City of Phoenix

Agenda
City Council Formal Meeting

Meeting Location:
City Council Chambers
200 W. Jefferson St.
Phoenix, Arizona 85003

Wednesday, May 31, 2023 **2:30 PM** **phoenix.gov**

*****REVISED May 30, 2023*****
Item Revised: 1

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- Register online *by visiting the City Council Meetings page on phoenix.gov* ***at least 2 hours prior to the start of this meeting****. Then, click on this link at the time of the meeting and join the Webex to speak:* https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=e450718ddf878e066ae3d79286288af88

- Register via telephone at 602-262-6001 **at least 2 hours prior to the start of this meeting,** noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting**. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

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- Watch the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

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Para nuestros residentes de habla hispana:

- Para registrarse para hablar en español, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2550 363 7253#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2550 363 7253#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- Para asistir a la reunión en persona, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

CALL TO ORDER AND ROLL CALL

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20 **Gabriel Roeder Smith & Company**

21 **Standard Coating Company**

22 **Demers Ambulance USA, Inc.**

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000 CITIZEN COMMENTS

ADJOURN

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** *1

ITEM REVISED (SEE ATTACHED MEMO) Mayor and Council Appointments to Boards and Commissions

Summary

This item transmits recommendations from the Mayor and Council for appointment or reappointment to City Boards and Commissions.

Responsible Department

This item is submitted by the Mayor's Office.

ATTACHMENT A

City of Phoenix

To: City Council **Date:** May 31, 2023

From: Mayor Kate Gallego

Subject: REVISED FOR CORRECTION* BOARDS AND COMMISSIONS – APPOINTEES

The purpose of this memo is to provide recommendations for appointments to the following Boards and Commissions:

***Fire Safety Advisory Board**

I recommend the following for appointment:

Bryan Jeffries
Mr. Jeffries is a retired firefighter and investor. He will represent Real Estate for a term to expire May 31, 2027.

Jim Piotrowski
Mr. Piotrowski recently retired from his position as Director of Renewable Generation at Arizona Public Service. He will serve as a Resident of Phoenix for a term to expire May 31, 2027.

***Laveen Village Planning Committee**

Vice Mayor Yassamin Ansari recommends the following for appointment:

Mixen Rubio-Raffin
Ms. Rubio-Raffin is a student at Arizona State University and a resident of District 7. She fills a vacancy for a term to expire November 19, 2024.

North Mountain Village Planning Committee

Councilwoman Debra Stark recommends the following for appointment:

Donna Kennedy
Ms. Kennedy has a background in urban planning and is a resident of District 3. She fills a vacancy for a partial term to expire November 19, 2023.

Kenneth Molfetta
Kenneth Molfetta is a Project Manager at Aline Architecture Concepts and a resident of District 3. He replaces Donna Wiedoff for a term to expire November 19, 2024.

Phoenix Business and Workforce Development Board

I recommend the following for appointment:

Raghu Santanam
Mr. Santanam is Executive Director of AZNext. He replaces Luke Tate and will fulfill his term to expire June 30, 2024.

Phoenix Youth and Education Commission

I recommend the following for appointment:

Rabbanni FurQaan
Mr. FurQaan is Director of Development at Pipeline AZ. He fills a vacancy for a term to expire August 31, 2026.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 2

Liquor License - Bonitas

Request for a liquor license. Arizona State License Application 239365.

Summary

Applicant
Theresa Morse, Agent

License Type
Series 12 - Restaurant

Location
4920 W. Thunderbird Road, Ste. 100
Zoning Classification: C-2
Council District: 1

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is June 3, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I am a reliable business owner and have staff that has obtained the Basic and Management liquor law training. I will also attend the liquor law training to ensure my staff is complying with all state, city and health department laws and regulations."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"The public convenience will be served as there has been a restaurant at this location previously for approximately 4 years. My customers are in favor of a liquor license at this location as it complements the service of food. Our hours of operation are such that the restaurant will not interfere with traffic and noise in the neighborhood."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Bonitas
Liquor License Map - Bonitas

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: BONITAS

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	2	1
Beer and Wine Bar	7	1	1
Liquor Store	9	4	2
Beer and Wine Store	10	3	1
Restaurant	12	6	5

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	23.93	30.46
Violent Crimes	11.38	3.68	6.36

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

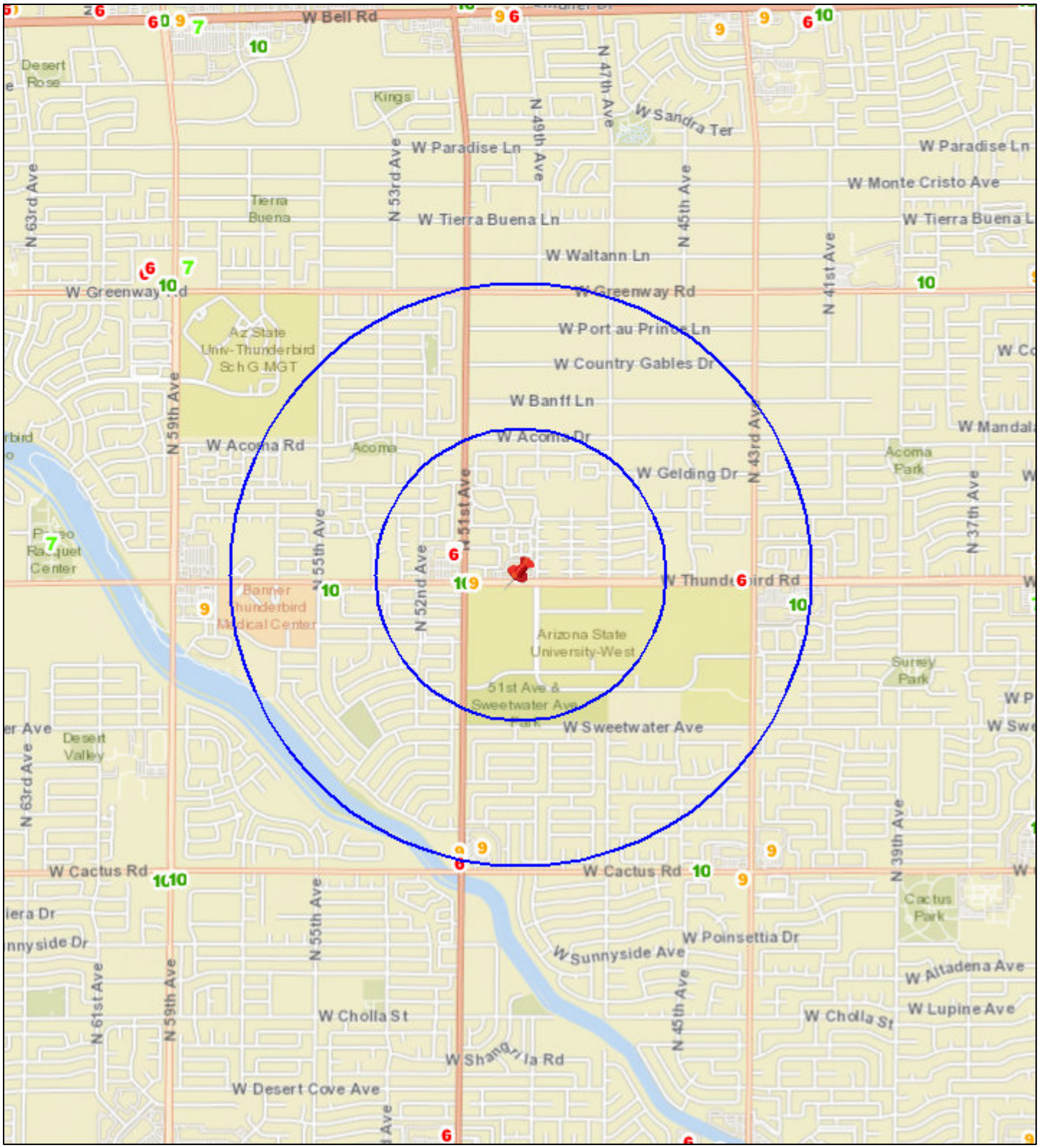
Description	Average	1/2 Mile Average
Parcels w/Violations	51	52
Total Violations	89	88

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1042173	1381	51	18	8
1042181	1368	85	8	6
1042182	926	72	3	3
1042183	1664	19	4	20
1042191	1602	85	0	13
1042241	813	22	15	15
1042242	1937	95	14	2
Average	0	61	13	19

Liquor License Map: BONITAS

4920 W THUNDERBIRD RD



N

Date: 4/7/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 3

Liquor License - Casa De Falafel

Request for a liquor license. Arizona State License Application 238656.

Summary

Applicant
Ali Shakir, Agent

License Type
Series 12 - Restaurant

Location
4920 W. Thunderbird Road, Ste. 119
Zoning Classification: C-2
Council District: 1

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and does not have an interim permit.

The 60-day limit for processing this application is June 10, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"since 2021, I have operated a restaurant featuring Middle Eastern food. I have complied with all laws and regulations pertaining to the operation of my restaurant. If a license is issued, I will comply with the liquor laws and regulations pertaining to the sale and service of alcohol."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"it will permit the sale of alcohol to the few patrons of the restaurant who wish to buy alcohol to accompany their meal."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Casa De Falafel
Liquor License Map - Casa De Falafel

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: CASA DE FALAFEL

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	2	1
Beer and Wine Bar	7	1	1
Liquor Store	9	4	2
Beer and Wine Store	10	3	1
Restaurant	12	6	5

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	23.93	30.46
Violent Crimes	11.38	3.68	6.36

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

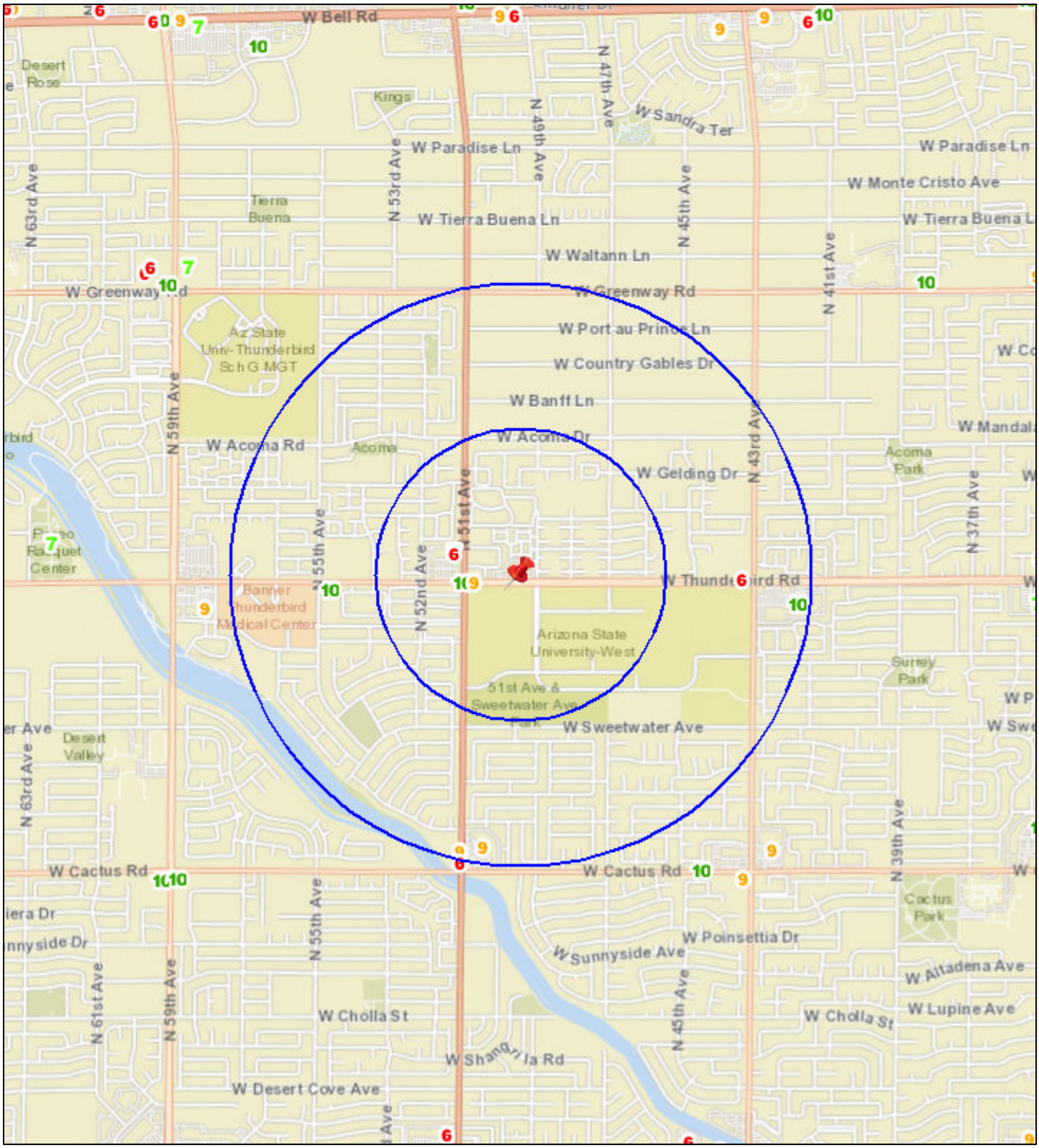
Description	Average	1/2 Mile Average
Parcels w/Violations	51	51
Total Violations	89	87

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1042173	1381	51	18	8
1042181	1368	85	8	6
1042182	926	72	3	3
1042183	1664	19	4	20
1042191	1602	85	0	13
1042241	813	22	15	15
1042242	1937	95	14	2
Average	0	61	13	19

Liquor License Map: CASA DE FALAFEL

4920 W THUNDERBIRD RD



N

Date: 4/12/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 4

Liquor License - Mexcelente

Request for a liquor license. Arizona State License Application 244084.

Summary

Applicant
Alfredo Rodriguez, Agent

License Type
Series 12 - Restaurant

Location
4241 W. Thunderbird Road, Ste. B
Zoning Classification: PSC
Council District: 1

This request is for a new liquor license for a restaurant. This location was not previously licensed for liquor sales and does not have an interim permit. This location requires a Use Permit to allow alcohol sales as an accessory use to a restaurant.

The 60-day limit for processing this application is June 13, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have taken the necessary Title IV Management Liquor Law Training, as well as, Title IV Basic Liquor Law Training and learned how to serve, monitor, control and manage the sale of alcoholic beverages. Furthermore, in the last thirty years, I have manage, administer, and led multiple restaurants that sold alcoholic beverages."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"It allows our patrons to enjoy their meal with an option of an alcoholic beverage in a safe, controlled and monitored environment."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Mexcelente
Liquor License Map - Mexcelente

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: MEXCELENTE

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	1	1
Beer and Wine Bar	7	2	0
Liquor Store	9	5	0
Beer and Wine Store	10	2	1
Restaurant	12	9	1

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	64.22	68.15
Violent Crimes	11.38	10.74	8.59

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

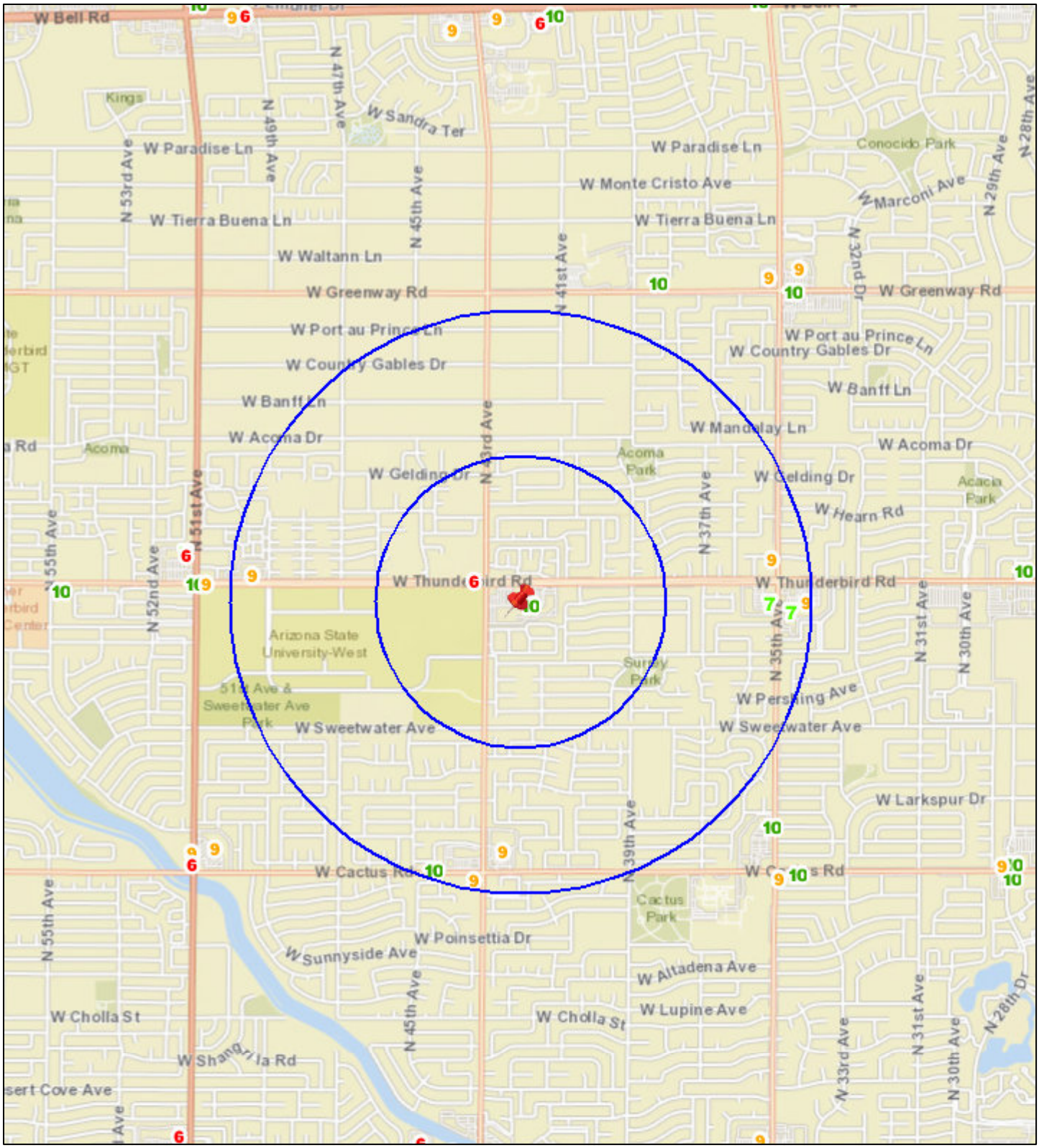
Description	Average	1/2 Mile Average
Parcels w/Violations	50	54
Total Violations	88	101

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1042021	1471	85	2	7
1042023	1420	88	18	4
1042121	1193	15	0	17
1042123	1683	79	0	10
1042124	2501	80	3	5
1042181	1368	85	8	6
1042191	1602	85	0	13
Average	0	61	13	19

Liquor License Map: MEXCELENTE

4241 W THUNDERBIRD RD



N

Date: 4/17/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 5

Liquor License - Circle K Store #599

Request for a liquor license. Arizona State License Application 239296.

Summary

Applicant
Maria Burgess, Agent

License Type
Series 10 - Beer and Wine Store

Location
1440 W. Bell Road
Zoning Classification: C-1
Council District: 2

This request is for a new liquor license for a convenience store that sells gas. This location is currently licensed for liquor sales with Series 9 - Liquor Store, liquor license and does not have an interim permit.

The 60-day limit for processing this application is June 9, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"Circle K requires all store personnel to attend an in-house training program. This training is designed to provide a safe and positive customer service environment. As part of the Circle K training program, we provide an Alcohol Training Program that meets the requirements of the Arizona Department of Liquor License Control. Employees must pass a test on Techniques of Alcohol Management that becomes part their employee file. Store Managers are required to attend additional in-house training and obtain certification from the Arizona Department of Liquor License Control. This certification requires submission of fingerprints and includes background investigation."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"Circle K's objective to provide a product, accessible in a convenient manner that meets the need of the surrounding community. Circle K's success depends on us being able to provide products that are in demand."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Circle K Store #599
Liquor License Map - Circle K Store #599

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: CIRCLE K STORE #599

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	2	2
Beer and Wine Bar	7	2	2
Liquor Store	9	8	4
Beer and Wine Store	10	6	2
Restaurant	12	3	1
Club	14	1	1

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	180.28	381.21
Violent Crimes	11.38	23.91	51.16

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

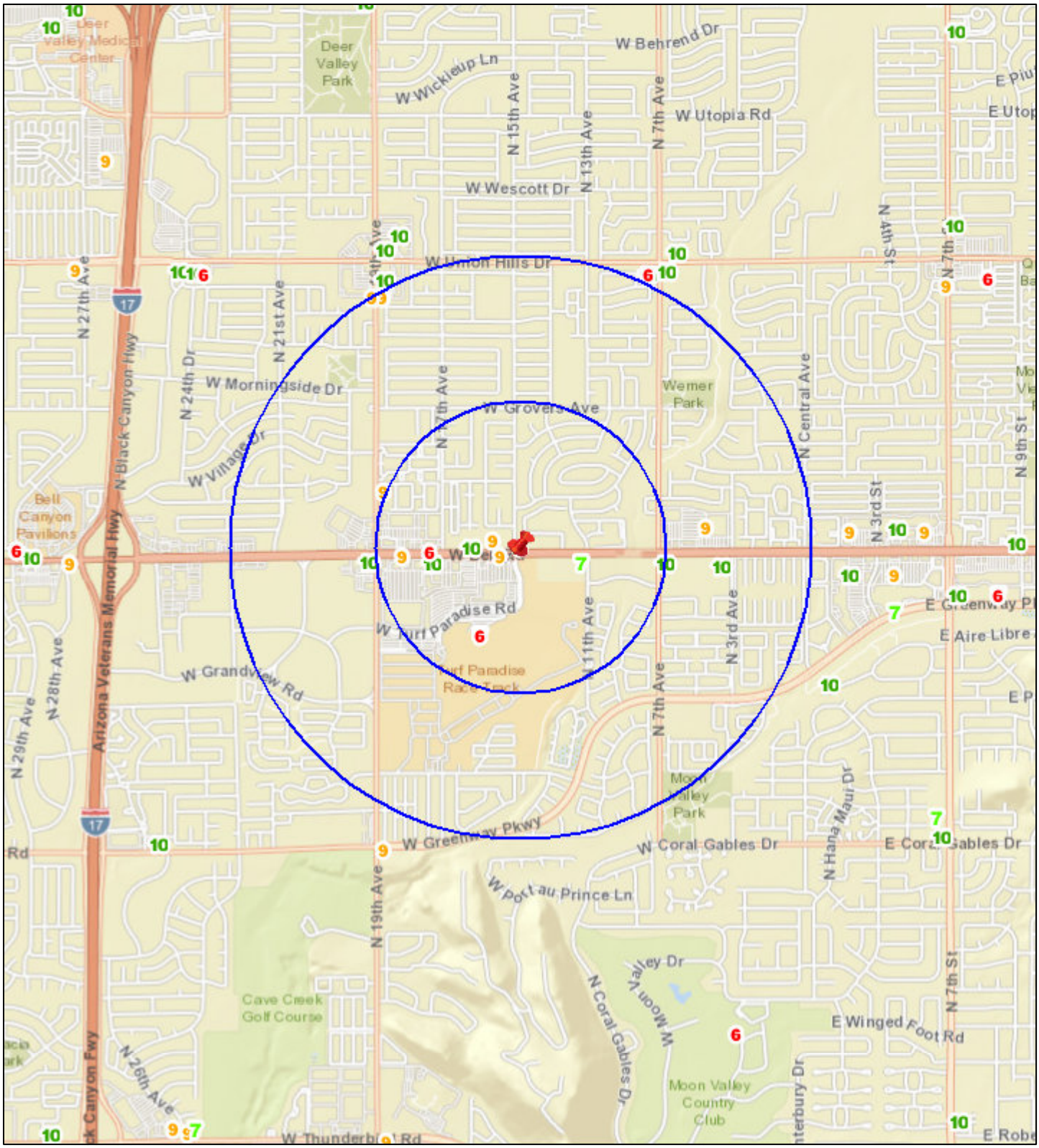
Description	Average	1/2 Mile Average
Parcels w/Violations	51	58
Total Violations	89	115

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1036041	2174	87	7	29
1036042	664	92	17	9
1036081	2434	69	11	7
6186003	1177	89	11	24
6187001	1478	79	7	13
6187002	1468	61	7	20
6188001	893	63	6	18
6188002	1160	0	35	11
6188003	1746	38	21	7
6188004	1245	35	20	30
6189004	1183	83	15	1
Average	0	61	13	19

Liquor License Map: CIRCLE K STORE #599

1440 W BELL RD



N

Date: 4/12/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 6

Liquor License - Dahlia Tapas Tequila and Wine

Request for a liquor license. Arizona State License Application 238187.

Summary

Applicant
Audrey Corley, Agent

License Type
Series 12 - Restaurant

Location
2221 N. 7th St.
Zoning Classification: C-1 CNSPD
Council District: 4

This request is for a new liquor license for a restaurant. This location was not previously licensed for liquor sales and does not have an interim permit. This location requires a Use Permit to allow outdoor dining and outdoor alcohol consumption.

The 60-day limit for processing this application is June 9, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
The ownership of this business has an interest in other active liquor license(s) in the

State of Arizona. This information is listed below and includes liquor license violations on file with the AZ Department of Liquor Licenses and Control and, for locations within the boundaries of Phoenix, the number of aggregate calls for police service within the last 12 months for the address listed.

Boycott (Series 6)
4301 N. 7th Ave., Phoenix
Calls for police service: 9
Liquor license violations: In June 2019, a fine of $500 was paid for false or misleading information on application or other documents.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"We train all of our employees in responsible liquor service and conduct regular audits to ensure they comply."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"We would like to offer our patrons a place to enjoy some amazing food, a beautiful atmosphere and possibly an adult beverage for guests of legal drinking age."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Dahlia Tapas Tequila and Wine
Liquor License Map - Dahlia Tapas Tequila and Wine

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: DAHLIA TAPAS TEQUILA AND WINE

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	2	0
Government	5	2	0
Bar	6	10	2
Beer and Wine Bar	7	9	0
Liquor Store	9	5	3
Beer and Wine Store	10	9	0
Hotel	11	2	0
Restaurant	12	54	7
Club	14	1	1

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	159.73	103.5
Violent Crimes	11.38	36.17	16.02

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

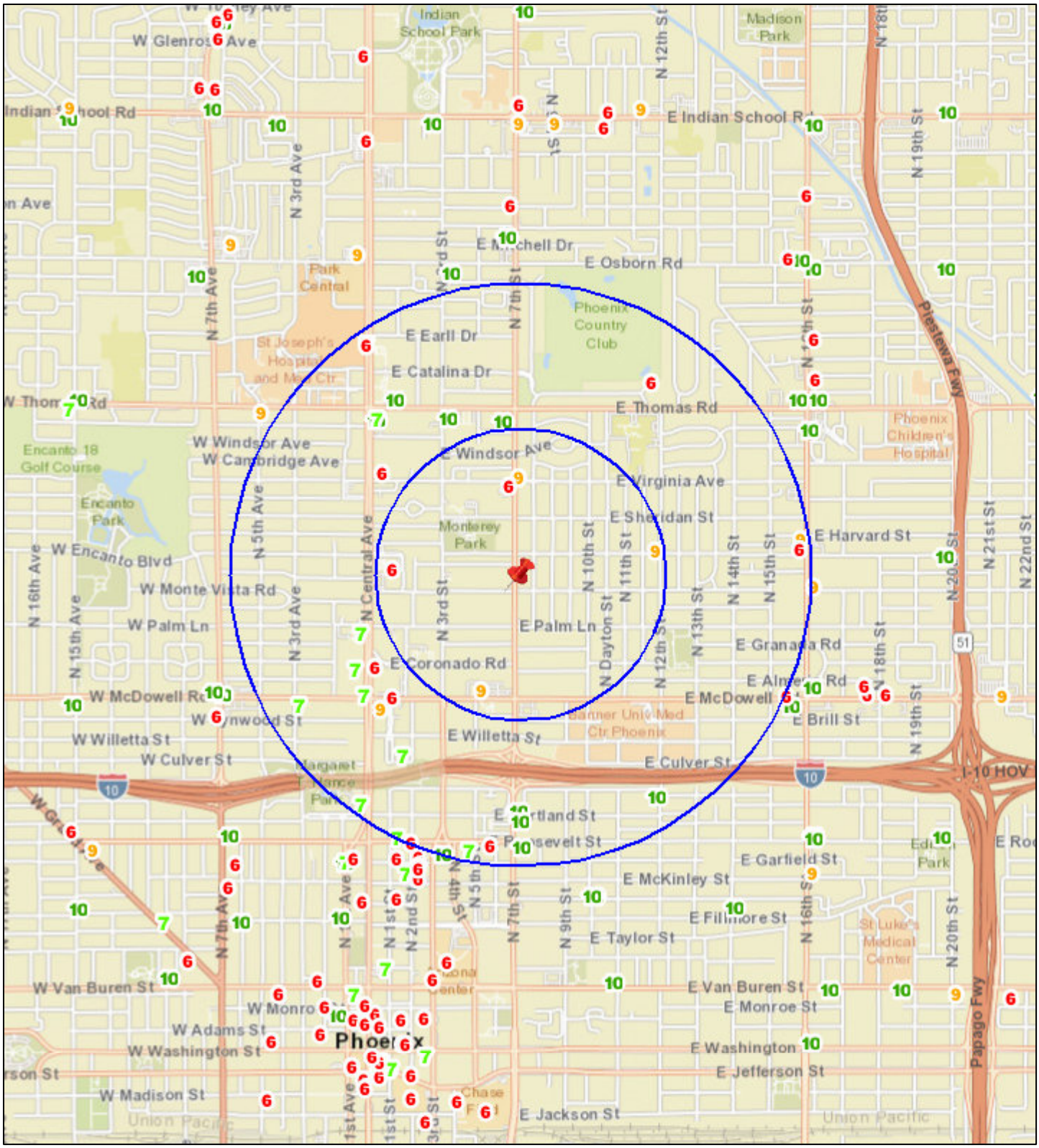
Description	Average	1/2 Mile Average
Parcels w/Violations	50	90
Total Violations	89	144

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1117001	1792	45	32	41
1117002	1243	39	12	28
1117003	1057	64	2	10
1117004	1227	75	20	21
1118001	742	44	28	5
1118004	671	62	6	6
1130002	873	29	21	38
1132032	638	28	7	70
Average	0	61	13	19

Liquor License Map: DAHLIA TAPAS TEQUILA AND WINE

2221 N 7TH ST



N

Date: 4/18/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 7

Liquor License - Kid Sister

Request for a liquor license. Arizona State License Application 244190.

Summary

Applicant
Courtney Lewandrowski, Agent

License Type
Series 12 - Restaurant

Location
4810 N. 7th St.
Zoning Classification: C-2
Council District: 4

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and does not have an interim permit. This location requires a Use Permit to allow outdoor dining and outdoor alcohol consumption as an accessory use to a restaurant. This business is currently being remodeled with plans to open in August 2023.

The 60-day limit for processing this application is June 16, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have 5+ years of experience in the food and beverage industry. Three of those years were spent at a winery intimately learning about alcohol production. I also have a background in tax and accounting and understand the great fiscal responsibility in following the law. I will create a training schedule for all employees so they are informed of applicable liquor laws and are responsible servers."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"Our goal is to be a good neighbor and be a welcoming place to the community for food and drinks. We are committed to social entrepreneurship where-in we operate a for-profit business with intentional operating practices to positively impact the local community. Examples of these include partnering with WasteNot to limit food waste and paying fair wages and offering benefits to all employees."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Kid Sister
Liquor License Map - Kid Sister

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: KID SISTER

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	1
Bar	6	12	3
Beer and Wine Bar	7	11	4
Liquor Store	9	8	2
Beer and Wine Store	10	8	1
Restaurant	12	49	26

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	146.86	126.32
Violent Crimes	11.38	24.44	15.28

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

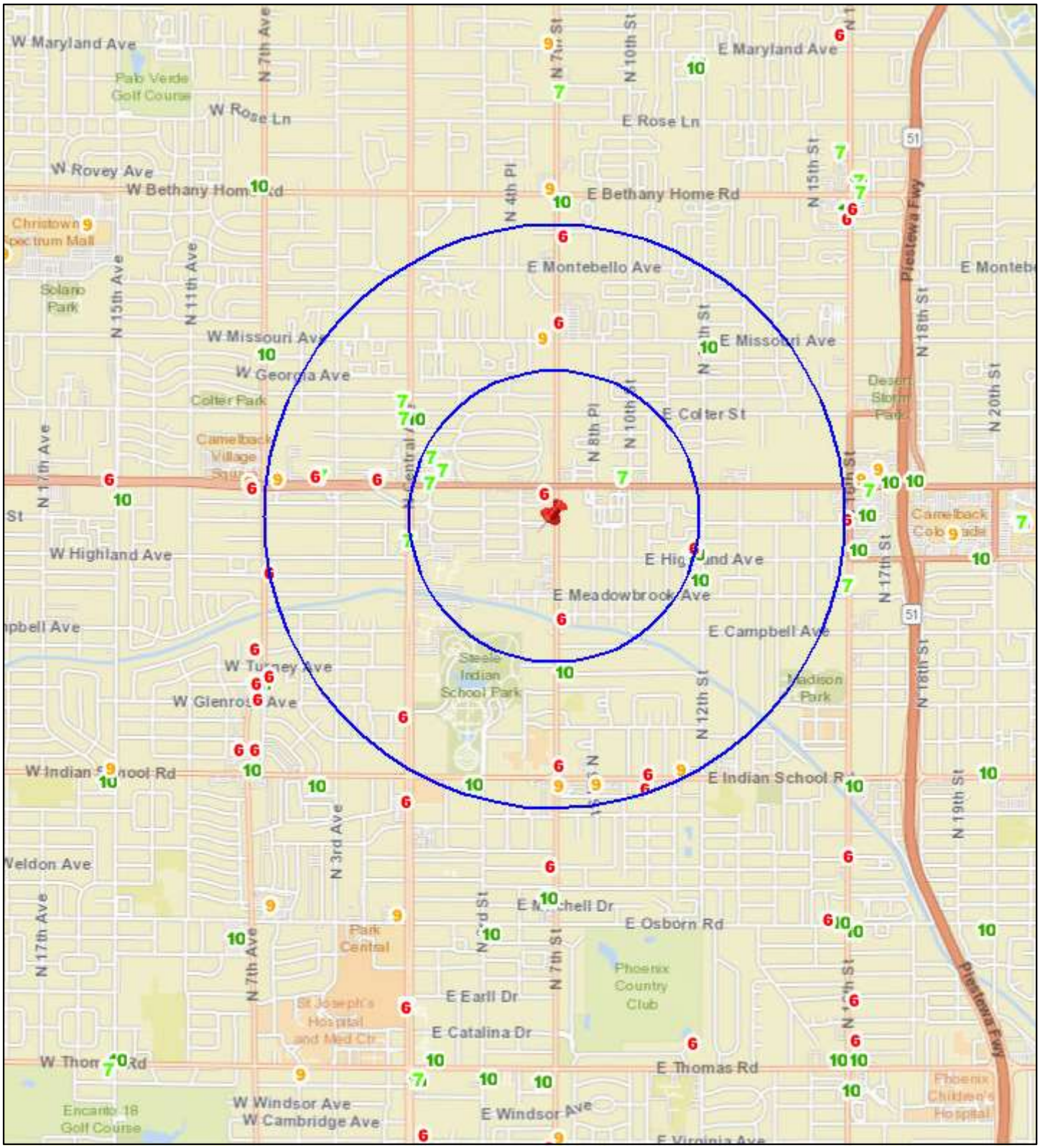
Description	Average	1/2 Mile Average
Parcels w/Violations	50	65
Total Violations	89	108

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1075001	758	80	2	3
1076013	1748	38	8	17
1086011	1374	18	29	41
1086023	650	23	34	15
1086024	1171	24	9	12
1088021	1456	23	32	31
1088022	435	43	41	19
1171001	2126	10	15	10
Average	0	61	13	19

Liquor License Map: KID SISTER

4810 N 7TH ST



N

Date: 4/18/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 8

Liquor License - Addis Ababa Rest & Cafe

Request for a liquor license. Arizona State License Application 244317.

Summary

Applicant
Nuria Omer, Agent

License Type
Series 12 - Restaurant

Location
3527 W. Bethany Home Road
Zoning Classification: C-2
Council District: 5

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is June 17, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have the last five years experience and I have taken all the classes."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"for Saftey and Security."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Addis Ababa Rest & Cafe
Liquor License Map - Addis Ababa Rest & Cafe

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: ADDIS ABABA REST & CAFE

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	1	0
Beer and Wine Bar	7	1	0
Liquor Store	9	4	1
Beer and Wine Store	10	6	1
Restaurant	12	11	6

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	167.33	327.81
Violent Crimes	11.38	31.28	44.69

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

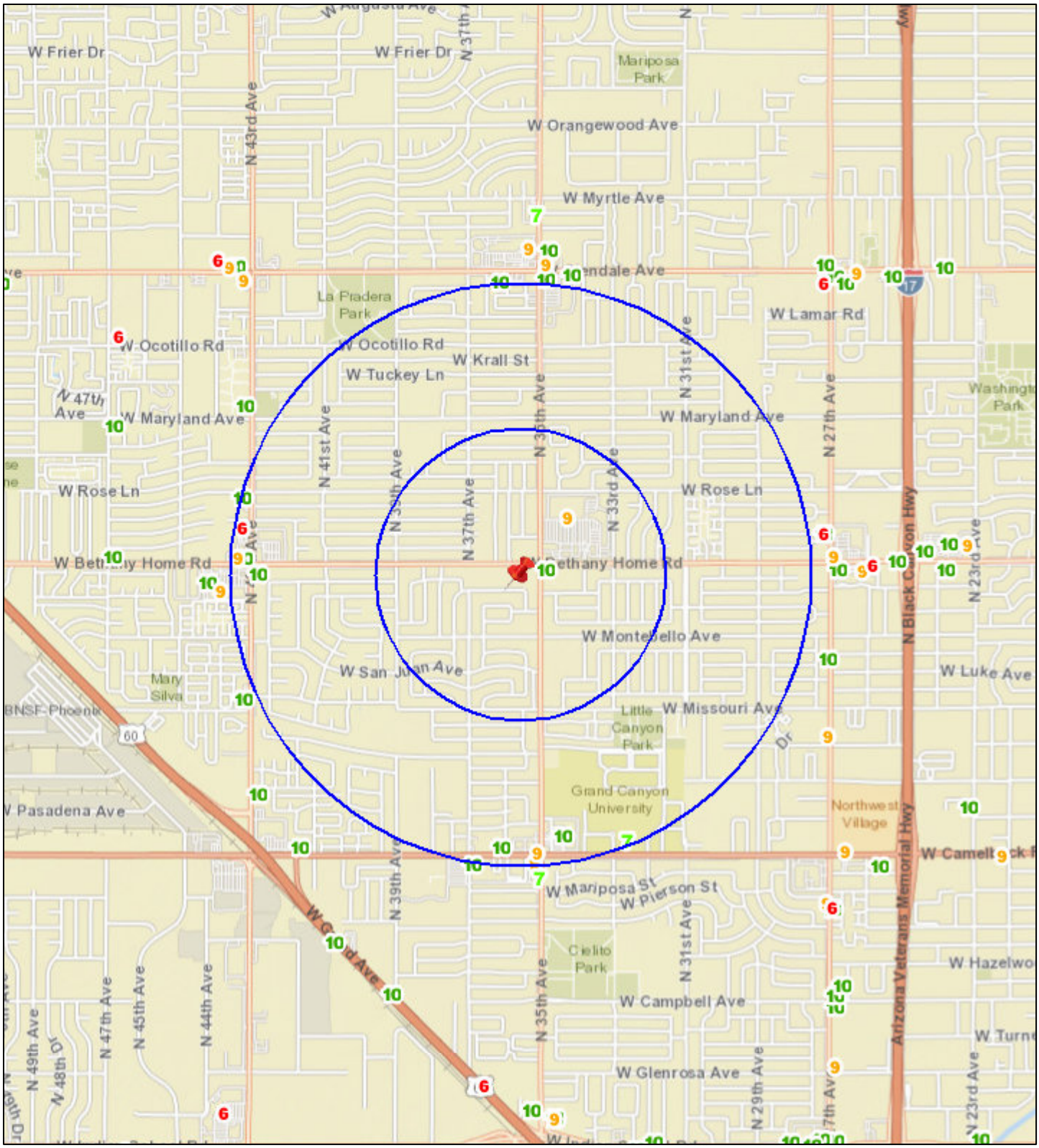
Description	Average	1/2 Mile Average
Parcels w/Violations	50	147
Total Violations	89	264

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1069003	1767	77	0	14
1070002	1741	70	23	18
1070003	1336	82	30	9
1071011	1603	77	10	21
1071012	2416	62	10	43
1071022	2275	45	20	45
1071023	2082	32	14	38
1072011	2335	21	25	49
1072021	3137	64	9	29
Average	0	61	13	19

Liquor License Map: ADDIS ABABA REST & CAFE

3527 W BETHANY HOME RD



N

Date: 4/19/2023

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City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 9

Liquor License - Circle K Store #9580

Request for a liquor license. Arizona State License Application 239295.

Summary

Applicant
Maria Burgess, Agent

License Type
Series 10 - Beer and Wine Store

Location
2440 W. Bethany Home Road
Zoning Classification: C-2
Council District: 5

This request is for a new liquor license for a convenience store that sells gas. This location is currently licensed for liquor sales and has an interim permit.

The 60-day limit for processing this application is June 9, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
Four letters protesting the issuance of this license have been received and are on file in the Office of the City Clerk. The letters are from the Desert Horizon Precinct Block Watch, Ocotillo Glen Neighborhood Association and two local residents. They feel that there are sufficient liquor licenses in the area, noting that they are primarily opposed to a Series 9 - Liquor Store liquor license the applicant had originally applied for at this location, which has since been withdrawn.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"Circle K requires all store personnel to attend an in-house training program. This training is designed to provide a safe and positive customer service environment. As part of the Circle K training program, we provide an Alcohol Training Program that meets the requirements of the Arizona Department of Liquor License Control. Employees must pass a test on Techniques of Alcohol Management that becomes part their employee file. Store Managers are required to attend additional in-house training and obtain certification from the Arizona Department of Liquor License Control. This certification requires submission of fingerprints and includes background investigation."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"Circle K's objective to provide a product, accessible in a convenient manner that meets the need of the surrounding community. Circle K's success depends on us being able to provide products that are in demand."

Staff Recommendation
Staff gave careful consideration to the protest letters received. However, after reviewing the application in its entirety, staff is recommending approval of this application.

Attachments
Liquor License Data - Circle K Store #9580
Liquor License Map - Circle K Store #9580

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: CIRCLE K STORE #9580

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	5	2
Liquor Store	9	6	3
Beer and Wine Store	10	15	7
Restaurant	12	6	0

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	272.74	258.7
Violent Crimes	11.38	60.5	81.84

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

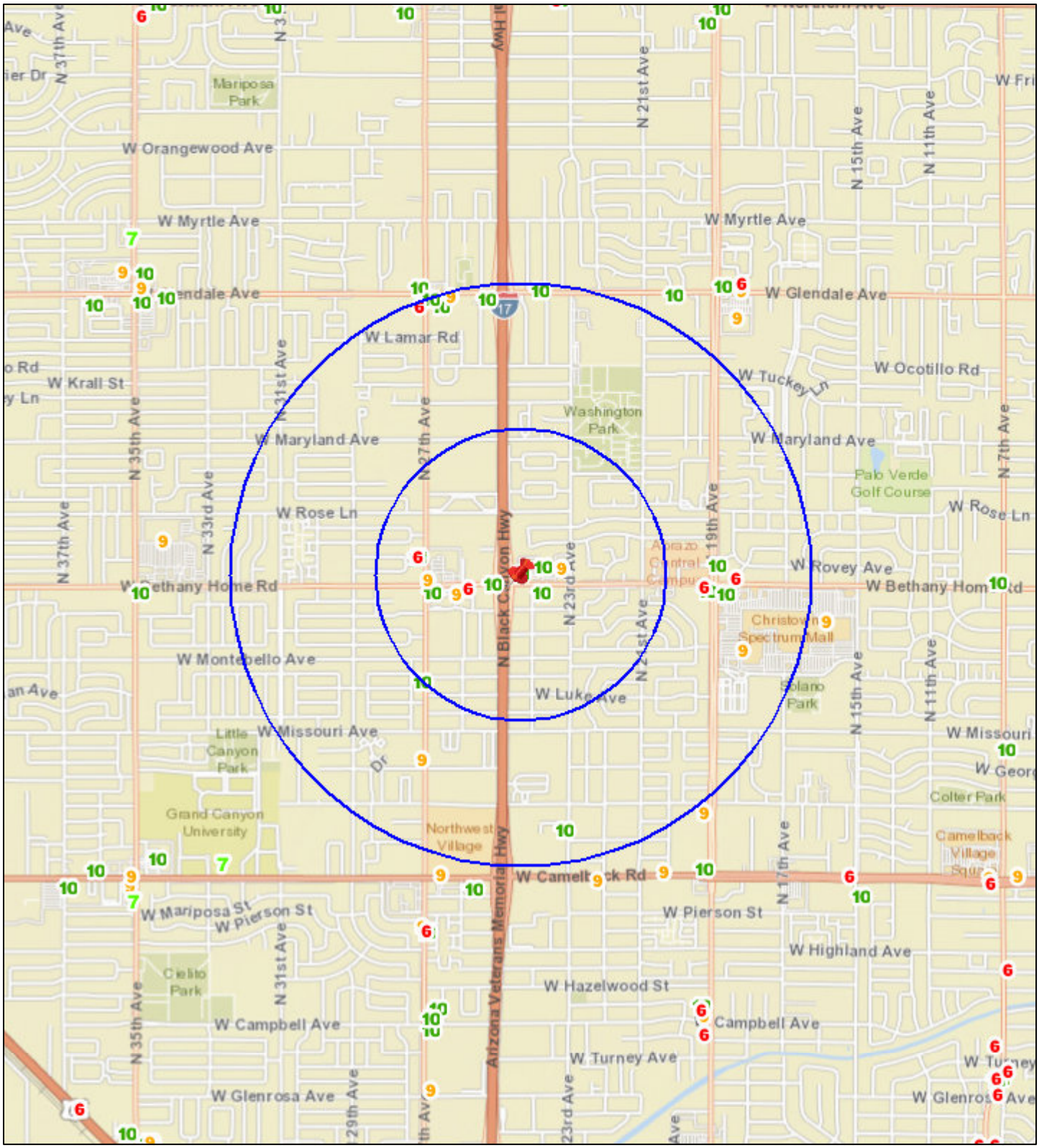
Description	Average	1/2 Mile Average
Parcels w/Violations	51	158
Total Violations	89	316

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1068012	1670	5	28	55
1068013	1083	30	20	33
1068021	1099	60	0	9
1068022	1105	85	21	1
1068023	1633	17	17	34
1069002	2629	71	5	22
1072022	2085	62	5	22
1073001	2203	79	3	6
1073004	2614	23	5	31
Average	0	61	13	19

Liquor License Map: CIRCLE K STORE #9580

2440 W BETHANY HOME RD



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Date: 4/11/2023

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City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 10

Liquor License - Doughbird

Request for a liquor license. Arizona State License Application 233438.

Summary

Applicant
Samuel Fox, Agent

License Type
Series 12 - Restaurant

Location
5600 N. 7th St., Ste. 100
Zoning Classification: C-2
Council District: 6

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and does not have an interim permit. This business is currently being remodeled with plans to open in August 2023.

The 60-day limit for processing this application is June 4, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have the capability, reliability and qualifications to hold a liquor license because: I have owned and operated restaurants in Phoenix in compliance with all liquor laws over the last 24 years. I have completed the Department of Liquor and Licenses Control liquor service training."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"Doughbird restaurant with serve roasted chicken, pizza, salads and a variety of sandwiches for casual dine in and for take out. We believe the public will benefit from having a glass of wine, cold beer or a mixed drink with their dine-in meal."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Doughbird
Liquor License Map - Doughbird

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: DOUGHBIRD

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	0
Bar	6	5	2
Beer and Wine Bar	7	12	0
Liquor Store	9	6	3
Beer and Wine Store	10	9	1
Restaurant	12	55	20

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	112.2	109.97
Violent Crimes	11.38	13.82	12.52

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

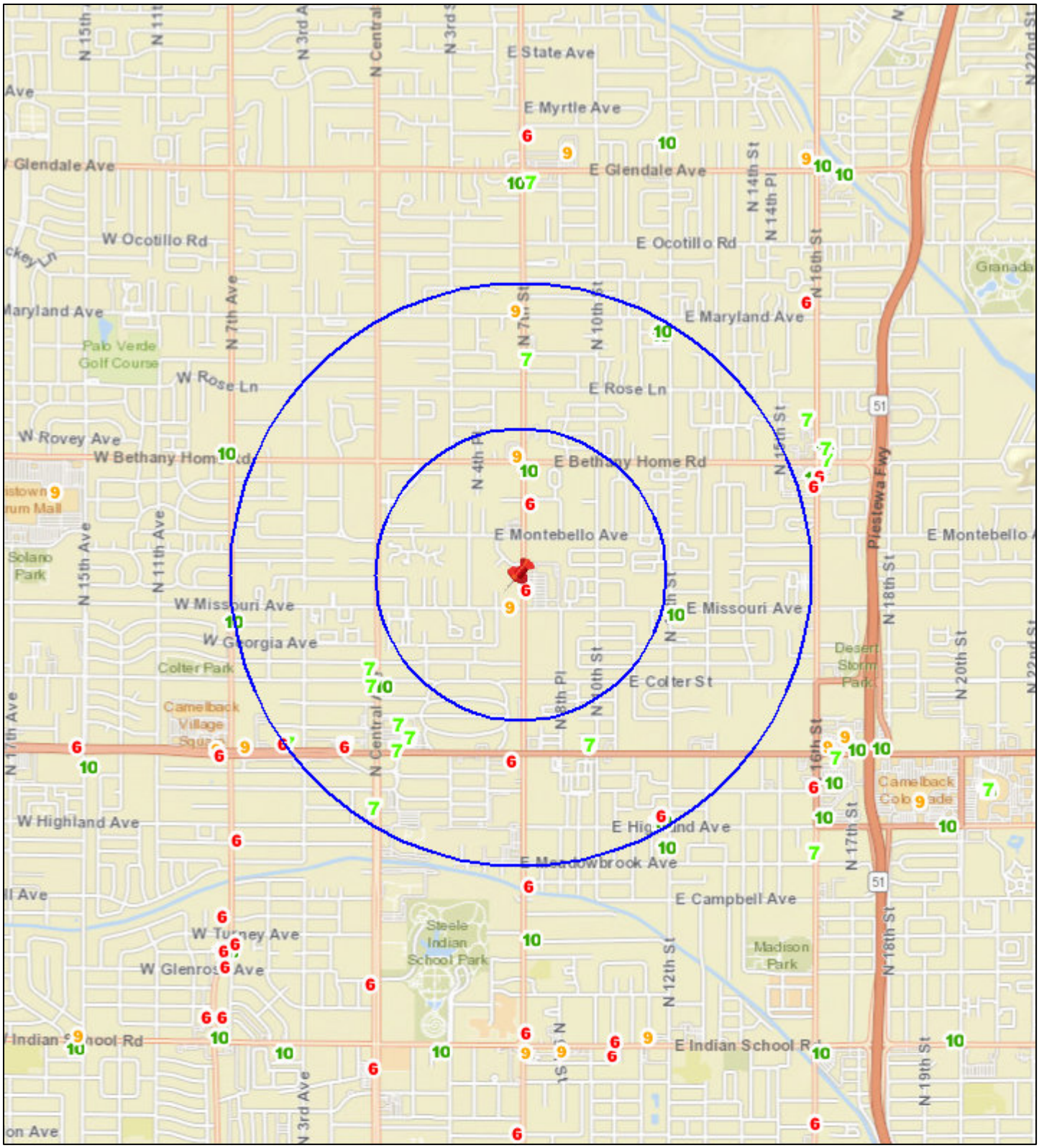
Description	Average	1/2 Mile Average
Parcels w/Violations	51	39
Total Violations	89	65

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1065012	1594	61	18	32
1066002	2064	83	7	5
1075001	758	80	2	3
1075002	1458	74	7	15
1076011	319	65	16	46
1076012	904	38	24	23
1076013	1748	38	8	17
Average	0	61	13	19

Liquor License Map: DOUGHBIRD

5600 N 7TH ST



N

Date: 4/7/2023

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City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 11

Liquor License - Global Ambassador Hotel

Request for a liquor license. Arizona State License Application 06070459.

Summary

Applicant
Samuel Fox, Agent

License Type
Series 6 - Bar

Location
4360 E. Camelback Road
Zoning Classification: PUD
Council District: 6

This request is for an ownership and location transfer of a liquor license for a bar. This location was not previously licensed for liquor sales and does not have an interim permit. This business is currently under construction and has plans to open in November 2023.

The 60-day limit for processing this application is June 11, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have the capability, reliability and qualifications to hold a liquor license because I have owned and operated restaurants in Phoenix in compliance with all liquor laws over the last 24 years. I have completed the Department of Liquor and Licenses Control liquor service training."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"The Global Ambassador Hotel will contain several restaurants for the guests and the public to enjoy. We will have four different restaurants on the hotel premises. Each restaurant serves food and we believe the public will benefit from having a glass of wine, cold beer and mixed drink with their meal."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Global Ambassador Hotel
Liquor License Map - Global Ambassador Hotel

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: GLOBAL AMBASSADOR HOTEL

Liquor License

Description	Series	1 Mile	1/2 Mile
Wholesaler	4	1	0
Bar	6	1	1
Beer and Wine Bar	7	3	1
Liquor Store	9	3	2
Beer and Wine Store	10	4	1
Restaurant	12	20	10

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	60.01	46.28	64.86
Violent Crimes	11.51	3.18	4.03

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

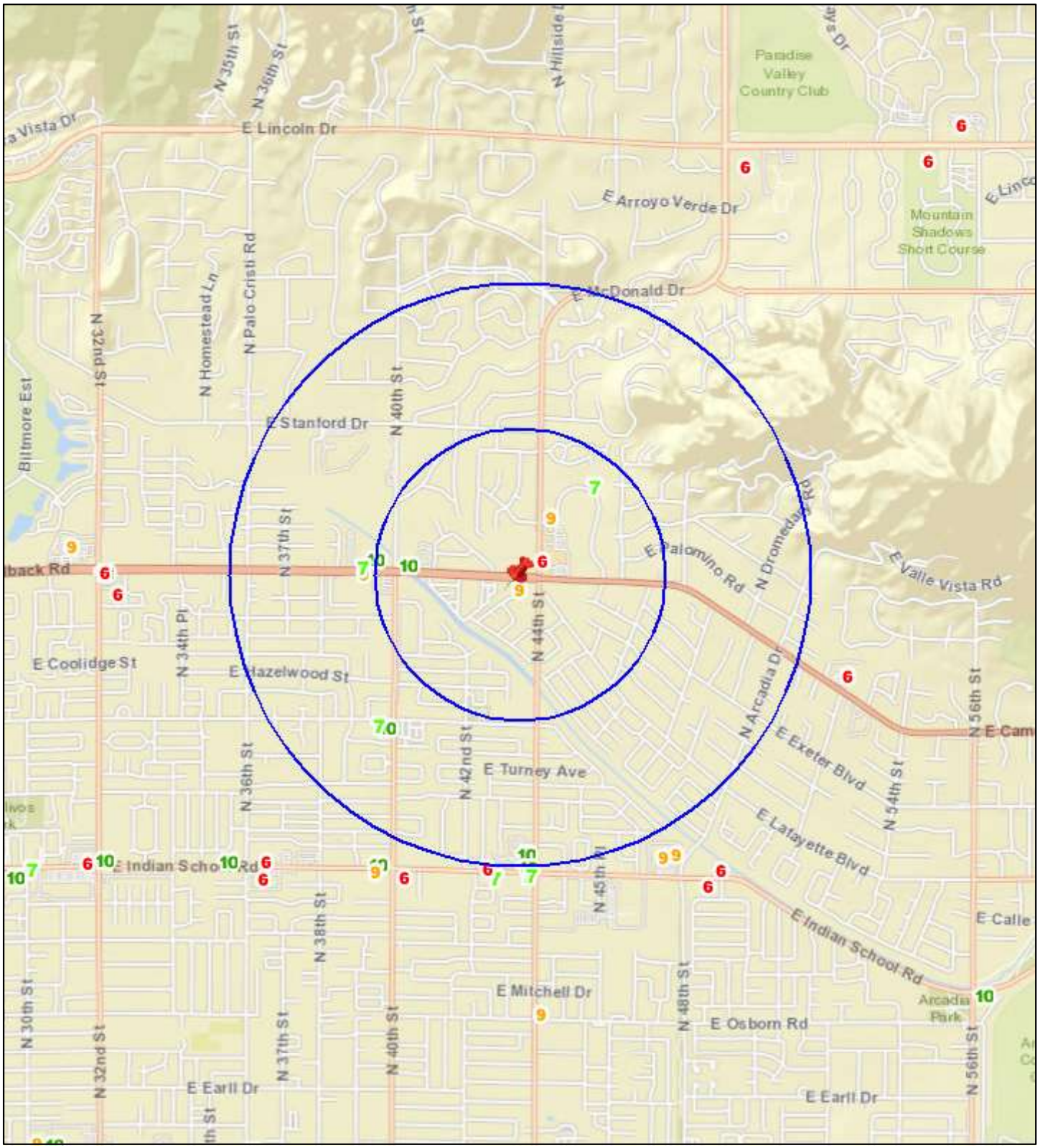
Description	Average	1/2 Mile Average
Parcels w/Violations	50	13
Total Violations	88	18

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1051033	1364	100	22	0
1079002	1436	98	17	7
1079003	1457	31	6	6
1081001	1849	78	1	7
1082001	717	56	23	6
1082002	1178	45	8	8
1083011	1100	89	14	0
1083013	982	75	18	1
Average	0	61	13	19

Liquor License Map: GLOBAL AMBASSADOR HOTEL

4360 E CAMELBACK RD



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Date: 5/9/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 12

Liquor License - 7-Eleven #23215A

Request for a liquor license. Arizona State License Application 239456.

Summary

Applicant
Jatinder Singh, Agent

License Type
Series 10 - Beer and Wine Store

Location
3948 E. Thomas Road
Zoning Classification: C-2
Council District: 8

This request is for a new liquor license for a convenience store that does not sell gas. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is June 2, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
The ownership of this business has an interest in other active liquor license(s) in the

State of Arizona. This information is listed below and includes liquor license violations on file with the AZ Department of Liquor Licenses and Control and, for locations within the boundaries of Phoenix, the number of aggregate calls for police service within the last 12 months for the address listed.

7-Eleven #24169D (Series 10)
850 E. Bell Road, Phoenix
Calls for police service: 75
Liquor license violations: None

7-Eleven #26086D (Series 10)
3201 E. Shea Boulevard, Phoenix
Calls for police service: 9
Liquor license violations: None

Mission Market (Series 9)
8818 S. Avenida Del Yaqui, Guadalupe
Calls for police service: N/A - not in Phoenix
Liquor license violations: None

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"Applicant is committed to upholding the highest standards for business and maintaining compliance with applicable laws. Managers and staff will be trained in the techniques of legal and responsible alcohol sales and service."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"7-Eleven #23215A is a one-stop shop for convenience items and has been in operation for many years. Under new franchise ownership, applicant would like to continue to offer beer and wine to its customers 21 and over."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - 7-Eleven #23215A
Liquor License Map - 7-Eleven #23215A

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: 7-ELEVEN #23215A

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	1
Bar	6	7	2
Beer and Wine Bar	7	1	1
Liquor Store	9	6	1
Beer and Wine Store	10	8	4
Restaurant	12	14	6

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	58.75	41.74	8.7
Violent Crimes	11.25	8.62	3.29

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

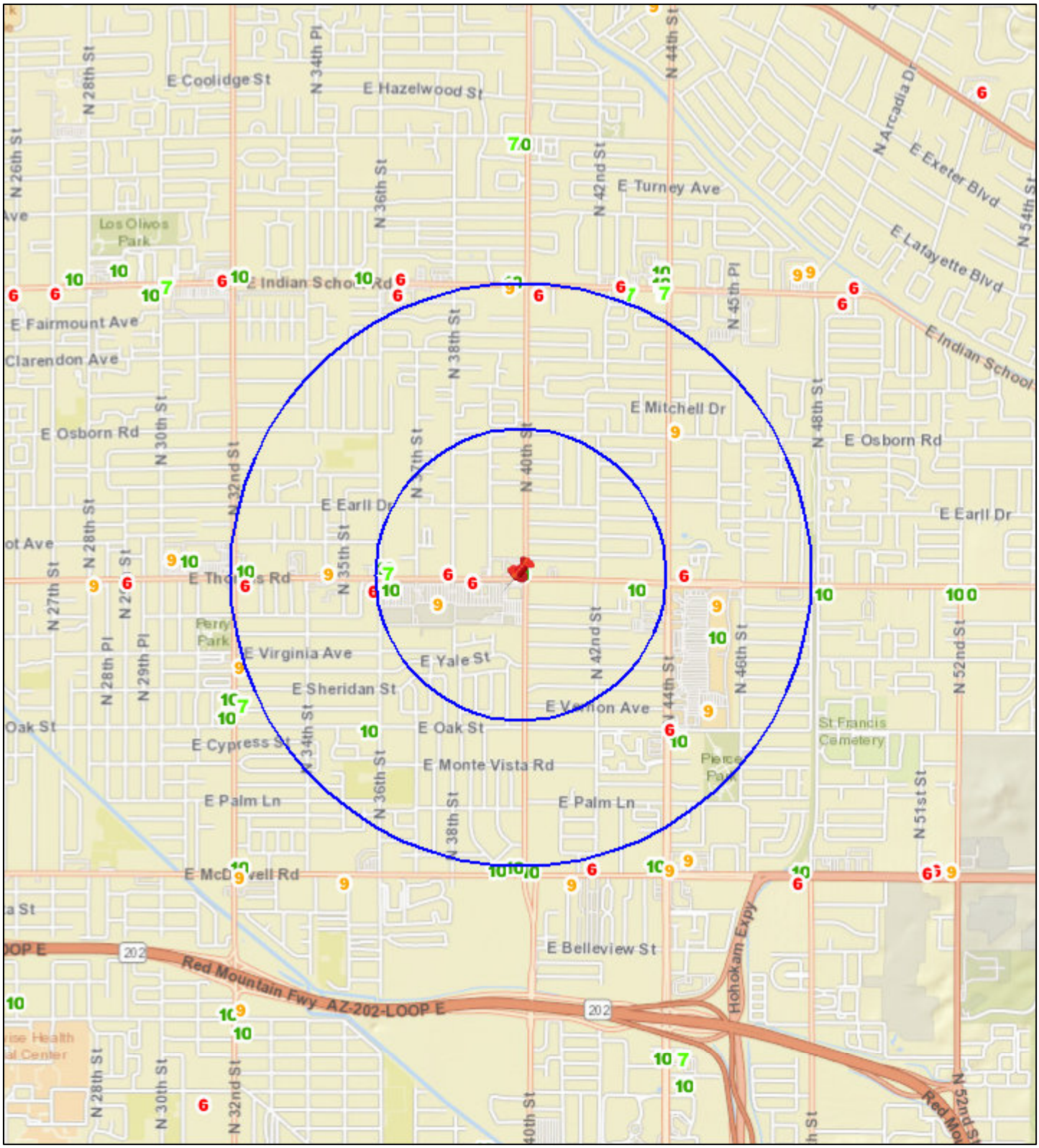
Description	Average	1/2 Mile Average
Parcels w/Violations	51	77
Total Violations	89	117

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1109012	2669	23	19	27
1109021	2609	33	21	40
1109022	2224	39	7	18
1110002	1105	63	8	19
1110003	1587	64	17	24
1113002	930	52	7	20
1114011	2444	62	7	27
1114021	1986	38	14	27
Average	0	61	13	19

Liquor License Map: 7-ELEVEN #23215A

3948 E THOMAS RD



N

Date: 4/4/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 13

Liquor License - American Premium Vodka

Request for a liquor license. Arizona State License Application 239573.

Summary

Applicant
Mark Scott, Agent

License Type
Series 18 - Craft Distiller

Location
2841 E. Bell Road, Ste. 101
Zoning Classification: C-2
Council District: 2

This request is for a new liquor license for a craft distillery. This location was not previously licensed for liquor sales and does not have an interim permit. This business has plans to open in June 2023.

The 60-day limit for processing this application is June 6, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"30+ Year Industry Leader (Resume Attached). Federal Liquor License/Permit Aquired harit New Brand Established to support American Legion and VFW Veteran Charities. AZ Title 4 Management Certificate (Attached)."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"American Premium Vodka Donates $1 from every bottle sold to the American Legion and VFW Charities In Honor of Real American Heroes - Our Veterans! Facility Not Open to the Public."

Staff Recommendation
Staff recommends disapproval of this application based on a Finance Department recommendation for disapproval. The applicant has not demonstrated the capability, qualifications and reliability to hold and control a liquor license.

Attachments
Liquor License Data - American Premium Vodka
Liquor License Map - American Premium Vodka

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: AMERICAN PREMIUM VODKA

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	0
Bar	6	4	1
Beer and Wine Bar	7	2	0
Liquor Store	9	7	4
Beer and Wine Store	10	9	1
Restaurant	12	14	11

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	59.36	125.66	116.34
Violent Crimes	11.38	24.57	28.76

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

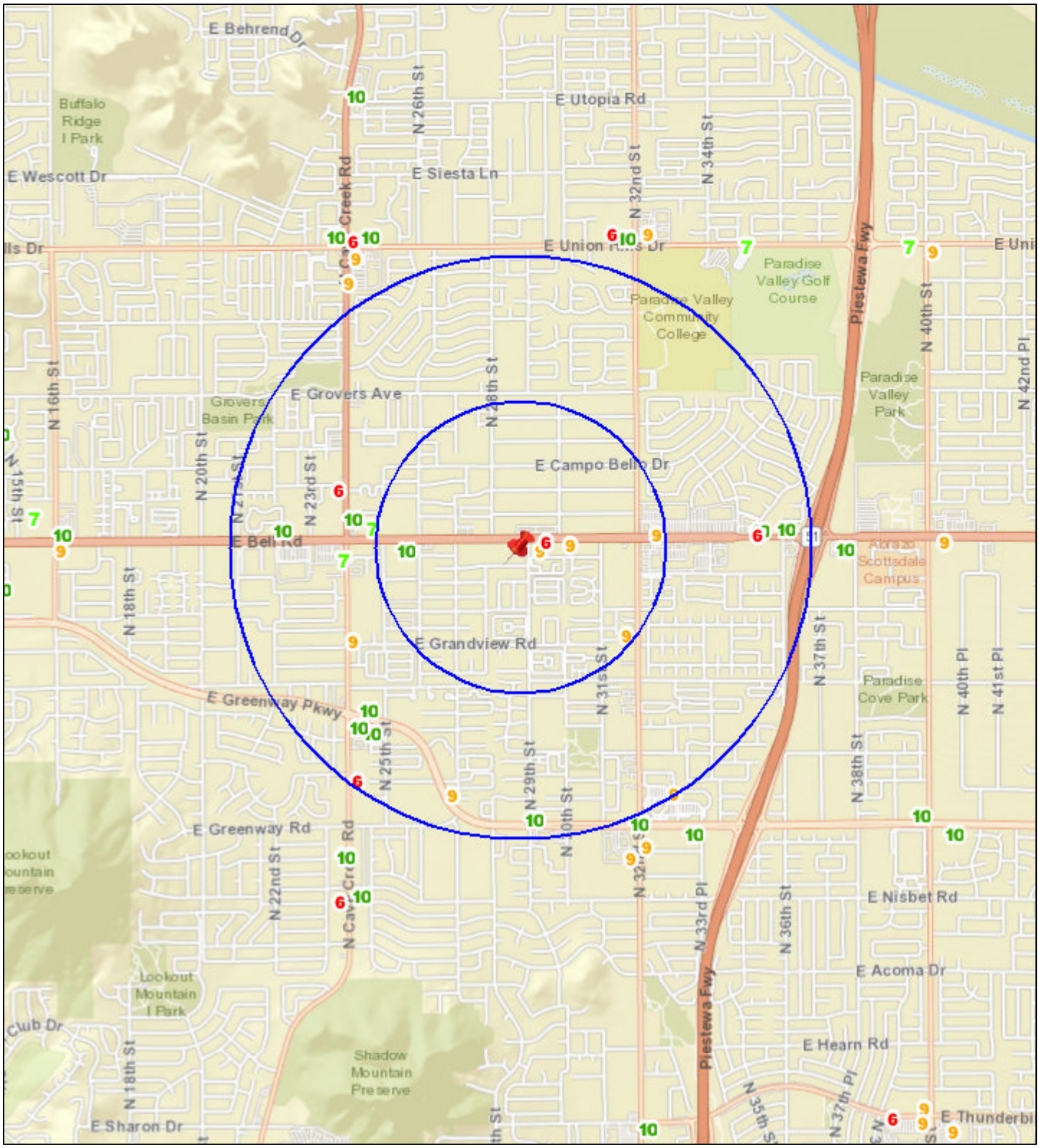
Description	Average	1/2 Mile Average
Parcels w/Violations	51	86
Total Violations	89	156

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1033032	1103	78	9	18
1033041	1926	47	13	34
1033042	1219	2	16	38
1033043	1952	26	28	48
1033051	1180	47	29	35
1033052	2333	59	9	30
1033062	2272	17	22	37
6195003	2362	65	14	8
6196001	2094	72	11	3
Average	0	61	13	19

Liquor License Map: AMERICAN PREMIUM VODKA

2841 E BELL RD



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Date: 4/11/2023

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City Clerk Department

PAYMENT ORDINANCE (Ordinance S-49701) (Items 14-39)

Ordinance S-49701 is a request to authorize the City Controller to disburse funds, up to amounts indicated below, for the purpose of paying vendors, contractors, claimants and others, and providing additional payment authority under certain existing city contracts. This section also requests continuing payment authority, up to amounts indicated below, for the following contracts, contract extensions and/or bids awarded. As indicated below, some items below require payment pursuant to Phoenix City Code section 42-13.

14 **DS Griffen & Associates**

For $25,000 in payment authority to purchase strategic consulting services for the Phoenix Fire Department (PFD). The primary role will be to facilitate a series of stakeholder input sessions as well as a subsequent workshop to develop the overall strategic planning framework for the PFD. The process will include input sessions from key PFD staff members and operational professionals to provide their assessment of PFD today and the challenges ahead. Sessions with representatives from the Phoenix business community and a citizen-oriented session will provide understanding with the current views and reputation of the PFD . A final session will be held with City stakeholders and key department heads that will be interacting with the PFD in the future. Following the input sessions, the final analysis will be completed and returned to the PFD leadership team. Funding is available through the Phoenix Fire Department budget for Fiscal Year 2022-23.

15 **Avolve Software Corporation**

For $80,691 in payment authority to purchase annual software maintenance and support renewal service for the Planning and Development Department. An electronic review process software known as ProjectDox will assist Planning and Development staff with workflow capability. Staff in Planning and Development are responsible for the

intake, tracking and review process of construction plans. After hard copy plans are submitted, they go through a complex routing process for review to ensure that multiple disciplines and/or departments along with infrastructure providing outside entities can review and provide comments to minimize in the field construction problems. ProjectDox reduces process times and integrates with the existing KIVA system. Funding is available through the Planning and Development Department budget for Fiscal Year 2022-23.

16 **MG Trust Investments, LLC doing business as American Bindery & Mailing**

For $20,000 in additional payment authority for Contract 149374 for mail service processing for the Police and City Clerk departments. Contractor provides all labor, transportation, equipment and supplies necessary for the processing of special, first class and bulk mailings on an as-needed basis at various City locations.

17 **Healthy Outcomes, Inc., doing business as Balancing Act**

For $12,000 in payment authority to purchase simulation analysis services from Healthy Outcomes, Inc., doing business as Balancing Act, for the Planning and Development Department (PDD). PDD is kicking off an intense and varying series of public participation events to solicit feedback on the General Plan 2025 Update. This process is expected to facilitate conversations with all Phoenicians. Balancing Act provides a unique set of methods and approaches to ensure all citizens can engage and give input over the next several months. One aspect of the public participation plan is to enhance the online presence and input-gathering opportunities through interactive media beyond the typical department website and web presence. The City Council approved the General Plan Citizen Participation Plan in the fall of 2022. The proposed tool utilization will cover the time frame between May 31, 2023, and Dec. 28, 2023, and will be paid through PDD’s Fiscal Year 2022-23 operating budget.

18 **Smith's Detection Inc.**

For $15,940 in payment authority to purchase annual maintenance service for four X-ray machines for the Phoenix Police Department (PPD). PPD is responsible for on-site security for several critical infrastructure buildings

within the downtown footprint (Calvin Goode, City Hall, Council Chambers, and 305 Mail Room). The X-Ray machines screen members of the public entering the buildings to detect prohibited items and ensure the safety of those within the buildings. The maintenance agreement and support guarantee immediate maintenance response when an issue is detected. The funds are available in the Police Department operating budget.

19 **Asset Security Tracking and Recovery, LLC**

For $96,317 in payment authority to purchase 10 LED covert camera heads for the Phoenix Police Department. The camera equipment sends a video signal to the Police Department server to allow detectives to review footage in felony criminal investigations. Utilizing the camera equipment minimizes risks to detectives, and allows more time for personnel to meet demands within the department. The funds are available in the Police Department operating budget.

20 **Gabriel Roeder Smith & Company**

For $80,000 in additional payment authority on Contract 155166 for actuarial services for the Finance Department. The services are required to determine asset and liabilities for other post-employment benefits and compensated absences as required by Governmental Accounting Standards and other special studies as needed.

21 **Standard Coating Company**

For an additional $43,000 in payment authority to purchase specialty art painting services for the Office of Arts and Culture. The funds will be used to paint the Cave Creek Tower Art Structure at Rose Mafford Sports Complex. Standard Coating Company is a qualified local vendor that originally coated and painted the existing outdoor art structures and other elements.

22 **Demers Ambulance USA, Inc.**

For $96,600 in additional payment authority to purchase four ambulance chassis for the Fire Department. The additional funds are being requested to support a change order due to the original Dodge chassis no longer being available, requiring a change to a Ford chassis.

23 **Hunter Contracting Co.**

For $1,146,180 in additional payment authority for Contract 153785 Change Order 1 (WS90500295-5), Relief Sewer Project - Van Buren and 52nd Streets, for the Water Services Department. The original contract included 500 lineal feet of hard rock trenching. The actual lineal footage of hard rock trenching encountered was 2,865 lineal feet. The increased quantity of hard rock trenching increased the project cost and project duration. This project uses Water Services Department Capital Improvement Program funds; no general funds are required.

24 **City of Glendale**

For $65,000 in additional payment authority for Intergovernmental Agreements 114154 and 114155 pertaining to treated sewer service and treated water service to an area located in Phoenix. The Intergovernmental Agreements provide for sewer and water service to the area of Arizona State Route 101 and 51st Avenue located within the boundaries of the City of Phoenix but outside the City's system, for the Water Services Department.

25 **City of Scottsdale**

For $50,000.00 in payment authority for Contract 69310 with the City of Scottsdale, pursuant to the Memorandum of Understanding of Overlapping Retail Sewer Services for the Water Services Department. The City of Scottsdale provides sewer services at a wholesale rate to Phoenix customers for sewer areas within Phoenix boundaries but outside the Water Services Department's distribution and Wastewater Collection area.

26 **City of Mesa**

For $100,000 for annual payment authority for the water, wastewater, solid waste and gas costs associated with the Val Vista Water Treatment Plant, including yearly maintenance and repair shutdown for the Water Services Department. During the shutdown, services are purchased from the City of Mesa for the site, including potable water, wastewater services, solid waste services for removing debris from the Salt River Project South Canal, and natural gas services to power standby generators.

27 **State of Arizona Department of Environmental Quality**

For $525,000 in annual payment authority for Fiscal Year 2023-24 permit fees and permit renewal fees for the Water Services Department. The funds will be used for annual operating permits, hazardous waste permits, quarterly disposal fees for all Water Services Department wastewater and water facilities, fees for acceptance and review of required compliance reports, fees for inspection of facilities for compliance with regulations, and fees for document review of paperwork necessary to make changes to permits.

28 **Goldman Sachs Renewable Power Operating Company, LLC, doing business as Solar Star Arizona III, LLC**

For $1,400,000 for annual payment authority for Contract 132993 to provide solar power services to the Lake Pleasant Water Treatment Plant for the Water Services Department. The 7.5-megawatt solar facility produces approximately 75 percent of the plant's power needs.

29 **Salt River Project Agriculture Improvement and Power District doing business as SRP**

For $16,766.33 in payment authority for design and construction of electrical facilities for the 32nd Street and Thomas Road Signalized Intersection number T3376230 for project ST89340623 for the Street Transportation Department. SRP needs to make changes to their power design in order to install the signal.

30 **Salt River Project Agriculture Improvement and Power District doing business as Salt River Project**

For $18,860 in payment authority for construction of a street light circuit T3081256 along Roeser Road between 32nd and 37th streets for project ST87100169-1. Salt River Project is to install junction boxes, lights and conductor for the Street Transportation Department.

31 **Salt River Valley Water Users' Association Doing Business as Salt River Project**

For $3,100,000 in payment authority for Contract 59580 for the Water Transportation Agreement to transfer water from the Salt River Valley Water Users' Association dba Salt River Project to the City, and for Salt

and Verde river water delivery pursuant to water rights held by the City for Fiscal Year 2023-24 for the Water Services Department (WSD). WSD treats and delivers water for lands within the Salt River Reservoir District which have rights to the water stored and developed by Salt River Project.

32 **Central Arizona Water Conservation District doing business as Central Arizona Project**

For $47,575,000 in payment authority for Contract 132409 and Contract 108079 for Fiscal Year 2023-24 for delivery of Colorado River water to the City of Phoenix for the Water Services Department. The agreement provides irrigation, municipal, and industrial water to the Phoenix service area.

33 **EPCOR Water USA, Inc.**

For $70,000 for annual payment authority for Contract 93040 to provide water and wastewater treatment services for the West Anthem service area for the Water Services Department.

34 **Arizona Department of Health Services**

For $20,000 in payment authority for State of Arizona regulatory laboratory license fees for the Water Services Department. The City is required to pay an annual renewal fee to maintain the Water Services laboratory compliance testing licensure and comply with state and federal regulations. Valid licensure is required for the laboratory to perform regulatory compliance testing.

35 **Phoenix Newspapers, Inc., doing business as Republic Media, The Arizona Republic, AZ Business Gazette**

For $20,000 in payment authority to purchase Industrial Pretreatment Program Significant Noncompliance and Pretreatment Settlement Agreement publications for the Water Services Department. The publications are mandatory public notices that inform residents of industries that are in significant noncompliance with the Industrial Pretreatment program standards.

36 **Regents of the University of California doing business as University of California, San Diego**

For $20,000 in payment authority to purchase professional training

courses in Fiscal Year 2023-24 for the Water Services Department (WSD). WSD safety and training staff are required to maintain their Occupational Safety and Health Administration (OSHA) certification to ensure staff can train WSD employees on OSHA regulations.

37 **Settlement of Claim(s) Sandberg v. City of Phoenix**

To make payment of up to $1,650,000 in settlement of claim(s) in *Sandberg v. City of Phoenix*, CV2022-016752, 21-1145-001, BI, GL, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of a claim involving the Fire Department that occurred on Dec. 31, 2021.

38 **Settlement of Claim(s) State Farm v. City of Phoenix**

To make payment of up to $33,000 in settlement of claim(s) in *State Farm v. City of Phoenix*, 22-0059-001, AU, PD, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of an automobile property damage claim involving the Police Department that occurred on Feb. 7, 2022.

39 **Settlement of Claim(s) Velazquez Lopez v. City of Phoenix**

To make payment of up to $32,000 in settlement of claim(s) in *Velazquez Lopez v. City of Phoenix,* 22-0304-001, AU, BI, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of an auto accident claim involving the Water Services Department that occurred on April 7, 2022.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 40

Public Hearing on the 2023-28 Capital Improvement Program

As required by the City Charter, this item requests the City Council conduct a public hearing on the 2023-28 Capital Improvement Program for purposes of receiving public comments.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 41

Adoption of the 2023-28 Capital Improvement Program (Resolution 22127)

Request City Council approval of a resolution adopting a 2023-28 Capital Improvement Program (CIP) for the City of Phoenix. This resolution does not appropriate or commit any public funds, but represents an endorsement of the proposed capital improvements and the five-year plan of expenditure as a reasonable and desirable plan to be accomplished by the City. A five-year capital plan is considered a best financial practice.

Summary

The Five-Year CIP is a plan for the replacement, expansion and improvement of city infrastructure, facilities and technology used to deliver community services. It is financed from pay-as-you-go funds, property tax and revenue supported bond proceeds, federal, state and other participation funds, passenger facility charges, customer facility charges, participation by other governmental entities in certain projects, development impact fees, capital grants, capital reserves, solid waste remediation funds and other capital funding sources.

The Preliminary Five-Year CIP was presented to the City Council on March 21, 2023. The 2023-28 CIP proposed for adoption includes adjustments to reflect carryovers and known cost and resource changes.

The City Charter requires that the Five-Year CIP be adopted by resolution following the advertised public hearing, which this year will take place at the Formal meeting on May 31, 2023.

Adoption of the resolution **(Attachment A)** does not commit any funds, but represents an endorsement of the CIP as a desirable plan to be accomplished over the next five years. The first year of the CIP is adopted by ordinance as part of the annual budget adoption process, which provides the only authority to commit funds.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED RESOLUTION

RESOLUTION #####

A RESOLUTION ADOPTING A 2023-28 CAPITAL IMPROVEMENT PROGRAM FOR THE CITY OF PHOENIX.

WHEREAS the provisions of Section 18, Chapter XVIII, Phoenix City Charter require that the City Manager submit to the City Council a five-year capital improvement program; and

The City Manager having prepared a five-year program listing all capital improvements proposed to be undertaken during the next ensuing fiscal years beginning July 1, 2023, and ending June 30, 2028; and

Said programs having been submitted to the City Council and filed of record under the title "Preliminary 2023-2028 Capital Improvement Program," in the office of the City Clerk; and

A public hearing on the program having been held on May 31, 2023, at 2:30 p.m. at the Council Chambers of the City of Phoenix, 200 West Jefferson, Phoenix, Arizona; notice of the time, date and place of said hearing having been placed in the official City newspaper and posted on the official bulletin boards not less than two weeks prior to the hearings; and the City Council having considered all matters appropriate thereto;

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

SECTION 1. That the proposed five-year capital improvement program of all capital improvements to be undertaken by the City of Phoenix for the five next ensuing fiscal years commencing July 1, 2023, and consisting in general of the following items and amounts:

Program	Five-Year Total
Arts and Cultural Facilities	$902,000
Aviation	1,962,568,000
Economic Development	48,501,000
Environmental Programs	1,262,000
Facilities Management	134,968,000
Finance	1,031,000
Fire Protection	54,594,000
Historic Preservation & Planning	26,563,000
Housing	172,801,000
Human Services	7,763,000
Information Technology	153,339,000
Libraries	13,954,000
Municipal Court	7,000,000
Neighborhood Services	12,888,000
Non-Departmental Capital	1,077,696,000
Parks, Recreation & Mountain Preserves	350,671,000
Phoenix Convention Center	79,232,000
Police Protection	45,259,000
Public Art Program	19,903,000
Public Transit	1,375,881,000
Regional Wireless Cooperative	30,005,000
Solid Waste Disposal	87,082,000
Street Transportation & Drainage	1,089,039,000
Wastewater	1,543,554,000
Water	1,722,347,000
Total	$10,018,803,000

All as is more explicitly set forth in the document entitled "2023-2028 Capital Improvement Program" and in a section of the document entitled "The 2023-

DRAFT

2024 Phoenix Detail Budget," to be submitted by the City Manager and filed with the City Clerk, is adopted as the capital improvement program of the City.

SECTION 2. The adoption of this program is a statement of present goals and objectives subject to actual annual appropriation by budget procedure and adoption and to expenditure by regular fiscal payment ordinance.

PASSED by the Council of the City of Phoenix this 31st day of May, 2023.

_____

M A Y O R

ATTEST:

_____City Clerk

APPROVED AS TO FORM:

_____Acting City Attorney

REVIEWED BY:

_____City Manager

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City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 42

Public Hearing on Adoption of the Tentative 2023-24 Annual Budget Ordinances

As required by the City Charter and State statute, this item requests the City Council conduct a public hearing on the adoption of the tentative 2023-24 Annual Budget ordinances (see **Attachments A and B** for additional information).

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

Adoption of the Annual Tentative 2023-2024 Budget Ordinances

This report provides backup information to items on the May 31, 2023 Council Formal agenda regarding adoption of the Tentative 2023-2024 Budget ordinances. These are the annual steps required by City Charter and State Law.

State law requires adoption of the annual Tentative Budget ordinances, followed by two consecutive weeks of publication of the adopted Tentative Budget in the legally prescribed format. Detailed budget schedules prepared on forms provided by the State Auditor General's Office and Truth in Taxation notice in accordance with state law are attached to this report.

Adoption of the Tentative 2023-2024 budget ordinances requires the following:

1. Holding a public hearing

2. Adoption of the Tentative 2023-2024 Budget ordinance. This ordinance adopts the portion of the Tentative Budget financed from operating resources. It represents the 2023-2024 Budget approved by the City Council on May 16.

3. Adoption of the Tentative 2023-2024 Capital Funds Budget ordinance. This ordinance adopts the portion of the Tentative Budget financed from capital funds and is included in the first fiscal year of the 2023-2028 Capital Improvement Program.

4. Adoption of the Tentative 2023-2024 Reappropriated Funds Budget ordinance. This budget ordinance is required to rebudget funds that were contractually committed in the prior fiscal year but not yet fully expended. Since budget appropriations expire on June 30 of each fiscal year, this ordinance re-establishes the appropriations for payment of vendors as goods and services are received.

   For example, on August 31, 2022, the City Council awarded a contract to J.E. Dunn Construction Company, Inc. to provide Construction Manager at Risk Construction Services for the Deer Valley Airport Police Hangar and Apron Replacement project. The amount of the contract was $18,500,000, which was encumbered, or committed using the 2022-2023 Aviation Capital Improvement Program budget appropriation. However, to-date payments on this contract have not yet occurred and will extend into fiscal year 2023-2024. The contract amount is included in the Reappropriated Funds ordinance to ensure the spending authority is in place for future payments made on this contract during the 2023-2024 fiscal year.

REMAINING STEPS

Following this action, the Tentative 2023-2024 Budget information will be advertised for two consecutive weeks in accordance with state law.

State law also requires adoption of the Final 2023-2024 Budget ordinances following the two weeks of advertised publications of the adopted Tentative Budget. The City Charter

requires Council adopt the budget on or before the last day of June each year. As a result, adoption of the Final 2023-2024 Budget is scheduled for the June 14, 2023 Council Formal meeting. The June 14, 2023 actions will include the Final 2023-2024 Budget ordinance, the Final 2023-2024 Capital Funds Budget ordinance, and the Final 2023-2024 Reappropriated Funds Budget ordinance. Both state law and the City Charter require holding public hearings prior to adoption of the Budget ordinances.

Also on the June 14, 2023 agenda there will be several items necessary to close out the current fiscal year and prepare for the annual independent audit. A separate City Council Report will be provided explaining these funding plan close-out items for the June 14, 2023 agenda.

The 2023-2024 Property Tax Levy will be brought forward for adoption on July 3, 2023, as state law requires this to occur at least 14 days after adoption of the Final Budget. The City Charter requires adoption of the Property Tax Levy no later than the last regularly scheduled meeting in July. Based on the May 16, 2023 City Council action, the levy will reflect a total property tax rate of $2.0992 per $100 of assessed valuation.

Attachment B - State Forms A through G and Truth in Taxation Notice

CITY OF PHOENIX, ARIZONA
Summary Schedule of Estimated Revenues and Expenditures/Expenses
Fiscal Year 2023-24
(In Thousands)

Fiscal Year		Sch	FUNDS						
			General Fund	Special Revenue Fund	Debt Service Fund	Capital Projects Fund	Enterprise Funds Available	Reappropriation Funds	Total All Funds
2023	Adopted/Adjusted Budgeted Expenditures/Expenses*	E	1,779,781	2,192,105	208,911	1,820,794	1,797,044	2,246,442	10,045,077
2023	Actual Expenditures/Expenses**	E	1,627,796	1,576,861	206,818	513,596	1,500,239	1,352,821	6,778,131
2024	Fund Balance/Net Position at July 1***		204,065	1,060,297	100	967,327	1,166,797	2,237,406	5,635,992
2024	Primary Property Tax Levy	B	206,935						206,935
2024	Secondary Property Tax Levy	B			131,092				131,092
2024	Estimated Revenues Other than Property Taxes	C	237,358	3,356,813	3,846	1,559,803	1,668,897		6,826,717
2024	Other Financing Sources	D	2,457	2,483		600,000	6,507		611,447
2024	Other Financing (Uses)	D							
2024	Interfund Transfers In	D	1,561,419	770,741		16,281	104,925		2,453,366
2024	Interfund Transfers (Out)	D	183,565	2,182,977	47	19,594	83,919		2,470,102
2024	Reduction for Amounts Not Available:								
LESS:	Amounts for Future Debt Retirement:								
	Future Capital Projects								
	Maintained Fund Balance for Financial Stability								
2024	Total Financial Resources Available		2,028,668	3,007,357	134,991	3,123,817	2,863,207	2,237,406	13,395,446
2024	Budgeted Expenditures/Expenses	E	2,028,668	2,534,591	134,892	2,635,916	2,051,886	2,237,406	11,623,359

EXPENDITURE LIMITATION COMPARISON	2023	2024
1. Budgeted expenditures/expenses	$ 7,798,635	$ 9,385,953
2. Add/subtract: estimated net reconciling items	(748,587)	(969,972)
3. Budgeted expenditures/expenses adjusted for reconciling items	7,050,048	8,415,981
4. Less: estimated exclusions		
5. Amount subject to the expenditure limitation	$ 7,050,048	$ 8,415,981
6. EEC expenditure limitation	$ 10,045,077	$ 11,623,359

* Includes Expenditure/Expense Adjustments Approved in the current year from Schedule E.
** Includes actual amounts as of the date the proposed budget was prepared, adjusted for estimated activity for the remainder of the fiscal year.
*** Amounts on this line represent Fund Balance/Net Position amounts except for amounts not in spendable form (e.g., prepaids and inventories) or legally or contractually required to be maintained intact (e.g., principal of a permanent fund).

CITY OF PHOENIX, ARIZONA
Tax Levy and Tax Rate Information
Fiscal Year 2023-24
(In Thousands)

	2022-23	2023-24
1. Maximum allowable primary property tax levy. A.R.S. §42-17051(A)	$ 201,207	$ 209,026
2. Amount received from primary property taxation in the **current year** in excess of the sum of that year's maximum allowable primary property tax levy. A.R.S. §42-17102(A)(18)	$	
3. Property tax levy amounts		
A. Primary property taxes	$ 201,207	$ 209,026
B. Secondary property taxes	126,108	132,416
C. Total property tax levy amounts	$ 327,315	$ 341,442
4. Property taxes collected*		
A. Primary property taxes		
(1) **Current** year's levy	$ 200,199	
(2) Prior years' levies	1,716	
(3) Total primary property taxes	$ 201,915	
B. Secondary property taxes		
(1) **Current** year's levy	$ 125,477	
(2) Prior years' levies	1,069	
(3) Total secondary property taxes	$ 126,546	
C. Total property taxes collected	$ 328,461	
5. Property tax rates		
A. City/Town tax rate		
(1) Primary property tax rate	1.2989	1.2851
(2) Secondary property tax rate	0.8141	0.8141
(3) Total city/town tax rate	2.1130	2.0992

B. Special assessment district tax rates

Secondary property tax rates - As of the date the proposed budget was prepared, the city/town was operating zero special assessment districts for which secondary property taxes are levied. For information pertaining to these special assessment districts and their tax rates, please contact the city/town.

* The 2023-24 planned primary and secondary levies are $209,025,792 and $132,416,075, respectively. Historically, actual property tax collections have been slightly lower than the amount levied. For 2023-24, actual collections for primary and secondary property taxes are estimated to be $206,935,000 and $131,092,075, or 99% of the levy amount.

** Includes actual property taxes collected as of the date the proposed budget was prepared, plus estimated property tax collections for the remainder of the fiscal year.

