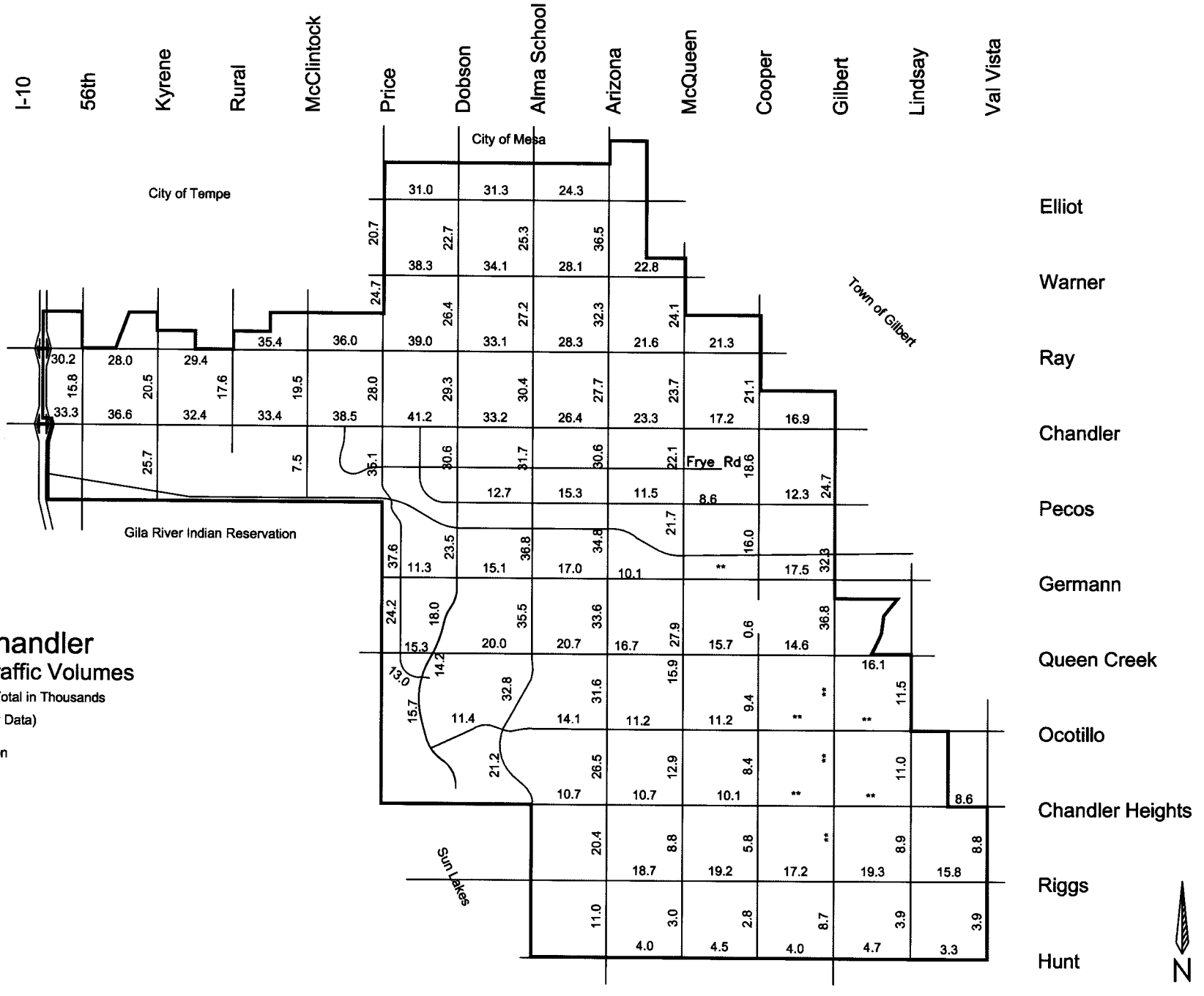
Wells Fargo
Traffic Impact Analysis
Figure 11



WF00253

C:\TRAFFIC\WELLS FARGO\NEW FIGURES\UPDATED SITE PLAN\2020 NON SITE TRAFFIC VOLUME.CDR

EXHIBIT 12



2014

City of Chandler

Segment Traffic Volumes

Average Weekday Total in Thousands

(Raw Data)