CITY OF PHOENIX, ARIZONA
Revenues Other Than Property Taxes
Fiscal Year 2023-24
(In Thousands)

SOURCE OF REVENUES	ESTIMATED REVENUES 2022-23	ACTUAL REVENUES * 2022-23	ESTIMATED REVENUES 2023-24
GENERAL FUND			
Intergovernmental			
County Vehicle License Tax	$ 83,100	$ 79,065	$ 85,627
Charges for services			
Fire Emergency Transportation Services	$ 44,313	$ 49,739	$ 51,332
Hazardous Materials Inspection Fee	1,500	1,500	1,700
Planning	1,828	1,811	1,811
Police	14,154	13,592	14,511
Street Transportation	6,831	6,264	6,976
Other Service Charges	25,258	27,981	27,592
Fines and forfeits			
Moving Violations	$ 4,760	$ 4,099	$ 4,099
Parking Violations	465	693	693
Driving While Intoxicated	612	586	586
Defensive Driving Program	1,405	1,648	1,648
Other Receipts	1,863	1,759	1,739
Interest on investments			
Interest on investments	$ 5,550	$ 14,540	$ 14,540
Contributions			
SRP In-Lieu Taxes	$ 2,203	$ 2,126	$ 2,126
Miscellaneous			
Miscellaneous	$ 6,475	$ 7,639	$ 7,569
Parks and Recreation	5,722	6,322	6,371
Libraries	399	435	439
Cable Communications	9,000	8,200	8,000
Total General Fund	$ 215,437	$ 227,998	$ 237,358
SPECIAL REVENUE FUNDS			
Highway User Revenue Fund			
Incorporated Cities Share	$ 123,025	$ 120,438	$ 125,272
300,000 Population Share	31,474	31,422	32,683
Interest/Other	500	1,979	520
	$ 154,999	$ 153,839	$ 158,475

CITY OF PHOENIX, ARIZONA
Revenues Other Than Property Taxes
Fiscal Year 2023-24
(In Thousands)

SOURCE OF REVENUES	ESTIMATED REVENUES 2022-23	ACTUAL REVENUES * 2022-23	ESTIMATED REVENUES 2023-24
Excise Tax Fund			
Local Taxes	$ 629,254	$ 676,397	$ 696,224
Stormwater	5,148	5,143	5,194
Jet Fuel	929	811	823
Marijuana Sales Tax Earmarked for Public Safety Pension	12,248	14,159	14,691
License & Permits	5,878	6,025	6,075
State Sales Tax	227,155	241,628	248,655
State Income Tax	310,387	308,183	435,656
Neighborhood Protection	47,843	51,705	53,422
2007 Public Safety Expansion	95,686	103,412	106,843
Public Safety Enhancement	25,821	29,624	29,845
Parks and Preserves	47,844	51,707	53,420
Transportation 2050	326,455	353,178	364,773
Capital Construction	6,179	5,880	5,623
Sports Facilities	24,577	28,114	28,488
Convention Center	73,883	84,625	86,163
	$ 1,839,289	$ 1,960,592	$ 2,135,896
Other Special Revenue Funds			
Neighborhood Protection	$ 292	$ 539	$ 366
2007 Public Safety Expansion	119	346	278
Parks and Preserves	891	4,274	2,777
Transportation 2050	38,157	37,651	37,491
Capital Construction	120	534	534
Sports Facilities	3,878	4,591	3,964
Development Services	81,725	91,614	84,311
Regional Transit	45,672	43,172	82,429
Community Reinvestment	6,045	8,888	11,905
Impact Fee Administration	761	674	628
Regional Wireless Cooperative	5,632	5,993	7,156
Golf	9,562	10,784	10,130
Court Awards	4,533	5,651	4,673
	$ 197,386	$ 214,708	$ 246,642
Other Restricted Funds			
Court Special Fees	$ 814	$ 781	$ 764
Vehicle Impound Program	1,993	2,402	2,471
Other Restricted Funds	23,085	20,645	22,351
Affordable Housing Program	4,774	9,130	7,889
	$ 30,666	$ 32,958	$ 33,475
Federal Funds			
Public Housing	$ 137,673	$ 130,335	$ 194,819
Human Services	76,011	119,208	69,662
Federal Transit Administration	96,562	44,045	136,908
Community Development	54,729	37,061	44,010
Criminal Justice/Public Safety	10,296	14,585	11,703
Other Federal & State Grants	391,284	177,421	325,223
	$ 766,554	$ 522,655	$ 782,325
Total Special Revenue Funds	$ 2,988,893	$ 2,884,752	$ 3,356,813

CITY OF PHOENIX, ARIZONA
Revenues Other Than Property Taxes
Fiscal Year 2023-24
(In Thousands)

SOURCE OF REVENUES	ESTIMATED REVENUES 2022-23	ACTUAL REVENUES * 2022-23	ESTIMATED REVENUES 2023-24
DEBT SERVICE FUNDS			
Secondary Property Tax	$ 4,130	$ 4,131	$ 3,846
Total Debt Service Funds	$ 4,130	$ 4,131	$ 3,846
CAPITAL PROJECTS FUNDS			
Bond Funds	$	$ 17,811	$
Capital Grants	614,685	294,759	817,368
Capital Reserves		1,086	950
Customer Facility Charges	53,380	45,000	55,902
Federal, State and Other Participation	122,028	92,610	551,312
Impact Fees		31,525	
Joint Ventures	35,670	41,494	42,931
Passenger Facility Charges	90,732	90,142	91,340
Solid Waste Remediation		86	
Other Capital Funds		75,500	
Total Capital Projects Funds	$ 916,495	$ 690,013	$ 1,559,803
ENTERPRISE FUNDS			
Convention Center	$ 17,802	$ 25,823	$ 26,834
Solid Waste	196,668	198,103	197,194
Aviation	508,516	576,271	528,508
Water System	525,269	539,529	627,172
Wastewater System	268,890	263,303	289,188
Total Enterprise Funds	$ 1,517,146	$ 1,603,029	$ 1,668,897
TOTAL ALL FUNDS	$ 5,642,101	$ 5,409,924	$ 6,826,717

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

CITY OF PHOENIX, ARIZONA
Other Financing Sources/<Uses> and Interfund Transfers
Fiscal Year 2023-24
(In Thousands)

FUND	OTHER FINANCING 2023-24 SOURCES	OTHER FINANCING 2023-24 <USES>	INTERFUND TRANSFERS 2023-24 IN	INTERFUND TRANSFERS 2023-24 <OUT>
GENERAL FUND				
General Fund	$ 2,457	$	$ 1,438,041	$ 176,683
Library			8,972	3,676
Parks			114,407	
Cable Communications				3,206
Total General Fund	$ 2,457	$	$ 1,561,419	$ 183,565
SPECIAL REVENUE FUNDS				
Excise	$	$	$	$ 2,135,896
Arizona Highway User Revenue	901			4,475
Capital Construction	143		5,623	
City Improvement			79,994	1,022
Community Reinvestment	1			2,064
Court Awards	19			
Development Services	21			6,528
Golf	1			
Neighborhood Protection			53,421	1,004
Parks and Preserves			53,420	278
Public Safety Enhancement			29,845	535
Public Safety Expansion			106,843	2,192
Regional Wireless Cooperative	6			
Sports Facilities			29,510	15,759
Transportation 2050	1,274		364,773	11,366
Other Restricted	49		47,311	1,087
Grant Funds	68			771
Total Special Revenue Funds	$ 2,483	$	$ 770,741	$ 2,182,977
DEBT SERVICE FUNDS				
Secondary Property Tax	$	$	$	$ 47
Total Debt Service Funds	$	$	$	$ 47
CAPITAL PROJECTS FUNDS				
Aviation Bonds	$ 200,000	$	$	$
Other Bonds			1,022	1,022
Wastewater Bonds	400,000			
Capital Reserves			9,250	
Customer Facility Charges				18,572
Federal, State and Other Participation			6,009	
Total Capital Projects Funds	$ 600,000	$	$ 16,281	$ 19,594
ENTERPRISE FUNDS				
Aviation	$ 1,795	$	$ 18,761	$ 14,727
Convention Center	560		86,163	4,394
Solid Waste	322			14,043
Wastewater	1,619			19,748
Water	2,211			31,007
Total Enterprise Funds	$ 6,507	$	$ 104,925	$ 83,919
TOTAL ALL FUNDS	$ 611,447	$	$ 2,453,366	$ 2,470,102

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Fund
Fiscal Year 2023-24
(In Thousands)

FUND/DEPARTMENT	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
GENERAL FUND				
General:	$	$	$	$
General Government	204,617		196,498	229,683
Criminal Justice	43,390		42,766	45,265
Public Safety	1,088,575		1,084,184	1,222,556
Transportation	26,085		26,011	25,473
Community Development	36,748		34,203	39,424
Community Enrichment	35,006		33,487	50,179
Environmental Services	29,534		28,506	38,527
Contingencies/Non-Departmental**	100,788		(15,760)	73,247
Capital Budget	46,973		34,548	114,217
Parks and Recreation				
Operating	117,261		113,429	128,060
Contingencies				
Capital				5,600
Library				
Operating	45,841		45,833	49,528
Capital	1,193		377	2,115
Cable Communications	3,420	350	3,714	4,794
Total General Fund	$ 1,779,431	$ 350	$ 1,627,796	$ 2,028,668
SPECIAL REVENUE FUNDS				
	$	$	$	$
Arizona Highway User Revenue				
Operating	95,818		88,886	94,493
Capital	91,598		78,365	114,864
Capital Construction				
Operating	140		139	140
Capital	25,398		5,974	24,792
City Improvement	70,114	3,450	72,110	78,972
Community Reinvestment				
Operating	2,302	650	2,891	2,292
Capital	7,968	(650)	6,402	7,924
Court Awards				
Operating	7,071		5,620	4,671
Capital				
Development Services				
Operating	82,400		77,206	87,446
Contingencies	8,000			8,000
Capital	15,755		2,618	29,165
Federal Community Development				
Operating	47,109	(3,800)	26,323	47,691
Capital	7,619	3,800	10,868	10,888
Federal & State Grants				
Operating	315,306	(120,446)	152,961	225,709
Capital	71,724		39,717	63,761
Federal Transit				
Operating	17,552	13,350	30,257	21,578

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Fund
Fiscal Year 2023-24
(In Thousands)

FUND/DEPARTMENT	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Capital	79,009	(13,350)	14,168	115,329
Golf Course				
Operating	7,074	2,926	8,104	9,288
Capital	2,000	(1,200)	560	1,440
HOPE VI Grant				
Operating	3,743	920	4,564	5,678
Capital	10,807	(920)	901	27,244
Human Services Grants	76,011	47,350	120,936	69,671
Neighborhood Protection				
Operating	51,591	7,100	53,617	60,547
Capital				
Other Restricted Funds				
Fees and Contributions	60,396	17,740	76,598	101,883
Capital	12,862		5,361	17,059
Parks and Preserves				
Operating	7,137	240	7,227	7,923
Capital	80,643	(240)	32,067	120,293
Public Housing				
Operating	108,837	5,540	112,132	171,354
Capital	44,411	(5,540)	15,084	38,400
Public Safety Enhancement				
Operating	32,115		31,533	37,112
Capital				
Public Safety Expansion				
Operating	106,664	9,320	110,473	125,877
Capital				
Public Transit (RPTA)				
Operating	41,378		39,221	61,925
Capital	13,002		2,393	17,839
Regional Wireless Cooperative	5,791	560	6,224	6,881
Sports Facilities				
Operating	3,066		2,744	2,805
Contingencies	5,000			2,500
Capital	4,424		4,413	2,127
Transportation 2050				
Operating	231,238		226,549	250,370
Contingencies	4,000			4,000
Capital	368,232		101,654	454,661
	$	$	$	$
Total Special Revenue Funds	$ 2,225,305	$ (33,200)	$ 1,576,861	$ 2,534,591
DEBT SERVICE FUNDS				
	$	$	$	$
Secondary Property Tax and G.O.	196,061	12,850	206,818	134,892
Total Debt Service Funds	$ 196,061	$ 12,850	$ 206,818	$ 134,892
CAPITAL PROJECTS FUNDS				
	$	$	$	$

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Fund
Fiscal Year 2023-24
(In Thousands)

FUND/DEPARTMENT	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Arts and Cultural Facilities	902			902
Aviation	378,631		67,975	959,959
Facilities Management	16,697		6,388	21,026
Finance	4,700		1,500	1,031
Fire Protection	22,944		4,271	32,669
Housing	13,134		13,251	13,165
Human Services	600			600
Information Technology	8,137			8,137
Libraries	4,839			5,295
Non-Departmental Capital	203,223		103,294	631,407
Parks, Recreation and Mtn Preserves	25,033		4,789	26,723
Phoenix Convention Center	158,600		108,590	36,770
Police Protection	20,982		12,454	17,759
Public Art Program	5,745		1,557	5,244
Public Transit	144,311		182	257
Regional Wireless Cooperative	6,001			6,001
Solid Waste Disposal	10,500		8,597	23,761
Street Transportation and Drainage	142,155		38,801	163,659
Wastewater	421,122		105,326	246,887
Water	232,538		36,620	434,663
Total Capital Projects Funds	$ 1,820,794	$	$ 513,596	$ 2,635,916
ENTERPRISE FUNDS				
	$	$	$	$
Aviation				
Operating	403,851		401,156	443,121
Contingencies	20,000			25,000
Capital	187,920		37,296	237,893
Convention Center				
Operating	72,452		69,144	79,340
Contingencies	3,000			3,000
Capital	2,781		2,171	10,617
Solid Waste				
Operating	180,798		180,391	183,403
Contingencies	1,000			1,000
Capital	20,478		14,877	17,631
Wastewater				
Operating	202,742		202,372	226,634
Contingencies	12,500			10,000
Capital	90,162		45,614	145,256
Water				
Operating	414,872	20,000	425,909	476,884
Contingencies	12,000			22,000
Capital	152,489		121,309	170,106
Total Enterprise Funds	$ 1,777,044	$ 20,000	$ 1,500,239	$ 2,051,886
REAPPROPRIATION FUNDS				
	$	$	$	$
General				
General Government	25,946		23,814	27,043
Criminal Justice	5,207		1,269	4,242
Public Safety	70,087		46,170	70,211
Transportation	5,586		382	4,754

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Fund
Fiscal Year 2023-24
(In Thousands)

FUND/DEPARTMENT	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Environmental Services	29,356		18,217	32,233
Community Development	3,656		2,459	6,926
Community Enrichment	6,437		3,699	7,224
Capital Improvements	24,467		14,133	30,969
Library				
Community Enrichment	8,136		4,206	6,958
Parks and Recreation				
Community Enrichment	19,653		11,989	22,472
Cable Communications				
General Government	308		152	458
Arizona Highway User Revenue				
Street and Highway purposes	90,030		70,872	109,091
Aviation				
Transportation	90,463		47,571	117,198
Capital Construction				
Capital Improvements	7,564		2,923	5,164
City Improvement Operating				
Debt Service	252			247
Community Reinvestment				
Community Development	2,454		840	5,543
Court Awards				
Criminal Justice	2,234		631	3,728
Development Services				
Community Development	26,733		15,988	17,736
Federal and State Grants				
Operating grants	53,079		22,241	79,092
Federal Community Development				
Community Development	21,038		4,502	9,702
Federal Transit				
Transportation	96,323		44,840	41,953
Golf				
Community Enrichment	4,389		2,416	1,370
HOPE Grant				
Community Development	4,989		404	3,778
Human Services				
Community Enrichment	44,842		7,153	32,769
Neighborhood Protection				
Public Safety	4,643		2,903	5,694
Other Restricted				
Community Development	43,980		11,314	45,526
Parks and Preserves				
Capital Improvements	34,019		29,119	39,851
Phoenix Convention Center				
Community Enrichment	11,767		4,307	15,050
Public Housing				
Community Development	29,067		366	30,001
Public Safety Enhancement Funds				
Public Safety	34		23	35
Public Safety Expansion Funds				
Public Safety	3,690		2,031	2,465
Regional Transit Authority				
Transportation	36,066		18,292	18,307
Regional Wireless Cooperative				
General Government	3,095		1,063	1,903
Secondary Property Tax				
Debt Service	285			933
Solid Waste				
Environmental Services	70,829		35,004	60,787
Sports Facilities				
Community Enrichment	3,488		2,079	4,554

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Fund
Fiscal Year 2023-24
(In Thousands)

FUND/DEPARTMENT	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Transportation 2050				
Transportation	205,817		99,044	219,456
Wastewater				
Environmental Services	111,921		72,729	116,093
Water				
Environmental Services	190,455		126,309	203,367
Capital				
1988 Parks, Recreation, Facilities, Library Bonds	2,202		1,993	1,763
2001 Educational, Youth and Cultural Facility Bonds	10		9	15
2001 Neighborhood Protection & Senior Center Bonds				12
2006 Affordable Housing & Neighborhood Bonds	82		82	35
2006 Parks & Recreation Bonds	1,927		1,617	
2006 Police and Fire Protection Bonds	3,527		3,455	32
Aviation Capital	186,018		97,090	121,495
Capital Reserves	8,607		7,879	19,926
City Improvement	40,330		20,778	126,946
CPBC - Senior Lien Excise Tax	4,099		5	4,167
Development Impact Fees	23,241		20,460	31,250
Multi-City Wastewater Capital	50,207		41,552	82,055
Public Housing Capital	1,949		188	13,732
Regional Wireless Cooperative Capital	1			
Solid Waste Capital	16,002		14,510	26,021
Streets Capital	48,154		30,562	46,895
Wastewater Capital	92,143		60,803	80,767
Water Capital	375,558		300,383	277,412
Total Reappropriation Funds	$ 2,246,442	$	$ 1,352,821	$ 2,237,406
TOTAL ALL FUNDS	$ 10,045,077	$	$ 6,778,131	$ 11,623,359

* Includes actual expenditures/expenses recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated expenditures/expenses for the remainder of the fiscal year.

** Non-Departmental includes Unassigned Vacancy Savings, which was previously reported as its own line item.

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Department
Fiscal Year 2023-24
(In Thousands)

DEPARTMENT/FUND	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Community Development:	$	$	$	$
Arizona Highway Users Revenue	15			15
Aviation	75		74	74
Community Development	53,115	(3,800)	33,773	56,527
Community Reinvestment	10,271	(650)	8,794	10,216
Convention Center	597	100	605	642
Development Services	97,903		79,649	114,009
Federal and State Grants	61,546		33,275	81,991
General	36,748		34,203	39,424
HOPE VI	14,515	(920)	5,296	32,737
Neighborhood Protection	300	2,100	331	
Other Restricted	17,199	40	16,339	25,356
Public Housing	153,218		127,205	209,753
Sports Facilities	2,763		2,593	2,294
Water	30		30	30
Department Total	$ 448,294	$ (3,130)	$ 342,167	$ 573,067
Community Enrichment:	$	$		$
Arizona Highway Users Revenue	837		116	892
Aviation	40		22	29
Capital Construction	76		11	103
Community Development	1,373	3,000	3,147	1,752
Community Reinvestment		650	500	
Convention Center	57,090	(100)	53,204	70,145
Federal and State Grants	111,286		88,914	70,066
General	35,010	500	35,487	52,179
Golf Course	9,074	1,726	8,664	10,728
HOPE VI	34	920	170	185
Human Services Grants	76,011	47,350	120,936	69,671
Library	47,033		46,211	51,643
Other Restricted	3,398	1,700	4,069	8,490
Parks and Preserves	87,780		39,294	128,216
Parks and Recreation	117,261		113,429	133,660
Public Housing	31		11	2
Solid Waste	57		22	31
Sports Facilities	2,800		2,687	623
Transportation 2050	430		195	276
Wastewater	155	50	197	1,120
Water	535		381	1,826
Department Total	$ 550,310	$ 55,796	$ 517,665	$ 601,636
Criminal Justice:	$	$		$
General	43,390		42,766	52,265
Other Restricted	2,988		2,686	2,703
Department Total	$ 46,378	$	$ 45,452	$ 54,968
Contingencies/Non-Departmental:	$	$		$

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Department
Fiscal Year 2023-24
(In Thousands)

DEPARTMENT/FUND	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Aviation	20,000			25,000
Convention Center	3,000			3,000
Development Services	8,000			8,000
Federal and State Grants**	152,576	(148,946)		76,000
General **	100,788		(15,760)	103,247
Solid Waste	1,000			1,000
Sports Facilities	5,000			2,500
Transportation 2050	4,000			4,000
Wastewater	12,500			10,000
Water	12,000			22,000
Department Total	$ 318,864	$ (148,946)	$ (15,760)	$ 254,747
Environmental Services:	$	$		$
Aviation				2,000
Capital Construction	70		70	70
Convention Center				1,000
Development Services	63		61	
Federal and State Grants	13,909		6,090	3,388
General	50,174		49,145	65,302
Other Restricted	5,499		4,020	6,840
Solid Waste	185,603	(10)	179,685	190,303
Wastewater	217,604	(2,060)	170,762	281,850
Water	427,873	3,500	397,968	493,599
Department Total	$ 900,795	$ 1,430	$ 807,801	$ 1,044,352
General Government:	$	$		$
Arizona Highway Users Revenue	270		135	1,995
Aviation	838		706	4,826
Cable	3,420	350	3,714	4,794
Community Development	240	800	271	300
Convention Center	81		41	690
Court Awards	58		46	52
Development Services	189		114	2,602
Federal and State Grants	2,570	22,500	24,804	17,715
General	225,767	(2,100)	205,152	256,100
Other Restricted	2,201		1,751	3,433
Regional Wireless Cooperative	5,791	560	6,224	6,881
Solid Waste	442		386	1,119
Sports Facilities	159		109	159
Transportation 2050	98		90	2,596
Wastewater	750		631	2,526
Water	1,403		1,311	3,997
Department Total	$ 244,277	$ 22,110	$ 245,485	$ 309,783

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Department
Fiscal Year 2023-24
(In Thousands)

DEPARTMENT/FUND	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Public Safety:	$	$		$
Court Awards	7,013		5,574	4,619
Federal and State Grants	29,525	6,000	35,207	29,469
General	1,092,155		1,084,189	1,238,132
Neighborhood Protection	51,291	5,000	53,285	60,547
Other Restricted	36,210	16,000	47,669	66,098
Public Safety Enhancement	32,115		31,533	37,112
Public Safety Expansion	106,664	9,320	110,473	125,877
Sports Facilities	1,769		1,769	1,857
Department Total	$ 1,356,741	$ 36,320	$ 1,369,699	$ 1,563,710
Transportation:	$	$		$
Arizona Highway Users Revenue	186,294		167,000	206,455
Aviation	489,625		338,313	569,733
Capital Construction	25,392		6,032	24,759
Federal and State Grants	15,618		4,387	10,841
Federal Transit Authority	96,561		44,425	136,908
General	27,685	1,600	29,261	31,923
Other Restricted	5,763		5,424	6,023
Transit - RPTA	54,380		41,614	79,764
Transportation 2050	598,942		327,919	702,158
Department Total	$ 1,500,261	$ 1,600	$ 964,377	$ 1,768,564
Debt:	$	$		
Aviation	101,192		99,337	104,352
City Improvement	70,114	3,450	72,110	78,972
Convention Center	17,465		17,465	17,481
Secondary Property Tax	196,061	12,850	206,818	134,892
Solid Waste	15,174	10	15,174	9,581
Wastewater	74,395	2,010	76,396	86,395
Water	137,519	16,500	147,528	147,538
Department Total	$ 611,920	$ 34,820	$ 634,828	$ 579,210
	$	$	$	$
Capital:	1,820,794		513,596	2,635,916
Department Total	$ 1,820,794	$	$ 513,596	$ 2,635,916
	$	$	$	$
Reappropriation:	2,246,442		1,352,821	2,237,406

CITY OF PHOENIX, ARIZONA
Expenditures/Expenses by Department
Fiscal Year 2023-24
(In Thousands)

DEPARTMENT/FUND	ADOPTED BUDGETED EXPENDITURES/ EXPENSES 2022-23	EXPENDITURE/ EXPENSE ADJUSTMENTS APPROVED 2022-23	ACTUAL EXPENDITURES/ EXPENSES* 2022-23	BUDGETED EXPENDITURES/ EXPENSES 2023-24
Department Total	$ 2,246,442	$	$ 1,352,821	$ 2,237,406
Total All Departments	$ 10,045,077	$	$ 6,778,130	$ 11,623,359

* Includes actual expenditures/expenses recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated expenditures/expenses for the remainder of the fiscal year.

** These funds include Non-Departmental expenditures, which were listed separately as its own category and now reported under Contingencies/Non-Departmental .

CITY OF PHOENIX, ARIZONA
Full-Time Employees and Personnel Compensation
Fiscal Year 2023-24
(In Thousands)

FUND	Full-Time Equivalent (FTE) 2023-24	Employee Salaries and Hourly Costs 2023-24	Retirement Costs 2023-24	Healthcare Costs 2023-24	Other Benefit Costs 2023-24	Total Estimated Personnel Compensation 2023-24
GENERAL FUND						
General	7,973	$ 759,685	$ 415,033	$ 115,173	$ 116,417	= 1,406,308
Library	392	21,440	5,323	3,361	3,840	33,965
Parks and Recreation	966	49,266	11,688	7,919	7,747	76,619
Cable Communications	23	2,164	683	315	435	3,598
Total General Fund	**9,354**	**$ 832,554**	**$ 432,728**	**$ 126,768**	**$ 128,439**	**= 1,520,490**
SPECIAL REVENUE FUNDS						
Arizona Highway User Revenue	689	$ 40,075	$ 16,195	$ 9,631	$ 8,852	= 74,753
Community Reinvestment	3	340	107	18	59	523
Court Awards					1	1
Development Services	489	38,626	12,620	7,010	7,094	65,350
Federal Community Development	76	6,242	1,928	1,082	1,110	10,362
Federal and State Grants	193	14,107	6,036	2,550	7,023	29,717
Golf Course	32	1,667	256	120	220	2,263
HOPE VI	20	1,358	403	273	248	2,282
Human Services	167	10,484	3,027	2,290	1,793	17,594
Neighborhood Protection	281	27,621	21,859	3,518	3,044	56,043
Other Restricted	114	10,471	32,124	1,700	1,963	46,258
Parks and Preserves	78	4,200	1,014	691	746	6,651
Public Safety Enhancement	264	21,017	11,828	3,002	2,930	38,777
Public Safety Expansion	684	70,950	53,078	9,350	7,939	141,317
Public Housing	66	4,530	1,514	945	860	7,848
Regional Wireless Cooperative	5	465	110	74	89	738
Transportation 2050	127	10,942	3,656	1,627	2,193	18,417
Total Special Revenue Funds	**3,287**	**$ 263,094**	**$ 165,755**	**$ 43,881**	**$ 46,164**	**= 518,894**
ENTERPRISE FUNDS						
Aviation	924	$ 65,806	$ 5,866	$ 13,305	$ 12,752	= 97,729
Convention Center	218	14,717	4,500	2,801	2,779	24,797
Solid Waste	629	43,759	13,681	8,980	6,960	73,380
Wastewater	341	24,870	2,134	5,094	4,525	36,622
Water	1,195	81,744	27,999	16,772	16,114	142,629
Total Enterprise Funds	**3,306**	**$ 230,896**	**$ 54,180**	**$ 46,952**	**$ 43,130**	**= 375,158**
TOTAL ALL FUNDS	**15,947**	**$ 1,326,544**	**$ 652,662**	**$ 217,601**	**$ 217,734**	**= 2,414,541**

TRUTH IN TAXATION HEARING NOTICE OF TAX INCREASE

In compliance with section 42-17107, Arizona Revised Statutes, the city of Phoenix is notifying its property taxpayers of the city of Phoenix's intention to raise its primary property taxes over last year's level. The city of Phoenix is proposing an increase in primary property taxes of $4,098,863 or 2.00%.

For example, the proposed tax increase will cause the city of Phoenix's primary property taxes on a $100,000 home to be $128.51 (total proposed taxes including the tax increase). Without the proposed tax increase, the total taxes that would be owed on a $100,000 home would have been $125.99.

The proposed increase is exclusive of increased primary property taxes received from new construction. The increase is also exclusive of any changes that may occur from property tax levies for voter approved bonded indebtedness or budget and tax overrides.

All interested citizens are invited to attend the public hearing on the tax increase that is scheduled to be held June 14, 2023 at 2:30 p.m. at the city of Phoenix Council Chambers, 200 W. Jefferson St.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 43

Adoption of the Tentative 2023-24 Annual Budget (Ordinance S-49709)

An ordinance **(Attachment A)** adopting the tentative estimates of the amounts required for public expense for operating funds for the City of Phoenix for the fiscal year 2023-24; adopting a tentative budget; setting forth the receipts and expenditures and the amounts estimated as collectible for the fiscal year, and the amount proposed to be raised by direct property taxation for primary and secondary purposes; giving notice of the time and place for hearing taxpayers and for adoption of the budget and fixing the tax levies.

Concurrence/Previous Council Action
This reflects the budget approved by the Council on May 16, 2023 and complies with the requirements set forth in the City Charter and Code and State Statutes. Final adoption is scheduled for June 14, 2023.

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

Attachment A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE.

ORDINANCE S-

AN ORDINANCE ADOPTING THE TENTATIVE ESTIMATES OF THE AMOUNTS REQUIRED FOR PUBLIC EXPENSE OF OPERATING FUNDS FOR THE CITY OF PHOENIX FOR THE FISCAL YEAR 2023-2024; ADOPTING A TENTATIVE BUDGET; SETTING FORTH THE RECEIPTS AND EXPENDITURES AND THE AMOUNTS ESTIMATED AS COLLECTIBLE FOR THE FISCAL YEAR, AND THE AMOUNT PROPOSED TO BE RAISED BY DIRECT PROPERTY TAXATION FOR PRIMARY AND SECONDARY PURPOSES; GIVING NOTICE OF THE TIME AND PLACE FOR HEARING TAXPAYERS AND FOR ADOPTION OF THE BUDGET AND FIXING THE TAX LEVIES.

_____

WHEREAS, by the provisions of the City Charter an ordinance adopting the tentative budget for the fiscal year 2023-2024 is required to be adopted on or before the last day of June, which date complies with A.R.S. §§ 42-17101, 17102, 17103, and 17104.

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

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SECTION 1. That the statement and schedules hereinafter set forth and hereby adopted for the purpose as hereinafter set forth as the tentative budget for the City of Phoenix for the fiscal year 2023-2024.

SECTION 2. That the City Clerk is hereby authorized and directed to publish in the manner prescribed by law the estimates of expenditures, as hereinafter set forth, together with a notice that the City Council will meet for the purpose of final hearing by taxpayers and for adoption of the 2023-2024 annual budget for the City of Phoenix on the 14th day of June 2023 at the hour of 2:30 p.m. in the City Council Chambers of the City of Phoenix, 200 West Jefferson, Phoenix, Arizona, and will further meet for the purpose of fixing tax levies on the 3rd day of July 2023 at the hour of 10:00 a.m. in said Council Chambers.

SECTION 3. That the sums to be raised by primary taxation, as specified herein, do not in the aggregate amount exceed that amount as computed pursuant to A.R.S. § 42-17102(C).

SECTION 4. Upon the approval of the City Manager, funds may be transferred within purposes set forth in Section 9.

SECTION 5. Upon recommendation by the City Manager and with the approval of the City Council, expenditures may be made from the appropriation for contingencies.

SECTION 6. In the case of an emergency, the City Council may authorize the transfer of funds between purposes set forth in Section 9, if funds are available and the transfer does not conflict with the limitations provided by law (A.R.S. § 42-17102).

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SECTION 7. The City Council may authorize appropriation increases, if funds are available, for purpose of expenditures that are exempt from limitation provided in Article IX, Section 20, Constitution of Arizona.

SECTION 8. Money from any fund may be used for any of these purposes set forth in Section 9, except money specifically restricted by State law or by City Charter or City ordinances and resolutions.

SECTION 9. That the purposes of expenditures set forth in this section are necessary for the conduct of the business of the government of the City of Phoenix and such amounts are hereby adopted as tentative appropriations for the 2023-2024 fiscal year.

CITY OF PHOENIX, ARIZONA
PURPOSES OF PROPOSED PUBLIC EXPENSE

Purpose	Amount of Appropriation 2023-2024
GENERAL FUNDS	
General Government	$229,683,332
Public Safety	1,222,556,202
Criminal Justice	45,265,113
Transportation	25,472,913
Community Development	39,424,168
Community Enrichment	50,179,313
Environmental Services	38,527,479
Contingencies/Non-Departmental	73,247,000
Capital Improvements	114,216,712
Total General Funds	$1,838,572,232

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Purpose	Amount of Appropriation 2023-2024
PARKS AND RECREATION FUNDS Parks and Recreation Operations and Maintenance, and Capital Improvements.	$133,659,931
LIBRARY FUNDS Library Operations and Maintenance, and Capital Improvements.	$51,642,689
CABLE COMMUNICATION FUNDS Cable Communication Operations and Maintenance.	$4,793,603
ARIZONA HIGHWAY USER REVENUE FUNDS Street Maintenance, Major Street Improvements, Traffic Improvements and other Street Improvements.	$209,357,463
AVIATION FUNDS Aviation Operations and Maintenance, Debt Service and Capital Improvements.	$681,014,039
Contingencies	25,000,000
Total Aviation Funds	$706,014,039
CAPITAL CONSTRUCTION FUNDS Capital Improvements in the Street Transportation and Environmental Programs, and related Operations and Maintenance.	$24,931,951
CITY IMPROVEMENT FUND Debt Service Payments for Excise Tax Bond-Funded Projects Including Information Technology Improvements; Vehicle and Equipment Replacements; Facility Construction and Improvements; Street Improvements; and Other Capital Projects.	$78,971,564
COMMUNITY REINVESTMENT FUNDS Community Reinvestment Operations and Maintenance, and Capital Improvements.	$10,215,720

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Purpose	Amount of Appropriation 2023-2024
COURT AWARD FUNDS Criminal Justice Programs.	$4,671,236
DEVELOPMENT SERVICES FUNDS Development Services Operations and Maintenance, and Capital Improvements.	$116,610,402
Contingencies	8,000,000
Total Development Services Funds	$124,610,402
FEDERAL COMMUNITY DEVELOPMENT FUNDS Community Development Program.	$58,578,515
FEDERAL OPERATING TRUST FUNDS Federal and State Grant Programs.	$289,469,587
FEDERAL TRANSIT FUND Transit Operations and Maintenance, and Capital Improvements.	$136,907,541
GOLF COURSE FUNDS Golf Course Operations and Maintenance, and Capital Improvements.	$10,727,741
HOPE VI FEDERAL GRANT FUNDS HOPE VI Program.	$32,921,680
HUMAN SERVICES FEDERAL TRUST FUNDS Human Services Program.	$69,670,897
NEIGHBORHOOD PROTECTION FUNDS Eligible Police, Fire, and Block Watch Operations and Maintenance Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance G-3696.	$60,546,737
OTHER RESTRICTED FUNDS Other Restricted Funds Operations and Maintenance, and Capital Improvements.	$118,941,679

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Purpose	Amount of Appropriation 2023-2024
PARKS AND PRESERVES FUNDS Parks and Preserves Operations and Maintenance, and Capital Improvement Expenditures Funded with Privilege License and Excise Taxes in Accordance with the Phoenix Parks and Preserves initiative approved by the Phoenix voters in a ballot measure on May 20, 2008.	$128,216,093
PHOENIX CONVENTION CENTER FUNDS Phoenix Convention Center Operations and Maintenance, Debt Service, and Capital Improvements.	$89,957,533
Contingencies	3,000,000
Total Phoenix Convention Center Funds	$92,957,533
PUBLIC HOUSING FUNDS Public Housing Operations and Maintenance, and Capital Improvements.	$209,754,393
PUBLIC SAFETY ENHANCEMENT FUNDS Police, Fire, and Emergency Management Operations and Maintenance Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance S-31877.	$37,111,641
PUBLIC SAFETY EXPANSION FUNDS Police and Fire Personnel and Service Expansion Funded with Privilege License and Excise Taxes in accordance with Ordinance G-4987.	$125,877,441
REGIONAL TRANSIT FUNDS Regional Transportation Operations and Maintenance, and Capital Improvements.	$79,764,386
REGIONAL WIRELESS COOPERATIVE FUNDS Operations and Maintenance of the Regional Wireless Cooperative.	$6,881,164
SECONDARY PROPERTY TAX FUNDS Debt Service on and Early Redemption of Outstanding Bonds and Long-Term Obligations.	$134,891,525

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Purpose	Amount of Appropriation 2023-2024
SOLID WASTE FUNDS	
Solid Waste Operations and Maintenance, Debt Service and Capital Improvements.	$201,033,741
Contingencies	1,000,000
Total Solid Waste Funds	$202,033,741
SPORTS FACILITIES FUNDS	
Sports Facilities Operations and Maintenance, and Capital Improvements.	$4,932,656
Contingencies	2,500,000
Total Sports Facilities Funds	$7,432,656
TRANSPORTATION 2050 FUNDS	
Transit and Streets Operations and Maintenance, and Capital Improvement Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance G-6051.	$705,030,673
Contingencies	4,000,000
Total Transportation 2050 Funds	$709,030,673
WASTEWATER SYSTEM FUNDS	
Wastewater System Operations and Maintenance, Debt Service and Capital Improvements.	$371,890,796
Contingencies	10,000,000
Total Wastewater Funds	$381,890,796
WATER FUNDS	
Water System Operations and Maintenance, Debt Service and Capital Improvements.	$646,989,778

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Purpose	Amount of Appropriation 2023-2024
Contingencies	22,000,000
Total Water Funds	$668,989,778
TOTAL APPROPRIATIONS 2023-2024	$6,750,037,027

PASSED by the Council of the City of Phoenix on this 31st day of May 2023.

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M A Y O R

ATTEST:

_____ City Clerk

APPROVED AS TO FORM:

_____ Acting City Attorney

REVIEWED BY:

_____ City Manager

DRAFT

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 44

Adoption of the Tentative 2023-24 Capital Funds Budget (Ordinance S-49791)

An ordinance **(Attachment A)** adopting the tentative Capital Funds Budget for the City of Phoenix for the Fiscal Year 2023-24.

Summary

This adopts the tentative 2023-24 Capital Funds Budget for the fiscal year beginning July 1, 2023, and ending June 30, 2024. The Capital Funds Budget will be funded by property tax and revenue supported bond proceeds, federal, state and other participation funds, passenger facility charges, customer facility charges, participation by other governmental entities in certain projects, development impact fees, capital grants, capital reserves, solid waste remediation funds and other capital funding sources.

Final adoption is scheduled for June 14, 2023.

Concurrence/Previous Council Action

The 2023-24 Capital Funds Budget is included in the Five-Year Capital Improvement Program resolution, also requested for Council approval on the May 31, 2023, Formal Agenda and complies with requirements set forth in the City Charter and Code and State Statutes.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE S-#####

AN ORDINANCE ADOPTING THE TENTATIVE CAPITAL FUNDS BUDGET FOR THE CITY OF PHOENIX FOR THE FISCAL YEAR 2023-24.

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

SECTION 1. The schedule set forth as Section 2 below is hereby adopted as the tentative 2023-24 Capital Funds Budget for capital improvements to be made from authorized property tax and revenue supported bond proceeds, nonprofit corporation bond financing, federal and state participation funds, passenger facility charges, customer facility charges, participation by other governmental entities in certain projects, development impact fees, capital grants, capital reserves, solid waste remediation funds and other capital funding sources, for the year beginning July 1, 2023, and ending June 30, 2024.

SECTION 2. This Council has determined and adopted the following estimates of proposed Capital expenditure improvements for the various purposes therein named for the fiscal year beginning July 1, 2023, and ending June 30, 2024.

Purpose	Appropriation Amount 2023-24
ARTS AND CULTURAL FACILITIES	
2001 General Obligation Bonds	$902,484
AVIATION	
Aviation Bonds, Capital Grants, Passenger Facility Charges	$959,958,507
FACILITIES MANAGEMENT	
Capital Grants, Other Bonds, Other Capital	$21,026,254
FINANCE	
Other Bonds	$1,030,894
FIRE PROTECTION	
Impact Fees, Other Bonds	$32,669,354
HOUSING	
Capital Grants	$13,164,881
HUMAN SERVICES	
2006 General Obligation Bonds	$600,000
INFORMATION TECHNOLOGY	
Other Bonds	$8,137,175
LIBRARIES	
Impact Fees	$5,295,100
NON-DEPARTMENTAL CAPITAL	
Aviation Bonds, Capital Grants, Customer Facility Charges, Federal, State and Other Participation, Other Bonds, Passenger Facility Charges, Wastewater Bonds	$631,406,841

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Purpose	Appropriation Amount 2023-24
PARKS, RECREATION & MOUNTAIN PRESERVES	
Capital Grants, Capital Reserves, Impact Fees	$26,723,063
PHOENIX CONVENTION CENTER	
Other Bonds	$36,770,000
POLICE PROTECTION	
Capital Reserves, Impact Fees	$17,759,000
PUBLIC ART PROGRAM	
Aviation Bonds, Other Bonds, Solid Waste Bonds, Water Bonds	$5,243,714
PUBLIC TRANSIT	
Capital Grants	$257,006
REGIONAL WIRELESS COOPERATIVE	
Other Cities' Share in Joint Ventures	$6,001,000
SOLID WASTE DISPOSAL	
Capital Grants, Capital Reserves, Solid Waste Bonds, Solid Waste Remediation	$23,761,418
STREET TRANSPORTATION & DRAINAGE	
Capital Reserves, Federal, State and Other Participation, Impact Fees	$163,658,749
WASTEWATER	
Capital Grants, Impact Fees, Other Cities' Share in Joint Ventures, Wastewater Bonds	$246,886,868

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Purpose	Appropriation Amount 2023-24
WATER	
Capital Grants, Impact Fees, Other Cities' Share in Joint Ventures, Water Bonds	$434,663,311
TOTAL	$2,635,915,619

SECTION 3. Upon the approval of the City Manager, funds may be transferred within purposes set forth in Section 2.

SECTION 4. The City Council may authorize appropriation increases, if funds are available, for purpose of expenditures that are exempt from the limitation provided in Article IX, Section 20, Constitution of Arizona.

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PASSED by the Council of the City of Phoenix this 31st day of May, 2023.

_____

M A Y O R

ATTEST:

_____City Clerk

APPROVED AS TO FORM:

_____Acting City Attorney

REVIEWED BY:

_____City Manager

DRAFT

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 45

Adoption of the Tentative 2023-24 Reappropriated Funds Budget (Ordinance S-49710)

An ordinance (**Attachment A**) adopting the tentative Reappropriation Budget for items of expenditure previously adopted as part of the 2022-23 Fiscal Year Operating and Capital Funds Budgets of the City of Phoenix but remaining as unexpended funds as of June 30, 2023.

Summary

This adopts the Tentative 2023-24 Reappropriated Funds Budget Ordinance. Council approved contracts can span multiple fiscal years and budget appropriations expire on June 30 of each fiscal year. This ordinance re-establishes the spending authority for remaining payments to vendors on outstanding contract balances for goods and services to be received during Fiscal Year 2023-24.

This complies with requirements set forth in the City Charter and Code and State Statutes.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

Attachment A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE.

ORDINANCE S-

AN ORDINANCE ADOPTING THE TENTATIVE REAPPROPRIATION BUDGET FOR ITEMS OF EXPENDITURE PREVIOUSLY ADOPTED AS PART OF THE 2022-2023 FISCAL YEAR OPERATING AND CAPITAL FUNDS BUDGETS OF THE CITY OF PHOENIX BUT REMAINING AS UNEXPENDED FUNDS AS OF JUNE 30, 2023.

WHEREAS, the City of Phoenix adopts, pursuant to state law, an annual budget consisting of operating funds and capital funds for expenditure in each fiscal year, and did so for the fiscal year 2022-2023, and

WHEREAS, the requirements of planning and contracting for the acquisition of goods and services requires in many instances that the contracts for such goods and services cannot be immediately executed; and

WHEREAS, there remains from said items budgeted for the fiscal year 2022-2023 substantial amounts represented by executed but unfulfilled contracts, and

WHEREAS, the City Charter directs that amounts may be expended by the City only for goods and services actually received, and may not be expended in advance of the acquisition of such goods and services, and

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WHEREAS, State Budget Law, A.R.S. § 42-17102 as amended, and as interpreted by the Attorney General, demands that no expenditures be made for a purpose not included in the budget, and no expenditure be made for any debt, obligation or liability incurred or created in any fiscal year in excess of the amount specified for each purpose in the budget for such fiscal year as finally adopted,

THEREFORE, it has become necessary to tentatively adopt a reappropriation and supplemental budget for sums to be expended in the fiscal year 2023-2024 from funds budgeted for the fiscal year 2022-2023, but remaining unexpended as of the close of the fiscal year on June 30, 2023.

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

SECTION 1. That this Council has determined and adopted the following tentative estimates of proposed capital and operating fund expenditures as hereinafter set forth presenting a reappropriation of items previously budgeted for the fiscal year 2022-2023 but remaining unexpended at the close of said fiscal year, and likely to remain unexpended by September 1, 2023, and representing amounts encumbered by means of outstanding contracts as of the close of said fiscal year. Said amounts and the purposes therefore are set forth in the schedule below as follows:

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2023-2024 REAPPROPRIATED FUNDS

Fund	Amount
OPERATING FUNDS:	
General Funds	
General Government	$27,043,000
Criminal Justice	4,242,000
Public Safety	70,211,000
Transportation	4,754,000
Environmental Services	32,233,000
Community Development	6,926,000
Community Enrichment	7,224,000
Capital Improvements	30,969,000
Total General Funds	$183,602,000
Parks and Recreation Funds	
Parks and Recreation Operations and Maintenance, and Capital Improvements.	$22,472,000
Library Funds	
Library Operations and Maintenance, and Capital Improvements.	$6,958,000
Cable Communication Funds	
Cable Communication Operations and Maintenance.	$458,000
Arizona Highway User Revenue Funds	
Street Maintenance, Major Street Improvements, Traffic Improvements and Other Street Improvements.	$109,091,000
Aviation Funds	
Aviation Operations and Maintenance, and Capital Improvements.	$117,198,000

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Fund	Amount
Capital Construction Funds	
Capital Improvements in Street Transportation and Drainage.	$5,164,000
City Improvement Operating Funds	
Debt Service Related Costs associated with City Improvement.	$247,000
Community Reinvestment Funds	
Community Reinvestment Program.	$5,543,000
Court Award Funds	
Criminal Justice Program.	$3,728,000
Development Services Funds	
Development Services Operations and Maintenance, and Capital Improvements.	$17,736,000
Federal Community Development Funds	
Community Development Program.	$9,702,000
Federal Operating Trust Funds	
Federal and State Grants.	$79,092,000
Federal Transit Funds	
Federal Transit Grant Program.	$41,953,000
Golf Course Funds	
Golf Course Operations and Maintenance, and Capital Improvements.	$1,370,000
HOPE VI Federal Grant Funds	
HOPE VI Program.	$3,778,000

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Fund	Amount
Human Services Federal Trust Funds	
Human Services Program.	$32,769,000
Neighborhood Protection Funds	
Eligible Police, Fire and Blockwatch Operations and Maintenance Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance G-3696.	$5,694,000
Other Restricted Funds	
Other Restricted Funds Operations and Maintenance, and Capital Improvements.	$45,526,000
Parks and Preserves Funds	
Parks and Preserves Operations and Maintenance, and Capital Improvement Expenditures Funded with Privilege License and Excise Taxes in accordance with the Phoenix Parks and Preserves initiative approved by the Phoenix voters in a ballot measure on May 20, 2008.	$39,851,000
Phoenix Convention Center Funds	
Phoenix Convention Center Operations and Maintenance, and Capital Improvements.	$15,050,000
Public Housing Funds	
Public Housing Operations and Maintenance, and Capital Improvements.	$30,001,000
Public Safety Enhancement Funds	
Police, Fire, and Emergency Management Operations and Maintenance Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance S-31877.	$35,000

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Fund	Amount
Public Safety Expansion Funds	
Police and Fire Personnel and Service Expansion Funded with Privilege License and Excise Taxes in accordance with Ordinance G-4987.	$2,465,000
Regional Transit Authority Funds	
Regional Transit Operations and Maintenance, and Capital Improvements.	$18,307,000
Regional Wireless Cooperative Funds	
Regional Wireless Cooperative Operations and Maintenance, and Capital Improvements.	$1,903,000
Secondary Property Tax Funds	
Debt Service on and Early Redemption of Outstanding Bonds and Long-Term Obligations.	$933,000
Solid Waste Funds	
Solid Waste Operations and Maintenance, and Capital Improvements.	$60,787,000
Sports Facilities Funds	
Sports Facilities Operations and Maintenance, and Capital Improvements.	$4,554,000
Transportation 2050 Funds	
Transit and Streets Operations and Maintenance, and Capital Improvement Expenditures Funded with Privilege License and Excise Taxes in accordance with Ordinance G-6051.	$219,456,000
Wastewater System and Multi-City Wastewater Funds	
Wastewater System Operations and Maintenance, and Capital Improvements.	$116,093,000

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Fund	Amount
Water Funds	
Water System Operations and Maintenance, and Capital Improvements.	$203,367,000
CAPITAL PROJECTS FUNDS:	
1988 Parks, Recreation, Facilities, Library Bonds Funds	$1,763,000
2001 Educational, Youth and Cultural Facilities Bonds Funds	$15,000
2001 Neighborhood Protection & Senior Center Bond Funds	$12,000
2006 Affordable Housing & Neighborhood Bond Funds	$35,000
2006 Police and Fire Protection Bond Funds	$32,000
Aviation Capital Funds	$121,495,000
Capital Reserve Funds	$19,926,000
City Improvement Capital Funds	$126,946,000
Civic Plaza Building Corporation Funds	$4,167,000
Development Impact Fee Funds	$31,250,000
Multi-City Wastewater Capital Funds	$82,055,000
Public Housing Capital Funds	$13,732,000
Solid Waste Capital Funds	$26,021,000
Streets Capital Funds	$46,895,000
Wastewater Capital Funds	$80,767,000
Water Capital Funds	$277,412,000
TOTAL	$2,237,406,000

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SECTION 2. That the City Clerk is hereby authorized and directed to publish in the manner prescribed by law the estimates of these expenditures, as hereinabove set forth, together with the notice that the City Council will meet for the purpose of final hearing by taxpayers and for the adoption of said reappropriation budget on the 14th day of June 2023 at the hour of 2:30 p.m. in the City Council Chambers of the City of Phoenix, 200 West Jefferson, Phoenix, Arizona.

SECTION 3. In case of an emergency, the City Council may authorize the transfer of funds between the purposes set forth in Section 1 above, if the funds are available and the transfer does not conflict with the limitations provided by law under A.R.S. § 42-17102.

SECTION 4. Money from any fund may be used for any of these purposes set forth hereinabove, except money specifically restricted by state law or by City Charter or City ordinances and resolutions.

PASSED by the Council of the City of Phoenix this 31st day of May 2023.

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M A Y O R

ATTEST:

_____City Clerk

DRAFT

APPROVED AS TO FORM:

_____Acting City Attorney

REVIEWED BY:

_____City Manager

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City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 46

Form of the Ballot for Nov. 7, 2023 Special Bond Election (Ordinance S-49806)

This report requests City Council approval of an ordinance establishing the form of the ballot for the City of Phoenix Special Bond Election to be held on Tuesday, Nov. 7, 2023.

Summary

This ordinance establishes the language that will be printed on the ballot. In this election registered voters who reside in the City of Phoenix will vote to approve or reject certain questions related to the selling and issuance of general obligation bonds. Four bond questions, if approved, would establish the authorization to sell up to $214,000,000 general obligation bonds for fire, police, roadway and pedestrian infrastructure projects; up to $108,615,000 general obligation bonds for library, parks and historic preservation projects; up to $114,385,000 general obligation bonds for workforce and job creation, education, economic development, environment, sustainability, arts, and culture projects; and up to $63,000,000 general obligation bonds for affordable housing and senior center projects.

At the May 3, 2023 Formal Council Meeting, the City Council ordered the Special Bond Election and approved the election to be a ballot by mail election conducted by Maricopa County. The form of the ballot for this election is consistent with the requirements of applicable State law, as Maricopa County will be conducting the election.

Public Outreach

All eligible registered voters in Phoenix will receive notification of the election and will automatically be sent a ballot by mail. Households with one or more registered voters will receive an Informational Pamphlet, which contains general information about the election, including key dates related to when ballots will be mailed and when ballot replacement sites will be open. Arguments supporting or opposing any of the bond questions must be filed with the City Clerk no later than ninety days prior to the election, at 5 p.m. on Aug. 9, 2023. Arguments are limited to 300 words and are printed in the Informational Pamphlet. Several publications and news releases will be provided throughout the election process and shared on a variety of

platforms, including print and social media. All election information will be provided in English and Spanish and will be available on phoenix.gov/elections.

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 47

Repeal Existing Pay Ordinance S-47689 and Adopt New Ordinance for New Rates and Compensation (Ordinance S-49802)

Request the City Council to repeal Ordinance S-47689, and all amendments thereto, and to adopt a new ordinance for new rates and compensation.

One facet of the new ordinance, effective July 10, 2023, the first day of the first full pay period of the new fiscal year, implements City Council-approved gross pay rates and other compensation for the one-year period included in the Fiscal Year (FY) 2023-24 Memoranda of Understanding, as defined under the Meet and Confer Ordinance. This portion also includes gross rates and other compensation for employees covered by the Meet and Discuss Ordinance, and gross pay rates and other compensation for all unrepresented employees.

Another facet of the new ordinance implements a new pay structure to become effective Aug. 7, 2023, to implement the recommendations of Kaneko and Krammer Corp., dba Koff & Associates, Inc., resulting from the Citywide Classification and Compensation Study.

Summary

Changes Effective July 10, 2023

This new Pay Ordinance includes items which are part of the Memoranda of Understanding with the five Meet and Confer employee groups that were approved by the City Council through Formal Resolution on May 3, 2023. Administrative Regulations and other policy documents will be amended to address items agreed to with the employee groups that are not part of the Pay Ordinance.

The new Pay Ordinance outlines changes to pay rates and other compensation for employees covered by the Meet and Confer Ordinance, employees covered by the Meet and Discuss Ordinance, and employees represented by the City Manager, such as confidential office and clerical, middle managers, and executives. This is consistent with the City Council’s actions adopting the FY 2023-24 Memoranda of Understanding (MOUs). This is also consistent with the City Manager’s authority to approve FY 2023-24 Memoranda of Agreement (MOAs) for employee associations; and to approve pay rates and other compensation for employees represented by the City Manager.

Changes Effective Aug. 7, 2023

The new Pay Ordinance also outlines the new pay structure resulting from the Citywide Classification and Compensation Study. In 2021, the City partnered with Koff & Associates, a human resources firm, to perform a comprehensive job evaluation and market analysis of nearly 900 Citywide jobs. The key objectives of the study were to ensure that the City's job classifications were accurate and up to date, that the City has an equitable and market-based pay structure, defined career paths, and training opportunities, and that the City has the best talent retention in the market to make the City a destination employer for future generations. Salary data from other agencies was gathered to provide the City with useful information about how job classifications are paid in comparison to positions in other organizations.

The proposed language for the FY 2023-24 Pay Ordinance is included in **Attachment 1**. Separate reports of updates to the existing pay structure by job code effective July 10, 2023, through Aug. 6, 2023, and the new pay structure by job code effective on Aug. 7, 2023, are included in Exhibits A and B to **Attachment 1**.

Concurrence/Previous Council Action

- City Council provided approval to enter into a contract with Kaneko and Krammer Corp., dba Koff & Associates, Inc., to provide Classification and Compensation Study services on March 17, 2021.
- City Council approved by Formal Resolution the Memoranda of Understanding with the five Meet and Confer groups on May 3, 2023.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Human Resources Department.

ATTACHMENT 1

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE S-_ _ _ _ _

AN ORDINANCE REPEALING EXISTING PAY ORDINANCE S-47689 AND ADOPTING A NEW ORDINANCE FOR NEW RATES AND COMPENSATION; AND FURTHER AUTHORIZING THE CITY CONTROLLER TO DISBURSE ALL FUNDS FOR THE PURPOSES OF THIS ORDINANCE.

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

SECTION 1. Ordinance No. S-47689 being an Ordinance which adopted a "Gross Pay Schedule" of all employees of the City of Phoenix, and all amendments thereto be, and the same are repealed as of the effective date of this Ordinance.

SECTION 2. On July 10, 2023, the effective date of this Ordinance, through August 6, 2023, all compensation to be paid to employees of the City of Phoenix shall be computed from Exhibit A, which is incorporated herein by this reference. Exhibit A includes those compensation changes set forth in Section 5 hereof. On and after August 7, 2023 all compensation to be paid to employees of the City of Phoenix shall be computed from Exhibit B, which is incorporated herein by this reference.

SECTION 3. The City Manager is authorized to provide a benefits program for City employees as described by various administrative regulations and the benefits reference guides.

SECTION 4. On and after the effective date of this Ordinance, employees of the City of Phoenix shall be compensated on a biweekly schedule in accordance with the attached Exhibits A and B and in accordance with those certain Memoranda of

Understanding, to wit:

> Memorandum of Understanding 2023-2024 by and between the City of Phoenix and the Laborers International Union of North America, Local 777, AFL-CIO, covering Field Unit 1.
>
> Memorandum of Understanding 2023-2024 by and between the City of Phoenix and the American Federation of State, County and Municipal Employees, Local 2384, AFL-CIO, covering Field Unit 2.
>
> Memorandum of Understanding 2023-2024 by and between the City of Phoenix and the American Federation of State, County and Municipal Employees, Local 2960, AFL-CIO, covering Office and Clerical Unit 3.
>
> Memorandum of Understanding 2023-2024 between the City of Phoenix and Phoenix Law Enforcement Association, covering Police Officers Unit 4.
>
> Memorandum of Understanding 2023-2024 by and between the City of Phoenix and Phoenix Firefighters Association, Local 493, IAFF, covering Unit 5.

and shall work a schedule of hours in accordance with applicable administrative regulations and ordinances and consistent with the determination of work hours by the City, based on the needs of the City.

SECTION 5. **Compensation**

The compensation schedules set forth in Exhibit A shall be effective and/or modified in accordance with the following:

(a) Effective July 10, 2023, a 5.67% base wage increase will be applied to all Unit 1 pay steps. In addition, full-time Unit 1 employees will receive a non-continuous payment of $2,655 and part-time Unit 1 employees will receive a non-continuous payment of $200, to be paid on the first full pay period in August 2023.

(b) Effective July 10, 2023, a 5.55% base wage increase will be applied to all Unit 2 pay steps. In addition, full-time Unit 2 employees will receive a non-continuous payment of 5.0% of their annual base wage and part-time Unit 2 employees will receive a non-continuous

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payment of 5.0% of base wages paid during the 26 preceding pay periods, to be paid on the first full pay period in August of 2023.

(c) Effective July 10, 2023, a 5.24% base wage increase will be applied to all Unit 3 pay steps. In addition, full-time Unit 3 employees will receive a non-continuous payment of $2,776 and part-time Unit 3 employees will receive a non-continuous payment of $1,111, to be paid on the first full pay period in August 2023.

(d) Effective July 10, 2023, a 2.16% base wage increase will be applied to all Unit 4 pay steps and to each assignment step. In addition, Unit 4 employees will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August of 2023.

(e) Effective July 10, 2023, a 0.82% base wage increase will be applied to all Unit 5 pay steps to include assignment steps. In addition, each Unit 5 member/employee will receive a non-continuous payment of $3,979, to be paid on the first full pay period in August 2023.

(f) Effective July 10, 2023, a 2.45% base wage increase will be applied to all Unit 6 pay grades. In addition, Unit 6 employees will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August of 2023.

(g) Effective July 10, 2023, a 5.31% base wage increase will be applied to all Unit 7 pay steps. In addition, full-time Unit 7 employees will receive a non-continuous payment of 5.0% of their annual base wage and part-time Unit 7 employees will receive a non-continuous payment of 5.0% of their annual base wages paid during the 26 preceding pay periods, to be paid on the first full pay period in August of 2023.

(h) Effective July 10, 2023, a 5.35% base wage increase will be applied to all Unit 8 pay steps. In addition, each full-time Unit 8 employee will receive a non-continuous payment of 5.0% of their base wage and part-time Unit 8 employees will receive a non-continuous payment of 5.0% of base wages paid during the 26 preceding pay periods, to be paid on the first full pay period in August of 2023.

(i) Effective July 10, 2023, a 5.23% base wage increase will be applied to Unit 9 and 10 pay grades and employees. In addition, all Unit 9 and 10 employees (except for part-time judges) will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August 2023, after completing requirements set forth by the City Manager relative to their

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performance evaluations. The provisions of this paragraph do not apply to the Chief Presiding Judge.

(j) Effective July 10, 2023, a 4.0% base wage increase will be applied to Unit 17 and 19 pay grades and employees. In addition, all Unit 17 and 19 employees will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August 2023, after completing requirements set forth by the City Manager relative to their performance evaluations.

(k) Effective July 10, 2023, a 4.83% base wage increase will be applied to Unit 16 and 18 pay grades and employees. In addition, all Unit 16 and 18 employees will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August 2023, after completing requirements set forth by the City Manager relative to their performance evaluations.

(l) Effective July 10, 2023, a 5.31% base wage increase will be applied to all pay ranges of Council Office Staff Salary Plan 023. In addition, all employees in Council Office Staff Salary Plan 023 will receive a non-continuous payment of 5.0% of their annual base wage to be paid on the first full pay period in August of 2023.

(m) Effective July 10, 2023, a 5.24% base wage increase will be applied to all Lifeguard pay steps.

SECTION 6. On July 10, 2023, the effective date of this Ordinance, through August 6, 2023, the pay rates for employees of the City of Phoenix shall be that shown in Exhibit A and on and after August 7, 2023 the pay rates for employees of the City of Phoenix shall be that shown in Exhibit B, except that employees designated as Election Workers, Council Office Staff, Executives, or Middle Managers or enrolled in an apprenticeship program and assigned to apprentice compensation grades shall have a salary set by the City Manager which shall be at or between the minimum and maximum rates assigned to that classification.

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SECTION 7. On and after the effective date of this Ordinance, no overtime work shall be authorized, unless it shall have first been approved as provided by administrative regulation.

SECTION 8. **New Hire Salary**

New employees shall be hired at the beginning rate of the established grade for each classification. Full-time, part-time, and non-seasonal employees will be hired at a rate no lower than the City's established minimum entry rate of $15.00 per hour. A department head may authorize a beginning rate up to the median step of the pay grade after conducting an analysis with Human Resources. The City Manager and Human Resources Director may authorize a beginning rate above the median step of the pay grade in the event of labor market requirements or due to the unusual qualifications of a candidate. In cases where a pay grade has an even number of steps, the larger value shall be used as the median. If existing steps are not available to be used, they shall not be included in the determination of the median step. Certified Police Officer candidates from other jurisdictions may be brought in at a higher step based upon the number of years of experience they have after receiving certification as a law enforcement officer.

SECTION 9. **Salary Review Date**

(a) The salary review date of employees shall be the date on which they were hired.

(b) An employee on a continuous leave of absence of thirty (30) calendar days or longer, whether such leave is paid or unpaid, shall have the salary review date adjusted to account for the period of absence from the thirtieth day until the employee's return to work. This provision does not apply when the leave involved is military leave unless the employee is probationary and has been on probation for less than nine months.

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(c) Salary review dates for incumbents of positions which are reclassified and/or regraded shall be handled in accordance with Section 19(d) of this Ordinance.

SECTION 10. **Merit Increases**

In recognition of continued meritorious service, full-time employees become eligible to be considered for a merit pay increase on each salary review date until they have advanced to the maximum step in their pay grade. Employees eligible for merit increases shall be advanced one step in the pay grade in accordance with this section only upon approval of the department head or the City Manager, except that:

(a) Employees designated as Executive and Middle Manager and assigned to executive and middle manager compensation grades may be advanced within their assigned pay grade by the City Manager based upon periodic review of the individual employee's work performance.

(b) Employees designated as Council Office Staff and assigned to council office staff compensation grades may be advanced within their assigned pay grade by the Executive Assistant to City Council based upon periodic review of the individual employee's work performance.

(c) Sworn employees in the classifications of Police Sergeant and Police Lieutenant, who meet performance expectations and have not already reached the top step of the pay range, will receive a one-step merit increase when they have completed twenty (20) years of continuous service with the Phoenix Police Department. The effective date of the one-step merit pay increase shall become the salary review date for future merit pay increases.

(d) From the effective date of this Ordinance, July 10, 2023, through August 6, 2023, sworn employees in the ranks of Firefighter, Fire Engineer and Fire Captain shall be considered for merit pay increases in accordance with the provisions listed in 1 through 18 below. Effective August 7, 2023, sworn employees in the ranks of Firefighter, Fire Engineer and Fire Captain shall be considered for merit pay increases on each salary review date until they have advanced to the maximum step in their pay grade. Employees eligible for merit increases shall be advanced one step in the pay grade in accordance with this section only upon approval of the department head or the City Manager in

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accordance with the structure outlined in the compensation schedule and structure set forth in Exhibit B.

1. Sworn employees in the classification of Firefighter paid at Step 1 upon graduation from the academy shall be considered for a merit pay increase six months after graduation from the academy; and this shall become the salary review date for subsequent pay increases.

2. Firefighters on assignment to Paramedic will be paid at a step between Steps 21 and 25 of the Firefighter pay grade.

3. Firefighters assigned to Special Operations and the ARFF program shall be paid at a step between Steps 31 and 39 of the Firefighter pay grade.

4. Firefighters assigned to both Paramedic and Special Operations will be paid at a step between Steps 51 and 55 of the Firefighter pay grade.

5. Firefighters assigned to both the Hazardous Materials (HMT) and the Technical Rescue (TRT) programs shall be paid at a step between Steps 61 and 69 of the Firefighter pay grade.

6. Firefighters assigned to Paramedic, Hazardous Materials (HMT), and Technical Rescue (TRT) will be paid at a step between Steps 81 and 85 of the Firefighter pay grade.

7. Fire Engineers may enter the classification at Step 1 of the grade. A Fire Engineer entering the pay grade at Step 1 will be considered for a merit pay increase six months after promotion and then at one and one-half years after promotion. Fire Engineers entering the pay grade above Step 1 will be considered for a merit pay increase on their salary review date until they have advanced to Step 3.

8. Fire Engineers assigned as Paramedics will be paid at Steps 21 and 22 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 22.

9. Fire Engineers assigned as Special Operations will be paid at Steps 31 and 32 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 32.

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10. Fire Engineers assigned to both Special Operations and Paramedic will be paid at Steps 51 and 52 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 52.

11. Fire Engineers assigned to both the Hazardous Materials (HMT) and the Technical Rescue (TRT) programs shall be paid at Steps 61 and 62 of the Fire Engineer pay grade and will be considered for a merit pay increase on their salary review date until they have advanced to Step 62.

12. Fire Engineers assigned to Paramedic, Hazardous Materials (HMT), and Technical Rescue (TRT) will be paid at Steps 81 and 82 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 82.

13. Fire Captains will enter the classification at Step 8 of the grade and will be considered for a merit pay increase on their salary review date until they have advanced to Step 10.

14. Fire Captains assigned as Paramedics will be paid at a step between Steps 21 and 23 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 23 of the pay grade.

15. Fire Captains assigned as Special Operations will be paid at a step between Steps 31 and 33 and will be considered for a merit pay increase on each salary review date until they have advanced to Step 33 of the paygrade.

16. Fire Captains assigned to both Special Operations and Paramedic will be paid at a step between Steps 51 and 53 and will be considered for a merit pay increase on each salary review date until they have advanced to Step 53 of the pay grade.

17. Fire Captains assigned to both the Hazardous Materials (HMT) and the Technical Rescue (TRT) programs shall be paid at a step between Steps 61 and 63 of the Fire Captain pay grade and will be considered for a merit pay increase on their salary review date until they have advanced to Step 63.

18. Fire Captains assigned to Paramedic, Hazardous Materials (HMT), and Technical Rescue (TRT) will be paid at a step between Steps 81 and 83 and will be considered for a merit pay increase on their salary review date until they have advanced to Step 83.

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(e) Part-time employees, excluding seasonal employees, may be considered for advancement to the next step and each subsequent step in a grade after working two thousand eighty (2,080) hours at each step. Part-time employees, upon returning from military leave, will be given credit for working the average number of hours they would normally have worked during the time of leave.

(f) It is further provided that a special merit pay increase for superior performance or a step adjustment for unusual circumstances may be granted at lesser intervals for any employee, upon recommendation of the employee's department head and approval by the Human Resources Director.

(g) Employees enrolled in an apprenticeship program and assigned to apprentice compensation grades may be advanced within their assigned pay grade by the City Manager based upon periodic review of the individual employee's work performance.

(h) Employees designated as Election Workers may be advanced within their assigned pay grade by the City Manager based upon periodic review of the individual employee's work performance.

SECTION 11. **Assignment Pay, Differential, Standby and Other Additional Compensation**

(a) Rules for designated holidays and premium pay shall be established by administrative regulations, applicable Memoranda of Understanding and applicable Memoranda of Agreement.

(b) Employees shall receive the assignment pay provided for certain classifications only during the period they are working on these assignments.

1. Employees shall receive an immediate increase upon entering an assignment which corresponds to the next step in the employee's present pay grade, except that if no such rate exists, the employee shall be placed in the closest step which is not less than that amount, regardless of the number of steps in the differential above the base classification.

2. An employee in an assignment will be eligible to receive productivity enhancement pay at the time the employee would have received productivity enhancement pay had the employee stayed in the base classification, even though the employee may not yet be at top step in the assignment.

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3. In cases of assignments in Public Safety Middle Manager or Executive category classifications, employees shall receive a pay rate that is a minimum of 5% higher than their current rate, but not higher than the maximum pay rate of the new pay grade, using a formula established by the Human Resources Director.

(c) Sworn employees at the rank of Police Officer who are Field Training Officers or who the department selects to conduct department approved officer field training will receive an additional 5% of their regular pay rate for each day they are assigned to an officially authorized field training position. Employees assigned to train an officer-in-training in traffic/DUI enforcement will receive 5% training pay for each day the employee actually trains. Employees assigned as Canine Unit Training Officers will receive 5% training pay for each day they are assigned to an officially authorized Canine Unit Trainer position. Employees assigned as Team Leaders on SAU squads will receive an additional 5% base hourly rate of pay while assigned to this position. Detectives whom the department selects to conduct department-approved new Detective training will receive an additional 5% of their base rate of pay for every day the Detective is training.

(d) Sworn employees at the rank of Police Sergeant who supervise a designated Field Training Officer (FTO) squad will receive 10% additional pay while assigned. Sergeants who supervise a Field Training Officer (FTO) training in place will receive 5% additional pay while an Officer In Training (OIT) is assigned to the squad.

(e) Employees working in positions which, because of unusual hours, should receive extra compensation may receive a shift differential as provided by administrative regulation.

(f) Certain Unit 2 employees required by the City to maintain a Commercial Driver License (CDL) as a secondary part of their regular position duties shall receive an additional twenty cents ($0.20) per hour.

(g) Unit 3 and Confidential Office and Clerical employees who are authorized, certified, and required by management to use a language other than English to conduct official City business may receive bilingual pay as provided by administrative regulation.

(h) Phoenix Firefighters Association Unit 5 employees who speak Spanish to conduct official City business may receive bilingual pay as provided by administrative regulation.

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(i) Municipal Court employees performing legal, verbatim, and formal translation duties may receive bilingual pay as provided by administrative regulation.

(j) Qualified sworn personnel in the Police Department who are requested to perform verbal interpretation or written translation in a language other than English, or signing activities, while conducting police-related investigations may receive bilingual pay of ten dollars ($10.00) per hour as provided by the Unit 4 Memorandum of Understanding.

(k) Certified/registered Unit 1 employees who are assigned to continuous, non-incidental application of herbicides or pesticides may receive premium pay of one dollar ($1.00) per hour as provided in the Unit 1 Memorandum of Understanding.

(l) Certified/registered Unit 2 employees who are assigned to continuous, non-incidental application of herbicides or pesticides may receive premium pay of fifty cents ($0.50) per hour as provided in the Unit 2 Memorandum of Understanding.

(m) Any Aviation Dispatcher, Fire Emergency Dispatcher, Police Communications Operator, or Police Communications Operator*Radio/911 who is selected by their Department to conduct department approved field training will be paid a one-step differential or a minimum of three percent (3%) of base wages, whichever is higher, for those hours actually spent training other staff members.

(n) Trained and certified employees in the classifications of User Technology Specialist, Senior User Technology Specialist, and Lead User Technology Specialist may receive a per diem of fifty dollars ($50.00) when required to climb wireless communication towers in the performance of their assigned duties.

(o) Fire Management Command Officers who are assigned to and work in the Constant Staffing Program may receive monthly premium pay as provided by administrative regulation.

(p) Upon recommendation of the employee's department head and approval of the Human Resources Director, a premium payment of up to two hundred fifty dollars ($250.00) per week may be authorized to be paid to exempt employees for taking on substantial special projects, projects or events requiring significant extended hours or weekends, or considerable additional duties due to staffing shortages, as provided by administrative regulation.

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(q) Exempt personnel may receive additional pay, as provided by administrative regulation, for performance of their usual City duties in catastrophic field conditions in extreme and protracted emergency events involving a state or federal non-military deployment in which circumstances do not permit normal work and rest cycles. For an employee to be eligible for the additional payment, the deployment must be approved by the department head and City Manager. The deployment must exceed forty (40) continuous hours and the payment amount will be determined based on a formula determined by the Human Resources Director and shall be consistent for all personnel deployed. Such payment may be approved only if it meets all reimbursement guidelines specified by the state or federal agency.

(r) Specific employees recruited or trained in specific advanced information technology fields, as such employees and job fields are approved by the Chief Information Officer, Human Resources Director, and City Manager, may receive specialty skills premium pay not to exceed 10% of base salary as provided by administrative regulation.

(s) Compensation for employees who are assigned to standby duty shall be calculated at a rate which, over a twenty-four (24) hour period, shall not exceed the prevailing federal or state minimum hourly wage, whichever is higher.

(t) Sworn Police Officers below the rank of Sergeant and Unit 3 employees assigned to court standby shall receive the following:

1. Sworn Police Officers below the rank of Sergeant may receive two (2) hours of pay at one and one-half (1-1/2) times the base hourly rate for court dockets scheduled before 12:00 p.m. (noon), and an additional two (2) hours of pay at one and one-half (1-1/2) times the base hourly rate for court dockets scheduled after 12:00 p.m. (noon). If an employee is required to remain on standby after 12:00 p.m. (noon), the employee may receive an additional one (1) hour of pay at one and one-half (1-1/2) times the base hourly rate of pay. For each day a court proceeding continues in session and the officer remains subject to call, the employee may be entitled to court standby compensation as provided in this paragraph and in the Unit 4 Memorandum of Understanding.

2. As provided in the Unit 3 Memorandum of Understanding, Unit 3 employees shall be compensated the greater of either $100 per day or in accordance with the current provisions of the Fair Labor Standards Act.

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(u) Sworn Police Supervisory and Professional employees assigned to court standby may receive two (2) hours of pay at one and one half (1½) times the base hourly rate per day for court standby. An additional hour of pay at one and one half (1½) times the base pay rate shall be paid if the employee is required to remain on standby after noon.

(v) The City Manager is authorized to provide call-out pay to hourly employees, as provided by administrative regulation. Where appropriate, these payments shall be made in accordance with the applicable Memoranda of Understanding or applicable Memoranda of Agreement.

(w) The City Manager is authorized to provide out of class pay differential to employees, as provided by administrative regulation.

(x) The City Manager is authorized to award additional vacation leave to an employee whose annual vacation accrual rate is twelve (12) days or less, when it is in the best interest of the City as determined by the City Manager.

(y) Sworn employees at the rank of Police Officer who are department qualified/certified Drug Recognition Experts (DRE) who are current in all training and requirements set forth in Police, and have completed all necessary training, shall be paid a premium of $15.00 per hour, calculated to the nearest ¼ hour, in addition to their base hourly rate for each hour they are engaged in DRE activities.

(z) Sworn employees at the rank of Police Officer who are department qualified/certified phlebotomists who are current in all training and requirements set forth in Police, and have completed all necessary training, shall be paid a premium of $15.00 per hour, calculated to the nearest ¼ hour, in addition to their base hourly rate for each hour they are engaged in phlebotomy activities.

SECTION 12. **Awards Programs**

(a) An employee suggestion program shall be established by administrative regulation. Employees may be eligible for a cash award or for other awards for making suggestions which qualify under the program. The cash award to employees, per suggestion, shall not exceed sixteen thousand six hundred sixty-seven dollars ($16,667).

(b) An employee safety awards program may be established by administrative regulation. Employees may be eligible for a one-time cash award or other awards as part of the City safety program. Any single cash award shall not exceed one hundred dollars ($100).

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(c) A program to recognize employee excellence may be established by administrative regulation. The total allocation per department shall not exceed one dollar ($1.00) per full-time equivalent employee or three hundred dollars ($300) per year or one shift (not to exceed 10 hours) of performance recognition leave per recognition award.

(d) The City Manager is authorized to establish a performance-based cash award program for employees.

(e) The City Manager is authorized to implement incentive programs to reward employees for exceptional performance and/or substantial savings to the City.

(f) The City Manager is authorized to establish a hiring incentive cash award not to exceed seven thousand five hundred dollars ($7,500) for employees hired into critical positions, positions that are hard to fill, or positions that require a rare skill set, when it is in the best interest of the City as determined by the Human Resources Director and the City Manager. This award is not applicable to rehires within 3 years. The provisions of this paragraph do not apply to retirees.

(g) The City Manager is authorized to establish a cash award program for employees who refer successful candidates for City employment, when it is in the best interest of the City. The cash award to employees, per successful candidate, shall not exceed two thousand five hundred dollars ($2,500).

(h) The City Manager is authorized to establish a retention incentive cash award not to exceed seven thousand five hundred dollars ($7,500) to retain employees in critical positions, positions that are hard to fill, or positions that require a rare skill set, when it is in the best interest of the city as determined by the Human Resources Director and the City Manager. Employees receiving this award must meet performance standards as determined by the City Manager. Retention incentives may not be awarded to an employee more than once every two years and employees may be required to repay awards if they leave the city sooner than two years after receiving an award.

SECTION 13. **Allowances and Reimbursements**

(a) The City Manager is authorized to provide for a transportation allowance for employees designated as Executive and Middle Managers and certain professional staff in the Offices of the Mayor and City Council who are not assigned a City vehicle on a regular basis.

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(b) Elected City officials shall receive the benefits package of their choice as provided for in the Charter.

(c) The City Manager is authorized to provide to elected officials either (1) a transportation allowance as provided in the chosen benefits package, or (2) a mileage expense reimbursement when using a personal vehicle for travel in carrying out official duties. Such reimbursement shall include mileage expenses of elected officials traveling from their places of residence to their City offices or City functions/events. These expenses are determined to be necessary expenses in the conduct of an elected official's office. Reimbursement will be provided at the prevailing mileage rate set by the Finance Department for all City employees.

(d) The City Manager is authorized to establish a program to provide payment of moving expenses, relocation expenses, and housing allowance. The reimbursement amount per employee shall not exceed $20,000.

(e) The City Manager is authorized to establish a program for payment of a communications allowance paid monthly for eligible Middle Managers, Executives, and certain professional staff in the Offices of the Mayor and City Council. To be eligible for the communication allowance, employees are required to provide a cellular phone and be responsible for all related expenses.

(f) Clothing allowances shall be established by administrative regulation and in accordance with applicable Memoranda of Understanding or applicable Memoranda of Agreement.

(g) The City Manager is authorized to establish a program for distributing public safety uniform allowance funds for sworn public safety employees.

(h) Employees covered by the Unit 2 Memorandum of Understanding who are required to provide their own tools for work shall receive up to six hundred dollars ($600) per year to replace and repair such tools, as provided in the Unit 2 Memorandum of Understanding, and as specified by administrative regulation.

(i) The City Manager is authorized to provide reimbursement to employees for actual and necessary expenses incurred while engaged in City business. The requirements for such reimbursement shall be set forth in administrative regulation.

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(j) The City Manager is authorized to provide a stipend for volunteers in the Police Department for certain expenses incurred as a result of their volunteer duties. This may include expenses incurred as a result of court appearances and for maintaining a uniform and equipment.

(k) The City Manager is authorized to provide reimbursement to employees or make payments in advance for tuition-related expenses incurred for training in employment-related courses, memberships, and seminars only for employment-related courses that have been approved in advance and are consistent with administrative regulations, applicable Memoranda of Understanding, and applicable Memoranda of Agreement.

(l) Employees who have received advanced tuition reimbursement for tuition related expenses shall agree in writing to repay the City for any failure to meet the criteria set forth in the administrative regulations concerning reimbursement. Any unpaid balances may be deducted from the employee's pay.

(m) The City Manager is authorized to provide:

1. At the City Manager's discretion, reimbursement of individual development expenses up to an annual maximum equal to two thousand six dollars ($2,006) for Executives and Middle Managers. Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee pursuant to Section 13(k).

2. Reimbursement for professional memberships and seminars of up to one thousand dollars ($1,000) for employees designated as Supervisory or Professional. Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

3. Reimbursement for Police Officers at the ranks of Sergeant and Lieutenant for professional memberships and seminars of up to eight hundred dollars ($800). Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

4. Reimbursement for Police Officers below the rank of Sergeant for professional memberships and seminars of up to five hundred dollars ($500). Any reimbursement to an employee under the

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provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

5. Reimbursement for Confidential Office and Clerical employees for professional memberships and seminars of up to four hundred fifty dollars ($450). Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

6. Reimbursement for Office and Clerical employees in classifications specified in the Unit 3 Memorandum of Understanding of up to two hundred twenty-five dollars ($225) to attend one-day, in-state, City-related seminars/training, and professional memberships. Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

7. Reimbursement for all Unit 1 employees up to one hundred fifty dollars ($150) to attend one-day, in-state, City-related seminars/training. Any reimbursement to an employee under the provisions of this paragraph shall be deducted from the total amount of tuition funds available for the individual employee, pursuant to Section 13(k).

8. Certain employees specified in the Unit 3 Memorandum of Understanding shall be reimbursed on a one-time basis only for expenses incurred as a result of passing a required certification test as provided in the Unit 3 Memorandum of Understanding and as specified by administrative regulation.

9. Reimbursement for certain Unit 2 employees for CDL endorsements as provided in the Unit 2 Memorandum of Understanding and as specified by administrative regulation.

10. Certain employees specified in the Unit 1 Memorandum of Understanding, Unit 2 Memorandum of Understanding, and the Unit 7 Memorandum of Agreement shall be reimbursed for expenses incurred as a result of renewing commercial driver licenses and endorsements, including HazMat background screening fees, as provided in the aforementioned memoranda and as specified by administrative regulation.

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(n) Employees who are called to military service with presidential call-up orders may receive "gap pay" as defined in the applicable administrative regulations. They must first exhaust their paid military leave benefit.

SECTION 14. **Vacation/Compensatory Time Sell-Back**

(a) At the City Manager's discretion, employees designated as either General Executive or General Middle Manager for each fiscal yearmay be paid for up to a maximum of eighty (80) hours of accumulated vacation time payable in November. The payment is contingent upon the use of two (2) regular weeks of vacation time during the same calendar year.

(b) At the City Manager's discretion, employees designated as either Police Executive or Police Middle Manager for each fiscal year may be paid for up to a maximum of eighty (80) hours of accumulated vacation time payable in November. The payment is contingent upon the use of two (2) regular weeks of vacation time during the same calendar year.

(c) At the City Manager's discretion, employees designated as either Fire Executive or Middle Managers who work a 40-hour shift for each fiscal year may be paid for up to a maximum of eighty (80) hours of accumulated vacation time payable in November. Employees who work a 56-hour shift may be paid for up to a maximum of one hundred and twelve (112) hours of accumulated vacation time payable in November. The payments are contingent upon the use of two (2) regular weeks of vacation time during the same calendar year.

(d) Employees designated as Unit 1 for each fiscal year may be paid up to a maximum of forty (40) hours of accumulated vacation hours, twice per year, for an annual maximum of eighty (80) hours, after accumulating a minimum of one hundred seventy-five (175) hours of vacation leave, contingent upon the use of forty (40) hours of vacation/compensatory time during the same calendar year.

(e) Employees designated as Unit 2 for each fiscal year may be paid up to a maximum of forty (40) hours of accumulated vacation time twice per calendar year, after accumulating a minimum of one hundred twenty (120) hours of vacation leave, contingent upon the use of forty (40) hours of vacation/compensatory time during the same calendar year.

(f) Employees designated as Unit 3 for each fiscal year may be paid up to a maximum of forty (40) hours of accumulated vacation time twice per calendar year, after accumulating a minimum of one hundred twenty (120) hours of vacation leave, contingent upon the use of forty (40) hours of vacation/compensatory time during the same calendar year.

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(g) Employees designated as Confidential Office/Clerical for each fiscal year may be paid up to a maximum of one hundred twenty (120) hours of accumulated compensatory time as specified by administrative regulation. Payments of up to sixty (60) hours each will be made effective the last pay day in August and the first pay day in December.

(h) Employees designated as Confidential Office/Clerical for each fiscal year may be paid up to a maximum of forty (40) hours of accumulated vacation time, one time per calendar year, contingent upon the use of forty (40) hours of vacation/compensatory time during the same calendar year.

(i) Employees designated as Unit 4 and Unit 5 for each fiscal year may be paid for accumulated compensatory time as specified by the applicable Memorandum of Understanding.

(j) Police Officer employees may be paid for up to a maximum of eighty (80) hours of accumulated vacation time contingent upon their use of forty (40) hours of vacation/compensatory time during the same calendar year. Payment shall be made effective on the first pay day in December.

(k) Employees designated as Unit 5 may be paid up to a maximum of eighty (80) hours of accumulated vacation time if it will not cause their total bank of hours to drop below 150 or 210 hours, depending upon the work schedule. This benefit shall not exceed a total of 80 hours and may be used as follows: 40 hours on the last pay period in November and/or May of each M.O.U. year.

(l) Police Sergeant and Police Lieutenant employees may be paid for up to a maximum of forty (40) hours of accumulated vacation time contingent upon their use of forty (40) hours of vacation/compensatory time during the same calendar year. The requirement to use time may be waived in the calendar year prior to retirement provided the employee submits a written notice of intent to retire on a specific date the following year. Payment shall be made effective on the first pay day in December.

(m) Eligible sworn Public Safety personnel may receive a lump sum payment for accrued vacation time.

(n) Employees designated as Supervisory/Professional for each fiscal year may be paid twice per year up to a combined maximum of eighty (80) hours of accumulated vacation time each year contingent upon their use of eighty (80) hours of vacation time during the same calendar

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year.

(o) Hourly (non-exempt) employees designated as Supervisory and Professional for each fiscal year may be paid for accumulated compensatory time as specified by administrative regulation.

SECTION 15. **Productivity Enhancement/Performance-Based Cash Award Program**

(a) The City Manager is authorized to establish a productivity enhancement program, as specified by administrative regulation, to pay qualifying employees up to two hundred fifty dollars ($250) per year of service up to a maximum of six thousand one hundred twelve dollars ($6,112).

(b) The City Manager is authorized to establish a performance-based cash award program for those Middle Managers and Executives who are at the equivalent of the top step of their salary ranges.

SECTION 16. **Deferred Compensation Program and Post Employment Retirement Accounts**

(a) The City will contribute 0.45% of base annual salary to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as represented by Unit 1 for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(b) The City will contribute 3.62% of base wages to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as represented by Unit 2 for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

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(c) The City will contribute 2.36% of monthly base wages to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as represented by Unit 3. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(d) The City will contribute 2.56% of monthly gross wages to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as represented by Unit 4 for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(e) The City will contribute 4.42% of each employee's biweekly gross pay to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as represented by Unit 5 for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(f) The City will contribute 1.5% of base annual salary to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as sworn Police Supervisory and Professional for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be

contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(g) The City will contribute 1.92% of base annual salary to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as Confidential Office/Clerical for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits, including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(h) The City will contribute 6.5% of base annual salary to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for those employees designated as Supervisory/Professional for each fiscal year. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred compensation plan contribution limits including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(i) The City will contribute 9.0% of gross annual salary to the 401(a) Defined Contribution Plan under the Phoenix Employees' Deferred Compensation Program for anyone authorized to have an Executive or Middle Manager benefit package. If the 9.0% of gross annual salary does not equal at least $9,500.00, the City will contribute the remaining amount not to exceed a combined maximum of $9,500.00. If contributions from all sources exceed the federal maximum allowed for 401(a) defined contribution plans, excess City contributions will be contributed to the 457(b) Deferred Compensation Plan under the Phoenix Employees' Deferred Compensation Program up to the annual Internal Revenue Service defined maximum. If the full amount of the excess City contributions cannot be contributed to the 457(b) Deferred Compensation Plan due to federal 457(b) deferred

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compensation plan contribution limits including catch-up provisions, the balance of the City contributions converts to ordinary wages.

(j) The City will contribute one hundred fifty dollars ($150) per month to a post-employment health plan (PEHP) for eligible employees. The eligibility of employees will be determined by the City Manager, or his designee. The City will contribute one hundred fifty dollars ($150) each month the employee is eligible.

SECTION 17. **Retirement, Pensions, Termination, Death Benefits**

(a) Sworn Public Safety personnel may receive a cash lump sum payment for accrued sick leave as provided by administrative regulation.

(b) The City Manager is authorized to establish guidelines to have a portion of accumulated sick leave hours at retirement converted to service credit under the City of Phoenix Employees' Retirement Plan or converted to an employer contribution to the 401(a) Defined Contribution Plan.

(c) The City Manager is authorized to provide a retirement incentive for retirement eligible employees who occupy positions affected by a City Council approved reduction in force and who meet the requirements of a City Council approved incentive plan, as established in administrative regulation.

(d) The City Manager is authorized to provide for the payment of severance pay to certain employees as established in administrative regulation.

(e) The City Manager is authorized to grant a partial benefit package to employees who occupy full-time regular positions at the time their positions are reduced by the City to less than full-time because of funding limitations.

(f) The City Manager is authorized to pay all or a portion of accrued sick leave to an Executive or Middle Manager employee when it is in the best interest of the City for the separation of the employee from City employment.

(g) The City Manager is authorized to grant the following:

1. Police Officers, upon approval of the Police Chief, may purchase, at the time of retirement or medical retirement, their breast badge mounted on a plaque, their retired flat badge and holder, and a specified duty weapon for one dollar ($1.00); and

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2. Within thirty (30) days of death, the spouse or adult survivor of a Police Officer who has died in the line of duty may elect to receive the deceased officer's breast badge mounted on a plaque, and the department issued service weapon for one dollar ($1.00).

(h) The City Manager is authorized to grant the continuation of health insurance coverage for eligible surviving dependents of a City employee who has died in the line of duty with the City as specified by administrative regulation and in accordance with applicable Memoranda of Understanding or applicable Memoranda of Agreement.

(i) The City Manager is authorized to provide that, upon the in-line-of-duty death or death resulting from an in-line-of-duty injury of any City employee, the City will pay the full cash value of the accrued sick leave existing at the time of the employee's death.

(j) The City Manager is authorized to provide that, upon the death of a Unit 2 employee while on active work status or on an approved leave status, the City will pay the full cash value of the accrued sick leave existing at the time of the employee's death. Paid leave status, as the term is used in this paragraph, excludes retired employees, employees on suspension, and employees on long-term disability or unpaid leave.

(k) The City Manager is authorized to provide that, upon the death of a Unit 3 employee while on active work status or on an approved leave status, the City will pay the full cash value of the accrued sick leave existing at the time of the employee's death. Paid leave status, as the term is used in this paragraph, excludes retired employees, employees on suspension, and employees on long-term disability or unpaid leave.

(l) The City Manager is authorized to provide that, upon the death of a sworn Police employee while on active work status or on an approved leave status, the City will pay the full cash value of the accrued sick leave existing at the time of the employee's death. Paid leave status, as the term is used in this paragraph, excludes retired employees, employees on suspension, and employees on long-term disability or unpaid leave.

SECTION 18. **Promotion**

The following rules concerning promotions shall apply to employees:

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(a) Upon promotion to another classification as a result of competitive appointment, an employee shall receive a rate of pay that corresponds to the next step in the employee's present pay grade except that if no such rate exists, the employee shall be placed in the closest step which is not less than that amount.

(b) A department head may authorize a promotional increase up to the median step of the pay grade after conducting an analysis with Human Resources. The City Manager and Human Resources Director may authorize a promotional increase above the median step of the pay grade in the event of labor market requirements or due to the unusual qualifications of a candidate. In cases where a pay grade has an even number of steps, the larger value shall be used as the median. The provisions of this paragraph shall not apply to individuals entering the classifications of Police Recruit and Firefighter, Assign: Recruit.

(c) Upon promotion, employees who are receiving productivity enhancement pay shall be moved to at least that step of the new grade which corresponds the closest to their combined base pay and previous productivity enhancement amount. In no event will it result in a decrease from that combined amount. Placement in the new grade will be limited to the maximum step in the grade.

(d) Employees eligible to be considered for a merit pay increase within ninety (90) calendar days of the effective date of a promotion shall be entitled to receive the promotional increase based upon the amount they would have received at the next merit increase pursuant to paragraph (a) of this section.

(e) In cases of promotions into General or Public Safey Middle Manager or Executive category classifications, employees shall receive a pay rate which is a minimum of 5% higher than their current rate, but not higher than the maximum pay rate of the new pay grade.

(f) Part-time or job share employees who have worked at least one thousand forty (1,040) hours since their last merit increase and are promoted into a full-time position shall be entitled to receive the promotional increase based upon the amount they would have received at the next merit increase pursuant to paragraph (a) of this section.

(g) An employee hired or promoted into a position responsible for regularly supervising employees shall receive one additional step increase above the hiring rate or normal promotional increase if he/she regularly supervises a higher paid subordinate. The additional step increase shall not apply in the following cases: the supervisor laterally

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transfers into a situation where a subordinate is higher paid; a higher paid subordinate rotates into the supervisor's work group; a higher paid subordinate is hired after the supervisor is hired or promoted; the subordinate is being paid higher than the salary range [Y-rated pursuant to the provisions of Section 19(c)]; the subordinate is higher paid due to receiving special assignment pay; or the subordinate is higher paid due to specialized technical skills as determined by the Human Resources Director. The applicability of this provision shall be determined by the Human Resources Director. This section does not apply to Middle Manager or Executive employees.

(h) In Public Safety promotions, employees promoted to a supervisory position shall receive a rate of pay that is at least one step higher than the maximum base rate of pay of the highest paid sworn rank they may supervise, excluding any special assignment pay in the lower rank and excluding any employees paid higher than the salary range [Y-rated pursuant to the provisions of Section 19(c)].

(i) In cases of promotion from Police Officer to Police Sergeant, employees who have been receiving Productivity Enhancement Pay shall have that amount factored along with their base pay when calculating the promotional rate.

(j) In cases of promotions from Police Sergeant to Police Lieutenant, employees receiving a pay increase of less than 3% shall have their merit increase date set six (6) months from the date of promotion.

(k) In cases of promotions into the sworn classifications of Police Sergeant and Police Lieutenant, employees who at the time of promotion have already completed a minimum of twenty (20) years of continuous service with the Phoenix Police Department shall receive one additional pay step above regular promotional calculations, but not higher than the maximum pay rate of the new pay grade.

(l) Employees who receive a promotion to a higher classification and receive a pay increase of less than 3% shall have their merit increase date set six (6) months from the date of promotion.

SECTION 19. **Reclassification or Grade Change**

The following rules concerning reclassifications or grade changes shall apply to employees in impacted positions:

(a) When a position is reclassified to a different classification at a higher grade, or when the classification is assigned to a higher pay grade, the

affected employee shall be assigned to that step of the new grade which corresponds to the employee's present pay rate except that if no such rate exists, the employee shall be placed in the closest step which does not result in a pay decrease.

1. Placement in the new grade will be limited to the maximum step in that grade.

2. If a position is reclassified to a different classification at a higher grade, or when the classification is assigned to a higher pay grade, employees eligible to be considered for a merit pay increase within ninety (90) calendar days after the effective date of a reclassification or grade change shall have the calculation described in paragraph (a) of this section based on the amount they would have received at the next merit increase.

3. Affected employees who are receiving productivity enhancement pay shall be moved to that step of the new grade which corresponds the closest to their combined current base pay and previous productivity enhancement amount, and which does not result in a decrease from that combined amount.

4. When the reclassified position is changed from non-supervisory to supervisory, and the incumbent will be responsible for supervising higher paid subordinates, the employee shall be moved up one additional step in the new grade. The additional step shall not be granted in the following cases: the supervisor laterally transfers into a situation where a subordinate is higher paid; a higher paid subordinate rotates to the supervisor's work group; a higher paid subordinate is hired after the supervisor is hired or promoted; the subordinate is being paid higher than the salary range [Y-rated pursuant to the provisions of Section 19(c)]; the subordinate is higher paid due to receiving special assignment pay; or the subordinate is higher paid due to specialized technical skills as determined by the Human Resources Director. The applicability of this provision shall be determined by the Human Resources Director. This section does not apply to Middle Manager or Executive employees.

(b) Under certain circumstances, employees whose positions are reclassified to a lower paid classification may be retained at their present rates of pay with the approval of the City Manager if their rate of pay is within the pay grade of the new classification in which they are placed.

(c) In unusual circumstances, the City Manager may permit a reclassified

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employee to remain at a pay rate which is above the maximum rate of the lower classification for a period not to exceed two (2) years for each pay grade the classification is reduced. (This practice is known as "Y rating.") This procedure may also be followed in determining pay rates of employees in a classification for which the pay grade has been reduced. Employees paid above the maximum step rate for their classification will be moved to the maximum step of the appropriate grade, with the salary difference required to maintain the present rate to be entered as a payroll adjustment for a period not to exceed two (2) years for each pay grade the classification is reduced.

(d) If a position is reclassified to a different classification at a higher grade, or when the classification is assigned to a higher pay grade, the employee's next salary review date shall be adjusted based on the percentage of increase in pay the employee received at the time of implementation as shown in the following table. If the employee has received a merit increase during the 30 calendar days prior to the effective date of the reclassification or grade change, or if the employee is credited with a merit adjustment pursuant to section (a)(2) above, the percentage of pay change for determining the next salary review date shall be calculated from the employee's pay rate prior to the adjustment.

% Change	Calendar Days from date of implementation to next salary review date
< .5	30
.5 - < 1	60
1 - < 1.5	90
1.5 - < 2	120
2 - < 2.5	150
2.5 - < 3	180
3 - < 3.5	210
3.5 - < 4	240
4 - < 4.5	270
4.5 - < 5	300
5 or more	330

SECTION 20. **Demotion**

Employees who are demoted shall have their pay reduced, unless otherwise provided for in this section.

(a) Under certain circumstances, employees who voluntarily demote to a

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lower paid classification may be retained at their present rates of pay with the approval of the City Manager, if their rate of pay is within the pay grade of the new classification in which they are placed.

(b) Employees who are involuntarily demoted for the purpose of discipline or failure to meet the requirements of their classification of work shall have their pay reduced at a rate determined by the Human Resources Director, but which shall not exceed the maximum rate of the lower classification.

SECTION 21. **Re-employment**

Employees reemployed or recalled to a full-time position in the same classification or a related classification within five (5) years of separation from city service shall be placed at a pay rate that is not less than the rate of pay the employee was receiving at the time of layoff, demotion, or separation, except where concessions remain in effect thereby reducing the previous rate of pay by a percentage respective to the employee Unit. Under no circumstances will an employee be placed above the maximum rate of the grade into which they are being re-employed or recalled. The applicability of this provision shall be determined by the Human Resources Director. The provisions of this paragraph do not apply to promotions after reemployment.

SECTION 22. **Transfer**

If an employee transfers within the same classification, but in a different meet and confer unit, the Human Resources Director is authorized to designate the pay step to which the employee shall be assigned.

SECTION 23. **Underpayments and Overpayments**

Retroactive corrections to underpayments or overpayments will not exceed 3 years from the date the employee notifies the Human Resources Department in writing of a payment dispute, or an overpayment is discovered and brought to the attention of the Human Resources Director. Final authority regarding any corrections to be made under

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this section rests with the Human Resources Director.

SECTION 24. The City Controller is authorized to disburse the necessary funds for the purposes of this ordinance. Unless otherwise specified, the provisions of this Ordinance shall be effective as of the 10th day of July, 2023.

PASSED by the City Council of the City of Phoenix this 31st day of May, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

BY: _____

_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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EXHIBIT A

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
00010	General Apprentice-U1 (NC)	HR	100	190	16.14 1,291.20 33,571	----------PERFORMANCE RANGE ----------							37.64 3,011.20 78,291	001
00020	General Apprentice-U2 (NC)	HR	200	290	15.63 1,250.40 32,510	----------PERFORMANCE RANGE ----------							36.47 2,917.60 75,858	002
00030	General Apprentice-U3 (NC)	HR	300	390	15.50 1,240.00 32,240	----------PERFORMANCE RANGE ----------							36.18 2,894.40 75,254	003
00070	General Apprentice-U7 (NC)	HR	700	090	15.56 1,244.80 32,365	----------PERFORMANCE RANGE ----------							36.31 2,904.80 75,525	007
00100	Clerical Trainee (NC)	HR	006	315	11.59 927.20 24,107	12.08 966.40 25,126	12.66 1,012.80 26,333	13.26 1,060.80 27,581	13.83 1,106.40 28,766	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	003
00110	Clerk I	HR	006	316	12.08 966.40 25,126	12.66 1,012.80 26,333	13.26 1,060.80 27,581	13.83 1,106.40 28,766	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	003
00120	Clerk II	HR	006	318	13.26 1,060.80 27,581	13.83 1,106.40 28,766	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	003
00160	Clerk III	HR	006	320	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	003

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
00180	Mail Service Worker	HR	002	111	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.40	001
					1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,792.00	
					35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,592	
00190	Mail Service Supervisor	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
00240	Clerical Supervisor	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
00320	Secretary II	HR	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	003
					1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	
					31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	
00322	Secretary II*U8	HR	012	721	15.67	16.45	17.18	17.92	18.84	19.81	20.73	21.82	22.92	008
					1,253.60	1,316.00	1,374.40	1,433.60	1,507.20	1,584.80	1,658.40	1,745.60	1,833.60	
					32,594	34,216	35,734	37,274	39,187	41,205	43,118	45,386	47,674	
00323	Secretary II*Office Automation	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
00325	Secretary II*Precinct	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
00330	Secretary III	HR	001	025	17.81	18.82	19.72	20.75	21.77	22.96	24.14	25.25	27.17	007
					1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,173.60	
					37,045	39,146	41,018	43,160	45,282	47,757	50,211	52,520	56,514	
00331	Secretary III*Council Reporter	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
00450	Police Automated System Sec	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
00451	Police Automated System Sec*Ld	HR	001	025	17.81	18.82	19.72	20.75	21.77	22.96	24.14	25.25	27.17	007
					1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,173.60	
					37,045	39,146	41,018	43,160	45,282	47,757	50,211	52,520	56,514	
00460	Council Reporter	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
00470	Remote Comp Term Op	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
00474	Remote Comp Term Op*CAU Lead	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
00480	Courier	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
00510	Court/Legal Clerk I	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
00520	Court/Legal Clerk II	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
00530	Court/Legal Clerk III	HR	001	024	16.92	17.81	18.82	19.72	20.75	21.77	22.96	24.14	25.75	007
					1,353.60	1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,060.00	
					35,194	37,045	39,146	41,018	43,160	45,282	47,757	50,211	53,560	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
00531	Court/Legal Clerk III*Pros	HR	001	026	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	28.54 2,283.20 59,363	007
00600	Municipal Court Administrator	EX	013	841	40.26 3,220.80 83,741	----------PERFORMANCE RANGE ----------							64.61 5,168.80 134,389	009
00610	Asst Court Administrator	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
00620	Court Supervisor	HR	001	030	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.87 2,789.60 72,530	007
00621	Court Supervisor*Interpreter	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
00640	Court Interpreter	HR	006	329	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	30.78 2,462.40 64,022	32.26 2,580.80 67,101	003
00642	Court Interpreter*Credentialed	HR	001	034	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	42.58 3,406.40 88,566	007
01010	Secretary to City Manager(NC)	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
01020	Legal Secretary	HR	006	327	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	003

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01022	Legal Secretary*U8	HR	012	727	20.73 1,658.40 43,118	21.82 1,745.60 45,386	22.92 1,833.60 47,674	24.13 1,930.40 50,190	25.34 2,027.20 52,707	26.59 2,127.20 55,307	27.99 2,239.20 58,219	29.47 2,357.60 61,298	30.98 2,478.40 64,438	008
01023	Legal Secretary*Lead	HR	001	028	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	31.55 2,524.00 65,624	007
01024	Legal Secretary*PERB (NC)	HR	001	028	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	31.55 2,524.00 65,624	007
01030	Admin Secretary	HR	001	027	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.95 2,396.00 62,296	007
01031	Admin Secretary*Council Agenda	HR	001	028	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	31.55 2,524.00 65,624	007
01070	Council Aide (NC)	EX	023	C10	19.23 1,538.40 39,998	----------PERFORMANCE RANGE ----------							29.18 2,334.40 60,694	007
01080	Customer Service Clerk	HR	006	320	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	003
01083	Customer Service Clerk*Lead-U7	HR	001	022	15.61 1,248.80 32,469	16.28 1,302.40 33,862	16.92 1,353.60 35,194	17.81 1,424.80 37,045	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	23.42 1,873.60 48,714	007
01085	Customer Service Clerk*Plans	HR	006	322	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	003

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01120	Records Clerk	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
01121	Records Clerk*Lead	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01130	Senior Records Clerk	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
01140	Records Supervisor	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
01150	Airport Access Agent	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01210	Police Records Clk	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
01212	Police Records Clk*Lead	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01220	Fingerprint Technician	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01221	Fingerprint Technician*Lead	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	

City of Phoenix

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Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01260	Police Coding Clerk	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01280	Police Statistical Rsrch Aide	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
01290	Meter Collection Clerk	HR	006	319	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	003
					1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	
					28,766	30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	
01320	Account Clerk II	HR	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	003
					1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	
					31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	
01330	Account Clerk III	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
01331	Account Clerk III*U8	HR	012	725	18.84	19.81	20.73	21.82	22.92	24.13	25.34	26.59	27.99	008
					1,507.20	1,584.80	1,658.40	1,745.60	1,833.60	1,930.40	2,027.20	2,127.20	2,239.20	
					39,187	41,205	43,118	45,386	47,674	50,190	52,707	55,307	58,219	
01350	Account Clerk Supervisor	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
01360	Utilities Service Trainee (NC)	HR	006	318	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	003
					1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	
					27,581	28,766	30,098	31,491	33,259	34,632	36,171	38,106	40,019	
01370	Utilities Service Spec	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01371	Utilities Service Spec*Lead	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
01372	Utilities Service Spec*Water	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
01410	Human Resources Clerk	HR	012	721	15.67	16.45	17.18	17.92	18.84	19.81	20.73	21.82	22.92	008
					1,253.60	1,316.00	1,374.40	1,433.60	1,507.20	1,584.80	1,658.40	1,745.60	1,833.60	
					32,594	34,216	35,734	37,274	39,187	41,205	43,118	45,386	47,674	
01420	Senior Human Resources Clerk	HR	012	723	17.18	17.92	18.84	19.81	20.73	21.82	22.92	24.13	25.34	008
					1,374.40	1,433.60	1,507.20	1,584.80	1,658.40	1,745.60	1,833.60	1,930.40	2,027.20	
					35,734	37,274	39,187	41,205	43,118	45,386	47,674	50,190	52,707	
01450	Auto Parts Clerk I	HR	004	212	17.42	17.84	18.34	19.00	19.60	20.28	21.05	21.79		002
					1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20		
					36,234	37,107	38,147	39,520	40,768	42,182	43,784	45,323		
01460	Auto Parts Clerk II	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		
01470	Auto Parts Clerk III	HR	004	216	19.60	20.28	21.05	21.79	22.66	23.73	24.76	25.81		002
					1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
					40,768	42,182	43,784	45,323	47,133	49,358	51,501	53,685		
01510	Library Clerk I	HR	006	316	12.08	12.66	13.26	13.83	14.47	15.14	15.99	16.65	17.39	003
					966.40	1,012.80	1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	
					25,126	26,333	27,581	28,766	30,098	31,491	33,259	34,632	36,171	
01512	Library Clerk I*Extension Svcs	HR	006	317	12.66	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	003
					1,012.80	1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	
					26,333	27,581	28,766	30,098	31,491	33,259	34,632	36,171	38,106	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01520	Library Clerk II	HR	006	318	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	003
					1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	
					27,581	28,766	30,098	31,491	33,259	34,632	36,171	38,106	40,019	
01540	Library Support Services Supv	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
01550	Library Circulation Attnd I	HR	006	318	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	003
					1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	
					27,581	28,766	30,098	31,491	33,259	34,632	36,171	38,106	40,019	
01560	Library Circulation Attnd II	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
01570	Library Circulation Attnd III	HR	001	023	16.28	16.92	17.81	18.82	19.72	20.75	21.77	22.96	24.60	007
					1,302.40	1,353.60	1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,968.00	
					33,862	35,194	37,045	39,146	41,018	43,160	45,282	47,757	51,168	
01580	Library Page	PT	006	315	11.59	12.08	12.66	13.26	13.83	14.47	15.14	15.99	16.65	999
01590	Inventory Control Specialist	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
01600	Supplies Clerk II	HR	002	115	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
					1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
					39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,870	
01601	Supplies Clerk II*U2	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01602	Supplies Clerk II*U3	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01620	Supplies Clerk III	HR	002	117	20.61	21.42	22.25	23.05	24.09	25.15	26.21	27.46	28.73	001
					1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,298.40	
					42,869	44,554	46,280	47,944	50,107	52,312	54,517	57,117	59,758	
01621	Supplies Clerk III*U2	HR	004	217	20.28	21.05	21.79	22.66	23.73	24.76	25.81	26.95		002
					1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
					42,182	43,784	45,323	47,133	49,358	51,501	53,685	56,056		
01623	Supplies Clerk III*U7	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
01670	Supplies Clerk I	HR	002	112	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.25	23.21	001
					1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,856.80	
					36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,280	48,277	
01671	Supplies Clerk I*U2	HR	004	212	17.42	17.84	18.34	19.00	19.60	20.28	21.05	21.79		002
					1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20		
					36,234	37,107	38,147	39,520	40,768	42,182	43,784	45,323		
01672	Supplies Clerk I*U3	HR	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	003
					1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	
					31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	
01680	Inventory Management Coord	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
01690	Police Property Supervisor	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01700	Police Property Technician	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
01800	Police Comm Shift Supervisor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
01801	Police Comm Shift Supv*Lead	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
01810	Communications Dispatcher	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
01820	Fire Emergency Dispatcher	HR	006	332	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	003
					2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	
					52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	
01822	Fire Emergency Dispatcher*Lead	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
01830	Police Comm Operator	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
01832	Police Comm Op*Radio/911	HR	006	332	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	003
					2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	
					52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	
01833	Police Comm Op*Lead Radio/911	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
01840	Mobile Dispatcher	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
01850	Fire Communications Supervisor	HR	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
01870	Police Communications Supv	HR	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
01880	Desktop Publisher	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
01890	Asst Housing Supervisor	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
01910	Housing Program Representative	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	
02010	Repro & Bindery Equip Operator	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
02040	Offset Press Operator	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
02042	Offset Press Op*Special Press	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
02050	Printing Services Foreman	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
02060	Printing Services Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
02070	Rehabilitation Loan Processor	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
03190	Payroll Supervisor	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
03200	Investment Manager	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
03210	Accountant I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
03220	Accountant II	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
03240	Accountant III	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
03260	Accountant IV	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
03270	Tax Hearing Officer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
03280	Accounting Supervisor	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
03300	Auditor Intern (NC)	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
03310	Associate Auditor	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
03330	Internal Auditor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
03340	Tax Auditor	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
03350	Senior Tax Auditor	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
03370	Senior Internal Auditor	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
03371	Senior Internal Auditor*IT	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
03390	Investment and Debt Manager	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	
03570	Treasury Collections Supv	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
03600	License Inspector	HR	006	327	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	003
					1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	
					41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	
03610	Treasury Collections Rep	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
03611	Treasury Collections Rep*TAR	HR	006	329	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	003
					1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	
					45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	
03670	Business License Service Clerk	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
03720	Deputy City Auditor	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
03730	Asst City Auditor	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
03740	City Auditor (NC)	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
03850	Rate Analyst	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
04150	Supplies Supervisor	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
04160	Petroleum Supplies Supervisor	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
04210	Quality Assurance Engineer	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
04300	Buyer Aide	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
04310	Buyer	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
04330	Senior Buyer	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
04340	Finance Procurement Officer	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
04341	Finance Procurement Ofcr*Lead	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
04350	Procurement Manager	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
04351	Procurement Manager*Finance	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
04990	Industrial Hygienist	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
05000	Benefits Aide	HR	012	726	19.81	20.73	21.82	22.92	24.13	25.34	26.59	27.99	29.47	008
					1,584.80	1,658.40	1,745.60	1,833.60	1,930.40	2,027.20	2,127.20	2,239.20	2,357.60	
					41,205	43,118	45,386	47,674	50,190	52,707	55,307	58,219	61,298	
05010	Training Specialist	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
05020	Human Resources Aide	HR	012	726	19.81	20.73	21.82	22.92	24.13	25.34	26.59	27.99	29.47	008
					1,584.80	1,658.40	1,745.60	1,833.60	1,930.40	2,027.20	2,127.20	2,239.20	2,357.60	
					41,205	43,118	45,386	47,674	50,190	52,707	55,307	58,219	61,298	
05021	Human Resources Aide*U7	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
05022	Human Resources Aide*Court	HR	012	727	20.73	21.82	22.92	24.13	25.34	26.59	27.99	29.47	30.98	008
					1,658.40	1,745.60	1,833.60	1,930.40	2,027.20	2,127.20	2,239.20	2,357.60	2,478.40	
					43,118	45,386	47,674	50,190	52,707	55,307	58,219	61,298	64,438	
05030	Curriculum/Training Coord	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
05031	Curriculum/Trng Coord*Supv Dev	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
05050	Safety Analyst I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
05060	Safety Analyst II	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
05110	Human Resources Analyst	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
05111	Human Resources Analyst*Court	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
05120	Senior Human Resources Analyst	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
05130	Human Resources Supervisor	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
05180	Asst Human Resources Director	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
05190	Human Resources Director (NC)	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
05200	Labor Relations Adm (NC)	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
05220	Human Resources Officer	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
05221	Human Resources Officer*Court	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
05260	Operations Analyst	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
05300	Management Intern (NC)	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
05310	Management Asst I	EX	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
05320	Management Asst II	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
05330	Management Asst III	EX	013	839	36.65	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	58.62	009
					2,932.00								4,689.60	
					76,232								121,930	
05332	Management Asst III*PBS	EX	013	840	38.47	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	61.54	009
					3,077.60								4,923.20	
					80,018								128,003	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
05350	Deputy Budget & Research Dir	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
05360	Management Services Adm	EX	013	841	40.26	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	64.61	009
					3,220.80								5,168.80	
					83,741								134,389	
05370	Retirement Assistant	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
05380	Benefits Analyst II	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
05381	Benefits Analyst II*IT	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
05390	Benefits Analyst I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
05400	Deputy Human Resources Dir	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
05430	Budget Analyst III	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
05440	Budget Analyst II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	

EXHIBIT A

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
05460	Budget Analyst I	EX	001	032	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	38.53 3,082.40 80,142	007
05490	Department Budget Supervisor	EX	001	037	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	49.49 3,959.20 102,939	007
05500	Fiscal Manager	EX	001	040	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	53.58 4,286.40 111,446	57.51 4,600.80 119,621	007
05510	Budget & Research Director(NC)	EX	018	908	54.83 4,386.40 114,046	----------PERFORMANCE RANGE ----------							93.20 7,456.00 193,856	010
05530	Retirement Program Adm	EX	018	906	49.69 3,975.20 103,355	----------PERFORMANCE RANGE ----------							84.47 6,757.60 175,698	010
05560	Business Assistance Coord	EX	001	039	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	54.63 4,370.40 113,630	007
05600	Budget & Research Analyst	EX	001	039	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	54.63 4,370.40 113,630	007
05610	Senior Budget/Research Analyst	EX	001	040	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	53.58 4,286.40 111,446	57.51 4,600.80 119,621	007
05620	Principal B&R Analyst	EX	001	041	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	53.58 4,286.40 111,446	56.39 4,511.20 117,291	60.38 4,830.40 125,590	007

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06000	Admin Intern (NC)	HR	001	026	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	28.54 2,283.20 59,363	007
06020	Admin Aide	HR	006	326	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	003
06021	Admin Aide*U7	HR	001	026	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	28.54 2,283.20 59,363	007
06022	Admin Aide*U8	HR	012	726	19.81 1,584.80 41,205	20.73 1,658.40 43,118	21.82 1,745.60 45,386	22.92 1,833.60 47,674	24.13 1,930.40 50,190	25.34 2,027.20 52,707	26.59 2,127.20 55,307	27.99 2,239.20 58,219	29.47 2,357.60 61,298	008
06023	Admin Aide*Empl Parking Coord	HR	006	327	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	003
06030	Admin Asst I	HR	001	030	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.87 2,789.60 72,530	007
06040	Admin Asst II	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
06050	Admin Asst III	EX	001	037	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	49.49 3,959.20 102,939	007
06060	Special Asst to City Mgr (NC)	EX	018	906	49.69 3,975.20 103,355	----------PERFORMANCE RANGE ----------							84.47 6,757.60 175,698	010

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
06070	Exec Asst to Mayor (NC)	EX	018	907	52.18 4,174.40 108,534	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	88.74 7,099.20 184,579	010
06080	Deputy City Manager (NC)	EX	018	914	73.64 5,891.20 153,171	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	125.20 10,016.00 260,416	010
06090	Exec Asst to the City Mgr (NC)	EX	018	908	54.83 4,386.40 114,046	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	93.20 7,456.00 193,856	010
06100	Asst City Manager (NC)	EX	018	917	85.25 6,820.00 177,320	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	144.95 11,596.00 301,496	010
06110	Asst to the City Manager (NC)	EX	018	904	45.00 3,600.00 93,600	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	76.53 6,122.40 159,182	010
06130	Exec Asst to City Council (NC)	EX	018	907	52.18 4,174.40 108,534	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	88.74 7,099.20 184,579	010
06140	Senior Exec Asst/City Mgr (NC)	EX	018	910	60.53 4,842.40 125,902	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	102.89 8,231.20 214,011	010
06150	Special Asst / City Council	EX	013	838	34.90 2,792.00 72,592	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	55.86 4,468.80 116,189	009
06160	Asst to the Mayor (a) (NC)	EX	018	904	45.00 3,600.00 93,600	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	76.53 6,122.40 159,182	010

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
06161	Asst to the Mayor (b) (NC)	EX	018	900	35.17	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	59.77	010
					2,813.60								4,781.60	
					73,154								124,322	
06190	Emergency Management Coord	EX	013	840	38.47	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
06220	Chief Sustainability Off (NC)	EX	018	907	52.18	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
06230	Intergovern Affairs Coord (NC)	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
06250	Protocol Program Adm (NC)	EX	013	838	34.90	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	55.86	009
					2,792.00								4,468.80	
					72,592								116,189	
06270	Asst Protocol Program Adm (NC)	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
06300	Council Secretary (NC)	HR	023	C11	17.98	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	26.67	007
					1,438.40								2,133.60	
					37,398								55,474	
06320	Council Research Analyst (NC)	EX	023	C17	24.20	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	36.12	007
					1,936.00								2,889.60	
					50,336								75,130	
06330	Council Assistant (NC)	EX	023	C22	31.05	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	46.52	007
					2,484.00								3,721.60	
					64,584								96,762	

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06350	Mayor's Assistant (NC)	EX	023	C22	31.05	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	46.52	007
					2,484.00								3,721.60	
					64,584								96,762	
06370	Public Information Officer	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
06380	Senior Public Info Officer	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
06410	Deputy Public Info Director	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
06420	Public Information Specialist	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
06430	Public Information Dir (NC)	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
06480	Video Station Manager	EX	013	840	38.47	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
06490	Video Productions Coordinator	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
06600	Labor Compliance Supervisor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
06610	Labor Compliance Specialist	HR	012	731	25.34	26.59	27.99	29.47	30.98	32.61	34.22	35.97	36.69	008
					2,027.20	2,127.20	2,239.20	2,357.60	2,478.40	2,608.80	2,737.60	2,877.60	2,935.20	
					52,707	55,307	58,219	61,298	64,438	67,829	71,178	74,818	76,315	
06620	Contracts Specialist I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
06630	Contracts Specialist II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
06631	Contracts Specialist II*Lead	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
06770	Deputy Equal Opportunity Dir	EX	013	841	40.26	----------PERFORMANCE RANGE ----------							64.61	009
					3,220.80								5,168.80	
					83,741								134,389	
06790	Equal Opportunity Dir (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
06800	OAT Director (NC)	EX	018	906	49.69	----------PERFORMANCE RANGE ----------							84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
06810	OAT Attorney (NC)	EX	013	845	49.10	----------PERFORMANCE RANGE ----------							78.54	009
					3,928.00								6,283.20	
					102,128								163,363	
06850	OAT Executive Admin Asst	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	

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06860	OAT Monitor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
06870	OAT Senior Monitor	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
06880	OAT Monitor Supervisor	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
06920	Workforce Development Supv	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
06930	Workforce Development Spec	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
06940	Senior Workforce Dev Spec	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
07040	Equal Opportunity Specialist	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
07042	Equal Opportunity Spec*Lead	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
07050	Equal Opportunity Progrms Asst	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	

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07090	Caseworker III	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
07091	Caseworker III*Workforce Dev	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
07100	Caseworker I	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
07110	Caseworker II	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
07112	Caseworker II*MentalHealthSpec	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
07120	Youth Services Coordinator	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
07130	Human Services Center Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
07180	Dietitian	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
07220	Youth Counselor	HR	006	323	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	003
					1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	
					34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
07260	Casework Aide	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
07320	Community Worker II	HR	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	003
					1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	
					31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	
07330	Community Worker III	HR	001	023	16.28	16.92	17.81	18.82	19.72	20.75	21.77	22.96	24.60	007
					1,302.40	1,353.60	1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,968.00	
					33,862	35,194	37,045	39,146	41,018	43,160	45,282	47,757	51,168	
07340	Senior Programs Supervisor II	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
07350	Senior Programs Supervisor I	EX	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
07360	Community Outreach Supervisor	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
07400	Senior Center Assistant	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
07630	Head Start Area Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
07640	Head Start Educator	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
07642	Head Start Educator*Prog Asst	HR	001	028	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	31.55 2,524.00 65,624	007
07670	Head Start Education Spec	EX	001	033	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	40.55 3,244.00 84,344	007
07690	Casework Services Coordinator	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
07790	Deputy Human Services Director	EX	013	842	42.42 3,393.60 88,234	----------PERFORMANCE RANGE ----------							67.86 5,428.80 141,149	009
07900	Human Services Program Coord	EX	001	037	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	49.49 3,959.20 102,939	007
07960	Asst Human Services Director	EX	018	904	45.00 3,600.00 93,600	----------PERFORMANCE RANGE ----------							76.53 6,122.40 159,182	010
07990	Human Services Director (NC)	EX	018	908	54.83 4,386.40 114,046	----------PERFORMANCE RANGE ----------							93.20 7,456.00 193,856	010
08420	Housing Rehabilitation Supv	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
08470	Housing Investigator	HR	001	027	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.95 2,396.00 62,296	007

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
08500	Landlord/Tenant Counselor	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
08520	Housing Program Assistant	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
08521	Housing Prog Asst*Property Mgr	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
08530	Housing Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
08590	Asst Housing Director	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
08610	Special Projects Administrator	EX	013	840	38.47	----------PERFORMANCE RANGE ----------							61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
08630	Project Management Assistant	EX	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
08640	Project Manager	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
08680	Housing Development Manager	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
08710	Housing Rehabilitation Spec	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
08730	Housing Development Specialist	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
08740	Housing Manager	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
08750	Economic Development Prog Mgr	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
08760	Housing Director (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
08770	Deputy Housing Director	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
08780	Modernization Manager	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
08810	Economic Dev Executive Officer	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
08830	Economic Development Spec	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
09260	Data Control Specialist	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
09320	Info Tech Supervisor	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
09321	Info Tech Supv*1st Shift	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
09330	Computer Production Scheduler	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
09440	Info Tech Project Manager	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	
09510	Computer Operator	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
09520	Senior Computer Operator	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
09560	Information Tech Systems Spec	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
09570	Senior Info Tech Systems Spec	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	

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09580	Lead Info Tech Systems Spec	EX	001	042	41.77	43.88	46.14	48.53	50.94	53.58	56.39	59.22	63.50	007
					3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,737.60	5,080.00	
					86,882	91,270	95,971	100,942	105,955	111,446	117,291	123,178	132,080	
09650	Info Tech Analyst/Prg I	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
09660	Info Tech Analyst/Prg II	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
09670	Info Tech Analyst/Prg III	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
09770	User Support Specialist	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
09780	Lead User Technology Spec	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
09790	Senior User Technology Spec	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
09800	User Technology Specialist	HR	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
09801	User Technology Specialist*U3	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
09802	User Technology Specialist*U2	HR	004	228	31.70	32.87	34.21	35.76	37.59	39.52	41.52	43.42		002
					2,536.00	2,629.60	2,736.80	2,860.80	3,007.20	3,161.60	3,321.60	3,473.60		
					65,936	68,370	71,157	74,381	78,187	82,202	86,362	90,314		
09810	Business Systems Analyst	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
09820	Senior Business Systems Anlyst	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
09830	Lead Business Systems Analyst	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
09840	Info Tech Service Specialist	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
09850	GIS Technician	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
09860	Senior GIS Technician	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
09880	GIS Coordinator	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
09890	Enterprise Technology Manager	EX	013	841	40.26	----------PERFORMANCE RANGE ----------							64.61	009
					3,220.80								5,168.80	
					83,741								134,389	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
09920	Chief Information Officer(NC)	EX	018	912	66.81	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	113.56	010
					5,344.80								9,084.80	
					138,965								236,205	
09950	Asst Chief Information Officer	EX	018	908	54.83	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
09960	Deputy Chief Information Off	EX	013	843	44.55	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	71.28	009
					3,564.00								5,702.40	
					92,664								148,262	
09970	Regional Wireless Coop Dir	EX	018	904	45.00	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
10030	Legal Assistant	HR	006	329	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	003
					1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	
					45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	
10040	Legal Assistant Supervisor	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
10050	Municipal Court Hrng Off (NC)	EX	013	860	63.00	----------	----------	----------	----------	----------	----------	----------	63.00	009
					5,040.00								5,040.00	
					131,040								131,040	
10060	Presiding Court Hrng Off (NC)	EX	013	870	76.49	----------	----------	----------	----------	----------	----------	----------	76.49	009
					6,119.20								6,119.20	
					159,099								159,099	
10120	Asst City Atty II (NC)	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	

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10121	Asst City Atty II*Pros (NC)	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
10130	Asst City Atty III (NC)	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
10131	Asst City Atty III*Pros (NC)	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
10140	Asst City Atty IV (NC)	EX	013	845	49.10	----------PERFORMANCE RANGE ----------							78.54	009
					3,928.00								6,283.20	
					102,128								163,363	
10141	Asst City Atty IV*Pros (NC)	EX	013	845	49.10	----------PERFORMANCE RANGE ----------							78.54	009
					3,928.00								6,283.20	
					102,128								163,363	
10170	City Prosecutor (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
10180	Chief Asst City Attorney (NC)	EX	018	910	60.53	----------PERFORMANCE RANGE ----------							102.89	010
					4,842.40								8,231.20	
					125,902								214,011	
10190	City Attorney (NC)	EX	018	914	73.64	----------PERFORMANCE RANGE ----------							125.20	010
					5,891.20								10,016.00	
					153,171								260,416	
10200	Chief Counsel (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	

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10210	Asst Chief Counsel (NC)	EX	013	846	51.54	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	82.47	009
					4,123.20								6,597.60	
					107,203								171,538	
10220	Deputy City Prosecutor (NC)	EX	013	846	51.54	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	82.47	009
					4,123.20								6,597.60	
					107,203								171,538	
10221	Deputy City Pros (NC)*Chf Asst	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
10230	Public Defender (NC)	EX	013	846	51.54	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	82.47	009
					4,123.20								6,597.60	
					107,203								171,538	
10240	Forensic Toxicology Expert(NC)	EX	013	844	46.76	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	74.81	009
					3,740.80								5,984.80	
					97,261								155,605	
10510	Bailiff	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
10511	Bailiff*Lead	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
10570	City Judge (NC)	EX	013	880	89.99	----------	----------	----------	----------	----------	----------	----------	89.99	009
					7,199.20								7,199.20	
					187,179								187,179	
10580	Asst Chief Presiding Judge(NC)	EX	018	970	98.61	----------	----------	----------	----------	----------	----------	----------	98.61	010
					7,888.80								7,888.80	
					205,109								205,109	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
10590	Chief Presiding Judge (NC)	EX	018	980	101.55 8,124.00 211,224	----------							101.55 8,124.00 211,224	010
10620	Municipal Court Exec Officer	EX	018	903	42.83 3,426.40 89,086	----------		PERFORMANCE RANGE					72.79 5,823.20 151,403	010
10640	Municipal Court Info Sys Off	EX	018	903	42.83 3,426.40 89,086	----------		PERFORMANCE RANGE					72.79 5,823.20 151,403	010
11980	Elections/Annexation Spec II	EX	001	032	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	38.53 3,082.40 80,142	007
11990	Elections/Annexation Spec I	HR	006	327	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	003
12000	Elections/Annexation Aide	HR	006	322	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	003
12010	Elections Coordinator	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
12011	Elections Coord*Citizen Supprt	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
12030	Property Specialist	EX	001	032	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	38.53 3,082.40 80,142	007

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12040	Property Records Supervisor	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
12080	Property Records Specialist	HR	006	327	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	003
					1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	
					41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	
12130	Review Appraiser	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
12170	Asst Tax & License Adm	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
12190	Asst Real Estate Admin	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
12230	Deputy City Clerk	EX	013	841	40.26	----------PERFORMANCE RANGE ----------							64.61	009
					3,220.80								5,168.80	
					83,741								134,389	
12240	City Clerk (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	
12250	Asst City Clerk	EX	018	901	38.85	----------PERFORMANCE RANGE ----------							66.05	010
					3,108.00								5,284.00	
					80,808								137,384	
12270	Deputy Finance Director	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	

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12280	Asst Finance Director	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
12300	Chief Financial Officer (NC)	EX	018	912	66.81	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	113.56	010
					5,344.80								9,084.80	
					138,965								236,205	
12320	Risk Management Coordinator	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
12330	Claims Adjuster II	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
12360	Asst Risk Management Admin	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
12400	Finance Supervisor	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
16340	Relocation Specialist	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
17810	Transit Ops Contract Supv	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
17820	Transit Superintendent	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
17830	Transit Field Operations Mgr	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
17870	Asst Public Transit Director	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
17880	Deputy Public Transit Director	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
17890	Public Transit Director (NC)	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
18020	Planning Technician	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
18030	Senior Planning Technician	HR	006	327	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	003
					1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	
					41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	
18040	Planning Graphic Designer	HR	006	332	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	003
					2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	
					52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	
18200	Historic Preservation Officer	EX	013	840	38.47	----------PERFORMANCE RANGE ----------							61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
18210	Planner I	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	

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18220	Planner II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
18221	Planner II*Village	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
18230	Planner III	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
18240	Principal Planner	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
18500	Neighborhood Services Dir (NC)	EX	018	908	54.83	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
18510	Deputy Neighborhood Svcs Dir	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
18530	Neighborhood Specialist	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
18550	Compliance Supervisor	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
18560	Asst Neighborhood Services Dir	EX	018	904	45.00	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	76.53	010
					3,600.00								6,122.40	
					93,600								159,182	

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19010	Senior Construction Insp	HR	004	225	28.08	29.30	30.41	31.70	32.87	34.21	35.76	37.59		002
					2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20		
					58,406	60,944	63,253	65,936	68,370	71,157	74,381	78,187		
19011	Senior Construction Insp*U1	HR	002	125	28.55	29.70	30.92	32.18	33.50	34.83	36.23	37.69	39.46	001
					2,284.00	2,376.00	2,473.60	2,574.40	2,680.00	2,786.40	2,898.40	3,015.20	3,156.80	
					59,384	61,776	64,314	66,934	69,680	72,446	75,358	78,395	82,077	
19020	Chief Construction Insp	HR	004	226	29.30	30.41	31.70	32.87	34.21	35.76	37.59	39.52		002
					2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20	3,161.60		
					60,944	63,253	65,936	68,370	71,157	74,381	78,187	82,202		
19021	Chief Construction Insp*U1	HR	002	126	29.70	30.92	32.18	33.50	34.83	36.23	37.69	39.18	41.08	001
					2,376.00	2,473.60	2,574.40	2,680.00	2,786.40	2,898.40	3,015.20	3,134.40	3,286.40	
					61,776	64,314	66,934	69,680	72,446	75,358	78,395	81,494	85,446	
19025	Chief Construction Insp*U7	HR	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
19030	Construction Insp Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
19050	Survey Aide	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
19060	Instrument Technician	HR	004	216	19.60	20.28	21.05	21.79	22.66	23.73	24.76	25.81		002
					1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
					40,768	42,182	43,784	45,323	47,133	49,358	51,501	53,685		
19070	Party Chief	HR	004	221	23.73	24.76	25.81	26.95	28.08	29.30	30.41	31.70		002
					1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00		
					49,358	51,501	53,685	56,056	58,406	60,944	63,253	65,936		

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19080	Senior Party Chief	HR	004	223	25.81	26.95	28.08	29.30	30.41	31.70	32.87	34.21		002
					2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
					53,685	56,056	58,406	60,944	63,253	65,936	68,370	71,157		
19090	Survey Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
19100	Construction Drafting Tech	HR	004	219	21.79	22.66	23.73	24.76	25.81	26.95	28.08	29.30		002
					1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00		
					45,323	47,133	49,358	51,501	53,685	56,056	58,406	60,944		
19130	Senior Drafting Technician	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
19140	Chief Drafting Technician	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
19160	Materials Technician	HR	004	214	18.34	19.00	19.60	20.28	21.05	21.79	22.66	23.73		002
					1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40		
					38,147	39,520	40,768	42,182	43,784	45,323	47,133	49,358		
19170	Senior Materials Technician	HR	004	220	22.66	23.73	24.76	25.81	26.95	28.08	29.30	30.41		002
					1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80		
					47,133	49,358	51,501	53,685	56,056	58,406	60,944	63,253		
19180	Chief Materials Technician	HR	004	223	25.81	26.95	28.08	29.30	30.41	31.70	32.87	34.21		002
					2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
					53,685	56,056	58,406	60,944	63,253	65,936	68,370	71,157		
19190	Chief Materials Plant Insp	HR	004	223	25.81	26.95	28.08	29.30	30.41	31.70	32.87	34.21		002
					2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
					53,685	56,056	58,406	60,944	63,253	65,936	68,370	71,157		

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19200	Materials Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
19230	Engineering Tech	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
19232	Engineering Tech*Traffic Count	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
19240	Senior Engineering Tech	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
19241	Senior Engineering Tech*U1	HR	002	119	22.25	23.05	24.09	25.15	26.21	27.46	28.55	29.70	31.12	001
					1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,284.00	2,376.00	2,489.60	
					46,280	47,944	50,107	52,312	54,517	57,117	59,384	61,776	64,730	
19250	Chief Engineering Tech	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
19251	Chief Engineering Tech*U7	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
19260	Principal Engineering Tech	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
19270	Water Services Tech Sup Coord	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	

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20150	Mechanical Engineer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
20170	Energy Management Engineer	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
20190	Survey Engineer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
20200	Hydrologist	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
20210	Civil Engineer I	HR	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
20220	Civil Engineer II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
20230	Civil Engineer III	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
20235	Civil Engineer III*Team Ldr	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	
20240	Engineering Supervisor	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
20260	Asst City Engineer	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	
20280	City Engineer (NC)	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
20320	Energy Management Specialist	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
21000	Signal Systems Specialist I	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
21010	Signal Systems Specialist II	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
21110	Traffic Engineer I	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
21120	Traffic Engineer II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
21130	Traffic Engineer III	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
21140	Traffic Engineering Supervisor	EX	001	041	39.78	41.77	43.88	46.14	48.53	50.94	53.58	56.39	60.38	007
					3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,511.20	4,830.40	
					82,742	86,882	91,270	95,971	100,942	105,955	111,446	117,291	125,590	

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21150	Engineering Manager	EX	013	840	38.47	----------PERFORMANCE RANGE----------							61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
21240	Asst Street Transportation Dir	EX	018	905	47.27	----------PERFORMANCE RANGE----------							80.38	010
					3,781.60								6,430.40	
					98,322								167,190	
21250	Street Transportation Dir (NC)	EX	018	909	57.63	----------PERFORMANCE RANGE----------							97.94	010
					4,610.40								7,835.20	
					119,870								203,715	
21260	Deputy Street Transp Director	EX	013	842	42.42	----------PERFORMANCE RANGE----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
22050	Water Services Proc Cont Spec	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
22130	Communications Engineer	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
23030	Environmental Programs Coord	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
23031	Environmental Programs Crd*PBS	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
23040	Architect	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
23210	Landscape Architect I	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
23220	Landscape Architect II	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
23250	Principal Landscape Architect	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
23310	Laboratory Technician	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
23410	Chemist I	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
23411	Chemist I*Quality Assurance	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
23412	Chemist I*Specialty	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
23420	Chemist II	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
23421	Chemist II*Specialty	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
23430	Chemist III	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
23431	Chemist III*Specialty	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
23510	Planning & Dev Team Ldr	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
23520	Electrical Plans Engineer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
23530	Mechanical Plans Engineer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
23540	Structural Plans Engineer	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
23630	Fire Protection Engineer	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
23633	Fire Protection Engineer*Lead	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
24000	Airport Security Guard	HR	004	209	16.15	16.56	16.91	17.42	17.84	18.34	19.00	19.60		002
					1,292.00	1,324.80	1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00		
					33,592	34,445	35,173	36,234	37,107	38,147	39,520	40,768		

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
24010	Airport Operations Assistant	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
24100	Aviation Dispatcher	HR	006	329	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	003
					1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	
					45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	
24110	Aviation Dispatch Supv I	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
24120	Aviation Dispatch Supv II	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
24950	Airfield Maint Worker I	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
24960	Airfield Maint Worker II	HR	004	213	17.84	18.34	19.00	19.60	20.28	21.05	21.79	22.66		002
					1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80		
					37,107	38,147	39,520	40,768	42,182	43,784	45,323	47,133		
25180	Asst Aviation Director	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
25190	Aviation Director (NC)	EX	018	912	66.81	----------PERFORMANCE RANGE ----------							113.56	010
					5,344.80								9,084.80	
					138,965								236,205	
25200	Deputy Aviation Dir	EX	013	843	44.55	----------PERFORMANCE RANGE ----------							71.28	009
					3,564.00								5,702.40	
					92,664								148,262	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
25210	Aviation Superintendent	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
25220	Aviation Supv III	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
25230	Aviation Supv II	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
25240	Aviation Supv I	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
25242	Aviation Supv I*Special Maint	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
25250	Aviation Marketing Supervisor	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
26010	Airport Operations Technician	HR	004	216	19.60	20.28	21.05	21.79	22.66	23.73	24.76	25.81		002
					1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
					40,768	42,182	43,784	45,323	47,133	49,358	51,501	53,685		
27120	Sales Manager	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
27150	Sales Supervisor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	

City of Phoenix

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
27190	Production Assistant	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
27250	Senior Sales/Marketing Supv	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
27340	Convention Center Maint Supt	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
27350	Production Coordinator	HR	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
27360	Asst Production Services Mgr	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
27370	Production Services Manager	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
27400	Ticket Seller	PT	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	999
27410	Asst Ticket Services Supv	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
27420	Ticket Services Supervisor	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	

City of Phoenix

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
27450	Events Representative	PT	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	999
27460	Events Coordinator	HR	001	031	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	36.63 2,930.40 76,190	007
27480	Deputy Economic Dev Director	EX	013	842	42.42 3,393.60 88,234	----------PERFORMANCE RANGE ----------							67.86 5,428.80 141,149	009
27490	Community & Econ Dev Dir (NC)	EX	018	909	57.63 4,610.40 119,870	----------PERFORMANCE RANGE ----------							97.94 7,835.20 203,715	010
27500	Asst Com/Econ Dev Dir	EX	018	906	49.69 3,975.20 103,355	----------PERFORMANCE RANGE ----------							84.47 6,757.60 175,698	010
27530	Facility Coordinator	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
27600	Deputy Convention Center Dir	EX	013	842	42.42 3,393.60 88,234	----------PERFORMANCE RANGE ----------							67.86 5,428.80 141,149	009
27610	Convention Center Dir (NC)	EX	018	908	54.83 4,386.40 114,046	----------PERFORMANCE RANGE ----------							93.20 7,456.00 193,856	010
27620	Asst Convention Center Dir	EX	018	904	45.00 3,600.00 93,600	----------PERFORMANCE RANGE ----------							76.53 6,122.40 159,182	010

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
30120	Library Technical Assistant	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
30190	Volunteer Coordinator	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
30200	Library Assistant	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
30210	Librarian I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
30220	Librarian II	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
30230	Librarian III	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
30260	Deputy Library Director	EX	013	841	40.26	----------PERFORMANCE RANGE ----------							64.61	009
					3,220.80								5,168.80	
					83,741								134,389	
30280	Asst City Librarian	EX	018	903	42.83	----------PERFORMANCE RANGE ----------							72.79	010
					3,426.40								5,823.20	
					89,086								151,403	
30290	City Librarian (NC)	EX	018	907	52.18	----------PERFORMANCE RANGE ----------							88.74	010
					4,174.40								7,099.20	
					108,534								184,579	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
30300	Librarian IV	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
40020	Urban Forestry Tech Trnee (NC)	HR	002	110	16.56	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.56	001
					1,324.80	1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,724.80	
					34,445	35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,845	
40030	Urban Forestry Technician	HR	002	115	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
					1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
					39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,870	
40060	Groundskeeper	HR	002	108	15.61	16.08	16.56	17.00	17.55	18.02	18.62	19.21	20.01	001
					1,248.80	1,286.40	1,324.80	1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,600.80	
					32,469	33,446	34,445	35,360	36,504	37,482	38,730	39,957	41,621	
40080	Gardener	HR	002	111	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.40	001
					1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,792.00	
					35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,592	
40082	Gardener*Sprinkler System	HR	002	112	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.25	23.21	001
					1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,856.80	
					36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,280	48,277	
40083	Gardener*U2	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
40100	Parks Foreman I	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
40110	Parks Foreman II	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
40120	Park Ranger III	HR	001	028	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.38	31.55	007
					1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,524.00	
					43,160	45,282	47,757	50,211	52,520	55,432	58,198	61,110	65,624	
40130	Park Ranger II	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
40160	Parks Maint Mechanic	HR	003	117			22.25	23.05	24.09	25.15	26.21	27.46	28.73	001
							1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,298.40	
							46,280	47,944	50,107	52,312	54,517	57,117	59,758	
40162	Parks Maint Mech*Plumb Install	HR	003	119			24.09	25.15	26.21	27.46	28.55	29.70	31.12	001
							1,927.20	2,012.00	2,096.80	2,196.80	2,284.00	2,376.00	2,489.60	
							50,107	52,312	54,517	57,117	59,384	61,776	64,730	
40190	Parks Equipment Mechanic	HR	003	119			24.09	25.15	26.21	27.46	28.55	29.70	31.12	001
							1,927.20	2,012.00	2,096.80	2,196.80	2,284.00	2,376.00	2,489.60	
							50,107	52,312	54,517	57,117	59,384	61,776	64,730	
40350	Horticulturist	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
40420	Park Manager	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
40430	Parks Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
40450	Parks & Recreation Aide	PT	006	315	11.59	12.08	12.66	13.26	13.83	14.47	15.14	15.99	16.65	999

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
40452	Parks & Recreation Aide*Cash	PT	006	315	11.59	12.08	12.66	13.26	13.83	14.47	15.14	15.99	16.65	999
40460	Parks Special Operations Supv	EX	001	037	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	49.49 3,959.20 102,939	007
40550	Golf Course Supervisor	EX	001	034	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	42.58 3,406.40 88,566	007
40551	Golf Course Supervisor*Lead	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
40570	Head Golf Professional	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
40571	Head Golf Professional*Lead	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
41010	Lifeguard	PT	017	S02	11.20	12.34	12.97	13.61	14.29	15.01	15.75	16.54	17.38	999
41090	Recreation Programmer	HR	006	326	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	003
41140	Recreation Coordinator II	EX	001	030	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.87 2,789.60 72,530	007

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
41160	Recreation Coordinator III	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
41161	Recreation Coord III*Aquatics	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
41170	Recreation Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
41172	Recreation Supv*Aquatics	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
41200	Arts & Culture Administrator	EX	018	903	42.83	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	72.79	010
					3,426.40								5,823.20	
					89,086								151,403	
41210	Arts Specialist	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
41220	Senior Arts Specialist	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
41660	Deputy Parks & Rec Director	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
41670	Asst Parks & Rec Director	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	

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41700	Parks & Recreation Dir (NC)	EX	018	910	60.53	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	102.89	010
					4,842.40								8,231.20	
					125,902								214,011	
42010	Museum Aide	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
42020	Pueblo Grande Administrator	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
42050	Museum Curator	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
42060	Museum Assistant	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
42100	City Archaeologist	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
43010	Recreation Instructor	PT	006	318	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	999
43030	Recreation Leader	PT	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	999
43050	Asst Pool Manager	PT	006	321	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	999
43070	Pool Manager	PT	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	999

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
50010	Water Meter Reader	HR	004	212	17.42	17.84	18.34	19.00	19.60	20.28	21.05	21.79		002
					1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20		
					36,234	37,107	38,147	39,520	40,768	42,182	43,784	45,323		
50160	Senior Utilities Svc Spec	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
50200	Water Services Technician	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		
50220	Water Services Specialist	HR	004	218	21.05	21.79	22.66	23.73	24.76	25.81	26.95	28.08		002
					1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40		
					43,784	45,323	47,133	49,358	51,501	53,685	56,056	58,406		
50260	Water Customer Services Spv I	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
50270	Water Customer Services Spv II	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
50271	Water Customer Svc Spvr II*Fld	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
50330	Environ Health & Safety Spec	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
50340	Senior Utility Operator	HR	004	225	28.08	29.30	30.41	31.70	32.87	34.21	35.76	37.59		002
					2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20		
					58,406	60,944	63,253	65,936	68,370	71,157	74,381	78,187		

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50341	Senior Utility Operator*SCBA	HR	004	226	29.30	30.41	31.70	32.87	34.21	35.76	37.59	39.52		002
					2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20	3,161.60		
					60,944	63,253	65,936	68,370	71,157	74,381	78,187	82,202		
50360	Ops & Maint Tech Trnee (NC)	HR	004	218	21.05	21.79	22.66	23.73	24.76	25.81	26.95	28.08		002
					1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40		
					43,784	45,323	47,133	49,358	51,501	53,685	56,056	58,406		
50370	Ops & Maintenance Tech	HR	004	222	24.76	25.81	26.95	28.08	29.30	30.41	31.70	32.87		002
					1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
					51,501	53,685	56,056	58,406	60,944	63,253	65,936	68,370		
50371	Ops & Maintenance Tech*SCBA	HR	004	223	25.81	26.95	28.08	29.30	30.41	31.70	32.87	34.21		002
					2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
					53,685	56,056	58,406	60,944	63,253	65,936	68,370	71,157		
50380	Ops & Maintenance Supervisor	HR	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
50390	Water Facilities Supervisor	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
50400	Utility Helper	HR	004	212	17.42	17.84	18.34	19.00	19.60	20.28	21.05	21.79		002
					1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20		
					36,234	37,107	38,147	39,520	40,768	42,182	43,784	45,323		
50420	Utility Mechanic	HR	005	219			23.73	24.76	25.81	26.95	28.08	29.30		002
							1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00		
							49,358	51,501	53,685	56,056	58,406	60,944		
50421	Utility Mechanic*SCBA	HR	005	220			24.76	25.81	26.95	28.08	29.30	30.41		002
							1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80		
							51,501	53,685	56,056	58,406	60,944	63,253		

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50430	Industrial Maintenance Mech	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
50440	Maintenance Planner/Scheduler	HR	005	223			28.08	29.30	30.41	31.70	32.87	34.21		002
							2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
							58,406	60,944	63,253	65,936	68,370	71,157		
50720	Laboratory Superintendent	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
50790	Water Systems Operator	HR	006	329	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	003
					1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	
					45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	
50791	Water Systems Operator*Lead	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
50830	Water Services Project Coord	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
51120	Instrumentation & Cont Supv	HR	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
51130	Instrumentation & Cont Spec	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
51131	Instrumentation & Cont Spec*Ld	HR	005	223			28.08	29.30	30.41	31.70	32.87	34.21		002
							2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
							58,406	60,944	63,253	65,936	68,370	71,157		

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51210	Senior Water Quality Inspector	HR	004	222	24.76	25.81	26.95	28.08	29.30	30.41	31.70	32.87		002
					1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
					51,501	53,685	56,056	58,406	60,944	63,253	65,936	68,370		
51220	Chief Water Quality Inspector	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
51260	Water Quality Inspector	HR	004	219	21.79	22.66	23.73	24.76	25.81	26.95	28.08	29.30		002
					1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00		
					45,323	47,133	49,358	51,501	53,685	56,056	58,406	60,944		
51280	Asst Customer Svcs Adm	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
51300	Environmental Programs Manager	EX	018	903	42.83	----------PERFORMANCE RANGE ----------							72.79	010
					3,426.40								5,823.20	
					89,086								151,403	
51330	Water Resources Mgt Advsr (NC)	EX	018	903	42.83	----------PERFORMANCE RANGE ----------							72.79	010
					3,426.40								5,823.20	
					89,086								151,403	
51380	Water Resource Specialist	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
51390	Water Services Director (NC)	EX	018	912	66.81	----------PERFORMANCE RANGE ----------							113.56	010
					5,344.80								9,084.80	
					138,965								236,205	
51430	Asst Water Services Dir	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
51440	Deputy Water Services Director	EX	013	842	42.42	----------PERFORMANCE RANGE ----------							67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
51460	Water Services Superintendent	EX	001	038	34.19	35.93	37.79	39.78	41.77	43.88	46.14	48.53	51.93	007
					2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,154.40	
					71,115	74,734	78,603	82,742	86,882	91,270	95,971	100,942	108,014	
51520	Environmental Quality Spec	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
51530	Water & Wastewtr Econ Anlst	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
53000	Utility Technician Trainee(NC)	HR	004	214	18.34	19.00	19.60	20.28	21.05	21.79	22.66	23.73		002
					1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40		
					38,147	39,520	40,768	42,182	43,784	45,323	47,133	49,358		
53010	Utility Technician	HR	004	217	20.28	21.05	21.79	22.66	23.73	24.76	25.81	26.95		002
					1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
					42,182	43,784	45,323	47,133	49,358	51,501	53,685	56,056		
53020	Utility Specialty Technician	HR	004	218	21.05	21.79	22.66	23.73	24.76	25.81	26.95	28.08		002
					1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40		
					43,784	45,323	47,133	49,358	51,501	53,685	56,056	58,406		
53030	Senior Utility Technician	HR	004	221	23.73	24.76	25.81	26.95	28.08	29.30	30.41	31.70		002
					1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00		
					49,358	51,501	53,685	56,056	58,406	60,944	63,253	65,936		
53040	Utility TV Technician	HR	004	221	23.73	24.76	25.81	26.95	28.08	29.30	30.41	31.70		002
					1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80	2,536.00		
					49,358	51,501	53,685	56,056	58,406	60,944	63,253	65,936		

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
53050	Utility Crew Chief	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
53060	Utility Supervisor	HR	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
60010	Structural Inspector I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60020	Structural Insp Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60030	General Inspector I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60040	General Insp Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60050	Annual Facilities Program Supv	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
60060	Const Permit Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60070	Const Permit Spec I	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
60080	Mechanical Plans Examiner I	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60090	Mechanical Plans Examiner II	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60100	Electrical Plans Examiner I	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60110	Electrical Plans Examiner II	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60120	Structural Inspector II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60121	Structural Inspector II*Ind/PR	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60140	Structural Plans Examiner I	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60150	Structural Plans Examiner II	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60160	General Inspector II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	

City of Phoenix

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Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
60170	Const Permit Spec II	HR	006	334	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	003
					2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	
					58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	
60200	Building Code Examiner	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60201	Building Code Examiner*Lead	HR	006	336	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	45.14	003
					2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	3,611.20	
					64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	93,891	
60210	Electrical Inspector I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60220	Electrical Insp Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60230	Electrical Inspector II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60231	Electrical Insp II*Ind/PR	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60260	Civil Inspector I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60270	Civil Inspector II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
60280	Civil Inspector III	HR	006	334	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	003
					2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	
					58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	
60320	Elevator Inspector II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60330	Elevator Inspector I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60340	Elevator Insp Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60360	Civil Inspections Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60420	Plumbing/Mech Insp II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
60421	Plumbing/Mech Insp II*Ind/PR	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
60430	Plumbing/Mech Insp I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60440	Plumbing/Mech Insp Field Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
60630	Neighborhood Maint Tech I	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
60640	Neighborhood Maint Tech II	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
60650	Neighborhood Maint Tech III	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
60670	Neighborhood Preserv Insp I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
60680	Neighborhood Preserv Insp II	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
60700	Sign Inspector	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
60730	Site Development Supervisor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
60870	Planning & Dev Dir (NC)	EX	018	908	54.83	----------PERFORMANCE RANGE ----------							93.20	010
					4,386.40								7,456.00	
					114,046								193,856	
60910	Asst Planning & Dev Dir	EX	018	904	45.00	----------PERFORMANCE RANGE ----------							76.53	010
					3,600.00								6,122.40	
					93,600								159,182	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
60930	Deputy Planning & Dev Dir	EX	013	842	42.42 3,393.60 88,234	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86 5,428.80 141,149	009
60960	Plan Review Coordinator	EX	001	037	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	49.49 3,959.20 102,939	007
61000	Firefighter Trainee (NC)	HR	006	320	14.47 1,157.60 30,098	15.14 1,211.20 31,491	15.99 1,279.20 33,259	16.65 1,332.00 34,632	17.39 1,391.20 36,171	18.32 1,465.60 38,106	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	003
61010	Firefighter 56hr	HR	008	551	See Appendix A									005
61012	Firefighter*40hr	HR	009	561	See Appendix A									005
61019	Firefighter*Recruit (NC)	HR	010	570	See Appendix A									005
61020	Fire Engineer 56hr	HR	008	552	See Appendix B									005
61022	Fire Engineer*40hr	HR	009	562	See Appendix B									005
61040	Fire Captain 56hr	HR	008	555	See Appendix C									005
61046	Fire Captain*40hr	HR	009	565	See Appendix C									005
61080	Fire Equipment Service Worker	HR	004	218	21.05 1,684.00 43,784	21.79 1,743.20 45,323	22.66 1,812.80 47,133	23.73 1,898.40 49,358	24.76 1,980.80 51,501	25.81 2,064.80 53,685	26.95 2,156.00 56,056	28.08 2,246.40 58,406		002
61090	Fire Prevention Spec Trnee(NC)	HR	006	326	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	003

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
61100	Fire Prevention Spec II	HR	006	333	26.68	27.92	29.34	30.78	32.26	33.95	35.60	37.32	39.21	003
					2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	
					55,494	58,074	61,027	64,022	67,101	70,616	74,048	77,626	81,557	
61101	Fire Prevention Spec II*Ind/PR	HR	006	335	29.34	30.78	32.26	33.95	35.60	37.32	39.21	41.03	43.03	003
					2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	2,985.60	3,136.80	3,282.40	3,442.40	
					61,027	64,022	67,101	70,616	74,048	77,626	81,557	85,342	89,502	
61110	Fire Prevention Spec I	HR	006	331	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	35.60	003
					1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	2,848.00	
					50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	74,048	
61120	Fire Prevention Supervisor	HR	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
61200	Fire Performance Auditor	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
61370	Fire Battalion Chief 56hr	EX	014	851	28.16	----------PERFORMANCE RANGE ----------							45.05	017
					3,153.92								5,045.60	
					82,002								131,186	
61371	Fire Batt Chf*Division	EX	024	852	41.39	----------PERFORMANCE RANGE ----------							66.24	017
					3,311.20								5,299.20	
					86,091								137,779	
61373	Fire Batt Chf*Deputy	EX	024	854	45.65	----------PERFORMANCE RANGE ----------							73.02	017
					3,652.00								5,841.60	
					94,952								151,882	
61374	Fire Batt Chf*Asst Chief	EX	025	950	50.51	----------PERFORMANCE RANGE ----------							85.87	019
					4,040.80								6,869.60	
					105,061								178,610	

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61375	Fire Batt Chf*Exec Asst Chief	EX	025	952	55.29	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	93.98	019
					4,423.20								7,518.40	
					115,003								195,478	
61376	Fire Batt Chief*DepChfShftCmdr	EX	014	854	32.60	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	52.16	017
					3,651.20								5,841.92	
					94,931								151,890	
61500	Asst to the Fire Chief	EX	018	903	42.83	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	72.79	010
					3,426.40								5,823.20	
					89,086								151,403	
61501	Asst to the Fire Chief*P & R	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
61590	Fire Chief (NC)	EX	025	956	67.36	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	114.52	019
					5,388.80								9,161.60	
					140,109								238,202	
61600	Fire Marshal	EX	013	840	38.47	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	61.54	009
					3,077.60								4,923.20	
					80,018								128,003	
62000	Fire 911 Administrator	EX	013	841	40.26	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	64.61	009
					3,220.80								5,168.80	
					83,741								134,389	
62020	Medical Billing Supervisor	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
62030	Paramedic Training Coordinator	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	

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62080	Multimedia Specialist	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
62120	Detention Officer Trainee (NC)	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
62130	Detention Officer	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
62150	Detention Supervisor	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
62160	Police Assistant	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
62163	Police Asst*Detention Off Trne	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
62180	Police Aide	HR	006	318	13.26	13.83	14.47	15.14	15.99	16.65	17.39	18.32	19.24	003
					1,060.80	1,106.40	1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	
					27,581	28,766	30,098	31,491	33,259	34,632	36,171	38,106	40,019	
62200	Police Recruit (NC)	HR	007	450	33.72	35.41								004
					2,697.60	2,832.80								
					70,138	73,653								
62210	Police Officer	HR	007	451	35.75	37.44	39.22	41.09	43.04	45.08	47.23	49.48	51.84	004
					2,860.00	2,995.20	3,137.60	3,287.20	3,443.20	3,606.40	3,778.40	3,958.40	4,147.20	
					74,360	77,875	81,578	85,467	89,523	93,766	98,238	102,918	107,827	

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62211	Police Officer*Pilot	HR	007	452	49.02 3,921.60 101,962	51.35 4,108.00 106,808	53.79 4,303.20 111,883							004
62212	Police Officer*Rescue Pilot	HR	007	453	50.83 4,066.40 105,726	53.26 4,260.80 110,781	55.79 4,463.20 116,043							004
62213	Police Officer*Flight Instr	HR	007	454	52.76 4,220.80 109,741	55.26 4,420.80 114,941	57.88 4,630.40 120,390							004
62214	Police Officer*Chief Pilot	HR	007	455	54.69 4,375.20 113,755	57.28 4,582.40 119,142	60.01 4,800.80 124,821							004
62220	Police Sergeant	HR	011	650	52.20 4,176.00 108,576	54.59 4,367.20 113,547	57.07 4,565.60 118,706	59.68 4,774.40 124,134	62.40 4,992.00 129,792	65.25 5,220.00 135,720	68.23 5,458.40 141,918			006
62230	Police Lieutenant	HR	011	651	68.39 5,471.20 142,251	71.64 5,731.20 149,011	75.05 6,004.00 156,104	78.63 6,290.40 163,550	82.39 6,591.20 171,371					006
62240	Police Commander	EX	026	865	84.30 6,744.00 175,344	----------PERFORMANCE RANGE ----------							105.39 8,431.20 219,211	016
62242	Police Commander*Asst Chief	EX	027	970	94.85 7,588.00 197,288	----------PERFORMANCE RANGE ----------							113.82 9,105.60 236,746	018
62243	Police Commander*Exec Asst Chf	EX	027	972	104.34 8,347.20 217,027	----------PERFORMANCE RANGE ----------							119.99 9,599.20 249,579	018

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62320	Forensic Photo Spec	HR	006	327	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	003
62321	Forensic Photo Spec*Ld	HR	006	328	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	29.34 2,347.20 61,027	30.78 2,462.40 64,022	003
62340	Police Administrator	EX	013	842	42.42 3,393.60 88,234	----------PERFORMANCE RANGE ----------							67.86 5,428.80 141,149	009
62350	Police R & I Bureau Shift Supv	HR	001	031	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	36.63 2,930.40 76,190	007
62370	Police R & I Operations Supv	EX	001	035	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	44.75 3,580.00 93,080	007
62380	Polygraph Examiner	EX	001	036	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	47.03 3,762.40 97,822	007
62460	Asst Crime Lab Administrator	EX	001	041	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	50.94 4,075.20 105,955	53.58 4,286.40 111,446	56.39 4,511.20 117,291	60.38 4,830.40 125,590	007
62550	Criminal Intelligence Analyst	EX	001	033	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	40.55 3,244.00 84,344	007
62560	Police Civilian Investigator	HR	001	033	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	40.55 3,244.00 84,344	007

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62610	Police Research Analyst	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
62620	Police Research Supervisor	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
62690	Police Chief (NC)	EX	027	976	112.17	----------PERFORMANCE RANGE ----------							145.82	018
					8,973.60								11,665.60	
					233,314								303,306	
62800	Crime Scene Specialist I	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
62810	Crime Scene Specialist II	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
62820	Crime Scene Specialist III	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
62830	Crime Scene Shift Supervisor	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
62840	Crime Scene Section Supervisor	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
62910	Forensic Scientist I (NC)	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	

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62920	Forensic Scientist II	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
62930	Forensic Scientist III	HR	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
62940	Forensic Scientist IV	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
62950	Forensic Science Section Supv	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
69990	Laborer	HR	002	108	15.61	16.08	16.56	17.00	17.55	18.02	18.62	19.21	20.01	001
					1,248.80	1,286.40	1,324.80	1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,600.80	
					32,469	33,446	34,445	35,360	36,504	37,482	38,730	39,957	41,621	
69991	Laborer*U2	HR	004	208	15.70	16.15	16.56	16.91	17.42	17.84	18.34	19.00		002
					1,256.00	1,292.00	1,324.80	1,352.80	1,393.60	1,427.20	1,467.20	1,520.00		
					32,656	33,592	34,445	35,173	36,234	37,107	38,147	39,520		
70030	Solid Waste Worker	HR	002	111	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.40	001
					1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,792.00	
					35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,592	
70060	Trades Helper	HR	002	113	18.02	18.62	19.21	19.87	20.61	21.42	22.25	23.05	24.25	001
					1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,940.00	
					37,482	38,730	39,957	41,330	42,869	44,554	46,280	47,944	50,440	
70061	Trades Helper*U2	HR	004	213	17.84	18.34	19.00	19.60	20.28	21.05	21.79	22.66		002
					1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80		
					37,107	38,147	39,520	40,768	42,182	43,784	45,323	47,133		

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70100	Weigh Station Clerk	HR	006	320	14.47	15.14	15.99	16.65	17.39	18.32	19.24	20.06	20.97	003
					1,157.60	1,211.20	1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	
					30,098	31,491	33,259	34,632	36,171	38,106	40,019	41,725	43,618	
70110	Street Maint Worker I	HR	002	112	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.25	23.21	001
					1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,856.80	
					36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,280	48,277	
70120	Street Maint Worker	HR	003	114			19.87	20.61	21.42	22.25	23.05	24.09	25.33	001
							1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,026.40	
							41,330	42,869	44,554	46,280	47,944	50,107	52,686	
70121	Street Maint Worker*Rapid	HR	003	115			20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
							1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
							42,869	44,554	46,280	47,944	50,107	52,312	54,870	
70122	Street Maint Wkr*Crew Ldr	HR	003	115			20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
							1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
							42,869	44,554	46,280	47,944	50,107	52,312	54,870	
71040	Solid Waste Landfill Foreman	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
71110	Street Maint Foreman I	HR	001	025	17.81	18.82	19.72	20.75	21.77	22.96	24.14	25.25	27.17	007
					1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,173.60	
					37,045	39,146	41,018	43,160	45,282	47,757	50,211	52,520	56,514	
71120	Street Maint Foreman II	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
71130	Street Maint Foreman III	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	

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71210	Street Maint Supervisor	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
71250	Street Maint Superintendent	EX	001	040	37.79	39.78	41.77	43.88	46.14	48.53	50.94	53.58	57.51	007
					3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,286.40	4,600.80	
					78,603	82,742	86,882	91,270	95,971	100,942	105,955	111,446	119,621	
71280	Solid Waste Foreman	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
71310	Solid Waste Admin Analyst	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
71320	Support Services Aide	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
71400	Solid Waste Superintendent	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
71410	Solid Waste Environ Spec	HR	006	328	20.97	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	003
					1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	
					43,618	45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	
71411	Solid Waste Environ Spec*Ld	HR	006	329	22.01	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	003
					1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	
					45,781	48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	
71420	Solid Waste Supervisor	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	

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71422	Solid Waste Supv*Inspections	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
71430	Solid Waste Administrator	EX	013	839	36.65	----------PERFORMANCE RANGE ----------							58.62	009
					2,932.00								4,689.60	
					76,232								121,930	
71510	Traffic Maintenance Worker	HR	002	115	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
					1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
					39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,870	
71520	Traffic Maintenance Frmn II	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
71530	Traffic Maintenance Frmn III	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
71570	Sign Specialist I	HR	002	111	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.40	001
					1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,792.00	
					35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,592	
71580	Sign Specialist II	HR	002	115	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
					1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
					39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,870	
71581	Sign Specialist II*U2	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		
72010	Equipment Op I	HR	002	111	17.00	17.55	18.02	18.62	19.21	19.87	20.61	21.42	22.40	001
					1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,792.00	
					35,360	36,504	37,482	38,730	39,957	41,330	42,869	44,554	46,592	

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72012	Equipment Op I*U2	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
72020	Equipment Op II	HR	002	113	18.02	18.62	19.21	19.87	20.61	21.42	22.25	23.05	24.25	001
					1,441.60	1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,940.00	
					37,482	38,730	39,957	41,330	42,869	44,554	46,280	47,944	50,440	
72021	Equipment Op II*U2	HR	004	213	17.84	18.34	19.00	19.60	20.28	21.05	21.79	22.66		002
					1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80		
					37,107	38,147	39,520	40,768	42,182	43,784	45,323	47,133		
72022	Equipment Op II*Gangmower Op	HR	002	114	18.62	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.33	001
					1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,026.40	
					38,730	39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,686	
72030	Equipment Op III	HR	003	116			21.42	22.25	23.05	24.09	25.15	26.21	27.67	001
							1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,213.60	
							44,554	46,280	47,944	50,107	52,312	54,517	57,554	
72031	Equipment Op III*Asphalt	HR	003	117			22.25	23.05	24.09	25.15	26.21	27.46	28.73	001
							1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,298.40	
							46,280	47,944	50,107	52,312	54,517	57,117	59,758	
72032	Equipment Op III*Lead Striper	HR	003	117			22.25	23.05	24.09	25.15	26.21	27.46	28.73	001
							1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,298.40	
							46,280	47,944	50,107	52,312	54,517	57,117	59,758	
72033	Equipment Op III*U2	HR	005	216			21.05	21.79	22.66	23.73	24.76	25.81		002
							1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
							43,784	45,323	47,133	49,358	51,501	53,685		
72034	Equipment Op III*Aprt Striper	HR	005	217			21.79	22.66	23.73	24.76	25.81	26.95		002
							1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
							45,323	47,133	49,358	51,501	53,685	56,056		

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72036	Equipment Op III*Concrete	HR	003	117			22.25	23.05	24.09	25.15	26.21	27.46	28.73	001
							1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,298.40	
							46,280	47,944	50,107	52,312	54,517	57,117	59,758	
72040	Backhoe/Loader Op	HR	003	116			21.42	22.25	23.05	24.09	25.15	26.21	27.67	001
							1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,213.60	
							44,554	46,280	47,944	50,107	52,312	54,517	57,554	
72042	Backhoe/Loader Op*Const	HR	005	217			21.79	22.66	23.73	24.76	25.81	26.95		002
							1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
							45,323	47,133	49,358	51,501	53,685	56,056		
72080	Solid Waste Equipment Operator	HR	002	116	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.21	27.67	001
					1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,213.60	
					41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,517	57,554	
72090	Landfill Equipment Operator	HR	003	118			23.05	24.09	25.15	26.21	27.46	28.55	29.89	001
							1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,284.00	2,391.20	
							47,944	50,107	52,312	54,517	57,117	59,384	62,171	
72110	Equipment Op IV	HR	003	118			23.05	24.09	25.15	26.21	27.46	28.55	29.89	001
							1,844.00	1,927.20	2,012.00	2,096.80	2,196.80	2,284.00	2,391.20	
							47,944	50,107	52,312	54,517	57,117	59,384	62,171	
72111	Equipment Op IV*U2	HR	005	218			22.66	23.73	24.76	25.81	26.95	28.08		002
							1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40		
							47,133	49,358	51,501	53,685	56,056	58,406		
72112	Equipment Op IV*Fuel Distrib	HR	005	219			23.73	24.76	25.81	26.95	28.08	29.30		002
							1,898.40	1,980.80	2,064.80	2,156.00	2,246.40	2,344.00		
							49,358	51,501	53,685	56,056	58,406	60,944		
72160	Motor Broom Operator	HR	003	116			21.42	22.25	23.05	24.09	25.15	26.21	27.67	001
							1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,213.60	
							44,554	46,280	47,944	50,107	52,312	54,517	57,554	

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72161	Motor Broom Operator*U2	HR	005	216			21.05	21.79	22.66	23.73	24.76	25.81		002
							1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
							43,784	45,323	47,133	49,358	51,501	53,685		
72200	Landscape Equipment Operator	HR	002	114	18.62	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.33	001
					1,489.60	1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,026.40	
					38,730	39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,686	
73030	Equipment Services Aide	HR	006	322	15.99	16.65	17.39	18.32	19.24	20.06	20.97	22.01	23.09	003
					1,279.20	1,332.00	1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	
					33,259	34,632	36,171	38,106	40,019	41,725	43,618	45,781	48,027	
73060	Equipment Service Wkr I	HR	004	211	16.91	17.42	17.84	18.34	19.00	19.60	20.28	21.05		002
					1,352.80	1,393.60	1,427.20	1,467.20	1,520.00	1,568.00	1,622.40	1,684.00		
					35,173	36,234	37,107	38,147	39,520	40,768	42,182	43,784		
73070	Equipment Service Wkr II	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		
73100	Auto Technician	HR	005	218			22.66	23.73	24.76	25.81	26.95	28.08		002
							1,812.80	1,898.40	1,980.80	2,064.80	2,156.00	2,246.40		
							47,133	49,358	51,501	53,685	56,056	58,406		
73102	Auto Technician*Master Tech	HR	005	220			24.76	25.81	26.95	28.08	29.30	30.41		002
							1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80		
							51,501	53,685	56,056	58,406	60,944	63,253		
73110	Heavy Equip Mech	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
73112	Heavy Equip Mech*Mobile Repair	HR	005	223			28.08	29.30	30.41	31.70	32.87	34.21		002
							2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
							58,406	60,944	63,253	65,936	68,370	71,157		

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73113	Heavy Equip Mech*Emer Repair	HR	005	223			28.08	29.30	30.41	31.70	32.87	34.21		002
							2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
							58,406	60,944	63,253	65,936	68,370	71,157		
73114	Heavy Equip Mech*Landfill Mech	HR	005	223			28.08	29.30	30.41	31.70	32.87	34.21		002
							2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80		
							58,406	60,944	63,253	65,936	68,370	71,157		
73120	Equipment Repair Spec	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
73140	Body Repair Specialist	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
73150	Methods & Standards Analyst	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
73170	Equipment Control Specialist	HR	006	330	23.09	24.24	25.37	26.68	27.92	29.34	30.78	32.26	33.95	003
					1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	2,347.20	2,462.40	2,580.80	2,716.00	
					48,027	50,419	52,770	55,494	58,074	61,027	64,022	67,101	70,616	
73190	Equipment Analyst	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
73200	Equipment Shop Foreman	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
73230	Equipment Fabrication Foreman	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	

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Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
73260	Fuel Management Specialist	HR	001	029	21.77	22.96	24.14	25.25	26.65	27.98	29.38	30.94	33.14	007
					1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,651.20	
					45,282	47,757	50,211	52,520	55,432	58,198	61,110	64,355	68,931	
73270	Equipment Maintenance Supv	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
73280	Tire Program Supervisor	HR	001	031	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.19	36.63	007
					1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,930.40	
					50,211	52,520	55,432	58,198	61,110	64,355	67,579	71,115	76,190	
73360	Equipment Maintenance Supt	EX	001	039	35.93	37.79	39.78	41.77	43.88	46.14	48.53	50.94	54.63	007
					2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,882.40	4,075.20	4,370.40	
					74,734	78,603	82,742	86,882	91,270	95,971	100,942	105,955	113,630	
73420	Fuel System Support Technician	HR	004	217	20.28	21.05	21.79	22.66	23.73	24.76	25.81	26.95		002
					1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
					42,182	43,784	45,323	47,133	49,358	51,501	53,685	56,056		
73450	Public Works Operations Mgr	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
74010	Cement Finisher	HR	003	116			21.42	22.25	23.05	24.09	25.15	26.21	27.67	001
							1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,096.80	2,213.60	
							44,554	46,280	47,944	50,107	52,312	54,517	57,554	
74011	Cement Finisher*U2	HR	005	216			21.05	21.79	22.66	23.73	24.76	25.81		002
							1,684.00	1,743.20	1,812.80	1,898.40	1,980.80	2,064.80		
							43,784	45,323	47,133	49,358	51,501	53,685		
74060	Traffic Services Supt	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
74070	Traffic Signal Supervisor	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
74090	Electrician Helper	HR	004	215	19.00	19.60	20.28	21.05	21.79	22.66	23.73	24.76		002
					1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40	1,980.80		
					39,520	40,768	42,182	43,784	45,323	47,133	49,358	51,501		
74100	Electrician Apprentice (NC)	HR	004	214	18.34	19.00	19.60	20.28	21.05	21.79	22.66	23.73		002
					1,467.20	1,520.00	1,568.00	1,622.40	1,684.00	1,743.20	1,812.80	1,898.40		
					38,147	39,520	40,768	42,182	43,784	45,323	47,133	49,358		
74120	Electrician	HR	004	225	28.08	29.30	30.41	31.70	32.87	34.21	35.76	37.59		002
					2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20		
					58,406	60,944	63,253	65,936	68,370	71,157	74,381	78,187		
74121	Electrician*Lead	HR	004	226	29.30	30.41	31.70	32.87	34.21	35.76	37.59	39.52		002
					2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20	3,161.60		
					60,944	63,253	65,936	68,370	71,157	74,381	78,187	82,202		
74130	Traffic Signal Technician Frmn	HR	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
74140	Electrical Maint Crew Chief	HR	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
74160	Electrical Facilities Supv	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
74190	Traffic Signal Technician	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
74200	Electronic Systems Specialist	HR	005	225			30.41	31.70	32.87	34.21	35.76	37.59		002
							2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20		
							63,253	65,936	68,370	71,157	74,381	78,187		
74230	Telecommunications Svcs Asst	EX	001	032	25.25	26.65	27.98	29.38	30.94	32.49	34.19	35.93	38.53	007
					2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,082.40	
					52,520	55,432	58,198	61,110	64,355	67,579	71,115	74,734	80,142	
74250	Machinist	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		
74270	Telecommunications Aide	HR	006	326	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	27.92	003
					1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	2,233.60	
					40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	58,074	
74370	Security Systems Supervisor	EX	001	034	27.98	29.38	30.94	32.49	34.19	35.93	37.79	39.78	42.58	007
					2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,406.40	
					58,198	61,110	64,355	67,579	71,115	74,734	78,603	82,742	88,566	
74380	Parking Meter Specialist	HR	002	115	19.21	19.87	20.61	21.42	22.25	23.05	24.09	25.15	26.38	001
					1,536.80	1,589.60	1,648.80	1,713.60	1,780.00	1,844.00	1,927.20	2,012.00	2,110.40	
					39,957	41,330	42,869	44,554	46,280	47,944	50,107	52,312	54,870	
74390	Parking Meter Repair Supv	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
74400	Welder	HR	003	122			27.46	28.55	29.70	30.92	32.18	33.50	35.07	001
							2,196.80	2,284.00	2,376.00	2,473.60	2,574.40	2,680.00	2,805.60	
							57,117	59,384	61,776	64,314	66,934	69,680	72,946	
74401	Welder*U2	HR	005	222			26.95	28.08	29.30	30.41	31.70	32.87		002
							2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60		
							56,056	58,406	60,944	63,253	65,936	68,370		

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
74470	Asst Security Systems Supv	EX	001	032	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	38.53 3,082.40 80,142	007
74650	Building Equip Op I	HR	005	222			26.95 2,156.00 56,056	28.08 2,246.40 58,406	29.30 2,344.00 60,944	30.41 2,432.80 63,253	31.70 2,536.00 65,936	32.87 2,629.60 68,370		002
74680	Building Equip Op II	HR	005	223			28.08 2,246.40 58,406	29.30 2,344.00 60,944	30.41 2,432.80 63,253	31.70 2,536.00 65,936	32.87 2,629.60 68,370	34.21 2,736.80 71,157		002
74700	Building Equipment Supervisor	HR	001	032	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	38.53 3,082.40 80,142	007
74720	Senior Building Equipment Supv	EX	001	034	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	42.58 3,406.40 88,566	007
74740	Building Maint Foreman	HR	001	031	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	36.63 2,930.40 76,190	007
74770	Building Facilities Supt	EX	001	038	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	51.93 4,154.40 108,014	007
74780	Energy Management Supt	EX	001	038	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	39.78 3,182.40 82,742	41.77 3,341.60 86,882	43.88 3,510.40 91,270	46.14 3,691.20 95,971	48.53 3,882.40 100,942	51.93 4,154.40 108,014	007
74800	Public Works Director (NC)	EX	018	910	60.53 4,842.40 125,902	----------PERFORMANCE RANGE ----------							102.89 8,231.20 214,011	010

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
74810	Deputy Public Works Director	EX	013	842	42.42	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	67.86	009
					3,393.60								5,428.80	
					88,234								141,149	
74820	Asst Public Works Director	EX	018	906	49.69	----------	----------	PERFORMANCE RANGE	----------	----------	----------	----------	84.47	010
					3,975.20								6,757.60	
					103,355								175,698	
74830	Building Maint Worker	HR	003	120			25.15	26.21	27.46	28.55	29.70	30.92	32.39	001
							2,012.00	2,096.80	2,196.80	2,284.00	2,376.00	2,473.60	2,591.20	
							52,312	54,517	57,117	59,384	61,776	64,314	67,371	
74831	Building Maint Worker*U2	HR	005	220			24.76	25.81	26.95	28.08	29.30	30.41		002
							1,980.80	2,064.80	2,156.00	2,246.40	2,344.00	2,432.80		
							51,501	53,685	56,056	58,406	60,944	63,253		
74850	Building Maintenance Supv	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
74880	Property Manager	EX	001	037	32.49	34.19	35.93	37.79	39.78	41.77	43.88	46.14	49.49	007
					2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,691.20	3,959.20	
					67,579	71,115	74,734	78,603	82,742	86,882	91,270	95,971	102,939	
74900	Locksmith	HR	005	217			21.79	22.66	23.73	24.76	25.81	26.95		002
							1,743.20	1,812.80	1,898.40	1,980.80	2,064.80	2,156.00		
							45,323	47,133	49,358	51,501	53,685	56,056		
75010	Aircraft Technician	HR	004	224	26.95	28.08	29.30	30.41	31.70	32.87	34.21	35.76		002
					2,156.00	2,246.40	2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80		
					56,056	58,406	60,944	63,253	65,936	68,370	71,157	74,381		
75011	Aircraft Technician*QA	HR	004	226	29.30	30.41	31.70	32.87	34.21	35.76	37.59	39.52		002
					2,344.00	2,432.80	2,536.00	2,629.60	2,736.80	2,860.80	3,007.20	3,161.60		
					60,944	63,253	65,936	68,370	71,157	74,381	78,187	82,202		

EXHIBIT A

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

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Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
75020	Aircraft Maintenance Supv	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
80010	Court Security Officer	HR	006	325	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	26.68	003
					1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	2,134.40	
					38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	55,494	
80020	Court Security Supervisor	HR	001	030	22.96	24.14	25.25	26.65	27.98	29.38	30.94	32.49	34.87	007
					1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,789.60	
					47,757	50,211	52,520	55,432	58,198	61,110	64,355	67,579	72,530	
80030	Court Security Systems Manager	EX	001	036	30.94	32.49	34.19	35.93	37.79	39.78	41.77	43.88	47.03	007
					2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,510.40	3,762.40	
					64,355	67,579	71,115	74,734	78,603	82,742	86,882	91,270	97,822	
80040	Public Service Trainee (NC)	PT	006	300	15.00	----------	----------	----------	----------	----------	----------	----------	15.00	999
					1,200.00								1,200.00	
					31,200								31,200	
80050	Municipal Security Guard	HR	006	324	17.39	18.32	19.24	20.06	20.97	22.01	23.09	24.24	25.37	003
					1,391.20	1,465.60	1,539.20	1,604.80	1,677.60	1,760.80	1,847.20	1,939.20	2,029.60	
					36,171	38,106	40,019	41,725	43,618	45,781	48,027	50,419	52,770	
80070	Senior Municipal Security Grd	HR	001	026	18.82	19.72	20.75	21.77	22.96	24.14	25.25	26.65	28.54	007
					1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,283.20	
					39,146	41,018	43,160	45,282	47,757	50,211	52,520	55,432	59,363	
80090	Custodial Worker I	HR	002	108	15.61	16.08	16.56	17.00	17.55	18.02	18.62	19.21	20.01	001
					1,248.80	1,286.40	1,324.80	1,360.00	1,404.00	1,441.60	1,489.60	1,536.80	1,600.80	
					32,469	33,446	34,445	35,360	36,504	37,482	38,730	39,957	41,621	
80091	Custodial Worker I*U2	HR	004	208	15.70	16.15	16.56	16.91	17.42	17.84	18.34	19.00		002
					1,256.00	1,292.00	1,324.80	1,352.80	1,393.60	1,427.20	1,467.20	1,520.00		
					32,656	33,592	34,445	35,173	36,234	37,107	38,147	39,520		

EXHIBIT A

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
80120	Custodial Worker II	HR	005	210			17.42 1,393.60 36,234	17.84 1,427.20 37,107	18.34 1,467.20 38,147	19.00 1,520.00 39,520	19.60 1,568.00 40,768	20.28 1,622.40 42,182		002
80121	Custodial Worker II*Window	HR	005	211			17.84 1,427.20 37,107	18.34 1,467.20 38,147	19.00 1,520.00 39,520	19.60 1,568.00 40,768	20.28 1,622.40 42,182	21.05 1,684.00 43,784		002
80130	Facilities Projects Planner	HR	004	225	28.08 2,246.40 58,406	29.30 2,344.00 60,944	30.41 2,432.80 63,253	31.70 2,536.00 65,936	32.87 2,629.60 68,370	34.21 2,736.80 71,157	35.76 2,860.80 74,381	37.59 3,007.20 78,187		002
80140	Facility Contract Compl Spec	HR	006	326	19.24 1,539.20 40,019	20.06 1,604.80 41,725	20.97 1,677.60 43,618	22.01 1,760.80 45,781	23.09 1,847.20 48,027	24.24 1,939.20 50,419	25.37 2,029.60 52,770	26.68 2,134.40 55,494	27.92 2,233.60 58,074	003
80141	Facility Contr Compl Spec*Ld	HR	001	027	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.95 2,396.00 62,296	007
80150	Facilities Service Coordinator	EX	001	033	26.65 2,132.00 55,432	27.98 2,238.40 58,198	29.38 2,350.40 61,110	30.94 2,475.20 64,355	32.49 2,599.20 67,579	34.19 2,735.20 71,115	35.93 2,874.40 74,734	37.79 3,023.20 78,603	40.55 3,244.00 84,344	007
80160	Event Services Worker	HR	004	210	16.56 1,324.80 34,445	16.91 1,352.80 35,173	17.42 1,393.60 36,234	17.84 1,427.20 37,107	18.34 1,467.20 38,147	19.00 1,520.00 39,520	19.60 1,568.00 40,768	20.28 1,622.40 42,182		002
80170	Event Services Lead	HR	001	023	16.28 1,302.40 33,862	16.92 1,353.60 35,194	17.81 1,424.80 37,045	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.60 1,968.00 51,168	007
80180	Event Services Supervisor	HR	001	026	18.82 1,505.60 39,146	19.72 1,577.60 41,018	20.75 1,660.00 43,160	21.77 1,741.60 45,282	22.96 1,836.80 47,757	24.14 1,931.20 50,211	25.25 2,020.00 52,520	26.65 2,132.00 55,432	28.54 2,283.20 59,363	007

City of Phoenix

Schedule II - Report by Job Code (Step Schedule)

Effective: 7/10/2023

Job Code	Job Title	FLSA Status	Salary Plan	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Benefit Category
80190	Event Services Manager	EX	001	035	29.38	30.94	32.49	34.19	35.93	37.79	39.78	41.77	44.75	007
					2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,182.40	3,341.60	3,580.00	
					61,110	64,355	67,579	71,115	74,734	78,603	82,742	86,882	93,080	
80200	Asst Event Services Manager	EX	001	033	26.65	27.98	29.38	30.94	32.49	34.19	35.93	37.79	40.55	007
					2,132.00	2,238.40	2,350.40	2,475.20	2,599.20	2,735.20	2,874.40	3,023.20	3,244.00	
					55,432	58,198	61,110	64,355	67,579	71,115	74,734	78,603	84,344	
80210	Custodial Supervisor I	HR	001	025	17.81	18.82	19.72	20.75	21.77	22.96	24.14	25.25	27.17	007
					1,424.80	1,505.60	1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,173.60	
					37,045	39,146	41,018	43,160	45,282	47,757	50,211	52,520	56,514	
80220	Custodial Supervisor II	HR	001	027	19.72	20.75	21.77	22.96	24.14	25.25	26.65	27.98	29.95	007
					1,577.60	1,660.00	1,741.60	1,836.80	1,931.20	2,020.00	2,132.00	2,238.40	2,396.00	
					41,018	43,160	45,282	47,757	50,211	52,520	55,432	58,198	62,296	
90010	Mayor	EX	016	998	42.31	----------							42.31	011
					3,384.56								3,384.56	
					88,000								88,000	
90020	Council Member	EX	016	997	29.62	----------							29.62	011
					2,369.20								2,369.20	
					61,600								61,600	
90030	City Manager (NC)	EX	018	940	151.44	----------		PERFORMANCE RANGE					204.33	012
					12,115.36								16,346.16	
					315,000								425,000	

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 008 Grade 551

Job Code	Job Title	Step 1	2	3	4	5	6	7	8	9		
61010	Firefighter 56hr	17.205	17.635	18.422	18.991	19.915	20.984	22.031	23.169	25.087		
		1,376.40	1,975.12	2,063.26	2,126.99	2,230.48	2,350.21	2,467.47	2,594.93	2,809.74		
		50,101	51,353	53,645	55,302	57,992	61,105	64,154	67,468	73,053		
								Step 21	**22**	**23**	**24**	**25**
	Firefighter 56hr Para							22.031	23.169	24.381	25.538	27.648
								2,467.47	2,594.93	2,730.67	2,860.26	3,096.58
								64,154	67,468	70,997	74,367	80,511
		Step 31	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**		
	Firefighter 56hr SO	18.422	18.853	19.637	20.208	21.132	22.202	23.248	24.390	26.303		
		2,063.26	2,111.54	2,199.34	2,263.30	2,366.78	2,486.62	2,603.78	2,731.68	2,945.94		
		53,645	54,900	57,183	58,846	61,536	64,652	67,698	71,024	76,594		
								Step 51	**52**	**53**	**54**	**55**
	Firefighter 56hr SO/Para							23.248	24.390	25.598	26.755	28.866
								2,603.78	2,731.68	2,866.98	2,996.56	3,232.99
								67,698	71,024	74,541	77,911	84,058
		Step 61	**62**	**63**	**64**	**65**	**66**	**67**	**68**	**69**		
	Firefighter 56hr HMT&TRT	19.640	20.071	20.856	21.426	22.349	23.416	24.466	25.605	27.522		
		2,199.68	2,247.95	2,335.87	2,399.71	2,503.09	2,622.59	2,740.19	2,867.76	3,082.46		
		57,192	58,447	60,733	62,393	65,080	68,187	71,245	74,562	80,144		
								Step 81	**82**	**83**	**84**	**85**
	Firefighter 56hr HMT&TRT/Para							24.466	25.605	26.815	27.975	30.082
								2,740.19	2,867.76	3,003.28	3,133.20	3,369.18
								71,245	74,562	78,085	81,463	87,599

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 009 Grade 561

Job Code	Job Title	Step 1	2	3	4	5	6	7	8	9		
61012	Firefighter *40hr	26.510	27.160	28.370	29.260	30.670	32.300	33.920	35.700	38.630		
		2,120.80	2,172.80	2,269.60	2,340.80	2,453.60	2,584.00	2,713.60	2,856.00	3,090.40		
		55,141	56,493	59,010	60,861	63,794	67,184	70,554	74,256	80,350		
								Step 21	**22**	**23**	**24**	**25**
	Firefighter *40hr Para							33.920	35.700	37.540	39.330	42.580
								2,713.60	2,856.00	3,003.20	3,146.40	3,406.40
								70,554	74,256	78,083	81,806	88,566
		Step 31	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**		
	Firefighter *40hr SO	28.390	29.030	30.250	31.130	32.530	34.180	35.820	37.550	40.510		
		2,271.20	2,322.40	2,420.00	2,490.40	2,602.40	2,734.40	2,865.60	3,004.00	3,240.80		
		59,051	60,382	62,920	64,750	67,662	71,094	74,506	78,104	84,261		
								Step 51	**52**	**53**	**54**	**55**
	Firefighter *40hr SO/Para							35.820	37.560	39.420	41.220	44.470
								2,865.60	3,004.80	3,153.60	3,297.60	3,557.60
								74,506	78,125	81,994	85,738	92,498
		Step 61	**62**	**63**	**64**	**65**	**66**	**67**	**68**	**69**		
	Firefighter *40hr HMT&TRT	30.260	30.900	32.100	33.000	34.420	36.090	37.680	39.450	42.380		
		2,420.80	2,472.00	2,568.00	2,640.00	2,753.60	2,887.20	3,014.40	3,156.00	3,390.40		
		62,941	64,272	66,768	68,640	71,594	75,067	78,374	82,056	88,150		
								Step 81	**82**	**83**	**84**	**85**
	Firefighter *40hr HMT&TRT/Para							37.680	39.450	41.300	43.090	46.330
								3,014.40	3,156.00	3,304.00	3,447.20	3,706.40
								78,374	82,056	85,904	89,627	96,366

Salary Plan 010 Grade 570

Job Code	Job Title	Step 1
61019	Firefighter*Recruit (NC)	24.090
		1,927.20
		50,107

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 008 Grade 552

Job Code	Job Title	Step 1	2	3	
61020	Fire Engineer 56hr	24.237	25.501	27.616	
		1,938.96	2,856.11	3,092.99	
		70,578	74,259	80,418	
				Step 21	**22**
	Fire Engineer 56hr Para			27.850	29.962
				3,119.20	3,355.74
				81,099	87,249
			Step 31	**32**	
	Fire Engineer 56hr SO		26.718	28.835	
			2,992.42	3,229.52	
			77,803	83,968	
				Step 51	**52**
	Fire Engineer 56hr SO/Para			29.068	31.181
				3,255.62	3,492.27
				84,646	90,799
			Step 61	**62**	
	Fire Engineer 56hr HMT&TRT		27.938	30.053	
			3,129.06	3,365.94	
			81,355	87,514	
				Step 81	**82**
	Fire Engineer 56hr HMT&TRT/Para			30.285	32.400
				3,391.92	3,628.80
				88,190	94,349

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 009 Grade 562

Job Code	Job Title	Step 1	2	3	
61022	Fire Engineer *40hr	37.310	39.280	42.540	
		2,984.80	3,142.40	3,403.20	
		77,605	81,702	88,483	
				Step 21	**22**
	Fire Engineer *40hr Para			42.900	46.140
				3,432.00	3,691.20
				89,232	95,971
			Step 31	**32**	
	Fire Engineer *40hr SO		41.150	44.430	
			3,292.00	3,554.40	
			85,592	92,414	
				Step 51	**52**
	Fire Engineer *40hr SO/Para			44.760	48.020
				3,580.80	3,841.60
				93,101	99,882
			Step 61	**62**	
	Fire Engineer *40hr HMT&TRT		43.030	46.270	
			3,442.40	3,701.60	
			89,502	96,242	
				Step 81	**82**
	Fire Engineer *40hr HMT&TRT/Para			46.640	49.900
				3,731.20	3,992.00
				97,011	103,792

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 008 Grade 555

Job Code	Job Title	Step 1	2	3	4	5	6	7	8	9	10
61040	Fire Captain 56hr	18.991	19.915	20.984	22.031	23.169	24.381	25.538	26.838	28.178	32.032
		1,519.28	2,230.48	2,350.21	2,467.47	2,594.93	2,730.67	2,860.26	3,005.86	3,155.94	3,587.58
		55,302	57,992	61,105	64,154	67,468	70,997	74,367	78,152	82,054	93,277

		Step 21	22	23
	Fire Captain 56hr Para	29.184	30.525	34.378
		3,268.61	3,418.80	3,850.34
		84,984	88,889	100,109

		Step 31	32	33
	Fire Captain 56hr SO	28.056	29.396	33.248
		3,142.27	3,292.35	3,723.78
		81,699	85,601	96,818

		Step 51	52	53
	Fire Captain 56hr SO/Para	30.402	31.743	35.597
		3,405.02	3,555.22	3,986.86
		88,531	92,436	103,658

		Step 61	62	63
	Fire Captain 56hr HMT&TRT	29.272	30.614	34.467
		3,278.46	3,428.77	3,860.30
		85,240	89,148	100,368

		Step 81	82	83
	Fire Captain 56hr HMT&TRT/Para	31.623	32.962	36.814
		3,541.78	3,691.74	4,123.17
		92,086	95,985	107,202

City of Phoenix

FUTURE Fire Salary Plans 2023 - 2024 Effective 7/10/2023

FLSA Status: HR

Benefit Category: 005

EXHIBIT A

Salary Plan 009 Grade 565

Job Code	Job Title	Step 1	2	3	4	5	6	7	8	9	10
61046	Fire Captain *40hr	29.260	30.670	32.300	33.920	35.700	37.540	39.330	41.340	43.390	49.330
		2,340.80	2,453.60	2,584.00	2,713.60	2,856.00	3,003.20	3,146.40	3,307.20	3,471.20	3,946.40
		60,861	63,794	67,184	70,554	74,256	78,083	81,806	85,987	90,251	102,606

		Step 21	22	23
	Fire Captain *40hr Para	44.930	47.000	52.930
		3,594.40	3,760.00	4,234.40
		93,454	97,760	110,094

		Step 31	32	33
	Fire Captain *40hr SO	43.220	45.280	51.190
		3,457.60	3,622.40	4,095.20
		89,898	94,182	106,475

		Step 51	52	53
	Fire Captain *40hr SO/Para	46.820	48.900	54.810
		3,745.60	3,912.00	4,384.80
		97,386	101,712	114,005

		Step 61	62	63
	Fire Captain *40hr HMT&TRT	45.080	47.140	53.060
		3,606.40	3,771.20	4,244.80
		93,766	98,051	110,365

		Step 81	82	83
	Fire Captain *40hr HMT&TRT/Para	48.700	50.760	56.700
		3,896.00	4,060.80	4,536.00
		101,296	105,581	117,936

City of Phoenix
Report by Job Code
Effective: 8/7/2023

EXHIBIT B

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
00010	General Apprentice-U1 (NC)	N	001	100	190
00020	General Apprentice-U2 (NC)	N	002	200	290
00030	General Apprentice-U3 (NC)	N	003	300	390
00070	General Apprentice-U7 (NC)	N	007	700	090
00100	Clerical Trainee (NC)	N	003	006	321
00110	Clerk I	N	003	006	324
00120	Clerk II	N	003	006	330
00160	Clerk III	N	003	006	334
00180	Mail Service Worker	N	001	002	135
00190	Mail Service Supervisor	N	007	001	041
00240	Clerical Supervisor	N	007	001	044
00320	Secretary II	N	003	006	330
00322	Secretary II*U8	N	008	012	730
00323	Secretary II*Office Automation	N	003	006	334
00325	Secretary II*Precinct	N	003	006	332
00330	Secretary III	N	007	001	034
00331	Secretary III*Council Reporter	N	007	001	041
00450	Police Automated System Sec	N	003	006	341
00451	Police Automated System Sec*Ld	N	007	001	045
00460	Council Reporter	N	007	001	056
00470	Remote Comp Term Op	N	003	006	324
00474	Remote Comp Term Op*CAU Lead	N	003	006	330
00480	Courier	N	002	004	225
00510	Court/Legal Clerk I	N	003	006	335
00520	Court/Legal Clerk II	N	003	006	341
00530	Court/Legal Clerk III	N	007	001	045
00531	Court/Legal Clerk III*Pros	N	007	001	045
00600	Municipal Court Administrator	E	009	013	834
00610	Asst Court Administrator	E	007	001	065
00620	Court Supervisor	N	007	001	053
00621	Court Supervisor*Interpreter	E	007	001	055
00640	Court Interpreter	N	003	006	340
00642	Court Interpreter*Credentialed	N	007	001	051
01010	Secretary to City Manager(NC)	E	007	001	062
01020	Legal Secretary	N	003	006	343
01022	Legal Secretary*U8	N	008	012	743
01023	Legal Secretary*Lead	N	007	001	047
01024	Legal Secretary*PERB (NC)	N	007	001	047
01030	Admin Secretary	N	007	001	041
01031	Admin Secretary*Council Agenda	N	007	001	043
01070	Council Aide (NC)	E	007	023	C10

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
01080	Customer Service Clerk	N	003	006	331
01083	Customer Service Clerk*Lead-U7	N	007	001	041
01085	Customer Service Clerk*Plans	N	003	006	337
01120	Records Clerk	N	003	006	333
01121	Records Clerk*Lead	N	003	006	337
01130	Senior Records Clerk	N	007	001	035
01140	Records Supervisor	N	007	001	047
01150	Airport Access Agent	N	003	006	337
01210	Police Records Clk	N	003	006	331
01212	Police Records Clk*Lead	N	003	006	345
01220	Fingerprint Technician	N	003	006	339
01221	Fingerprint Technician*Lead	N	003	006	343
01260	Police Coding Clerk	N	003	006	341
01280	Police Statistical Rsrch Aide	N	003	006	343
01290	Meter Collection Clerk	N	003	006	324
01320	Account Clerk II	N	003	006	330
01330	Account Clerk III	N	003	006	336
01331	Account Clerk III*U8	N	008	012	736
01350	Account Clerk Supervisor	N	007	001	042
01360	Utilities Service Trainee (NC)	N	003	006	331
01370	Utilities Service Spec	N	003	006	337
01371	Utilities Service Spec*Lead	N	003	006	341
01372	Utilities Service Spec*Water	N	003	006	339
01410	Human Resources Clerk	N	008	012	733
01420	Senior Human Resources Clerk	N	008	012	733
01450	Auto Parts Clerk I	N	002	004	235
01460	Auto Parts Clerk II	N	002	004	241
01470	Auto Parts Clerk III	N	002	004	245
01510	Library Clerk I	N	003	006	323
01512	Library Clerk I*Extension Svcs	N	003	006	323
01520	Library Clerk II	N	003	006	327
01540	Library Support Services Supv	N	007	001	049
01550	Library Circulation Attnd I	N	003	006	327
01560	Library Circulation Attnd II	N	003	006	331
01570	Library Circulation Attnd III	N	007	001	049
01580	Library Page	N	999	006	323
01590	Inventory Control Specialist	N	007	001	043
01600	Supplies Clerk II	N	001	002	135
01601	Supplies Clerk II*U2	N	002	004	235
01602	Supplies Clerk II*U3	N	003	006	335
01620	Supplies Clerk III	N	001	002	139