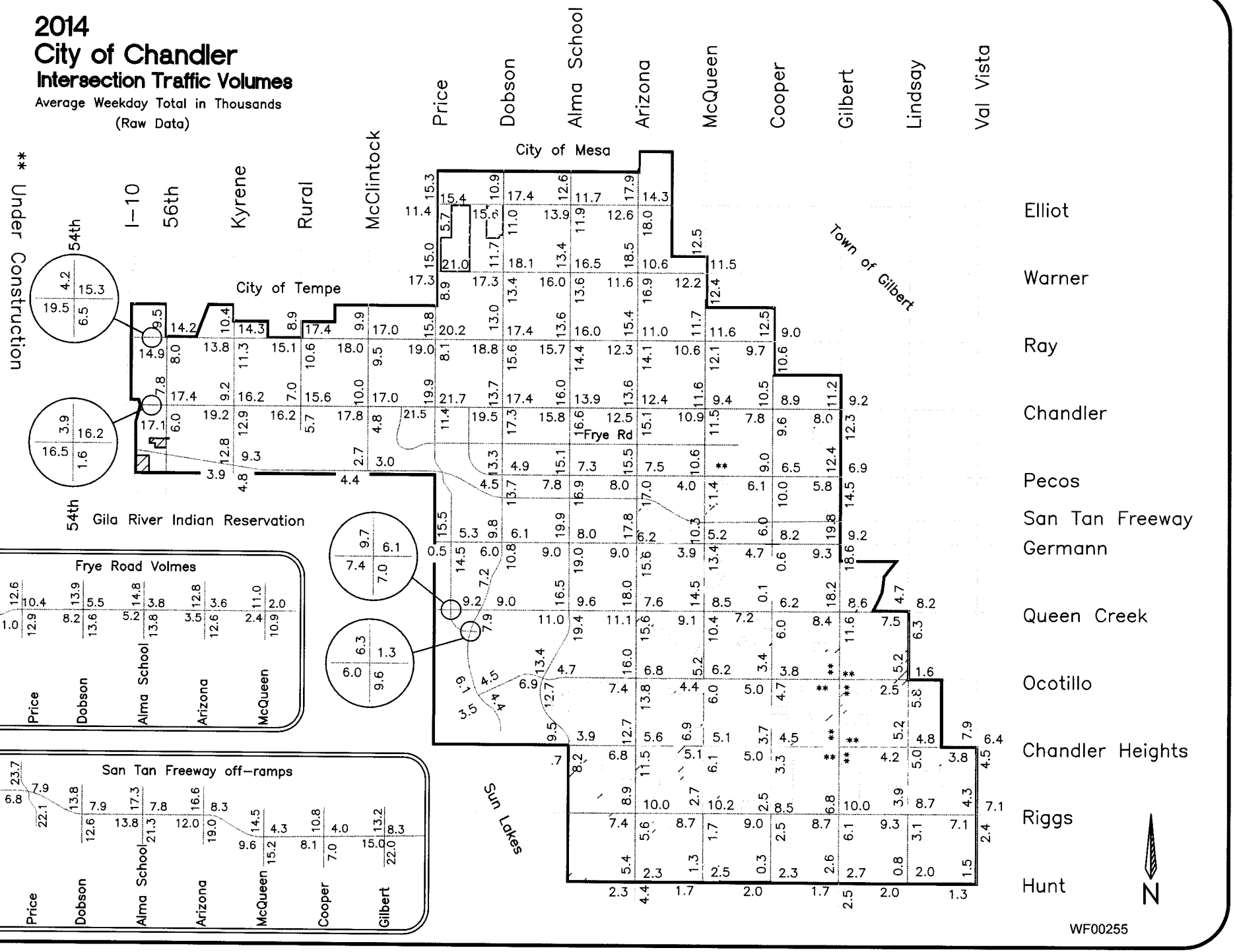
**Under Construction

WF00254

EXHIBIT 13

2014
City of Chandler
Intersection Traffic Volumes

Average Weekday Total in Thousands
(Raw Data)