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
01621	Supplies Clerk III*U2	N	002	004	239
01623	Supplies Clerk III*U7	N	007	001	043
01670	Supplies Clerk I	N	001	002	129
01671	Supplies Clerk I*U2	N	002	004	229
01672	Supplies Clerk I*U3	N	003	006	329
01680	Inventory Management Coord	E	007	001	063
01690	Police Property Supervisor	N	007	001	045
01700	Police Property Technician	N	003	006	339
01800	Police Comm Shift Supervisor	E	007	001	061
01801	Police Comm Shift Supv*Lead	E	007	001	061
01810	Communications Dispatcher	N	003	006	335
01820	Fire Emergency Dispatcher	N	003	006	347
01822	Fire Emergency Dispatcher*Lead	N	003	006	349
01830	Police Comm Operator	N	003	006	345
01832	Police Comm Op*Radio/911	N	003	006	347
01833	Police Comm Op*Lead Radio/911	N	003	006	349
01840	Mobile Dispatcher	N	003	006	330
01850	Fire Communications Supervisor	N	007	001	055
01870	Police Communications Supv	N	007	001	055
01880	Desktop Publisher	N	003	006	339
01890	Asst Housing Supervisor	E	007	001	051
01910	Housing Program Representative	N	003	006	340
02010	Repro & Bindery Equip Operator	N	003	006	333
02040	Offset Press Operator	N	003	006	339
02042	Offset Press Op*Special Press	N	003	006	341
02050	Printing Services Foreman	N	007	001	045
02060	Printing Services Supervisor	E	007	001	053
02070	Rehabilitation Loan Processor	N	003	006	339
03190	Payroll Supervisor	E	007	001	065
03200	Investment Manager	E	007	001	069
03210	Accountant I	N	007	001	049
03220	Accountant II	E	007	001	056
03240	Accountant III	E	007	001	060
03260	Accountant IV	E	007	001	066
03270	Tax Hearing Officer	E	007	001	067
03280	Accounting Supervisor	E	007	001	069
03300	Auditor Intern (NC)	N	003	006	343
03310	Associate Auditor	N	007	001	053
03330	Internal Auditor	E	007	001	059
03340	Tax Auditor	N	007	001	054
03350	Senior Tax Auditor	E	007	001	058



Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
03370	Senior Internal Auditor	E	007	001	063
03371	Senior Internal Auditor*IT	E	007	001	065
03390	Investment and Debt Manager	E	007	001	073
03570	Treasury Collections Supv	E	007	001	051
03600	License Inspector	N	003	006	343
03610	Treasury Collections Rep	N	003	006	343
03611	Treasury Collections Rep*TAR	N	003	006	343
03670	Business License Service Clerk	N	003	006	343
03720	Deputy City Auditor	E	009	013	842
03730	Asst City Auditor	E	010	018	912
03740	City Auditor (NC)	E	010	018	922
03850	Rate Analyst	E	007	001	060
04150	Supplies Supervisor	E	007	001	051
04160	Petroleum Supplies Supervisor	E	007	001	051
04210	Quality Assurance Engineer	E	007	001	053
04300	Buyer Aide	N	003	006	334
04310	Buyer	N	007	001	049
04330	Senior Buyer	E	007	001	055
04340	Finance Procurement Officer	E	007	001	064
04341	Finance Procurement Ofcr*Lead	E	007	001	066
04350	Procurement Manager	E	007	001	066
04351	Procurement Manager*Finance	E	007	001	068
04990	Industrial Hygienist	E	007	001	063
05000	Benefits Aide	N	008	012	739
05010	Training Specialist	N	007	001	052
05020	Human Resources Aide	N	008	012	745
05021	Human Resources Aide*U7	N	007	001	045
05022	Human Resources Aide*Court	N	008	012	745
05030	Curriculum/Training Coord	E	007	001	061
05031	Curriculum/Trng Coord*Supv Dev	E	007	001	063
05050	Safety Analyst I	N	007	001	055
05060	Safety Analyst II	E	007	001	059
05110	Human Resources Analyst	N	007	001	049
05111	Human Resources Analyst*Court	N	007	001	049
05120	Senior Human Resources Analyst	E	007	001	055
05130	Human Resources Supervisor	E	007	001	069
05180	Asst Human Resources Director	E	010	018	916
05190	Human Resources Director (NC)	E	010	018	926
05200	Labor Relations Adm (NC)	E	010	018	914
05220	Human Resources Officer	E	007	001	066
05221	Human Resources Officer*Court	E	007	001	066

City of Phoenix
Report by Job Code
Effective: 8/7/2023

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
05260	Operations Analyst	E	007	001	059
05300	Management Intern (NC)	N	007	001	047
05310	Management Asst I	E	007	001	057
05320	Management Asst II	E	007	001	062
05330	Management Asst III	E	009	013	830
05332	Management Asst III*PBS	E	009	013	832
05350	Deputy Budget & Research Dir	E	009	013	846
05360	Management Services Adm	E	009	013	834
05370	Retirement Assistant	N	007	001	045
05380	Benefits Analyst II	E	007	001	058
05381	Benefits Analyst II*IT	E	007	001	062
05390	Benefits Analyst I	N	007	001	052
05400	Deputy Human Resources Dir	E	009	013	846
05430	Budget Analyst III	E	007	001	066
05440	Budget Analyst II	E	007	001	058
05460	Budget Analyst I	E	007	001	052
05490	Department Budget Supervisor	E	007	001	066
05500	Fiscal Manager	E	007	001	071
05510	Budget & Research Director(NC)	E	010	018	926
05530	Retirement Program Adm	E	010	018	922
05560	Business Assistance Coord	E	007	001	061
05600	Budget & Research Analyst	E	007	001	067
05610	Senior Budget/Research Analyst	E	007	001	069
05620	Principal B&R Analyst	E	007	001	071
06000	Admin Intern (NC)	N	007	001	038
06020	Admin Aide	N	003	006	343
06021	Admin Aide*U7	N	007	001	043
06022	Admin Aide*U8	N	008	012	743
06023	Admin Aide*Empl Parking Coord	N	003	006	343
06030	Admin Asst I	N	007	001	053
06040	Admin Asst II	E	007	001	059
06050	Admin Asst III	E	007	001	061
06060	Special Asst to City Mgr (NC)	E	010	018	906
06070	Exec Asst to Mayor (NC)	E	010	018	912
06080	Deputy City Manager (NC)	E	010	018	930
06090	Exec Asst to the City Mgr (NC)	E	010	018	908
06100	Asst City Manager (NC)	E	010	018	935
06110	Asst to the City Manager (NC)	E	010	018	904
06130	Exec Asst to City Council (NC)	E	010	018	908
06140	Senior Exec Asst/City Mgr (NC)	E	010	018	912
06150	Special Asst / City Council	E	009	013	830

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
06160	Asst to the Mayor (a) (NC)	E	010	018	904
06161	Asst to the Mayor (b) (NC)	E	010	018	902
06190	Emergency Management Coord	E	009	013	832
06220	Chief Sustainability Off (NC)	E	010	018	914
06230	Intergovern Affairs Coord (NC)	E	010	018	922
06250	Protocol Program Adm (NC)	E	009	013	830
06270	Asst Protocol Program Adm (NC)	E	007	001	064
06300	Council Secretary (NC)	N	007	023	C11
06320	Council Research Analyst (NC)	E	007	023	C17
06330	Council Assistant (NC)	E	007	023	C22
06350	Mayor's Assistant (NC)	E	007	023	C22
06370	Public Information Officer	E	007	001	060
06380	Senior Public Info Officer	E	007	001	064
06410	Deputy Public Info Director	E	009	013	842
06420	Public Information Specialist	E	007	001	054
06430	Public Information Dir (NC)	E	010	018	922
06480	Video Station Manager	E	009	013	832
06490	Video Productions Coordinator	E	007	001	055
06600	Labor Compliance Supervisor	E	007	001	059
06610	Labor Compliance Specialist	N	008	012	753
06620	Contracts Specialist I	N	007	001	049
06630	Contracts Specialist II	E	007	001	055
06631	Contracts Specialist II*Lead	E	007	001	059
06770	Deputy Equal Opportunity Dir	E	009	013	842
06790	Equal Opportunity Dir (NC)	E	010	018	922
06800	OAT Director (NC)	E	010	018	922
06810	OAT Attorney (NC)	E	009	013	826
06850	OAT Executive Admin Asst	E	007	001	059
06860	OAT Monitor	E	007	001	061
06870	OAT Senior Monitor	E	007	001	063
06880	OAT Monitor Supervisor	E	007	001	067
06920	Workforce Development Supv	E	007	001	064
06930	Workforce Development Spec	N	007	001	052
06940	Senior Workforce Dev Spec	E	007	001	058
07040	Equal Opportunity Specialist	E	007	001	055
07042	Equal Opportunity Spec*Lead	E	007	001	059
07050	Equal Opportunity Progrms Asst	N	007	001	055
07090	Caseworker III	E	007	001	059
07091	Caseworker III*Workforce Dev	E	007	001	060
07100	Caseworker I	N	003	006	345
07110	Caseworker II	N	007	001	051

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
07112	Caseworker II*MentalHealthSpec	N	007	001	055
07120	Youth Services Coordinator	E	007	001	061
07130	Human Services Center Supv	E	007	001	058
07180	Dietitian	E	007	001	049
07220	Youth Counselor	N	003	006	343
07260	Casework Aide	N	003	006	333
07320	Community Worker II	N	003	006	332
07330	Community Worker III	N	007	001	038
07340	Senior Programs Supervisor II	E	007	001	061
07350	Senior Programs Supervisor I	E	007	001	049
07360	Community Outreach Supervisor	E	007	001	054
07400	Senior Center Assistant	N	003	006	341
07630	Head Start Area Supervisor	E	007	001	061
07640	Head Start Educator	N	007	001	043
07642	Head Start Educator*Prog Asst	N	007	001	047
07670	Head Start Education Spec	E	007	001	055
07690	Casework Services Coordinator	E	007	001	065
07790	Deputy Human Services Director	E	009	013	842
07900	Human Services Program Coord	E	007	001	067
07960	Asst Human Services Director	E	010	018	912
07990	Human Services Director (NC)	E	010	018	922
08420	Housing Rehabilitation Supv	E	007	001	057
08470	Housing Investigator	N	007	001	046
08500	Landlord/Tenant Counselor	N	003	006	345
08520	Housing Program Assistant	N	007	001	044
08521	Housing Prog Asst*Property Mgr	N	007	001	048
08530	Housing Supervisor	E	007	001	057
08590	Asst Housing Director	E	010	018	912
08610	Special Projects Administrator	E	009	013	832
08630	Project Management Assistant	E	007	001	055
08640	Project Manager	E	007	001	067
08680	Housing Development Manager	E	007	001	065
08710	Housing Rehabilitation Spec	N	003	006	351
08730	Housing Development Specialist	E	007	001	057
08740	Housing Manager	E	007	001	065
08750	Economic Development Prog Mgr	E	007	001	066
08760	Housing Director (NC)	E	010	018	922
08770	Deputy Housing Director	E	009	013	842
08780	Modernization Manager	E	007	001	059
08810	Economic Dev Executive Officer	E	010	018	908
08830	Economic Development Spec	E	007	001	055

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
09260	Data Control Specialist	N	003	006	334
09320	Info Tech Supervisor	E	007	001	057
09321	Info Tech Supv*1st Shift	E	007	001	057
09330	Computer Production Scheduler	N	007	001	048
09440	Info Tech Project Manager	E	007	001	071
09510	Computer Operator	N	003	006	338
09520	Senior Computer Operator	N	003	006	342
09560	Information Tech Systems Spec	E	007	001	063
09570	Senior Info Tech Systems Spec	E	007	001	067
09580	Lead Info Tech Systems Spec	E	007	001	071
09650	Info Tech Analyst/Prg I	E	007	001	054
09660	Info Tech Analyst/Prg II	E	007	001	060
09670	Info Tech Analyst/Prg III	E	007	001	064
09770	User Support Specialist	N	003	006	346
09780	Lead User Technology Spec	E	007	001	064
09790	Senior User Technology Spec	E	007	001	060
09800	User Technology Specialist	N	007	001	056
09801	User Technology Specialist*U3	N	003	006	356
09802	User Technology Specialist*U2	N	002	004	256
09810	Business Systems Analyst	E	007	001	055
09820	Senior Business Systems Anlyst	E	007	001	063
09830	Lead Business Systems Analyst	E	007	001	065
09840	Info Tech Service Specialist	E	007	001	054
09850	GIS Technician	N	003	006	353
09860	Senior GIS Technician	N	007	001	055
09880	GIS Coordinator	E	007	001	057
09890	Enterprise Technology Manager	E	009	013	834
09920	Chief Information Officer(NC)	E	010	018	928
09950	Asst Chief Information Officer	E	010	018	918
09960	Deputy Chief Information Off	E	009	013	848
09970	Regional Wireless Coop Dir	E	010	018	914
10030	Legal Assistant	N	003	006	347
10040	Legal Assistant Supervisor	E	007	001	055
10050	Municipal Court Hrng Off (NC)	E	009	013	860
10060	Presiding Court Hrng Off (NC)	E	009	013	870
10120	Asst City Atty II (NC)	E	007	001	068
10121	Asst City Atty II*Pros (NC)	E	007	001	068
10130	Asst City Atty III (NC)	E	009	013	824
10131	Asst City Atty III*Pros (NC)	E	009	013	824
10140	Asst City Atty IV (NC)	E	009	013	826
10141	Asst City Atty IV*Pros (NC)	E	009	013	826

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
10170	City Prosecutor (NC)	E	010	018	922
10180	Chief Asst City Attorney (NC)	E	010	018	918
10190	City Attorney (NC)	E	010	018	929
10200	Chief Counsel (NC)	E	010	018	914
10210	Asst Chief Counsel (NC)	E	009	013	848
10220	Deputy City Prosecutor (NC)	E	009	013	848
10221	Deputy City Pros (NC)*Chf Asst	E	010	018	912
10230	Public Defender (NC)	E	009	018	922
10240	Forensic Toxicology Expert(NC)	E	009	013	834
10510	Bailiff	N	003	006	345
10511	Bailiff*Lead	N	003	006	349
10570	City Judge (NC)	E	009	013	880
10580	Asst Chief Presiding Judge(NC)	E	010	018	970
10590	Chief Presiding Judge (NC)	E	010	018	980
10620	Municipal Court Exec Officer	E	010	018	908
10640	Municipal Court Info Sys Off	E	010	018	904
11980	Elections/Annexation Spec II	E	007	001	057
11990	Elections/Annexation Spec I	N	003	006	351
12000	Elections/Annexation Aide	N	003	006	339
12010	Elections Coordinator	E	007	001	063
12011	Elections Coord*Citizen Supprt	E	007	001	067
12030	Property Specialist	E	007	001	057
12040	Property Records Supervisor	E	007	001	061
12080	Property Records Specialist	N	003	006	347
12130	Review Appraiser	E	007	001	061
12170	Asst Tax & License Adm	E	007	001	067
12190	Asst Real Estate Admin	E	007	001	067
12230	Deputy City Clerk	E	009	013	842
12240	City Clerk (NC)	E	010	018	922
12250	Asst City Clerk	E	010	018	912
12270	Deputy Finance Director	E	009	013	848
12280	Asst Finance Director	E	010	018	918
12300	Chief Financial Officer (NC)	E	010	018	928
12320	Risk Management Coordinator	E	007	001	065
12330	Claims Adjuster II	E	007	001	063
12360	Asst Risk Management Admin	E	007	001	067
12400	Finance Supervisor	E	007	001	065
16340	Relocation Specialist	E	007	001	049
17810	Transit Ops Contract Supv	E	007	001	053
17820	Transit Superintendent	E	007	001	070
17830	Transit Field Operations Mgr	E	007	001	064

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
17870	Asst Public Transit Director	E	010	018	912
17880	Deputy Public Transit Director	E	009	013	842
17890	Public Transit Director (NC)	E	010	018	922
18020	Planning Technician	N	003	006	341
18030	Senior Planning Technician	N	003	006	347
18040	Planning Graphic Designer	N	003	006	353
18200	Historic Preservation Officer	E	009	013	832
18210	Planner I	E	007	001	049
18220	Planner II	E	007	001	055
18221	Planner II*Village	E	007	001	059
18230	Planner III	E	007	001	063
18240	Principal Planner	E	007	001	068
18500	Neighborhood Services Dir (NC)	E	010	018	922
18510	Deputy Neighborhood Svcs Dir	E	009	013	842
18530	Neighborhood Specialist	E	007	001	061
18550	Compliance Supervisor	E	007	001	069
18560	Asst Neighborhood Services Dir	E	010	018	912
19010	Senior Construction Insp	N	002	004	251
19011	Senior Construction Insp*U1	N	001	002	151
19020	Chief Construction Insp	N	002	004	255
19021	Chief Construction Insp*U1	N	001	002	155
19025	Chief Construction Insp*U7	N	007	001	055
19030	Construction Insp Supv	E	007	001	061
19050	Survey Aide	N	002	004	234
19060	Instrument Technician	N	002	004	246
19070	Party Chief	N	002	004	252
19080	Senior Party Chief	N	002	004	256
19090	Survey Supervisor	E	007	001	062
19100	Construction Drafting Tech	N	002	004	250
19130	Senior Drafting Technician	N	003	006	350
19140	Chief Drafting Technician	N	007	001	054
19160	Materials Technician	N	002	004	232
19170	Senior Materials Technician	N	002	004	238
19180	Chief Materials Technician	N	002	004	242
19190	Chief Materials Plant Insp	N	002	004	246
19200	Materials Supervisor	E	007	001	053
19230	Engineering Tech	N	003	006	340
19232	Engineering Tech*Traffic Count	N	003	006	340
19240	Senior Engineering Tech	N	003	006	350
19241	Senior Engineering Tech*U1	N	001	002	150
19250	Chief Engineering Tech	N	003	006	354

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
19251	Chief Engineering Tech*U7	N	007	001	054
19260	Principal Engineering Tech	E	007	001	060
19270	Water Services Tech Sup Coord	E	007	001	071
20150	Mechanical Engineer	E	007	001	063
20170	Energy Management Engineer	E	007	001	060
20190	Survey Engineer	E	007	001	070
20200	Hydrologist	E	007	001	063
20210	Civil Engineer I	N	007	001	057
20220	Civil Engineer II	E	007	001	063
20230	Civil Engineer III	E	007	001	067
20235	Civil Engineer III*Team Ldr	E	007	001	071
20240	Engineering Supervisor	E	007	001	071
20260	Asst City Engineer	E	010	018	912
20280	City Engineer (NC)	E	010	018	916
20320	Energy Management Specialist	E	007	001	060
21000	Signal Systems Specialist I	N	007	001	055
21010	Signal Systems Specialist II	E	007	001	059
21110	Traffic Engineer I	N	007	001	059
21120	Traffic Engineer II	E	007	001	063
21130	Traffic Engineer III	E	007	001	067
21140	Traffic Engineering Supervisor	E	007	001	073
21150	Engineering Manager	E	009	013	832
21240	Asst Street Transportation Dir	E	010	018	914
21250	Street Transportation Dir (NC)	E	010	018	924
21260	Deputy Street Transp Director	E	009	013	844
22050	Water Services Proc Cont Spec	E	007	001	064
22130	Communications Engineer	E	007	001	061
23030	Environmental Programs Coord	E	007	001	066
23031	Environmental Programs Crd*PBS	E	007	001	066
23040	Architect	E	007	001	065
23210	Landscape Architect I	E	007	001	059
23220	Landscape Architect II	E	007	001	065
23250	Principal Landscape Architect	E	007	001	069
23310	Laboratory Technician	N	003	006	342
23410	Chemist I	N	007	001	047
23411	Chemist I*Quality Assurance	E	007	001	051
23412	Chemist I*Specialty	N	007	001	049
23420	Chemist II	E	007	001	054
23421	Chemist II*Specialty	E	007	001	056
23430	Chemist III	E	007	001	058
23431	Chemist III*Specialty	E	007	001	060

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
23510	Planning & Dev Team Ldr	E	007	001	071
23520	Electrical Plans Engineer	E	007	001	062
23530	Mechanical Plans Engineer	E	007	001	062
23540	Structural Plans Engineer	E	007	001	062
23630	Fire Protection Engineer	E	007	001	060
23633	Fire Protection Engineer*Lead	E	007	001	064
24000	Airport Security Guard	N	002	004	232
24010	Airport Operations Assistant	N	003	006	336
24100	Aviation Dispatcher	N	003	006	344
24110	Aviation Dispatch Supv I	N	007	001	049
24120	Aviation Dispatch Supv II	E	007	001	055
24950	Airfield Maint Worker I	N	002	004	234
24960	Airfield Maint Worker II	N	002	004	238
25180	Asst Aviation Director	E	010	018	918
25190	Aviation Director (NC)	E	010	018	929
25200	Deputy Aviation Dir	E	009	013	848
25210	Aviation Superintendent	E	007	001	069
25220	Aviation Supv III	E	007	001	061
25230	Aviation Supv II	N	007	001	055
25240	Aviation Supv I	N	007	001	047
25242	Aviation Supv I*Special Maint	N	007	001	049
25250	Aviation Marketing Supervisor	E	007	001	061
26010	Airport Operations Technician	N	002	004	245
27120	Sales Manager	E	007	001	051
27150	Sales Supervisor	E	007	001	057
27190	Production Assistant	N	007	001	045
27250	Senior Sales/Marketing Supv	E	007	001	061
27340	Convention Center Maint Supt	E	007	001	068
27350	Production Coordinator	N	007	001	051
27360	Asst Production Services Mgr	E	007	001	055
27370	Production Services Manager	E	007	001	059
27400	Ticket Seller	N	999	006	322
27410	Asst Ticket Services Supv	N	007	001	037
27420	Ticket Services Supervisor	N	007	001	043
27450	Events Representative	N	999	006	343
27460	Events Coordinator	N	007	001	045
27480	Deputy Economic Dev Director	E	009	013	844
27490	Community & Econ Dev Dir (NC)	E	010	018	924
27500	Asst Com/Econ Dev Dir	E	010	018	914
27530	Facility Coordinator	E	007	001	061
27600	Deputy Convention Center Dir	E	009	013	844

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
27610	Convention Center Dir (NC)	E	010	018	924
27620	Asst Convention Center Dir	E	010	018	914
30120	Library Technical Assistant	N	003	006	335
30190	Volunteer Coordinator	E	007	001	055
30200	Library Assistant	N	007	001	039
30210	Librarian I	N	007	001	049
30220	Librarian II	E	007	001	053
30230	Librarian III	E	007	001	065
30260	Deputy Library Director	E	009	013	842
30280	Asst City Librarian	E	010	018	912
30290	City Librarian (NC)	E	010	018	922
30300	Librarian IV	E	007	001	069
40020	Urban Forestry Tech Trnee (NC)	N	001	002	126
40030	Urban Forestry Technician	N	001	002	132
40060	Groundskeeper	N	001	002	132
40080	Gardener	N	001	002	138
40082	Gardener*Sprinkler System	N	001	002	139
40083	Gardener*U2	N	002	004	238
40100	Parks Foreman I	N	007	001	047
40110	Parks Foreman II	N	007	001	053
40120	Park Ranger III	N	007	001	046
40130	Park Ranger II	N	007	001	040
40160	Parks Maint Mechanic	N	001	002	149
40162	Parks Maint Mech*Plumb Install	N	001	002	149
40190	Parks Equipment Mechanic	N	001	002	142
40350	Horticulturist	E	007	001	057
40420	Park Manager	E	007	001	058
40430	Parks Supervisor	E	007	001	058
40450	Parks & Recreation Aide	N	999	006	328
40452	Parks & Recreation Aide*Cash	N	999	006	328
40460	Parks Special Operations Supv	E	007	001	067
40550	Golf Course Supervisor	E	007	001	063
40551	Golf Course Supervisor*Lead	E	007	001	065
40570	Head Golf Professional	E	007	001	065
40571	Head Golf Professional*Lead	E	007	001	067
41010	Lifeguard	N	999	017	S29
41090	Recreation Programmer	N	003	006	342
41140	Recreation Coordinator II	E	007	001	050
41160	Recreation Coordinator III	E	007	001	056
41161	Recreation Coord III*Aquatics	E	007	001	057
41170	Recreation Supervisor	E	007	001	058

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
41172	Recreation Supv*Aquatics	E	007	001	060
41200	Arts & Culture Administrator	E	010	018	912
41210	Arts Specialist	E	007	001	049
41220	Senior Arts Specialist	E	007	001	058
41660	Deputy Parks & Rec Director	E	009	013	844
41670	Asst Parks & Rec Director	E	010	018	914
41700	Parks & Recreation Dir (NC)	E	010	018	924
42010	Museum Aide	N	003	006	341
42020	Pueblo Grande Administrator	E	007	001	059
42050	Museum Curator	E	007	001	053
42060	Museum Assistant	N	007	001	051
42100	City Archaeologist	E	007	001	057
43010	Recreation Instructor	N	999	006	332
43030	Recreation Leader	N	999	006	340
43050	Asst Pool Manager	N	999	006	331
43070	Pool Manager	N	999	006	339
50010	Water Meter Reader	N	002	004	237
50160	Senior Utilities Svc Spec	N	003	006	343
50200	Water Services Technician	N	002	004	243
50220	Water Services Specialist	N	002	004	249
50260	Water Customer Services Spv I	N	007	001	050
50270	Water Customer Services Spv II	E	007	001	056
50271	Water Customer Svc Spvr II*Fld	E	007	001	056
50330	Environ Health & Safety Spec	N	002	004	253
50340	Senior Utility Operator	N	002	004	249
50341	Senior Utility Operator*SCBA	N	002	004	251
50360	Ops & Maint Tech Trnee (NC)	N	002	004	237
50370	Ops & Maintenance Tech	N	002	004	245
50371	Ops & Maintenance Tech*SCBA	N	002	004	246
50380	Ops & Maintenance Supervisor	N	007	001	060
50390	Water Facilities Supervisor	E	007	001	068
50400	Utility Helper	N	002	004	237
50420	Utility Mechanic	N	002	004	243
50421	Utility Mechanic*SCBA	N	002	004	245
50430	Industrial Maintenance Mech	N	002	004	250
50440	Maintenance Planner/Scheduler	N	002	004	252
50720	Laboratory Superintendent	E	007	001	067
50790	Water Systems Operator	N	003	006	355
50791	Water Systems Operator*Lead	N	007	001	059
50830	Water Services Project Coord	E	007	001	063
51120	Instrumentation & Cont Supv	N	007	001	061

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
51130	Instrumentation & Cont Spec	N	002	004	251
51131	Instrumentation & Cont Spec*Ld	N	002	004	253
51210	Senior Water Quality Inspector	N	002	004	246
51220	Chief Water Quality Inspector	E	007	001	053
51260	Water Quality Inspector	N	002	004	240
51280	Asst Customer Svcs Adm	E	007	001	064
51300	Environmental Programs Manager	E	010	018	912
51330	Water Resources Mgt Advsr (NC)	E	010	018	912
51380	Water Resource Specialist	E	007	001	063
51390	Water Services Director (NC)	E	010	018	928
51430	Asst Water Services Dir	E	010	018	918
51440	Deputy Water Services Director	E	009	013	848
51460	Water Services Superintendent	E	007	001	069
51520	Environmental Quality Spec	E	007	001	055
51530	Water & Wastewtr Econ Anlst	E	007	001	060
53000	Utility Technician Trainee(NC)	N	002	004	228
53010	Utility Technician	N	002	004	237
53020	Utility Specialty Technician	N	002	004	243
53030	Senior Utility Technician	N	002	004	251
53040	Utility TV Technician	N	002	004	247
53050	Utility Crew Chief	N	007	001	053
53060	Utility Supervisor	N	007	001	059
60010	Structural Inspector I	N	003	006	347
60020	Structural Insp Field Supv	E	007	001	063
60030	General Inspector I	N	003	006	349
60040	General Insp Field Supv	E	007	001	057
60050	Annual Facilities Program Supv	E	007	001	058
60060	Const Permit Supv	E	007	001	063
60070	Const Permit Spec I	N	003	006	351
60080	Mechanical Plans Examiner I	N	003	006	351
60090	Mechanical Plans Examiner II	N	003	006	357
60100	Electrical Plans Examiner I	N	003	006	351
60110	Electrical Plans Examiner II	N	003	006	357
60120	Structural Inspector II	N	003	006	353
60121	Structural Inspector II*Ind/PR	N	003	006	357
60140	Structural Plans Examiner I	N	003	006	351
60150	Structural Plans Examiner II	N	003	006	357
60160	General Inspector II	N	003	006	353
60170	Const Permit Spec II	N	003	006	357
60200	Building Code Examiner	N	003	006	357
60201	Building Code Examiner*Lead	N	003	006	361

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
60210	Electrical Inspector I	N	003	006	347
60220	Electrical Insp Field Supv	E	007	001	063
60230	Electrical Inspector II	N	003	006	353
60231	Electrical Insp II*Ind/PR	N	003	006	357
60260	Civil Inspector I	N	003	006	347
60270	Civil Inspector II	N	003	006	353
60280	Civil Inspector III	N	003	006	357
60320	Elevator Inspector II	N	003	006	353
60330	Elevator Inspector I	N	003	006	347
60340	Elevator Insp Field Supv	E	007	001	059
60360	Civil Inspections Field Supv	E	007	001	063
60420	Plumbing/Mech Insp II	N	003	006	354
60421	Plumbing/Mech Insp II*Ind/PR	N	003	006	358
60430	Plumbing/Mech Insp I	N	003	006	348
60440	Plumbing/Mech Insp Field Supv	E	007	001	064
60630	Neighborhood Maint Tech I	N	003	006	331
60640	Neighborhood Maint Tech II	N	003	006	343
60650	Neighborhood Maint Tech III	N	007	001	048
60670	Neighborhood Preserv Insp I	N	003	006	349
60680	Neighborhood Preserv Insp II	E	007	001	055
60700	Sign Inspector	N	003	006	353
60730	Site Development Supervisor	E	007	001	063
60870	Planning & Dev Dir (NC)	E	010	018	924
60910	Asst Planning & Dev Dir	E	010	018	914
60930	Deputy Planning & Dev Dir	E	009	013	844
60960	Plan Review Coordinator	E	007	001	060
61000	Firefighter Trainee (NC)	N	003	006	321
61010	Firefighter (56)	N	005	008	545
6101A	Firefighter (56) - SO	N	005	008	547
6101B	Firefighter (56) - HMT&TRT	N	005	008	549
6101C	Firefighter (56) - Para	N	005	008	549
6101D	Firefighter (56) - SO/Para	N	005	008	551
6101E	Firefighter (56) - HMT&TRT/Para	N	005	008	553
6101F	Firefighter (40)	N	005	009	549
6101G	Firefighter (40) - SO	N	005	009	551
6101H	Firefighter (40) - HMT&TRT	N	005	009	553
6101I	Firefighter (40) - Para	N	005	009	553
6101J	Firefighter (40) - SO/Para	N	005	009	555
6101K	Firefighter (40) - HMT&TRT/Para	N	005	009	557
6101L	Firefighter*Recruit (NC)	N	005	009	528
61020	Fire Engineer 56hr	N	005	008	555

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
6102A	Fire Engineer 56hr - SO	N	005	008	557
6102B	Fire Engineer 56hr - HMT&TRT	N	005	008	559
6102C	Fire Engineer 56hr - Para	N	005	008	559
6102D	Fire Engineer 56hr - SO/Para	N	005	008	561
6102E	Fire Engineer 56hr - HMT&TRT/Para	N	005	008	563
6102F	Fire Engineer 40hr	N	005	009	559
6102G	Fire Engineer 40hr - SO	N	005	009	561
6102H	Fire Engineer 40hr - HMT&TRT	N	005	009	563
6102I	Fire Engineer 40hr - Para	N	005	009	563
6102J	Fire Engineer 40hr - SO/Para	N	005	009	565
6102K	Fire Engineer 40hr - HMT&TRT/Para	N	005	009	567
61040	Fire Captain 56hr	N	005	008	559
6104A	Fire Captain 56hr - SO	N	005	008	561
6104B	Fire Captain 56hr - HMT&TRT	N	005	008	563
6104C	Fire Captain 56hr - Para	N	005	008	563
6104D	Fire Captain 56hr - SO/Para	N	005	008	565
6104E	Fire Captain 56hr - HMT&TRT/Para	N	005	008	567
6104F	Fire Captain 40hr	N	005	009	563
6104G	Fire Captain 40hr - SO	N	005	009	565
6104H	Fire Captain 40hr - HMT&TRT	N	005	009	567
6104I	Fire Captain 40hr - Para	N	005	009	567
6104J	Fire Captain 40hr - SO/Para	N	005	009	569
6104K	Fire Captain 40hr - HMT&TRT/Para	N	005	009	571
61080	Fire Equipment Service Worker	N	002	004	239
61090	Fire Prevention Spec Trnee(NC)	N	003	006	337
61100	Fire Prevention Spec II	N	003	006	353
61101	Fire Prevention Spec II*Ind/PR	N	003	006	357
61110	Fire Prevention Spec I	N	003	006	347
61120	Fire Prevention Supervisor	N	007	001	063
61200	Fire Performance Auditor	E	007	001	067
61370	Fire Battalion Chief 56hr	E	017	014	851
61371	Fire Batt Chf*Division	E	017	024	852
61373	Fire Batt Chf*Deputy	E	017	024	854
61374	Fire Batt Chf*Asst Chief	E	019	025	950
61375	Fire Batt Chf*Exec Asst Chief	E	019	025	952
61376	Fire Batt Chief*DepChfShftCmdr	E	017	014	854
61500	Asst to the Fire Chief	E	010	018	904
61501	Asst to the Fire Chief*P & R	E	009	013	834
61590	Fire Chief (NC)	E	019	025	956
61600	Fire Marshal	E	009	013	832
62000	Fire 911 Administrator	E	009	013	834

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
62020	Medical Billing Supervisor	E	007	001	065
62030	Paramedic Training Coordinator	E	007	001	059
62080	Multimedia Specialist	N	007	001	055
62120	Detention Officer Trainee (NC)	N	003	006	338
62130	Detention Officer	N	003	006	343
62150	Detention Supervisor	N	007	001	047
62160	Police Assistant	N	003	006	343
62163	Police Asst*Detention Off Trne	N	003	006	338
62180	Police Aide	N	003	006	324
62200	Police Recruit (NC)	N	004	007	450
62210	Police Officer	N	004	007	451
62211	Police Officer*Pilot	N	004	007	452
62212	Police Officer*Rescue Pilot	N	004	007	453
62213	Police Officer*Flight Instr	N	004	007	454
62214	Police Officer*Chief Pilot	N	004	007	455
62220	Police Sergeant	N	006	011	650
62230	Police Lieutenant	N	006	011	651
62240	Police Commander	E	016	026	865
62242	Police Commander*Asst Chief	E	018	027	970
62243	Police Commander*Exec Asst Chf	E	018	027	972
62320	Forensic Photo Spec	N	003	006	347
62321	Forensic Photo Spec*Ld	N	003	006	349
62340	Police Administrator	E	009	013	846
62350	Police R & I Bureau Shift Supv	N	007	001	051
62370	Police R & I Operations Supv	E	007	001	057
62380	Polygraph Examiner	E	007	001	057
62460	Asst Crime Lab Administrator	E	007	001	069
62550	Criminal Intelligence Analyst	E	007	001	053
62560	Police Civilian Investigator	N	007	001	059
62610	Police Research Analyst	E	007	001	059
62620	Police Research Supervisor	E	007	001	063
62690	Police Chief (NC)	E	018	027	976
62800	Crime Scene Specialist I	N	003	006	340
62810	Crime Scene Specialist II	N	003	006	346
62820	Crime Scene Specialist III	N	003	006	350
62830	Crime Scene Shift Supervisor	E	007	001	056
62840	Crime Scene Section Supervisor	E	007	001	064
62910	Forensic Scientist I (NC)	N	003	006	347
62920	Forensic Scientist II	N	007	001	051
62930	Forensic Scientist III	N	007	001	057
62940	Forensic Scientist IV	E	007	001	065

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
62950	Forensic Science Section Supv	E	007	001	067
69990	Laborer	N	001	002	130
69991	Laborer*U2	N	002	004	230
70030	Solid Waste Worker	N	001	002	134
70060	Trades Helper	N	001	002	137
70061	Trades Helper*U2	N	002	004	237
70100	Weigh Station Clerk	N	003	006	330
70110	Street Maint Worker I	N	001	002	141
70120	Street Maint Worker	N	001	002	147
70121	Street Maint Worker*Rapid	N	001	002	147
70122	Street Maint Wkr*Crew Ldr	N	001	002	149
71040	Solid Waste Landfill Foreman	N	007	001	054
71110	Street Maint Foreman I	N	007	001	049
71120	Street Maint Foreman II	N	007	001	051
71130	Street Maint Foreman III	N	007	001	053
71210	Street Maint Supervisor	E	007	001	057
71250	Street Maint Superintendent	E	007	001	065
71280	Solid Waste Foreman	N	007	001	054
71310	Solid Waste Admin Analyst	E	007	001	064
71320	Support Services Aide	N	003	006	343
71400	Solid Waste Superintendent	E	007	001	068
71410	Solid Waste Environ Spec	N	003	006	353
71411	Solid Waste Environ Spec*Ld	N	003	006	355
71420	Solid Waste Supervisor	N	007	001	060
71422	Solid Waste Supv*Inspections	N	007	001	062
71430	Solid Waste Administrator	E	009	013	834
71510	Traffic Maintenance Worker	N	001	002	140
71520	Traffic Maintenance Frmn II	N	007	001	046
71530	Traffic Maintenance Frmn III	N	007	001	050
71570	Sign Specialist I	N	001	002	135
71580	Sign Specialist II	N	001	002	143
71581	Sign Specialist II*U2	N	002	004	243
72010	Equipment Op I	N	001	002	135
72012	Equipment Op I*U2	N	002	004	235
72020	Equipment Op II	N	001	002	139
72021	Equipment Op II*U2	N	002	004	239
72022	Equipment Op II*Gangmower Op	N	001	002	141
72030	Equipment Op III	N	001	002	143
72031	Equipment Op III*Asphalt	N	001	002	145
72032	Equipment Op III*Lead Striper	N	001	002	145
72033	Equipment Op III*U2	N	002	004	243

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
72034	Equipment Op III*Aprt Striper	N	002	004	245
72036	Equipment Op III*Concrete	N	001	002	145
72040	Backhoe/Loader Op	N	001	002	143
72042	Backhoe/Loader Op*Const	N	002	004	245
72080	Solid Waste Equipment Operator	N	001	002	143
72090	Landfill Equipment Operator	N	001	002	145
72110	Equipment Op IV	N	001	002	149
72111	Equipment Op IV*U2	N	002	004	249
72112	Equipment Op IV*Fuel Distrib	N	002	004	251
72160	Motor Broom Operator	N	001	002	141
72161	Motor Broom Operator*U2	N	002	004	241
72200	Landscape Equipment Operator	N	001	002	137
73030	Equipment Services Aide	N	003	006	334
73060	Equipment Service Wkr I	N	002	004	233
73070	Equipment Service Wkr II	N	002	004	237
73100	Auto Technician	N	002	004	245
73102	Auto Technician*Master Tech	N	002	004	249
73110	Heavy Equip Mech	N	002	004	251
73112	Heavy Equip Mech*Mobile Repair	N	002	004	253
73113	Heavy Equip Mech*Emer Repair	N	002	004	253
73114	Heavy Equip Mech*Landfill Mech	N	002	004	253
73120	Equipment Repair Spec	N	002	004	253
73140	Body Repair Specialist	N	002	004	245
73150	Methods & Standards Analyst	N	002	004	253
73170	Equipment Control Specialist	N	003	006	347
73190	Equipment Analyst	E	007	001	059
73200	Equipment Shop Foreman	N	007	001	057
73230	Equipment Fabrication Foreman	N	007	001	057
73260	Fuel Management Specialist	N	007	001	049
73270	Equipment Maintenance Supv	E	007	001	063
73280	Tire Program Supervisor	N	007	001	057
73360	Equipment Maintenance Supt	E	007	001	064
73420	Fuel System Support Technician	N	002	004	239
73450	Public Works Operations Mgr	E	007	001	069
74010	Cement Finisher	N	001	002	139
74011	Cement Finisher*U2	N	002	004	239
74060	Traffic Services Supt	E	007	001	061
74070	Traffic Signal Supervisor	E	007	001	057
74090	Electrician Helper	N	002	004	232
74120	Electrician	N	002	004	249
74121	Electrician*Lead	N	002	004	253

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
74130	Traffic Signal Technician Frmn	N	007	001	055
74140	Electrical Maint Crew Chief	N	007	001	055
74160	Electrical Facilities Supv	E	007	001	059
74190	Traffic Signal Technician	N	002	004	248
74200	Electronic Systems Specialist	N	002	004	248
74230	Telecommunications Svcs Asst	E	007	001	049
74250	Machinist	N	002	004	251
74270	Telecommunications Aide	N	003	006	334
74370	Security Systems Supervisor	E	007	001	059
74380	Parking Meter Specialist	N	001	002	135
74390	Parking Meter Repair Supv	N	007	001	041
74400	Welder	N	001	002	149
74401	Welder*U2	N	002	004	249
74470	Asst Security Systems Supv	E	007	001	047
74650	Building Equip Op I	N	002	004	245
74680	Building Equip Op II	N	002	004	249
74700	Building Equipment Supervisor	N	007	001	053
74720	Senior Building Equipment Supv	E	007	001	059
74740	Building Maint Foreman	N	007	001	051
74770	Building Facilities Supt	E	007	001	068
74780	Energy Management Supt	E	007	001	067
74800	Public Works Director (NC)	E	010	018	924
74810	Deputy Public Works Director	E	009	013	844
74820	Asst Public Works Director	E	010	018	914
74830	Building Maint Worker	N	001	002	147
74831	Building Maint Worker*U2	N	002	004	247
74850	Building Maintenance Supv	E	007	001	057
74880	Property Manager	E	007	001	067
74900	Locksmith	N	002	004	243
75010	Aircraft Technician	N	002	004	249
75011	Aircraft Technician*QA	N	002	004	253
75020	Aircraft Maintenance Supv	E	007	001	059
80010	Court Security Officer	N	003	006	332
80020	Court Security Supervisor	N	007	001	053
80030	Court Security Systems Manager	E	007	001	059
80040	Public Service Trainee (NC)	N	999	006	322
80050	Municipal Security Guard	N	003	006	332
80070	Senior Municipal Security Grd	N	007	001	036
80090	Custodial Worker I	N	001	002	127
80091	Custodial Worker I*U2	N	002	004	227
80120	Custodial Worker II	N	002	004	231

City of Phoenix
Report by Job Code
Effective: 8/7/2023

EXHIBIT B

Job Code	Job Title	FLSA Status	Ben Cat Code	Salary Plan	Grade
80121	Custodial Worker II*Window	N	002	004	233
80130	Facilities Projects Planner	N	002	004	259
80140	Facility Contract Compl Spec	N	003	006	350
80141	Facility Contr Compl Spec*Ld	N	007	001	054
80150	Facilities Service Coordinator	E	007	001	055
80160	Event Services Worker	N	002	004	237
80170	Event Services Lead	N	007	001	041
80180	Event Services Supervisor	N	007	001	047
80190	Event Services Manager	E	007	001	055
80200	Asst Event Services Manager	E	007	001	049
80210	Custodial Supervisor I	N	007	001	037
80220	Custodial Supervisor II	N	007	001	041
90010	Mayor	E	011	016	998
90020	Council Member	E	011	016	997
90030	City Manager (NC)	E	012	018	940
P99109	Election Worker	N	998	017	008

City of Phoenix
Pay Plan 001 Supervisory & Professional
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
080	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
079	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
078	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
077	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
076	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
075	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
074	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
073	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
072	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
071	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
070	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
069	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
068	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
067	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
066	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
065	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
064	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
063	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
062	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
061	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
060	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
059	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 001 Supervisory & Professional
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
058	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
057	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
056	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
055	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
054	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
053	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
052	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
051	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
050	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
049	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
048	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
047	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
046	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
045	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
044	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
043	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
042	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
041	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
040	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
039	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
038	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
037	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

City of Phoenix
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EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
036	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
035	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
034	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
033	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
032	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
031	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
030	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
029	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
028	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
027	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
026	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
025	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
024	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
023	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
022	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
021	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

City of Phoenix
Pay Plan 002 Field Unit I
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
180	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
179	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
178	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
177	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
176	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
175	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
174	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
173	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
172	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
171	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
170	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
169	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
168	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
167	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
166	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
165	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
164	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
163	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
162	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
161	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
160	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
159	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 002 Field Unit I
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EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
158	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
157	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
156	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
155	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
154	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
153	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
152	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
151	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
150	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
149	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
148	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
147	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
146	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
145	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
144	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
143	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
142	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
141	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
140	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
139	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
138	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
137	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

City of Phoenix
Pay Plan 002 Field Unit I
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
136	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
135	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
134	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
133	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
132	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
131	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
130	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
129	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
128	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
127	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
126	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
125	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
124	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
123	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
122	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
121	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

City of Phoenix
Pay Plan 004 Field Unit II
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
280	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
279	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
278	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
277	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
276	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
275	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
274	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
273	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
272	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
271	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
270	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
269	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
268	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
267	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
266	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
265	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
264	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
263	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
262	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
261	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
260	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
259	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 004 Field Unit II
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
258	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
257	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
256	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
255	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
254	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
253	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
252	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
251	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
250	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
249	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
248	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
247	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
246	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
245	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
244	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
243	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
242	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
241	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
240	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
239	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
238	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
237	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

City of Phoenix
Pay Plan 004 Field Unit II
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
236	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
235	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
234	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
233	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
232	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
231	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
230	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
229	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
228	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
227	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
226	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
225	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
224	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
223	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
222	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
221	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

City of Phoenix
Pay Plan 006 Office & Clerical
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
380	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
379	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
378	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
377	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
376	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
375	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
374	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
373	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
372	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
371	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
370	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
369	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
368	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
367	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
366	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
365	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
364	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
363	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
362	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
361	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
360	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
359	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 006 Office & Clerical
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
358	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
357	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
356	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
355	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
354	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
353	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
352	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
351	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
350	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
349	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
348	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
347	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
346	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
345	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
344	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
343	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
342	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
341	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
340	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
339	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
338	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
337	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

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EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
336	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
335	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
334	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
333	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
332	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
331	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
330	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
329	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
328	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
327	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
326	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
325	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
324	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
323	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
322	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
321	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

City of Phoenix
Pay Plan 007 Police
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9
455	HRLY	$54.69	$57.28	$60.01						
	ANNUAL	$113,755	$119,142	$124,821						
454	HRLY	$52.76	$55.26	$57.88						
	ANNUAL	$109,741	$114,941	$120,390						
453	HRLY	$50.83	$53.26	$55.79						
	ANNUAL	$105,726	$110,781	$116,043						
452	HRLY	$49.02	$51.35	$53.79						
	ANNUAL	$101,962	$106,808	$111,883						
451	HRLY	$35.75	$37.44	$39.22	$41.09	$43.04	$45.08	$47.23	$49.48	$51.84
	ANNUAL	$74,360	$77,875	$81,578	$85,467	$89,523	$93,766	$98,238	$102,918	$107,827
450	HRLY	$33.72	$35.41							
	ANNUAL	$70,138	$73,653							

City of Phoenix
Pay Plan 008 Fire - 56 Hour
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
580	HRLY	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436	$50.857	$53.400	$56.064	$58.871	$61.814
	ANNUAL	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046	$148,096	$155,501	$163,258	$171,432	$180,002
579	HRLY	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250	$49.614	$52.093	$54.700	$57.436	$60.307
	ANNUAL	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592	$144,476	$151,695	$159,286	$167,254	$175,614
578	HRLY	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436	$50.857	$53.400	$56.064	$58.871
	ANNUAL	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046	$148,096	$155,501	$163,258	$171,432
577	HRLY	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250	$49.614	$52.093	$54.700	$57.436
	ANNUAL	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592	$144,476	$151,695	$159,286	$167,254
576	HRLY	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436	$50.857	$53.400	$56.064
	ANNUAL	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046	$148,096	$155,501	$163,258
575	HRLY	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250	$49.614	$52.093	$54.700
	ANNUAL	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592	$144,476	$151,695	$159,286
574	HRLY	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436	$50.857	$53.400
	ANNUAL	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046	$148,096	$155,501
573	HRLY	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250	$49.614	$52.093
	ANNUAL	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592	$144,476	$151,695
572	HRLY	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436	$50.857
	ANNUAL	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046	$148,096
571	HRLY	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250	$49.614
	ANNUAL	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592	$144,476
570	HRLY	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129	$48.436
	ANNUAL	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328	$141,046
569	HRLY	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000	$47.250
	ANNUAL	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040	$137,592
568	HRLY	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929	$46.129
	ANNUAL	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921	$134,328
567	HRLY	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857	$45.000
	ANNUAL	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800	$131,040
566	HRLY	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836	$43.929
	ANNUAL	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826	$127,921
565	HRLY	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821	$42.857
	ANNUAL	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871	$124,800
564	HRLY	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843	$41.836
	ANNUAL	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023	$121,826
563	HRLY	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871	$40.821
	ANNUAL	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192	$118,871
562	HRLY	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950	$39.843
	ANNUAL	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510	$116,023
561	HRLY	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021	$38.871
	ANNUAL	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805	$113,192

City of Phoenix
Pay Plan 008 Fire - 56 Hour
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EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
560	HRLY	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143	$37.950
	ANNUAL	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248	$110,510
559	HRLY	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257	$37.021
	ANNUAL	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668	$107,805
558	HRLY	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421	$36.143
	ANNUAL	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234	$105,248
557	HRLY	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579	$35.257
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782	$102,668
556	HRLY	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779	$34.421
	ANNUAL	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452	$100,234
555	HRLY	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979	$33.579
	ANNUAL	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123	$97,782
554	HRLY	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221	$32.779
	ANNUAL	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916	$95,452
553	HRLY	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457	$31.979
	ANNUAL	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691	$93,123
552	HRLY	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736	$31.221
	ANNUAL	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591	$90,916
551	HRLY	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007	$30.457
	ANNUAL	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468	$88,691
550	HRLY	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314	$29.736
	ANNUAL	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450	$86,591
549	HRLY	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629	$29.007
	ANNUAL	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456	$84,468
548	HRLY	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971	$28.314
	ANNUAL	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540	$82,450
547	HRLY	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314	$27.629
	ANNUAL	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626	$80,456
546	HRLY	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686	$26.971
	ANNUAL	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798	$78,540
545	HRLY	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057	$26.314
	ANNUAL	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966	$76,626
544	HRLY	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464	$25.686
	ANNUAL	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239	$74,798
543	HRLY	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864	$25.057
	ANNUAL	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492	$72,966
542	HRLY	$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300	$24.464
	ANNUAL	$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850	$71,239
541	HRLY	$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729	$23.864
	ANNUAL	$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187	$69,492

City of Phoenix
Pay Plan 008 Fire - 56 Hour
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
540	HRLY		$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186	$23.300
	ANNUAL		$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606	$67,850
539	HRLY		$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650	$22.729
	ANNUAL		$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045	$66,187
538	HRLY			$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129	$22.186
	ANNUAL			$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528	$64,606
537	HRLY			$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614	$21.650
	ANNUAL			$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028	$63,045
536	HRLY				$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121	$21.129
	ANNUAL				$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592	$61,528
535	HRLY				$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636	$20.614
	ANNUAL				$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180	$60,028
534	HRLY					$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164	$20.121
	ANNUAL					$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806	$58,592
533	HRLY					$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700	$19.636
	ANNUAL					$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454	$57,180
532	HRLY						$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257	$19.164
	ANNUAL						$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164	$55,806
531	HRLY						$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807	$18.700
	ANNUAL						$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854	$54,454
530	HRLY							$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386	$18.257
	ANNUAL							$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628	$53,164
529	HRLY							$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957	$17.807
	ANNUAL							$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379	$51,854
528	HRLY								$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557	$17.386
	ANNUAL								$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214	$50,628
527	HRLY								$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150	$16.957
	ANNUAL								$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029	$49,379
526	HRLY									$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771	$16.557
	ANNUAL									$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925	$48,214
525	HRLY									$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386	$16.150
	ANNUAL									$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804	$47,029
524	HRLY										$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014	$15.771
	ANNUAL										$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721	$45,925
523	HRLY										$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650	$15.386
	ANNUAL										$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661	$44,804
522	HRLY											$11.207	$11.764	$12.357	$12.971	$13.621	$14.300	$15.014
	ANNUAL											$32,635	$34,257	$35,984	$37,772	$39,664	$41,642	$43,721
521	HRLY											$10.936	$11.479	$12.057	$12.657	$13.286	$13.957	$14.650
	ANNUAL											$31,846	$33,427	$35,110	$36,857	$38,689	$40,643	$42,661

City of Phoenix
Pay Plan 009 Fire - 40 Hour Staff
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
580	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
579	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
578	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
577	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
576	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
575	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
574	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
573	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
572	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
571	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
570	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
569	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
568	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
567	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
566	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
565	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
564	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
563	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
562	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
561	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
560	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
559	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 009 Fire - 40 Hour Staff
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
558	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
557	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
556	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
555	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
554	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
553	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
552	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
551	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
550	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
549	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
548	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
547	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
546	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
545	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
544	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
543	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
542	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
541	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
540	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
539	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
538	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
537	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

City of Phoenix
Pay Plan 009 Fire - 40 Hour Staff
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
536	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
535	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
534	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
533	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
532	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
531	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
530	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
529	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
528	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
527	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
526	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
525	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
524	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
523	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
522	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
521	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

EXHIBIT B

City of Phoenix
Pay Plan 011 Police Supv & Professional
Effective: 8/7/2023

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
651	HRLY	$68.39	$71.64	$75.05	$78.63	$82.39		
	ANNUAL	$142,251	$149,011	$156,104	$163,550	$171,371		
650	HRLY	$52.20	$54.59	$57.07	$59.68	$62.40	$65.25	$68.23
	ANNUAL	$108,576	$113,547	$118,706	$124,134	$129,792	$135,720	$141,918

City of Phoenix
Pay Plan 012 Confidential Ofc & Clerical
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
780	HRLY	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42	$86.54
	ANNUAL	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434	$180,003
779	HRLY	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41	$84.43
	ANNUAL	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253	$175,614
778	HRLY	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49	$82.42
	ANNUAL	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259	$171,434
777	HRLY	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58	$80.41
	ANNUAL	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286	$167,253
776	HRLY	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76	$78.49
	ANNUAL	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501	$163,259
775	HRLY	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93	$76.58
	ANNUAL	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694	$159,286
774	HRLY	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20	$74.76
	ANNUAL	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096	$155,501
773	HRLY	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46	$72.93
	ANNUAL	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477	$151,694
772	HRLY	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81	$71.20
	ANNUAL	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045	$148,096
771	HRLY	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15	$69.46
	ANNUAL	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592	$144,477
770	HRLY	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58	$67.81
	ANNUAL	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326	$141,045
769	HRLY	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00	$66.15
	ANNUAL	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040	$137,592
768	HRLY	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50	$64.58
	ANNUAL	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920	$134,326
767	HRLY	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00	$63.00
	ANNUAL	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800	$131,040
766	HRLY	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57	$61.50
	ANNUAL	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826	$127,920
765	HRLY	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15	$60.00
	ANNUAL	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872	$124,800
764	HRLY	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78	$58.57
	ANNUAL	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022	$121,826
763	HRLY	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42	$57.15
	ANNUAL	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194	$118,872
762	HRLY	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13	$55.78
	ANNUAL	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510	$116,022
761	HRLY	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83	$54.42
	ANNUAL	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806	$113,194
760	HRLY	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60	$53.13
	ANNUAL	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248	$110,510
759	HRLY	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36	$51.83
	ANNUAL	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669	$107,806

City of Phoenix
Pay Plan 012 Confidential Ofc & Clerical
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
758	HRLY	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19	$50.60
	ANNUAL	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235	$105,248
757	HRLY	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01	$49.36
	ANNUAL	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781	$102,669
756	HRLY	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89	$48.19
	ANNUAL	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451	$100,235
755	HRLY	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77	$47.01
	ANNUAL	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122	$97,781
754	HRLY	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71	$45.89
	ANNUAL	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917	$95,451
753	HRLY	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64	$44.77
	ANNUAL	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691	$93,122
752	HRLY	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63	$43.71
	ANNUAL	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590	$90,917
751	HRLY	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61	$42.64
	ANNUAL	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469	$88,691
750	HRLY	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64	$41.63
	ANNUAL	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451	$86,590
749	HRLY	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68	$40.61
	ANNUAL	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454	$84,469
748	HRLY	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76	$39.64
	ANNUAL	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541	$82,451
747	HRLY	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84	$38.68
	ANNUAL	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627	$80,454
746	HRLY	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96	$37.76
	ANNUAL	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797	$78,541
745	HRLY	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08	$36.84
	ANNUAL	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966	$76,627
744	HRLY	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25	$35.96
	ANNUAL	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240	$74,797
743	HRLY	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41	$35.08
	ANNUAL	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493	$72,966
742	HRLY	$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62	$34.25
	ANNUAL	$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850	$71,240
741	HRLY	$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82	$33.41
	ANNUAL	$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186	$69,493
740	HRLY		$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06	$32.62
	ANNUAL		$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605	$67,850
739	HRLY		$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31	$31.82
	ANNUAL		$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045	$66,186
738	HRLY			$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58	$31.06
	ANNUAL			$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526	$64,605
737	HRLY			$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86	$30.31
	ANNUAL			$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029	$63,045

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EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
736	HRLY				$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17	$29.58
	ANNUAL				$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594	$61,526
735	HRLY				$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49	$28.86
	ANNUAL				$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179	$60,029
734	HRLY					$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83	$28.17
	ANNUAL					$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806	$58,594
733	HRLY					$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18	$27.49
	ANNUAL					$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454	$57,179
732	HRLY						$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56	$26.83
	ANNUAL						$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165	$55,806
731	HRLY						$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93	$26.18
	ANNUAL						$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854	$54,454
730	HRLY							$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34	$25.56
	ANNUAL							$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627	$53,165
729	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854
728	HRLY								$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18	$24.34
	ANNUAL								$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214	$50,627
727	HRLY								$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74
	ANNUAL								$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379
726	HRLY									$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08	$23.18
	ANNUAL									$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926	$48,214
725	HRLY									$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61
	ANNUAL									$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029
724	HRLY										$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02	$22.08
	ANNUAL										$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722	$45,926
723	HRLY										$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54
	ANNUAL										$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803
722	HRLY											$15.69	$16.47	$17.30	$18.16	$19.07	$20.02	$21.02
	ANNUAL											$32,635	$34,258	$35,984	$37,773	$39,666	$41,642	$43,722
721	HRLY											$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51
	ANNUAL											$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661

EXHIBIT B

City of Phoenix
Pay Plan 013 Middle Management
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
880	$94.96	$94.96	$197,516.80	$197,516.80
870	$80.72	$80.72	$167,897.60	$167,897.60
860	$66.47	$66.47	$138,257.60	$138,257.60
848	$65.62	$85.31	$136,489.60	$177,444.80
846	$59.66	$77.55	$124,092.80	$161,304.00
844	$54.23	$70.50	$112,798.40	$146,640.00
842	$53.41	$69.43	$111,092.80	$144,414.40
834	$51.65	$67.15	$107,432.00	$139,672.00
832	$49.30	$64.09	$102,544.00	$133,307.20
830	$47.16	$61.31	$98,092.80	$127,524.80
826	$60.93	$85.31	$126,734.40	$177,444.80
824	$52.99	$74.18	$110,219.20	$154,294.40

EXHIBIT B

City of Phoenix
Pay Plan 014 Middle Management - Fire 56
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
854	$50.36	$65.46	$146,640.00	$190,632.00
851	$39.81	$51.75	$115,918.40	$150,696.00

EXHIBIT B

City of Phoenix
Pay Plan 016 Elected Officials
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
998	$42.31	$42.31	$87,999.50	$87,999.50
997	$29.62	$29.62	$61,600.00	$61,600.00

City of Phoenix
Pay Plan 017 Temporary - Seasonal
Effective: 8/7/2023

EXHIBIT B

Grade		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17
S29	HRLY							$15.31	$16.07	$16.88	$17.72	$18.60	$19.54	$20.51	$21.54	$22.61	$23.74	$24.93
	ANNUAL							$31,845	$33,426	$35,110	$36,858	$38,688	$40,643	$42,661	$44,803	$47,029	$49,379	$51,854

EXHIBIT B

City of Phoenix
Pay Plan 017 Miscellaneous
Effective: 8/7/2023

Plan	Grade	Hourly Min	Hourly Max
017	008	$1.00	$75.00

EXHIBIT B

City of Phoenix
Pay Plan 018 Executive
Effective: 8/7/2023

Plan	Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
018	980		*As approved by City Council*		
018	970	$104.46	$104.46	$217,276.80	$217,276.80
018	940	$152.24	$228.37	$316,659.20	$475,009.60
018	935	$125.48	$175.67	$260,998.40	$365,393.60
018	930	$104.56	$146.39	$217,484.80	$304,491.20
018	929	$99.58	$139.42	$207,126.40	$289,993.60
018	928	$102.37	$133.08	$212,929.60	$276,806.40
018	926	$93.06	$120.98	$193,564.80	$251,638.40
018	924	$84.60	$109.98	$175,968.00	$228,758.40
018	922	$76.91	$99.99	$159,972.80	$207,979.20
018	918	$85.31	$110.90	$177,444.80	$230,672.00
018	916	$77.55	$100.82	$161,304.00	$209,705.60
018	914	$70.50	$91.65	$146,640.00	$190,632.00
018	912	$64.09	$83.32	$133,307.20	$173,305.60
018	908	$71.09	$92.42	$147,867.20	$192,233.60
018	906	$64.63	$84.02	$134,430.40	$174,761.60
018	904	$54.10	$75.75	$112,528.00	$157,560.00
018	902	$49.19	$68.86	$102,315.20	$143,228.80

EXHIBIT B

City of Phoenix
Pay Plan 023 Council Office Staff
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
C22	$39.76	$55.66	$82,700.80	$115,772.80
C17	$30.76	$43.07	$63,980.80	$89,585.60
C11	$24.06	$33.68	$50,044.80	$70,054.40
C10	$22.92	$32.08	$47,673.60	$66,726.40

EXHIBIT B

City of Phoenix
Pay Plan 024 Middle Management - Fire 40
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
854	$70.50	$91.65	$146,640.00	$190,632.00
852	$61.30	$79.70	$127,504.00	$165,776.00

EXHIBIT B

City of Phoenix
Pay Plan 025 Executive - Fire
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
956	$101.91	$132.48	$211,972.80	$275,558.40
952	$80.04	$104.05	$166,483.20	$216,424.00
950	$75.93	$98.71	$157,934.40	$205,316.80

EXHIBIT B

City of Phoenix
Pay Plan 026 Middle Management - Police
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
865	$84.30	$105.39	$175,344.00	$219,211.20

EXHIBIT B

City of Phoenix
Pay Plan 027 Executive - Police
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
976	$112.17	$145.82	$233,313.60	$303,305.60
972	$104.34	$119.99	$217,027.20	$249,579.20
970	$94.85	$113.82	$197,288.00	$236,745.60

EXHIBIT B

City of Phoenix
Pay Plan 100 Field Unit I Apprentice
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
190	$16.14	$37.64	$33,571.20	$78,291.20

EXHIBIT B

City of Phoenix
Pay Plan 200 Field Unit II Apprentice
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
290	$16.12	$37.60	$33,529.60	$78,208.00

EXHIBIT B

City of Phoenix
Pay Plan 300 Ofc & Clerical Apprentice
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
390	$16.06	$37.48	$33,404.80	$77,958.40

EXHIBIT B

City of Phoenix
Pay Plan 700 Sup & Prof Apprentice
Effective: 8/7/2023

Grade	Hourly Min	Hourly Max	Annual Min	Annual Max
090	$16.06	$37.48	$33,404.80	$77,958.40

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 48

Reappointment of Municipal Court Judge and Chief Presiding Judge and Salary Consideration for Chief Presiding Judge

Request City Council to reappoint Judge Wilbur Hudson III to a four-year term as Judge of the Phoenix Municipal Court, expiring May 24, 2027, and Judge B. Don Taylor III to an annual term as Chief Presiding Judge, expiring June 30, 2024. Further request City Council to set the annual salary for the Chief Presiding Judge at $224,328.

Summary

On May 5, 2023, the Judicial Selection Advisory Board recommended reappointment of Judge Wilbur Hudson III as a Judge of the Phoenix Municipal Court for a four-year term expiring May 24, 2027.

On May 5, 2023, the Judicial Selection Advisory Board also recommended reappointment of Judge B. Don Taylor III as Chief Presiding of the Phoenix Municipal Court for an annual term expiring June 30, 2024. Judge B. Don Taylor III is currently serving as a Judge of the Phoenix Municipal Court for a four-year term expiring Feb. 9, 2025.

Concurrence/Previous Council Action

On May 10, 2023, the Public Safety and Justice Committee recommended:

- Reappointment of Judge Wilbur Hudson III as a Judge of the Phoenix Municipal Court for a four-year term expiring May 24, 2027.
- Reappointment of Judge B. Don Taylor III as Chief Presiding Judge for an annual term expiring June 30, 2024.

Responsible Department

This item is submitted by Interim Deputy City Manager John Chan and the City Council Offices.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 49

Authorization to Terminate an Access and Sewer Easement near McDowell Road and 40th Street (Ordinance S-49714)

Request to authorize the City Manager, or his designee, to terminate an access and sewer easement near McDowell Road and 40th Street. Termination of the easement will be recorded via separate instrument.

Summary
A permanent easement was conveyed to the City at no cost from the Arizona State Land Department for access and construction of an underground sewer transmission line. The sewer transmission line is to be abandoned and re-routed; therefore, the easement is no longer needed. The easement to be terminated was conveyed by Maricopa County recording number 2003-1549092.

Location
Near McDowell Road and 40th Street within Maricopa County Assessor's parcel number 121-01-639.
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the Water Services and Finance departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 50

Acceptance and Dedication of Easements and Deed for Public Utility, Sidewalk and Roadway Purposes (Ordinance S-49728)

Request for the City Council to accept and dedicate easements and a deed for public utility, sidewalk and roadway purposes; further ordering the ordinance recorded.

Summary

Accepting the property interests below meets the Planning and Development Department's Single Instrument Dedication Process requirement prior to releasing any permits to applicants.

Easement (a)
Applicant: The J Peterson Family Trust dated Dec. 26, 2014, its successor and assigns
Purpose: Public Utility
Location: 2350 E. Charlene Place
File: FN 220099
Council District: 2

Easement (b)
Applicant: The Village at Sonoran Vista, LLC, its successor and assigns
Purpose: Public Utility
Location: 30825 N. North Valley Parkway
File: FN 230018
Council District: 2

Easement (c)
Applicant: The Village at Sonoran Vista, LLC, its successor and assigns
Purpose: Sidewalk
Location: 30825 N. North Valley Parkway
File: FN 230018
Council District: 2

Easement (d)
Applicant: Copper House, LLC, its successor and assigns
Purpose: Sidewalk

Location: 2639 and 2645 N. 16th St.
File: FN 230010
Council District: 4

Easement (e)
Applicant: The Ahincos Living Trust, dated July 31, 2003, its successor and assigns
Purpose: Sidewalk
Location: 2637 N. 16th St.
File: FN 230010
Council District: 4

Easement (f)
Applicant: Merkos Chabad-Lubavitch Organization, Inc., its successor and assigns
Purpose: Sidewalk
Location: 2110 E. Lincoln Drive
File: FN 230028
Council District: 6

Deed (g)
Applicant: School District #48, of Maricopa County, its successor and assigns
Purpose: Roadway
Location: 4610 E. Osborn Road
File: FN 220091
Council District: 6

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development and Finance departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 51

Acceptance and Dedication of Right-of-Way Abandoned by Arizona Department of Transportation Resolution 2023-04-A-012 (Ordinance S-49766)

Request for the City Council to accept and dedicate to public use right-of-way abandoned by Arizona Department of Transportation (ADOT) Resolution 2023-04-A-012; further ordering the ordinance recorded.

Summary

Pursuant to Intergovernmental Agreement (IGA) 141781 between the City and ADOT, ADOT will abandon ownership, jurisdiction and maintenance responsibilities of those City cross streets located outside of ADOT's access control limits and no longer needed for the construction of the Congressman Ed Pastor Freeway.

ADOT's Resolution of Abandonment 2023-04-A-012 recorded on April 21, 2023, Maricopa County Recorder number 20230205932, is for the portion of right-of-way depicted on Exhibit A, page 16 of the City's turnback area under IGA 141781-001. A map depicting the right-of-way is to be recorded with the ordinance.

Concurrence/Previous Council Action

- IGA 141781 (Ordinance S-42094) adopted Oct. 21, 2015; and
- IGA 141781-001 (Ordinance S-47302) adopted Feb. 17, 2021.

Location

North of Congressman Ed Pastor Freeway, along Chandler Boulevard to 27th Avenue and along Cedarwood Lane and 27th Avenue.
Council District: 6

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation and Finance departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 52

Acceptance of Easements for Access, Drainage and Water Purposes (Ordinance S-49724)

Request for the City Council to accept easements for access, drainage and water purposes; further ordering the ordinance recorded.

Summary

Accepting the property interest below meets the Planning and Development Department's Single Instrument Dedication Process requirement prior to releasing any permits to applicants.

Easement (a)
Applicant: The Village at Sonoran Vista, LLC, its successor and assigns
Purpose: Drainage
Location: 30825 N. North Valley Parkway
File: FN 230018
Council District: 2

Easement (b)
Applicant: Streamliner Aldea, LLC, its successor and assigns
Purpose: Access for Ingress/Egress
Location: 5900 N. 99th Ave.
File: FN 230016
Council District: 5

Easement (c)
Applicant: Streamliner Aldea, LLC, its successor and assigns
Purpose: Water
Location: 5900 N. 99th Ave.
File: FN 230016
Council District: 5

Easement (d)
Applicant: Cabana Aldea, LLC, its successor and assigns
Purpose: Drainage

Location: 5900 N. 99th Ave.
File: FN 230016
Council District: 5

Easement (e)
Applicant: Cabana Aldea, LLC, its successor and assigns
Purpose: Water
Location: 5900 N. 99th Ave.
File: FN 230016
Council District: 5

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development and Finance departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 53

Envelopes Contract - IFB 23-070 Request for Award (Ordinance S-49718)

Request to authorize the City Manager, or his designee, to enter into a contract with Southland Envelope Company to purchase various envelopes for the Finance, Police and City Clerk departments. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $171,600.

Summary
This contract will provide standard mailing envelopes and specialty printed envelopes for the Finance, Police and City Clerk departments. The various departments will use these envelopes to mail correspondence, invoices, and statements to City of Phoenix residents and vendors. Additionally, the contract will also provide printed envelopes, such as parking violation envelopes, citizen mail-in response envelopes, and self-addressed court payment plan envelopes.

Procurement Information
An Invitation for Bid procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10.

One vendor submitted a bid deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation based on price, the procurement officer recommends award to the following vendor:

Selected Bidder
Southland Envelope Company

Contract Term
The contract will begin on or about June 15, 2023, for a five-year term with no options to extend.

Financial Impact
The aggregate contract value will not exceed $171,600. Funding is available in the Finance, Police and City Clerk department budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance, Police and City Clerk departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 54

Authorization to Sell Approximately 4,900 Square Feet of Land Along the East Side of North 7th Street and Amend Lease Agreement 48385 (Ordinance S-49719)

Request to authorize the City Manager, or his designee, to sell approximately 4,900 square feet of City-owned land along the east side of north 7th Street, south of Thunderbird Road, to 11111 North 7th Street Property DE, LLC, its successors and/or assigns; and to amend Lease Agreement 48385 to modify the leased area to remove the portion of land sold. Further request to authorize the City Manager, or his designee, to dedicate an approximate 25-foot strip of land directly adjacent to the east side of 7th Street to public use for right-of-way purposes via separate recording instrument. Additionally request to authorize the City Treasurer to accept all funds related to sale of the real property.

Summary

The land to be sold is approximately 4,900 square feet and is part of a 65-year lease for 32 acres of City-owned land. The leased land, combined with the adjacent property currently owned by 11111 North 7th Street Property DE, LLC, (Lessor) was developed into Lookout Mountain Golf Course, operated by the Phoenix Tapatio Cliffs Resort. The 4,900 square feet of land is improved with a driveway and golf cart path that provides exclusive ingress and egress from north 7th Street to a private drive and golf course parking lot. The Lessor requested to purchase this portion of the leased site to maintain access in perpetuity to a driveway and parking lot on the privately-owned portion of the golf course property. Disposition of this land will have no adverse impact on the remainder of the City-owned property and will alleviate any liability the City may have as underlying fee owner of the driveway.

The land will be sold "as-is." The City and buyer will enter into a purchase agreement with terms and conditions acceptable to the City for fee simple conveyance by special warranty deed. Upon conveyance of the land, the lease will be amended to exclude the approximate 4,900 square feet from the leased area. Excluded from disposition is a 25-foot strip of land along the 7th Street frontage to match the 65-foot right-of-way north and south of the City-owned property, to be dedicated as right-of-way by separate conveyance instrument.

Financial Impact
Revenue will be reflective of the market value of the property.

Concurrence/Previous Council Action
- City Council approved Lease Agreement 48385 (Ordinance S-17616) on Feb. 24, 1988.
- The Parks and Recreation Board recommended approval of the disposition on Feb. 23, 2023, as Agenda Item 3b by a vote of 6-0.

Location
Along the east side of north 7th Street; south of Thunderbird Road, identified by Maricopa County Assessor parcel number 159-01-004C.
Council District: 3

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Park and Recreation and Finance departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 55

Unified Print Program Multifunction Copiers Contract - COOP 23-061- Request for Award (Ordinance S-49722)

Request to authorize the City Manager, or his designee, to enter into a contract with Toshiba America Business Solutions Inc., DBA Toshiba Business Solutions to provide multi-function print and scanning devices including supplies, maintenance and management of print services for Citywide departments. Further request an exception to the indemnity and assumption of liability provisions of Phoenix City Code section 42-18. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $10,595,000.

Summary

This contract will provide the ability to continue contracting with Toshiba for support and purchase of multi-function print and scanning devices, including supplies, maintenance and management of print services. Toshiba will service over 1,100 copiers, will add service to 800 stand-alone printers and enable replacement of the majority of City of Phoenix's stand-alone printer fleet that is over 10 years old and experiences a high rate of failure due to wear and tear. The deployment of devices are managed through the City's Unified Print Program, which involves analysis of printer usage at various locations, and an annual review to ensure devices are deployed in the most efficient and cost-effective manner. The requested products and services are critical to citywide facility operations.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstances - Alternative Competition. The Information Technology Systems (ITS) Department has researched cooperative contract programs with other agencies such as Omnia Partners, Mohave Cooperative, Sourcewell, and a local Arizona business to find alternative contractor options. ITS has determined that the contract with Toshiba America Business Solutions Inc., DBA Toshiba Business Solutions from Omnia Partners, which was competitively solicited, best aligns with the City's needs.

Contract Term

The five-year contract term will begin on or about July 1, 2023, and includes one two-year option to extend.

Financial Impact

The aggregate contract value will not exceed $10,595,000 for the five-year aggregate term. Funding is available in the various departments' budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 56

Citywide Moving Services - RFQu 23-0061 Request for Award (Ordinance S-49726)

Request to authorize the City Manager, or his designee, to enter into contracts with Atmosphere Commercial Interiors, LLC; Coleman Worldwide Moving, LLC; Daniels Moving & Storage, Inc.; and Sunshine Moving Company, LLC, to provide Citywide moving services. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $1,892,000.

Summary

These contracts will provide comprehensive moving services for all City departments and facilities. These contracts will include services such as packing, loading, transportation, unloading and unpacking of equipment, furniture and supplies. The contracts will also be used to facilitate the relocation of the City of Phoenix Police Department to their newly purchased building.

Procurement Information

A Request for Qualifications procurement was processed in accordance with Administrative Regulation 3.10 to establish a Qualified Vendor List (QVL).

Four offerors submitted qualifications and were deemed to be responsive and responsible. An evaluation committee of City staff evaluated those offers based on the following minimum qualifications:

- Method of Approach
- Experience and Capacity
- Price

After reaching consensus, the evaluation committee recommends award to the following offeror(s):

- Atmosphere Commercial Interiors, LLC
- Coleman Worldwide Moving, LLC
- Daniels Moving & Storage, Inc.
- Sunshine Moving Company, LLC

Contract Term
The contracts will begin on or about June 15, 2023 for a five-year term with no options to extend.

Financial Impact
The aggregate value of the contracts will not exceed $1,892,000. Funding is available in various department budgets.

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 57

One-Year Subscription for CoStar Realty Information, Inc. (Ordinance S-49741)

Request to authorize the City Manager, or his designee, to enter into an agreement with CoStar Realty Information, Inc., (CoStar) to provide a one-year subscription for online access to real property market data. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

CoStar is a comprehensive online database for commercial real estate market data, statistics and reporting. CoStar provides staff the tools necessary to complete appraisals, appraisal reviews and valuation services, manage existing contracts and develop new business transactions for revenue contract services, and assist developers, investors and companies interested in relocating to or investing in Phoenix. The subscription enables staff to conduct market research and market-based valuations to ensure compliance with applicable federal, state and City regulations and requirements related to real estate transactions.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

An exception to the procurement process was determined to select the vendor set forth in City of Phoenix Administrative Regulation 3.10. A direct selection was made because there is only one known capable supplier of goods and services due to the unique nature of the requirement.

Contract Term

The agreement will begin on or about June 1, 2023, for a one-year term.

Financial Impact

The fee for the one-year agreement is $147,660, plus applicable taxes. Funding is available in the Finance, Community and Economic Development, Aviation, Neighborhood Services and Housing department budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance, Community and Economic Development, Aviation, Neighborhood Services and Housing departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 58

Uninterruptible Power Supply Equipment, Service and Maintenance - IFB 17-171 - Amendment (Ordinance S-49753)

Request to authorize the City Manager, or his designee, to execute amendments to Contract 145554 with Titan Power, Inc., and Contract 145555 with Gruber Technical, Inc., to extend contract term. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $600,000.

Summary
This contract will provide uninterruptible power supply (UPS) equipment and associated services and maintenance, which are vital for various City services that require constant, uninterrupted power. The UPS units supply power in the event of an outage, which allows continued operations until power resumes. Some critical operations include 911 call centers, Citywide data rooms, and water production and distribution functions. This extension is needed to ensure continued services and allow more time for completion of a full procurement process.

Contract Term
Upon approval the contract will be extended through June 30, 2024, with an option to extend through June 30, 2025.

Financial Impact
Upon approval of $600,000 in additional funds, the revised aggregate value of the contract will not exceed $3,240,000. Funds are available in various departments' budgets.

Concurrence/Previous Council Action
The City Council previously reviewed this request:
• Uninterruptible Power Supply Equipment, Service and Maintenance 145554, 145555 Ordinance S-43740 on June 28, 2017;
• Uninterruptible Power Supply Equipment, Service and Maintenance 145554, 145555 Ordinance S-45948 on Aug. 28, 2019;
• Uninterruptible Power Supply Equipment, Service and Maintenance 145554, 145555 Ordinance S-48753 on June 15, 2022.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 59

Office Supplies and Services - ADSPO15-088800 - Amendment (Ordinance S-49756)

Request to authorize the City Manager, or his designee to allow additional expenditures under Contract 151720 with Wist Business Supplies and Equipment for the purchase of toner, paper, recycled-content/green products and various other products for citywide use. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $4,000,000.

Summary
This contract will provide the City with office supplies, which support the needs of City employees, facilities, warehouses and the public. Office supplies include, but are not limited to: toner, paper, recycled-content/green products and other miscellaneous supplies required for the City to remain operational on a daily basis. The primary users of this contract include the Aviation, Finance, Fire, Human Services, Library, Parks and Recreation, Police, Public Works, Street Transportation, and Water Services departments as well as the Municipal Court. The additional funds are needed to purchase office supplies through the end of the contract term.

Contract Term
The contract term remains unchanged, ending on March 31, 2025.

Financial Impact
Upon approval of $4,000,000 in additional funds, the revised aggregate value of the contract will not exceed $10,500,000. Funds are available in the various departments' budgets.

Concurrence/Previous Council Action
The City Council previously reviewed and approved this request:
• Office Supplies and Services Contract 151720 (Ordinance S-46367) on March 3, 2020.

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 60

Software Value-Added Reseller Services - ADSPO16-130652 - Amendment (Ordinance S-49758)

Request to authorize the City Manager, or his designee, to execute amendments to Contracts 144228 and 151721 with CDW Government, LLC, and SHI International Corp, to extend contract term. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $34,000,000.

Summary

These contracts will provide commercial off-the-shelf-software, license agreements, and maintenance agreements to departments Citywide. Purchases of critical software solutions and services under these contracts support City email, internet and intranet, servers and other information technology infrastructure, and provide database software and critical security tools for protecting, monitoring, and responding to threats to the City's network or data. In addition to providing cost savings from volume discounts, utilizing the value-added reseller contracts provides the City with additional benefits for implementing and upgrading software solutions, including providing evaluation copies, product comparisons, proofs-of-concept, needs analysis, product information and application recommendation.

This item has been reviewed and approved by the Information Technology Services Department.

Contract Term

Upon approval, the contracts will be extended through Aug. 30, 2024, with an option to extend through Aug. 30, 2025.

Financial Impact

Upon approval of $34,000,000 in additional funds, the revised aggregate value of the contracts will not exceed $138,327,330. Funds are available in the various departments' budgets.

Concurrence/Previous Council Action

The City Council previously reviewed this request:

• Software Value-Added Reseller Services Contract 144228 and 151721 (Ordinance S-43077) on Dec. 14, 2016;
• Software Value-Added Reseller Services Contract 144228 and 151721 (Ordinance S-46331) on Feb. 19, 2020;
• Software Value-Added Reseller Services Contract 144228 and 151721 (Ordinance S-47903) on Aug. 25, 2021;
• Software Value-Added Reseller Services Contract 144228 and 151721 (Ordinance S-48848) on July 1, 2022;

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 61

Telephone and Data Network Replacement - RFP 17-022 - Amendment (Ordinance S-49787)

Request to authorize the City Manager, or his designee, to execute amendment to Contract 144657 with World Wide Technology, Inc. to extend contract term. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $15,000,000.

Summary
This contract will provide ongoing support of our Cisco phone system. Daily support includes but is not limited to provisioning telephones, training users, managing connections to phone carriers, managing servers on which the phone system resides and managing the contact center.

This item has been reviewed and approved by the Information Technology Services Department.

Contract Term
Upon approval the contract will be extended through June 30, 2028.

Financial Impact
Upon approval of $15,000,000 in additional funds, the revised aggregate value of the contract will not exceed $52,727,806. Funds are available in the various Departments' budgets.

Concurrence/Previous Council Action
The City Council previously reviewed this request:
• Telephone and Data Network Replacement Contract 144657 (Ordinance S-43175) on Jan. 25, 2017.
• Telephone and Data Network Replacement Contract 144657 (Ordinance S-45547) on April 17, 2019.

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Information Technology Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 62

Amend Ordinance S-45435 Regarding the Pediatric Health Care Initiative Fund (Ordinance S-49792)

Request to amend Ordinance S-45435 to replace **Attachment A** of the Intergovernmental Agreement (IGA) with the Arizona Health Care Cost Containment System Administration (AHCCCS).

Summary

Ordinance S-41038 established the Pediatric Health Care Initiative Fund to facilitate the transfer of donations for specialized pediatric care provided by freestanding children's hospitals with 100 beds or more located in the City of Phoenix, to AHCCCS through an Intergovernmental Agreement (IGA). The original IGA included an attachment (**Attachment A**) that details the transfer of donations through two annual installments of $2,500,000. The preference of the City and AHCCCS is to conduct the transfer of donations through a single annual payment of $5,000,000 instead of installments. This amendment would revise the current IGA attachment to allow for the transfer of donations through a single annual payment.

Financial Impact

There is no financial impact to the City.

Concurrence/Previous Council Action

- Ordinance S-41038 was approved by the City Council on July 2, 2014, to establish the Pediatric Health Care Initiative Fund.
- Ordinance S-45435 was approved by the City Council on March 6, 2019, to maintain the Pediatric Health Care Initiative Fund.
- Ordinance S-46957 was approved by the City Council on May 6, 2020, and authorized the City to entire into an IGA with AHCCCS to implement the provisions of S-45435.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance and Law departments.

Attachment A

INTERGOVERNMENTAL AGREEMENT

BETWEEN

ARIZONA HEALTH CARE COST CONTAINMENT SYSTEM ADMINISTRATION

("AHCCCS")

AND

City of Phoenix
("Public Entity")

For the Support of the

Pediatric Services Initiative

WHEREAS, AHCCCS is authorized through contract to direct Medicaid managed care contractors' payments made to providers in a manner consistent with 42 C.F.R. § 438.6 when those directed payments are expected to advance the goals and objectives of the quality strategies adopted by AHCCCS which include improving access to high-quality health care; and

WHEREAS, AHCCCS is authorized under A.R.S. § 36-2913(C)(5) to accept donations from any source, and is permitted to use funds transferred from other public entities in support of the AHCCCS program; and

WHEREAS, the Public Entity, is authorized by City Ordinances No. S-41038, No. S-45435, and No. S-46597 to enter into this Agreement and to contribute the funds for health care services as provided hereunder; and

WHEREAS, 42 C.F.R. Part 433, Subpart B restricts States' use of Federal funds, health care-related taxes, and provider-related donations as sources for the Non-Federal Share of Medicaid expenditures; and

WHEREAS, AHCCCS and the Public Entity are authorized by A.R.S. § 11-952 to enter into Intergovernmental Agreements to jointly exercise powers common to the parties or for cooperative action; and

WHEREAS, the Public Entity and AHCCCS wish to enter into this Agreement in order to permit the Public Entity to provide the Non-Federal Share of a portion of the payments made by AHCCCS to Medicaid managed care contractors in support of the Pediatric Services Initiative;

NOW, THEREFORE, the Public Entity and AHCCCS (collectively, the "Parties"), pursuant to the above and in consideration of the matters hereinafter set forth, do mutually agree as follows:

1. DEFINITIONS: Unless otherwise defined in this Agreement, all terms have the same meaning as set forth in Chapters 29 and 34 of Title 36 of the Arizona Revised Statutes, 42 C.F.R. Parts 433 and 438, or Chapter 22 of Title 9 of the Arizona Administrative Code (A.A.C.) as appropriate.

    1.1. *AHCCCS Contract* means a contract between AHCCCS and a managed care entity for the services described in AHCCCS Contract Nos. YH19-0001 (AHCCCS Complete Care), YH19-0001 and YH22-0061R (ACC with Regional Behavioral Health Agreements), YH18-0001 (Arizona Long Term Care E/PD), YH6-0014 (Arizona Long Term Care DD), and YH15-0001 (DCS/CHP) including amendments to and extensions of those contracts.

    1.2. *Agreement* means this document, together with any and all attachments, appendices, exhibits, schedules and future amendments as agreed to by the Parties. The term "Agreement" is synonymous with "Intergovernmental Agreement."

1.3. *AHCCCS* means Arizona Health Care Cost Containment System Administration, an agency of the State that administers the Medicaid program under Title XIX of the Social Security Act in Arizona.

1.4. *PSI or Pediatric Services Initiative* means the terms in the AHCCCS Contracts or in policies incorporated by reference into those contracts, that require the MCO to make supplemental payments to Qualifying Children's Hospitals for inpatient and outpatient hospital services above the rates otherwise negotiated for Qualified Children's Hospitals under a written contract with the MCO to provide service to persons enrolled with the MCO.

1.5. *CFR* means Code of Federal Regulations – the official compilation of Federal rules and requirements.

1.6. *Contract Year* means the period October 1, 2022 through September 30, 2023.

1.7. *Public Entity* means the City of Phoenix.

1.8. *CMS* means The Centers for Medicare and Medicaid Services, a Federal agency within the U.S. Department of Health and Human Services.

1.9. *Day* means a calendar day, unless specified otherwise.

1.10. *Qualified Children's Hospital* means a Hospital that (1) is a freestanding children's hospital with more than 100 licensed pediatric beds and (2) has completed and submitted to AHCCCS a fully executed attestation as set forth in Attachment B.

1.11. *FFP* or *Federal Financial Participation* means the Federal monies that AHCCCS claims from CMS for the Federal share of AHCCCS expenditures for the administration of and services paid for through the Medicaid Program, Title XIX of the Social Security Act.

1.12. *Hospital* means a health care facility licensed in Arizona as a hospital that is registered with AHCCCS as a participating provider.

1.13. *MCO or Medicaid Managed Care Contractor* means an entity that has an AHCCCS Contract and meets the definition in 42 C.F.R. § 438.2.

1.14. *State* means the State of Arizona.

1.15. *State Plan* means the agreement between the State and CMS for the administration of the Medicaid program in Arizona as described in 42 C.F.R. 430.10.

1.16. *Non-Federal Share* means the portion of AHCCCS expenditures for the administration of and services paid for through the Medicaid Program, Title XIX of the Social Security Act, that are not FFP and which meet the requirements of 42 C.F.R. Part 433, Subpart B.

1.17. *Prior Period Adjustment* means an adjustment to the amount that would be transferred by the Public Entity for the Contract Year under Section 4.2 of this Agreement, but for Section 4.2.1, to reconcile amounts transferred for previous Contract Years with the Non-Federal Share of actual MCO payments to the Qualifying Children's Hospitals in that previous Contract Year.

2. The purpose of this Agreement is to set forth the procedures under which the Public Entity will, at its discretion, transfer public funds to AHCCCS for use as the Non-Federal Share of expenditures made by AHCCCS to MCOs for the Contract Year, as modified to account for Prior Period Adjustments, in support of the PSI described in this Agreement. It is the intent of the parties that the procedures herein fully comply with Federal and State laws, rules and regulations.

3. Monies transferred by the Public Entity under this Agreement may only be used by AHCCCS for the Non-Federal Share of payment made by AHCCCS to MCOs as part of the PSI. Such payments will be made consistent with applicable Federal and State statutes, regulations, rules and the terms of the State Plan.

4. RIGHTS AND OBLIGATIONS OF THE PARTIES.

4.1. In advance of each Contract Year:

4.1.1. AHCCCS will estimate the total amount for the Contract Year of the supplemental payments that MCOs will make to Qualified Children's Hospitals as the result of the PSI.

4.1.2. AHCCCS will then calculate the Non-Federal Share of the costs identified in Section 4.1.1 and will notify the Public Entity of the Non-Federal Share.

4.1.3. The Public Entity shall provide AHCCCS with an attestation from each Qualified Children's Hospital in the form set forth in Attachment B of this Agreement.

4.2. The Public Entity shall transfer to AHCCCS periodic payments equal to the amounts specified in Attachment A on or before the dates specified therein.

4.2.1. The amount of the first payment made by the Public Entity under Section 4.2 may be modified to reflect any Prior Period Adjustments owed by or to the Public Entity as specified in Attachment A.

4.3. Subject to approval by CMS, upon receipt of the transfer of funds from the Public Entity that is specified in Attachment A, AHCCCS shall distribute the funds transferred and the associated FFP to the MCOs and shall require the MCOs to make the corresponding PSI payment for service provided during the Contract Year to Qualified Children's Hospitals.

4.4. Qualified Children's Hospitals will receive and retain one hundred percent (100%) of all PSI payments received, and neither the State, AHCCCS nor the Public Entity shall require, by contract or otherwise, a Qualified Children's Hospital to return any portion of the PSI payment to the State, AHCCCS, or the Public Entity.

4.5. In advance of the Contract Year, the Public Entity will submit to AHCCCS Attachment A to this Agreement listing the amounts and public source of the payment made under Section 4.2.

4.6. In the event of a disallowance based on the impermissibility of the transferred funds and the failure of the Qualified Children's Hospital to refund PSI payments as required by Attachment B, AHCCCS shall make diligent efforts to recover the amounts due under Attachment B. If AHCCCS is unable to recover the total computable amount associated with such disallowance from the hospital within twelve months of final exhaustion of any administrative appeal related to such disallowance, the Public Entity shall make a payment to AHCCCS within 30 days of written demand from AHCCCS. AHCCCS shall only make such written demand if AHCCCS has been unable to recover the total computable amount associated with such disallowance from the Qualified Children's Hospital within twelve months or after final exhaustion of any administrative appeal related to such disallowance, whichever is later. The payment due from the Public Entity shall be equal to the amount due to CMS as a result of the disallowance, less any amount recovered from the Qualified Children's Hospital associated with the disallowance, and including any interest incurred as a result of an appeal of the disallowance.

5. COMPLIANCE WITH ADMINISTRATIVE REQUIREMENTS FOR STATE FINANCIAL PARTICIPATION

5.1. Public Entity certifies that, consistent with 42 C.F.R. Part 433, Subpart B, no portion of the funds transferred to AHCCCS are derived from (1) direct or indirect provider-related donations (in cash or in kind), other than bona fide provider-related donations or (2) health care-related taxes, other than as permitted in Subpart B and any other federal law or regulation applicable to the permissibility of funding sources.

5.2. Public Entity certifies that, consistent with 42 C.F.R. § 433.51(c), the funds transferred to AHCCCS under this Agreement are not Federal funds or are Federal funds authorized by Federal law to be used to match Federal funds.

5.3. Public Entity agrees to provide AHCCCS with supporting documentation of the sources of the funds transferred pursuant to this Agreement and of the bases for the Public Entity's assurance that the funds transferred comply with Sections 5.1 and 5.2.

5.4. If Public Entity fails to provide supporting documentation required in Section 5.3 of this Agreement such that CMS adjusts future grant awards to AHCCCS or defers or disallows any expenditures claimed by AHCCCS, then Public Entity agrees to reimburse AHCCCS immediately, upon demand by AHCCCS, in the amount of the adjustment or disallowance that is attributable to sources that do not comply with Sections 5.1 or 5.2 of this Agreement, only to the extent not reimbursed pursuant to Attachment B.

5.5. Public Entity certifies that the funds transferred to AHCCCS as described in this Agreement are made voluntarily and that neither the State nor AHCCCS has through statute, rule, or otherwise required the Public Entity to provide the funding.

6. GENERAL PROVISIONS.

6.1. Entire Agreement. This document, its attachments and appendices, including any approved subcontracts, amendments and modifications made thereto, shall constitute the entire Agreement between the Parties, and supersedes all other understandings, oral or written.

6.2. Exercise of Rights. Failure to exercise any right, power or privilege under this Agreement will not operate as a waiver thereof, nor will a single or partial exercise thereof preclude any other or further exercise of that or any other right, power, or privilege.

6.3. Contract Term. This Agreement commences when signed by both parties. Notwithstanding the fact that certain AHCCCS or Public Entity obligations under this Agreement occur after the Term hereof, the parties agree that the Term of this Agreement continues through the later of conclusion of: (1) any payment reconciliations required by Federal or State law for payments made under this Agreement or (2) audits of payments made under this Agreement as required by State or Federal law and any administrative appeal of such reconciliation or audit.

6.4. Compliance with Laws, Rules and Regulations. The Public Entity and its subcontractors must comply with all applicable Federal and State laws, rules, regulations, standards and Executive Orders, without limitation to those designated within this Agreement.

6.4.1. Non-Discrimination. The parties shall not discriminate against any employee, client or any other individual in any way because of that person's age, race, creed, color, religion, sex, disability or national origin in the course of carrying out their duties pursuant to this Agreement. The Parties shall comply with the provisions of Arizona Executive Order 2009-09, incorporated into this Agreement by reference, as if set forth in full herein.

6.4.2. ADA. The parties shall comply with all applicable provisions of the Americans with Disabilities Act (Public Law 101336, 42 U.S.C. 1210112213) and all applicable Federal regulations under the Act, including 28 CFR Parts 35 and 36.

6.5. Choice of Law. The laws and regulations of the State of Arizona govern the rights of the Parties, the performance of this Agreement, and any disputes arising from the Agreement.

6.6. Compulsory Arbitration. Any action relating to this Agreement must be brought by arbitration to the extent required by A.R.S. § 12-1518 or in an appropriate court. Any arbitration award will be enforced in an appropriate court.

6.7. Amendments. This Agreement, including its term, may be modified only through a duly authorized written amendment, executed with the same formality as the Agreement.

6.8. Notice. Any notice required by the terms of the Agreement and any questions regarding the duties and obligations of this contract shall be directed to:

6.8.1. For AHCCCS:

Meggan LaPorte, CPPO, MSW
Chief Procurement Officer
AHCCCS
801 E. Jefferson, MD 5700
Phoenix, AZ 85034
Email: Meggan.Laporte@azahcccs.gov

6.8.2. For the Public Entity:

Thomas Husband
Accountant IV
251 W. Washington St., 9th Floor
Phoenix AZ 85003
Email: thomas.husband@phoenix.gov

6.8.3. Notwithstanding Section 6.8 of this Agreement, AHCCCS and the Public Entity will give notice by regular mail or any other means reasonably anticipated to provide actual notice to the other party of any change of the address, telephone number, name of the authorized signatory or designee; or name and/or address of the person to whom notices are to be sent.

6.9. Termination.

6.9.1. AHCCCS may terminate this Agreement if the PSI program is terminated for any reason including the withdrawal of CMS approval of the PSI program, a determination that funds provided or payments made under this Agreement do not comply with this Agreement, or a change in Federal or State law. Upon termination under this Section, AHCCCS shall return to the Public Entity any funds transferred pursuant to Section 4.2 or 4.4 not used as the non-Federal share of PSI payments made.

6.9.2. Pursuant to A.R.S. § 38-511, either party to this Agreement may terminate this Agreement without penalty or further obligation if any person significantly involved in initiating, negotiating, securing, drafting or creating the Agreement is or becomes at any time while the Agreement or an extension of the Agreement is in effect an employee of or a consultant to any other party to this Agreement with respect to the subject matter of the Agreement. The cancellation will be effective when AHCCCS or the Public Entity receives written notice of the cancellation unless the notice specifies a later time.

6.10. Records. The Parties agree to retain all financial books, records, and other documents and will contractually require each subcontractor to retain all data and other records relating to the acquisition and performance of the Agreement for a period of five (5) years after the completion of the Agreement. All records are subject to inspection and audit by the Parties at reasonable times. Upon request, the Parties will produce a legible copy of any or all such records.

6.11. Severability. The provisions of this Agreement are severable. If any provision of this Agreement is held by a court to be invalid or unenforceable, the remaining provisions continue to be valid and enforceable to the full extent permitted by law.

6.12. Indemnification. Each party (as Indemnitor) agrees to indemnify, defend and hold harmless the other party (as Indemnitee) from and against any and all claims, losses, liability, costs or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as "claims") arising out of this Agreement, but only to the extent that such claims result in vicarious/derivative liability to the Indemnitee, are caused by the act, omission, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers.

6.13. No Third Party Beneficiaries. Nothing in the provisions of this Agreement is intended to (1) create duties or obligations to or rights in Qualified Children's Hospitals or any other persons or entities not parties to this Agreement or (2) effect the legal liability of either party to the Agreement with respect to Qualified Children's Hospitals or any other persons or entities not parties to this Agreement.

6.14. No Joint Venture. Nothing in this Agreement is intended to create a joint venture between or among the Parties, including the Qualified Children's Hospitals, and it will not be so construed. Neither AHCCCS' nor the Public Entity's employees will be considered officers, agents or employees of the other or be entitled to receive any employment related fringe benefits from the other.

NOW THEREFORE, AHCCCS and the Public Entity agree to abide by the terms and conditions set forth in this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year specified below.

City of Phoenix ("Public Entity")	Arizona Health Care Cost Containment System ("AHCCCS")
_____	Meggan LaPorte (Sep 8, 2022 13:06 PDT) _____
By: Jeffrey Barton, City Manager	By: Meggan LaPorte, Chief Procurement Officer
Date: _____	Date: Sep 8, 2022

In accordance with A.R.S. § 11-952, undersigned counsel have determined that this Intergovernmental Agreement is in proper form and is within the powers and authority granted under the laws of the State of Arizona, including but not limited to A.R.S. §§ 36-2903 et seq.

_____	Susan Russo Susan Russo (Sep 8, 2022 09:59 PDT) _____
Counsel for Public Entity	Susan Russo, Counsel for AHCCCS
Date: _____	Date: Sep 8, 2022

TO THE INTERGOVERNMENTAL AGREEMENT
BETWEEN
ARIZONA HEALTH CARE COST CONTAINMENT SYSTEM ADMINISTRATION
("AHCCCS")
AND
City of Phoenix
("Public Entity")

For the Support of the

Pediatric Services Initiative

Pursuant to the Agreement, the Public Entity has agreed to transfer public funds from the source(s) and in the amount(s) specified below as the Non-Federal Share of expenditures in support of the PSI for the Contract Year ending September 30, 2023:

Payment Date	**Source**	**Amount**
February 1, 2023	Phoenix Health Care Initiative Fund	$ 2,500,000
May 2, 2023	Phoenix Health Care Initiative Fund	$ 2,500,000
	Grand Total	**$ 5,000,000**

On behalf of Phoenix Children's Hospital ("Hospital"), I hereby attest to the following under penalty of perjury as true and correct to the best of my knowledge:

1. For purposes of this attestation, the following terms have the following meanings:

    a. *PSI or Pediatric Services Initiative* means the terms in the AHCCCS Contracts or in policies incorporated by reference into those contracts, that require the MCO to supplement payments to Qualified Children's Hospitals for inpatient and outpatient hospital services above the rates otherwise negotiated for Qualified Children's Hospitals that have a written contract with the MCO to provide service to persons enrolled with the MCO.

    b. *CFR* means Code of Federal Regulations – the official compilation of Federal rules and requirements.

    c. *Contract Year* means the period from October 1, 2022 through September 30, 2023.

    d. *CMS* means The Centers for Medicare and Medicaid Services, a Federal agency within the U.S. Department of Health and Human Services.

    e. *Qualified Children's Hospital* means a Hospital that (1) is a freestanding children's hospitals with more than 100 licensed pediatric beds (2) has completed and submitted to AHCCCS this fully executed attestation.

    f. *Entity related to the Hospital or Qualified Children's Hospital* means:

        i. An organization, association, corporation, or partnership formed by or on behalf of the health care provider;

        ii. An individual with an ownership or control interest in the health care provider, as defined in 42 USC 1320a-3(a)(3);

        iii. An employee, spouse, parent, child, or sibling of the health care provider, or of a person with an ownership or control interest in the Hospital, as defined in 42 USC 1320a-3(a)(3); or

        iv. A supplier of health care items or services or a supplier to the health care provider.

    g. *FFP or Federal Financial Participation* means the Federal monies that AHCCCS claims from CMS for the Federal share of AHCCCS expenditures for the administration of and services paid for through the Medicaid Program, Title XIX of the Social Security Act.

    h. *Funding Partner* means collectively the Public Entities providing funds to AHCCCS to be used as the Non-Federal Share of a claim by AHCCCS for FFP associated with the PSI.

    i. *Hospital* means a health care facility licensed in Arizona as a hospital that is registered with AHCCCS as a participating provider.

    j. *MCO or Medicaid Managed Care Contractor* means an entity that has a contract with AHCCCS and that meets the definition in 42 C.F.R. § 438.2.

    k. *Non-Federal Share* means the portion of AHCCCS expenditures for the administration of and services paid for through the Medicaid Program, Title XIX of the Social Security Act, that are not FFP and which meet the requirements of 42 C.F.R. Part 433, Subpart B.

2. On behalf of the Hospital, I attest that:

    a. The Hospital is a Qualified Children's Hospital.

    b. No formal or informal agreements exist between the Hospital, or any Entity Related to the Hospital, and any Funding Partner for the direct or indirect return to any Funding Partner of any portion of payments made by any MCO to Qualified Children's Hospitals as part of the PSI or of payments made by the Funding Partner for the administration of the PSI.

    c. No formal or informal agreement exists between (1) the Hospital or any Entity Related to the Hospital and (2) any other Qualified Children's Hospital, or any Entity Related to any other Qualified Children's Hospital, for the direct or indirect return to any Funding Partner of any portion of payments made by any MCO to any Qualified Children's Hospital as part of the PSI or of payments made by the Funding Partner for the administration of the PSI.

    d. Neither the Hospital nor any Entity Related to the Hospital has made any direct or indirect donations (in cash or in kind) to any Funding Partner in excess of the limitations in 42 CFR Part 433, Subpart B.

3. The Hospital accepts that completion of this attestation is a condition of the Hospital's participation in PSI. The Hospital shall inform AHCCCS immediately if the Hospital enters into an agreement described in this attestation or makes any donation to any Funding Partner in excess of the limitations in 42 CFR Part 433, Subpart B associated with payments under PSI.

4. The undersigned Hospital agrees that in the event CMS issues a disallowance of FFP based on a determination that the source of the funds transferred by any governmental entity in support of PSI payments to the Hospital are either Federal funds, provider donations, or health care-related taxes that are not permissible under 42 C.F.R. Part 433, Subpart B, the Hospital will, upon final exhaustion of any administrative appeal related to such disallowance:

    a. Refund to AHCCCS within 30 days of written demand an amount of the PSI payments made to the Hospital equal to the total computable amount associated with such disallowance, including any interest incurred as a result of an appeal.

    b. Permit AHCCCS to offset the amount referenced in (a), to the extent it is not refunded, from any amounts otherwise due to the Hospital.

5. The undersigned attests that they have personal knowledge of the matters attested to herein and has the legal authority to bind the Hospital to the terms herein.

Dated: _____

By: _____

Print Name: Dennis Bruns

Title: Chief Financial Officer

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 63

Employee Loans Contract - COOP 23-038 Request for Award (Ordinance S-49704)

Request to authorize the City Manager, or his designee, to enter into a contract with Sunrise Banks, N.A., and Employee Loan Solutions, LLC, dba TrueConnect, to provide a resource to secure safe, affordable, small-dollar loans to avert financial emergencies and ease financial stress of employees, for the Human Resources Department. Further request to authorize the City Controller to disburse all funds necessary for this item. There is no impact to the General Fund, the costs for these services are paid by monthly payroll deductions from participants in the loan program.

Summary

This contract will provide an employee loan program which can provide City employees with a resource to secure safe, affordable, small-dollar loans (up to $5,000) to avert financial emergencies and ease financial stress. Loan payments are deducted from each paycheck over 12 months. Loans are made with a reasonable maximum interest rate of 19.99 percent and offer an alternative to title loans and payday loans which typically carry extremely high interest rates. There are no origination fees or other fees assessed on the loans. Loan eligibility is not dependent upon personal credit scores, and a borrower's personal credit score is improved upon complete loan repayment. The loan services are supported by a comprehensive employee financial wellness program which can help employees get out of the cycle of debt. This program is provided at no cost or liability to the City.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo based on special circumstances, being a lack of alternative competition. Sourcewell serves as a cooperative purchasing agency for government, education, and non-profit organizations, including the City of Phoenix. Sourcewell issued a competitive solicitation in 2019, Request for Proposal #060519, and awarded a contract to Sunrise Banks, N.A., dba TrueConnect.

Contract Term

The contract will begin on or about July 1, 2023, for a five-year term with no options to extend.

Financial Impact

This program is provided at no cost or liability to the City of Phoenix, and there is no impact to the General Fund. The costs for these services are paid by monthly payroll deductions from participants in the loan program.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Human Resources Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 64

Occupational Medical Provider Services - RFP HR 22-013 - Request for Award (Ordinance S-49708)

Request to authorize the City Manager, or his designee, to enter into a contract with Occupational Health Centers of the Southwest, P.A. dba Concentra Medical Centers to provide Occupational Medical Provider Services to City employees through the Human Resources Department's Occupational Medical Services Program. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $8,500,000.

Summary

Occupational Health Centers of the Southwest, P.A. dba Concentra Medical Centers will partner with the HRD's Safety Division to provide occupational medical provider services at various locations throughout the Phoenix metropolitan area. The locations will include a twenty-four hour facility, conveniently located at the Phoenix Sky Harbor Airport. Many of the occupational medical provider services are legally mandated, and necessary to continue providing medical treatment to City employees who are injured in the performance of their duties. Some of the services include pre-employment and annual physicals, tower climber physicals, clinical screenings, laboratory testing, audiometric testing, vision screening, vaccinations, work fitness evaluations, return to work fitness evaluations, alcohol and drug testing, post-exposure exams, immunizations and other miscellaneous testing. The current contract with Concentra Medical Centers is set to expire Sept. 30, 2023.

Procurement Information

RFP HR 22-013 was conducted in accordance with Administrative Regulation 3.10. The Human Resources Department received two proposals. The Notice of Solicitation was emailed to 219 vendors registered in ProcurePHX and to additional known vendors in the occupational provider health care industry.

The offers were scored using the following criteria: Qualifications and Experience (350 points), Method of Approach (350 points) and Pricing (300 points).

The evaluation panel determined that one offer was within the competitive range. The finalist provided a Best and Final Offer (BAFO). After reviewing the BAFO response, it

was the consensus of the evaluation committee to recommend award to Occupational Health Centers of the Southwest, P.A. dba Concentra Medical Centers. The BAFO resulted in minimal price increases. Overall, the pricing will remain the same as the current pricing, which has been in place since 2019, under the existing Concentra contract.

The consensus scores are as follows:

- Banner Occupational Health-Arizona, LLC dba Banner Occupational Health Clinics : 497 points
- Occupational Health Centers of the Southwest, P.A. dba Concentra Medical Centers: 990 points

After reaching consensus, the evaluation committee recommends award to Occupational Health Centers of the Southwest, P.A. dba Concentra Medical Centers, as the highest scored, responsive and responsible offer most advantageous to the City.

Contract Term
The five-year contract term shall being on or about Oct. 1, 2023.

Financial Impact
The aggregate five-year contract value for these services shall not exceed $8,500,000. Funds are available in multiple departments' budgets. Additionally, the Worker’s Compensation Program Trust Account will be used for worker’s compensation medical expenses.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Human Resources Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 65

Workers Compensation Taxes (Ordinance S-49757)

Request to authorize the City Manager, or his designee, to pay taxes to the Industrial Commission of Arizona for Workers Compensation injuries for the Human Resources Department. Further request authorization for the City Controller to disburse funds related to this item. The aggregate value will not exceed $1,500,000.

Summary

The City has been self-insured for Workers Compensation injuries since 2003 and the taxes are due quarterly based on premiums that would have been paid by an employer if the employer had been fully insured by a Workers Compensation insurance carrier.

The Industrial Commission of Arizona calculates an administrative fund assessment annually for Workers Compensation injuries and computes the quarterly taxes that the City must pay every January, April, July, and October of each calendar year. Additionally, the Industrial Commission of Arizona will refund the City for any overpayment of taxes from the prior year or bill the City for any underpayment. The City will pay these underpayment adjustments annually if needed.

Procurement Information

In accordance with Administrative Regulation 3.10, normal competition was waived as a result of an approved Determination Memo citing the Industrial Commission of Arizona as a Special Circumstance - Without Competition.

Term

The payment authorization will begin on July 1, 2023 and end June 30, 2026.

Financial Impact

The aggregate value will not exceed $1,500,000 and the funds are available in the Human Resources Department.

Concurrence/Previous Council Action

- The Phoenix City Council approved Ordinance S-49567-0015 on April 19, 2023.
- The Phoenix City Council approved Ordinance S-49080 on Oct. 26, 2022.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Human Resources Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 66

Police Employment Marketing Services RFP HR 22-009 - Request for Award (Ordinance S-49790)

Request to authorize the City Manager, or his designee, to enter into contracts with ON Advertising, Inc., and Lincoln Strategy Group, LLC, to provide employment marketing services for the Human Resources Department and the Police Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $1,700,000.

Summary

The Phoenix Police Department faces significant challenges to fill hundreds of vacant positions and maintain necessary staffing levels. These contracts will provide marketing services and advertising using digital and traditional media to promote the Phoenix Police Department as a premier employer for law enforcement careers, attract a diverse pool of qualified applicants, and generate a continuous pipeline of applicants for the next five years. The contracts also include the design and hosting and of a new employment website.

Procurement Information

A Request for Proposal procurement was processed in accordance with Administrative Regulation 3.10.

Four vendors submitted proposals deemed responsive and responsible. An evaluation committee of City staff evaluated those offers based on the following criteria with a maximum possible point total of 1000:

- Qualifications and Experience (0-300 points)
- Method of Approach (0-450 points)
- Price (0-250 points)

After reaching consensus, the evaluation committee recommends awards to the following vendors:

- ON Advertising, Inc., 782.5 points
- Lincoln Strategy Group, LLC, 762 points

Contract Term
The contracts will begin on or about June 1, 2023, for a five-year term with no options to extend.

Financial Impact
The aggregate value of the two contracts will not exceed $1,700,000. Funding is available in the Police Department operating budget.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Human Resources Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 67

Authorization to Apply for, Accept, and Enter into an Agreement for Victim of Crime Act (VOCA) Grant Funds (Ordinance S-49805)

Request to authorize the City Manager, or his designee, to apply for renewal, accept, and enter into an agreement with the Arizona Department of Public Safety for a Victim of Crime Act (VOCA) grant in an amount not to exceed $478,039. Further request authorization for the City Treasurer to accept, and for the City Controller to disburse, all funds related to this item.

Summary

The VOCA grant is federally funded and administered by the Arizona Department of Public Safety. The application provides an opportunity to request ongoing and additional funding to further enhance victim services in the City of Phoenix Prosecutor's Office. The VOCA renewal application process has opened for the grant period Oct. 1, 2023, to Sept. 30, 2024.

Advocates provide an array of legally mandated as well as compassionate services to victims of misdemeanor crimes that occur within the City of Phoenix. These services include assisting victims in making safety plans, assisting victims seeking shelter from their abusers, connecting victims to necessary resources inside and outside of the City, attending court, arranging for transportation to and from court, translating complex nuances of the process to victims and providing legally mandated notification of court dates. The grant would provide continued funding for five employees. In recent years, VOCA funding allowed the City to greatly reduce the case load of victim advocates. Reducing the case load significantly increases Victim Services' opportunity to provide more personalized services to all crime victims, meeting the needs of the community in alignment with the Domestic Violence Roadmap and the Human Trafficking Compass Plan.

Contract Term

The initial grant period is Oct. 1, 2023, through Sept. 30, 2024.

Financial Impact

Total grant funding will not exceed $478,039. City funding for existing Victim Services positions provides the required 20 percent in-kind match.

Location
Citywide

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Law Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 68

Disaster Recovery as a Service Contract for the Municipal Court (Ordinance S-49749)

Request to authorize the City Manager, or his designee, to enter into a contract with Kyndryl, Inc., to provide a Disaster Recovery (DRaaS) solution for the Phoenix Municipal Court. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $1,080,000. Additionally, request to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18.

Summary

Phoenix Municipal Court is required by the Administrative Office of the Courts (AOC) to maintain a disaster recovery posture for its systems. Without a disaster recovery solution, the ability to ensure the Court's continuity of operations is at risk. Kyndryl, Inc has proposed a solution that provides the correct servers, support, and overall DRaaS solution for the Court's primary enterprise system. In addition, Kyndryl, Inc offers the ability to conduct full disaster recovery tests twice a year. This contract offers the most efficient way to get the Court back to an acceptable business continuity and disaster recovery posture, ensuring its ability to resume operations in the event of a disruptive event. Additionally, this allows the Court to comply with the AOC's policies and best practices related to the management of information technology systems.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstances Without Competition. The Information Technology Services Department (ITS) previously held a contract for citywide disaster recovery services which expired. ITS conducted a formal procurement for citywide Disaster Recovery-as-a-Service (DRaaS) (ITS RFP 22-001), which resulted in a successful solicitation process. The parties entered good faith negotiations but despite efforts the parties

were unable to reach an agreement. ITS is in the midst of another formal procurement for citywide DRaaS (ITS RFP 23-003). Given the Phoenix Municipal Court's requirements, and to ensure operation continuity, ITS and Phoenix Municipal Court jointly agreed to exclude their systems from the current RFP and request to establish a direct contract with Kyndryl, Inc.

Contract Term

The two-year contract term will begin on or about June 1, 2023, with an option to renew for an additional one-year term.

Financial Impact

The contract value will not exceed $1,080,000. The funds are available in the Information Technology Services Department's operating budget.

Responsible Department

This item is submitted by Interim Deputy City Manager John Chan, Phoenix Municipal Court, and the Information Technology Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 69

Electronic Document Management System Licensing, Maintenance and Professional Services for the Phoenix Municipal Court (Ordinance S-49796)

Request authorization for Phoenix Municipal Court to enter into an agreement with Databank IMX, LLC for Licensing, Maintenance and Professional Services of OnBase for Electronic Document Management System. The total value of the contract will not exceed $250,000. Additionally, request to authorize the City Controller to disburse all funds related to this item.

Summary

The Phoenix Municipal Court uses OnBase as its Electronic Document Management System (EDMS). OnBase is the statewide standard for EDMS selected by the Arizona Supreme Court's Administrative Office of the Court (AOC) for all Arizona courts. The AOC has established a new contract with Databank IMX, LLC for licensing, maintenance and professional services related to the use and support of this product. Leveraging this contract not only provides the Court with access to negotiated pricing, it also ensures the Court is able obtain support and professional services from an organization with specific knowledge of the configuration and business requirements pertaining to the needs Arizona courts.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstance Alternate Competition. Databank IMX, LLC is contracted by the Arizona Supreme Court's AOC to provide licensing, maintenance and professional services to support OnBase, which is the statewide standard for Arizona courts.

Contract Term

The contract term will begin on or about July 1, 2023, and will expire on Dec. 21, 2027, with an option to renew for an additional five years.

Financial Impact

The aggregate contract value will not exceed $250,000. Funds are available in the Phoenix Municipal Court's operating budget.

Responsible Department

This item is submitted by Chief Presiding Judge B. Don Taylor and Interim Deputy City Manager John Chan.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 70

Request to Appropriate, Expend and Disburse Federal Economic Development Initiative/Community Project Funding (Ordinance S-49751)

Request to authorize the City Manager, or his designee, to appropriate and expend Community Project Funding from the United States Department of Housing and Urban Development (HUD). Further request to authorize the City Treasurer to accept and the City Controller to disburse all funds for the life of the grant(s). The total funds received will not exceed $6,963,927.

Summary

The Office of Government Relations (OGR) helped the City navigate the fast-paced Fiscal Year 2022-23 appropriations process. OGR submitted various projects requesting over $14.7 million in funding. Of those projects, the Office of Homeless Solutions will receive $1.9 million in funding for its Homelessness Support Initiative, and the Phoenix Fire Department will receive $5 million for the Semiconductor Fire Response Station. This is only the second time in a decade that community project funding (known as earmarks) has been available. Each project had to have extensive community engagement and support, as only competitive projects with demonstrated community support were considered. OGR gathered over 35 potential projects from City departments. Each project was thoroughly vetted and reviewed by City management and Council. The appropriations process is extremely competitive, not only on a regional level but nationally as well.

The Office of Homeless Solutions will receive $1,963,927 and the Phoenix Fire Department will receive $5 million in community project funding:

- The Office of Homeless Solutions will utilize the funding to support efforts around identification and storage of property belonging to unsheltered individuals. The funds will be used to procure and obtain secure storage containers that will be placed in specific areas within the City and used to safely store property of individuals experiencing homelessness. The funds will also be used for program administration and the equipment necessary to allow staff to manage the assessment, documentation and storage of property.
- The Phoenix Fire Department will use the grant funds to acquire land and begin construction on a new five-bay fire station. Funds will be allocated for the initial land

use study, environmental and historical preservation review, zoning, costs associated with real property purchase, design and engineering, and construction start.

Contract Term

The grant period of performance begins when the grant agreements are signed by United States Department of Housing and Urban Development and will end on Aug. 31, 2031.

Financial Impact

No matching funds are required and there is no budgetary impact to the City as no general funds are required.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Office of Government Relations.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 71

Transfer of Retirement Funds to Arizona State Retirement System (Ordinance S-49752)

Request to authorize the City Manager, or his designee, to transfer retirement funds for Hector Montes in the amount of $28,423.56 to the Arizona State Retirement System. Further request to authorize the City Controller to disburse the funds.

Summary

Pursuant to Arizona Revised Statutes, sections 38-730 and 38-922, retirement service credits for former members of the City of Phoenix Employees' Retirement System (COPERS) may be transferred to the Arizona State Retirement System upon approval by the City Council. The following former City of Phoenix employee has requested transfer of the balance of their credited service:

Montes, Hector: $28,423.56

Concurrence/Previous Council Action

This item was approved by the COPERS Board at the May 4, 2023 meeting.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Retirement Office.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 72

Transfer of Retirement Funds to Arizona State Retirement System (Ordinance S-49760)

Request to authorize the City Manager, or his designee, to transfer retirement funds for Holly Moore in the amount of $44,653.44 to the Arizona State Retirement System. Further request to authorize the City Controller to disburse the funds.

Summary

Pursuant to Arizona Revised Statutes, sections 38-730 and 38-922, retirement service credits for former members of the City of Phoenix Employees' Retirement System (COPERS) may be transferred to the Arizona State Retirement System upon approval by the City Council. The following former City of Phoenix employee has requested transfer of the balance of her credited service:

Moore, Holly: $44,653.44

Concurrence/Previous Council Action

This item was approved by the COPERS Board at the May 4, 2023 meeting.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Retirement Office.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 73

Authorize Revisions to Phoenix City Code Chapter 32 (Ordinance G-7116)

Request to amend Phoenix City Code Chapters 32A (Grading and Drainage), 32B (Floodplains) and 32C (Stormwater Quality Protection) to incorporate requirements of the City's latest Municipal Separate Storm Sewer System Permit from the Arizona Department of Environmental Quality and to update references, correct errors and improve clarity. The permit requires that the City enforce certain requirements, and the proposed code modifications provide for the enforcement basis and should be in place no later than June 30, 2023.

Summary

The City of Phoenix (City) operates the storm sewer system under a Municipal Separate Storm Sewer System (MS4) permit issued under the Federal Clean Water Act from the Arizona Department of Environmental Quality (ADEQ). Administration of the Stormwater Management Program (Program), required by the permit, requires a multi-departmental effort to manage citywide stormwater quality. Generally, the MS4 permit authorizes discharges from the City's stormwater infrastructure into protected surface waters. The City is required by the permit to have authority to enforce certain requirements.

Effective July 1, 2021, the City is operating under a new MS4 permit. The new MS4 permit requires the implementation of new programs and practices and the expansion of existing program elements. New and expanded elements include: a new stormwater post-construction control program, retrofit feasibility study, increased public outreach requirements, expanded inspection and monitoring requirements, and expanded reporting and mapping requirements.

To provide authority to the City for the development of a post-construction program and achieve consistency with the new permit requirements, changes to City Code Chapters 32A (Grading and Drainage) and 32C (Stormwater Quality Protection) are warranted. For efficiency, Chapter 32B (Floodplains) is simultaneously being updated for clarity and reference corrections.

A summary of revisions to these chapters are as follows:

- Chapter 32A - Adds the requirement for submittal of a maintenance manual for permanent post-construction features during the plan review process, clarifies plan submission requirements including clarifying the type of stormwater management plan required, and corrects references, grammar, errors and unclear word usage.
- Chapter 32B - Changes departmental titles and responsibilities to match with the restructuring of the Floodplain Management Group from Public Works to the Street Transportation Department, updates to match federal and state regulations and terminology, and the reorganization of sections for clarity.
- Chapter 32C - Provides authority to the City for the stormwater post-construction program and adds record keeping requirements associated with that program, revises language to capture new MS4 permit requirements including updating the list of allowable discharges, adds language to clarify City authority to enter settlement agreements and other actions related to compliance issues, corrects references, grammar, word usage, and reorganizes sections for clarity.

Concurrence/Previous Council Action

- The revisions were presented to the Development Advisory Board (DAB) Technical Subcommittee on Jan. 19, 2023.
- Technical comments were addressed and the revised code changes were presented to the DAB Technical Subcommittee on Feb. 21, 2023. Members of the Subcommittee concurred with the changes and voted to move the code to the DAB for further action.
- Staff presented at the DAB on March 16, 2023. The DAB members voted unanimously to recommend approval of these code changes to City Council.
- Staff presented at the Transportation, Infrastructure, and Planning City Council Subcommittee on April 19, 2023. Subcommittee voted unanimously to recommend approval of the code changes by City Council.

Public Outreach

The revisions were presented during two public outreach meetings: one virtual and one in-person to interested parties that represent building and private development organizations and members of the general public. These meetings were advertised broadly through the City's social media channels, the City Clerk's office, the Stormwater Post-Construction Program inventory contact list, the City of Phoenix Homeowner Association's contact list, and the Planning and Development's Self-Certified Professionals mailing list. A special presentation was also requested by, and provide to, the Homebuilder's Association of Central Arizona. City staff met with Valley Partnership and the Arizona Multi-Family Housing Association on May 5, 2023. Additionally, the proposed revisions were posted on a City website for review and outreach was conducted via social media to direct people to the webpage to review

and make comments. No comments on the proposed City code changes were received from the public via any of these methods.

Responsible Department

This item is submitted by Deputy City Managers Alan Stephenson and Ginger Spencer, the Planning and Development, Street Transportation and Water Services departments, the Office of Environmental Programs and the Office of the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 74

Office of Heat Response and Mitigation Community Canopy Grant Program (Ordinance S-49801)

Request authorization for the City Manager, or his designee, to enter into multiple grant agreements with multiple grantees to disburse funds for the Community Canopy Grant Program. Further request to authorize the City Controller to disburse all funds and supplies related to this item. There is no impact to the General Fund. The aggregate expenditures will not exceed $2,000,000. Funding is available through the City's allocation of the American Rescue Plan Act (ARPA) from the federal government and is part of the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs.

Summary

Phoenix’s Office of Heat Response and Mitigation (OHRM) is leading the efforts of the City to fight the growing hazard of urban heat. OHRM focuses on both heat response (helping people cope with hot weather) and heat mitigation (including efforts to cool the city and make it more comfortable through tree planting). During all seasons of the year, OHRM coordinates programs and policies to help lower urban heat temperatures and protect public health. OHRM also tracks trends, collects data, and collaborates with other governments and organizations to share ideas and solutions when it comes to dealing with heat.

On June 7, 2022, Phoenix City Council approved the ARPA Second Tranche Strategic Plan and allocated $6,000,000 of these funds for the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs. The Community Canopy Grant Program will improve the prospects of impacted residents and address economic and social disparities that have continued and worsened during the COVID-19 pandemic. This grant program will assist in that effort by providing trees and supplies to community members, neighborhood groups and non-profits in neighborhoods that have been disproportionately negatively impacted by COVID-19.

To increase the tree shade canopy in neighborhoods that have been disproportionately negatively impacted by COVID-19, OHRM is seeking authorization to use $2,000,000 in ARPA funds to develop a Community Canopy Grant Program to provide funding and supplies for tree planting projects to community members, neighborhood associations

and non-profits in Qualified Census Tracts. The Community Canopy Grant Program will provide funding, services, supplies and education to community members, neighborhood associations and nonprofits for tree planting projects. The OHRM Tree Equity Project Coordinator will facilitate and administer this grant program. The Community Canopy Grant Program will accept applications on a rolling basis, and all projects and funding will be spent by the end of December 2024.

Financial Impact

Funding for this program will not exceed $2,000,000. There is no impact to the General Fund. Funding is available through the City's allocation of ARPA.

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Office of Heat Response and Mitigation.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 75

Office of Heat Response and Mitigation Shade for Students Grant Program (Ordinance S-49803)

Request authorization for the City Manager, or his designee, to enter into multiple grant agreements with multiple grantees to disburse funds for the Shade for Students Grant Program. Further request to authorize the City Controller to disburse the funds related to this item. There is no impact to the General Fund. The aggregate expenditures will not exceed $1,500,000. Funding is available through the City's allocation of the American Rescue Plan Act (ARPA) from the federal government and is part of the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs.

Summary

Phoenix’s Office of Heat Response and Mitigation (OHRM) is leading the efforts of the City to fight the growing hazard of urban heat. OHRM focuses on both heat response (helping people cope with hot weather) and heat mitigation (including efforts to cool the city and make it more comfortable). During all seasons of the year, OHRM coordinates programs and policies to help lower urban heat temperatures and protect public health. OHRM also tracks trends, collects data, and collaborates with other governments and organizations to share ideas and solutions when it comes to dealing with heat.

On June 7, 2022, Phoenix City Council approved the ARPA Second Tranche Strategic Plan and allocated $6,000,000 of these funds for the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs. The Shade for Students Grant Program will improve the prospects of impacted educational facilities and address economic and social disparities that have continued and worsened during the COVID-19 pandemic. This grant program will assist in that effort by providing funding for shade structures to public school districts, non-profit schools, after-school or summer program nonprofits, and youth-serving community centers in areas that have been disproportionately negatively impacted by COVID-19.

To increase the shade canopy in neighborhoods that have been disproportionately negatively impacted by COVID-19, OHRM is seeking authorization to use $1,500,000 in ARPA funds to develop a Shade for Students Grant Program to provide funding for shade structure installation to public school districts, non-profit schools, and non-profits

with 501(c)(3) status that provide education to youth in Qualified Census Tracts. The OHRM Built Environment Specialist will facilitate and administer this grant program. The Shade for Students Grant Program will accept applications on a rolling basis, and all projects and funding will be spent by the end of December 2024.

Financial Impact
Funding for this program will not exceed $1,500,000. There is no impact to the General Fund. Funding is available through the City's allocation of the American Rescue Plan Act (ARPA) from the federal government.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Office of Heat Response and Mitigation.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 76

Office of Heat Response and Mitigation Canopy for Kids Grant Program (Ordinance S-49804)

Request authorization for the City Manager, or his designee, to enter into multiple grant agreements with multiple grantees to disburse funds for the Canopy for Kids Grant Program. Further request to authorize the City Controller to disburse the funds related to this item. The aggregate expenditures will not exceed $2,000,000. There is no impact to the General Fund. Funding is available through the City's allocation of the American Rescue Plan Act (ARPA) from the federal government and is part of the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs.

Summary

Phoenix’s Office of Heat Response and Mitigation (OHRM) is leading the efforts of the City to fight the growing hazard of urban heat. OHRM focuses on both heat response (helping people cope with hot weather) and heat mitigation (including efforts to cool the city and make it more comfortable through tree planting). During all seasons of the year, OHRM coordinates programs and policies to help lower urban heat temperatures and protect public health. OHRM also tracks trends, collects data, and collaborates with other governments and organizations to share ideas and solutions when it comes to dealing with heat.

On June 7, 2022, Phoenix City Council approved the ARPA Second Tranche Strategic Plan and allocated $6,000,000 of these funds for the Residential Tree Equity Accelerator and the Trees and Shade for Schools programs. The Canopy for Kids Grant Program will improve the prospects of impacted educational facilities and address economic and social disparities that have continued and worsened during the COVID-19 pandemic. This grant program will assist in that effort by providing trees and supplies to public school districts, non-profit schools, after-school or summer program nonprofits, and youth-serving community centers in areas that have been disproportionately negatively impacted by COVID-19.

To increase the tree shade canopy in neighborhoods that have been disproportionately negatively impacted by COVID-19, OHRM is seeking authorization to use $2,000,000 in ARPA funds to develop a Canopy for Kids Grant Program to provide funding and supplies for tree planting projects to public school districts, non-profit schools, and non

-profits with 501(c)(3) status that provide education to youth in Qualified Census Tracts. Canopy for Kids Grant Program will also provide funding, services and education to public school districts, non-profit schools, and non-profits with 501(c)(3) status who provide education to youth for tree planting projects. The OHRM Tree Equity Project Coordinator will facilitate and administer this grant program. The Canopy for Kids Grant Program will accept applications on a rolling basis, and all projects and funding will be spent by the end of December 2024.

Financial Impact
Funding for this program will not exceed $2,000,000. There is no impact to the General Fund. Funding is available through the City's allocation of ARPA.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Office of Heat Response and Mitigation.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 77

Retroactive Authorization to Apply for, Accept and Disburse Grant Funding from JPMorgan Chase & Co. (Ordinance S-49735)

Request to retroactively authorize the City Manager, or his designee, to apply for and accept JPMorgan Chase & Co. grant funds totaling $125,000. Further request authorization to enter into an agreement with the Phoenix Parks Foundation to serve as the fiscal agent to receive these funds. Additionally, request to authorize the City Treasurer to accept, and the City Controller to disburse, all funds related to this item for the life of the grant.

Summary

Since 2013, the City of Phoenix Youth Reach and Invest in Summer Employment (Phoenix Youth RISE) program has placed more than 902 youth between the ages of 16 to 24 in summer work experiences. The program provides subsidized wages for youth to work up to 80 hours with an employer during the summer and includes work readiness training, career exploration and mentorship. For the summer of 2022, Phoenix Youth RISE placed 180 qualified youth applicants in paid internships due to increased philanthropic support.

On Feb. 15, 2023, JPMorgan Chase & Co. announced a grant opportunity to partner with U.S. cities to increase the number of youth who have access to quality summer work experiences to place youth on a path to greater economic mobility. To be a recipient of the funds, JPMorgan Chase & Co. requires that a Memorandum of Understanding (MOU) be executed with a 501(c)3 nonprofit partner that agrees to serve as the applicant and fiscal agent for the grant. The Human Services Department has an executed MOU with Phoenix Parks Foundation to serve as Fiscal Agent.

If awarded, the available grant of $125,000 will support summer work experiences for up to 75 youth. The cost per youth is approximately $1,656, including the cost of wages, interest and skill assessments, training, mentoring and supportive services. The grant application was due on April 10, 2023. If authorization is denied, the grant application will be rescinded.

Contract Term

The grant period is on or about May 1, 2023, through June 30, 2024.

Financial Impact
There is no impact to the General Fund. Funding will be provided by JPMorgan Chase & Co. No matching funds are required.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 78

Request Authorization to Accept Funding from the Arizona Community Action Association dba Wildfire to Administer a Diaper Bank Program (Ordinance S-49746)

Request authorization for the City Manager, or his designee, to enter into an agreement with the Arizona Community Action Association dba Wildfire to accept funds in an amount not to exceed $10,000 to administer a Diaper Bank Program for Phoenix residents. Further request authorization for the City Treasurer to accept, and the City Controller to disburse, all funds related to this item. There is no impact to the General Fund.

Summary
Funds provided to the City of Phoenix through this agreement will be used to administer the Diaper Bank Program. Administration will include receiving, storing, distributing, tracking and reporting 869,720 diapers and incontinence supplies for low-income families. Diapers are not only vital for children's health and well-being, but they also have substantial financial consequences for parents. Providing resources, such as diapers, can mitigate challenges caused by scarcity or non-existence of resources, which includes inconsistent childcare and low-employment rates.

Contract Term
The contract term is six months beginning March 30, 2023, through Sept. 29, 2023, with a one-year option to extend.

Financial Impact
Funds are being provided from a federal grant awarded to the Diaper Bank of Southern Arizona, Inc. There is no impact to the General Fund.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 79

Request Retroactive Authorization to Apply for and Accept Lifelong Arts and Engagement Grant (Ordinance S-49747)

Request retroactive authorization for the City Manager, or his designee, to apply for a Lifelong Arts Engagement Grant in an amount not to exceed $7,500 and, if approved, accept funding from the Arizona Commission on the Arts. Further request to authorize the City Treasurer to accept, and for the City Controller to disburse, all funds related to this item. There is no impact to the General Fund.

Summary

The Arizona Commission on the Arts Lifelong Arts Engagement Grant seeks to enhance the work of community and social service organizations and governmental entities through projects that foster meaningful arts learning experiences in community settings for adult learners. Lifelong Arts Engagement grants encompass a Creative Aging component intended to use arts and creative expression to improve the quality of life for older adults. The project, "Across the City," will encourage senior center members to partner with a professional artist/instructor in creating a reflective mural with contributions from members at all 15 senior centers. This program aligns with improving the quality of life for seniors through holistic and coordinated activities.

The grant notification was issued in mid-January with an application due date of April 6, 2023. The delay in applying for the grant was due to negotiations with the contracted artist who will provide the services.

Contract Term

The grant period is July 1, 2023, through June 30, 2024.

Financial Impact

If approved, funding in an amount of $7,500 will be provided by the Arizona Commission on the Arts. No matching funds are required. There is no impact to the General Fund.

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 80

Request to Amend Contract with the Arizona Department of Economic Security to Accept Additional Emergency Rent and Utility Assistance Funding (Ordinance S-49748)

Request authorization for the City Manager, or his designee, to amend Contract 152615 with the Arizona Department of Economic Security (ADES), Division of Community Assistance and Development. The current ADES contract threshold is $47,857,600 for Community Action Agency services. A total amount of $45,370,297.78 has been received during the first three years of the five-year contract. This request is to increase the contract amount by $20,629,702.22 for an amount not to exceed $66,000,000 over the five-year term. Further request authorization for the City Treasurer to accept, and the City Controller to disburse, all funds related to this item for the life of the contract.

Summary

The City of Phoenix Human Services Department (HSD) is the designated Community Action Agency for the Phoenix service area and contracts with ADES for funding to deliver Community Action Agency services. Under this contract, HSD is directed to promote the participation of the entire community in the reduction or elimination of poverty.

Community Action Agency funding allows HSD to assist low-income individuals and families in removing obstacles and resolving barriers to self-sufficiency. Funding supports new and existing services for low-income individuals and families to secure and retain employment and/or education, housing navigation, emergency rent and utility assistance, and provide ongoing supportive services through case management and community coordination.

Funding consists of both federal and local funds to include Community Services Block Grant, Low Income Home Energy Assistance Program, Temporary Assistance for Needy Families, Social Services Block Grant and Neighbors Helping Neighbors. Funding levels may be adjusted throughout the contract period through amendments based on federal and state program appropriations.

Financial Impact

The funding for the first year of the contract was $17,260,144.81, the second year was $20,021,680.97, and third year was $8,088,472. The total amount of the contract will not exceed $66,000,000 over the life of the contract. There is no impact to the General Fund.

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 81

Preventative Health Medical Equipment and Supplies - IFB-22-EDU-74 (Ordinance S-49782)

Request to authorize the City Manager, or his designee, to enter into contracts with e3 Diagnostics, Inc., School Health Corporation, and Touchdown Sportswear & Promotions LLC to provide preventative health medical equipment and supplies to the City of Phoenix Head Start Birth to Five Program and the Phoenix Fire Department Health and Wellness Center. The aggregate value of all contracts will not exceed $1,256,000. Further request to authorize the City Controller to disburse all funds related to this item.

Head Start programs prepare America's most vulnerable young children to succeed in school and in life beyond school. To achieve this, Head Start programs deliver services to children and families in core areas of early learning, family well-being and health while engaging parents as partners every step of the way. The program has an ongoing need to provide medical screenings to children enrolled in the program to meet the "Child Health Status and Care" Performance Standards outlined by the Office of Head Start.

The Phoenix Fire Department Health & Wellness Center performs annual hearing tests on public safety firefighters and police officers as part of their National Fire Protection Agency and OSHA required physical exams. This testing requires calibration, maintenance and repair of audiometer testing equipment to ensure equipment is working properly and safely.

Procurement Information

Invitation for Bid IFB-22-EDU-74 was conducted in accordance with City of Phoenix Administrative Regulation 3.10.

Five bids were received on April 7, 2023. Three were deemed responsive and responsible to the solicitation requirements. The procurement officer evaluated the offers using a pass/fail evaluation matrix under the following criteria:

- Company history and relevant background.

- Products offered.
- Fee Schedule.
- Reference checks with positive results.
- No active exclusions found on the System for Award Management database.
- In good standing with the Arizona Corporation Commission.

The following offerors met all solicitation criteria and are recommended for award:

- e3 Diagnostics, Inc.
- School Health Corporation
- Touchdown Sportswear & Promotions LLC

Contract Term
The term for the contracts will begin on or about June 1, 2023, for a five-year term with no options to extend.

Financial Impact
Expenditures shall not exceed $1,256,000 over the life of all contracts. Funding for Head Start is available from the U.S. Department of Health and Human Services, Administration of Children, Youth and Families. Funding for the Fire Department is available from the Fire Health and Wellness Center. No additional General Funds are required.

Concurrence/Previous Council Action
On Jan. 9, 2023, the Head Start Birth to Five Policy Council approved the request to release Preventative Health Medical Equipment and Supplies Invitation for Bid.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays, Deputy City Manager Gina Montes, and the Human Services and Fire departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 82

Authorization to Amend Contract with Community Bridges, Inc. for Phoenix Starfish Place for Victims of Human Trafficking (Ordinance S-49783)

Authorization for the City Manager, or his designee, to amend Contract 145543 with Community Bridges, Inc. (CBI) to extend the term for an additional year from July 1, 2023, through June 30, 2024, and approve funding for this vendor to continue to provide contracted services through the extended term. The additional funding will not exceed $150,000. Further request authorization for the City Controller to disburse all funds related to this item for the life of the contract. Funds are available through the City's federal Community Development Block Grant allocation from the United States Department of Housing and Urban Development. There is no impact to the General Fund.

Summary

The Human Services Department (HSD) is requesting authorization to extend the contract for one year outlined herein and conduct a Request for Proposals (RFP) for victims of human trafficking at Phoenix Starfish Place during the summer of 2023. The RFP process can take from six months to a year, depending on the complexity of the services needed. This extension would provide HSD staff sufficient time to conduct the procurement process.

The City’s current contract with CBI provides for support services to assist Phoenix Starfish Place residents in achieving independence in a healing environment. The contract supports professional, on-site staff who provide trauma-informed case management services to support residents in housing stabilization and independent living skills.

Contract Term

The extended contract term will be July 1, 2023, through June 30, 2024.

Financial Impact

Expenditures will not exceed $150,000 during the extension period of the contract. Funds are available from the Community Development Block Grant. There is no impact to the General Fund.

Concurrence/Previous Council Action

- On Dec. 6, 2016, the release of an RFP was approved by the Sustainability, Housing, Efficiency and Neighborhoods Subcommittee by a vote of 4-0.
- On May 31, 2017, City Council authorized staff to contract with CBI for victims of human trafficking at Phoenix Starfish Place (Ordinance S-43586).
- On Feb. 16, 2022, City Council authorized a contract extension for CBI through June 30, 2023 (Ordinance S-48338).

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 83

Authorization to Amend Contract with Arizona Coalition to End Sexual and Domestic Violence (Ordinance S-49784)

Request to authorize the City Manager, or his designee, to amend Contract 147434 with Arizona Coalition to End Sexual and Domestic Violence (ACESDV) to extend the term for an additional year from July 1, 2023, through June 30, 2024, and approve funding for this vendor to continue to provide contracted services through the extended term. Expenditures will not exceed $200,000 during the one-year extension period. Further request authorization for the City Controller to disburse all funds related to this item for the life of the contract.

Summary

The purpose of this contract is to provide victim services to include oversight, coordination and operation of a 24-hour centralized screening hotline and placement services for emergency shelter or housing vouchers. This is geared toward individuals and families experiencing domestic violence, sexual violence and sex trafficking in Maricopa County. The goal will be to assist individuals and families in need to be placed in shelter and provide individuals and families with services that are an alternative to shelter.

The Human Services Department (HSD) is requesting authorization to extend the contract for one year outlined herein and conduct an procurement process for similar services for victims of sexual and domestic violence during the summer of 2023. The Request for Proposals process can take from six months to a year, depending on the complexity of the services needed. This extension would provide HSD staff sufficient time to conduct the procurement process.

Contract Term

The extended contract term will be July 1, 2023, through June 30, 2024.

Financial Impact

Expenditures are not to exceed $200,000 during the extension period of the contract. Funds are available from the Human Services Department budget.

Concurrence/Previous Council Action

- On May 2, 2018, City Council approved the initial contract for ACESDV with Ordinance S-44540.
- On Nov. 4, 2020, City Council authorized a contract extension for ACESDV through June 30, 2022, with Ordinance S-47035.
- On Feb. 16, 2022, City Council authorized a contract extension for ACESDV through June 30, 2023, with Ordinance S-48335.

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 84

Request Authorization to Enter into Contract with MV Transportation, Inc. for Senior Programs Alternative Transportation Services (Ordinance S-49785)

Request authorization for the City Manager, or his designee, to enter into contract with MV Transportation Inc. to provide Alternative Transportation Services for the Human Services Department (HSD). Expenditures are not to exceed $4,912,151 over the life of the contract. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

Senior center transportation programs offered through HSD include Senior Center Shuttle and Group Trip services. Eligible participants include older adults, seniors, and persons with disabilities who utilize mobility devices and wheelchairs to engage in senior center activities.

The goal of this program is to provide transportation for Phoenix residents who are registered members at one of 15 City of Phoenix HSD Senior Centers. Transportation is provided between a member's personal residence and the nearest senior center location, as determined by HSD. The program also provides transportation for group trips to and from designated off-site activities such as shopping, social, educational and recreational events.

Procurement Information

Request for Proposals, RFP-23-CSSD-74, was conducted in accordance with the City of Phoenix Administrative Regulation 3.10. HSD received two offers on March 30, 2023. One vendor was determined non-responsive to the solicitation and removed from award consideration. The remaining vendor was determined responsive and in alignment with solicitation requirements.

An Evaluation Committee evaluated the proposal based on established evaluation criteria, responsiveness to all of the specifications, terms and conditions, and responsibility to provide the required service. Evaluation Criteria was as follows:

Criteria and Possible Points

- Introduction - 50 possible points

- Experience and Past Performance - 300 possible points
- Management Structure and Personnel - 200 possible points
- Understanding of the Scope of Work - 300 possible points
- Overall Cost - 150 possible points

The Evaluation Committee reached consensus and recommends MV Transportation, Inc. for contract award, with an overall score of 1,000 points.

Contract Term
The term of the contract will begin on or about July 1, 2023, and end June 30, 2028, with no options to extend.

Financial Impact
Expenditures are not to exceed $4,912,151 over the life of the contract. Funds are available through the HSD budget.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 85

Agreement with Fireworks Productions of Arizona (Ordinance S-49799)

Request to authorize the City Manager, or his designee, to grant an exception pursuant to Phoenix City Code 42-18 authorizing indemnification or assumption of liability provisions that otherwise would be prohibited for the agreement with Fireworks Productions of Arizona.

Summary
On April 19, 2023, City Council authorized the Parks and Recreation Department to enter into contracts with multiple vendors to provide fireworks display services and event activities in 2023, for the Parks and Recreation Department. The contract with Fireworks Productions of Arizona for the Phoenix Fabulous Fourth event contains indemnification and assumption of liability provisions that otherwise would be prohibited by Phoenix City Code 42-18. This authorization allows for mutual indemnification.

Financial Impact
There is no additional funding requested.

Concurrence/Previous Council Action
Ordinance S-49629 was adopted by City Council on Apr. 19, 2023.

Location
Council Districts: 4

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 86

Authorization to Enter Agreement with Apple, Inc. for Placement of Innovative Mobile App on Apple App Store as Exception to Provisions of City Code 42-18; Authorization to Enter Related Indemnity Agreement with App Developer Solus UK LTD (Ordinance S-49780)

Request to authorize the City Manager, or his designee, to enter into agreement with Apple, Inc. for placement of the Innovative Mobile App ("App") on Apple App Store, including limitation of liability and indemnity language that would be disallowed under City Code 42-18 absent a waiver under City Code section 42-20. The value of the agreement will not exceed $1,000. Further request to authorize the City Manager, or his designee, to enter a related indemnity agreement with the App's developer, Solus UK LTD ("Solus") to protect the City from potential liabilities arising under the agreement with Apple, Inc. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

The Phoenix Public Library has contracted with Innovative Interfaces, Inc. (City Contract 149073) for configuration and development of the mobile app that would allow Library patrons the ability to store their library card within the application, access to the library materials catalog, an ISBN/barcode scan search feature, mapping to the nearest library, over 20 language options, and the ability to link parent and child library accounts. Innovative Interfaces used a subcontractor, Solus, for development if the App. In order to make the App available to Library patrons via the Apple App Store, the City must enter an agreement with Apple, Inc. which contains limitation of liability and indemnity provisions that are disallowed under City Code section 42-18 absent a waiver from City Council under City Code 42-20. Solus has agreed to indemnify the City against certain representations in the Apple, Inc. agreement relating to permission to publish the App and the App's technical performance.

Contract Term

The term of the agreement with Apple, Inc. will terminate concurrently with City Contract 149073.

Financial Impact

The value of the agreement with Apple, Inc. will be less than $1,000. Funding is

available in the Library Department's budget. There is no financial impact associated with the Solus indemnity agreement.

Concurrence/Previous Council
City Council originally authorized Contract 149073 on Dec. 18, 2018 via Ordinance S-45244.

City Council amended the term of Contract 149073 to include a three-year initial team and two one-year extension options on Feb. 6, 2019 via Ordinance S-45370.

On Jan. 26, 2022, Council authorized amendment one and two to the contract via Ordinance S-48281.

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Library Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 87

Annual Review and Updates to the Neighborhood Services Department's Code Enforcement Policy

Request City Council approval of changes to the Neighborhood Services Department's (NSD) Code Enforcement Policy (CEP), based on the annual review.

Summary

The CEP provides guidelines for enforcement of the Neighborhood Preservation Ordinance, Zoning Ordinance, and portions of other city codes/ordinances enforced by NSD. Each year, staff present a review of the policy with any recommended updates to the City Council, as stated in the policy, which was last updated June 15, 2022.

The CEP is comprised of five sections. Sections I through III of the CEP establish the purpose of standard code enforcement and the notification and enforcement options available to inspection staff; define recidivist person/properties and the possible consequences for repeat offenders; and describe the inspection and enforcement protocols for resident complaints, with exceptions for proactive code enforcement in the immediate area of a complaint and in strategic initiative areas. Section IV includes information encouraging the use of hardship assistance programs for low- and moderate-income households where funding is available. Section V provides guidance for NSD to work cooperatively with other departments and agencies to resolve complex and hazardous cases.

In March 2023, staff provided a presentation to the Community and Cultural Investment Subcommittee on the required annual review of the CEP. The presentation included the following possible updates identified by staff, City Council and the community to clarify and clean up current language and propose additional language to allow deviations from the standard enforcement process to address specific violations:

- Additional language addressing hardships related to homelessness and modification of the enforcement process to include increased communication about available resources to support compliance.
- Clarification of exceptions regarding health, safety, episodic and egregious

violations.
- Additional language about enforcement limitations in private communities.
- Simplification of the pre-notification requirement regarding confusing recidivist language more appropriately provided in the Notices of Ordinance Violation (NOV).
- Revision of the definition of recidivist to 12 months to be consistent with NSD's strategic enforcement process.

During the presentation, a member of the subcommittee also recommended NSD include a statement of intent in the policy.

Public Outreach
Following the Subcommittee presentation, NSD held three community outreach meetings: two virtual and one in-person. Outreach included social media (FaceBook, Twitter, Next Door, NSD Internet website), Neighborhood Associations listed with the Department, Arizona Multihousing Association and Arizona Association of Realtors. Approximately 56 residents attended the meetings and provided feedback on the proposed changes. Overall, staff received positive feedback and support for the proposed changes, with one resident expressing concern about the proposed language addressing hardships related to homelessness. Additionally, the community provided input specific to short term rental properties and the length of time for NOVs. Based on the feedback, staff added the following recommended changes:

- Statement of Intent.
- Language to address Short Term Rentals as part of the episodic violations.
- Standard timelines for NOV re-inspections, which are part of NSD's existing standard code enforcement practice.

All staff recommended updates to the CEP are highlighted in **Attachment B**, with the current CEP provided as **Attachment A** for reference.

Concurrence/Previous Council Action
On May 3, 2023, the Community and Cultural Investment Subcommittee unanimously recommended City Council approval of the CEP updates by a vote of 4-0.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Neighborhood Services Department.

City of Phoenix

NEIGHBORHOOD SERVICES DEPARTMENT

CODE ENFORCEMENT POLICY



The Code Enforcement Policy, adopted by the Phoenix City Council, provides guidelines for enforcement of the Neighborhood Preservation Ordinance, Zoning Ordinance and portions of other codes and ordinances.

Effective June 15, 2022

Neighborhood Services Department Mission

To Preserve, Enhance and Engage Phoenix Neighborhoods

Contact Us

Report a code violation:
phoenix.gov/myPHX311
(602) 534-4444

Check the status of a code enforcement case:
nsdonline.phoenix.gov/CodeEnforcement
(602) 534-4444

For information about the Neighborhood Preservation Code Compliance program:
phoenix.gov/nsd/programs/compliance

For a copy of this publication in an alternate format or for reasonable accommodations contact:
Neighborhood Services Department ADA Liaison,
200 W. Washington St., Phoenix, AZ 85003.
Voice (602) 534-4444. TTY 711.
Esta información está disponible en español.

Effective June 15, 2022

Code Enforcement Policy

I. Standard Code Enforcement

A. Purpose

It is the intent of the city of Phoenix to promote the health, safety, and welfare of the residents of Phoenix, Arizona. Part of this responsibility includes protecting neighborhoods from blighting and deteriorating conditions that have a negative impact on area property values and encourage social disorder and crime. This is achieved through ordinances and by establishing a policy to guide enforcement of the ordinances.

B. Standard Enforcement Policy

City of Phoenix residents are encouraged and supported in their efforts to maintain the physical environment of their neighborhoods through standards set in local ordinances. To assist in this endeavor, the following code enforcement policy has been established to guide the city in addressing properties with code violations.

The following actions will be taken on properties where there has been no case history or history of violations and/or previous enforcement action:

1. Inspection/Pre-notification

When a property complaint is received, the city will respond in the following manner:

a. Immediate Inspections

If the alleged violation concerns a potential health or safety hazard to the neighborhood or neighbors, inclusive of open/vacant buildings, fire and/or health hazards, unsecured pools or other health and safety hazards, the city will respond with an immediate inspection.

b. Pre-Notification Letter

If the alleged violation is not a potential health or safety hazard, if the property is occupied and if a mailing address is available, the city will issue a pre-notification letter to the owner/responsible parties notifying them that specific complaints have been received and that an inspection will be conducted within 10 days.

Included with the pre-notification letter will be an explanation that recidivists will receive only one official notice of ordinance violation for a violation and that future offenses of city ordinances may result in legal action without issuance of further notices of ordinance violation. Information on the most common blighting violations will also be included with the pre-notification letter.

2. Formal Notice of Ordinance Violation (NOV)

Except in cases involving health and safety violations, cases with previous history of code violations, violations of a transient nature such as commercial business violations, home occupation violations and violations involving vendors, the responsible party or parties will be officially notified that a violation has been discovered through an inspection and will be advised of specific corrective action required. They will also be advised through this process of what further action

will be taken by the city if they do not comply. In addition, owners/responsible parties will be advised of available appropriate assistance as enumerated in Section IV.B. of this policy.

Also included with the NOV to owners/responsible parties who have not previously received the information with a pre-notification letter will be an explanation that recidivists will receive only one official notice of ordinance violation for a violation and that future offenses of city ordinances may result in legal action without issuance of further notices of ordinance violation. Information on the most common blighting violations will also be included with the NOV.

3. Civil Citation

Owners/responsible parties who fail to comply will be subject to the issuance of a civil citation that will be adjudicated by a hearing officer/judge. In the case of properties that are not owner occupied the following general guidelines will apply:

- In general, tenants/occupants will be held responsible for items concerning routine maintenance and for personal property items.
- In situations where tenants/occupants have failed to fulfill their responsibility for compliance with city ordinances, owners/responsible parties may also be held accountable.
- In cases involving unoccupied properties, owners/ responsible parties will be held accountable for all property conditions.

4. Criminal Complaint

Failure to comply with any of the preceding actions will be cause to proceed with a criminal complaint.

5. City Abatement

The city, at its own discretion, may choose to directly abate and assess (lien) for any and all violations that remain in non-compliance with city ordinances or regulations.

II. Recidivists Persons/Properties

A. Purpose

The recidivist process is designed to provide relief via an expedited enforcement process for neighborhoods experiencing problems with residents who repeatedly violate city ordinances and who have demonstrated an inability or unwillingness to remain a good neighbor by maintaining their property.

B. Definition

A recidivist case is a newly opened case on a property involving the same responsible party for the same violation or any of the common blight violations as specified in Section III (B) (4) (a), where within the last 24 months, the responsible party has been issued a Notice of Ordinance Violation and/or civil citation, and/or had criminal charges filed for, and/or contractual abatement initiated.

A chronic recidivist case is a case on a property where within the last 24 months the property has had unresolved notice(s) of violation of the City codes for six months or more, excluding time for administrative appeals or hardship assistance processes. A chronic recidivist designation shall apply until the property has remained in compliance for past violation(s) and any of the common blight violations, as specified in Section III
(B) (4) (a) for a period of 90 days following the date the prior case was closed.

If unusual or mitigating circumstances warrant, the City Manager or designee may exempt a responsible party from the recidivist designation. In such cases, the City Manager or designee will seek input from the complainant, neighborhood associations or block watches in the area, area residents or other staff, as appropriate, to assist in making a determination.

C. Notification Policy

Cases with violation which have been determined to be recidivist or chronic recidivist will not be issued a pre-notification letter or standard NOV, and will proceed immediately to one of the following code enforcement actions based on the unique facts of the case:

- issue a NOV requiring the abatement of the violations
- issue a civil citation
- issue a criminal summons

III. Inspection/Enforcement

A. Purpose

The Neighborhood Preservation Ordinance, Zoning Ordinance and other ordinances and codes enforced by the Neighborhood Services Department are enforced on a complaint basis. This is designed to encourage resident, neighborhood association, block watch or other city department participation in the enforcement process. The graffiti supplies non- access regulations (Section 39-10 D) of the Neighborhood Preservation Ordinance and mobile vending regulations are enforced proactively.

Anonymous complaints will be accepted with the following exceptions: illegal commercial business complaints; when past complaints for the same alleged violation on the same property have been found to be invalid on three or more occasions; and in situations when a street address is not provided. Complaints in these categories will require that the complainant provide a name and contact phone number.

B. Exceptions

Exceptions to the complaint-based enforcement policy are as follows:

1. Active Neighborhood Fight Back Areas

   The Neighborhood Fight Back Program is a resident mobilization effort that provides a temporary increase in city services to assist in community revitalization efforts. The increased services are targeted to reduce crime, eliminate, or prevent blight and help restore or stabilize neighborhoods. Deviation from the complaint-

based enforcement process will take place at the request of, and with the active support and cooperation of, area residents.

2. Neighborhood Initiative Areas
   Combined with the city's long-standing commitment to improve distressed areas, the Neighborhood Services Department is focusing resources for concentrated and comprehensive revitalization in five Neighborhood Initiative Areas. The concept is to concentrate resources, complete revitalization, then move to other areas of need. The neighborhoods identified and selected require a comprehensive approach for restoration and revitalization. Staff works with residents so that success can be defined, and a strategy developed to achieve it.
   These and future designated NIAs will allow for non-complaint-based inspections and enforcement.

3. Redevelopment Areas, Neighborhood Revitalization Areas or other Target Areas the Neighborhood Services Department works with resident advisory committees and neighborhood organizations in the city's designated Redevelopment Areas and other Target Areas to eliminate blight and to promote residential and commercial redevelopment and revitalization. In order to support and complement redevelopment and revitalization efforts within the designated redevelopment and Target Areas, systematic and non-complaint-based code enforcement may be required.

   At the request of Phoenix City Council members, certain Neighborhood Revitalization Areas are designated by the Neighborhood Services Department for neighborhood organization and revitalization activities. Based upon the request of, and in partnership with, the neighborhood organization, non- complaint-based code enforcement may be implemented in these areas.

4. Properties in the Immediate Area which are an Obvious Detriment or Blight
   When an initial inspection is conducted, based on a complaint, the inspector may:

   a. Expand upon the initial complaint on the same property and determine whether violations exist on the following items identified by City Council:
      - High weeds/grass or dead/dry bushes, trees, weeds and/or other vegetation
      - Inoperable vehicles
      - Junk, litter and/or debris
      - Open/vacant buildings and structures
      - Outside storage
      - Fences in disrepair
      - Vehicles parked on non-dustproofed surfaces or in non-permitted areas of residential front or side yards
      - Graffiti

b. Inspect additional properties in the immediate area of the initial reported violation; and
c. Limit the inspection to those items, which appeared as violations on the initial property on which the complaint was received; and the items listed in III (B)(4)(a).
d. Initiate appropriate enforcement action.

5. Environmental, Imminent Hazard and/or Fire Safety Conditions
In order to maintain and protect neighborhoods from imminent hazards, environmental hazards, fire hazards and other types of similar conditions that may immediately endanger or place residents in peril, the city will summarily inspect/abate any and all conditions which are discovered without benefit of complaint.

6. Seamless Service Efforts
The Neighborhood Services Department may be called upon by other departments or governmental agencies to partner on issues of community concern in areas outside of the city's designated Target Areas. It is the department's goal to provide seamless and coordinated service in such circumstances to facilitate the resolution of an identified community problem. In order to support and complement these interagency/interdepartmental efforts, systematic and non-complaint-based code enforcement may be implemented with the approval of the City Manager or designee.

7. City-designated Slum Properties
In an effort to comprehensively and effectively address multiple violations at city- designated slum properties, the Neighborhood Services Department may implement non-complaint-based code enforcement.

8. Recidivist/Chronic Recidivist Properties
To address frequently recurring violations on recidivist properties, the Neighborhood Services Department may initiate non-complaint-based inspections/ code enforcement on recidivist properties after case resolution to check for a recurrence of the same violation(s) and/or any of the common blight violations as identified in Section III. (B) (4) (a).

To assure lasting compliance on chronic recidivist properties, the Neighborhood Services Department shall initiate non-complaint based exterior inspections/ code enforcement on designated chronic recidivist properties after case resolution, to check for a recurrence of the same violation(s) and/or any of the common blight violations as identified in Section III. B. (4) (a).

IV. Hardship Assistance

A. Purpose
It is the intent of the city to provide assistance to all low- and moderate-income households that are eligible for financial assistance. Assistance will be provided in the

form of information, referral, counseling, the provision of volunteer labor and/or the provision of direct financial assistance.

B. Available Resources
Based upon funding availability and in some cases participant eligibility the Neighborhood Services Department will provide or coordinate the following types of assistance:
Information
Housing, financial, landlord/tenant counseling
Referral to public, private, or nonprofit sources of assistance Tool lending
Volunteer labor assistance
Graffiti abatement supplies and assistance
Financial assistance to bring violations into compliance
Housing rehabilitation/reconstruction (limited geographic areas only)

V. Interdepartmental/Interagency Cooperation

A. Purpose
The Neighborhood Services Department will cooperate with other departments and agencies when appropriate to further the mutual goals of nuisance abatement and neighborhood maintenance for the benefit of the entire community.

B. Cooperation From Other Departments
Upon the request of the director or designee, the Police Department and any other department of the city will assist and cooperate with the director in the performance of duties related to the enforcement of ordinances. This cooperation may include assistance in enforcement or abatement actions, including removal of persons from buildings or structures to be demolished.

C. Hazardous Conditions
The city manager or designee may order immediate abatement of a hazard without notice. The Neighborhood Services Department may also request official concurrence from other departments as to whether immediate abatement action is necessary. These departments or agencies include, but are not limited to, Police, Fire, Public Works, Development Services, and the Maricopa County Environmental Services departments.

VI. Annual Review by City Council

This Code Enforcement Policy will be reviewed and evaluated annually by the City Council.

City of Phoenix

NEIGHBORHOOD SERVICES DEPARTMENT

CODE ENFORCEMENT POLICY



The Code Enforcement Policy, adopted by the Phoenix City Council, provides guidelines for enforcement of the Neighborhood Preservation Ordinance, Zoning Ordinance and portions of other codes and ordinances.

Effective May 31, 2023

Neighborhood Services Department Mission

To Preserve, Enhance and Engage Phoenix Neighborhoods

Contact Us

Report a code violation:
phoenix.gov/myPHX311
(602) 534-4444

Check the status of a code enforcement case:
nsdonline.phoenix.gov/CodeEnforcement
(602) 534-4444

For information about the Neighborhood Preservation Code Compliance program:

phoenix.gov/nsd/programs/compliance

For a copy of this publication in an alternate format or for reasonable accommodations contact:
Neighborhood Services Department ADA Liaison,
200 W. Washington St., Phoenix, AZ 85003. Voice (602) 534-4444. TTY 711.
Esta información está disponible en español.

Effective May 31, 2023

Statement of Intent

The Code Enforcement Policy is to be used to guide the efforts of the Neighborhood Services Department to address violations of the City Code. To achieve compliance, it is the intent of the department to lead with education, provide resources when hardships exist, and enforce when necessary. Code enforcement is intended to be used to foster partnership with residents to support the overall health, safety, and welfare of the City, and to protect neighborhoods against hazardous, blighting, and deteriorating influences or conditions. Neighborhood Preservation Inspectors provide excellent customer service and will operate with fairness, integrity, transparency, and consistent professionalism while working to meet the department's intent.

I. Standard Code Enforcement

A. Purpose

It is the intent of the city of Phoenix to promote the health, safety, and welfare of the residents of Phoenix, Arizona. Part of this responsibility includes protecting neighborhoods from blighting and deteriorating conditions that have a negative impact on area property values and encourage social disorder and crime. This is achieved through ordinances and by establishing a policy to guide enforcement of the ordinances.

B. Standard Enforcement Policy

City of Phoenix residents are encouraged and supported in their efforts to maintain the physical environment of their neighborhoods through standards set in local ordinances. To assist in this endeavor, the following code enforcement policy has been established to guide the city in addressing properties with code violations.

The following actions will be taken on properties where there has been no case history or history of violations and/or previous enforcement action:

1. Inspection/Pre-notification

When a property complaint is received, the city will respond in the following manner:

a. Immediate Inspections

If the alleged violation concerns a potential health or safety hazard to the neighborhood or neighbors, inclusive of open/vacant buildings, fire and/or health hazards, unsecured pools or other health and safety hazards, the city will respond with an immediate inspection.

b. Pre-Notification Letter

If the alleged violation is not a potential health or safety hazard, if the property is occupied and if a mailing address is available, the city will issue a pre-notification letter to the owner/responsible parties notifying them that specific complaints have been received and that an inspection will be conducted within

ten days. Information on the most common blighting violations will also be included with the pre-notification letter.

2. Formal Notice of Ordinance Violation (NOV)

   Except in cases involving health and safety violations, cases with previous history of code violations, violations of a transient nature such as commercial business violations, home occupation violations and violations involving vendors, the responsible party or parties will be officially notified that a violation has been discovered through an inspection and will be advised of specific corrective action required. They will also be advised through this process of what further action will be taken by the city if they do not comply. In addition, owners/responsible parties will be advised of available appropriate assistance as enumerated in Section IV.B. of this policy.

   a. Timelines for NOV Reinspection
      i. Standard – 15 days (minor violations)
      ii. Standard – 35 days (significant cost to correct)
      iii. Abatement – 35 days
      iv. Hazard – 0 to 24 hours
      v. Graffiti – 10 days
      vi. Rental Registration – 10 days
      vii. Illegal Signs - 5 days
      viii. Mobile Vending – 0 to 15 days

   The NOV will include an explanation that recidivists will receive only one official notice for a violation and that future offenses of city ordinances may result in legal action without issuance of further notices of ordinance violation. Information on the most common blighting violations will also be included with the NOV.

3. Civil Citation

   Owners/responsible parties who fail to comply will be subject to the issuance of a civil citation that will be adjudicated by a hearing officer/judge. In the case of properties that are not owner occupied the following general guidelines will apply:

   - In general, tenants/occupants will be held responsible for items concerning routine maintenance and for personal property items.
   - In situations where tenants/occupants have failed to fulfill their responsibility for compliance with city ordinances, owners/responsible parties may also be held accountable.
   - In cases involving unoccupied properties, owners/ responsible parties will be held accountable for all property conditions.

4. Criminal Complaint

   Failure to comply with any of the preceding actions will be cause to proceed with a criminal complaint.

5. City Abatement

   The city, at its own discretion, may choose to directly abate and assess (lien) for any and all violations that remain in non-compliance with city ordinances or regulations.

6. Exceptions

   Exceptions to the standard code enforcement policy are as follows:

   Episodic Violations

   a. An episodic violation is one that occurs intermittently, including violations at Short Term Rentals. To effectively address episodic violations in an expediated manner, the Neighborhood Services Department will deviate from the standard enforcement process and proceed to an immediate citation.

II. Recidivists Persons/Properties and Egregious Violations

A. Purpose
The recidivist process is designed to provide relief via an expedited enforcement process for neighborhoods experiencing problems with residents who repeatedly violate city ordinances and who have demonstrated an inability or unwillingness to remain a good neighbor by maintaining their property.

B. Definition
A recidivist case is a newly opened case on a property involving the same responsible party for the same violation or any of the common blight violations as specified in Section III (B) (4) (a), where within the last 12 months, the responsible party has been issued a Notice of Ordinance Violation and/or civil citation, and/or had criminal charges filed for, and/or contractual abatement initiated.

An egregious violation is when the condition or state of a property is in an extreme state of violation, which could present health and safety issues, or is beyond the reasonable scenario where the owner may not be aware there is a violation.

If unusual or mitigating circumstances warrant, the City Manager or designee exempt a responsible party from the recidivist designation. In such cases, the City Manager or designee will seek input from the complainant, neighborhood associations or block

watches in the area, area residents or other staff, as appropriate, to assist in making a determination.

C. Notification Policy

Cases with violation which have been determined to be recidivist or chronic recidivist will not be issued a pre-notification letter or standard NOV, and will proceed immediately to one of the following code enforcement actions based on the unique facts of the case:

- issue a NOV requiring the abatement of the violations
- issue a civil citation
- issue a criminal summons

III. Inspection/Enforcement

A. Purpose

The Neighborhood Preservation Ordinance, Zoning Ordinance and other ordinances and codes enforced by the Neighborhood Services Department are enforced on a complaint basis. This is designed to encourage resident, neighborhood association, block watch or other city department participation in the enforcement process. The graffiti supplies non- access regulations (Section 39-10 D) of the Neighborhood Preservation Ordinance and mobile vending regulations are enforced proactively.

Anonymous complaints will be accepted with the following exceptions: illegal commercial business complaints; when past complaints for the same alleged violation on the same property have been found to be invalid on three or more occasions; and in situations when a street address is not provided. Complaints in these categories will require that the complainant provide a name and contact phone number.

B. Exceptions

Exceptions to the complaint-based enforcement policy are as follows:

1. Active Neighborhood Fight Back Areas

The Neighborhood Fight Back Program is a resident mobilization effort that provides a temporary increase in city services to assist in community revitalization efforts. The increased services are targeted to reduce crime, eliminate, or prevent blight and help restore or stabilize neighborhoods.

Deviation from the complaint-based enforcement process will take place at the request of, and with the active support and cooperation of, area residents.

2. Neighborhood Initiative Areas

   Combined with the city's long-standing commitment to improve distressed areas, the Neighborhood Services Department is focusing resources for concentrated and comprehensive revitalization in five Neighborhood Initiative Areas. The concept is to concentrate resources, complete revitalization, then move to other areas of need. The neighborhoods identified and selected require a comprehensive approach for restoration and revitalization. Staff works with residents so that success can be defined, and a strategy developed to achieve it.

   These and future designated NIAs will allow for non-complaint-based inspections and enforcement.

3. Redevelopment Areas, Neighborhood Revitalization Areas, or other Target Areas

   The Neighborhood Services Department works with resident advisory committees and neighborhood organizations in the city's designated Redevelopment Areas and other Target Areas to eliminate blight and to promote residential and commercial redevelopment and revitalization. In order to support and complement redevelopment and revitalization efforts within the designated redevelopment and Target Areas, systematic and non-complaint-based code enforcement may be required.

   At the request of Phoenix City Council members, certain Neighborhood Revitalization Areas are designated by the Neighborhood Services Department for neighborhood organization and revitalization activities. Based upon the request of, and in partnership with, the neighborhood organization, non- complaint-based code enforcement may be implemented in these areas.

4. Properties in the Immediate Area which are an Obvious Detriment or Blight

   When an initial inspection is conducted, based on a complaint, the inspector may:

   a. Expand upon the initial complaint on the same property and determine whether violations exist on the following items identified by City Council:

      - High weeds/grass or dead/dry bushes, trees, weeds and/or other vegetation
      - Inoperable vehicles
      - Junk, litter and/or debris
      - Open/vacant buildings and structures
      - Outside storage
      - Fences in disrepair
      - Vehicles parked on a non-dust proofed surface or in non-permitted areas of residential front or side yards

- Graffiti

b. Inspect additional properties in the immediate area of the initial reported violation
c. Limit the inspection to those items, which appeared as violations on the initial property on which the complaint was received; and the items listed in III (B)(4)(a).
d. Initiate appropriate enforcement action

5. Environmental, Imminent Hazard and/or Fire Safety Conditions

   In order to maintain and protect neighborhoods from imminent hazards, environmental hazards, fire hazards and other types of similar conditions that may immediately endanger or place residents in peril, the city will summarily inspect/abate any and all conditions which are discovered without benefit of complaint.

6. Seamless Service Efforts

   The Neighborhood Services Department may be called upon by other departments or governmental agencies to partner on issues of community concern in areas outside of the city's designated Target Areas. It is the department's goal to provide seamless and coordinated service in such circumstances to facilitate the resolution of an identified community problem. In order to support and complement these interagency/interdepartmental efforts, systematic and non-complaint-based code enforcement may be implemented with the approval of the City Manager or designee.

7. City-designated Slum Properties

   In an effort to comprehensively and effectively address multiple violations at city- designated slum properties, the Neighborhood Services Department may implement non-complaint-based code enforcement.

8. Recidivist/Chronic Recidivist Properties

   To address frequently recurring violations on recidivist properties, the Neighborhood Services Department may initiate non-complaint-based inspections/ code enforcement on recidivist properties after case resolution to check for a recurrence of the same violation(s) and/or any of the common blight violations as identified in Section III. (B) (4) (a).

   To assure lasting compliance on chronic recidivist properties, the Neighborhood Services Department shall initiate non-complaint based exterior inspections/ code enforcement on designated chronic recidivist properties after case resolution, to check for a recurrence of the same violation(s) and/or any of the common blight violations as identified in Section III. B. (4) (a).

9. Private Communities

Enforcement of violations within private communities with private roads and/or limited public access are generally the responsibility of the owner(s), responsible party, property manager, and/or park managers. NSD will enforce violations visible from the property boundaries and health and safety violations reported by residents within the community.

IV. Hardship Assistance

A. Purpose

It is the intent of the city to provide assistance to all low- and moderate-income households that are eligible for financial assistance, and support for owners/responsible parties who are impacted by homelessness. Assistance and support will be provided in the form of information, referral, counseling, outreach, the provision of volunteer labor and/or the provision of direct financial assistance. Additional time to achieve compliance may also be necessary due to the resources offered.

B. Available Resources

Based upon funding availability and in some cases participant eligibility the Neighborhood Services Department will provide or coordinate the following types of assistance:

- Information
- Housing, financial, landlord/tenant counseling
- Referral to public, private, or nonprofit sources of assistance
- Tool lending
- Volunteer labor assistance
- Graffiti abatement supplies and assistance
- Financial assistance to bring violations into compliance
- Housing rehabilitation/reconstruction (limited geographic areas only)

V. Interdepartmental/Interagency Cooperation

A. Purpose

The Neighborhood Services Department will cooperate with other departments and agencies when appropriate to further the mutual goals of nuisance abatement and neighborhood maintenance for the benefit of the entire community.

B. Cooperation From Other Departments

Upon the request of the director or designee, the Police Department and any other department of the city will assist and cooperate with the director in the performance of duties related to the enforcement of ordinances. This cooperation may include assistance in enforcement or abatement actions,

including removal of persons from buildings or structures to be demolished.

C. Hazardous Conditions
The city manager or designee may order immediate abatement of a hazard without notice. The Neighborhood Services Department may also request official concurrence from other departments as to whether immediate abatement action is necessary. These departments or agencies include, but are not limited to, Police, Fire, Public Works, Development Services, and the Maricopa County Environmental Services departments.

VI. Annual Review by City Council

This Code Enforcement Policy will be reviewed and evaluated annually by the City Council.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 88

Request to Extend Contract with Central Arizona Shelter Services, Inc. for The Haven Project (Ordinance S-49786)

Request to authorize the City Manager, or his designee, to extend Contract 156214 with Central Arizona Shelter Services, Inc. (CASS) for COVID-19 related, essential public facility improvements for The Haven to Dec. 31, 2023. Further request to authorize the City Controller to disburse all funds related to this item. Funding is available from Community Development Block Grant Coronavirus Aid, Relief, and Economic Security Act (CDBG-CV) funding from the U.S. Department of Housing and Urban Development (HUD). There is no impact to the General Fund.

Summary

On July 1, 2021, the City Council approved entering into a contract with CASS to utilize CDBG-CV funds for public facility improvements for the acquisition and facility improvement costs of a new emergency shelter bed facility focused on individuals experiencing homelessness over the age of 55 years old. The project will support the creation of 170 new shelter beds.

The contract is set to expire June 30, 2022, and an extension through Dec. 31, 2023, is necessary to allow CASS additional time to complete the scope of the contract. The value of the contract will remain unchanged and will not exceed $4,000,000.

Contract Term

The term of the contract extension period will be from July 1, 2023, through Dec. 31, 2023, with an option to extend for an additional three months, exercised at the discretion of the City Manager, or his designee.

Financial Impact

The total contract value will remain unchanged and will not exceed $4,000,000. Funding is available from Community Development Block Grant CARES Act funds. There is no impact to the General Fund.

Concurrence/Previous Council Action

On July 1, 2021, the City Council approved Contract 156214 with Ordinance S-47805.

Location
8152 N. Black Canyon Highway
Council District: 5

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Neighborhood Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 89

Apply for U.S. Department of Transportation Charging and Fueling Infrastructure Grant Opportunity for Federal Fiscal Years 2021-22 and 2022-23 - Federal Bipartisan Infrastructure Law Funding (Ordinance S-49781)

Request to authorize the City Manager, or his designee, to apply for, accept and, if awarded, enter into an agreement for disbursement of Federal funding from the U.S. Department of Transportation through the Federal Fiscal Years 2021-22 and 2022-23 Charging and Fueling Infrastructure grant opportunity. If awarded, the funding will be used to provide additional publicly available electric vehicle charging infrastructure. Further request to authorize the City Treasurer to accept, and the City Controller to disburse, all funds related to this item. Funding for this grant opportunity is available through the Federal Bipartisan Infrastructure Law. The total grant funds applied for will not exceed $15 million, and the City's local match would not exceed $3.75 million.

Summary

The U.S. Department of Transportation (USDOT) Charging and Fueling Infrastructure grant program has made available $700 million in funding for Federal Fiscal Years (FFYs) 2021-22 and 2022-23 through this funding opportunity. USDOT's purpose for this funding is to strategically deploy electric vehicle (EV) charging infrastructure located in publicly accessible locations. Their goals for this program are to: 1) supplement, not supplant, necessary private sector investment; 2) complement existing federal programs; 3) facilitate broad public access to a national charging and alternative fuel infrastructure network to accelerate adoption of zero emissions vehicles; 4) implement Justice40 objectives, lower transportation costs, and increase economic opportunity; 5) advance job quality, workforce development, and workforce equity; and 6) reduce greenhouse gas and vehicle-related emissions.

If awarded, the City of Phoenix will use grant funds:

- for design and construction of EV charging infrastructure at Phoenix Sky Harbor International Airport ground transportation lots;
- for assessment, design and construction of EV charging infrastructure at various City-owned facilities such as parks, senior centers and park-and-rides;
- and to partner with private businesses for installation of EV charging infrastructure at publicly accessible privately-owned facilities and to encourage the recruitment and retention of businesses and workplaces that support the creation of good-

paying jobs and encourage workforce development in disadvantaged communities.

The grant submittal deadline is June 13, 2023.

Financial Impact
The estimated total cost for the project is approximately $18.75 million. The maximum federal participation rate is 80 percent with a minimum local match of 20 percent of the total eligible project cost. If awarded, the federal match would not exceed $15 million and the City's costs would be approximately $3.75 million for the local match.

Funding for the local match on awarded grants will be incorporated into future Capital Improvement Program budgets, and is anticipated to utilize General, Special Revenue and Enterprise funds, and funding from private sector partners. Potential grant funding received is available through the Federal Bipartisan Infrastructure Law, from the USDOT through the FFYs 2021-22 and 2022-23 Charging and Fueling Infrastructure grant opportunity.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua, Interim Deputy City Manager John Chan, and the Aviation, Community and Economic Development and Public Works departments, and the Office of Sustainability.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 90

Parks and Recreation Specialty Programming Supplies, Events and Services (Ordinance S-49721)

Request to authorize the City Manager, or his designee, for payment authority to purchase recreation specialty supplies, snacks, group admissions and transportation for Parks and Recreation Department summer programs. The request of $226,000 is for a period starting July 1, 2023 through Dec. 31, 2024. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

The Parks and Recreation Department offers an annual PhxPlays Summer Camp at 24 locations across the City. The funds requested are used to purchase specialty recreation supplies, snacks, group admission and transportation to support youth services for summer programs. The summer camp programs include activities such as arts and crafts, sports, swimming, movies, nutritional and educational presentations, and field trips to various venues. The Parks and Recreation Department will serve approximately 800 youth participants per week.

Financial Impact

No expenditures from the General Fund are used to procure these services. The source of funding is revenue generated by the fee-based recreation programs held throughout the year. The funds are retained in a special revenue fund to be used for summer programs.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 91

Flood Irrigation System Repair and Replacement Contract - IFB-PKS-23-0052 Request for Award (Ordinance S-49768)

Request to authorize the City Manager, or his designee, to enter into contracts with Blue World Construction, Inc, Farsight Construction, and Premier Irrigation to provide flood irrigation system repair and replacement services for the Parks and Recreation Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the combined contracts will not exceed $1,000,000.

Summary

The contracts will provide the Parks and Recreation Department with the ability to procure flood irrigation repair and replacement services on an as needed basis. The contracts will also be utilized to complete emergency services and repairs. A delay for these services could disrupt or stop the flow of water to the turf, trees, shrubs and other plant materials located in community parks. Replacing vegetation would be expensive to replace if they were to perish without irrigation services.

Procurement Information

An Invitation for Bid procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10.

Four vendors submitted responsive and responsible bids per the posted specifications to provide the required goods and services. Following an evaluation based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services, the following three low-price bid vendors have been selected for award recommendation:

Selected Bidders
Farsight Construction: $2,667
Premier Irrigation: $4,461
Blue World Construction, Inc: $6,146

Contract Term

The contracts will be for five years to begin on or about July 1, 2023.

Financial Impact
The aggregate contracts value will not exceed $1,000,000. Funding is available in the Parks and Recreation Department's Operating and Capital Improvement Program budgets.

Responsible Department
This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 92

Swimming Pool Maintenance Supplies, Accessories, and Repair - IFB 18-053 - Amendment (Ordinance S-49807)

Request to authorize the City Manager, or his designee, to execute amendments to Contract 147807 and Contract 147813 with Leslie's Poolmart, Inc. and A & M Corson's Aquavalue, LLC to extend the contract beyond term and add additional funding in the amount of $250,000. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $875,000.

Summary

This contract will provide supplies for pool maintenance and accessories, which includes pool chemicals and parts necessary to keep the pools operational through the summer. The Parks and Recreation Department is requesting a one-year beyond term extension and additional funding. These are the only two vendors in the Metro Phoenix area that have the needed pool chemicals in the appropriate safe storage size. Other out-of-area vendors may have supply; however, shipping would increase the cost and the bulk storage containers they offer are too large for safe storage in the department's facilities. Leslie's Poolmart, Inc. is holding 400, 25-lb. buckets of chlorine strictly for the Parks and Recreation Department.

Contract Term

Upon approval the contract will be extended through May 31, 2024.

Financial Impact

Upon approval of $250,000 in additional funds, the revised aggregate value of the contract will not exceed $875,000. Funds are available in the Park and Recreation Department's budget.

Concurrence/Previous Council Action

The City Council previously reviewed this request:

• Swimming Pool Maintenance Supplies, Accessories, and Repair - S-44733 on June 6, 2018.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 93

Authorization to Enter into a Development Agreement with IDM Companies for Reimbursement of Public Infrastructure Improvements (Ordinance S-49772)

Request to authorize the City Manager, or his designee, to negotiate and enter into a development agreement and any other agreements as necessary (Agreements), with IDM Companies, or its City-approved designee (Developer), for the reimbursement of public infrastructure improvements. Further request to authorize the City Controller to disburse all funds under the terms of the Agreements.

Summary

Developer is planning to develop approximately 80-acres into several speculative Class A industrial buildings, totaling an estimated 1,240,000 square feet of new construction, along the Loop 202 Ed Pastor South Mountain Freeway (Site). This area is the newest employment corridor in Phoenix and has been named the Loop 202 South Mountain Technology Corridor. The property is currently farmland and has been farmed by the same family for over 70 years. Due to the extensive cost of public infrastructure in comparison to other parts of the City, and in an effort to help attract world-class employers along the Loop 202, the following business terms are being recommended.

- Developer will privately finance and construct the public infrastructure improvements including Dobbins and Olney Roads, 63rd and 67th Avenue, a portion of the 63rd and Dobbins intersection and Water and Wastewater lines, as approved by the Planning & Development, Streets Transportation and Water Services departments.
- Agreements may include other such public infrastructure and related components (and costs thereof) as approved by the Community and Economic Development Director.
- These improvements shall be in conformance with the zoning for the Site.
- The project must start construction within 18 months of Council authorization.
- Developer must comply with Title 34 of the Arizona Revised Statutes in constructing the improvements to qualify for reimbursement, and the specifics and cost of the public infrastructure improvements must be pre-approved by the City in order to qualify for reimbursement.

- The City will reimburse the Developer for public infrastructure improvements as listed above and will not exceed a total reimbursement of $10 million.
- No other sources of funds would be used if resources are not adequate to meet the projected construction expenses.
- Agreements will include other terms and conditions as deemed necessary by the City.

Reimbursement Terms are as follows:
1. Reimbursement shall be paid on a quarterly basis, in arrears, from the following sources: 100 percent of the City's eligible General Fund portion of the Transaction Privilege Taxes (TPT) collected and received by the City, as verified by the City, from the following categories: construction sales tax, retail sales tax, speculative builder tax and commercial lease tax.
2. The maximum reimbursement amount for the public infrastructure improvements, as they relate to the project, will not exceed $10 million.
3. Reimbursement shall not exceed actual verifiable costs for the approved Improvements.
4. The term shall begin upon commencement of construction of the first phase of the Improvements, as made evident by the issuance of required permits (Construction Commencement Date), and continue for a period of 10 years or upon the date Developer has received reimbursements totaling the Reimbursement Cap.

The project is vital to activate the Loop 202 South Mountain Technology Corridor. Multiple high-wage employers have short-listed this site for their new location. Phoenix has reached a critical point in the real estate market that makes this investment a possibility, and will bring significant investment in the employment projects in the corridor. The redevelopment of the Site is an important economic development opportunity that will transform the community and yield significant financial and public benefits for the City above and beyond the TPT revenues generated.

Contract Term
The development agreement will terminate 10 years after the Construction Commencement Date.

Financial Impact
The City's financial impact will be the reimbursement of the eligible General Fund share of the TPT generated from the Site over ten years with a maximum of $10 million in payments. Financial terms of the Agreements will be provided to the Budget and Research and Finance Departments for review prior to execution of Agreements.

Concurrence/Previous Council Action
This item was recommended for approval by the Economic Development and Equity Subcommittee on April 26, 2023 by a 4-0 vote.

Location
Generally located west of Loop 202 Ed Pastor South Mountain Freeway and Dobbins Road
Council District: 7

Responsible Department
This item is submitted by Interim Deputy City Manager John Chan and the Community and Economic Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 94

Authorization to Enter into a Development Agreement with Leon Capital Group for Reimbursement of Public Infrastructure Improvements (Ordinance S-49773)

Request to authorize the City Manager, or his designee, to negotiate and enter into a development agreement and any other agreements as necessary (Agreements), with Leon Capital Group, or its City-approved designee (Developer), for the reimbursement of public infrastructure improvements. Further request to authorize the City Controller to disburse all funds under the terms of the Agreements.

Summary

Developer is planning to develop approximately 140-acres into several speculative industrial buildings, totaling an estimated 1,672,000 square feet of new construction, along the Loop 202 Ed Pastor South Mountain Freeway (Site). This area is the newest employment corridor in Phoenix and has been named the Loop 202 South Mountain Technology Corridor. The property is currently farmland and has been farmed by the same family for over 70 years. Due to the extensive cost of public infrastructure in comparison to other parts of the City, and in an effort to help attract world-class employers along the Loop 202, the following business terms are being recommended.

- Developer will privately finance and construct the public infrastructure improvements including Dobbins and Olney Roads, 67th Avenue, a portion of the 63rd and Dobbins intersection, Elliot Roundabout and Water and Wastewater lines, as approved by the Planning & Development, Streets Transportation and Water Services Departments.
- Agreements may include other such public infrastructure and related components (and costs thereof) as approved by the Community and Economic Development Director.
- These improvements shall be in conformance with the zoning for the Site.
- The project must start construction within 18 months of Council authorization.
- Developer must comply with Title 34 of the Arizona Revised Statutes in constructing the improvements to qualify for reimbursement, and the specifics and cost of the public infrastructure improvements must be pre-approved by the City in order to qualify for reimbursement.
- The City will reimburse the Developer for public infrastructure improvements as

listed above and will not exceed a total reimbursement of $10 million.
- No other sources of funds would be used if resources are not adequate to meet the projected construction expenses.
- Agreements will include other terms and conditions as deemed necessary by the City.

Reimbursement Terms are as follows:
1. Reimbursement shall be paid on a quarterly basis, in arrears, from the following source: 100 percent of the City's eligible General Fund portion of the Transaction Privilege Taxes (TPT) collected and received by the City, as verified by the City, from the following categories: construction sales tax, retail sales tax, speculative builder tax and commercial lease tax.
2. The maximum reimbursement amount for the public infrastructure improvements, as they relate to the project, will not exceed $10 million.
3. Reimbursement shall not exceed actual verifiable costs for the approved Improvements.
4. The term shall begin upon commencement of construction of the first phase of the Improvements, as made evident by the issuance of required permits (Construction Commencement Date), and continue for a period of 10 years or upon the date Developer has received reimbursements totaling the Reimbursement Cap.

The project is vital to activate the Loop 202 South Mountain Technology Corridor. Multiple high-wage employers have short-listed this site for their new location. Phoenix has reached a critical point in the real estate market that makes this investment a possibility, and will bring significant investment in the employment projects in the corridor. The redevelopment of the Site is an important economic development opportunity that will transform the community and yield significant financial and public benefits for the City above and beyond the TPT revenues generated.

Contract Term
The development agreement will terminate 10 years after the Construction Commencement Date.

Financial Impact
The City's financial impact will be the reimbursement of the eligible General Fund share of the TPT generated from the Site over ten years with a maximum of $10 million in payments. Financial terms of the Agreements will be provided to the Budget and Research and Finance Departments for review prior to execution of Agreements.

Concurrence/Previous Council Action
This item was recommended for approval by the Economic Development and Equity Subcommittee on April 26, 2023 by a 4-0 vote.

Location
Generally located west of Loop 202 Ed Pastor South Mountain Freeway and Dobbins Road
Council District: 7

Responsible Department
This item is submitted by Interim Deputy City Manager John Chan and the Community and Economic Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 95

Improvement and Escrow Agreement with Martens Park 91 Land, LLC, and Commonwealth Land Title Insurance Company NCS (Ordinance S-49776)

Request to authorize the City Manager, or his designee, to enter into an improvement and escrow agreement and any other agreements as necessary (Agreements), with Martens Park 91 Land, LLC, or its City-approved designee (Developer) and Commonwealth Land Title Insurance Company NCS, or its City-approved designee (Escrow), for installation of public infrastructure improvements, outdoor space improvements, and dedication of public right-of-way (ROW) or easements, and holding in escrow an amount equal to 150 percent of the estimated cost to complete offsite improvements, which include necessary roadway improvements along 91st Avenue and relocation of an existing irrigation ditch until such work is completed. Further request to authorize the City Treasurer to accept, and the City Controller to disburse such funds if the required work is not completed under the terms of the Agreement.

Summary

Developer proposes to construct approximately 278,825 square feet of new Class A Industrial product in two buildings on approximately 20 acres at the southwest corner of 91st Avenue and Buckeye Road (Project). On 91st Avenue, along the frontage of the Project, there is a USA Fee Title irrigation ditch that is required to be relocated. The lengthy process required to relocate the ditch involves approval of the relocation plan by both the federal Bureau of Reclamation and Salt River Project. This process can typically take 18 to 24 months and must be completed before permits can be pulled and Project construction can commence. The subject of the current request pertains to the speed at which the Developer can pull permits and commence construction on the Project. Currently, vacancy rates for available industrial buildings are at historic lows. Not having this type of space readily available could result in high-wage employers looking at markets outside of Phoenix.

To continue to attract high-wage employers to this area, subject to City Council approval, the following major business terms have been negotiated and would be implemented through the Agreements:

- Developer will construct necessary roadway improvements on 91st Avenue along the frontage of the Project;

- Developer will relocate the USA Fee Title irrigation ditch along 99th Avenue to the subject property outside of any future proposed ROW;
- Developer will deposit 150 percent of the cost of the offsite improvements, in an amount approved by the City Engineer but estimated at $2,921,474 into Escrow;
- Developer may, with City's approval, deposit 150 percent of the offsite improvements in phases, for the portions of the Project that Developer is planning to commence construction;
- City will allow Developer to pull permits and commence construction of the phases of the Project for which it has deposited 150 percent of the offsite improvements into escrow before approvals for the relocation of the irrigation ditch is complete;
- The development will not request Certificate of Occupancy from the City for any building until the USA Fee Title irrigation ditch has been relocated, constructed, and accepted by both the City and Bureau of Reclamation;
- Developer will leave up to 150 percent of funds required to complete the offsite improvements in case the City assumes responsibility to complete the required improvements;
- The Developer will provide the necessary dedications to the City, at no charge, in the event that the City assumes responsibility to complete the required improvements;
- Upon completion of the offsite improvements, any remaining funds in the account will be disbursed to the Developer by Escrow;
- Offsite improvements are scheduled to be completed by Oct. 30, 2025;
- Other terms and conditions deemed necessary and/or appropriate at the City's discretion.

Contract Term
Developer will use diligent, good faith efforts, subject to force majeure delays, to substantially complete the offsite improvements by Oct. 30, 2025.

Financial Impact
There is no financial impact to the City. If the offsite improvements are not completed by the Developer as required, the City will accept the Escrow funds to complete the required improvements.

Location
Southwest corner of Buckeye Road and 91st Avenue.
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and Interim Deputy

City Manager John Chan, and the Community and Economic Development and Street Transportation departments, and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 96

Arizona Department of Economic Security Intergovernmental Agreement - Authorization to Accept and Disburse Workforce Innovation and Opportunity Act Program Grant Funds (Ordinance S-49779)

Request to authorize the City Manager, or his designee, to enter into an intergovernmental agreement (IGA) with the Arizona Department of Economic Security (DES) to accept up to $75 million of Workforce Innovation and Opportunity Act (WIOA) grant funds for a five-year contract term beginning July 1, 2023, on behalf of the Phoenix Business and Workforce Development Board (Board). Further request to authorize the City Treasurer to accept and the City Controller to disburse those funds. Additionally request to authorize to include an indemnification provision as required by DES in accordance with Phoenix City Code section 42-20(B). The annual WIOA allocations will be set by the Workforce Arizona Council each June for the upcoming fiscal year. There is no impact to the General Fund.

Summary

WIOA is a federal program branded “American Job Centers" with a state brand of “ARIZONA@WORK” and is implemented through an IGA with DES. This program provides funding for workforce development activities designed to enhance the employability, occupational attainment, retention, and earnings of adults, dislocated workers, and youth; and to assist employers recruit, develop, and retain the best employees for their workforce needs. Through the IGA, and on behalf of the Board, the Community and Economic Development Department (CED) will implement the required activities of the Board, including adult, dislocated worker, youth, rapid response, and work-based learning services; ensure oversight and compliance with WIOA regulations, applicable federal and state laws, rules, regulations, and state policies and procedures; and maintain all timelines and criteria set out for the Board and City, including meeting of performance measures.

The WIOA grant will continue to fund the Phoenix Business and Workforce Development Center and business services that support Phoenix employers with rapid -response activities, recruitment, training, and retention programs provided by CED. To accomplish this, CED will subcontract with employers to provide a Work Based Learning Program that will expand the skills of an existing workforce to gain competitive skills necessary to avoid potential separation of employment, connect local

employers to great job candidates who need additional industry experience, and meet the special requirements and skills needed by employers. In addition, CED will subcontract with community-based organizations to provide case management and career services for youth, laid off worker and adult clients. These subcontracts are procured through City Administrative Regulation 3.10. The number of subcontractors varies based on available funds and direction of the Board. Subcontractors bring collaboration, expertise and resources to the WIOA program. The WIOA grant will also continue to fund City staff that support the Board's activities in CED as well as Memoranda of Understanding between CED and other City departments that provide or deliver workforce development services under WIOA on behalf of the Board.

As required by the terms of the grant, the City allows WIOA participants to choose among the 300+ vendors on the State of Arizona's Eligible Training Provider List (ETPL) for training. The ETPL and the related eligibility procedures ensure the accountability, quality and labor-market relevance of training services provided to eligible WIOA participants. In addition, the City is required to provide WIOA participants with emergency support and short-term prevocational services such as childcare, health care, housing, transportation, one-time classes, utilities, and professional clothing for interviews, to ensure an eligible participant's successful completion of a workforce development program. These services are impractical to compete as payments must be made to a specific participant's landlord, utility provider, car repair facility, health care provider, or childcare provider and the time frame in which these services are needed is immediate. The provision of emergency support services must comply with the financial limits established by the ARIZONA@WORK City of Phoenix Support Services Policy. All other goods and services obtained to fulfill the grant requirements will be procured in compliance with City Administrative Regulation 3.10.