WF00255

EXHIBIT 14

9522-011

DLR Group

Architecture
Engineering
Design

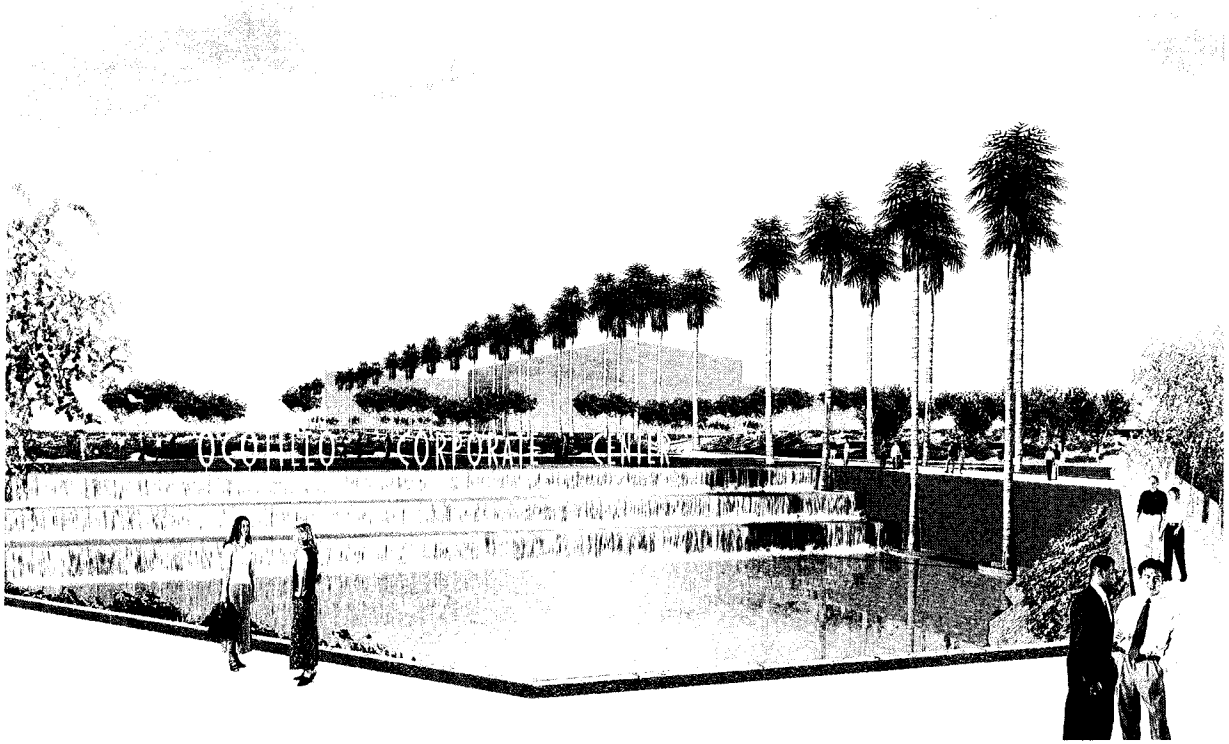
Phoenix, Arizona

Wells Fargo
Ocotillo Corporate Center

Chandler, Arizona

Zoning Application Booklet

July 29, 2002



WF00256

DLR Group

Architecture
Engineering
Design

Vicinity Map - n.t.s.

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Wells Fargo
Ocotillo Corporate Center
Chandler, Arizona