Contract Term
The IGA will begin on July 1, 2023, and will end June 30, 2028, unless otherwise amended.

Financial Impact
No general funds are required. Funding is provided by the U. S. Department of Labor to DES each year and then DES allocates funding to the respective Boards. The annual funding has not been determined for this coming year as of the time of this report; however, based on historical budget trends for the past several years, we expect that amount to be no more than $15 million for Fiscal Year 2023-24. Within that $15 million, CED and Human Service Department provides the necessary Board and Program services including ETPL contracts of approximately $8 million annually as well as Support Services of approximately $120,000 annually, and other contracts as needed to implement the WIOA grant.

Responsible Department

This item is submitted by Interim Deputy City Manager John Chan and the Community and Economic Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 97

Phoenix Rising FC, LLC Development Agreement for Public Infrastructure Improvements (Ordinance S-49793)

Request to authorize the City Manager, or his designee, to negotiate and enter into a Development Agreement (DA), and any other agreements as necessary, with Phoenix Rising FC, LLC, or its City approved designee, for the demolition and removal of certain existing improvements, and the installation of public infrastructure improvements at 3801 E. Washington Street. Further request authorization for the City Controller to disburse funds under the terms of the agreement.

Summary

Phoenix Rising FC, LLC (RISING) entered into a ground lease on approximately 10 acres of City-owned land on March 27. The ground lease term is five years including five one-year options to extend the term. The land owned by Phoenix Sky Harbor International Airport was formerly the Greyhound Racing Park. The Greyhound grandstand and other structures were recently demolished by the Aviation Department and the site was left in an unimproved and partially demolished state. Upon entering the lease earlier this year, RISING constructed a temporary soccer stadium and associated facilities including offices, a concession stand, team locker rooms, portable sports book, parking lot and practice facility. RISING performed extensive public improvements, following Title 34, and completed additional excavation and demolition on the site. Some of the public improvements and additional demolition would have needed to be completed in the future as the Airport expands it operational footprint to this site, and will benefit the Airport well beyond the term of the lease. Some of the improvements to make the Aviation-owned site developable include moving public water and sewer lines, removal of over 70 caissons from the previous Greyhound structures, installation of a public sidewalk and street improvements, environmental and site remediation and several other public infrastructure related items.

Through a DA, the City will reimburse RISING up to $1,750,000 for construction of required, necessary and beneficial public improvements. All reimbursable improvements must be approved by the City. All cost must be verifiable and cannot exceed actual costs. Reimbursement shall be paid on an annual basis, in arrears, and reimbursement payments shall not exceed the term of the lease.

Contract Term
The term of the DA is for a maximum of seven years.

Financial Impact
The action will have no impact on the General Fund. The $1,750,000 is available in the Downtown Community Reinvestment Fund and will be programmed as a $250,000 annual expense from FY 2023-24 to FY 2029-30.

Location
3801 W. Washington Street
Council District: 8

Responsible Department
This item is submitted by Interim Deputy City Manager John Chan and the Community and Economic Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 98

Resolution to Participate in and Support Bid to Host WNBA and NBA All-Star Games and Related Events (Resolution 22128)

Request to authorize a Resolution to express support for, and authorize the City's participation in, the Phoenix Suns' and Phoenix Mercury's bid to host the 2024 Women's National Basketball Association (WNBA) All-Star Game and related events as well as the National Basketball Association (NBA) All-Star Game and related events in the current bid cycle (either 2025 or 2026).

Summary

As part of the NBA and WNBA required bid submittals, the Phoenix Suns/Mercury organization has requested a declaration of support from the City of Phoenix for the 2024 WNBA All-Star Game and 2025 or 2026 NBA All-Star Game bid. This resolution will express the City's support for the bid through the commitment of general government services including: assistance with permitting coordination, licensing and plan reviews; facilitating branding, décor, signage and street pole banners; providing a dedicated Citywide liaison; parking for VIP vehicles and busses; street transportation and traffic coordination; public safety support and emergency preparedness services at no cost; anti-counterfeiting enforcement; temporary signage rights; and use of certain City-controlled venues at no cost for official NBA/WNBA events and other Suns/Mercury and NBA/WNBA sanctioned activities.

The 2024 WNBA All-Star Game and All-Star 3 Point and Skills Competition would be played at Footprint Center. Major fan-related events, lodging and meeting activities associated with the WNBA All-Star Game would be held in Phoenix. The WNBA Live Fan Festival would be held at the Phoenix Convention Center. These events would take place in July of 2024.

The NBA All-Star Game, All-Star Skills Competition and Rising Stars Challenge would be played at Footprint Center. A secondary arena (to be decided) would host a Celebrity Game, NBA All-Star Practice and the G League All-Star Game. Major fan-related events including Jr. NBA youth basketball, lodging and meeting activities associated with the NBA All-Star Game would be held in Phoenix. A hotel room block commitment of 7,250 rooms on peak would be housed in Downtown Phoenix. The NBA All-Star Fan Zone and related hospitality functions would be held at the Phoenix Convention Center.

Phoenix has successfully hosted these events in the past including WNBA All-Star festivities in 2000 and 2014 and NBA All-Star festivities in 1975, 1995 and 2009. Since 1995, each of these games were hosted in the City-owned Footprint Center. In 2021, the City of Phoenix and the Suns/Mercury completed a $240 million renovation of the arena, making Footprint Center one of the premier sports and entertainment venues in the nation.

Hosting the NBA/WNBA All-Star games and events in downtown Phoenix will have a significant local impact in terms of media exposure, contributions to community organizations, and visitor spending.

Responsible Department
This item is submitted by Interim Deputy City Manager John Chan and the Phoenix Convention Center.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 99

Radiology Read Services Contract (Ordinance S-49742)

Request to authorize the City Manager, or his designee, to enter into a contract with DVT Radiology, LLC to provide radiology read services for the Fire Department. Further request to authorize the City Controller to disburse all funds related to this item. The aggregate contract value will not exceed $259,775.

Summary

The Fire Department's Health Center provides on-site radiology imaging for all new firefighter hires, firefighter industrial injuries, periodic x-rays of existing firefighters, and COVID-19 post-exposure evaluations. This service allows injured firefighters to move quickly through the medical evaluation and healing process and to return to work expeditiously. The radiology images are submitted through an electronic and HIPAA-compliant portal to be read by a board certified and licensed sub-specialty radiologist. The radiologist then electronically communicates the diagnosis to the Health Center to immediately begin treatment for the injured firefighter.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

In accordance with Administrative Regulation (AR) 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstances Without Competition. The determination memo was approved by the Assistant Finance Director and recommends the contract with DVT Radiology, LLC.

The Fire Department went out to bid three times in accordance with AR 3.10. No bids were received from the vendor community, and no awards were made. Due to time constraints and the need to provide these critical services, the Fire Department sought approval to go directly into contract with DVT Radiology, LLC.

Contract Term

The contract will begin on or about June 1, 2023, for a five-year term.

Financial Impact
The aggregate contract value will not exceed $259,775 for the five-year term. Funding is available in the Fire Department's operating budget.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Fire Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 100

Miscellaneous Blade and Chain Maintenance Contract - IFB 23-090 Request for Award (Ordinance S-49755)

Request to authorize the City Manager, or his designee, to enter into a contract with Continental Cutting Tools, dba Desert Cutting Tools, to provide blade and chain maintenance for the Phoenix Fire Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $300,000.

Summary

This contract will provide the Phoenix Fire Department with services including blade sharpening, cleaning, and cutting tip replacement for circular and chain saws. These tools are utilized in daily operations.

The Phoenix Fire Department is one of the busiest fire departments in the United States. Phoenix currently has 58 fire stations and nine battalions. Maintaining the equipment is of utmost importance for the City's firefighters to be adequately prepared. Blades and chains are integral parts to the equipment used by the department. Bladed power equipment provides firefighters the capability to breach a wide variety of materials from concrete to automobiles.

Procurement Information

An Invitation for Bid procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10.

One vendor submitted a bid deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation based on price, the procurement officer recommends award to the following vendor:

Selected Bidder
Continental Cutting Tools ,LLC, dba Desert Cutting Tools

Contract Term

The contract will begin on or about May 31, 2023, for a five-year term with no options to extend.

Financial Impact

The aggregate contract value will not exceed $300,000. Funding is available in the Phoenix Fire Department's budget.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Fire Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 101

Intergovernmental Agreement with Arizona Department of Health Services for Immunization Services (Ordinance S-49762)

Request authorization for the City Manager, or his designee, to enter into an agreement with the Arizona Department of Health Services to accept funds to immunize children and adults residing in the City of Phoenix. Authorization also is requested for the City Treasurer to accept, and for the City Controller to disburse, all related funds.

Summary

The Arizona Department of Health Services' (AZDHS) Arizona Immunization Program Office strives to meet national immunization goals outlined by the Centers for Disease Control and Prevention. The Fire Department will assist in Vaccine-Preventable Diseases (VPD) outbreaks and pandemic responses in coordination with equivalent county public health preparedness programs and other relevant partners. Preparedness activities may include mass vaccination exercises, identification of priority groups and hard-to-reach populations for immunization, and identification of critical infrastructure personnel. In addition to preparedness activities, this agreement with AZDHS will provide for additional capacity for data entry, reminder recall activities, and vaccine cold storage capacity.

Contract Term

The term of the agreement is two years, commencing on July 1, 2022, and ending on June 30, 2024.

Financial Impact

The aggregate reimbursement over the life the contract will depend on the number of immunization clinics hosted but will not exceed $10,000.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Fire Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 102

Authorization to Amend Ordinance FFY 2021 BJA Smart Policing Initiative Grant (Ordinance S-49736)

Request to authorize the City Manager, or his designee, to amend Ordinance S-47902 agreement with the Bureau of Justice Assistance (BJA) for the Federal Fiscal Year (FFY) 2021 BJA Smart Policing Initiative grant. Further request authorization for the City Treasurer to accept, and the City Controller to disburse, all funds related to this item.

Summary

In August 2021, the City Council approved the agreement for FFY 2021 BJA Smart Policing Initiative (SPI) grant in the amount of $500,000 under Ordinance S-47902 . We are requesting approval for the revised scope of the SPI FFY 2021 grant program. The new project will fund Arizona State University (ASU) to research, evaluate, and update Early Intervention Technology (EIS).

The Police Department seeks to expand and build on its current work with ASU to develop, enhance and evaluate a new data driven EIS. The project has six strategies that will be employed to address officer behavior.

- Strategy One: Establish a partnership between the Police Department and ASU's Center for Violence Prevention and Community Safety. The goal of the partnership is to reduce adverse police officer behavior through the deployment of a data driven EIS.

- Strategy Two: Through administrative data and data-driven statistical techniques, establish indicators and thresholds that more accurately predict police officers who are most likely to engage in an adverse event within 12 months.

- Strategy Three: Identify and select officers, who, as seen through above established indicators and thresholds, are at high risk for a future adverse event, for non-punitive, early intervention programming.

- Strategy Four: Provide the identified and selected officers with evidence-based programming aimed at preventing a future adverse event. Supports include supervisory-based, and wellness-based interventions.

- Strategy Five: Provide post-intervention monitoring to observe (and intervene if necessary) officer performance following the intervention.

- Strategy Six: Develop an EIS to aggregate officer-level data, display officers who were identified as being at high risk for an adverse event and provide intervention management.

Funding from the SPI FY 2021 grant will be utilized for purchasing software, equipment, providing funding to Arizona State University for program evaluation, and funding project oversight to ensure all tasks are executed efficiently and effectively.

Contract Term
The contract term is Oct. 1, 2021 through Sept. 30, 2024.

Financial Impact
No matching funds are required.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Police Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 103

IBIS System Maintenance and Support Contract - EXC 23-050 Request for Award (Ordinance S-49788)

Request to authorize the City Manager, or his designee, to enter into a contract with Forensic Technology, Inc., to provide annual service and maintenance for the Integrated Ballistic Identification System (IBIS) systems for the Police Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $425,616.

Summary

This contract will provide maintenance and support services for the Integrated Ballistic Identification System (IBIS), which includes the BRASSTRAX and MATCHPOINT systems for the Crime Gun Intelligence Unit of the Police Department. The Crime Gun Intelligence Unit operates the IBIS systems to collect data and access the National Integrated Ballistic Information Network (NIBIN), operated by the United States Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF). Ballistic evidence is entered into the IBIS systems and the findings are compared against other ballistic evidence stored in the NIBIN database which enables law enforcement to link weapons and casings to crime scenes and provide investigative leads throughout the State of Arizona.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo due to special circumstances, being without competition. The IBIS systems have been in use by the Police Department since 2007. The IBIS systems are currently used by the ATF's National Integrated Ballistic Information Network and are the only technology that works on the network. Forensic Technology, Inc., is the only company that provides this proprietary system, support, and maintenance. Without this service agreement the Police Department will be unable to utilize the systems.

Contract Term

The contract will begin on or about June 1, 2023, for a five-year term with no options to extend.

Financial Impact

The aggregate contract value will not exceed $425,616 for the five-year aggregate term. Funding is available in the Police Department's budget.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Police Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 104

Custodial and Floor Care Services Request to Issue for the Aviation Department

Request to authorize the City Manager, or his designee, to issue a Custodial and Floor Care Services Request for Proposal (RFP) to include large and small company opportunities at Phoenix Sky Harbor International Airport, Phoenix Deer Valley Airport, and Phoenix Goodyear Airport and their owned and maintained facilities.

Summary

As the largest economic engine in the State of Arizona and a transportation gateway to our community, Phoenix Sky Harbor International Airport strives to deliver a world-class experience to every customer, every day. High quality sanitation practices are also necessary to meet evolving customer expectations and to ensure the Phoenix system of airports can continue to maintain leading industry health and safety certifications such as the Global Biorisk Advisory Council (GBAC) Star Facility Accreditation. The resultant contracts for custodial and floor care services will provide staff, equipment, supplies, and supervision necessary to provide the cleaning services for approximately 1.7 million square feet of Airport facilities across all three airport campuses.

Through this RFP, the Aviation Department is creating three contracting opportunities: large and small company custodial service categories and a large company floor care services category. The successful respondents will provide labor, equipment, supervision, and method of communication to provide custodial services and floor care services.

Procurement Information

With approval, the Aviation Department will issue a RFP to select three service providers to deliver the required custodial and floor care services. The Aviation Department intends to issue the solicitation in June 2023. It is estimated the contracts shall commence in April 2024.

The Evaluation Criteria for the responses and responsible respondents are as follows:

- Operations Plan
- Quality Assurance and Work Order Management Program

- Recruitment and Retention Plan
- Pricing
- Qualifications/Experience

Aviation intends to issue a 90-day retention requirement for frontline staff should the incumbent be unsuccessful in this RFP process.

Contract Term
The term of the contract will be five-years with two, one-year renewal options.

Concurrence/Previous Council Action
The Phoenix Aviation Advisory Board unanimously recommended approval of the item on April 20, 2023.

Public Outreach
The solicitation process will include all standard and required outreach efforts, including advertising in Aviation industry publications.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road
Phoenix Deer Valley, 702 W. Deer Valley Road
Phoenix Goodyear Airport, 1658 S. Litchfield Road, Goodyear AZ
Council District(s): 1, 8, and Out of City

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 105

Noise and Operations Management System - AVN RFP 23-012 - Request for Award (Ordinance S-49707)

Request to authorize the City Manager, or his designee, to enter into a contract with Casper Airport Solutions, Inc. to maintain and operate flight tracking and noise monitoring services at Phoenix Sky Harbor International Airport. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $1,200,000.

Summary

This contract will provide the operation and maintenance of a Noise and Operations Management System (NOMS) near Phoenix Sky Harbor International Airport. The system is composed of twenty permanent and one portable noise monitoring devices. The NOMS allows staff to analyze flight track data and monitor noise abatement in compliance with the 1994 Intergovernmental Agreement between the City of Phoenix and City of Tempe.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

A Request for Proposal procurement was processed in accordance with City of Phoenix Administration Regulation 3.10.

Three vendors submitted proposals, and two proposals were deemed responsive. An evaluation committee evaluated those offers based on the following criteria with a maximum possible total of 1,000 points.

- Method of Approach (0-300 points)
- Qualifications and Experience of Firm (0-275 points)
- Qualifications and Experience of Key Personnel (0-225 points)
- Fee Schedule (0-200 points)

After reaching consensus, the evaluation committee recommends award to the following vendor:

- Casper Airport Solutions, Inc. - 867 points

Contract Term
The contract will begin on or about Aug. 1, 2023, for a five-year contract term with no options to extend.

Financial Impact
The total contract value will not exceed $1,200,000 for the five-year contract term.

Funding is available in the Aviation Department's budget.

Location
Phoenix Sky Harbor International Airport: 2485 E. Buckeye Road
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 106

Phoenix Deer Valley Airport Relocate Taxiway B and Construct Connectors B6 and B9 - Construction Manager at Risk Construction Services - AV31000092 FAA (Ordinance S-49712)

Request to authorize the City Manager, or his designee, to enter into an agreement with J. Banicki Construction, Inc. to provide Construction Manager at Risk Construction Services for the Phoenix Deer Valley Airport Relocate Taxiway B and Construct Connectors B6 and B9 project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $12.1 million.

Summary

The purpose of this project is to meet updated design standards required by Federal Aviation Administration (FAA) Advisory Circulars, which define separation between runway and adjacent taxiway. New angled connectors are also added to reduce runway occupancy time and improve airfield efficiency. Taxiway B will be moved to a location 300 feet from runway 7L-25R (centerline to centerline) to meet modernized taxiway design standards. Taxiway B enhancements were identified in the Phoenix Deer Valley Airport Master Plan Update (June 2015). The project will be constructed in phases consistent with FAA/Arizona Department of Transportation grant funding availability.

J. Banicki Construction, Inc.'s initial services will include preparation of a Guaranteed Maximum Price proposal for the Construction Services provided under the agreement and participating with the City in a process to establish a Small Business Enterprise (SBE) goal for the project. J. Banicki Construction, Inc. will be responsible for construction means and methods related to the project and fulfilling the SBE program requirements. J. Banicki Construction, Inc. will be required to solicit bids from prequalified subcontractors and to perform the work using the City’s subcontractor selection process. J. Banicki Construction, Inc. may also compete to self-perform limited amounts of work.

J. Banicki Construction, Inc.'s services include but are not limited to: constructing the Phoenix Deer Valley Airport taxiway connectors B6 and B9; relocating Taxiway B;

scheduling and managing site operations; providing quality controls; addressing all federal, state and local permitting requirements; maintaining a safe work site for all project participants; and other work as required for a complete project.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes. Scoring and selection were made in conjunction with the Construction Manager at Risk (CMAR) Preconstruction Services selection process.

Contract Term
The term of the agreement is five years from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for J. Banicki Construction, Inc. will not exceed $12.1 million, including all subcontractor and reimbursable costs.

The Aviation Department anticipates grant funding for this project. Funding is available in the Aviation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action
The City Council approved:

- Engineering Services Agreement 150110 (Ordinance S-45685) on June 5, 2019.
- CMAR Preconstruction Services Agreement 152002 (Ordinance S-49299) on Jan. 4, 2023.

Location
Phoenix Deer Valley Airport, 702 W. Deer Valley Road
Council District: 1

Responsible Department
This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 107

Phoenix Sky Harbor International Airport Utility Vault Upgrade and Infield Paving - Construction Manager at Risk Construction Services - AV08000074 (Ordinance S-49713)

Request to authorize the City Manager, or his designee, to enter into an agreement with J. Banicki Construction, Inc. to provide Construction Manager at Risk Construction Services for the Phoenix Sky Harbor International Airport Utility Vault Upgrade and Infield Paving project. Further request to authorize execution of amendments to the agreement, as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $12.5 million.

Summary

The purpose of this project is to upgrade utility vaults and manholes across Phoenix Sky Harbor International Airport's south airfield by raising the City's airfield lighting vaults, replacing vault lids as necessary, adjusting the Federal Aviation Administration's utility and communication vaults, and grading the immediate area around them to improve drainage. The project will also include infield asphalt paving to ensure proper elevations and drainage in the infields to divert water runoff around the utility structures and minimize, if not eliminate, water intrusion within each vault. This project is necessary to improve drainage so water does not pond or infiltrate utility vaults and to reduce loose material that could become foreign object debris, which could damage the aircrafts.

J. Banicki Construction, Inc.'s initial services will include preparation of a Guaranteed Maximum Price (GMP) proposal for the Construction Services provided under the agreement. J. Banicki Construction, Inc. will be responsible for construction means and methods related to the project. J. Banicki Construction, Inc. will be required to solicit bids from pre-qualified subcontractors and to perform the work using the City's subcontractor selection process. J. Banicki Construction, Inc. may also compete to self-perform limited amounts of work.

J. Banicki Construction, Inc.'s services include, but are not limited to: constructing all utility adjustments and new infield asphalt paving as designed; scheduling and managing site operations within the constraints of airfield operations; soliciting and

procuring subcontractors/suppliers in a competitive bid environment; preparing multiple GMP proposals that meet the approval of the City; coordinating with various City of Phoenix Aviation divisions, utility companies and other agencies; arranging for procurement of materials and equipment; providing quality controls; addressing all federal, state and local permitting requirements; maintaining a safe work site for all project participants; and other work as required for a complete project.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes. Scoring and selection were made in conjunction with the Construction Manager at Risk Preconstruction Services selection process.

Contract Term

The term of the agreement is five years from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for J. Banicki Construction, Inc. will not exceed $12.5 million, including all subcontractor and reimbursable costs. This project anticipates federal funds and is subject to the requirements 49 CFR Part 26 and the U.S. Department of Transportation Disadvantage Business Enterprise program. Funding is available in the Aviation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action

The City Council approved:

- Design Services Agreement 142157 (Ordinance S-42335) on Feb. 17, 2016;
- Construction Administration and Inspection Services Agreement 143042 (Ordinance S-42679) on June 15, 2019; and
- CMAR Preconstruction Services Agreement 156309 (Ordinance S-48617) on May 25, 2022.

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road
Council District: 8

Responsible Department

This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 108

Phoenix Sky Harbor International Airport Terminal 4 Fire Alarm Replacement - Design-Build Services Amendment 2 - AV21000102 (Ordinance S-49731)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 155436 with Chasse Building Team, Inc. to provide additional Design-Build Services for the Phoenix Sky Harbor International Airport Terminal 4 Fire Alarm Replacement project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services included in this amendment will not exceed $9 million.

Summary

The purpose of this project is to replace the existing Terminal 4 Fire Alarm/Voice Evacuation System with a new updated system. The existing fire alarm system in Terminal 4 has been in place since 2003 and some parts of the system much longer than that. The existing system has reached the end of its service life, according to the manufacturer. To minimize the impact on terminal operations, this project will proceed in phases while the existing system stays active. Night work and multiple shifts to expedite the work will be required at certain locations.

This amendment is necessary to begin the construction phase of this project. This amendment will provide additional funds to the agreement.

Chasse Building Team, Inc.’s additional services include, but are not limited to: replacement of the current fire alarm and voice evacuation system located at Terminal 4 of Phoenix Sky Harbor International Airport; permitting; procurement and installation; programming and testing of the Fire Alarm and Voice Evacuation System; identify code related upgrades where applicable; develop cost estimates and multiple Guaranteed Maximum Price proposals that are within the City’s budget; execute construction plan in coordination with various stakeholders; and other services necessary for a complete project.

Contract Term

The term of the agreement remains unchanged.

Financial Impact

- The initial agreement for Design-Build Services was approved for an amount not to exceed $1 million, including all subconsultant, subcontractor and reimbursable costs.
- This amendment will increase the agreement by an additional $9 million, for a new total amount not to exceed $10 million, including all subconsultant, subcontractor and reimbursable costs.

Funding for this amendment is available in the Aviation Department's Capital Improvement Program. The Budget and Research Department will separately review and approve funding availability prior to the execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action

The City Council approved Design-Build Agreement 155436 (Ordinance S-48075) on Nov. 3, 2021.

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road
Council District: 8

Responsible Department

This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 109

Phoenix Goodyear Airport New Apron and Taxiway Connector - Design-Bid-Build Services - AV41000077 FAA (Ordinance S-49732)

Request to authorize the City Manager, or his designee, to accept J. Banicki Construction, Inc. as the lowest-priced, responsive and responsible bidder and to enter into an agreement with J. Banicki Construction, Inc. for Design-Bid-Build Services for the Phoenix Goodyear Airport New Apron and Taxiway Connector project. Further request to authorize the City Controller to disburse all funds related to this item. The fee for services will not exceed $11,698,594.90.

Summary

The purpose of this project is to construct a concrete taxiway connector which ties the existing Taxiway A to a future aircraft parking apron at Phoenix Goodyear Airport. The project was identified for implementation in the Goodyear Master Plan 2018 Update, is a recommended facility improvement, and is the last part of the Phase I Recommended Development Plan.

J. Banicki Construction, Inc.’s services include, but are not limited to: paving approximately 26,330 square yards of 17-inch thick Portland Cement Concrete Pavement and a four-inch thick asphalt concrete shoulder, both with base course materials; installation of a concrete storm drainpipe under the pavement and the relocation of a Surface Weather Station to a location approximately 4,000 feet away connected by an underground duct bank; installation of a duct bank and conduit system for taxiway edge lights and connection to the existing airfield lighting system, a 70-foot-tall apron light pole; and other work as required.

The selection was made using an Invitation for Bids procurement process set forth in section 34-201 of the Arizona Revised Statutes. Two bids were received on April 11, 2023, and were sent to the Equal Opportunity Department for review to determine subcontractor eligibility and contractor responsiveness in demonstrating responsiveness to Disadvantaged Business Enterprise (DBE) program requirements.

The Opinion of Probable Cost and the two lowest responsive, responsible bidders are listed below:

- Opinion of Probable Cost: $13,291,399.57
- J. Banicki Construction, Inc.: $11,698,594.90
- Combs Construction, Inc.: $14,087,222.50

The bid award amount is within the total budget for this project.

Contract Term
The term of the agreement is 180 calendar days from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for J. Banicki Construction, Inc. will not exceed $11,698,594.90, including all subcontractor and reimbursable costs.

This project anticipates federal funds and is subject to the requirements of 49 Code of Federal Regulations Part 26 and the U.S. Department of Transportation DBE program. Funding is available in the Aviation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action
The City Council approved:

- Engineering Services Agreement 149734 (Ordinance S-45591) on May 1, 2019; and
- Engineering Services Amendment to Agreement 149734 (Ordinance S-49298) on Jan. 4, 2023.

Location
1658 S. Litchfield Road, Goodyear, Ariz.
Council District: Out of City

Responsible Department
This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 110

Phoenix Goodyear Airport Infield Paving Phase I - Design-Bid-Build Services - AV41000079 FAA (Ordinance S-49733)

Request to authorize the City Manager, or his designee, to accept J. Banicki Construction, Inc. as the lowest-priced, responsive and responsible bidder and to enter into an agreement with J. Banicki Construction, Inc. for Design-Bid-Build Services for the Phoenix Goodyear Airport Infield Paving Phase I project. Further request to authorize the City Controller to disburse all funds related to this item. The fee for services will not exceed $2,657,022.50.

Summary

The purpose of this project is to pave three infields between Taxiway connectors A2 and A3, A3 and A4, and A8 and A9 at Phoenix Goodyear Airport. The project was identified for implementation in the Goodyear Master Plan 2018 Update, and is a safety and maintenance improvement measure by reducing the incidence of foreign object debris, and eliminating vegetation growth in the infields that can attract wildlife. A two-inch asphalt surface is to be applied over the areas identified, from shoulder to shoulder.

J. Banicki Construction, Inc.’s services include, but are not limited to: all grading and paving; adjustment to new grades of certain appurtenances within those infields including catch basins and inlets; designated concrete storm drain piping; designated electrical duct bank and conduits; associated manholes, handholes, lights and signs; asphalt and concrete removals; compaction; removing storm drain pipe and catch basins; and other work as required.

The selection was made using an Invitation for Bids procurement process set forth in section 34-201 of the Arizona Revised Statutes. Two bids were received on April 11, 2023, and were sent to the Equal Opportunity Department for review to determine subcontractor eligibility and contractor responsiveness in demonstrating responsiveness to Disadvantaged Business Enterprise (DBE) program requirements.

The Opinion of Probable Cost and the two lowest responsive, responsible bidders are listed below:

- Opinion of Probable Cost: $2,831,790,00
- J. Banicki Construction, Inc.: $2,657,022.50
- Combs Construction, Inc.: $2,967,784.00

The bid award amount is within the total budget for this project.

Contract Term
The term of the agreement is 180 days from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for J. Banicki Construction, Inc. will not exceed $2,657,022.50, including all subcontractor and reimbursable costs.

The Aviation Department anticipates grant funding for this project. This project anticipates using grant funding and is subject to the requirements of 49 Code of Federal Regulations Part 26 and the U.S. Department of Transportation DBE program. Funding is available in the Aviation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action
The City Council approved:

- Engineering Services Agreement 149734 (Ordinance S-45591) on May 1, 2019; and
- Engineering Services Amendment 1 to Agreement 149734 (Ordinance S-49298) on Jan. 4, 2023.

Location
Phoenix Goodyear Airport, 1658 S. Litchfield Road, Goodyear, Ariz.
Council District: Out of City

Responsible Department
This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 111

Aviation Program Manager Project Management Staff Support Services - Professional Services (Ordinance S-49734)

Request to authorize the City Manager, or his designee, to enter into an agreement with Hill International, Inc. to provide Professional Services that include program management, project management and support services for the Aviation Program Management Project Management Staff Support Services project. Further request to authorize execution of amendments to the agreement, as necessary within the Council -approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $50 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to provide program management professional consulting services and project management staff support services for the management of a variety of civil and building capital improvement projects in the Aviation Department's $2 billion Capital Improvement Program.

The Program Manager firm will act as an owner representative of the City of Phoenix Aviation Department for nearly all aspects of the design and construction of an airport project. The Program Manager firm will augment in-house staff to assist with managing airport projects. These contract staff members will provide project management staff support services to ensure projects are successfully executed within scope, schedule and budget at Phoenix Sky Harbor International Airport, Phoenix Deer Valley Airport and Phoenix Goodyear Airport.

Hill International, Inc.'s services include, but are not limited to: providing up to a maximum of 50 percent of the required staff if it is in the best interest of the City; utilizing the Aviation Qualified Vendors List (QVL) to provide opportunities through a City approved subconsultant selection process; develop and manage an internal outreach program to attract Small Business Enterprise subconsultants; provide qualified individuals to augment staff either through Hill International, Inc. or through the Aviation QVL; provide a part-time Managing Principal/Executive that is not required to reside locally but must be available onsite as needed; provide a full-time Contract Coordinator that must reside locally; and provide a full-time Project Controls Manager that must reside locally.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Five firms submitted proposals and are listed below:

Selected Firm
Rank 1: Hill International, Inc.

Additional Proposers
Rank 2: Red Brick Consulting, Inc.
Rank 3: Parsons Transportation Group, Inc.
Rank 4: Kitchell/CEM, Inc.
Rank 5: AECOM Technical Services, Inc.

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Hill International, Inc. will not exceed $50 million, including all subconsultant and reimbursable costs.

Funding is available in the Aviation Department's Capital Improvement Program. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to

agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location

Phoenix Sky Harbor International Airport: 2485 E. Buckeye Road
Phoenix Deer Valley Airport: 702 W. Deer Valley Road
Phoenix Goodyear Airport: 1658 S. Litchfield Road, Goodyear, Ariz.
Council Districts: 1, 8 and Out of City

Responsible Department

This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 112

Multidisciplinary Training Services Contract - RFQu 23-029 - Request for Award (Ordinance S-49745)

Request to authorize the City Manager, or his designee, to enter into contracts with Contractors listed on **Attachment A** to provide multidisciplinary training services. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $2,230,000.

Summary

These contracts will provide multidisciplinary training services to comply with Federal Aviation Administration (FAA), Occupational Safety and Health Administration (OSHA), and Transportation Security Administration (TSA) training requirements and other specific on-the-job training needs for the Aviation Department. The purpose and intent of this RFQu is to ensure qualified Contractors are available on an as-needed basis to enhance the Aviation Department's training program.

Procurement Information

A Request for Qualifications procurement was processed in accordance with Administrative Regulation 3.10 to establish a Qualified Vendor List (QVL). Offerors were able to submit an offer for one or more groups based on years of experience providing relevant training. The QVL has six multidisciplinary training groups as follows:

Group 1: Safety and Occupational Safety and Health Administration (OSHA) Compliance
Group 2: Environmental, Environmental Protection Agency (EPA), Wildlife, and OSHA Compliance
Group 3: Airport Security, Transportation Security Administration (TSA) and Federal Aviation Administration (FAA) Compliance
Group 4: Human Resources, Project Management, and General Soft-Skills Development
Group 5: Aviation/Airport Related Skill and Compliance Training
Group 6: Facilities Maintenance Technical Skill and Equipment Operations Related Training

Twelve offers were submitted and eleven were deemed responsive and responsible. The Procurement Officer evaluated all offers as a pass or fail based on the following minimum qualification:

- For each group the Offeror is submitting an offer, the Offeror must have experience in providing training for a minimum of five consecutive years in the last eight years.

The vendors that met the minimum qualification criteria, and are being recommended for contract award, are included in **Attachment A**.

Contract Term
The contracts will begin on or about October 1, 2023 for a five-year term with no options to extend.

Financial Impact
The contract values are up to a total of $2,230,000 for the five-year contract term. Funding is available in the Aviation Department budget.

Location
Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and Aviation Department.

Multidisciplinary Training Services Contract - RFQu 23-029 – Request for Award

The following vendors meet the minimum qualification criteria and are being recommended for award for placement on the QVL:

American Association of Airport Executives, Inc.: Groups 3, 5, and 6
Deborah Ostreicher dba Distinguished Communications: Group 4
Embry-Riddle Aeronautical University, Inc.: Groups 4 and 5
Entreprenyour, LLC dba Fresh Revenues: Group 4
Ferguson Learning Company, LC: Group 4
Franklin Covey Client Sales, Inc.: Group 4
Nextec, Inc.: Group 4
P3 Safety Solutions, LLC: Groups 1, 2, 3, and 4
SNVA, LLC: Group 4
Speakers You Need, LLC: Group 4
SSi, Inc.: Groups 1, 2, 3, 4, 5, and 6

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 113

Operations Security Portal Parts and Services - RFA 18-032 - Amendment (Ordinance S-49761)

Request to authorize the City Manager, or his designee, to execute an amendment to Contract 148324 with HID Global Corporation to extend the contract term and authorize additional expenditures which will not exceed $430,780. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

This contract will provide ongoing technical support and maintenance for the Aviation Department's (Aviation) Identity Management System (IDMS) which is used to manage background verification, identities, badging and credentials for approximately 1,000 companies and more than 25,000 employees that work and require access to restricted areas at Phoenix Sky Harbor International Airport. The IDMS also integrates with the Access Control and Alarm Monitoring system to control access to all secure areas of the Airport to comply with federal regulatory requirements mandated by the Transportation Security Administration.

In the past two years, Aviation issued two RFPs to solicit a new IDMS. However, both procurements were unsuccessful given limited competition in this highly specialized field. Because of these circumstances and the critical nature of the IDMS, Aviation requests to extend the current contract for four months to prevent the service from lapsing and allow sufficient time to negotiate and develop a scope for long-term renewal of the support contract.

This item has been reviewed and approved by the Information Technology Services Department.

Contract Term

Upon approval the contract will be extended through Oct. 14, 2023.

Financial Impact

Upon approval of $430,780 in additional funds, the revised value of the contract will not exceed $2,330,780 for the contract term. Funds are available in the Aviation Department’s budget.

Concurrence/Previous Council Action

The City Council previously reviewed this request:
• Operations Security Portal Parts and Services Contract 148324 (Ordinance S-44701) on June 6, 2018

Location

Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road
Deer Valley Airport - 702 W. Deer Valley Road
Goodyear Airport - 1658 S. Litchfield Road, Goodyear, Ariz.
Council Districts: 1, 8 and Out of City

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 114

Contract Amendment with Regional Public Transportation Authority for the Purchase of Fixed Route Bus Transit Service for Fiscal Year 2023-24 (Ordinance S-49775)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 143071 with the Regional Public Transportation Authority for the purchase of bus transit services operated by this agency within Phoenix for FY 2023-24. Further request to authorize the City Controller to disburse all funds related to this item. The funding for FY 2023-24 will not exceed $11,327,969.

Summary

Transit services are customarily purchased and sold between regional transit agencies where adding service or continuing an existing bus route is most economical. Each Fiscal Year (FY), the City determines the level of service to be operated within its boundaries and executes an amendment to its Service Agreement with the Regional Public Transportation Authority (RPTA) to authorize funding for that year's service.

In FY 2023-24, the RPTA will provide the following fixed route bus service within Phoenix: Routes 30 (University Drive); 45 (Broadway Road); 56 (Priest Drive); 61 (Southern Avenue); 77 (Baseline Road); 108 (Elliot Road/48th Street); 140 (Ray Road); and 156 (Chandler Boulevard). The City also sells service to RPTA on various routes.

At the end of each year, the City and RPTA assess the actual miles operated, gross costs incurred, federal funds credited (for preventative maintenance), and advertising and fare revenues collected. The City and RPTA then reconcile the difference between the original estimates and actual costs through a credit memo or billing, as applicable.

Financial Impact

The estimated number of annual fixed-route miles for FY 2023-24 is 1,319,154 miles at a cost of $12,777,746. The total estimated farebox revenue is $631,567, the total estimated preventive maintenance credit is $714,537, and the estimated advertising revenue is $103,673. The total estimated net cost for RPTA's billing to the City is $11,327,969.

Funding is available in the Public Transit Department's Operating budget using the Transportation 2050 Fund.

Concurrence/Previous Council Action

The City Council approved RPTA Service Agreement 143071 (Ordinance S-42474) on April 20, 2016.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 115

Renewable Liquefied Natural Gas Contract - IFB PTD22-005 Request for Award (Ordinance S-49794)

Request to authorize the City Manager, or his designee, to enter into a contract with Sapphire Gas Solutions to provide renewable liquefied natural gas to the Public Transit Department for use in operating the transit fleet. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $59,262,584.

Summary

Renewable Liquefied Natural Gas (RLNG) is a fuel product generated from the decomposition of organic waste streams, or "biomass." RLNG captures the naturally occurring gas from society's waste streams for use as a carbon-neutral and reliable energy source. Typical sources of biomass production are landfills, livestock operations and dairy farms, wastewater treatment and other industrial sources.

In furthering its efforts to reduce the City's carbon footprint and implement the tactics outlined in the City's Climate Action Plan, the Public Transit Department (PTD) will transition to using RLNG to power its compressed natural gas heavy-duty buses which currently comprise approximately two-thirds of the bus fleet. The City's Climate Action plan calls for identifying sources of renewable energy and to utilize renewable natural gas sources as a substitute for fossil natural gas. This contract will supply RLNG to PTD's three transit operating facilities (North Transit Facility, South Transit Facility and West Transit Facility) for the next five years. During this time, the PTD will also begin Phase 1 of its Zero Emission Heavy-Duty Bus Fleet Transition plan as approved by City Council in December 2022, which includes acquiring and testing, on a long-term basis, newer-technology zero emission buses.

Procurement Information

An Invitation for Bid procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10.

Two vendors submitted bids deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation based on price, the procurement officer recommends award to the following vendor:

Selected Bidder
Sapphire Gas Solutions: $59,262,584.

Contract Term
The contract will begin on or about July 1, 2023, for a two-year initial term with one, two-year option to extend followed by another one-year option to extend (both options to be exercised at the City's sole discretion), for a total term of up to five years.

Financial Impact
The contract value will not exceed $59,262,584. Funding is available in the Public Transit Department's operating budget.

Concurrence/Previous Council Action
The Transportation, Infrastructure and Planning Subcommittee recommended approval of this item on May 17, 2023, by a vote of 4-0.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 116

Annual Operations Funding Agreement with Valley Metro Rail for Operational Costs for Light Rail Services for Fiscal Year 2023-24 (Ordinance S-49795)

Request to authorize the City Manager, or his designee, to execute an annual operations funding agreement with Valley Metro Rail, Inc. as required each year by the City and Valley Metro's Operations Master Cooperative Funding Agreement 125068 to pay the City of Phoenix's share of light rail service and agency operating costs for Fiscal Year (FY) 2023-24. Further request to authorize the City Controller to disburse all funds related to this item. The annual agreement's value will not exceed $54,158,000.

Summary

The operations and maintenance budget of Valley Metro Rail, Inc. (VMR) includes costs for: transportation contractors, propulsion power, vehicle maintenance, systems/facilities maintenance, materials and supplies, VMR staff, safety, consultants, regional customer services, utilities, liability insurance, and general and administrative expenses.

Financial Impact

For FY 2023-24, the City's total estimated share of VMR's cost is $54,158,000, broken down as follows:

- Agency costs - $1,652,000; and
- Operating costs for light rail service - $52,506,000.

Funding is available in the Public Transit Department's Operating budget using Transportation 2050 funds.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 117

Alternative Transportation Programs Contract Extension (Ordinance S-49797)

Request to authorize the City Manager, or his designee, to amend the Alternative Transportation Services Contract 148268 with MV Transportation, extending Group I services for the current five-year contract term by one additional year. Further request the City Controller to disburse all funds related to this item. The total cost of the amendment, including all management fees and reimbursable trip pass-through costs, will not exceed $1,445,089.

Summary

In addition to fixed route (bus and light rail) and paratransit services (Dial-a-Ride), the City of Phoenix provides Alternative Transportation Programs for Phoenix senior citizens and residents with disabilities through its multiple taxi service subsidy programs, some of which have been in place since 1983. The Alternative Transportation Programs allow flexibility for seniors and individuals who have obtained paratransit certification per the Americans with Disabilities Act (ADA) to plan taxi-based trips based on their needs. The Group I services of the alternative transportation programs include:

- ADA Cab: A supplement to Dial-a-Ride service, allowing individuals to schedule additional trips at their convenience and to locations of their choice.
- Senior Cab: Provides individuals age 65 and older flexible transportation at their convenience and to locations of their choice.
- Jobs and Employment Training: Supports travel to and from jobs or employment training programs for residents with disabilities.
- Repetitive Medical Trips: Supports travel to and from repetitive medical appointments, such as dialysis treatment.

Procurement Information

The Public Transit Department (PTD) issued a Request for Proposals in February 2023, which received no proposals. In response, PTD has negotiated a price with the incumbent contractor, MV Transportation, to extend Group I services for the current contract by one year. PTD has begun working to seamlessly transition Phoenix’s users of the Alternative Transportation Programs to Valley Metro’s Ride Choice program, which offers similar services, during the one-year extension.

Contract Term
Upon approval, Contract 148268 will be extended for one year through June 30, 2024.

Financial Impact
MV Transportation's negotiated management fees for the one-year extension are $299,454. Under this contract extension, there are also up to $1,145,635 in pass-through transportation costs funded in part by federal grants that are tracked and reimbursed separately based on passenger trips provided. The amendment's total cost, including all management fees and reimbursable trip pass-through costs, will increase the contract's aggregate cost by an amount not to exceed $1,445,089. Funding is available in PTD’s operating budget and via existing federal grant funding.

Concurrence/Previous Council Action
The Transportation, Infrastructure and Planning Subcommittee recommended approval of this item on May 17, 2023, by a vote of 4-0.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 118

Jurisdictional Bus Service Revenue Agreements - Amendments (Ordinance S-49798)

Request to authorize the City Manager, or his designee, to execute amendments to Agreement 147281 with the Gila River Indian Community; Agreement 150473 with the City of Glendale; and Agreement 150638 with the Regional Public Transportation Authority for the purchase of Phoenix's fixed route bus services by these agencies, and to receive funding for Phoenix's Dial-a-Ride services with regional transportation funds managed by Regional Public Transportation Authority for Fiscal Year 2023-24. Further request to authorize the City Treasurer to accept, and the City Controller to disburse, all funds related to these amendments.

Summary

Phoenix's Public Transit Department has existing agreements with these agencies for the provision of Phoenix-operated fixed route bus services on the following routes:

- Gila River Indian Community (GRIC) - Route 51;
- City of Glendale - Routes 51, 59, 60, 67, 80, 83, 90 and 186; and
- Regional Public Transportation Authority (RPTA) - Routes 3, 17, 29, 41, 50, 59, 67, 70, 80, 83, 106, 138, 154 and 170.

These amendments establish the Fiscal Year 2023-24 cost estimates for the fixed-route bus services provided to these agencies by Phoenix, plus Phoenix’s Dial-a-Ride services funded by regional funds.

Financial Impact

There is no cost to Phoenix, as each agency will pay Phoenix for these services. Below are the projected costs for each agency in Fiscal Year 2023-24:

GRIC
Gross Cost of Service: $1,217,525
American Rescue Plan Act (ARPA) Funding Credit to GRIC: $62,461
Farebox Revenue: $46,835
Net GRIC Cost (Revenue to Phoenix): $1,108,229

City of Glendale
Gross Cost of Service: $5,108,918
ARPA Funding Credit to Glendale: $260,073
Farebox Revenue: $347,900
Net Glendale Cost (Revenue to Phoenix): $4,500,945

Regional Public Transit Authority (RPTA)
Gross Cost of Fixed Route Bus Service: $47,081,183
ARPA Funding Credit to RPTA: $2,310,343
Farebox Revenue: $3,890,503
Net Fixed Route Bus Service Cost: $40,880,337
Net Dial-a-Ride Cost (Revenue to Phoenix): $20,792,366
Net Combined RPTA Cost (Revenue to Phoenix): $61,672,703

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 119

Rider Sweepers Contract - IFB 23-FSD-048 - Request for Award (Ordinance S-49711)

Request to authorize the City Manager, or his designee, to enter into separate contracts with Southwest Sweeper Sales, Inc, and Waxie's Enterprises, LLC, dba Waxie Sanitary Supply for the purchase of riding sweepers. The value of the contracts will not exceed $2,000,000. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

The Public Works Department is responsible for maintaining and repairing 32 riding sweepers within the City's fleet. This contract will allow for the replacement of existing units in the fleet on an as-needed basis. These units are essential to operations and are used for interior and exterior cleaning or scrubbing of warehouse floors, road surfaces, parking lots and sidewalks, while providing dust control. These sweepers are used by the Aviation, Parks and Recreation, and Water Services departments.

Procurement Information

An Invitation for Bid (IFB) 23-FSD-048 was conducted in accordance with Administrative Regulation 3.10. Two bids were received with both vendors bidding on all three items; Bid Item I - Sweeping at 124,080 square feet per hour (SFPH), Bid Item II- Sweeping at 184,800 SFPH, Bid Item III- Sweeping at 217,800 SFPH. All bids were deemed responsive and responsible with both vendors being recommended for award based on the information found in **Attachment A.**

Contract Term

The initial three-year contract term shall begin on or about June 1, 2023 with two one-year options to extend for a total term of five years.

Financial Impact

The total value of the contracts will not exceed $2,000,000 for the five-year term.

Funds are available in the Aviation, Parks and Recreation, and Water Services departments' budget.

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer, Inger Erickson, and Mario Paniagua, and the Water Services, Parks and Recreation, Aviation, and Public Works departments.

ATTACHMENT A
IFB 23-FSD-048
RIDER SWEEPERS

Grand Total Price combines the Rider Sweepers

Bid Item I	Description	Unit of Measure	Total	RECOMMENDED*
OFFEROR				
Waxie Sanitary Supply	Rider sweeper sweeping 124,080 square feet-an-hour	EACH	$54,155.46	x
Southwest Sweepers Sales	Rider sweeper sweeping 124,080 square feet-an-hour	EACH	$45,495.00	x

Bid Item II	Description	Unit of Measure	Total	RECOMMENDED*
OFFEROR				
Waxie Sanitary Supply	Rider sweeper sweeping 184,800 square feet-an-hour	EACH	$54,155.46	x
Southwest Sweepers Sales	Rider sweeper sweeping 184,800 square feet-an-hour	EACH	$58,972.00	x

Bid Item III	Description	Unit of Measure	Total	RECOMMENDED*
OFFEROR				
Waxie Sanitary Supply	Rider sweeper sweeping 217, 800 square feet-an-hour	EACH	$68,386.05	x
Southwest Sweepers Sales	Rider sweeper sweeping 217,800 square feet-an-hour	EACH	$77,175.00	x

OFFEROR	Grand Total
Waxie Sanitary Supply	$176,696.97
Southwest Sweepers Sales	$181,642.00

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 120

Solid Waste Financial Model Update and Training - Requirements Contract (Ordinance S-49715)

Request to authorize the City Manager, or his designee, to enter into a contract with NewGen Strategies and Solutions, LLC to update the current solid waste financial model and provide training on how to utilize the model. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the agreement will not exceed $89,020.

Summary

The Public Works Department Solid Waste Division is responsible for maintaining the solid waste budget and ensuring the financial model is current. The financial model includes information consisting of all equipment and personnel allocations, customer counts, and tonnage data for the landfill and solid waste transfer stations. This agreement will update the City's customer counts and tonnage data to ensure information is current. The agreement will also include training City staff on how to utilize the financial model to design various scenarios and perform annual revenue and expenditure analysis.

Procurement Information

In accordance with Administrative Regulation 3.10, normal competition was waived as the result of a determination memo citing unusual nature. NewGen Strategies and Solutions, LLC conducted a solid waste cost of service analysis and developed a financial model in 2019. This agreement will update the existing model.

Contract Term

The agreement will be for the one-time purchase of conducting the analysis and training that will begin on or about June 1, 2023.

Financial Impact

The item will have a one-time value of $89,020.

Funds are available in the Public Works Department's budget.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 121

Painting Services Agreement - IFB 24-FMD-004 (Ordinance S-49750)

Request to authorize the City Manager, or his designee, to enter into separate agreements with A&H Painting, Inc., Bullseye Painting Company, LLC and DMS Companies, Inc. doing business as Hernandez Companies to provide painting services in City-owned facilities and structures. Further request to authorize the City Controller to disburse all funds related to this item. The value of the agreements will not exceed $4,415,000.

Summary

The Public Works Department is responsible for maintaining City-owned properties. Painting preserves facility infrastructure by preventing deterioration of underlying building materials, and is necessary for vandalism repairs and environmental remediation projects such as mold and asbestos removal. These agreements provide painting services for large projects to help maintain City-owned facilities and other structures. These agreements will also provide services for facilities maintained by the Water Services and Parks and Recreation departments.

Procurement Information

Invitation for Bid 24-FMD-004 was conducted in accordance with Administrative Regulation 3.10. Eight offers were received by the Public Works Department Procurement Services Division on March 22, 2023. The offers were evaluated based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services. The prices were evaluated based on an all or none bid total for common as-needed painting services. The offers submitted by A&H Painting, Inc., Bullseye Painting Company, LLC and DMS Companies, Inc. doing business as Hernandez Companies were deemed fair and reasonable.

A&H Painting, Inc.: $315.85 bid total;
Bullseye Painting Company, LLC: $318.88 bid total; and
DMS Companies, Inc. doing business as Hernandez Companies: $375.38 bid total.

Contract Term

The initial one-year term of the agreements will begin on or about July 1, 2023. The agreements will include four one-year options to extend the term, for a total agreement

term of up to five years if all options are exercised.

Financial Impact

The value of the agreements, including all option years is $4,415,000, including all applicable taxes, with an estimated annual expenditure of $883,000.

Funding is available in the Water Services, Parks and Recreation, and Public Works departments' budgets.

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer, Inger Erickson and Mario Paniagua, and the Water Services, Parks and Recreation and Public Works departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 122

Transfer Station Mister System Maintenance and Repair Agreement - RFQ 24-SW -006 (Ordinance S-49759)

Request to authorize the City Manager, or his designee, to enter into an agreement with Universal Fog Systems, Inc. to provide maintenance and repairs to the misting systems at the 27th Avenue and North Gateway transfer stations. Further request to authorize the City Controller to disburse all funds related to this item. The value of the agreement will not exceed $99,000.

Summary

The Public Works Department is responsible for maintaining dust control and compliance at the solid waste transfer stations, in accordance with the Arizona Department of Environmental Quality and Maricopa County Air Quality Department. The misting systems are used to maintain dust control to ensure compliance with environmental and air quality requirements. This agreement will provide regular quarterly maintenance and necessary repairs to the high-pressure misting systems to keep the systems operational and ensure they are working properly.

Procurement Information

Request for Quote 24-SW-006 was conducted in accordance with Administrative Regulation 3.10. One offer was received by the Public Works Department Procurement Services Division on March 29, 2023. The offer was evaluated based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services. The offer submitted by Universal Fog Systems, Inc. was deemed fair and reasonable.

Universal Fog Systems, Inc.: $17,065.91 bid total for annual costs of regular maintenance service.

Contract Term

The initial two-year term of the agreement will begin on or about Aug. 1, 2023. The agreement will include three one-year options to extend the term, for a total agreement term of up to five years if all options are exercised.

Financial Impact
The value of the agreement, including all option years is $99,000, including all applicable taxes, with an estimated annual expenditure of $19,800.

Location
27th Avenue Transfer Station, 3060 S. 27th Ave.
North Gateway Transfer Station, 30205 N. Black Canyon Highway
Council Districts: 2 and 7

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 123

Intergovernmental Agreement with City of Flagstaff to Accept and Process Recyclable Materials (Ordinance S-49770)

Request to authorize the City Manager, or his designee, to enter into an Intergovernmental Agreement (IGA) with the City of Flagstaff to accept and process recyclable materials collected in the City of Flagstaff and delivered to the City of Phoenix's Material Recovery Facilities (MRF). Further request to authorize the City Council to grant an exception pursuant to Phoenix City Code section 42-20(B), inclusion of mutual indemnification language that otherwise would be prohibited by Phoenix City Code section 42-18(A) and (B). Additionally request to authorize the City Treasurer to accept, and for the City Controller to disburse, all funds related to this item.

Summary

The City of Flagstaff has requested to enter into an Intergovernmental Agreement with the City of Phoenix to accept and process its recyclable material. The City of Phoenix can accept these materials with terms to address changing market conditions resulting in lower commodity prices and increased processing costs from contamination in the recyclables. This IGA will authorize the City of Phoenix to charge a processing fee to the City of Flagstaff for recycling tonnage processed at the City MRFs, which is designed to ensure all costs associated with processing recyclables are recovered by the fee. The terms of this IGA include:

- In a market with low recycling commodity prices, the City of Phoenix will charge a processing fee to the City of Flagstaff, and no revenue share to Flagstaff will be available.
- In a market with high recycling commodity prices, the City of Flagstaff will pay a processing fee and will receive 50 percent of the net revenue share, and the City of Phoenix will receive the remaining 50 percent.

Annually, the City of Flagstaff will deliver up to 12,000 tons of recyclable materials to City of Phoenix facilities.

Contract Term
The one-year term of this IGA will begin on or about June 1, 2023, and conclude on or about May 31, 2024. Provisions of the IGA include four, one-year options to extend the agreement.

Financial Impact
The City of Flagstaff will be paying Phoenix to accept recyclables to cover all expenses associated with proper handling of the materials. If recycle market prices increase during the term of the agreement, Phoenix and Flagstaff would share the additional revenue at a 50/50 split. Funds for the revenue share payments to the City of Flagstaff are available in the Public Works Department's budget.

Location
North Gateway Material Recovery Facility, 30205 N. Black Canyon Highway.
27th Avenue Material Recovery Facility, 3060 S. 27th Ave.
Council Districts: 2 and 7

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 124

Active Transportation Plan

Request City Council approval of the Street Transportation Department's Active Transportation Plan (ATP).

Summary

The Street Transportation Department (Streets) is requesting City Council approval of the ATP (**Attachment A**). Active transportation is defined as walking, biking or rolling, including using wheelchairs, scooters, mobility devices or micromobility vehicles. The ATP updates the City's Comprehensive Bicycle Master Plan originally approved by City Council in 2014. The ATP is guided by four overarching principles based on community input to create an active transportation network that is:

1) Safe;
2) Connected;
3) Enjoyable; and
4) Equitable.

The ATP is a policy-level plan that includes recommendations in three areas: network development, policy updates and design guidance. The recommendations in the ATP will help further the implementation of existing plans and policies including Complete Streets, the Vision Zero Road Safety Action Plan and the Climate Action Plan.

ATP Background

In 2014, City Council approved the City's Comprehensive Bicycle Master Plan. The plan recommended infrastructure and policy changes to reach the vision of a well-connected infrastructure network that would make bicycling a preferred option for daily transportation within 20 years. The vision included receiving a Platinum Level Bicycle Friendly Community designation from the League of American Bicyclists.

The Bicycle Master Plan guided the development of several signature active transportation projects in Phoenix, including the 3rd and 5th Avenue Improvements, the 3rd Street Promenade, Oak Street and the Grand Canalscape. Subsequently, the Transportation 2050 (T2050) Plan, approved by voters in 2015, established a commitment to add 1,080 new bike lane miles in the City of Phoenix by 2050. This

ambitious goal requires building bike lanes beyond the recommendations in the Comprehensive Bicycle Master Plan.

In 2018, Streets applied for, and received, funds from the Maricopa Association of Governments (MAG) to update its Comprehensive Bicycle Master Plan to help guide implementation of an expanded bike lane network. In June 2019, City Council approved an intergovernmental agreement to allow the City to work with MAG to collaborate on the development of an ATP that would include walking and the use of micromobility and mobility devices.

ATP Development and Community Engagement

The ATP planning process included engagement of an interdepartmental advisory team, extensive analysis of existing City plans and policies, and two rounds of community engagement. The interdepartmental advisory team (Active Transportation Advisory Team) brought together staff from seven City departments, with dedicated working groups for each of the plan elements. The planning team reviewed 11 existing City plans and policies to ensure alignment with the ATP and to identify opportunities for further implementation of active transportation goals.

Two rounds of community outreach were conducted for the ATP. The first round of community outreach took place in the winter of 2021 through an online survey, poster polls at two community events, and interviews with community leaders from historically marginalized neighborhoods and active transportation advocacy organizations. The feedback gathered during this round of outreach guided the creation of the planning principles and the recommendations within each assessment area. A second round of public outreach, focused on review of the draft plan, was conducted from December 2022 through January 2023 through a virtual public meeting and a community survey. The community feedback during the meeting and the survey answers informed updates to the final version of the ATP.

ATP Elements

The ATP has three elements that correspond to the three assessment areas: network development, policy updates and design guidance. Each element is designed to work as part of the overall plan, or as a standalone document.

Rather than providing a map of recommended bicycle or active transportation projects, the ATP recommends a community-focused program for developing the active transportation network in Phoenix. Streets will work in each of Phoenix’s urban villages to conduct in-depth community outreach and recommend a network of bike lanes that can be quickly implemented. Staff will work with two urban villages per year to create plans and then work to install the bike lanes within two years after finishing the plans,

as funding is available. The process will also identify potential larger projects that will require longer planning timelines and additional funding. The urban villages will be prioritized based on equity and the individual village workload. The program is anticipated to take approximately ten years to complete.

The policy section recommends updates to City policies and procedures to ensure alignment and consistency and to support the four principles of the plan: Safe, Connected, Enjoyable and Equitable. It supports the further implementation of Complete Streets, the Climate Action Plan, and the Vision Zero Road Safety Action Plan. The recommendations are grouped into short-term, medium-term and long-term priorities based on public input and feasibility.

The design guidance section will be a reference manual for staff and consultants on how to design streets for active transportation. It reflects the current best practices for active transportation with a special focus on Phoenix's unique challenges. The design guidance section will be shared internally and made available on Phoenix's website as a standalone document for use by consultants and developers.

Accountability

The ATP continues previously established commitments to build bike lanes and multi-use paths along canals and to pursue a Platinum Level Bicycle Friendly Community designation. Tracking metrics for each of the three plan elements are identified and will be reported in annual Active Transportation Program updates to the Citizens Transportation Commission and the Transportation, Infrastructure and Planning Subcommittee.

Financial Impact

The $2 million per year Bicycle Master Plan funding from the Highway Users Revenue Fund will be used for implementation of the ATP.

Concurrence/Previous Council Action

The City Council approved:

- An intergovernmental agreement with MAG (Ordinance S-45828) on June 19, 2019; and
- An exception to Phoenix City Code to include indemnification and assumption of liability provisions for the intergovernmental agreement previously authorized (Ordinance S-46354) on Feb. 5, 2020.

The Transportation, Infrastructure and Planning Subcommittee recommended City Council approval of the ATP on May 17, 2023, by a vote of 4-0.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.



City of Phoenix

ACTIVE TRANSPORTATION PLAN

APRIL 2023

MARICOPA ASSOCIATION of GOVERNMENTS

ACKNOWLEDGMENTS

City Council

Mayor Kate Gallego

Councilmember Ann O'Brien, *District 1*

Councilmember Jim Waring, *District 2*

Councilmember Debra Stark, *District 3*

Councilmember Laura Pastor, *District 4*

Councilmember Betty Guardado, *District 5*

Councilmember Kevin Robinson, *District 6*

Vice Mayor Yassamin Ansari, *District 7*

Councilmember Kesha Hodge Washington, *District 8*

Previous Council Members

Councilmember Sal DiCiccio, *District 6*

Councilmember Carlos Garcia, *District 8*

Active Transportation Advisory Committee

Jordan Feld, *Deputy Aviation Director, Aviation Department*

Sheldon Daisley, *Former Airport Planner, Aviation Department*

Samantha Keating, *Deputy Director, Housing Department*

Lynda Lee, *Former Deputy Director, Neighborhood Services Department*

Yvette Roeder, *Deputy Director, Neighborhood Services Department*

Gregory Gonzales, *Economic Development Program Manager, Neighborhood Services Department*

Mark Hartman, *Chief Sustainability Officer, Office of Sustainability*

Darice Ellis, *Environmental Quality Specialist, Office of Sustainability*

Aaron Jensen, *Landscape Architect II, Parks and Recreation Department*

Natasha Hughes, *Planner I, Parks and Recreation Department*

Joshua Bednarek, *Director of Planning and Development Department*

Joél Carrasco, *Special Projects Administrator, Planning and Development Department*

Racelle Escolar, *Principal Planner, Planning and Development Department*

Albert Crespo, *Deputy Director, Public Transit Department*

Markus Coleman, *Light Rail Administrator, Public Transit Department*

Briiana Velez, *Assistant Director, Street Transportation Department*

Mark Glock, *Former Deputy Director, Street Transportation Department*

Matthew Wilson, *Former Deputy Director, Street Transportation Department*

Rubben Lolly, *Deputy Director, Street Transportation Department*

Carl Langford, *Traffic Operations Engineering Supervisor, Street Transportation Department*

Bruce Littleton, *Traffic Engineering Supervisor, Street Transportation Department*

Leticia Vargas, *Special Projects Administrator, Street Transportation Department*

Mailén Pankiewicz, *Pedestrian Safety Coordinator, Street Transportation Department*

Additional staff acknowledgments

Kini Knudson, *Director, Street Transportation Department*

Mark Melnychenko, *Former Deputy Director, Street Transportation Department*

Marielle Brown, *Active Transportation Principal Planner, Street Transportation Department*

Brian Fellows, *Principal Planner, Street Transportation Department*

Maja Brkovic, *Principal Planner, Street Transportation Department*

Al Zubi, *Traffic Engineer III, Street Transportation Department*

Joseph Perez, *Former Bicycle Coordinator, Street Transportation Department*

Brandy Ruark, *Civil Engineer II, Street Transportation Department*

Maricopa Association of Governments

Kay Bork, *Transportation Planning Project Manager*

Consultants

Alta

Mike Rose

Brandon Gonzalez

Krista Flynt

Community Equity Partners

Sarah Gonzalez

Sharifa Rowe

Stephanie Luz Cordel

Special thanks to the Maricopa Association of Governments for providing funding for this project through the Active Transportation Design Assistance Program.

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Policy Recommendations Element

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APPENDIX A

Public Outreach Summary

City of Phoenix

THE CITY OF PHOENIX
ACTIVE TRANSPORTATION PLAN
Executive Summary

Guiding Principles

The plan includes guiding principles that are based on what Phoenicians said were important during outreach. These principles guided recommendations developed in the plan, and they will guide how Phoenix builds its active transportation network.

Equitable

Safe

Connected

Enjoyable

What is active transportation?

When we walk, bike, and roll around Phoenix, we are using active transportation.

By designing our streets to be inclusive of active travel, and improve safety and connectivity for active transportation infrastructure, Phoenix can give people choices on how they move around the community.



Public Input Major Takeaways

RESIDENTS WOULD LIKE TO SEE MORE:

- bike infrastructure, specifically bike lanes that are protected or separated from vehicle travel lanes.
- streets with sidewalks, specifically detached sidewalks with shade
- midblock crossings

COMMUNITY PRIORITIES

- Neighborhood bicycle routes should be a higher priority than regional routes.
- The City should prioritize Comfortable and safe Bicycle facilities over lower-cost facilities.
- Prevent injury-causing collisions.
- Everyone should have a comfortable and safe option for using the street.

What are the Plan's Primary Recommendations?

Community Active Transportation Network Program

Community feedback indicated that short, local connections within people's neighborhoods were a high priority. The Community Active Transportation Network Program will work with community members to recommend biking and walking connections. The program will focus on bike lanes and street crossings to help people get to local destinations. The program will gather community input through community task forces, surveys, meetings, and attending community events.

A cornerstone of the Network Development Program is neighborhood engagement. Local connections to parks, schools, transit, community centers, and other neighborhood destinations will be identified and prioritized by neighborhood residents themselves. This community-driven approach will allow the Network Development Program to account for diverse needs and priorities across the city of Phoenix, and will help lead to projects that can make an impact on residents' daily lives.

The Network Program will individually assess two of Phoenix's 15 Urban Villages, every year. Priority projects will be implemented the following two years after the assessment is completed.



Village Assessment Process

STEP 1
Analyze Existing Conditions

STEP 2
Identify Destinations and Gaps

STEP 3
Identify Network

STEP 4
Prioritize Projects

STEP 5
Implement Projects

Implementation Schedule

	2023	2024	2025	2026	2027	2028	2029	2030	2031
Network Assessment	Village 1 Village 2	Village 3 Village 4	Village 5 Village 6	Village 7 Village 8	Village 9 Village 10	Village 11 Village 12	Village 13 Village 14 Village 15		
Project Implementation		Villages 1 and 2	Villages 1 through 4	Villages 3 through 6	Villages 5 through 8	Villages 7 through 10	Villages 9 through 12	Villages 11 through 15	Villages 13 through 15

Policy Recommendations

The policy recommendations direct staff to update internal policies and programs to better support active transportation. Under each objective, there are specific recommendations to advance existing plans and to support the guiding principles of the plan. The recommendations are prioritized as short-term, medium-term, and long-term to create a feasible work plan. The policy recommendations represent a continued shift towards a more multimodal future in Phoenix where active transportation plays an important role alongside other ways of travel.



Policy Objectives

- Objective 1: Advance Complete Streets Policy Implementation
- Objective 2: Support the Goals of the Climate Action Plan
- Objective 3: Support the Vision Zero Road Safety Action Plan
- Objective 4: Share Opportunities for Integrating Active Transportation Policies and Guidance into the General Plan
- Objective 5: Build Safe Active Transportation Networks
- Objective 6: Build Connected Active Transportation Networks
- Objective 7: Build Enjoyable Active Transportation Networks
- Objective 8: Build Equitable Active Transportation Networks

Design Guidance

Phoenix's new design guidance for active transportation is based on best practices and focuses on safety and comfort of people walking and biking. The guidance provides an overview of how we should be designing our active transportation facilities and includes important design considerations that will raise the standard for bike and pedestrian design in Phoenix. The new design guidance is an exciting step forward for the City and will be an important guide as each new facility is design and built.

In particular, the Bikeway Facility Selection Matrix is an important milestone for bikeway design in Phoenix. Contextual factors, such as posted speeds and volumes, will help determine levels of bikeway separation for enhanced user comfort and safety.



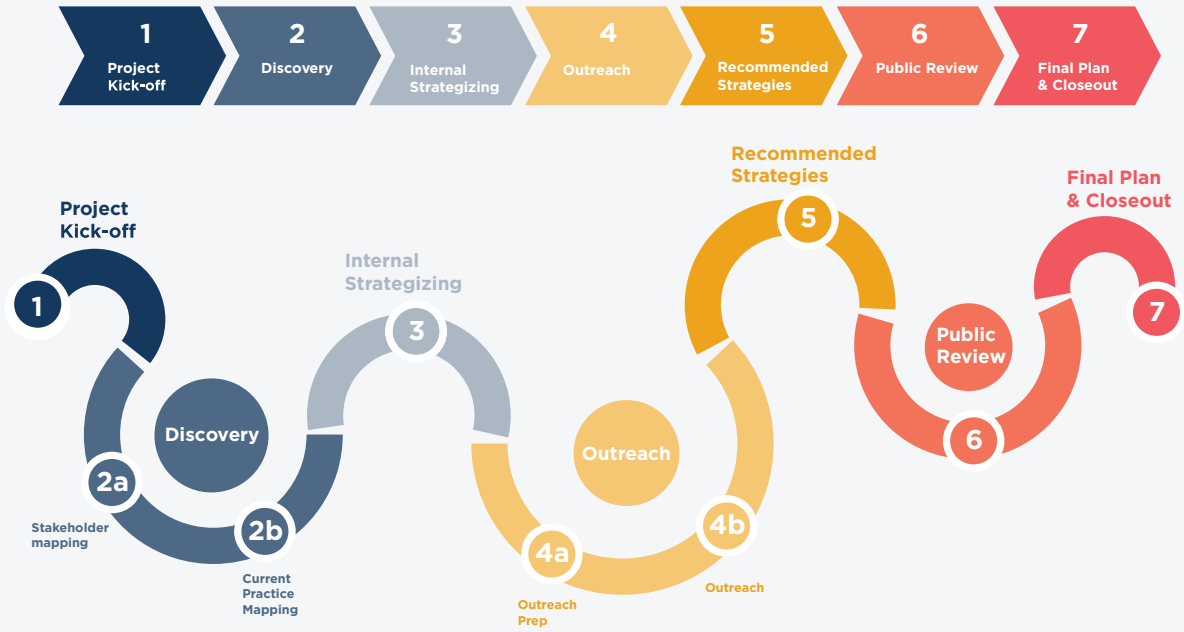
Planning Process

The two-year process to create this plan involved a thorough assessment of internal barriers to implementing active transportation, numerous meetings with the Active Transportation Advisory Team (ATAT), and community engagement through interviews with community leaders, surveys, tabling events, advocacy group interviews, and a virtual public meeting introducing the draft plan. A final community survey on the draft plan helped identify final revisions.

Accountability

The City will continue tracking and reporting on bicycle infrastructure progress, including on-street and canal path facilities. Additionally, after each urban village priority projects are selected, they will be included as an addendum to the plan for implementation accountability. Finally, the City will apply for Bicycle Friendly Community Status each two years to benchmark progress towards Platinum status.

What was the process for creating the Plan?





01 BACKGROUND

BACKGROUND

Purpose & Need

The City of Phoenix Active Transportation Plan (ATP) establishes a framework to guide decision-making—through policies, programs, and infrastructure—to make walking, biking, and rolling* more safe and enjoyable in Phoenix. This plan is a policy-level plan that highlights collaborative opportunities to advance active transportation through partnerships with other city initiatives, and also provides a neighborhood-centered approach to building active transportation priorities at the neighborhood scale.

This plan's recommendations are organized into three main assessment areas of 1) Policy Framework, 2) Network Development guidance, and 3) Design Guidance. An overview of all three of these areas is contained within this document, which is guided by an overarching set of principles—**to create an active transportation network in Phoenix that is safe, connected, enjoyable, and equitable.**

Each year, the City installs new bikeways, crossings, and pedestrian infrastructure in coordination with capital projects and the ongoing resurfacing program. This plan aims to accelerate active transportation progress by prioritizing neighborhood-scale and neighborhood-identified improvements and provides design guidance to create the next generation of bicycle and pedestrian infrastructure in Phoenix.

While the city aims to continue improving city-wide networks, a major focus of this plan is helping to create linkages and connections to everyday destinations within neighborhoods and urban villages with facilities that are designed to be safe and enjoyable for everyone. Many of these local destinations - including grocery stores, restaurants, schools, and parks - are set up for travel through walking and biking as short trips within neighborhoods. This plan focuses on helping residents access and connect to these important local destinations.

Safe and connected active transportation networks should meet the needs of all Phoenicians. This plan provides an assessment framework that helps to prioritize highest need areas and the neighborhood-



Source: Maricopa Association of Governments

Three Plan Assessment Areas:



POLICY FRAMEWORK:

Review policies and internal practices that influence active transportation design.



NETWORK DEVELOPMENT:

Develop a network framework that is not map-based.



DESIGN GUIDANCE:

Create updated design guidance for how to design bicycle and pedestrian facilities.

** Rolling refers to those using wheelchairs, scooters, and other mobility devices, whether powered or unpowered.*

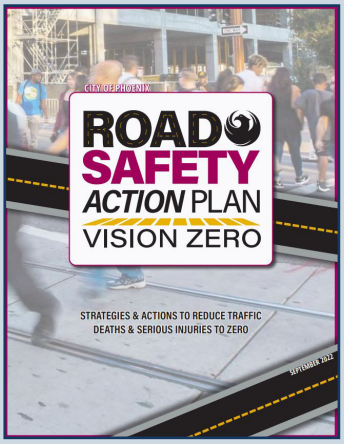
specific approach speaks to Phoenix's large geographic demographic diversity, allowing residents to identify projects and needs that are most impactful to their neighborhoods.

Advancing Existing Plans

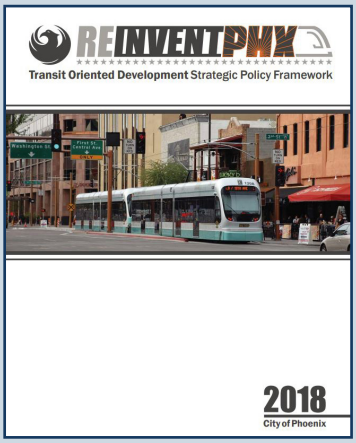
Phoenix is the 5th largest city and the fastest growing large city in the United States at this time. Many previous and existing planning efforts have contributed to and guided this growth to support Phoenix transitioning into a world class city. These plans, and this active transportation plan, build upon and support the cultural shift of designing roadways to be inclusive and safe for a variety of ways of travel and directly impact the lives, experiences, and quality of life of Phoenix's residents. This ATP is an opportunity to build upon other planning efforts, like those highlighted below, to make biking and walking key components of the City's transportation network as it continues to grow and evolve in the future.

Existing Plans Supported by This Plan

Existing plans and policies across Phoenix that this plan supports are: Road Safety Action Plan: Moving to Vision Zero (2022); City of Phoenix Complete Streets Policy; City of Phoenix Climate Action Plan (2021); the Maricopa Association of Governments Active Transportation Plan (2020); and the City of Phoenix Transit Oriented Development (TOD) Strategic Policy Framework (2018).



The Phoenix Road Safety Action Plan: Moving to Vision Zero (2022) *adopted by City Council in September 2022 with the goal of reducing traffic fatalities and serious injuries to zero in Phoenix by 2050.*



The City of Phoenix Transit Oriented Development (TOD) Strategic Policy Framework (2018) *prioritizes higher density land use around high capacity transit and provides opportunities for active transportation connections.*



The City of Phoenix Complete Streets Policy *provides support and direction around designing Phoenix's streets to accommodate many different forms of travel, and to prioritize safe and comfortable facilities for people walking and biking.*

Advancing Active Transportation

While the City of Phoenix first began planning for bikes when the Council adopted a proposed bike system in 1987, bikeway implementation and momentum for safe and comfortable facilities only recently began with the adoption of the City's first bicycle master plan in 2014. Since then, the City has made significant progress in expanding the bicycle network. To date, the City has implemented 183 miles of buffered bike lanes, 8 miles of protected bike lanes, and 974 miles of traditional bike lanes. In recent years, as national best practices have evolved, the City has begun planning and implementing bicycle facilities that are considered more comfortable for all ages and abilities. This includes bike boulevards, which are low stress routes along neighborhood streets, as well as protected bike lanes, which are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, flexible delineators, or vehicle parking aisle.

The Evolution of Protected Bikeways in Phoenix:



2017

The City installed its **first protected bike lane** along 15th Avenue between Van Buren and Jefferson streets.



2019

The City installed its **first parking-protected bike lanes** along 39th Avenue from Encanto Boulevard to Edgemont Avenue and Earll Drive from Sixth to Third Avenues.



2021

The City installed its **first two-way protected bike lane** along 3rd Avenue between Roosevelt Street and McDowell Road.



2022

The City installed **protected bike lanes** on Fillmore Street from Central Avenue to 7th Street, and 3rd Street from Roosevelt Street to Indian School Road.

Another exciting milestone is the current design of a bike boulevard that includes significant traffic calming and traffic diverters along Fillmore Street from 7th to 16th Streets. This corridor will reflect current best practices in bike boulevard design and has been envisioned for over a decade.

Phoenix has made significant progress and the work by various departments, advocates, and community input have helped make each of these projects a reality for our community. The next 10 years will bring more opportunities to create safe and enjoyable roadways that provide space for different forms of travel.

Streets for All

The way we think about and design our streets in Phoenix and across the country is changing. We have made large strides as a community, and have invested significant resources, in building a transportation network that provides choices for how to travel, including not just driving, but walking, rolling, biking, transit, and other emerging types of mobility options. The extension of our light rail system, continued advancement of Bus Rapid Transit and the building of canal trails are all testaments to this commitment.

Walking, biking, and rolling are critical pieces of this network. These modes are not just about providing a variety of options, but are about including and accommodating people of all ages and abilities (see the Design Guidance Element for more information on designing for different users). They provide safe connections for children to walk or bike to school and connect people to work, transit, and places they want or need to go. In many cases, walking, biking, and rolling are also primary ways of moving around Phoenix. Many residents use walking and biking to access transit and other modes of transportation, and an increasing number of people are reducing household vehicle ownership for a variety of different reasons.

Building our active transportation network serves these purposes, among many others, and helps to guide how and where safe critical infrastructure investments can and should be made within our community.

Active Transportation accounts for a variety of different ways of travel, including walking, rolling, biking, and many emerging types of mobility options. But it's not just about being inclusive of multiple types of travel modes, it's about ensuring the accommodation of people with different abilities, including people with a disability and children. This means creating facilities that are comfortable for people of all abilities and confidence levels.

** Rolling refers to those using wheelchairs, scooters, and other mobility devices, whether powered or unpowered.*



3rd Avenue Protected Bike Lanes with the use of a buffer strip and vertical posts to separate bicyclists from traffic.
Source: Maricopa Association of Governments



02

BENEFITS OF ACTIVE TRANSPORTATION

BENEFITS OF WALKING & BIKING

Economic Benefits

Active transportation can benefit the bottom line of households, businesses, and cities. The economic benefits of walking and biking include lower transportation costs for individuals and families, savings to cities from less wear and tear on streets, greater neighborhood and community vibrancy, boosts in retail sales, and more young job seekers being attracted and retained.[1]

Vehicle ownership and maintenance are expensive. **On average, households in Phoenix spend $10,900 a year ($908 per month)on vehicle ownership costs[2]**. These costs are especially burdensome for lower-earning households. National research from 2019 shows that lower-earning American households proportionately spend roughly twice as much of their income as the average-earning household on transportation. In 2016, the lowest earning 20 percent of the population spent almost 30 percent of their income on transportation costs[3]. Having more transportation choices, including biking, walking, and transit, presents important opportunities for individuals and families to be more financially stable and self-reliant.

Research suggests that active transportation also has the potential to contribute to the general economic vitality of the community, and in more specific ways as shown in the graphics at right.

DRIVING 4 MILES/DAY COSTS



IN FUEL AND VEHICLE WEAR AND TEAR
AAA, 2019

while...

WALKING AND BICYCLING COSTS



Your driving Costs: How Much are you really Paying to Drive? (2019). https://exchange.aaa.com/wp-content/uploads/2019/09/AAA-Your-Driving-Costs-2019.pdf

Increased **EMPLOYMENT AND SALES** for businesses facing **STREETS WITH IMPROVED WALKING & BIKING INFRASTRUCTURE**[4, 5]





Proximity to **BICYCLE INFRASTRUCTURE** is associated with **INCREASING RESIDENTIAL PROPERTY VALUES**[6]

1. *Railyards Blog. https://railyards.com/blog/7-benefits-of-bike-friendly-communities*
2. *The Housing and Transportation (H+T®) Affordability Index. https://htaindex.cnt.org/map/*
3. *ITDP (Institute for Transportation & Development Policy). The High Cost of Transportation in the United States. 2019. https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/*
4. *Garrett-Peltier, H. (2011). Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts. University of Massachusetts, Amherst, Political Economy Research Institute.*
5. *Liu, J. H., & Shi, W. (2020). Understanding Economic and Business Impacts of Street Improvements for Bicycle and Mobility– A Multicity Multiapproach Exploration (NITC-RR-1031). National Institute for Transportation and Communities, Portland State University.*
6. *Liu, J. H., & Shi, W. (2017). Impact of Bike Facilities on Residential Property Prices. Transportation Research Record: Journal of the Transportation Research Board, 2662, pp 50–58. https://doi.org/10.3141/2662-06*

Safety Benefits

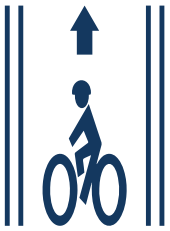
Dedicated infrastructure for walking and biking, combined with measures to reduce vehicle speeds, helps prevent crashes and saves lives. Many bicycle and pedestrian-involved crashes are preventable.

While education and other efforts are important, the design of safe infrastructure that is designed for slower vehicle speeds and separation between motorists, bicyclists, and pedestrians is the most effective way to reduce crashes and crash severity.

Speed management is important in preventing both crash instances and crash severity. Research shows that driver behavior, especially speed, is largely driven by roadway design, more so than posted speed limits or enforcement, and that streets designed for slower speeds result in fewer crashes.[6]

"Communities designed to be walkable can improve safety not only for people who walk but for all community members."

– Vivek H. Murthy, Surgeon General, 2015



Bicycling infrastructure (specifically separated and protected bike lanes) significantly reduce fatalities and improve road-safety outcomes for all road users, not just cyclists.[7]

A pedestrian hit by a vehicle traveling at **25 MPH**



has an **89%** chance of survival

A pedestrian hit by a vehicle traveling at **35 MPH**



has a **68%** chance of survival

A pedestrian hit by a vehicle traveling at **45 MPH**[8]



has a **35%** chance of survival

6. Ewing, Reid and Dumbaugh, Eric. 2009. The Built Environment and Traffic Safety. Journal of Planning Literature. Volume 23 Number 4.
7. Marshall, W. and Ferenchak, N. 2019 - Why cities with high bicycling rates are safer for all road users, Journal of Transport & Health
8. National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

Health Benefits

Active transportation supports mental and physical well-being through reduced stress, reduced anxiety, and numerous health benefits associated with higher levels of activity.

The Centers for Disease Control and Prevention recommends that adults get 150 minutes of moderate-intensity physical activity every week (e.g., 30 minutes a day for five days) to reduce chances of chronic diseases, such as diabetes or cardiovascular disease. Most recent data shows that roughly 80 percent of American adults do not achieve this.[9] Communities that make walking and bicycling safe and convenient ways to travel enable residents to incorporate physical activity into their daily routines.

Despite the inherent risks tied to bicycling in car-oriented cities, studies have shown that the health benefits of bicycling to an individual outweigh the risks 9 to 1, even when accounting for higher exposure to air pollution and risk of traffic collisions.[10]

Nationally, those who bike report[11]:



A BETTER MOOD



HIGHER SELF-CONFIDENCE



HIGH TOLERANCE TO STRESS



HEALTHIER SLEEP PATTERNS



Those who are **PHYSICALLY ACTIVE** generally **LIVE LONGER** and have a **LOWER RISK FOR HEART DISEASE, STROKE, TYPE 2 DIABETES, DEPRESSION, AND SOME CANCERS.**

CDC, 2015



20 MINUTES WALKING OR BIKING each day is associated with a

21% **LOWER RISK OF HEART FAILURE FOR MEN**

&

29% **LOWER RISK FOR WOMEN**

Rahman, 2014 and 2015

9. Centers for Disease Control and Prevention. https://www.cdc.gov/physicalactivity/index.html
10. de Hartog, Jeroen Johan; Boogaard, Hanna; Nijland, Hans; Hoek, Gerard. 2010. Do the Health Benefits of Cycling Outweigh the Risks? Environmental Health Perspectives. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2920084/
11. Boyd, H., Hillman, M., Nevill, A., Pearce, A. and Tuxworth, B. (1998). Health-related effects of regular cycling on a sample of previous non-exercisers, Resume of main findings

Environmental Benefits

By enabling people to make short trips on foot or bicycle instead of a car, active transportation can help communities address several environmental challenges. The most discussed, and perhaps most critical, environmental benefits of active transportation are reduced air pollution and emissions of greenhouse gases. Other environmental benefits include energy savings, less noise pollution, less water pollution, and even reduced pressure to develop agricultural and open space.

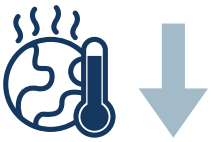
Replacing automobile trips with walking and bicycling trips can reduce particulate matter, nitrous oxide, sulfur oxide, volatile organic compounds and carbon dioxide that a typical motor vehicle emits.

By **2050**, if 7% of American commute trips were



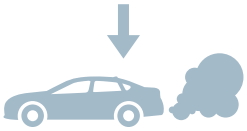
OR

ANNUAL GLOBAL GREENHOUSE GAS EMISSIONS would be reduced by approximately



14% [12]

84%



Those who **BICYCLE EVERYDAY** had **84% LOWER CARBON DIOXIDE EMISSIONS** from all daily travel than non-bicyclists.[13]

If **8%** **MORE** children living within



2 miles of a school

OR



to school, air pollution reduced from not taking a car would =

REMOVING  x **60,000** from the road **FOR 1 YEAR,** nationally.[14]

Phoenix Climate Action Plan

In 2021, Phoenix adopted a climate action plan with the goal of reaching net-zero as a city by 2050 while also reducing 50% of emissions by 2030. Our active transportation network will be a key partnership opportunity in achieving these goals.

Key opportunities identified by the climate action plan that advance active transportation include:

- Creating a connected and comfortable bicycle network that is designed for all ages and abilities
- Expanding the network of multi-use pathways
- Linking active transportation connections with high capacity transit
- Creating walkable and bikeable neighborhood connections

Accessibility and Mobility Benefits

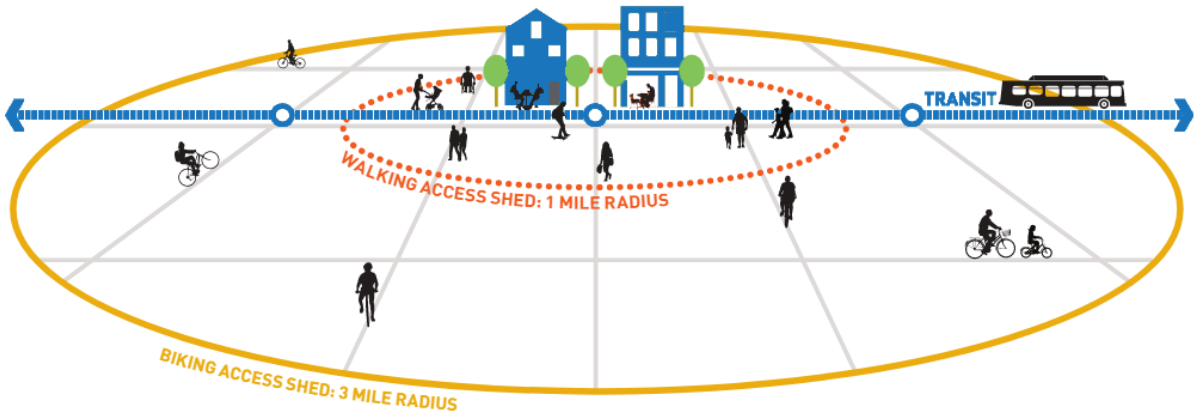
Active transportation provides more options for how people get around, regardless of their reason for travel. Improved infrastructure that provides comfortable and safe routes of travel can encourage more people to use active modes and increase connections to educational, economic, and recreational opportunities.

For those who are unable to drive or lack access to a vehicle, increasing the range of safe walking, biking, and rolling facilities creates large improvements in quality of life - accessing more destinations and opening the door to new possibilities. A robust active transportation network can capture a high percentage of 0-5 mile trips, helping to maximize transportation efficiency, and provide greater choice for residents and visitors.



Source: Maricopa Association of Governments

On average, **40% OF ALL TRIPS** we make are for a distance of **TWO MILES OR LESS**—a distance that can easily be covered by a **10 MINUTE BICYCLE RIDE** or a **30 MINUTE WALK**.[15]



12. European Cyclists' Federations. (2016). Cycle More Often 2 Cool Down the Planet! Quantifying CO2 savings of cycling.ast Company https://medium.com/fast-company/as-we-discuss-big-solutions-to-climate-change-dont-forget-people-friendly-streets-18514fe56a43
13. Brand, C. et al., 2021, The climate change mitigation effects of daily active travel in cities. Transportation Research Part D: Transport and Environment
14. Pedroso, M, 2008, Safe Routes to School Steps to a Greener Future: How walking and bicycling to school reduces carbon emissions and air pollutants. Safe Routes to School National Partnership
15. NHTS 2009, FHWA Office of Policy



03

COMMUNITY INPUT & PRINCIPLES

INPUT THEMES

Community outreach for the plan was conducted through an online survey, poster polls at neighborhood and community events, and interviews with local leaders and advocacy organizations. This input guided the overall plan goals. Here is a snapshot of what we heard. The full engagement summary can be found in **Appendix A**.

Online Survey

Who Participated?

665
Survey Participants

What we heard:

DAILY TRANSPORTATION

65% for daily transportation

70% would like to more often.

TRANSPORTATION BARRIERS

Most common **BARRIERS** to **WALKING**:

- distance between places
- unsafe driving behavior
- heat/lack of shade

Most common **BARRIERS** to **BIKING**:

- lack of connected facilities
- unsafe driving behavior
- bike lane/road proximity

The highest percentage of respondents rate current conditions in Phoenix as **UNSAFE** for

53% walking

71% biking

58% of residents agree with "I would support lowering speed limits in exchange for making streets more comfortable for walking and biking" with 37% saying they strongly agree.

58% agree

TRANSPORTATION DESIRES

Respondents would **LIKE TO SEE MORE**:

- bike infrastructure, specifically bike lanes that are protected or separated from vehicle travel lanes.
- streets with sidewalks, specifically detached sidewalks with shade
- midblock crossings

PRIORITIES

GENERAL TRANSPORTATION:

- preventing injury-causing collisions
- everyone has a comfortable option for using the street

STREET-SPECIFIC

- expanded bikeway network
- shade
- neighborhood routes over regional
- comfortable over low-cost
- safety over upgrading/ adding paths

65% of respondents feel unable to find information and ways to provide input on local bicycle and pedestrian projects in their neighborhood.

Poster Polls

Who Participated?

79
Poster Poll Participants

What we heard:

SPECIFIC PRIORITIES

NEIGHBORHOOD BICYCLE ROUTES should be a higher priority than regional routes

The City should prioritize **COMFORTABLE BICYCLE FACILITIES** over lower-cost facilities

GENERAL PRIORITIES

SAFETY

TRANSIT ACCESS

EQUITY

Draft Plan Feedback

PROTECTION AND SEPARATION between vehicles and cyclists / pedestrians is important

Heat and **LACK OF SHADE** are a deterrent to walking and biking

BETTER PROTECTION for cyclists and pedestrians **AT INTERSECTIONS**

More **FREQUENT ARTERIAL CROSSINGS**

More **ACCOUNTABILITY AND TRANSPARENCY** on project delivery

Interviews with Local Leaders and Advocacy Organizations

Who Participated?

4 Representatives from two education and advocacy organizations

7 Community leaders from the 6 marginalized zip codes identified in the equity map

What we heard:

BICYCLE ADVOCATES

- Need for increased awareness/education about city projects; better messaging when relating neighborhood projects to overall city goals.
- Concerns about traffic, speeding, and lack of infrastructure to make walking and biking safe.
- City should work to improve the culture with the streets department. In addition, there are concerns about internal politics, turnover, and a lack of strong advocates within the department.

COMMUNITY LEADERS IN HISTORICALLY MARGINALIZED AREAS

- Concerns about safety; lack of sidewalks in some residential communities (particularly West & South Phoenix), inconsistent bike paths, speeding, homeless encampments, violent crimes, drug use, and stray dogs.
- Need for more accountability and transparency from the city. In addition, they are not confident the city will show up for their communities; supportive of additional street infrastructure if it supported their current safety needs.

GUIDING PRINCIPLES

Developing an intentional active transportation network that is responsive to the community must be driven by key guiding principles. The future active transportation network in Phoenix should be one that is safe, connected, enjoyable, and equitable. These principles should guide future decision-making around facility selection and design and work together to create a better environment for people walking and biking in Phoenix.



Equitable

The City will develop active transportation networks that meet the needs of all Phoenicians and will prioritize improvements for areas with the highest need and vulnerable and disadvantaged populations. Your identity, ability, and/or where you live should not determine your ability to safely and enjoyably travel around Phoenix.



Safe

The City will develop active transportation networks that eliminate bicycle and pedestrian fatalities and serious injuries. People walking and biking in Phoenix should be able to travel to their destination without fear or the undue risk of being killed or seriously injured in traffic.



Connected

The City will develop active transportation networks that connect people to where they want and need to go. People in Phoenix should be able to walk and bike to destinations within their urban villages that allow them to meet their daily needs such as to school, work, parks and trails, attractions, healthcare, transit, and more.



Enjoyable

Travel along Phoenix's bikeways and pedestrian corridors should be an enjoyable experience. Routes that support people of all ages and abilities will include separation from motor vehicles, reduce exposure to high speed and high volume traffic, provide shade for heat resiliency, and encourage more people to walk and bike to nearby destinations.



04

REVIEW OF EXISTING PLANS

REVIEW OF EXISTING PLANS

The City of Phoenix's transportation system is guided by a number of different local and regional plans and initiatives. Many of these completed plans and initiatives directly or indirectly address active transportation as part of their implementation priorities, which highlights the important role active transportation plays in achieving a variety of different objectives. The policies, design guidelines, and network development program outlined in this plan were drafted with this in mind, and are an attempt to build upon and advance many of the active transportation objectives already outlined in other plans.

Citywide plans reviewed included the Phoenix General Plan (2015), the Phoenix Strategic Plan, City of Phoenix Complete Streets Policy, the Transportation 2050 Plan (T2050), and the Climate Action Plan (2021). Other plans reviewed included the 2014 Comprehensive Bicycle Master Plan, Sustainability Transportation Goals, Shifting Gears Five Year Bicycle Program (2018), the Downtown Phoenix Comprehensive Transportation Study, Reinvent Phoenix, and the Mobility Improvements Program.

This section is a summary of some of the key themes that came out of the existing plan review, and includes some specific policies and goals related to active transportation from those plans. These themes provided the foundation for policy and design guidance recommendations.

Recommendation	Existing Plan	Summary
Theme 1: Improve Safety & Comfort for Pedestrians and Enhance the Pedestrian Experience		
Cores, centers and corridors will have pedestrian and bicycle connections to the surrounding community	Phoenix General Plan	There is an opportunity to better define pedestrian planning in Phoenix by building on policies and objectives in other city plans. The ATP should focus on pedestrian comfort and safety through policy development and design guideline updates. Factors influencing the pedestrian experience include safe crossings, lighting, visibility, shade, and separation from traffic, among others.
Plan, design, develop, and maintain green infrastructure, such as interconnected trail systems that increase shade canopy coverage and promote pedestrian mobility	Phoenix Strategic Plan	
Less traffic and more crosswalks are the future	Reinvent Phoenix	
Build more high comfort (safer, better-connected) networks	Maricopa Association of Governments (MAG) Active Transportation Plan	

Recommendation	Existing Plan	Summary
Theme 2: Prioritize Active Transportation Improvements Around First/Last Mile Transit Connectivity		
Create more walkable corridors to connect to station areas	Reinvent Phoenix	First/last mile connectivity to transit is an important intersect between public transit and active transportation; the provision of comfortable and safe bicycle and pedestrian facilities makes people more likely to walk or bike to transit. The provision of quality active transportation infrastructure around transit has the added benefit of increasing transit ridership.
Conduct additional project assessments for major street sidewalk improvements for ADA non-accessible bus stops	Mobility Improvement Programs	
A particular emphasis on improving connectivity and access to major transportation and transit corridors	Transportation 2050 Plan	
Encourage bike integration with the overall transit system	Phoenix Comprehensive Bicycle Master Plan	
Provide first-mile/last-mile connections that complement and even supplement transit during disruptions	Shared Mobility Program	
Theme 3: Improve Coordination Between Departments & Agencies on Active Transportation Implementation		
Phoenix street environment to be more inclusive of pedestrians, cyclists, and transit-users will require coordination with and support of many City departments and adjacent landowners	City of Phoenix Complete Streets Policy	Many plans, agencies, and departments reference active transportation as an objective, and while many positive references to active transportation in other plans exist, it's important to understand whether they are being implemented and what barriers to implementation might exist.
Street Transportation Department will lead implementation of Complete Streets for projects	Phoenix Strategic Plan	
Build off the agency partnerships that developed the plan to implement the TOD vision	Reinvent Phoenix	
Strengthen regional transportation planning coordination with state and regional governmental agencies and public service providers	Phoenix Comprehensive Bicycle Master Plan	
Theme 4: Understand and Assess Funding Sources		
The Planning and Development Department will provide guidance for privately funded projects to implement the Policy	City of Phoenix Complete Streets Policy	Understand what funding exists, how funding is being used and allocated, and understand public support and priorities in terms of funding.
T2050 dedicates nearly 14% of its total transportation funding towards improvements that expand bicycle and pedestrian connectivity	Transportation 2050 Plan	
The Street Transportation Department's Capital Improvement Program (CIP), the five-year program provides over $750 million in improvements to street transportation infrastructure	Shifting Gears Five Year Bicycle Plan	
Seek State and Federal funding through the Maricopa Association of Governments (MAG) to assist with implementation of large and difficult projects	Phoenix Comprehensive Bicycle Master Plan	
Theme 5: Design Guidelines and Standards		

Recommendation	Existing Plan	Summary
Complete Streets principles will be included into the General Plan and other relevant plans, manuals, rules, regulations, ordinances and programs as determined by staff and the Complete Streets Advisory Board	City of Phoenix Complete Streets Policy	Developing Design Guidance that follow best practices allow for the implementation bicycle and pedestrian facilities that can attract users of all ages and abilities. This guidance can improve safety, functionality, and comfort for users. They are a tool for the Street Department for installation and can provide context sensitive designs that will help achieve mode shift goals and safety goals.
Potential improvement strategies should be "context sensitive" solutions.	Transportation 2050 Plan	
Update City of Phoenix guidelines addressing bicycle facility design and traffic control	Phoenix Comprehensive Bicycle Master Plan	
Building out a regional active transportation network for all ages and abilities	Maricopa Association of Governments (MAG) Active Transportation Plan	
Theme 6: Sustainability		
Create a network of shared-use trails and pathways that are safe, convenient and connected within preserves and parks	Phoenix General Plan	Active transportation is one main component in creating a sustainable future. Vehicular transportation is one of the largest contributors to greenhouse gas (GHG) emissions and contributes to climate change. The ATP will be the key planning document to reduce dependency on driving. Additionally, the ATP will provide recommendations for landscaping that could have benefits to water and urban heat issues.
Reducing energy usage from street lights while improve visibility by replacing 100,000 street lights with new LEDs	Shifting Gears Five Year Bicycle Plan	
Allowing 90% of the population to be a 10-minute walk from transit through the expansion of routes and service frequency (and shaded bus stops)	Environmental Sustainability Goals – Transportation	
Increase the active transportation mode share to 30 percent by 2040	Maricopa Association of Governments (MAG) Active Transportation Plan	
Continue to implement the Tree & Shade Master Plan to establish 25% tree and shade canopy in streets and pedestrian areas by 2030 (medium term 2030-2035)	Climate Action Plan	
Increase bike lane mileage in the City of Phoenix and ensure the bicycle network is connected and comfortable for riders of all ages and abilities. (long term 2040-2050)	Climate Action Plan	
Create a network of multi-use paths along the existing canal network in Phoenix (long term 2040-2050)	Climate Action Plan	
Develop a series of corridors with a strong emphasis on active transportation and connections to high-capacity transit corridors (long term 2040-2050)	Climate Action Plan	



05

ACTION & ACCOUNTABILITY

ACTION & ACCOUNTABILITY

Translating Community Input into Action

The Active Transportation outreach approach was designed to capture community priorities, desired outcomes, and process approaches in order to draft plan recommendations aligned with community priorities. The initial round of community outreach focused on soliciting input that could form the basis of the plan guiding principles, priorities, and the general direction for recommendations.

The first round of outreach included an online survey, poster polls, and targeted outreach to neighborhood leaders and active transportation advocates. Each method of outreach was able to reach different populations; the poster polls at community events and targeted outreach to neighborhood leaders were a way to get feedback from residents that may not normally opt into online polls.

As City staff will be responsible for implementing the plan, stakeholder interviews with City staff were conducted to better understand challenges and feasibility as part of the initial outreach. The internal Active Transportation Advisory Team provided further information on opportunities and challenges from several departments, including:

- Streets & Transportation
- Parks & Recreation
- Office of Sustainability
- Planning & Development
- Public Transit
- Aviation
- Neighborhood Services
- Community & Economic Development

The internal staff outreach ensured recommendations were feasible by identifying what could be achieved within the twenty-year planning horizon while also highlighting opportunity areas with potential for rapid actions.

Input from outreach is reflected in the plan guiding principles, network development program, design guidance, and the policy recommendations, as follows.

Plan Guiding Principles

Across each outreach method, respondents were asked about their big picture priorities and guiding principles when it comes to transportation. The survey and poster polls focused on tradeoffs to ensure plan recommendations and prioritization were grounded in community priorities.

In the online survey, respondents most frequently identified safety as their top priority, followed by canals, equity, high comfort facilities, and gap closure. Poster poll participants had largely similar priorities. At the Laveen BBQ, respondents ranked safety first, followed by parks and community centers, transit access, canals, and equity. At First Friday in downtown, respondents selected transit access as their top priority followed by safety, access to population and employment centers, equity, and canals.

These priorities are captured in the plan guiding principles of safe, connected, enjoyable, and equitable active transportation networks. Though each group of respondents had different top priorities for where active transportation networks should connect to, the neighborhood-scale planning recommendations in the Community Active Transportation Network Program will allow different communities to identify the important destinations for their neighborhoods. Policy recommendations on canal paths are also included in the plan.

Policy Recommendations

Active transportation infrastructure is part of the city fabric, usually sharing the same streets as cars, and connecting to the same places. In the survey and through targeted outreach, the planning team asked about

overall transportation priorities to better understand how Phoenicians would like to see active transportation integrated into the city. Interconnected transportation and land use issues, along with the tradeoffs inherent to creating truly multimodal streets, were mentioned in targeted outreach and in survey comments.

While survey respondents overwhelmingly expressed interest in walking and biking more, features of the car-oriented built environment were consistently identified as the major barriers to active transportation in Phoenix. Unsafe driving and distances between places were most frequently identified as the top barriers to walking, while unsafe driving and bike lanes too close to traffic were the top barriers to biking. To meaningfully address these barriers, the policy recommendations include potential updates to policies and procedures that impact land use and street design.

Through the current General Plan, Complete Streets Policy, and Transit-Oriented Development planning the City of Phoenix already has strong policy support for multimodal street design and supportive land use. However, in conversations with internal City staff, a recurring theme was the need to translate high level policy recommendations into updates for existing procedures and practices.

The need to match high level policies with day-to-day practices was echoed in targeted outreach as well. Representatives of advocacy groups, who had been involved in campaigns to adopt these policies and plans, felt the recommendations had not always resulted in implementation. Neighborhood leaders representing historically marginalized communities doubted the city could follow through on delivering their stated vision, based on direct experience with previous planning processes.

Carrying overarching policy recommendations into implementation is particularly important for active transportation as it is both a desired outcome in city plans and a means to achieving other outcomes, such as reducing carbon emissions reductions and improving air quality. As a result, the policy recommendations include specific recommendations for implementing existing plans through an active transportation lens. Recommendations for consideration in the upcoming General Plan update are also included to further link land use and transportation in Phoenix.

Overcoming Existing Active Transportation Barriers

While active transportation barriers exist, the new design guidance, policies, and network development approach, in conjunction with the work of other plans/initiatives, will continue to advance active transportation in Phoenix. Expanding active transportation culture will not happen overnight, it will happen incrementally.



Source: Maricopa Association of Governments

Community Active Transportation Network Program

During outreach, respondents were asked directly about tradeoffs in the planning and design process, specifically, whether they would prefer planning to focus on regional or local networks and whether they would prefer safer, more expensive infrastructure or more miles of lower-cost infrastructure. Across all outreach methods, respondents preferred to focus on connections to local destinations and higher-quality infrastructure, even if the increased cost resulted in less mileage overall. These preferences were particularly pronounced for poster poll participants.

Direct conversations with community leaders from historically marginalized neighborhoods helped the planning team to better understand needs and desires from communities that often do not get prioritized in citywide plans. Many community leaders expressed concerns about personal safety in addition to traffic safety. They mentioned the lack of sidewalks in some residential communities (particularly West & South Phoenix), inconsistent bike paths, speeding, homeless encampments, violent crimes, drug use in neighborhoods, and stray dogs.

The preference for local network connections tailored to neighborhood level concerns shaped the recommendations for network development. The Community Active Transportation Network Program is designed to provide an opportunity for the Street Transportation Department to work with communities at a scale that allows for careful consideration of community destinations and connections. The program's focus on equity, safety, and tying together existing connections will allow for the identification of projects that are driven by neighborhoods themselves, beginning with urban villages that have the greatest need. It will be a way for the department to create stronger relationships with communities, share information, and be more transparent about decisions.

THE PROGRAM WILL IDENTIFY AND IMPLEMENT:

- Neighborhood-scale bicycle facilities
- Safe crossings of major roadways
- Enhanced accessibility to transit
- Safe routes to schools, community centers, and activity centers
- Connections to trails and parks

The program will assess two urban villages per year and will immediately implement the priority projects that can be quickly built in the next two years. The program will operate from 2023 through 2031, and funding for the network development program has been allocated by the City.

In addition to the priority projects that can be quickly implemented, the outreach is anticipated to identify maintenance issues and potential Capital Improvement Projects. The program will help guide available resources to high priority community projects, even outside of the quick-build projects envisioned for the

Community Active Transportation Network Program Schedule

	2023	2024	2025	2026	2027	2028	2029	2030	2031
Network Assessment	Village 1 Village 2	Village 3 Village 4	Village 5 Village 6	Village 7 Village 8	Village 9 Village 10	Village 11 Village 12	Village 13 Village 14 Village 15		
Project Implementation		Villages 1 and 2	Villages 1 through 4	Villages 3 through 6	Villages 5 through 8	Villages 7 through 10	Villages 9 through 12	Villages 11 through 15	Villages 13 through 15

Roadway Reallocation

Space reallocation projects involve reallocating street space through the use of roadway paint and modular infrastructure, such as flexposts. Roadway reallocation projects are less costly than roadway reconstruction projects, are able to react to community input, and can be installed quickly.



Source: Maricopa Association of Governments

program. When the program has worked with every urban village in Phoenix, the Street Transportation Department will work with Phoenix residents and City leadership to determine the next steps for further building out the network and how to best continue the work of the program.

Design Guidance

The design guidance provides information on safe and comfortable active transportation infrastructure. The guidance is intended to support the design and implementation of infrastructure types that respondents prioritized during the outreach process.

In the online survey, respondents were asked more specific questions about infrastructure types and tradeoffs around speed limits. They were also asked whether they supported lowering speed limits in some cases. Respondents consistently supported safe, enjoyable, and connected infrastructure designs even if they added congestion. The preference for separation from motor vehicles and slower speeds informed policy recommendations in addition to the design guidance.

When asked about whether they would like to see more of a given type of infrastructure in Phoenix, respondents were most enthusiastic about infrastructure types that provided greater separation and shade. A detached sidewalk with shade was the single most popular picture, with 94% of respondents agreeing to some degree they would like to see more in Phoenix, and 74% strongly agreeing. For bike infrastructure, designs with more separation (e.g. curb protected bike lanes) received the most enthusiastic support while designs with no separation (e.g. Bike Boulevard) received the least enthusiasm. In all cases, the majority of respondents at least slightly agreed they would be willing to accept increased rush hour congestion as a trade off.



Source: Maricopa Association of Governments

Implementation and Tracking

The plan has three assessment areas, with three distinct paths to implementation. Additionally, the plan builds on previous plans, policies, and initiatives. Implementation timelines for each of these areas are detailed below. Progress on metrics will be included in an annual update to the Citizens Transportation Commission along with bike mile tracking.

Ongoing Commitments

The Street Transportation Department will prioritize maintaining momentum on active transportation initiatives already underway. The department will continue to deliver on the following programs and project types:

- Pavement projects and other striping projects: The department will continue to add bike lanes and upgrade bike lanes identified through pavement projects where there is space on the street
- Maricopa Association of Governments Active Transportation Plan Regional Routes: The department will continue to seek funding from the Maricopa Association of Governments to build out routes in the regional Active Transportation Plan
- Complete Streets: The department will continue to review development projects and Capital Improvement Plan projects to recommend bike lanes, sidewalks, street crossings, and other Complete Streets design features
- Canalscape projects: The department will continue to seek funding to build out the canal path network

Ongoing Tracking Metrics

The Street Transportation Department will continue to report on active transportation metrics set by previous plans. Delivering on ongoing commitments and metrics is a key component of the Active Transportation Plan.

Existing plan or initiative	Goal	Evaluation Metrics
Transportation 2050	Add 1,080 bike lane miles from 2015 to 2050	• Target of 30.9 new bike lane miles per year, reported annually to the Citizens Transportation Commission
Climate Action Plan	Multi-use paths along 90% of canals in Phoenix by 2050	• New miles of paths included in the annual T2050 reports
2014 Comprehensive Bicycle Master Plan	Achieve Platinum level Bicycle Friendly Community Status	• Apply for Bicycle Friendly Community Status every two years to benchmark progress • Work continuously towards Platinum status (note- the previous timeline for achieving different levels of bicycle friendliness has been updated to emphasize more frequent applications rather than specific milestones as the Bicycle Friendly Community Status standards are regularly updated)

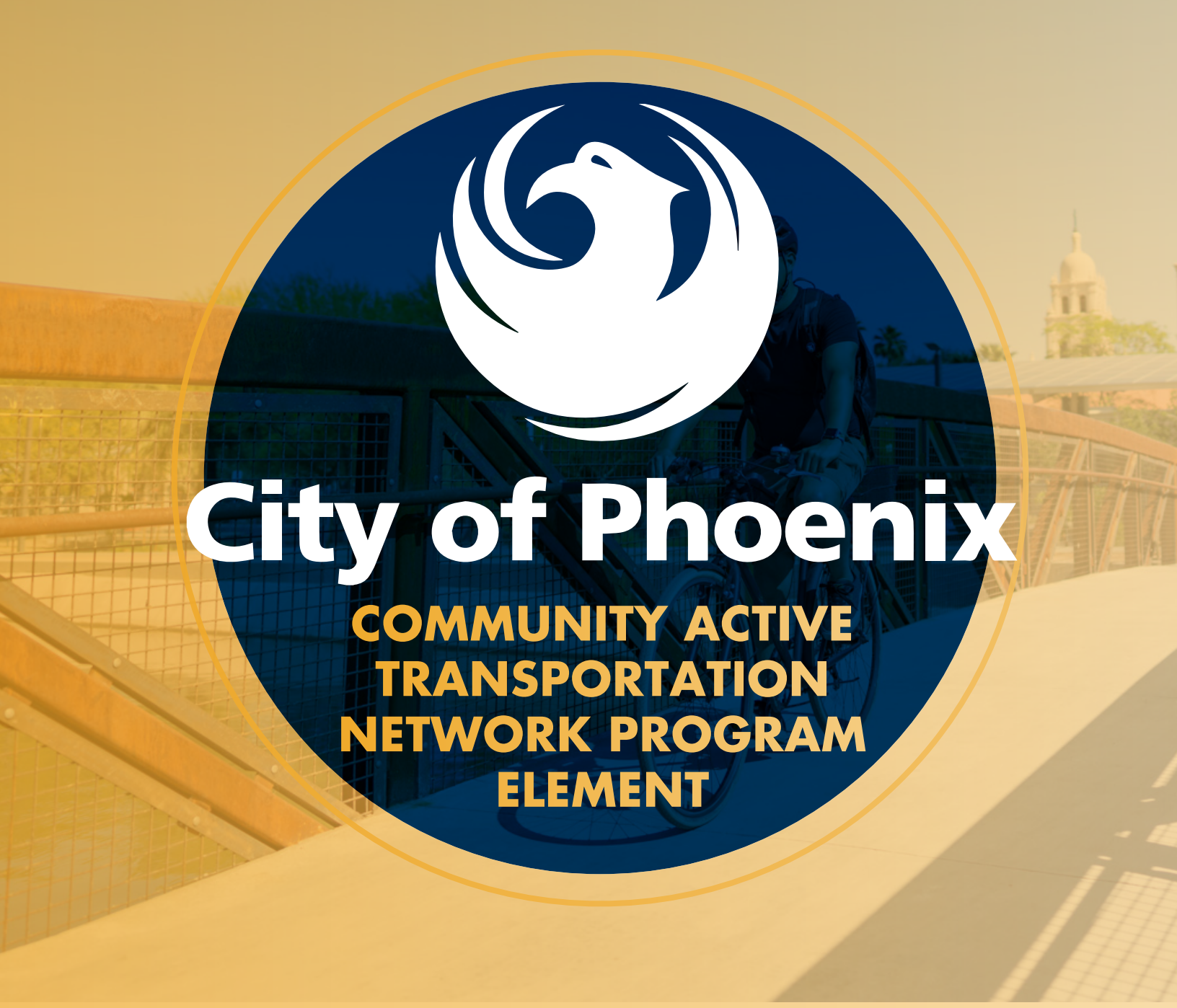
New Tracking Metrics

Plan Assessment Areas	Timeframe	Evaluation Metrics
Design Guidance	The design guidance will be used as a reference tool by internal staff and design teams as soon as it is finalized. The document is deliberately designed as a standalone piece in order for the PDF to be easily distributed and printed.	• Design guidance internally distributed • Design guidance posted on Street Transportation Department website • Internal staff survey to check whether it is being used one year after adoption
Network Development	Staff will begin work on the Community Active Transportation Program as soon as the Active Transportation Plan is adopted. Outreach for the first two villages is anticipated to start in the fall of 2023.	• Network planning conducted with two villages per year until all villages are completed. • % of recommended quick-build projects within two years of finalizing Community Active Transportation Network recommendations
Policy Recommendations	Implementation priorities and timeframe are detailed in the Policy Recommendations chapter.	• % of policy recommendations initiated within the recommended timeframe



Source: Maricopa Association of Governments

City of Phoenix



City of Phoenix

COMMUNITY ACTIVE TRANSPORTATION NETWORK PROGRAM ELEMENT

APRIL 2023



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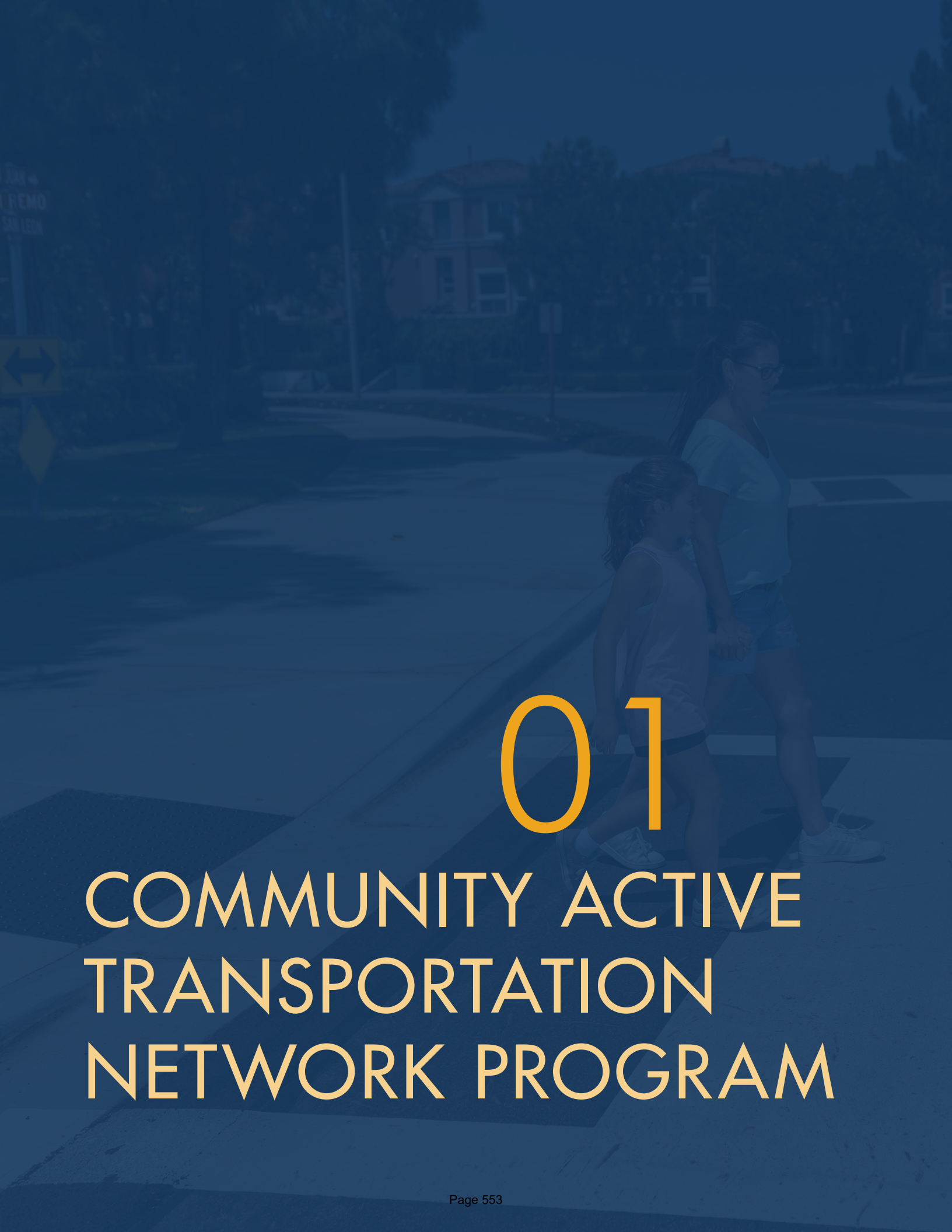


01

COMMUNITY ACTIVE TRANSPORTATION NETWORK PROGRAM

INTRODUCTION

The City of Phoenix Active Transportation Plan establishes a framework for advancing walking and biking infrastructure, programs, and policies in the City. While this plan does not explicitly analyze the existing network or recommend specific projects, it does propose a framework for how the City can advance these efforts in accordance with the Plan's vision, goals, and priorities. The following document outlines a program that would implement this framework, including recommended analyses, planning areas and priorities, and processes for translating analysis results and public input into a comprehensive network.

Responding to Plan Goals

This framework responds to the plan's goals and addresses the following:

- **Safe Networks:** Phoenix's walking and biking networks should facilitate safe travel to destinations across the city. People traveling in Phoenix should not experience undue risk of seriouis injury or death. The City will develop transportation networks that reduce conflict points and eliminate serious injuries and fatalities.
- **Equitable Networks:** Safe and connected active transportaton networks should meet the needs of all Phoenicians. This plan provides an opportunity to invest in Phoenix's highest need areas and help remove barriers to access for vulnerable and disadvantaged populations in the city.
- **Connected Networks:** A functional and effective network will connect people to where they want and need to go. Bicycle and pedestrian network will support access to school, work, parks and trails, attractions, healthcare, transit, and more. The City will create a complete and connected bicycle and pedestrian network that supports travel wtihin neighborhoods and across the city.
- **Enjoyable Networks:** Travel along Phoenix's bikeways and pedestrian corridors should be an enjoyable experience. Routes that support people of all ages and abilities will include separation from motor vehicles, reduce exposure to high speed and high volume traffic, provide shade for heat resiliency, and encourage more people to walk and bike to nearby destinations.



Source: Maricopa Association of Governments

COMMUNITY ACTIVE TRANSPORTATION NETWORK PROGRAM

The City of Phoenix covers nearly 520 square miles and is home to more than one million people. Today, 4,863 miles of roadway and 183 miles of shared use paths support travel across the city. Each year, the City installs news bikeways, crossings, and pedestrian infrastructure in coordination with capital projects and the ongoing resurfacing program. While this provides a method to advance active transportation networks in the city—and will continue to do so in the future—it does not directly consider opportunities to develop a complete and connected network by closing network gaps, improving safety at intersections, and connecting people to where they want to go, particularly at the neighborhood scale, a priority identified in the project outreach.

Improving routes across the whole city will require significant investment both in terms of funding as well as staff time. Phoenix covers more than 500 square miles, with varying levels of both need and opportunity in different areas of the city. To support development of high-quality networks in an organized and efficient manner, Phoenix can focus planning and implementation efforts by Urban Village. Urban Villages in Phoenix provide a manageable scale for assessing network opportunities while still being large enough to result in tangible improvements for how people get around both within their neighborhood and across the city. Focusing on assessment by Urban Village also creates an opportunity for an intentional neighborhood-focused engagement process where neighborhood residents can help identify and prioritize which local projects are most needed and most relevant to their daily lives.

The program till assess two villages per year, and then implement priority projects that can be quickly built in the next two years. All told, the program will run from 2023 through 2031. The schedule of assessments and project implementation are limited by the availability of funding for assessments each year, and the existing schedule/speed of roadway restriping. Funding for the transportation network program and the priority projects will be allocated from those earmarked for the Bicycle Master Plan.

The sections that follow outline the process, starting from selecting which Urban Villages to plan for first through analysis and project development. It includes the following steps:

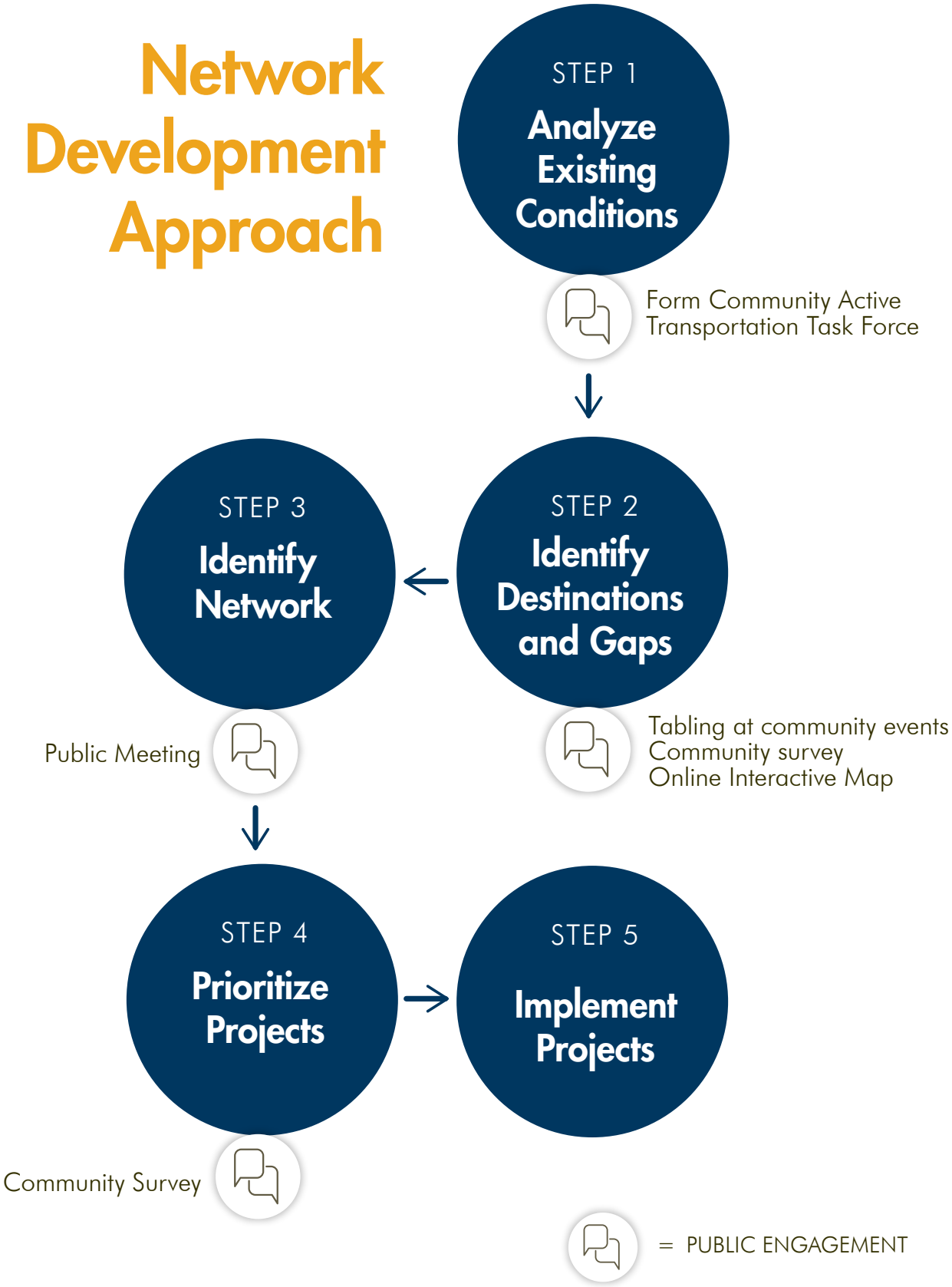
Pre-work: Prioritize Urban Villages

1. Analyze Existing Conditions
2. Identify Destinations
3. Identify Network
4. Prioritize Projects
5. Implement Projects

Community Active Transportation Network Program Schedule

	2023	2024	2025	2026	2027	2028	2029	2030	2031
Network Assessment	Village 1 Village 2	Village 3 Village 4	Village 5 Village 6	Village 7 Village 8	Village 9 Village 10	Village 11 Village 12	Village 13 Village 14 Village 15		
Project Implementation		Villages 1 and 2	Villages 1 through 4	Villages 3 through 6	Villages 5 through 8	Villages 7 through 10	Villages 9 through 12	Villages 11 through 15	Villages 13 through 15

Network Development Approach



Community engagement is a critical element of the process, and needs to be incorporated in order to achieve the neighborhood-driven project identification and prioritization outcomes being recommended by this plan. Respondents to the project survey and input at outreach events identified the desire and need for better neighborhood-focused connectivity that allows residents to walk, bike, and roll around their local neighborhoods more safely and enjoyably. This Urban Village assessment process is intended to address that feedback and allow the city to better understand and react to active transportation needs at the neighborhood scale. Each urban village in Phoenix has different contexts and the engagement process is a way to help drive neighborhood-identified projects that truly make an impact.



Source: City of Phoenix

The sections that follow identify recommended approaches for engagement to provide a more comprehensive understanding of local community priorities and conditions.

Pre-Work: Prioritize Urban Villages

Identification of priority Urban Villages (Figure 1) for network planning and implementation should consider the location of historically disadvantaged and vulnerable populations as well as existing infrastructure deficiencies. The results of the Equity Analysis (Figure 2) will inform identification of focus populations, while data capturing existing active transportation facility locations should be used to identify network deficiencies.

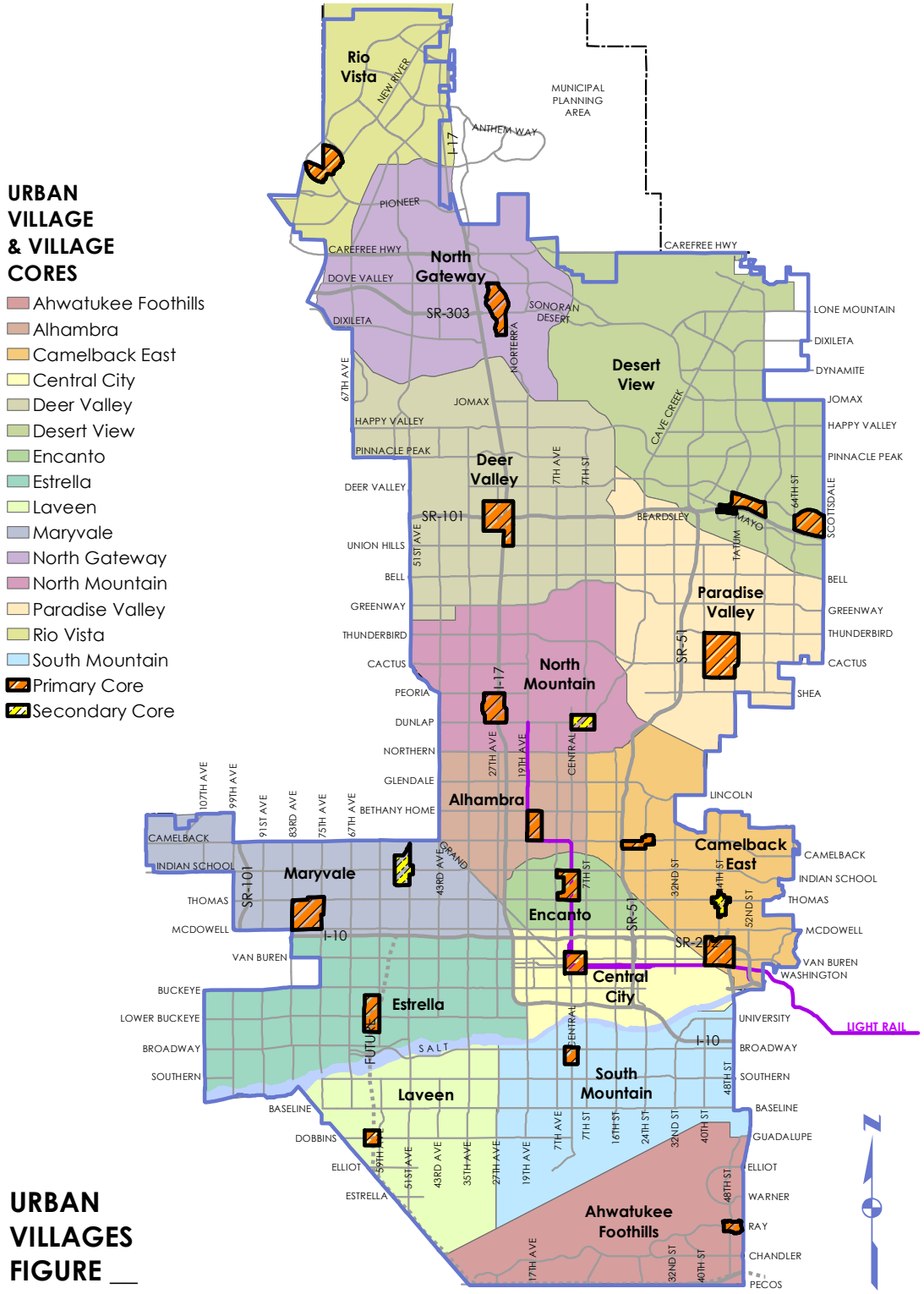
As the geographic coverage of Urban Villages varies, the City should combine smaller areas with comparable characteristics to facilitate network connections. For example, Encanto and Central City cover relatively small areas in comparison to other Villages and may be considered together.

Recommended Urban Village Assessment Prioritization Strategy:

Equity: Using the equity analysis, prioritize Urban Villages for assessment based on the percentage of the Village scoring as high need based on demographic and environmental justice factors.

Equity: Rank Urban Villages based on existing facility presence. Evaluate the ratio of miles of bikeways to miles of roadway centerline, as well as ratio of miles of sidewalk to miles of centerline miles. The City will need to obtain sidewalk data to support this assessment.

Safety: Rank Urban Villages based on active transportation related serious injuries and fatalities. Coordinate with Maricopa County Public Health to obtain hospital data on pedestrian and bicycle serious injuries and fatalities. Identify Urban Villages with highest numbers of pedestrian and bicycle serious injuries and fatalities.



URBAN VILLAGES FIGURE __

Equity Analysis Results

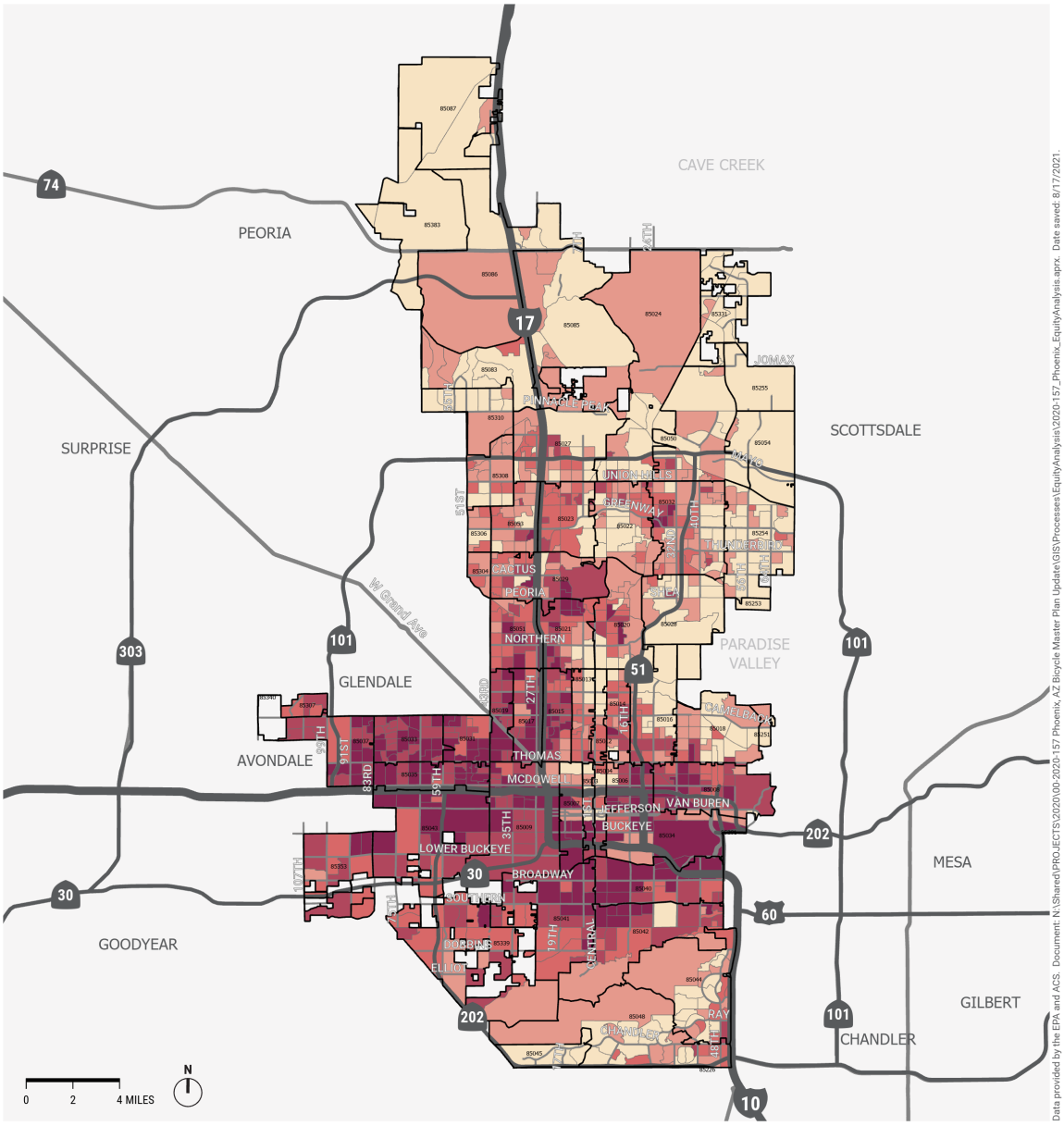
The equity analysis in Phoenix is shown on the next page and is broken down at the Census Block Group level. Generally, south and west Phoenix are shown as areas of highest need, with other pockets of need also shown along the I-17 corridor. Urban Villages with the highest need based on this analysis include South Mountain, Maryvale, Estrella, Alhambra, and North Mountain.

What is an Equity Analysis?

An equity analysis utilizes demographic and environmental metrics to help identify areas of the community with higher need. Generally, areas that also score high on the equity analysis area also areas that have been historically underserved and where infrastructure can be lacking behind other parts of the community. For the Phoenix ATP, The United States Environmental Protection Agencies Demographic and Environmental EJ Screen factors were used to help identify areas of need at the Census Block Group level in Phoenix. The results of this analysis are shown on the next page.



Source: Alta Planning + Design



Data provided by the EPA and ACS. Document: N:\Shared\PROJECTS\2020\00-2020-157 Phoenix, AZ Bicycle Master Plan Update\GIS\Processes\EquityAnalysis\2020-157_Phoenix_EquityAnalysis.aprx. Date saved: 8/17/2021.

EQUITY ANALYSIS

CITY OF PHOENIX
ACTIVE TRANSPORTATION PLAN

alta

Combined Level of Environmental Exposure and Demographic Need (by Census Block Group)

- Low Exposure + Need
- High Exposure + Need
- Zip Code Boundaries

Step 1: Analyze Existing Conditions

For each Urban Village, analyze the existing network conditions. The results of this step will provide baseline information that will guide project identification in subsequent steps. This process begins with mapping existing bikeways, sidewalks, and supporting infrastructure. Table 1 identifies the recommended analyses, based on plan goals, that can support the planning process. For each analysis, the table includes the following information:

- **Analysis Name and Description**, including what the analysis will accomplish and the information it provides for the planning process;
- **Required Data**, which can guide the City's identification of new datasets that may be required;
- **Anticipated Baseline Measurements**, which identify the metrics that will result from the analysis;
- **Recommended Metric**, or an identified standard to use as a point of comparison or for goal setting and progress tracking; and
- **Resources**, which link to available documentation or informational resources to learn more.

For the Recommended Metric, or identified standard, it is important to note that in many cases, specific standards or absolute rules are not available. Instead, the City of Phoenix should both track progress based on improving the metric (e.g., reduction of crashes annually) as well as identify standards that are appropriate for various contexts in the City based on considerations like existing level of service, land use and roadway context, and coordination across departments. For example, safety metrics should correspond with the policies and actions identified In the City's Vision Zero Road Safety Action Plan and in coordination with the Action Plan's goals. FHWA's Guidebook for Developing Pedestrian and Bicycle Performance Measures can help further guide the City in this effort.

Community Engagement

COMMUNITY ACTIVE TRANSPORTATION TASK FORCE

A Community Task Force will guide decision-making and oversee the selection of neighborhood priorities. The Task Force will be neighborhood-focused and representatives will include residents, businesses, community-based organizations, and neighborhood leaders. It is imperative that the Task Force represent a cross-section of the urban village to better identify neighborhood-specific needs.

The role of the Task Force will be to review the survey to help establish neighborhood-specific needs and challenges, engage their neighbors as routes are developed, and help prioritize facilities for implementation.



Source: Maricopa Association of Governments

Plan Goal	Analysis Name	Analysis Description	Required Data	Anticicapted Baseline Measurements	Recommended Performance Measure / Outcome	Resources
Safe Network	Crash Analysis	Identify crash trends, hotspots, and characteristics through an analysis of bicycle- and pedestrian-involved crashes. Consider both frequency of crashes as well as severity. Areas with high frequencies of crashes or severe/fatal crashes can guide further analysis to identify relevant countermeasures.	• Bicycle- and pedestrian-involved crashes for the last 5 years	• Annual trends crashes numbers, separated by severity • Proportion of crashes involving bicyclists and/or pedestrians compared to all collisions • Relationship of crashes locations to existing active transportation facilities	Annual reduction in crashes. Zero traffic deaths	
	Safety Review	Analyze crash data to determine patterns in crash locations. Consider roadway characteristics, such as speed or number of lanes, and evaluate available crash characteristics, such as contributing factors. Identify factors that are associated with high crash locations. This step may also utilize existing crash profiles, as available and applicable.	• Bicycle- and pedestrian-involved crashes for the last 5 years; • Roadway Characteristics	Summary of crash location trends and associated roadway characteristics.	Develop corresponding countermeasures, review and revise design requirements as needed	FHWA Safe System Approach
Connected Network	Destination Density	Identify activity centers and other destinations that active transportation networks will connect. Destinations will include schools by type; transit stops and hubs; parks; trails; shopping centers; employment centers; attractions; and other destinations as determined by the City of Phoenix. The results of this exercise will inform identification of key routes that connect destinations within an Urban Village.	• Schools by type; • Transit stops and hubs; • Parks and trails; • Employment Centers; • Attractions; • Other destinations as determined by the City of Phoenix.	N/A. This analysis visualizes data to serve as a reference layer for gap identification and route development.	Establish minimum network spacing standards and connectivity requirements based on land use context and associated destinations.	
	Crosswalk Spacing	Evaluate the distance between signalized, marked crosswalks along major roadways, including arterials and collectors. The results of this analysis will provide insight into locations where crossing improvements are needed to support safer, more comfortable travel.	• Traffic Signals, Pedestrian Hybrid Beacons, RRFBs	Percent of roadways with crossing opportunities less than 800 ft apart; between 800 ft and ¼ mile; between ¼ mile and ½ mile; between ½ mile and 1 mile; greater than 1 mile	No absolute rule exists for crosswalk spacing. Recommended standard should consider land use context, desire lines and building entrances, and potential out of direction travel required to access a crossing	FHWA STEP STUDIO: Tools for Selecting and implementing countermeasures for improving pedestrian crossing safety, NACTO

Plan Goal	Analysis Name	Analysis Description	Required Data	Anticicapted Baseline Measurements	Recommended Performance Measure / Outcome	Resources
Enjoyable Network	Level of Traffic Stress	Evaluation of the relative stress level associated with a roadway, based on roadway characteristics as well as provision of bicycle or pedestrian infrastructure. Network should be evaluated using both a Bicycle Level of Traffic Stress and Pedestrian Level of Traffic Stress approach.	• Roadway centerline, including number of lanes, posted speed limit Alternatively, functional class could be used. • Bicycle facilities, including location, type, and width • Pedestrian facilities, including location, type, and width	• Percentage of roadways by LTS score • Relationship of LTS score and existing bikeways • Percentage of network within specified distance of destination types (e.g., schools) that are low stress	Designated bikeways should meet requirements for LTS 2. This assessment should consider impact of roadway crossings.	Mineta Transportation Institute Low-Stress Bicycling and Network Connectivity Oregon Department of Transportation Analysis Procedures Manual
	Connectivity Islands	Using the results of the Level of Traffic Stress, symbolize data to identify areas of connected low-stress corridors. This analysis helps to identify barriers to enjoyable travel and provide an early assessment of out-of-direction travel.	• Results of the Level of Traffic Stress Analysis	N/A. This analysis visualizes Level of Traffic Stress data to facilitate identification of barriers to comfortable travel in the Urban Village.	N/A Use this analysis to support visualization of out of direction travel, network gaps, and barriers.	Mineta Transportation Institute Low-Stress Bicycling and Network Connectivity
	Heat Assessment	Conduct a heat assessment to understand heat exposure on the network for purposes of assessing project design features, particularly when the key network segments and linkages are shown to have high levels of heat exposure.	• Tree Equity Score map and Heat Vulnerability Index Map	Percentage of network experiencing high heat exposure.	Reduction in heat along network corridor; increased tree canopy/vegetation coverage	Planning for Urban Heat Resilience, PAS Report 600; Pima Association of Governments Resiliency Planning Maps

Step 2: Identify Destinations and Gaps

Following analysis of existing conditions, the results of each analysis should be considered together to identify key trends and gaps in the existing network. While the characteristics and context of each Urban Village may require unique considerations for identifying project opportunities, the following can be used as a preliminary guide.

Connections to Destinations:

Utilizing the results of the Destination Density mapping exercise and community input, explore where connections are missing in the existing network. Some questions to ask are:

- How does the existing network connect to elementary schools or transit stops? Does the current network support direct access?
- Are there gaps that result in travel along high stress routes? For larger scale destinations, such as shopping centers or city parks, evaluate how neighborhoods are able to safely and enjoyably connect to the location.

It is expected that local networks should be denser to support access to local destinations by the greatest number of residents, so assess the availability of low-stress connections in relationship to different destination types.

Further, evaluate existing crossing opportunities, particularly in relationship to destinations. Using the results of the Crosswalk Spacing Analysis, identify roadway segments with limited crossings. Dedicated crosswalks and bike crossings with signals can support low-stress routes, improve access to destinations, and encourage crossings at designated locations.



Source: Alta Planning + Design

Enjoyable Networks:

What is the relative comfort of existing connections? For example, although a bike lane may provide direct access to a local elementary school, it's location along a higher speed road identifies this as a high stress (LTS 3 or 4) connection. Scenarios such as this may still be considered a network gap and project opportunity.

Further, consider the impact of high stress roadway crossings and if these corridors result in difficult connections along an otherwise enjoyable route. High stress roadway crossings are candidates for intersection improvements in the next step.



Source: Maricopa Association of Governments

Safe Networks:

Are collision hotspots located along existing active transportation routes? Are key routes consistent with high crash locations, or do they have characteristics similar to those associated with high crash locations? Evaluate the relationship among analysis results in coordination with safety analysis results to identify both opportunities to advance safe and comfortable routes as well as opportunities to improve safety for all modes of travel through development of active transportation routes.

Community Engagement

During Step 2, the planning team will attend existing community events and conduct a survey to ask residents about destinations and gaps.

COMMUNITY SURVEY

An online and community survey will be conducted for residents and employees of the Urban Village. This survey will focus on identifying important community destinations, and establish an Urban Village-specific vision for network priorities.

Step 3: Identify Network

Within each Urban Village, identify new connections of improvements to existing facilities to improve connections to destinations, support enjoyable networks, and proactively develop safe networks. This process is informed by the results of the Existing Conditions analysis (Step 1) and the identification of Network Gaps (Step 2). This process should include the following:



Source: Alta Planning + Design

- **Fill Gaps in Existing Network:** For existing low-stress routes, fill any gaps in the network by identifying new low-stress bikeways and key intersection improvements. Low-stress bike routes should provide as direct of a route as possible while supporting enjoyable travel through increased separation from motor vehicles, traffic calmed routes, and complete and connected network links.
- **Develop Local Connections:** Create new connections that support access to schools, parks, transit stops, and other high priority destinations. For destinations along major roadways, such as transit stops or shopping centers, consider nearby crossing opportunities as well as sidewalk completeness to support direct access.
- **Develop Regional Connections:** Identify connections to nearby neighborhoods, Urban Villages, and regional destinations. Regional connections may be less dense than the local network and rely on high-quality facilities along larger corridors in some locations. Local networks should connect to the regional route to support a connected system.

For each corridor or intersection identified as a potential project, be sure to consider the associated facility selection and design guidance provided by this plan. Additionally, consider the heat assessment and opportunities for green infrastructure or shade features if the project is identified in an area of high heat exposure. If roadway characteristics require a more separated facility, but space does not allow for implementation, consider adjacent and parallel routes.

Step 4: Prioritize Projects

Within the planning process, prioritization helps us understand which projects should be implemented first. Specifically, the goal is to identify which projects are most needed and can provide the greatest community benefit. A successful process will have three key characteristics:

- **Aligned with local value and needs:** Prioritization should also be rooted in community values and needs, captured through a data-driven evaluation process. While infrastructure quality, economic conditions, and growth patterns may change over time, a prioritization process based on community values can help guide new project priorities that best reflect a shared community vision.
- **Practical and actionable:** By focusing on the necessary timeline and funding for projects, prioritization can identify a local network that can be quickly implemented.

Community Engagement

The Street Transportation Department will host a community meeting to get feedback on proposed projects and prioritization. A community survey with a map of proposed routes will also be used to gather community feedback.



Source: Alta Planning + Design



Source: Maricopa Association of Governments

Creating an Effective Prioritization Process

The planning team will work with the task force to identify a network of projects that can be quickly built within 1 to 2 years. More complex projects that require additional funding and outreach will be prioritized in collaboration with the task force. The following are examples of how the prioritization process may utilize project goals:

- **Connected Networks:** Do projects support connections to key neighborhood areas and/or regional destinations? This can be assessed overall or separately for unique location types (e.g., connections to schools, parks, transit, neighborhood centers, etc.)
- **Safe Networks:** Does a project address an identified or evaluated roadway safety concern identified by the neighborhood residents, the safety assessment, or another plan? Project will include countermeasures that respond to crash history of location or the characteristics of a location that are consistent with city crash profiles.
- **Enjoyable Networks:** Project improves an existing high stress corridor or improves crossing conditions along a low stress route.
- **Community Input:** Project is supported by the residents, workers, and patrons within the Urban Village. This should be assessed through a focused survey/outreach effort within each Urban Village as part of its respective prioritization process.
- **Equitable Networks:** Project is community-driven and provides a connection for those with the greatest need.

Step 5: Implement Projects

Using the priority projects developed in Step 4 and verified by the public, the Street Transportation Department will seek to implement projects that can be quickly implemented, such as installing bike lanes that do not require major street redesigns as a top priority. The goal will be to install these projects within one to two years.

The Street Transportation Department will create a map of the prioritized recommendations. The map will be appended to the Active Transportation Plan and considered part of the plan. It will also be shared on the Street Transportation Department's website.

For larger projects that are better suited for the Capital Improvement Plan, the Street Transportation Department will seek funding opportunities, including external grants. For projects identified by the community that do not fit within the Active Transportation Program, staff will refer the projects to the appropriate program teams. When the program has worked with every urban village in Phoenix, the Street Transportation Department will work with Phoenix residents and City leadership to determine the next steps for further building out the network and how to best continue the work of the program.



Source: Maricopa Association of Governments



City of Phoenix



City of Phoenix

POLICY RECOMMENDATIONS ELEMENT

APRIL 2023



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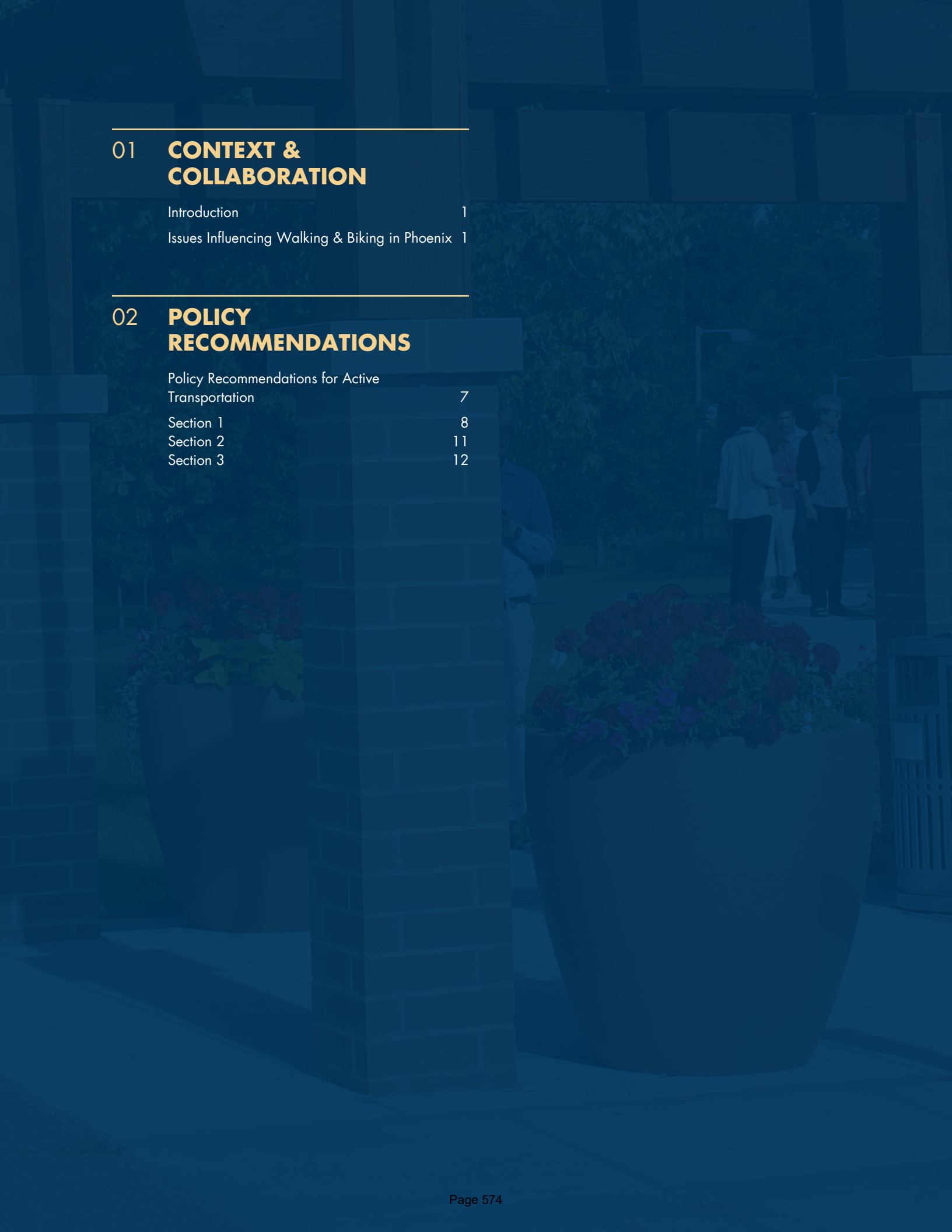

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01

CONTEXT & COLLABORATION

INTRODUCTION

Policy recommendations are one of the three key focus areas of this planning process, the other two being a Community Active Transportation Network Program and Design Guidance. The Policy recommendations are intended to guide city actions towards continuing to build an equitable, safe, connected, and enjoyable active transportation network.

The policy recommendations found within this section are guided by a number of different factors, including the city's physical and cultural context, common objectives found as part of the existing plan review of other city documents, and community outreach themes. The policy recommendations are a continuation of areas of success, but also represent a continued shift towards a more multimodal future in Phoenix where active transportation plays an important role alongside other ways of travel.

ISSUES INFLUENCING WALKING & BIKING IN PHOENIX

Physical and cultural context is one of the most important factors influencing the planning and design of active transportation facilities. For Phoenix, the two most significant factors contributing to this context are the city's historic development patterns and the warm summer climate. The city's development patterns have contributed to the reliance on a personal vehicle to travel, which is manifested in the way roadways are design and built for vehicular travel. This has led to safety concerns and issues, particularly for people walking and biking.

Additionally, despite an overall temperate climate that is conducive for walking and biking, the City's warm summer months present unique challenges for people walking and biking, particularly the dangers of heat exposure and heat related illness.

The following section is a summary of these factors, all of which directly inform the policy recommendations found later in this section.



Source: Maricopa Association of Governments

Development Patterns

Issue: Phoenix has seen rapid growth both in terms of land and population since the second half of the 20th Century. Much of that growth, however, has developed around the automobile characterized by single family homes, highways and high speed roadways, and a separation of land uses. Businesses and other community destinations are often located along these major roadways, and our community's design has influenced our reliance on a vehicle even for short trips.

Positive: This history of sprawling, low-density development has begun to change as the city aims to grow more sustainably by concentrating growth in Downtown, near high-capacity transit, and in transit oriented development areas. Greater access and shorter distances to destinations, creates more demand and opportunities for walking and biking.

Opportunity: Short trips are important to consider because they can be good candidates for replacing a motor vehicle trip with an active trip, such as by walking, biking, or rolling. While Phoenix has been adding density and creating more short trips by focusing growth near community destinations, many people in Phoenix already take many short car trips. Studies have shown that nearly 50% of all car trips in the United States are three miles or less[18], a distance that could be supported by bicycling. In Phoenix, the grid system, particularly prevalent in central parts of the city, provides walkable connections between residential and commercial areas that can be leveraged.



Source: Alta Planning + Design

18. Curry, Melanie, et al. "Bikes and Scooters Could Replace a Lot of Car Trips in U.S. Cities." Streetsblog California, 17 Sept. 2019, ht tps://cal.streetsblog.org/2019/09/16/bikes-and-scooters-could-replace-a-lot-of -car-trips-in -u-s-cities/. Accessed 5 July 2022.

Car Culture

Issue: For decades, Phoenix has excelled at building car-oriented places; internal policies and practices have been created with the primary goal of moving cars and limiting vehicle congestion during peak commuting hours. Decades of auto-oriented development has created barriers to walking and biking such as: limited street connections between neighborhoods, major roadways that are wide and have high speeds, destinations that are far apart, and highways that separate neighborhoods.

Positive: The City of Phoenix has made progress, especially over the last decade, in expanding the walking, bicycling, and the transit network as options for travel. For example, the City has implemented the following planning and policy initiatives that increase multimodal options: Comprehensive Bicycle Master Plan (2014), ReinventPHX (2015), the Walkable Urban Code (2015), City of Phoenix Complete Streets Policy (2017); the City of Phoenix Transit Oriented Development (TOD) Strategic Policy Framework (2018), the Key Corridors Master Plan (2020), and the Road Safety Action Plan: Moving to Vision Zero (2022). Transit options are improving through the continued expansion of the Valley Metro Light Rail and Bus Rapid Transit will soon provide Pheonicians with another high-capacity transit option. The City is also expanding and improving bicycle and pedestrian connections to and from transit.

Opportunity: This ATP is an opportunity to collaborate with and build upon the momentum from these various planning and policy initiatives to ensure biking and walking are a key component of the City's transportation network as it continues to grow and evolve in the future. The transportation system needs to work holistically across all modes, not just for motor vehicles.



Source: Maricopa Association of Governments

Safety

Issue: Decades of car-oriented development and streets designed to efficiently move motor vehicles through them, has led to an increasing number of traffic crashes resulting in fatalities and serious injuries on Phoenix streets. A disproportionate number of traffic fatalities and serious injuries in Phoenix involve people biking and walking. People traveling outside of motor vehicles are particularly vulnerable roadways users, particularly people biking and walking. More specifically, data across the country has shown that traffic fatalities and serious injuries are disproportionately impacting children, seniors, people with low and no income, unhoused residents, and people of color .

Streets designed for the movement of cars typically leads to cars traveling at high speeds. Speed is one of the most important factors in determining how severe a crash is, especially for people walking, biking or relying on transit. The faster a car is traveling, the less likely a person's chances are of surviving the crash. In addition to high speeds, car-oriented major roadways also typically have dangerous conditions for people walking and biking such as long crossing distances, incomplete sidewalks, a lack of bicycle facilities, and general lack of separation from motor vehicles.

Positive: To combat the growing number of people dying in traffic crashes, the City of Phoenix approved the Phoenix Vision Zero Road Safety Action Plan (2022), which establishes strategies and objectives to eliminate traffic fatalities and serious injuries in Phoenix. Vision Zero represents a cultural shift in Phoenix, and policies and practices directly support active transportation objectives.

Opportunity: With the momentum of various policy and planning initiatives, specifically the Complete Streets Policy (2017), Complete Streets Design Guidelines (2018), the Phoenix Vision Zero Road Safety Action Plan (2022), and this updated active transportation plan, the City has set the plans, policies, and design standards in place to proactively create streets safe for all roadway users.



Source: Maricopa Association of Governments

Climate

Issue: Temperatures in Phoenix have been rising over the past few decades and are expected to continue rising. Phoenix averages over 100 days per year where temperatures are over 100 degrees Fahrenheit. Heat can be a major barrier (as identified through public input in the previous section) to walking and biking in Phoenix. Heat is also experienced inequitably, with historically marginalized areas of Phoenix having less shade and being hotter than wealthier areas of the community.

Positive: Phoenix has been taking steps to lower temperatures that are magnified by the urban heat island effect, which makes already hot temperatures hotter due to surfaces that retain and absorb heat such as pavement. In 2020, the City began Cool Pavement Pilot Program, which has successfully lowered surface temperatures on the city's streets through a coating applied over the existing asphalt. In addition to cool pavement, the City has also developed a Cool Corridors Program in 2020 that aims to "create a network of cool corridors," primarily through planting trees, "across its communities to encourage movement from residential homes to various areas across the city that is safe and environmentally-conscious."[19]

Opportunity: The City has the opportunity to build upon the Cool Pavement and Cool Corridors program by providing facilities that are safe and enjoyable to walk and bike. Bicycle and pedestrian infrastructure should be prioritized and implemented in coordination with the Cool Pavement and Cool Corridors Programs—along streets with trees, shade, and cool pavement—to reduce the barrier that heat provides to walking and biking in Phoenix.



Source: Maricopa Association of Governments

19. *https://www.phoenix.gov/streetssite/Pages/Cool-Corridors.aspx*



02

POLICY RECOMMENDATIONS

POLICY RECOMMENDATIONS FOR ACTIVE TRANSPORTATION

The Active Transportation Plan provides an opportunity for the City of Phoenix to support existing city policies, related plan recommendations, and ongoing programs and efforts that seek to improve the quality of life for all residents. The policy recommendations that follow identify specific opportunities to implement existing plans and policies, including the Road Safety Action Plan, Complete Streets Policy, and the Climate Action Plan, while advancing walking and biking in Phoenix.

The recommendations are focused on actions the Street Transportation Department can initiate, in collaboration with other City departments, agencies, and community groups. The prioritization takes into account community feedback, existing opportunities, and Street Transportation Department capacity. Throughout the 20 year planning horizon, the Street Transportation Department should seek new opportunities to update policies to support active transportation or adjust recommended priorities based on changing conditions and public input.



SECTION 1

Support Implementation Of Existing Plans

Objective 1: Advance Complete Streets Policy Implementation

City of Phoenix adopted a Complete Streets Policy in 2017, followed by Complete Streets Design Guidelines in 2018. The Street Transportation Department has been working to implement the Complete Streets priorities and designs by identifying appropriate streets and contexts for complete street transitions, updating procedures, and building additional active transportation infrastructure. Complete street designs have also been emphasized with new projects and development across the City.

Identifying appropriate contexts and designing streets for all modes remains a high priority for Phoenicians. In the community survey, respondents were asked to rank priorities for overall transportation in Phoenix; "Giving everyone a comfortable option for using streets, whether they are driving, walking, biking, or taking transit" was the top priority for 29% of respondents, second only to "Preventing collisions that could injure people." In survey comments and survey questions about specific types of infrastructure, respondents repeatedly showed support for street design that prioritizes comfortable and safe multimodal options above all.

	Recommendation	Type of Change
Near term (2023 - 2026)		
1.1	Conduct a Complete Streets information and professional education campaign internally to improve awareness of active transportation best practices and Complete Streets design.	Continue ongoing work
1.2	Create internal guidance that documents existing policies and processes relevant to Complete Streets design elements for retrofits and new projects developed as part of the active transportation network	Prioritize resources
Medium term (2027 - 2032)		
1.3	Review and update project documentation and handoff process in the Capital Improvement Project process to incorporate Complete Streets goals and support Active Transportation.	Update existing procedures
1.4	Compile and report on information about Complete Streets compliance captured via the development process.	Prioritize resources
1.5	Create a policy and define a methodology for evaluating multi-modal impacts and mitigation of development in high-activity areas	Update existing policies
Long term (2032 - 2043)		
1.6	Update traffic impact analysis guidance and standards in the City of Phoenix Street Planning and Design Guidelines Manual to incorporate safe systems and complete streets tradeoffs in future updates to the manual	Update existing procedures
1.7	Review internal documentation of Complete Streets elements and collaborate internally to update policies and processes where appropriate to streamline implementation of Complete Streets design elements in support of Active Transportation.	Update existing policies
1.8	Establish a methodology for determining active transportation demand for Capital Improvement and development projects in order to ensure appropriate facilities are built.	Update existing policies

Objective 2: Support the Goals of the Climate Action Plan

The Climate Action Plan set a goal to shift how people get around Phoenix towards lower carbon modes of transportation, including active transportation. Building out the canal path network was one of the supporting goals for the plan as it increases opportunities for safe and comfortable biking and walking. The Street Transportation Department is committed to supporting the Climate Action Plan and the following recommendations provide concrete steps for achieving the overarching goals.

Expanding and connecting canal paths was a recurring theme in the first round of public outreach. In the online survey respondents were asked to rank bicycle-specific improvements; "Canals – Adding and upgrading paths along existing canals" was the second most frequent top priority (19%), second only to safety.

	Recommendation	Type of Change
Near term (2023 - 2026)		
2.1	Support electric vehicle adoption by continuing to manage the Micromobility Program and seek to expand the program boundaries and types of vehicles based on demand and future infrastructure expansion.	Continue ongoing work
2.2	Support electric vehicle adoption by revising Motorized Play Vehicle Ordinance to better regulate modern micromobility vehicles for safety and transportation options.	Update existing code
2.3	Collect data on existing shared use paths along canals, assess needs, and create a plan for building out 90% of the network by 2050.	Prioritize resources
2.4	Continue to build canal paths in line with the goal of paths along 90% of the canal network by 2050.	Continue ongoing work
Medium term (2027 - 2032)		
2.5	Support mode shift target by creating an anticipatory warrant process that provides an opportunity to install pedestrian and bicycle crossings proactively.	Update existing policies
2.6	Support mode shift target by integrating Benefits of Complete Streets Tool into CIP project evaluation to capture latent demand and mode shift potential as one of the evaluation criteria when assessing potential project impacts (i.e., Complete Streets Toolkit).	Update existing procedures
2.7	Initiate research into opportunities for safe and legal usage of micromobility along canal paths.	Outside agency would need to update existing policies
Long term (2033 - 2043)		
2.8	Support mode shift goals by seeking to collaborate with the Public Transit Department to identify last-mile sidewalk connections and crossings and seek funding for adding sidewalk.	Prioritize resources

Objective 3: Support the Vision Zero Road Safety Action Plan

The Road Safety Action Plan was adopted by Council in 2022 with strong support from Phoenicians. Safety was the top priority in the initial round of public outreach for this plan. It was the most frequently identified top priority for transportation overall and for improvements to the bicycle network. The following recommendations address how active transportation can support the implementation of the Road Safety Action Plan.

	Recommendation	Type of Change
	Near term (2023 - 2026)	
3.1	Integrate the High Injury Network and identified priority locations from the RSAP into the Community Active Transportation Network Program as part of the existing conditions analysis.	Update existing procedures
3.2	Integrate the High Injury Network and rebalancing recommendations from the RSAP into pavement project reviews for potential bike lanes.	Update existing procedures
3.3	Establish internal processes to integrate the Active Transportation Team in to the RSAP implementation process, specifically for the RSAP goals to review of mid-block crossings at priority arterial road locations, the development of checklist or toolkit to improve safety for pedestrians and bicyclists in project design, and the analysis of the transportation network to identify locations with risk-factors and countermeasures.	Prioritize resources
3.4	Advance school safety measures identified in the RSAP, including expanding education and awareness programs, developing Safe Routes to School Plans, and implementing school zone safety measures.	Prioritize resources
3.5	Develop and promote driver education programs, campaigns, and materials to increase awareness of safe driving behavior around people walking and biking.	Prioritize resources

SECTION 2
Informing Future Plans

Objective 4: Share Opportunities for Integrating Active Transportation Policies and Guidance into the General Plan

The City of Phoenix will be updating its General Plan in 2025, in accordance with state law requirements that an update be performed every ten years. The upcoming General Plan update presents a significant opportunity for the Planning and Development Department to make recommendations, set priorities, and identify the process for procedural changes on land use and transportation policy in the City of Phoenix. The following recommendations are general guidance the Street Transportation Department can provide as opportunities to better support Complete Streets implementation and integrate active transportation, safety, and design into the General Plan.

During targeted outreach and in survey comments, a recurring theme was the need to link land use and transportation. The community survey asked respondents to identify the single biggest barrier to walking in Phoenix; the most frequent response was "Distance between places" (24%). Creating neighborhoods with walkable destinations requires land use policies that support a mix of uses within a walkable distance. The General Plan update also impacts policies that directly impact street design, including regulations around requirements for providing parking, mitigating traffic impacts, and street cross-section design.

	Recommendation	Type of Change
Near term (2023 - 2026)		
4.1	In the Connect People and Places Core Value, update the Bicycle Goal to Active Transportation goal to reflect updated program name.	Update existing policies
4.2	Include the Active Transportation Plans' Network Development Program as a key bicycle implementation mechanism within the Active Transportation Goal section.	Update existing policies
4.3	Integrate the importance of protected bicycle infrastructure as a design consideration within the Active Transportation Goal section.	Update existing policies
4.4	Include the Active Transportation Plan as an implementation policy or plan within the General Plan's Complete Streets Goal section.	Update existing policies
4.5	Integrate first and last mile connectivity through bicycle and pedestrian infrastructure as a design principle within the Transit Oriented Development Goal section.	Update existing policies
4.6	Include bicycle infrastructure and accessibility as a key design principle, in addition to pedestrian infrastructure, within the Cores, Centers, and Corridors Goal section.	Update existing policies

SECTION 3

Align Internal Standards And Practices With Active Transportation Plan Values



Objective 5: Build Safe Active Transportation Networks

Safety was identified as a plan value as it was a consistent theme throughout public outreach. The following recommendations support Phoenix's Vision Zero goal and offer specific recommendations for developing safe active transportation networks.

	Recommendation	Type of Change
Near term (2023 - 2026)		
5.1	Use the FHWA Bikeway Facility Guide, which provides facility selection criteria based on roadway characteristics and user considerations, as a baseline for facility selection and design on all bikeway projects.	Update existing procedures
5.2	Pilot the use of NACTO City Speed Limit Guide as a baseline for consideration on targeted, high-priority active transportation corridors.	Pilot
Medium term (2027 - 2032)		
5.3	In future updates of the City's Street Planning and Design Guidelines, reference and integrate best practice facility designs and treatments for bicycle and pedestrian facilities include in the Plan's Design Guidance section as well as emergent best practices.	Update existing policies
5.4	Evaluate the potential use of stop bars in high priority bicycle and pedestrian intersections.	Update existing procedures

Objective 6: Build Connected Active Transportation Networks

Connectivity was identified as a plan value as a network is only as strong as its weakest link. Connecting existing and future facilities is essential for creating a viable active transportation network. Adding crossings for people walking and biking along major streets can effectively shorten walking and biking distances, as it reduces the chance of people walking out of their way to cross safely. The following recommendations identify specific opportunities to reduce gaps in the network and create safe and comfortable connections for people walking and biking.

	Recommendation	Type of Change
Near term (2023 - 2026)		
6.1	Initiate a feasibility study for a pilot protected intersection in Phoenix.	Continue ongoing work
6.2	Pilot implementation of intersection treatments that elevate visibility, shorten crossing distances, and provide greater protection to people walking and biking at high-priority biking and walking intersections.	Pilot
Medium term (2027 - 2032)		
6.3	Document location of all bike lanes that allow time of day parking. Prioritize locations to work with the community on potential alternative designs with the goal of eliminating bike lanes that allow parking.	Prioritize resources
6.4	Establish standard intersection design practices that raise the visibility of people biking on approaches and through intersections, as recommended in the Plan's Design Guidance section.	Update existing policies
6.5	Create and implement consistent wayfinding on high priority active transportation corridors throughout Phoenix	Prioritize Resources
Long term (2033 - 2040)		
6.6	Seek to collaborate with the Parks and Recreation Department and the Planning and Development Department to identify opportunities for coordinated development of an interconnected, low-stress Multi-Use Path network in Phoenix.	Prioritize resources

Objective 7: Build Enjoyable Active Transportation Networks

Enjoyability was identified as a plan value as people will not use infrastructure they do not enjoy. The need for comfortable and enjoyable networks was a recurring theme in the initial round of public outreach. The following recommendations offer specific guidance on building infrastructure that will attract new users and allow every Phoenician interested in walking and biking to be able to do so comfortably.

	Recommendation	Type of Change
Near term (2023 - 2026)		
7.1	Establish outreach guidelines for including traffic calming in Capital Improvement Projects, including speed humps and speed bumps.	Update existing procedures
7.2	Collect data that will enable evaluation of bicycle and pedestrian Level of Transportation Stress (LTS). Data should specifically include: length, location, and number of travel lanes; parking signs; landscaping strips; and sidewalk location and width. This assessment informs facilities selection and design by evaluating the relative comfort and safety of someone walking or biking along a corridor.	Prioritize resources
7.3	Conduct a pilot project of various roadway surface materials that act as heat reflectants to reduce the stress and impact of heat. Use the pilot to select preferred materials and use cases and create implementation guidelines.	Pilot
Medium term (2027 - 2032)		
7.4	Seek to collaborate across departments to streamline permit process for structural shade in the ROW, specifically awnings.	Update existing policies
7.5	Seek to collaborate across departments to review the existing traffic calming design standards for horizontal and vertical traffic calming for potential updates to ensure designs effectively calm traffic while supporting emergency operations.	Update existing policies

Objective 8: Build Equitable Active Transportation Networks

Equity was identified as a plan value as it is a high priority for the City and for the community. Throughout the outreach process, residents asked for an equitable approach to developing infrastructure and planning processes that take different community needs into account. The following recommendations seek to address historic inequities and to ensure that all Phoenicians have a chance to participate in active transportation planning processes and benefit from infrastructure investments.

	Recommendation	Type of Change
Near term (2023 - 2026)		
8.1	Create easy to share fliers and slides with information on how to contact the Street Transportation Department and how to report maintenance to share during future outreach opportunities.	Prioritize resources
8.2	Track and incorporate publicly-submitted requests during the urban village assessment and project prioritization process.	Prioritize resources
Medium term (2027 - 2032)		
8.3	In future updates to the Street Transportation Department's Public Engagement Plan consider opportunities to better include low-income, historically-marginalized, disabled, and limited English-speaking residents in the decision-making and implementation process.	Update procedures
8.4	In future updates to internal public outreach standard processes and materials consider opportunities to better reach historically marginalized communities and empower residents to be actively involved in the decision making and implementation process.	Update procedures
Long term (2033 - 2040)		
8.5	Update existing program structures to support implementation of small projects that proactively support safe and enjoyable active transportation such as sidewalk infill, shade, street crossings, Low Impact Development/Green Infrastructure, ramps, and other Complete Streets design elements.	Update procedures
8.6	Evaluate Street Transportation Department programs that support active transportation, such as the Neighborhood Traffic Calming Program, for opportunities to update project selection criteria and outreach processes to better prioritize projects that reflect diverse needs and experiences.	Update procedures



City of Phoenix



City of Phoenix

BICYCLE & PEDESTRIAN DESIGN GUIDANCE ELEMENT

APRIL 2023



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01

INTRODUCTION

CONTEXT

This toolbox presents high-level guidance for local planners, engineers, and advocates to improve the walkability and bikability of Phoenix and create more comfortable streets for pedestrians and bicyclists of all ages and abilities. Planners and project designers should refer to these guidelines in shaping future infrastructure projects; however, these guidelines are not intended to guide detailed design as they do not constitute standards.

Future roadway planning, engineering, design and construction will continue to strive for a balanced transportation system that includes a seamless, accessible bicycle and pedestrian network and encourages bicycle and pedestrian travel wherever possible.

The goal of a transportation system is to better meet the needs of people - whether in vehicles, bicyclists or pedestrians - and to provide access to goods, services, and activities.

Streets that include safe and inviting facilities for active modes provide users important transportation choices, whether it is to make trips entirely by walking or bicycling, or to access public transit. Often in urban or suburban areas, walking and bicycling are the fastest and most efficient ways to perform short trips.

Convenient, active travel provides many benefits, including reduced traffic congestion, financial savings for users, road and parking facility savings, improved economic development, and a more attractive and healthier environment through reduced greenhouse gases.

The design guidelines and recommendations in this document are intended for use on City of Phoenix roadways. Projects on Arizona Department of Transportation, county, or other roadways in other cities may require additional considerations.

Projects must not only be planned for their physical aspects as facilities serving specific transportation objectives; they must also consider effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting.

Design guidance in this document meets or exceeds the minimums set by the Americans with Disabilities Act Accessible Design Guidelines (ADAAG) and the Public Right of Way Accessibility Guidelines (PROWAG).

All traffic control devices, signs, pavement markings included in street projects must conform to the Arizona Supplement to the "Manual on Uniform Traffic Control Devices" (MUTCD).


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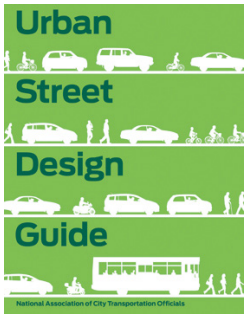
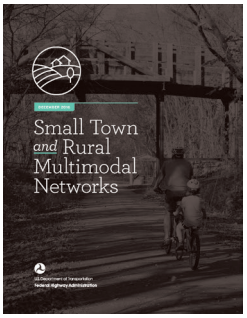
GUIDANCE BASIS

The sections that follow serve as an inventory of pedestrian and bicycle design treatments and provide guidelines for their development. These treatments and design guidelines are important because they represent the tools for creating a pedestrian- and bicycle-friendly, accessible community. The guidelines are not, however, a substitute for a more thorough evaluation by a professional engineer prior to implementation of facility improvements. The following guidelines are incorporated in this Design Guide.

Multi-modal Guidance

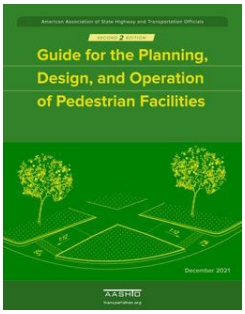


The National Association of City Transportation Officials' (NACTO) **Urban Street Design Guide (2013)** *is a collection of nationally recognized street design standards, and offers guidance on the current state of the practice designs.*

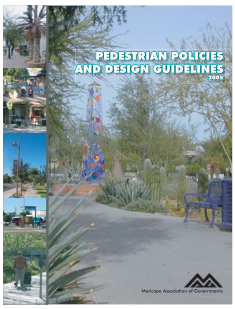


The Federal Highway Administration's **Small Town and Rural Multimodal Networks Report (2016)** *offers resources and ideas to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It connects existing guidance to rural practice and includes examples of peer communities.*

Pedestrian Guidance

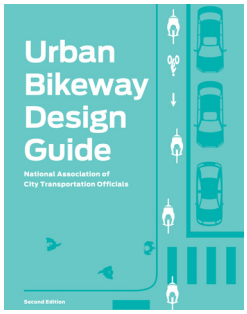


The American Association of State Highway Transportation Officials' (AASHTO) **Guide for the Planning, Design, and Operation of Pedestrian Facilities (2021)** *identifies effective measures for accommodating pedestrians on public rights-of-way, vary among roadway and facility types.*

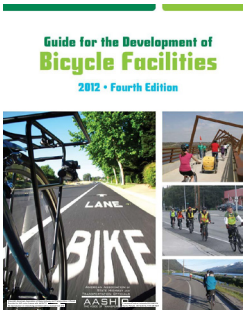


The Maricopa Association of Governments' (MAG) **Pedestrian Policies and Design Guidelines (2005)** *provides information and design assistance to better create and redevelop pedestrian areas throughout the region that integrate facilities for walking with other transportation modes.*

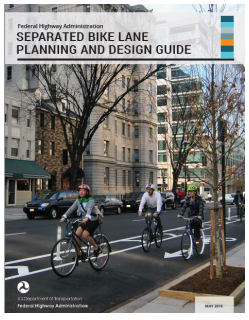
Bikeway Guidance



The National Association of City Transportation Officials' (NACTO) **Urban Bikeway Design Guide (2012)** *provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.*



The American Association of State Highway Transportation Officials' (AASHTO) **Guide for the Development of Bicycle Facilities (2012)** *provides information on how to accommodate bicycle travel and operations in most riding environments.*



Separated Bike Lane Planning and Design Guide (2015) *is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.*

DESIGN NEEDS OF PEDESTRIANS

Types of Pedestrians

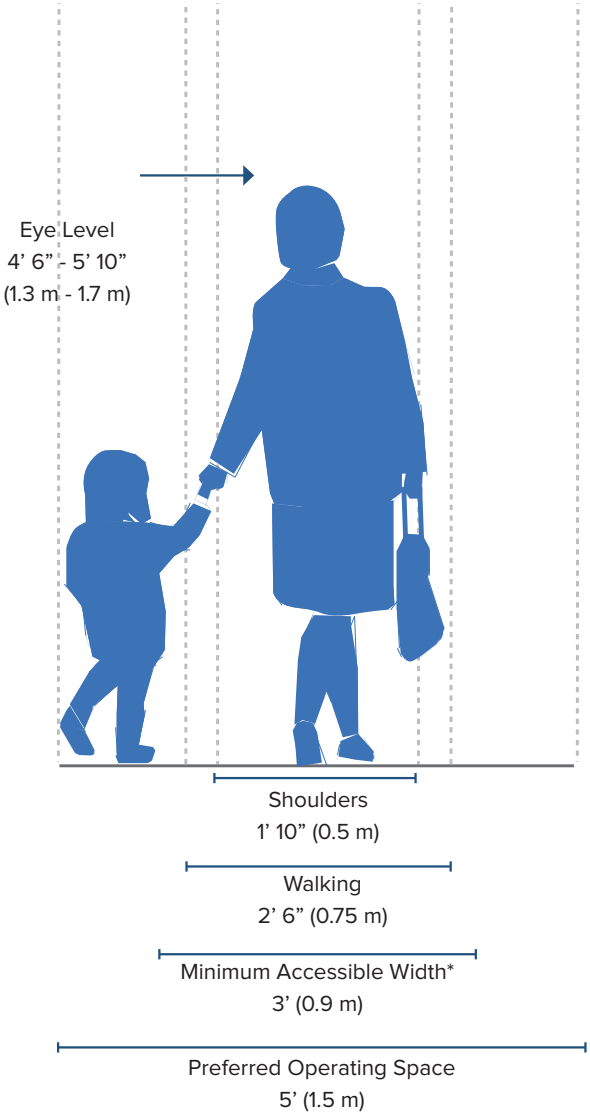
Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have lower eye height and may walk slower than adults. They also perceive the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

Disabled Pedestrian Design Considerations

The table below summarizes common physical and cognitive impairments, how they affect personal mobility, and recommendations for improved pedestrian-friendly design.

Disabled Pedestrian Design Considerations

Impairment	Effect on Mobility	Design Solution
Physical Impairment Necessitating Wheelchair and Scooter Use	Difficulty propelling over uneven or soft surfaces.	Firm, stable surfaces and structures, including ramps or beveled edges.
	Cross-slopes cause wheelchairs to veer downhill or tip sideways.	Cross-slopes of less than two percent.
	Require wider path of travel.	Sufficient width and maneuvering space.
Physical Impairment Necessitating Walking Aid Use	Difficulty negotiating steep grades and cross slopes; decreased stability and tripping hazard.	Cross-slopes of less than two percent. Smooth, non-slippery travel surface.
	Slower walking speed and reduced endurance; reduced ability to react.	Longer pedestrian signal cycles, shorter crossing distances, median refuges, and street furniture.
Hearing Impairment	Less able to detect oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, channelized right turn lanes) and complex intersections.	Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings.
Vision Impairment	Limited perception of path ahead and obstacles; reliance on memory; reliance on non-visual indicators (e.g. sound and texture).	Accessible text (larger print and raised text), accessible pedestrian signals (APS), guide strips and detectable warning surfaces, safety barriers, and lighting.
Cognitive Impairment	Varies greatly. Can affect ability to perceive, recognize, understand, interpret, and respond to information.	Signs with pictures, universal symbols, and colors, rather than text.
Fatiguing Illnesses	Slower walking speed and reduced endurance; reduced ability to react. Increased chances of tripping or falling.	Longer pedestrian signal cycles, shorter crossing distances, median refuges, and street furniture. Smooth, non-slippery travel surface.



At point of contact

Pedestrian Characteristics by Age

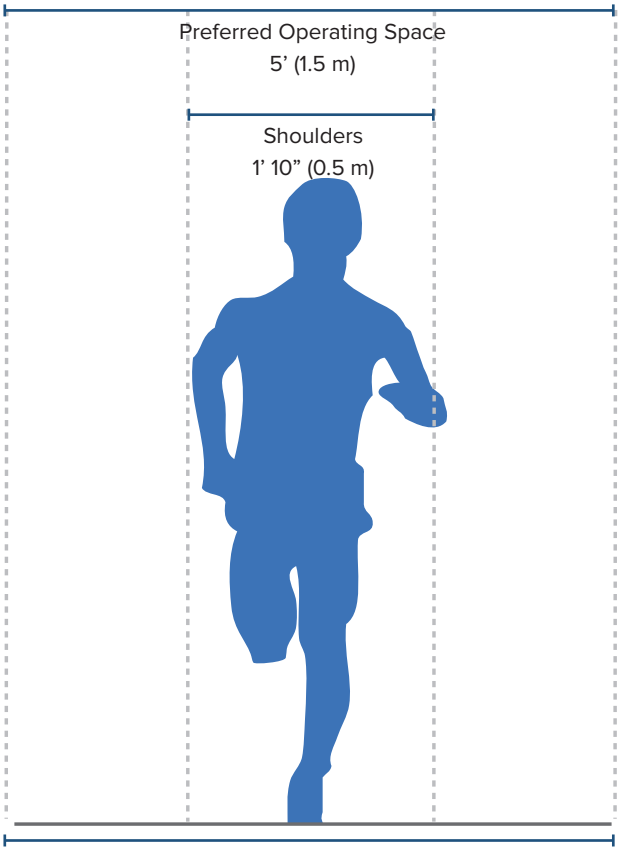
Age	Characteristics
0-4	Learning to walk
	Requires constant adult supervision
	Developing peripheral vision and depth perception
5-8	Increasing independence, but still requires supervision
	Poor depth perception
9-13	Susceptible to "darting out" in roadways
	Insufficient judgment
	Sense of invulnerability
14-18	Improved awareness of traffic environment
	Insufficient judgment
19-40	Active, aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street
	Vision loss
	Difficulty hearing vehicles approaching from behind

Source: AASHTO. Guide for the Planning, Design, and Operation of Pedestrian Facilities, Exhibit 2-1. 2021.

Design Needs of Runners

Running is an important recreation and fitness activity commonly performed on shared use paths. Many runners prefer softer surfaces (such as rubber, bare earth or crushed rock) to reduce impact. Runners can change their speed and direction frequently. If high volumes are expected, controlled interaction or separation of different types of users should be considered.

Runner Dimensions



Design Needs of Strollers

Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry 3 or more. Design needs of strollers depend on the wheel size, geometry and ability of the adult who is pushing the stroller.

Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement. Curb ramps are valuable to these users. Lateral overturning is one main safety concern for stroller users.

Stroller Dimensions



Design Needs of Wheelchair Users

As the American population ages, the age demographics in Phoenix may also shift, and the number of people using mobility assistive devices (such as manual wheelchairs, powered wheelchairs) will increase.

Manual wheelchairs are self-propelled devices. Users propel themselves using push rims attached to the rear wheels. Braking is done through resisting wheel movement with the hands or arm. Alternatively, a second individual can control the wheelchair using handles attached to the back of the chair.

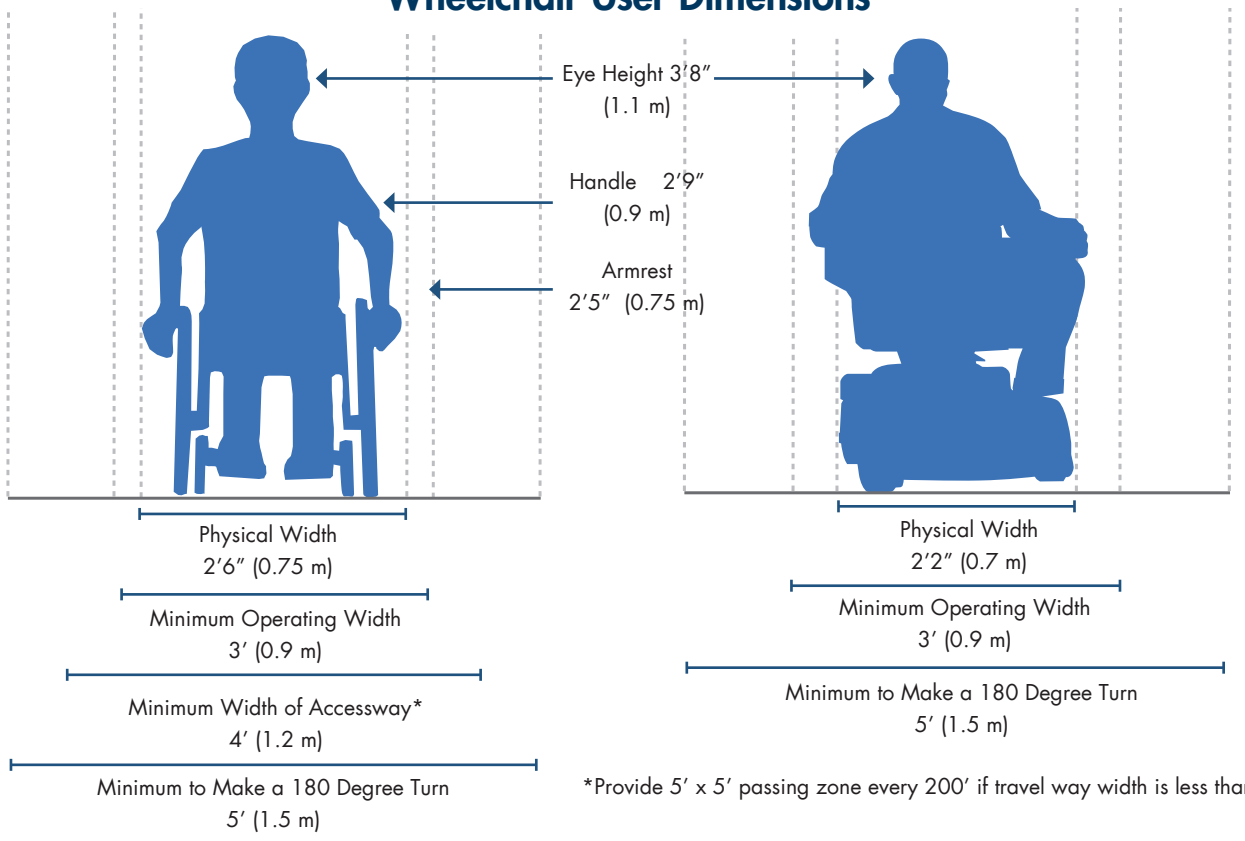
Power wheelchairs use battery power to move the wheelchair. The size and weight of power wheelchairs limit their ability to negotiate obstacles without a ramp. Various control units are available that enable users to control the wheelchair movement, based on their ability (e.g., joystick control, breath controlled, etc).

Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is an important element of accessible design.

Wheelchair User Design Considerations

Effect on Mobility	Design Solution
Difficulty propelling over uneven or soft surfaces.	Firm, stable surfaces and structures, including ramps or beveled edges.
Cross-slopes cause wheelchairs to veer downhill.	Cross-slopes of less than two percent.
Require wider path of travel.	Sufficient width and maneuvering space.

Wheelchair User Dimensions



*Provide 5′ x 5′ passing zone every 200′ if travel way width is less than 5 feet

DESIGN NEEDS OF BICYCLE & OTHER MICROMOBILITY DEVICE RIDERS

The facility designer must have an understanding of how bicycles and scooters operate and how the devices themselves influence that operation. People who ride bicycles and other micromobility devices, by nature, are much more affected by poor facility design, construction and maintenance practices than motor vehicle drivers. By understanding the unique characteristics and needs of bikes and micromobility devices, a facility designer can provide quality facilities that work for a wider spectrum of users and minimize user risk.

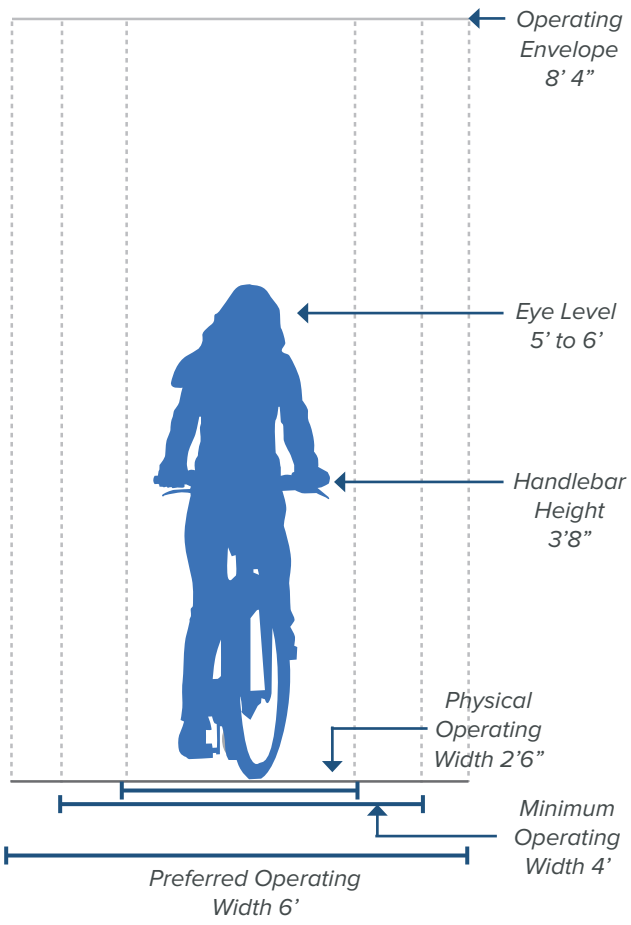
Bicycle as a Design Vehicle

Similar to motor vehicles, bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions.

The figure illustrates the operating space and physical dimensions of a typical adult bicyclist, which are the basis for typical facility design. Bicyclists require clear space to operate within a facility. This is why the minimum operating width is greater than the physical dimensions of the bicyclist. Bicyclists prefer five feet or more operating width, although four feet may be minimally acceptable if the pavement is continuous and there is no curbing present..

In addition to the design dimensions of a typical bicycle, there are many other commonly used pedal-driven cycles and accessories to consider when planning and designing bicycle facilities. The most common types include tandem bicycles, recumbent bicycles, and trailer accessories.

Bicycle Rider - Typical Dimensions



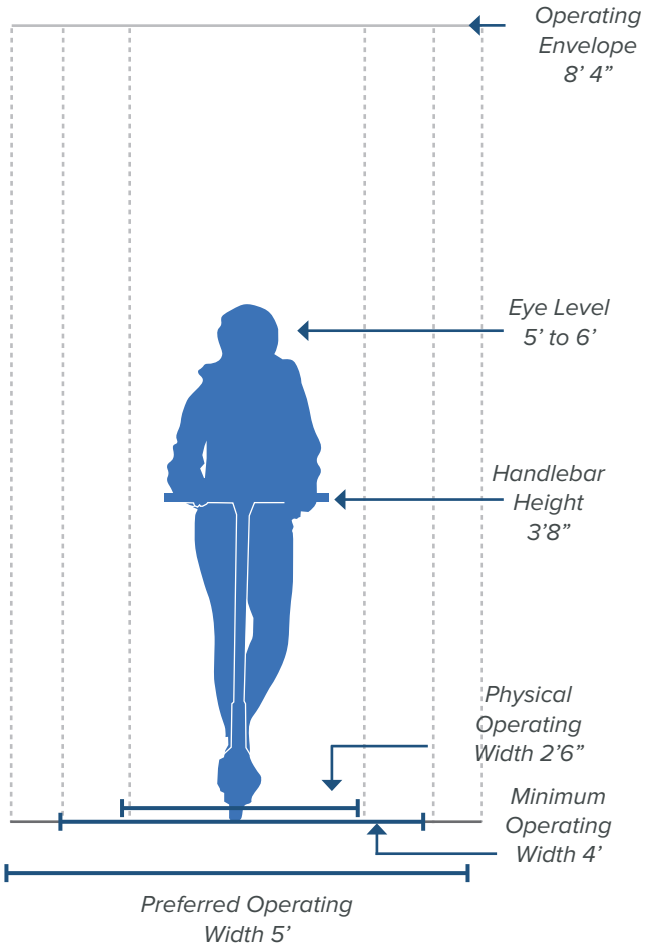
Other Micromobility Devices

Scooters, skateboards, and other similar micromobility devices, both human-powered and battery-powered are low-speed mobility devices that are typically operated in on-street bike facilities. These devices can be entirely human-powered, powered by an electric motor, or a combination of the two. They typically have an operating speed of 20 mph or less, but this can vary widely depending on whether manually-powered or motor driven, and other factors like hills.