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WF00257

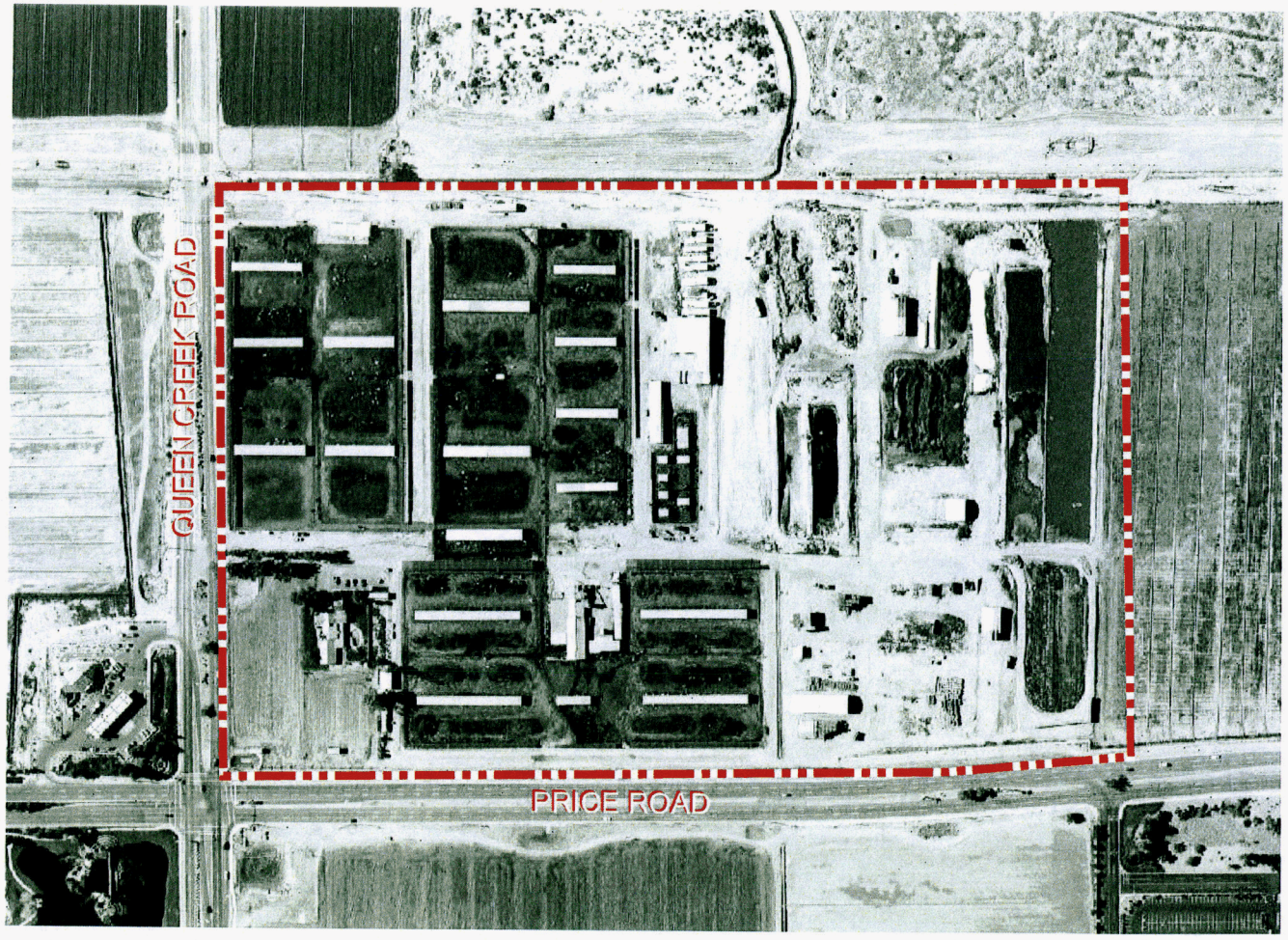
Area-wide Planning / General Plan Considerations

The site is in the South Price Road Campus Employment Corridor land use element of the General Plan. While our proposed use of the site is not specifically high-tech users as identified in the General Plan, the proposed project complies completely with the other designated development criteria in that the businesses will be "large, single users in a campus-type environment". Also, the intended use is fully compliant with the regional Conceptual Preliminary Plan (Section 7 Ocotillo) for "business parks and small users".

The proposed site usage is an office / corporate center with PAD and PCO zoning. Minor retail uses, totalling 50,000 s.f. max. including two pads, may be part of the PAD parcel. These are intended to function primarily in support of the major corporate tenants and will be integrated into the overall project design. A separate PDP submittal will address specific criteria.

An active dairy farm, with an on-site owner-occupied residence, is the current usage of the entire site. Several open shed structures, barns, storage and milking facilities are scattered throughout the site. Current zoning is AG-1. The existing dairy farm is not compatible with the General or Regional plans, whereas the proposed corporate center relates directly to the scale, materials and uses of other major businesses in the corridor.

The 63-acre site is surrounded on the east, southeast and south by PAD zoning. The west property line abuts the Gila River Indian Community. Uncertainty about future neighboring development on the reservation may have an impact on the development potential of the property, but the proposed master plan will accommodate most anticipated uses. The property to the north is also zoned AG-1 and is undeveloped. There are no residential developments abutting the site nor are any closer than Dobson Road one-half mile to the east.



Aerial View - Existing

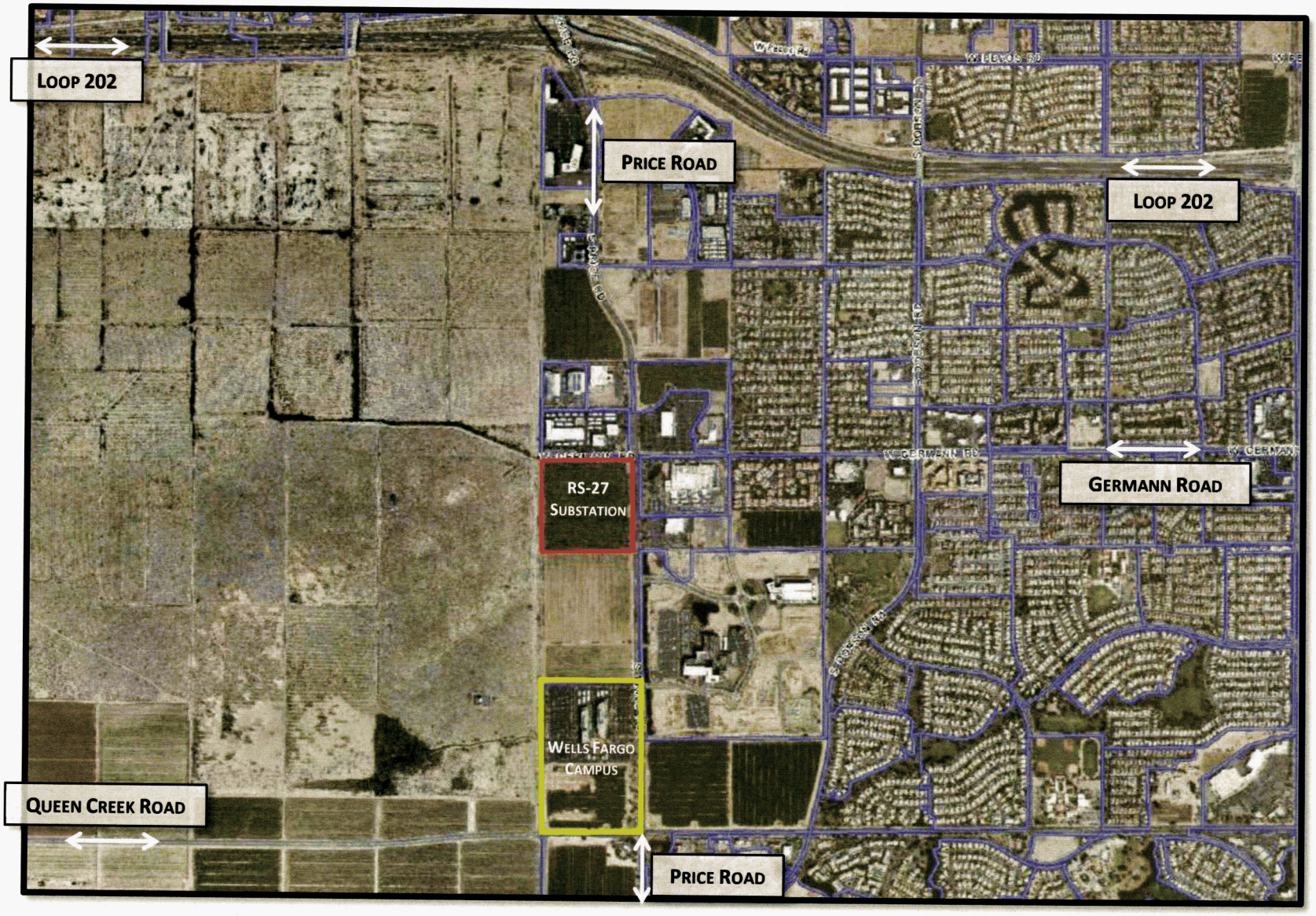
Wells Fargo
Ocotillo Corporate Center
Chandler, Arizona

DLR Group

WF00258

EXHIBIT 15

DEMONSTRATIVE AERIAL PHOTOGRAPH
PROXIMITY OF PROPOSED RS-27 SUBSTATION TO WELLS FARGO CHANDLER CAMPUS



WF00259