In general, these devices have similar design operating envelopes of bicycles, (in some cases even narrower), and can be operated by a wide range of users, including those who may not be able to operate a traditional bicycle. As the wheels are smaller than bicycle wheels, potholes and large cracks are more disruptive to these vehicles

These devices have seen a dramatic increase in use, and will likely only continue to be the case as they become more affordable, available, and accessible, for both personal devices and shared micromobility systems.

Scooter Rider - Typical Dimensions



Design Speed Expectations

BICYCLE TYPE	FEATURE	TYPICAL SPEED
Upright Adult Bicyclist	Paved level surfacing	8-12 mph
	Crossing Intersections	10 mph
	Downhill	25-30 mph
	Uphill	5-12 mph
Recumbent Bicyclist	Paved level surfacing	18 mph
E-bikes and E-scooters	Paved level surfacing	10-20 mph
	Crossing Intersections	10-12 mph
	Downhill	30 mph
	Uphill	10-15mph



02

PEDESTRIAN TOOLBOX

INTRODUCTION

The Pedestrian Toolbox includes pedestrian-oriented infrastructure elements that create a more comfortable and safe pedestrian experience.

In Phoenix, in addition to all elements listed in the Toolbox, designing for heat mitigation is essential. To mitigate heat, trees, shade structures, and building heights and setbacks should be designed to provide the maximum shade on sidewalks and streets - preventing the ground materials from absorbing too much heat from the sun. Surface materials and their respective UV reflective properties can also assist in reducing the effects of heat form the sun.

This toolbox will be helpful to in addressing pedestrian needs.



SIDEWALKS

SIDEWALKS

Sidewalk Zones & Widths

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved accessibility, and the creation of social space.

Design Features



Enhancement Zone	Amenity Zone	Pedestrian Access Route (PAR)	Building Frontage Zone
The curbside lane can act as a flexible space to further buffer the sidewalk from moving traffic, and may be used for a bike facility. Curb extensions and bike corrals may occupy this space where appropriate.	The amenity zone, also called the furnishing or landscaping zone, buffers pedestrians from the adjacent roadway, and is also the area where elements such as street trees, signal poles, signs, and other street furniture are properly located.	The pedestrian access route is the area intended for pedestrian travel. This zone should be entirely free of permanent and temporary objects while fully meeting the requirements for pedestrian accessibility. Wide pedestrian zones are needed in areas or where pedestrian flows are high.	The building frontage zone allows pedestrians a comfortable "shy" distance from the building fronts, fencing, walls and vertical landscaping. It provides opportunities for window shopping, to place signs, planters, or chairs.

Street Classification	Parking Lane/ Enhancement Zone	Amenity Zone	Pedestrian Access Route (PAR)	Building Frontage Zone*
Local Streets	Varies	4 - 6 ft	6 - 8 ft	2 ft
Pedestrian Priority Areas	Varies	6 - 10 ft	8 ft	2 - 8 ft
Arterials and Collectors	Varies	4 - 6 ft	6 - 8 ft	4 - 6 ft

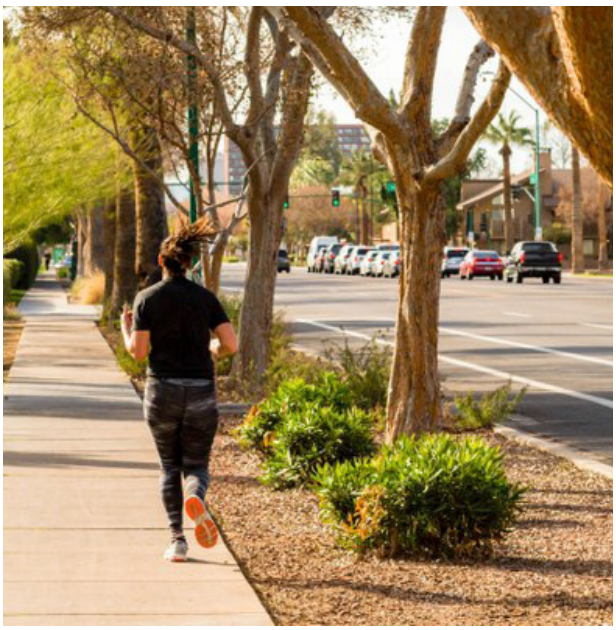
**Indicates ideal frontage zone space. Actual frontage zone is contingent upon the City's development code and required set backs*

Typical Application

- Wider sidewalks should be installed near schools, at transit stops, or anywhere high concentrations of pedestrians exist.
- At transit stops, an 8 ft by 5 ft clear space is required for accessible passenger boarding/ alighting at the front door location per ADA requirements.
- Sidewalks should be continuous on both sides of urban commercial streets, and should be required in areas of moderate residential density (1-4 dwelling units per acre).
- When retrofitting gaps in the sidewalk network, locations near transit stops, schools, parks, public buildings, and other areas with high concentrations of pedestrians should be the highest priority.

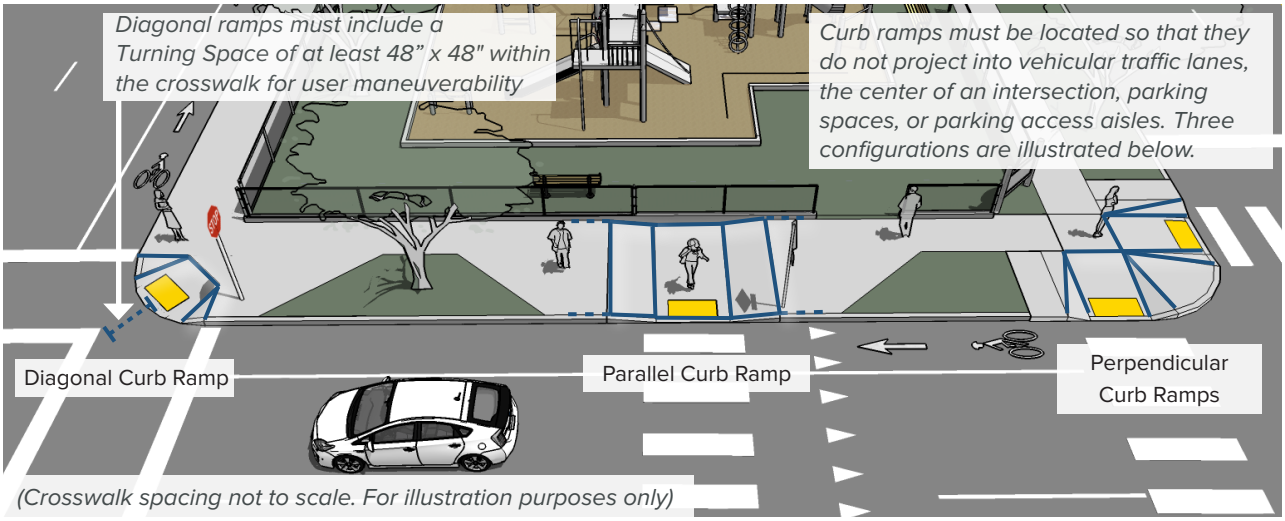
Materials and Maintenance

Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped boulevard. Less expensive walkways constructed of asphalt, crushed stone, or other stabilized surfaces may be appropriate. Ensure accessibility and properly maintain all surfaces regularly. Surfaces must be firm, stable, and slip resistant. Colored, patterned, or stamped concrete can add distinctive visual appeal. See 'Sidewalk Maintenance' for more information.



CURB RAMPS

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. There are a number of factors to be considered in the design and placement of curb ramps.



Typical Application

Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and ADA 1990). All newly constructed and altered roadway projects must include compliant curb ramps. In addition, existing facilities must be upgraded to current standards when appropriate.

The edge of the Pedestrian Access Route (PAR) at the ADA Ramp opening, transitioning from the sidewalk to the street, is equipped with detectable warning surfaces (also known as truncated domes) to alert people with visual impairments to changes in the pedestrian environment. Visual contrast between the raised tactile device and the surrounding infrastructure is important so that the change is readily evident to partially sighted pedestrians.

Design Features

- The level landing at the top of a ramp should be at least 4 feet long and at least the same width as the ramp itself. The slope of the ramp should be compliant to current standards.
- If the top landing is within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 4'-0" long (in the direction of the ramp run) and at least as wide as the ramp, although a width of 5'-0" is preferred.



Not recommended: Diagonal curb ramp configuration.

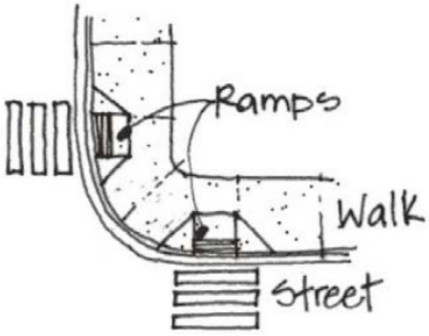


Recommended: Directional curb ramps for crossing in both directions.

Further Considerations

Where feasible, separate directional curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner for both crosswalks. Ramps dedicated to a single pedestrian travel direction orient pedestrians directly into the center of the intersection, which can be challenging for wheelchair users and pedestrians with visual impairments. Diagonal curb ramp configurations are not allowed during new construction and can only be installed as part of a maintenance activity or after a technical infeasibility study and approval by the city engineer.

Curb radii need to be considered when designing directional ramps. While curb ramps are needed for use on all types of streets, the highest priority locations are on streets near transit stops, schools, parks, medical facilities, shopping areas.

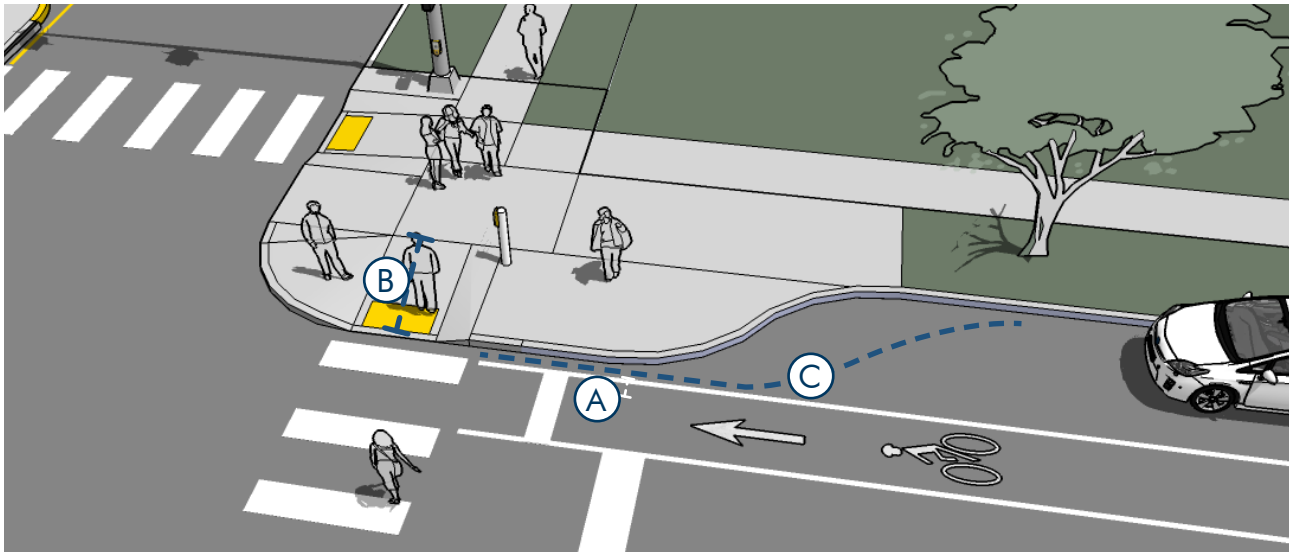


For new builds and comfortable level: Directional ramps with detectable warning.

Pedestrian Policies and Design Guidelines, pg 56. Maricopa Association of Governments, 2005

Materials and Maintenance

It is critical that the interface between a curb ramp and the street be maintained adequately. Asphalt street sections can develop vertical differentials where concrete meets asphalt at the foot of the ramp, which can catch the front wheels of a wheelchair.



CURB EXTENSIONS

Curb extensions, also called curb bulbouts and neckdowns, minimize pedestrian exposure during crossing by shortening the crossing distance and giving pedestrians a better chance to see and be seen before beginning to cross. Curb extensions are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.

Typical Application

- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 ft and the two radii should be balanced to be nearly equal.
- The curb extension width should terminate one foot short of the parking lane to maximize bicyclist safety when bicycle lanes are not present. This buffer is also preferred when bicycle lanes are present.

Design Features

(A) Where a bike lane runs adjacent to the curb extension, design with a 1' buffer from edge of parking lane (preferred).

(B) Crossing distance is shortened by approximately 6-8 feet with a parallel parking lane or 15 feet or more with an angled parking lane.

(C) Curb extension length can be adjusted to accommodate bus stops or street furniture.

Further Considerations

If there is no parking lane, adding curb extensions across a roadway shoulder may be a problem for bicycle travel and truck or bus turning movements.

Materials and Maintenance

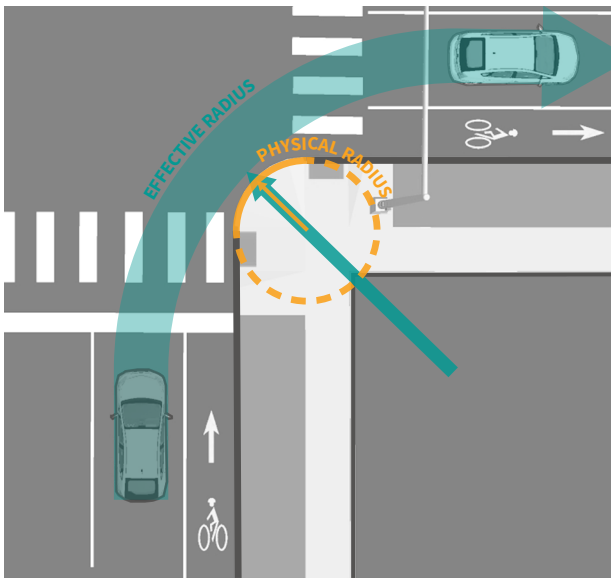
Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management. To maintain proper stormwater drainage, curb extensions can be constructed as refuge islands offset by a drainage channel or feature a covered trench drain.

CORNER RADII

The size of a curb's radius can have a significant impact on pedestrian comfort and safety. A smaller curb radius provides more pedestrian area at the corner, allows more flexibility in the placement of curb ramps, results in a shorter crossing distance and requires vehicles to slow more on the intersection approach. During the design phase, the chosen radius should be the smallest possible for the circumstances and consider the effective radius in any design vehicle turning calculations.

Typical Application

The curb radius may be as small as 3 ft where there are no turning movements, or 5 ft where there are turning movements and adequate street width. Wide outside travel lanes, on-street parking and bike lanes create a larger effective turning radius and can therefore allow a smaller physical curb radius.



Recommended: Bidirectional curb ramps for crossing in both directions.

Design Features

Corners have two critical dimensions which must be considered together.

- The physical radius controls the pedestrian experience.
- The effective radius is the widest turning arc that a vehicle can take through the corner and is larger than the physical radius.

Further Considerations

Several factors govern the choice of curb radius in any given location. These include the desired pedestrian area of the corner, traffic turning movements, street classifications, design vehicle turning radius, intersection geometry, presence of a bus or other large vehicle route, and whether there is on-street parking or a bike lane (or both) between the travel lane and the curb. Dual radius corners with mountable aprons or other corner hardening devices such as modular speed bumps can be used to accommodate larger design/control vehicles while still effectively managing ordinary vehicular traffic.



03

BICYCLE TOOLBOX

INTRODUCTION

Facility Selection: Bicycle User Type

The current AASHTO Guide to the Development of Bicycle Facilities encourages designers to identify their rider type based on the trip purpose (Recreational vs Transportation) and on the level of comfort and skill of the rider (Causal vs Experienced). An alternate, and commonly used, user-type framework for understanding a potential rider's willingness to bike is illustrated in the figure below. Developed by planners in Portland, OR* and supported by research**, this classification identifies four distinct types of bicyclists.

Strong and Fearless – This group is willing to ride a bicycle on any roadway regardless of traffic conditions. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.

Enthused and Confident - This group of people riding bicycles who are riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.

Interested but Concerned – This group is more cautious and has some inclination towards bicycling, but are held back by concern over sharing the road with cars. Not very comfortable on major streets, even with a striped bike lane, and prefer separated pathways or low traffic neighborhood streets.

No Way, No How – This group comprises residents who simply aren't interested at all in bicycling and may be physically unable or don't know how to ride a bicycle, and they are unlikely to adopt bicycling in any way.

** Roger Geller, City of Portland Bureau of Transportation. Four Types of Cyclists. http://www.portlandonline.com/transportation/index.cfm?&a=237507. 2009.*
*** Dill, J., McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential. 2012.*

Typical Distribution of Bicyclist Types



Facility Selection: Comfort

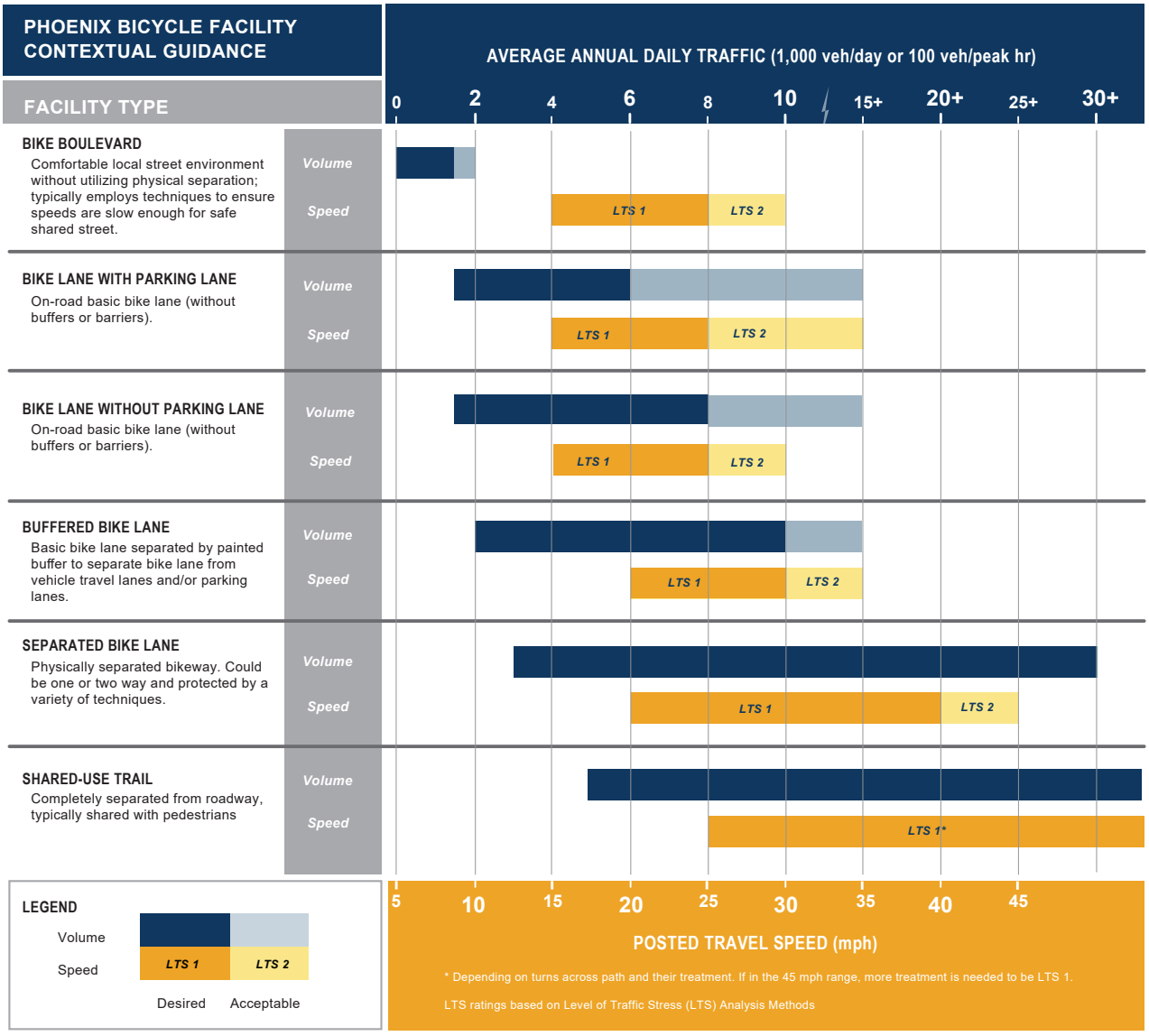
In order to provide a bikeway network that meets the needs of the Phoenix's "Interested but Concerned" residents (who comprise the majority of the population), bikeways must be low-stress and comfortable. By using a metric called Level of Traffic Stress (LTS), specific facility types can be matched to the needs of people who bicycle in Phoenix. Generally, "Interested but Concerned," users will only bicycle on LTS 1 or LTS 2 facilities.

Levels of Traffic Stress (LTS)

LTS LEVEL	DESCRIPTION	WHAT TYPE OF BICYCLISTS WILL RIDE ON THIS LTS FACILITY?		
		STRONG & FEARLESS	ENTHUSIASTIC & CONFIDENT	INTERESTED BUT CONCERNED
LTS 1	Presents the lowest level of traffic stress; demands less attention from people riding bicycles, and attractive enough for a relaxing bicycle ride. Suitable for almost all people riding bicycles, including children trained to ride in the street and to safety cross intersections.	YES	YES	YES
LTS2	Presents little traffic stress and therefore suitable to most adults riding bicycles, but demandsmore attention than might be expected from children.	YES	YES	SOMETIMES
LTS3	More traffic stress than LTS2, yet significantly less than the stress of integrating with multilane traffic.	YES	SOMETIMES	NO
LTS4	A level of stress beyond LTS 3. Includes roadways that have no dedicated bicycle facilities and moderate to higher vehicle speeds and volumes OR high speed and high volume roadways WITH an exclusive riding zone (lane) where there is a significant speed differential with vehicles.	YES	NO	NO

Facility Selection: Bikeways

As a starting point to identify a preferred facility, the chart below can be used to determine the recommended type of bikeway to be provided in particular roadway speed and volume situations. To use this chart, identify the appropriate daily traffic volume on the existing or proposed roadway, and locate the facility types indicated by those key variables. Other factors beyond volume which affect facility selection include traffic mix of including heavy vehicles, the presence of on-street parking, intersection density, surrounding land use, and roadway sight distance. These factors are not included in the facility selection chart below, but should always be considered in the facility selection and design process.

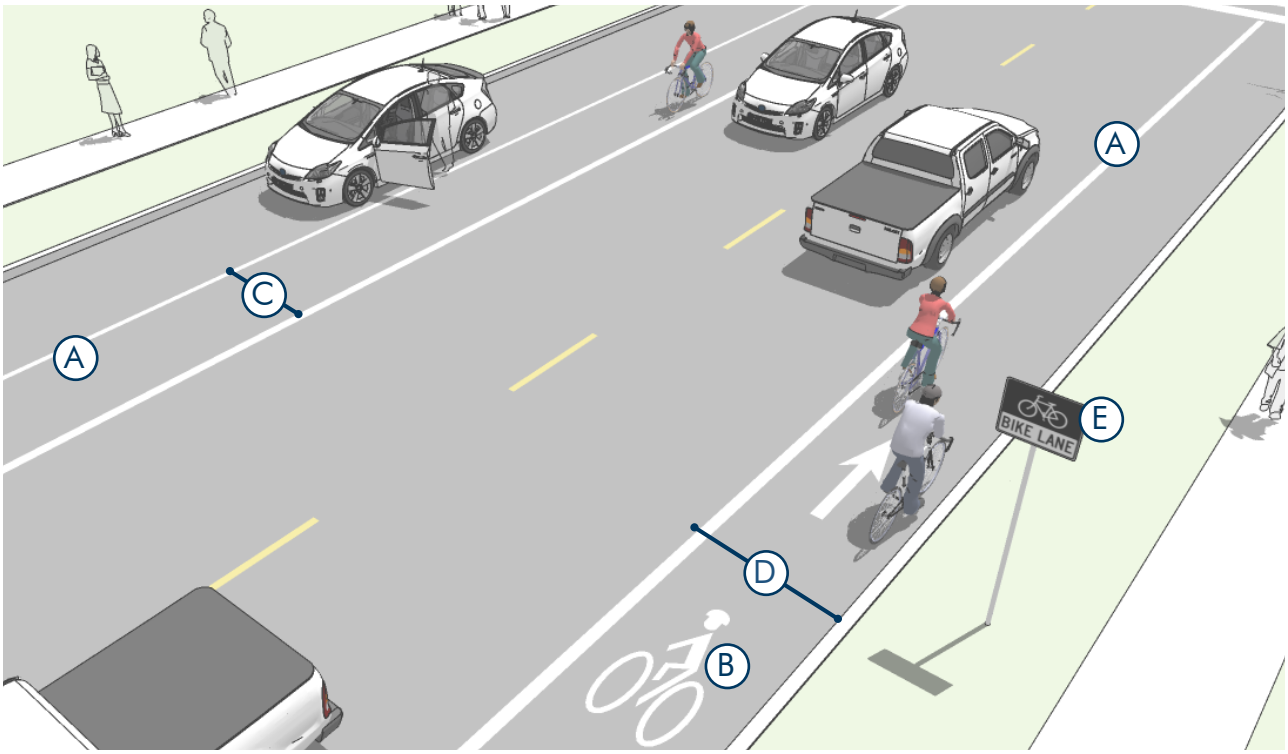


This chart can be used to identify a preferred bicycle facility, or facilities, that would provide an LTS 1 or 2 experience at a selected location. For street segments, desired and acceptable vehicular volumes for each facility are shown. These are the motor vehicle volume ranges that are appropriate for that facility. The correspondence between motor vehicle speed on the street and the LTS score for each facility are also shown. The speed entries determine the LTS scores for the facility. A facility should only be chosen when both the street volumes and LTS scores are appropriate. Since ranges overlap, it is important to allow more than one facility type to meet the desired LTS. Other factors should be considered when selecting a treatment, such as proximity to schools, parks, or trailheads.

BIKE LANES

STANDARD BIKE LANES

On-street bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signs. The bike lane is located directly adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.



Typical Application

- Bike lanes may be used on any street with adequate space, but are most effective on streets with moderate traffic volumes ≤ 6,000 ADT (≤ 4,000 preferred).
- Bike lanes are most appropriate on streets with lower to moderate speeds ≤ 30 mph.
- Appropriate for skilled adult riders on most streets.
- May be appropriate for children when configured as 6+ ft wide lanes on lower-speed, lower-volume streets with one lane in each direction.

Design Features

(A) Mark inside line with 8" stripe. Mark 4" parking lane line or "Ts".

(B) Include a bicycle lane marking at the beginning of the bike lane, beginning and end of bike lane pockets, approaches and farside of arterial crossings, and major changes in direction. MUTCD recommends every 80 ft - 1,000 ft depending on land use context.

(C) 6 foot width preferred adjacent to on-street parking, (5 foot min.). Buffer preferred when parking has high turnover, see Buffered Bike Lanes.

(D) 5.5–7 foot preferred adjacent to curb and gutter or 4 feet more than the gutter pan width.

(E) The R3-17 "Bike Lane" sign is optional, but recommended in most contexts.

Further Considerations

- On high speed streets (≥ 40 mph) the minimum bike lane should be 6 feet.
- It may be desirable to reduce the width of general purpose travel lanes in order to add or widen bicycle lanes.
- On multi-lane streets, the most appropriate bicycle facility to provide for user comfort may be buffered bicycle lanes or physically separated bicycle lanes.
- Contraflow bike lanes are a special type of bike lane that can be implemented in specific locations where a dedicated bike lane is needed for a particular direction of travel, but the roadway is oriented for one-way travel in the opposite direction, and/or when space constraints preclude a bike facility on nearby parallel routes that would otherwise serve this need. Contraflow bike lanes are effective in providing short, critical connections along bikeways, and special attention needs to be paid to facility transitions to other bikeway types.

Manhole Covers and Grates:

- Manhole surfaces should be manufactured with a shallow surface texture in the form of a tight, nonlinear pattern.
- If manholes or other utility access boxes are to be located in bike lanes within 50 ft. of intersections or within 20 ft. of driveways or other bicycle access points, special manufactured permanent nonstick surfaces ensure a controlled travel surface for bicyclists breaking or turning.
- Manholes, drainage grates, or other obstacles should be set flush with the paved roadway. Roadway surface inconsistencies pose a threat to safe riding conditions for bicyclists. Construction of manholes, access panels or other drainage elements should be constructed with no variation in the surface. The maximum allowable tolerance in vertical roadway surface will be 1/4 of an inch.



Bike lanes provided dedicated spaces for bicyclists to ride on the street.

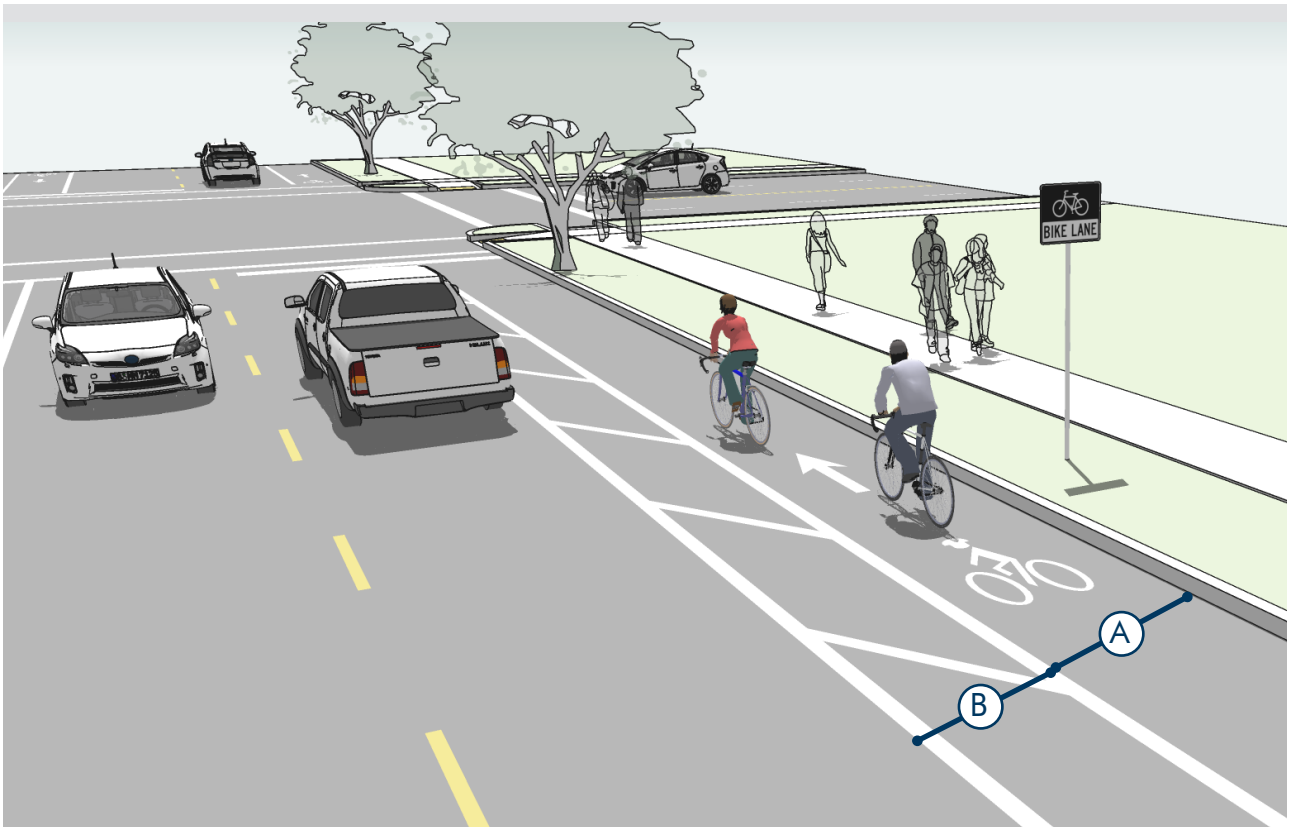
Materials and Maintenance

Bike lane striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway.

Bike lanes should also be maintained so that there are no pot holes, cracks, uneven surfaces or debris.

BUFFERED BIKE LANES

Buffered bike lanes are conventional bike lanes paired with a designated buffer space, separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane.



Typical Application

- Anywhere a conventional bike lane is being considered.
- While conventional bike lanes are most appropriate on streets with lower to moderate speeds (≤ 30 mph), buffered bike lanes provide additional value on streets with higher speeds (+30 mph) and high volumes or high truck volumes (up to 6,000 ADT).
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

Design Features

(A) The minimum bicycle travel area (not including buffer) is 5 feet wide.

(B) Buffers should be at least 2.5 feet wide - but 3 feet or more in width is preferred. Diagonal markings are used in buffers that are 2.5 to 4 feet wide. Chevron markings are used in buffers over 4 feet wide.

- Buffers may be applied on the parking side, the travel side, both or alternating depending on the main source of concern.



Buffered bike lanes should include a striped buffer that is at least 2.5-3+ feet



The use of additional pavement markings delineates space between vehicles and bicyclists.

Further Considerations

- On multi-lane streets with high vehicles speeds, the most appropriate bicycle facility to provide for user comfort may be physically separated bike lanes.
- NCHRP Report #766 recommends, when space is limited, installing a buffer space between the parking lane and bicycle lane where on-street parking is permitted rather than between the bicycle lane and vehicle travel lane.1 This buffer is particularly useful in commercial areas where parking turnover is higher.

Materials and Maintenance

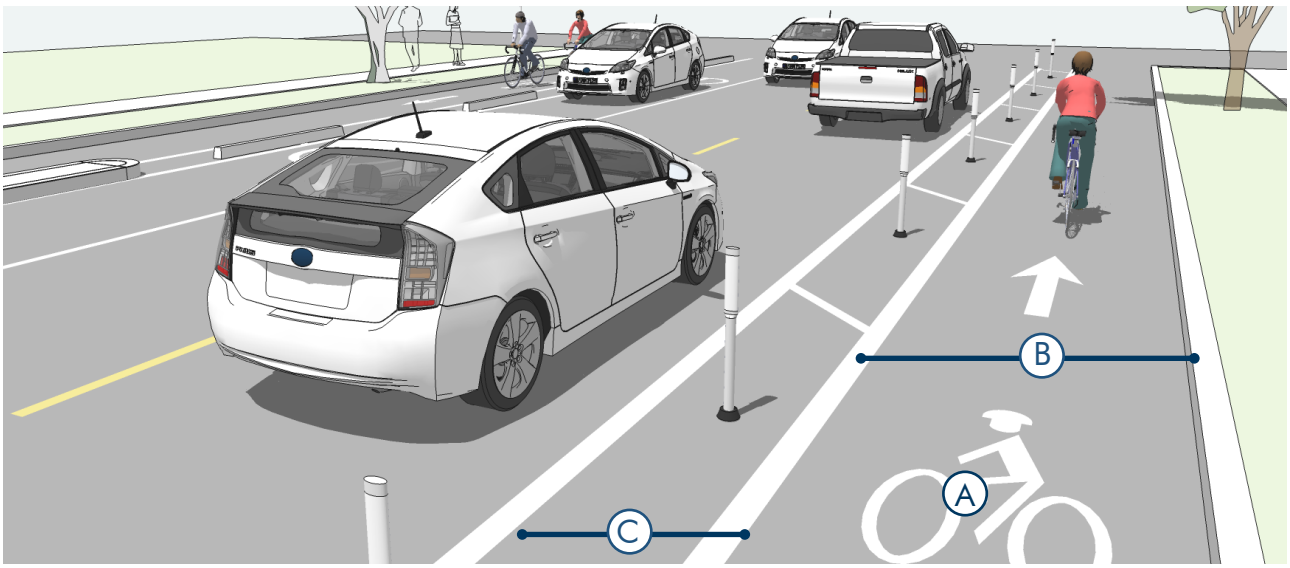
Bike lane striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway.

Bike lanes should be maintained so that there are no pot holes, cracks, uneven surfaces or debris.

1 National Cooperative Highway Research Program. Report #766: Recommended Bicycle Lane Widths for Various Roadway Characteristics.

SEPARATED BIKE LANES: ONE-WAY

One-way separated bike lanes, also known as protected bikeways or cycle tracks, are on-street bikeway facilities that are separated from vehicle traffic. Physical separation is provided by a barrier between the bikeway and the vehicular travel lane. These barriers can include flexible posts, bollards, parking, planter strips, extruded curbs, or on-street parking. Separated bikeways using these barrier elements typically share the same elevation as adjacent travel lanes, but the bikeway could also be raised above street level, either below or equivalent to sidewalk level.



Typical Use

- Along streets on which conventional bicycle lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high bicycle volumes, high motor traffic volumes (9,000-30,000 ADT), higher traffic speeds (35+ mph), high incidence of double parking, higher truck traffic (10% of total ADT) and high parking turnover.
- Along streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.

Design Features

(A) Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bikeway and at intervals along the facility based on engineering judgment to define the bike direction.

(B) 8 feet or more in width preferred in areas with high bicycle volumes or uphill sections to facilitate safe passing behavior. Minimum width, 6 feet (5.5 feet as an absolute minimum).

(C) When placed adjacent to parking, the parking buffer should be 4 ft wide to allow for passenger loading and to prevent door collisions.

- Buffers should be wide enough to support the type of separation provided without that separation creating a hazard for drivers or bicyclists using the roadway.
- When placed adjacent to a travel lane, one-way raised cycle tracks may be configured with a mountable curb to allow entry and exit from the bicycle lane for passing other bicyclists or to access vehicular turn lanes.
- Include green elephant crossings marks at conflict points like intersections or driveways.



Parked cars serve as a barrier between bicyclists and the vehicle lane. Barriers could also include flexible posts, bollards, planters, or other design elements.

Further Considerations

- Diagonal markings are used in buffers that are 2.5 to 4 feet wide. Chevron markings are used in buffers over 4 feet wide.
- Curbs may be used as a channeling device. Grade-separation provides an enhanced level of separation in addition to buffers and other barrier types.
- Where possible, physical barriers such as removable curbs should be oriented towards the inside edge of the buffer to provide as much extra width as possible for bicycle use.
- A retrofit separated bikeway has a relatively low implementation cost compared to road reconstruction by making use of existing pavement and drainage and using a parking lane as a barrier.
- Gutters, drainage outlets and utility covers should be designed and configured as not to impact bicycle travel.
- For clarity at major or minor street crossings, consider a dotted line for the buffer boundary where cars are expected to cross.
- Special consideration should be given at transit stops to manage bicycle and pedestrian interactions.
- Consideration should be given to ensuring that entrances to separated bike lanes do not look like car travel lanes by incorporating clear signage and pavement markings.

Materials and Maintenance

Bikeway striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway. Green conflict markings (if used) will also generally require higher maintenance due to vehicle wear.

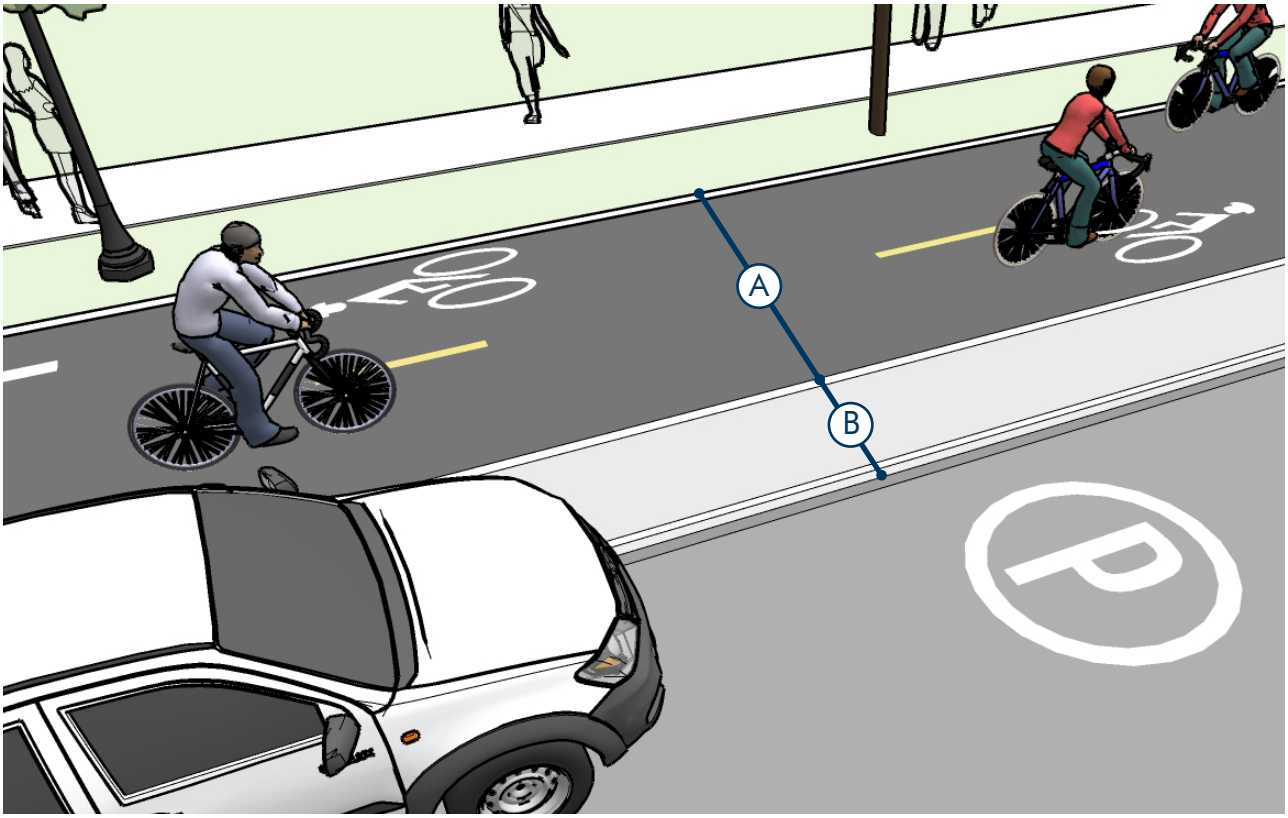
Bikeways should be maintained so that there are no pot holes, cracks, uneven surfaces or debris.

Access points along the facility should be provided for street sweeper vehicles to enter/exit the separated bikeway.

Install composite and reboundable delineator systems, which offer more durability.

SEPARATED BIKE LANES: TWO-WAY

Two-Way separated bike lanes are bicycle facilities that allow bicycle movement in both directions on one side of the road. Two-way separated bikeways share some of the same design characteristics as one-way separated bikeways, but often require additional considerations at driveway and side-street crossings, and intersections with other bikeways.



Typical Application

Works best on the left side of one-way streets.

- Streets with high motor vehicle volumes and/or speeds
- Streets with high bicycle volumes.
- Streets with a high incidence of wrong-way bicycle riding.
- Streets with few conflicts such as driveways or cross-streets on one side of the street.
- Streets that connect to shared use trails.

Design Features

(A) 12 foot operating width preferred (10 ft minimum) width for two-way facility.

- In constrained locations an 8 foot minimum operating width may be considered for short intervals.

(B) Adjacent to on-street parking a 4 foot minimum width channelized buffer or island should be provided to accommodate opening doors. (NACTO, 2012).

- Additional signalization and signs may be necessary to manage conflicts.



A two-way facility can accommodate bicyclists in two directions of travel.

Further Considerations

- A two-way separated bikeway on one way street should be located on the left side.
- A two-way separated bikeway may be configured at street level or as a raised separated bikeway with vertical separation from the adjacent travel lane.
- Two-way separated bikeways should ideally be placed along streets with long blocks and few driveways or mid-block access points for motor vehicles.
- Two-way separated bikeways may have implications for signalized and unsignalized intersections that put contra-flow bicyclists in increased levels of risk. This should be strongly considered with any project. Bicycle exclusive signals and other control elements are often recommended with two-way separated bikeways.
- Consideration should be given to ensuring that entrances to separated bike lanes do not look like car travel lanes by incorporating clear signage and pavement markings.

Materials and Maintenance

Bikeway striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway. Green conflict markings (if used) will also generally require higher maintenance due to vehicle wear.

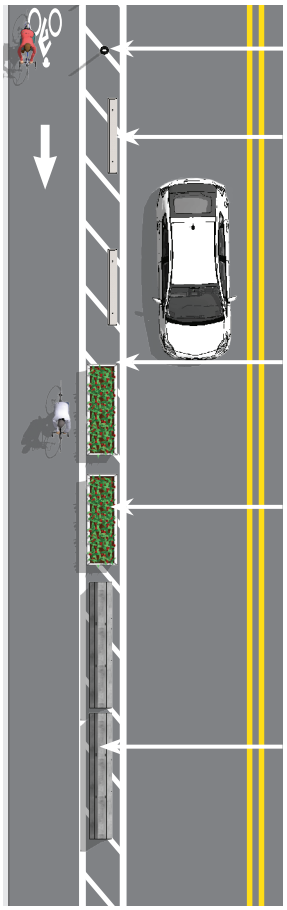
Bikeways should be maintained so that there are no pot holes, cracks, uneven surfaces or debris.

Access points along the facility should be provided for street sweeper vehicles to enter/exit the separated bikeway.

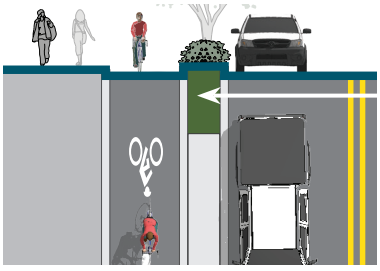
SEPARATED BIKE LANE BARRIERS

Separated bike lanes may use a variety of vertical elements to physically separate the bikeway from adjacent travel lanes. Barriers may be robust constructed elements such as curbs, or may be more interim in nature, such as flexible delineator posts.

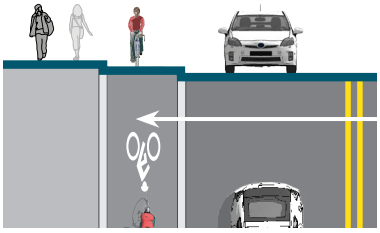
Barrier Separation



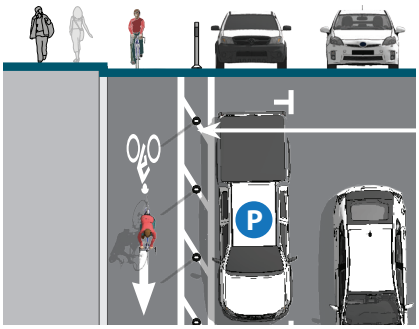
Median Separation



Elevation Separation



Parking Separation



Typical Application

Appropriate barriers for retrofit projects:

- Parked cars
- Flexible delineators
- Planters
- Modular curbing

Appropriate barriers for reconstruction projects:

- Curb separation
- Medians
- Landscaped medians
- Raised protected bike lane with vertical or mountable curb
- Pedestrian Refuge Islands





Raised separated bikeways are bicycle facilities that are vertically separated from motor vehicle traffic.

Design Features

- Maximize effective operating space by placing curbs or delineator posts as far from the through bikeway space as practicable.
- Allow for adequate shy distance of 1 to 5 feet from vertical elements to maximize useful space.
- When next to parking allow for 3 feet of space in the buffer space to allow for opening doors and passenger unloading.
- The presences of landscaping in medians, planters and safety islands increases comfort for users and enhances the streetscape environment.

Further Considerations

- With new roadway construction, a raised separated bikeway can be less expensive to construct than a wide or buffered bicycle lane because of shoulder trenching and sub base requirements.
- Parking should be prohibited within 30 feet of intersections and driveways to improve visibility. Clearly indicate the parking prohibition through the use of a red curb, signs, or other tools.

Materials and Maintenance

Separated bikeways protected by concrete islands or other permanent physical separation, can be swept and plowed by smaller street sweeper vehicles.

Access points along the facility should be provided for street sweeper vehicles to enter/exit the separated bikeway.

BIKE BOULEVARDS

BIKE BOULEVARD OVERVIEW

A Bike Boulevard is a low-speed, low-volume roadway that is designed to enhance comfort and convenience for people bicycling. It provides better conditions for bicycling while improving the neighborhood character and maintaining emergency vehicle access. Bike Boulevards are intended to serve as a low-stress bikeway network, providing direct, and convenient routes across Phoenix. Key elements of Bike Boulevards are unique signage and pavement markings, traffic calming and diversion features to maintain low vehicle volumes, and convenient major street crossings.



Treatments depicted may vary per roadway segment or location.

Typical Use

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less) on low-volume, low-speed streets.
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10% out of direction travel compared to shortest path of primary corridor.
- Local streets with traffic volumes of fewer than 1,500 vehicles per day (for the majority of their length) and with average operating speeds below 25 mph. Utilize traffic calming to maintain or establish low volumes and discourage vehicle cut through / speeding.

Design Features

- Signs and pavement markings are the minimum treatments necessary to designate a street as a bike boulevard.
- Implement volume control treatments based on the context of the bike boulevard, using engineering judgment. While motor vehicle volumes should not exceed 3,000 vehicles per day, ideal conditions are 1,500 vehicles per day or less.
- Intersection crossings should be designed to enhance comfort and minimize delay for bicyclists of diverse skills and abilities.



A traffic circle included in an intersection along a Bike Boulevard calms traffic since vehicles are forced to slow down. Photo credit: Alta



An example of an large pavement marking to reinforce that the street is a Bike Boulevard.

Further Considerations

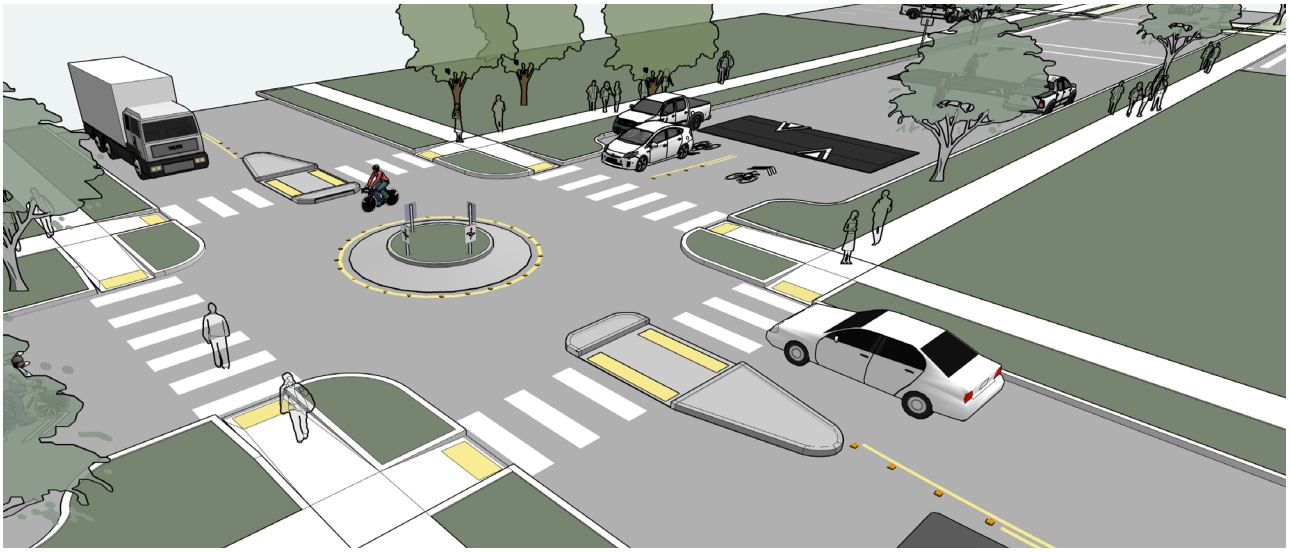
- Bike Boulevards are established on streets that improve connectivity to key destinations and provide a direct, low-stress route for bicyclists, with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority over other modes.
- Bike Boulevard retrofits to local streets are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists, these intersections can become major barriers along the Bike Boulevard.
- Traffic calming can deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Materials and Maintenance

Bike Boulevards require few additional maintenance requirements to local roadways. Signage, signals, and other traffic calming elements should be inspected and maintained according to local standards.

TRAFFIC CALMING

Traffic calming devices can help mitigate speeding and cut-through traffic by changing driver behavior through a variety of visual or physical changes to the road environment. Such measures may reduce the design speed of a street and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds.



Typical Application

- Traffic calming measures should be limited to placement along local streets, typically with a maximum posted speed of 30 mph.
- Traffic calming measures should be implemented when the safety of all roadway users, especially pedestrians and bicyclists, is at risk due to high vehicular speeds. The risk can be determined by an engineering study.
- Traffic calming measures can be more applicable in areas with high potential for conflict between pedestrian/bicyclist and motor vehicles.
- Traffic calming measures may be most appropriate in areas with predominantly residential or mixed-use land use.
- If applicable, traffic calming measures should not infringe on bicycle space. Where possible, provide a bicycle route outside of the element so bicyclists can avoid having to merge into traffic at a narrow pinch point.
- Traffic calming measures should always consider emergency vehicle response times and turning abilities.

Design Features

- There are a variety of treatments and combinations of treatments that can be used for traffic calming.
- Priority traffic calming measures include strategies and devices that are primarily focus on safety. They are meant to regulate, warn, inform, enforce, and educate motorists, cyclists, and pedestrians on the road. Examples include, radar signs, pavement markings, turn restrictions, temporary speed bumps.
- Secondary traffic calming devices and roadway design features are used primarily to reduce traffic speeds within residential areas. These measures are used when primary calming devices have not been effective. Examples

include, speed tables, chicanes, traffic circles, and tree planting.

- Traffic diversion may be employed to discourage cut-through traffic from utilizing residential streets designated as Bike Boulevards. Traffic diverters are often employed when traffic volumes in a particular area have been found to be significantly higher compared to similar streets in other areas. Examples include, diverters, partial street closures, and median barrier/forced turn islands.

Further Consideration

Benefits of speed management include:

- Improves conditions for bicyclists, pedestrians, and residents on local streets.
- Reduced travel speeds decreases the exposure risks between bicyclists/pedestrians and motor vehicles.
- Reduced travel speeds result in reduced injury severity in the event of a collision.
- Helps achieve a safer and more livable neighborhood while balancing the transportation needs of the roadway.



Bulb outs narrow the right-of way, creating visual friction and slowing cars.

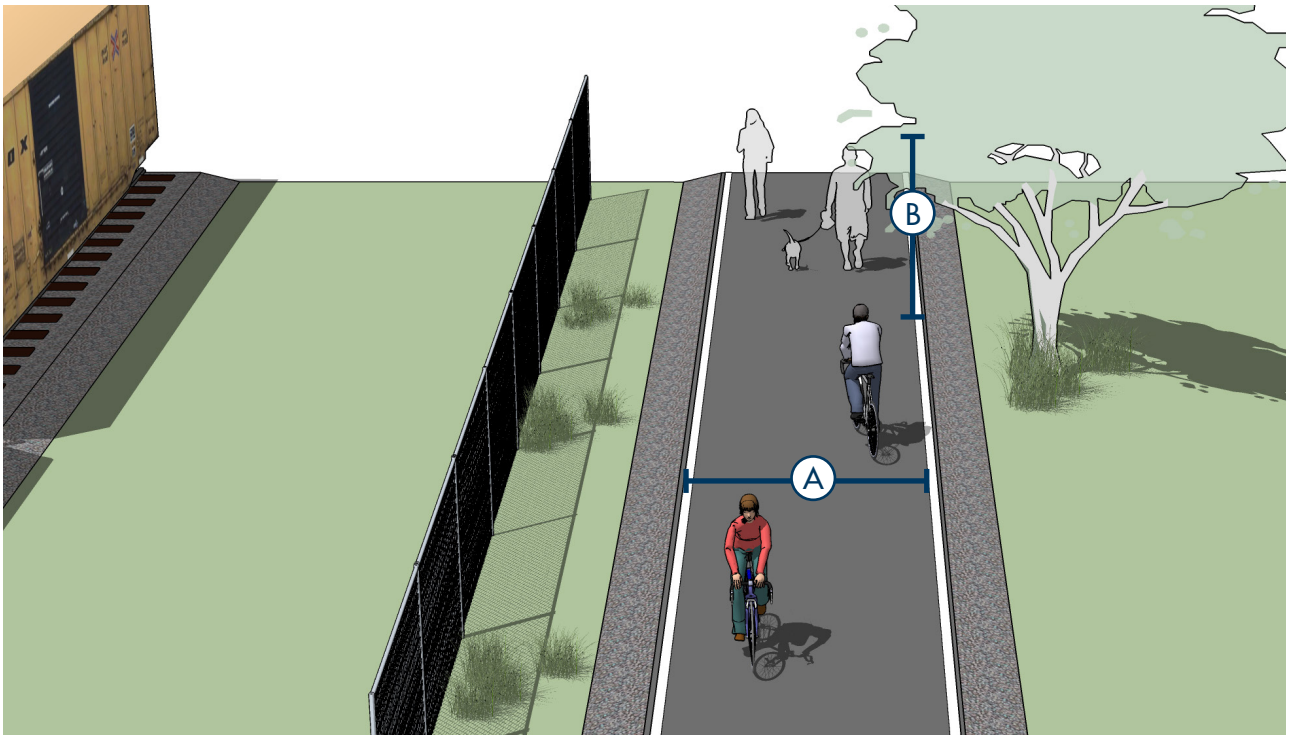


04

SHARED USE PATHS

SHARED USE PATHS

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. These facilities should generally provide travel opportunities not provided by existing roadways.



Typical Use

- In waterway corridors, such as along canals, drainage ditches, rivers, and creeks.
- In abandoned rail corridors (commonly referred to as Rails-to-Trails or Rail-Trails.)
- In active rail corridors, trails can be built adjacent to active railroads (referred to as Rails-with-Trails.)
- In utility corridors, such as power line and sewer corridors.
- Along roadways.

Design Features

(A) 12-14 ft is recommended for heavy use situations with high concentrations of multiple users. A separate track (5' minimum) can be provided for pedestrian use.

- 10 ft is recommended in most situations and will be adequate for moderate to heavy use.

Lateral Clearance

- A 2 ft or greater shoulder on both sides of the path should be provided if the trail is constructed from asphalt. If the trail is constructed out of concrete these clearances should be maintained, but no gravel shoulder is required.
- 1-2 ft of clearance should be provided between the edge of path and barriers, such as walls or fences, or railing

Overhead Clearance

(B) Clearance to overhead obstructions should be 8 ft minimum, with 10 ft recommended.

Striping

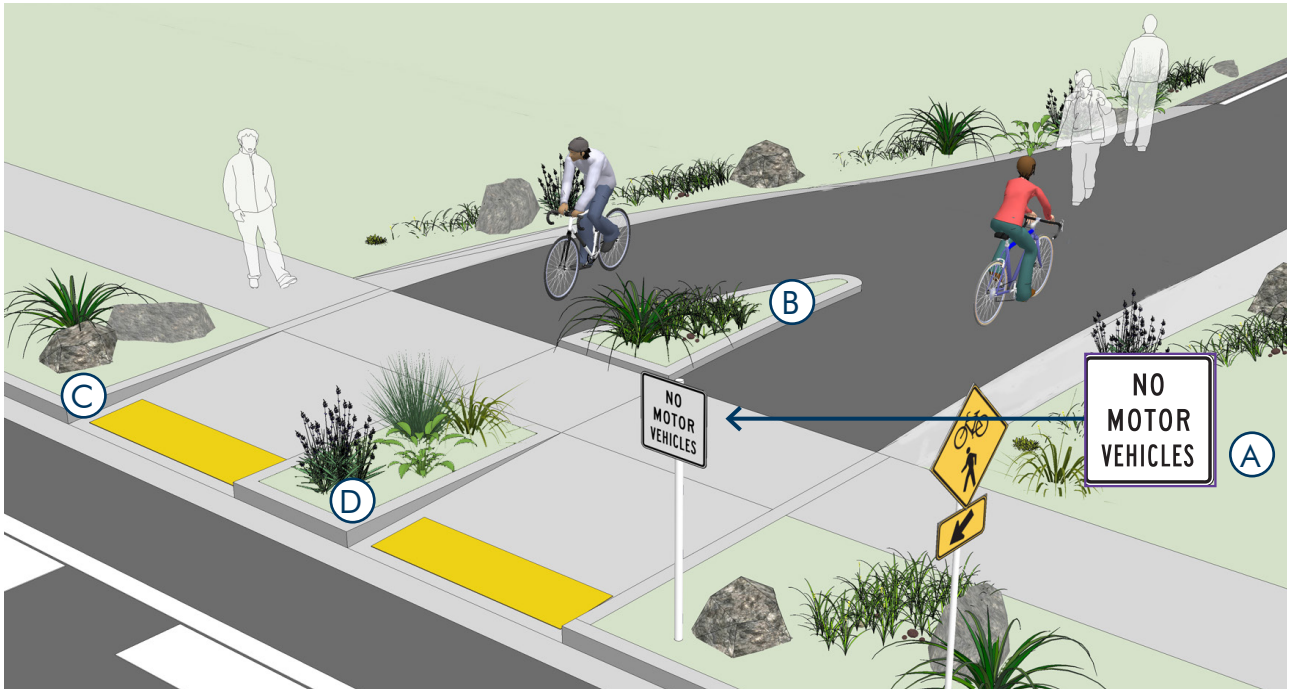
- When striping is desired, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners and transitions, and on the approaches to roadway crossings.

Further Considerations

- Under most conditions, centerline markings are not necessary. Centerline markings should only be used if necessary for clarifying user positioning or preferred operating procedure: Solid line = No Passing; Dashed line = Lane placement
- Paths with a high volume of bidirectional traffic should include a centerline. This can help communicate that users should expect traffic in both directions and encourage users to travel on the right and pass on the left. Wide trails will function better with higher levels of user traffic.
- Where there is a sharp blind curve, painting a solid yellow line with directional arrows reduces the risk of head-on collisions.
- Small scale signs should be used in trail environments.
- Terminate the path where it is easily accessible to and from the street system, preferably at a trailhead, controlled intersection, or at the beginning of a dead-end street.
- Use of bollards should be avoided when possible. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

PATHWAY ENTRANCES

Bollards or other physical barriers are often used to restrict motor vehicle access to the shared use path. Unfortunately, physical barriers are often ineffective at preventing access, and create obstacles to legitimate path users. Alternative design strategies use signage, landscaping and curb cut design to reduce the likelihood of motor vehicle access.



Typical Application

- Bollards or other barriers should not be used unless there is a documented history of unauthorized intrusion by motor vehicles.
- If unauthorized use persists, assess whether the problems posed by unauthorized access exceed the risks and issues posed by bollards and other barriers.

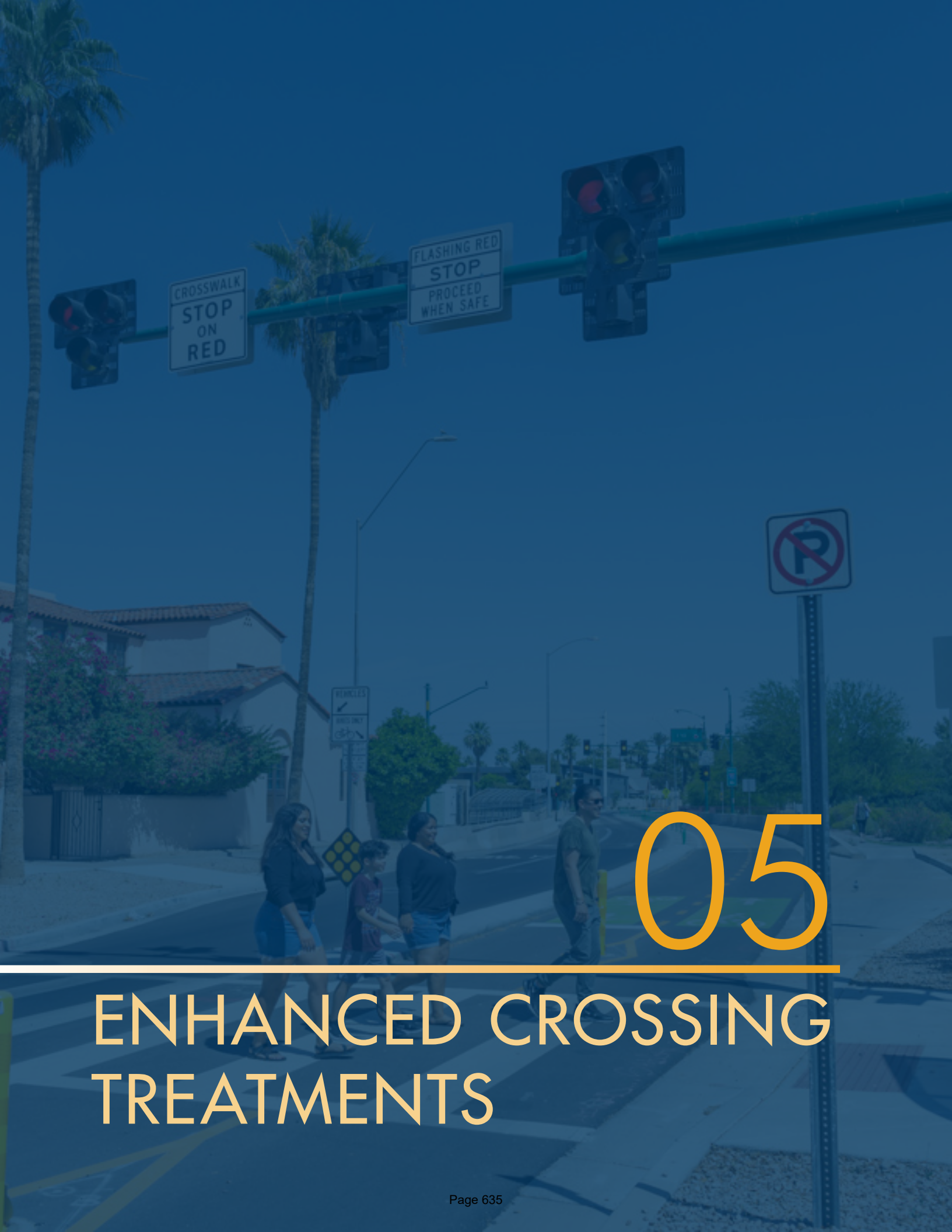
Design Features

(A) "No Motor Vehicles" signage (R5-3) may be used to reinforce access rules.

(B) At intersections, split the trail tread into two sections separated by low landscaping.

(C) Vertical curb cuts should be used to discourage motor vehicle access.

(D) Low landscaping preserves visibility and emergency access.



05

ENHANCED CROSSING TREATMENTS

INTERSECTION TREATMENTS

TWO-STAGE TURN BOXES

Two-stage turn boxes offer bicyclists a safe way to make turns at multi-lane signalized intersections from a physically separated or conventional bike lane. On separated bike lanes, bicyclists are often unable to merge into traffic to turn due to physical separation, making the two-stage turning critical. This treatment received Interim Approval from FHWA in 2017 (IA-20).

Typical Application

- Streets with high vehicle speeds and/or traffic volumes.
- At intersections of multi-lane roads with signalized intersections.
- At signalized intersections with a high number of bicyclists making a left turn from a right side facility.
- Preferred treatment to assist turning maneuvers on bike lanes, instead of requiring bicyclists to merge to make a vehicular left turn.
- Required for protected bikeways to assist left turns from a right side facility, or right turns from a left side facility.

Design Features

- The two-stage turn box should be placed in a protected area. Typically this is within the shadow of an on-street parking lane or protected bike lane buffer area and should be placed in front of the crosswalk to avoid conflict with pedestrians.
- 10 foot x 6.5 foot preferred dimensions of bicycle storage area (6 foot x 3 foot minimum).
- Bicycle stencil and turn arrow pavement markings should be used to indicate proper bicycle direction and positioning. (NACTO, 2012)

Further Considerations

- Consider providing a "No Turn on Red" on the cross street to prevent motor vehicles from entering the turn box.



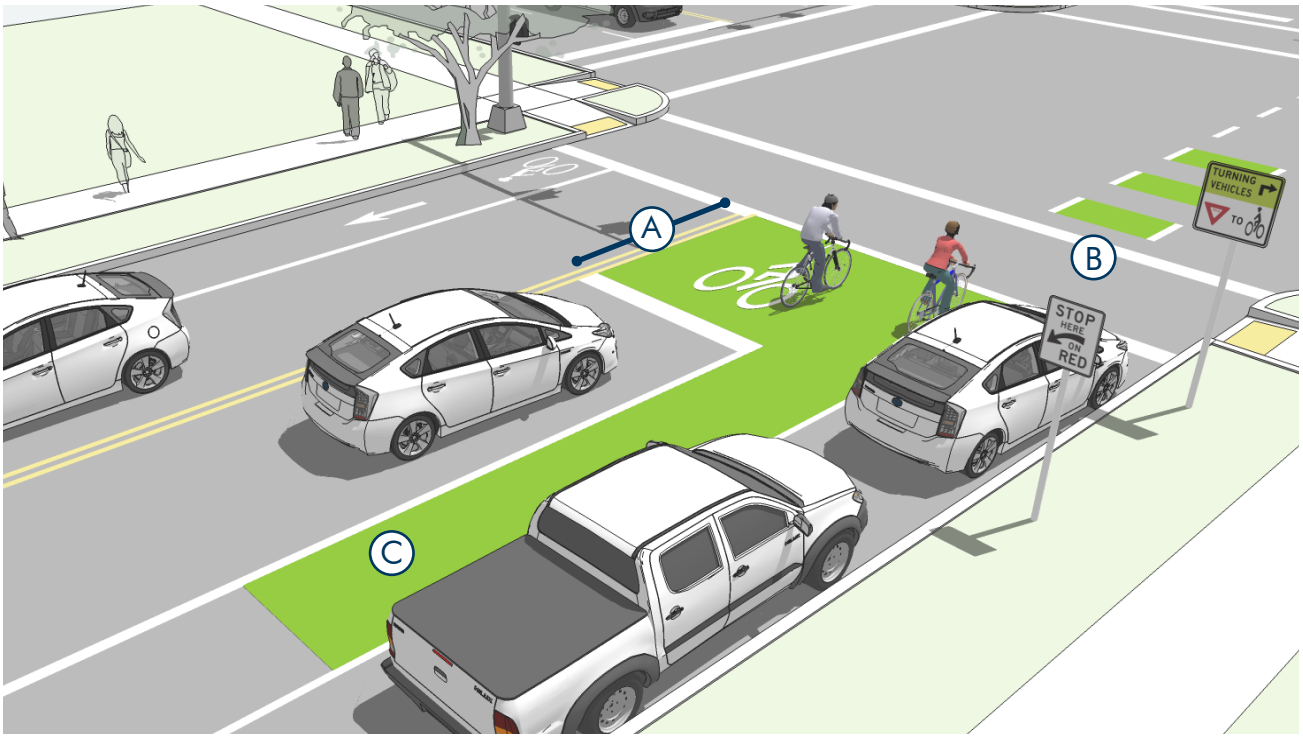
- This design formalizes a maneuver called a "box turn" or "pedestrian style turn."
- Design guidance for two-stage turns apply to both bike lanes and separated bike lanes.
- Two-stage turn boxes reduce conflicts in multiple ways; from keeping bicyclists from queuing in a bike lane or crosswalk and by separating turning bicyclists from through bicyclists.
- Bicyclist capacity of a two-stage turn box is influenced by physical dimension (how many bicyclists it can contain) and signal phasing (how frequently the box clears.)

Materials and Maintenance

Turn boxes may subject to high vehicle wear, especially turning passenger vehicles, buses, and heavy trucks. As a result, bike boxes with green coloring will require more frequent replacement over time. The life of the green coloring will depend on vehicle volumes and turning movements, but Thermoplastic or MMA are generally more durable material than paint.

BICYCLE BOX

A bicycle box is designed to provide bicyclists with a safe and visible space to get in front of queuing traffic during the red signal phase. Motor vehicles must queue behind the white stop line at the rear of the bike box. On a green signal, all bicyclists can quickly clear the intersection. This treatment received Interim Approval from the FHWA in 2016 (IA-18).



Typical Use

- At potential areas of conflict between bicyclists and turning vehicles, such as a right or left turn locations.
- At signalized intersections with high bicycle volumes.
- At signalized intersections with high vehicle volumes.
- Not to be used on downhill approaches to minimize the right hook threat potential during the extended green signal phase.

Design Features

(A) 14 foot minimum depth from back of crosswalk to motor vehicle stop bar. (NACTO, 2012)

(B) A "No Turn on Red" sign should be installed overhead to prevent vehicles from entering the Bike Box. A "Stop Here on Red" sign should be post mounted at the stop line to reinforce observance of the stop line.

(C) A 50 foot ingress lane should be used to provide access to the box.

- Use of green colored pavement is recommended.



A bike box allows for bicyclists to wait in front of queuing traffic, providing high visibility and a head start over motor vehicle traffic. Photo credit: Marin County.

Further Considerations

- This treatment positions bicycles together and on a green signal, all bicyclists can quickly clear the intersection, minimizing conflict and delay to transit or other traffic.
- Pedestrian also benefit from bike boxes, as they experience reduced vehicle encroachment into the crosswalk.
- Bike boxes require permission from the FHWA to implement, and jurisdictions must receive approval prior to implementation. A State may request Interim Approval for all jurisdictions in that State.[1]
- Bike boxes should not be used to accommodate bicyclist turns at intersections that have substantial parallel green time as bicyclists cannot safely occupy the box when arriving on green.

Materials and Maintenance

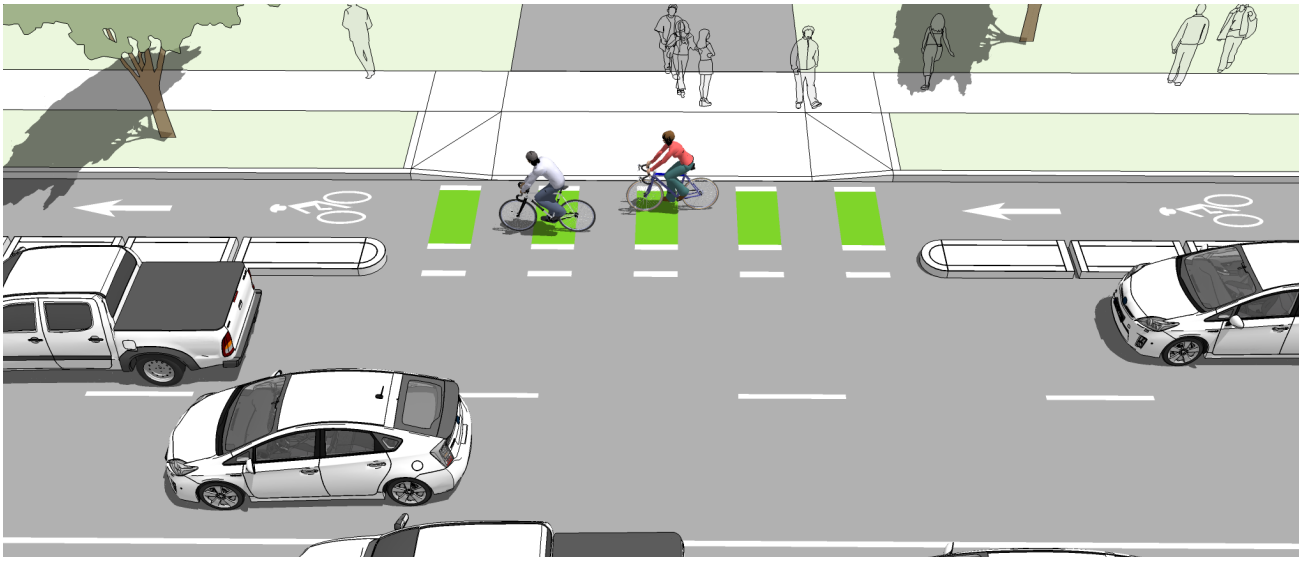
Bike boxes are subject to high vehicle wear, especially turning passenger vehicles, buses, and heavy trucks. As a result, bike boxes with green coloring will require more frequent replacement over time. The life of the green coloring will depend on vehicle volumes and turning movements, but thermoplastic is generally a more durable material than paint.

1 *FHWA. Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18). 2016.*

DRIVEWAY & MINOR STREET CROSSINGS

The added separation provided by separated bikeways creates additional considerations at intersections and driveways when compared to conventional bicycle lanes. Special design guidelines are necessary to preserve sightlines and denote potential conflict areas between modes, especially in the case of a two-way bike lane when motorists turning into or out of driveways may not be expecting bicycle travel opposite to the main flow of traffic.

At driveways and crossings of minor streets, bicyclists should not be expected to stop if the major street traffic does not stop.



Typical Use

- Along streets with separated bikeway where there are intersections and driveways.
- Higher frequency driveways or crossings may require additional treatment such as conflict markings and signs.

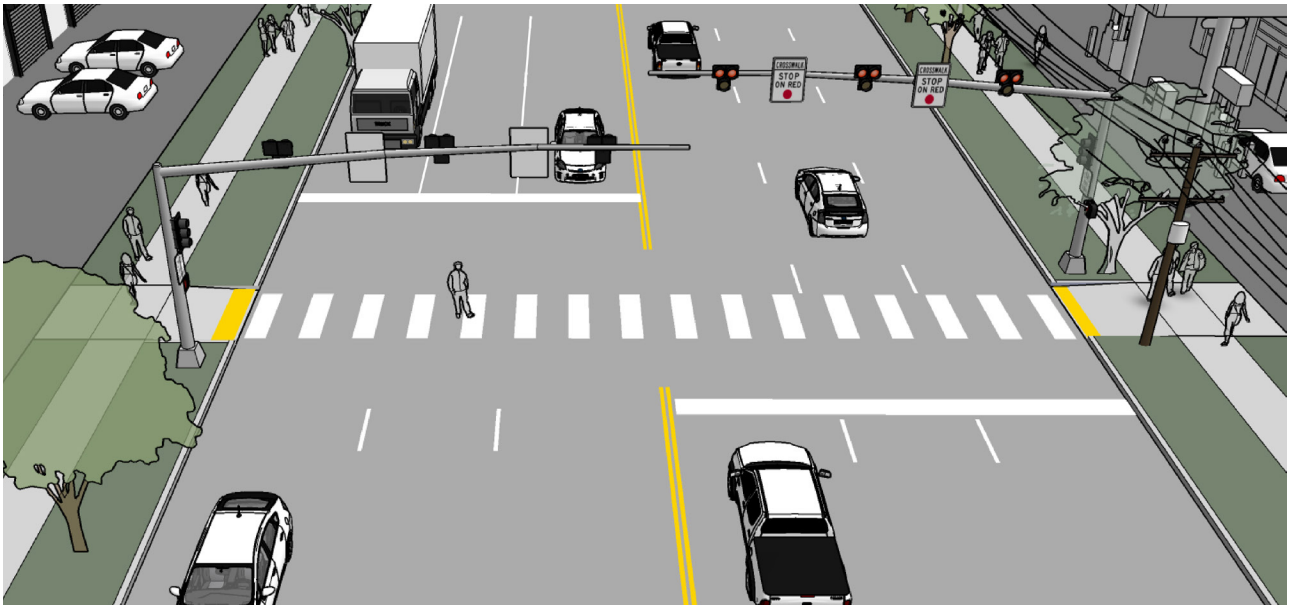
Design Features

- Remove parking to allow for the appropriate clear sight distance before driveways or intersections to improve visibility. The desirable no-parking area is at least 30 feet from each side of the crossing.
- Use colored pavement markings and/or shared line markings through conflict areas at intersections.
- If a raised bikeway is used, the height of the lane should be maintained through the crossing, requiring automobiles to cross over.
- Motor vehicle traffic crossing the bikeway should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.
- Driveway crossings may be configured as raised crossings to slow turning cars and assert physical priority of traveling bicyclists.
- Motor vehicle stop bar on cross-streets and major driveways is setback from the intersection to ensure that drivers slow down and scan for pedestrians and bicyclists before turning.

SIGNALS AND BEACONS

HIGH-INTENSITY ACTIVATED CROSSWALKS (HAWK)

High-Intensity Activated Crosswalks (HAWK) are used to improve non-motorized crossings of major streets. A hybrid beacon consists of a signal head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk. HAWKS are only used at marked mid-block crossings or unsignalized intersections. They are activated with a pedestrian pushbutton at each end. If a median refuge island is used at the crossing, another pedestrian pushbutton can be located on the island to create a two-stage crossing.



Typical Application

- Suitable for multi-lane streets where speeds are above 30-45 mph
- Where off-street bicycle and pedestrian facilities intersect major streets without signalized intersections.
- At intersections or midblock crossings where there are high pedestrian volumes.

Design Features

- HAWKS may be installed without meeting traffic signal control warrants based on engineering judgment if roadway speed and volumes are excessive for comfortable pedestrian crossings.
- If installed within a signal system, signal engineers should evaluate the need for the HAWKs to be coordinated with other signals.
- Parking and other sight obstructions shall be prohibited in advance of, and beyond, the marked crosswalk to provide adequate sight distance.



Further Considerations

- HAWKs are normally activated by push buttons, but may also be triggered by infrared, microwave, or video detectors. If not on-demand, the maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street, but a much shorter delay is strongly preferred.
- Each crossing, regardless of traffic speed or volume, requires review to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.
- The installation of HAWKs should also include public education and enforcement campaigns to ensure proper use and compliance.

Materials and Maintenance

- HAWKs are subject to the same maintenance needs and requirements as standard traffic signals. Signing and striping need to be maintained to help users understand any unfamiliar traffic control.

TOUCAN SIGNAL

"Toucan" signalized crossings of streets are a special signal configuration at minor street crossings of a major street, exclusively for people walking and biking, so that "two can" cross the major street concurrently. Vehicles on the minor street do not have a signal, and are instead forced to turn right at a stop sign. This does function as a half signal since vehicles are not allowed to turn left or proceed through. The placement of the Toucan can vary within a given intersection, depending on the overall roadway width, and whether one-way vs. two-way operations are contained fully within the median in the middle of the minor street.



A Toucan signal in Tucson, AZ. Motorists must turn right onto Stone Avenue, the major roadway (from either direction). Bicyclists can turn left, right, or go straight. Bicyclists turning left or going straight can push a button to activate a green bicycle signal indication. Photo credit: Steven Vance.

Typical Use

- Appropriate at carefully designed intersection locations
- Across higher traffic streets where people walking and biking both require safe and comfortable crossings, such as along Bike Boulevards.

Design Features

- A toucan signal assembly may be created by pairing a bicycle and pedestrian signal heads. The bicycle signal must comply with requirement from FHWA Interim Approval 16.
- The major street faces a standard traffic signal (red, amber, and green indications) for the major road. When located at an intersection, the minor cross street has Stop sign to control minor street motor vehicle traffic.

- The pedestrian/bike phase is typically activated actively by a pushbutton or passively using other detection devices.
- At street crossings, the design must be paired with access management or other measures to reduce potential conflicts. Such measures as turn restrictions with dynamic (blank-out) No Right turn/No Left Turn signs, or access management to limit conflicting motor vehicle movements into the and out of the intersection
- High visibility crosswalk markings and bicycle lane dotted lane line extensions (when connecting bike lanes) help to clarify pedestrian and bicyclist paths.

Further Considerations

- The FHWA has been discouraging "half signals" for several decades because of the potential conflict issues caused when minor-street drivers make a right turn onto the major street, in conflict with the crossing pedestrians (the center-running configuration shown in the photo to right eliminates this risk).
- The steady red signal indication provides a clear regulatory message that typically receives a more uniform control response than warning signs or flashing beacons. Red signal indications receive a high-degree of yielding with over 95% compliance (NCHRP 562).
- Because this is not a common signal configuration at intersections, it is important to operate all toucan signals consistently across the jurisdiction for maximum understanding, compliance, and safety.
- FHWA has approved bicycle signals for use, if they comply with requirements from Interim Approval 16.
- Pedestrians typically need more time to travel through an intersection than bicyclists. Signal timing and recall phases should be responsive to the detection and actuation by different users.
- Bicycle detection and actuation systems include user-activated buttons mounted on a pole, loop detectors that register a call to the bike signal when a bicycle is detected, microwave detectors, or video/thermal detection cameras that detect a change in the activity at the location.

Materials and Maintenance

Pedestrian and bicycle signal detection equipment should be inspected and maintained regularly, especially if detection relies on manual actuation. Pushbuttons and loop detectors will tend to have higher maintenance needs than other passive detection equipment.

BIKE DETECTION AND ACTUATION

Bicycle detection and actuation is used to alert the signal controller of bicycle crossing demand on a particular approach. Proper bicycle detection should meet two primary criteria: accurately detects bicyclists and provides clear guidance to bicyclists on how to actuate detection (e.g., what button to push, where to stand).

Typical Application

- At signalized intersections within bicycle lanes or general purpose travel lanes.
- At signalized intersections within left turn lanes used by bicyclists.
- At signalized intersections within separated bike lanes.
- In conjunction with active warning beacons and pedestrian hybrid beacons.

Design Features

Video Detection

- Video detection systems use digital image processing to detect a change in the image at a location. These systems can be calibrated to detect bicycle, although there may be detection issues during poor lighting and weather conditions.

Thermal Detection

- Infrared detection systems typically consist of one or more thermal cameras, a microprocessor to process the thermal imagery, and software to interpret the traffic flow data and communicate with the traffic signal controller. These systems are typically able to extract a significant amount of data from the thermal imagery.

Microwave Detection

- Microwave sensor detection is a system which uses frequency modulated continuous wave radio signals to detect objects in the roadway. This method marks the detected object with a time code to determine its distance from the sensor.
- Microwave sensor detection is unaffected by temperature and lighting, which can affect standard video detection.

Materials and Maintenance

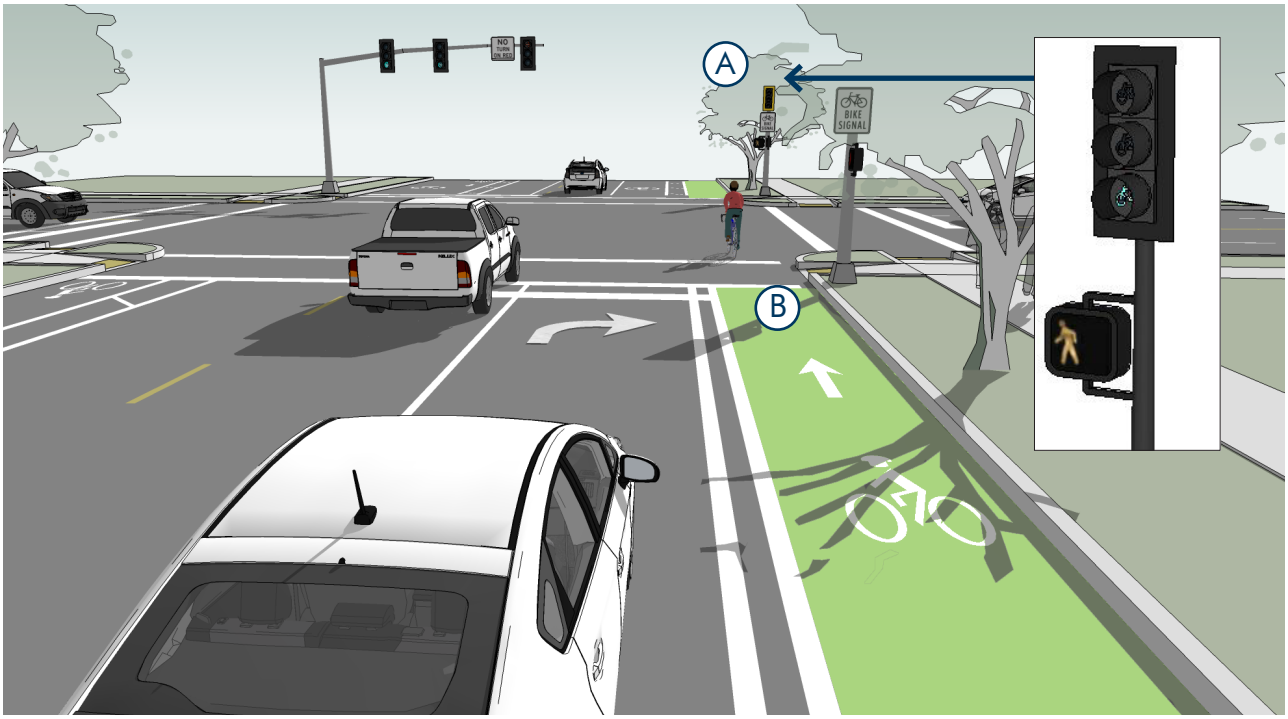
It is important to perform ongoing maintenance of traffic control equipment. Consider semi-annual inspections of controller and signal equipment, intersection hardware, and detectors.



Pavement markings are paired with a sign to teach riders how to activate the bicycle loop detection

BICYCLE SIGNAL PHASE

Separated bicycle lane crossings of signalized intersections can be accomplished through the use of a bicycle signal phase which reduces conflicts with motor vehicles by separating bicycle movements from any conflicting motor vehicle movements. Bicycle signals are traditional three lens signal heads with green, yellow and red bicycle stenciled lenses.



Typical Use

- Two-way protected bikeways where contraflow bicycle movement or increased conflict points warrant protected operation.
- Bicyclists moving on a green or yellow signal indication in a bicycle signal shall not be in conflict with any simultaneous motor vehicle movement at the signalized location
- Right (or left) turns on red should be prohibited in locations where such operation would conflict with a green bicycle signal indication.

Design Features

(A) An additional "Bicycle Signal" sign should be installed below the bicycle signal head.

(B) Designs for bicycles at signalized crossings should allow bicyclists to trigger signals via pushbutton, loop detectors, or other passive detection, to navigate the crossing.

- On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs of bicyclists.



A bicycle signal head at a signalized crossing creates a protected phase for cyclists to safely navigate an intersection. Photo credit: TREC



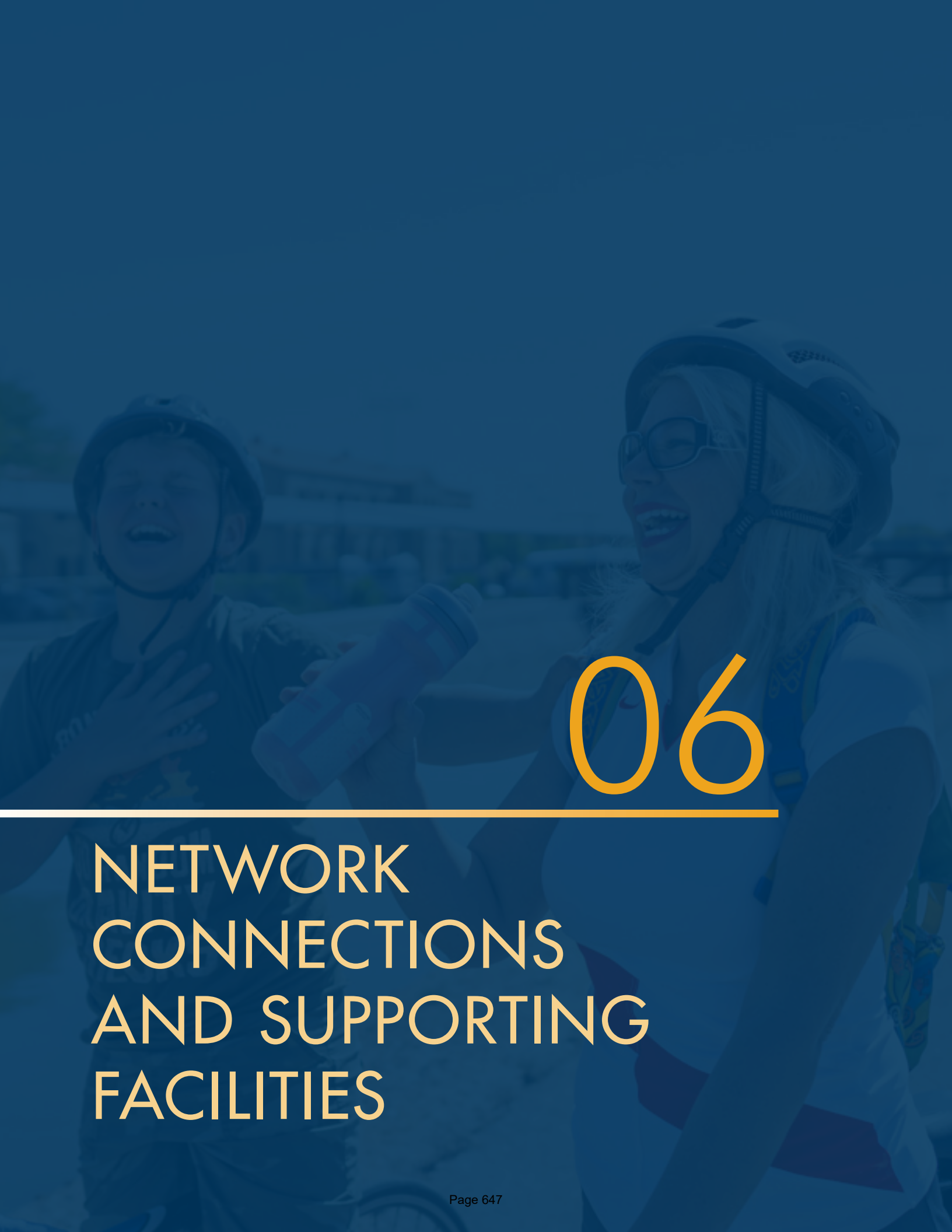
A bicycle detection system triggers a change in the traffic signal when a bicycle is detected.

Further Considerations

- A bicycle signal should be considered for use only when the volume/collision or volume/geometric warrants have been met.
- The Federal Highway Administration (FHWA) has approved bicycle signals for use, if they comply with requirements from Interim Approval 16 (I.A. 16). Bicycle Signals are not approved for use in conjunction with Pedestrian Hybrid Beacons.
- Bicyclists typically need more time to travel through an intersection than motor vehicles. Green light times should be determined using the bicycle crossing time for standing bicycles.
- Bicycle detection and actuation systems include user-activated buttons mounted on a pole, loop detectors that trigger a change in the traffic signal when a bicycle is detected and video detection cameras, that use digital image processing to detect a change in the image at a location.

Materials and Maintenance

Bicycle signal detection equipment should be inspected and maintained regularly, especially if detection relies on manual actuation. Pushbuttons and loop detectors will tend to have higher maintenance needs than other passive detection equipment.



06

NETWORK CONNECTIONS AND SUPPORTING FACILITIES

SHORT-TERM BICYCLE PARKING

People need a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of 2 hours or less, or long-term parking for employees, students, residents, and commuters.

Information on short- and long-term bike parking has been informed by the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guide, which is updated frequently and is available online at www.apbp.org.

Application

Bike Racks

- Bike racks provide short-term bicycle parking and are meant to accommodate visitors, customers, and others expected to depart within two hours. It should be an approved standard rack, appropriate location and placement.

Bike Corrals

- On-street bike corrals (also known as on-street bicycle parking) consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking.
- Bicycle corrals are reserved exclusively for bicycle parking and provide a relatively inexpensive solution to providing high-volume bicycle parking. Bicycle corrals can be implemented by converting one or two on-street motor vehicle parking spaces into on-street bicycle parking.
- Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces.

Design Features

Bike Racks

- When placed on sidewalks, 2 feet minimum from the curb face to avoid 'dooring.'
- 4 feet between racks to provide maneuvering room.
- Locate close to destinations; 50 feet maximum distance from main building entrance.
- Minimum clear distance of 6 feet should be provided between the bicycle rack and the property line.
- While bike racks could be installed perpendicular or parallel to the curb, it is important to ensure there is sufficient room for pedestrian traffic, even when a bike is locked to the rack.

Bike Corrals

- Bicyclists should have an entrance width from the roadway of 5-6 feet.
- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for bicycle corrals since the concrete extension serves as delimitation on one side.

Further Considerations

- Where the placement of racks on sidewalks is not possible (due to narrow sidewalk width, sidewalk obstructions, street trees, etc.), bicycle parking can be provided in the street where on-street vehicle parking is allowed in the form of on-street bicycle corrals.
- Some types of bicycle racks may meet design criteria, but are discouraged except in limited situations. This includes undulating "wave" racks, schoolyard racks, and spiral racks. These discouraged racks are illustrated on the following page.
- Bike racks should be made of thick stainless steel to reduce the chance of thieves cutting through the racks to take bicycles. Square tubing can provide further protection from cutting, as well.
- If a bike rack is installed as surface mount, countersink bolts or expansion bolts should be used to keep the rack in place. Covering the bolts with putty or epoxy can provide additional protection.



Inverted-U racks provide two points of contact.



Racks with square tubing, good spacing, and a concrete base likewise offer two points of contact.

Types of Bike Racks to Use

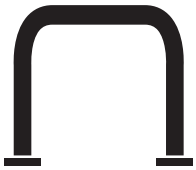
These racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for the frame of a bicycle and at least one wheel to be secured by most U-locks, and are intuitive to use.



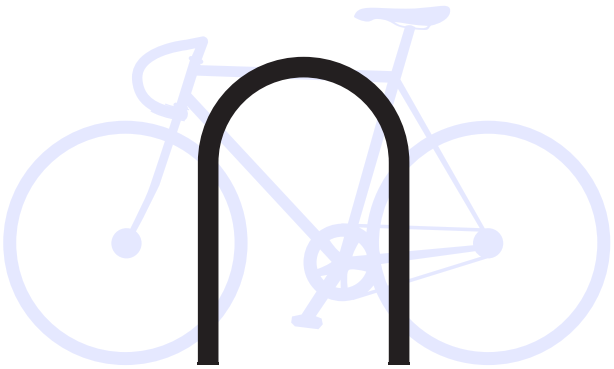
POST & RING



WHEELWELL SECURE



INVERTED-U



Communities may consider purchasing branded U-racks for installation on sidewalks.

Types of Bike Racks to Avoid

These racks do not provide support at two places on the bike, can damage the wheel, do not provide an opportunity for the user to lock the frame of their bicycle easily, and are not intuitive to use. Because of performance concerns, the APBP Essentials of Bike Parking Report recommends selecting other racks instead of these.

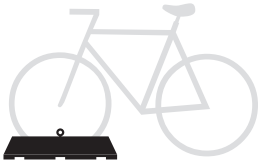


WAVE





COMB



WHEELWELL



COATHANGER

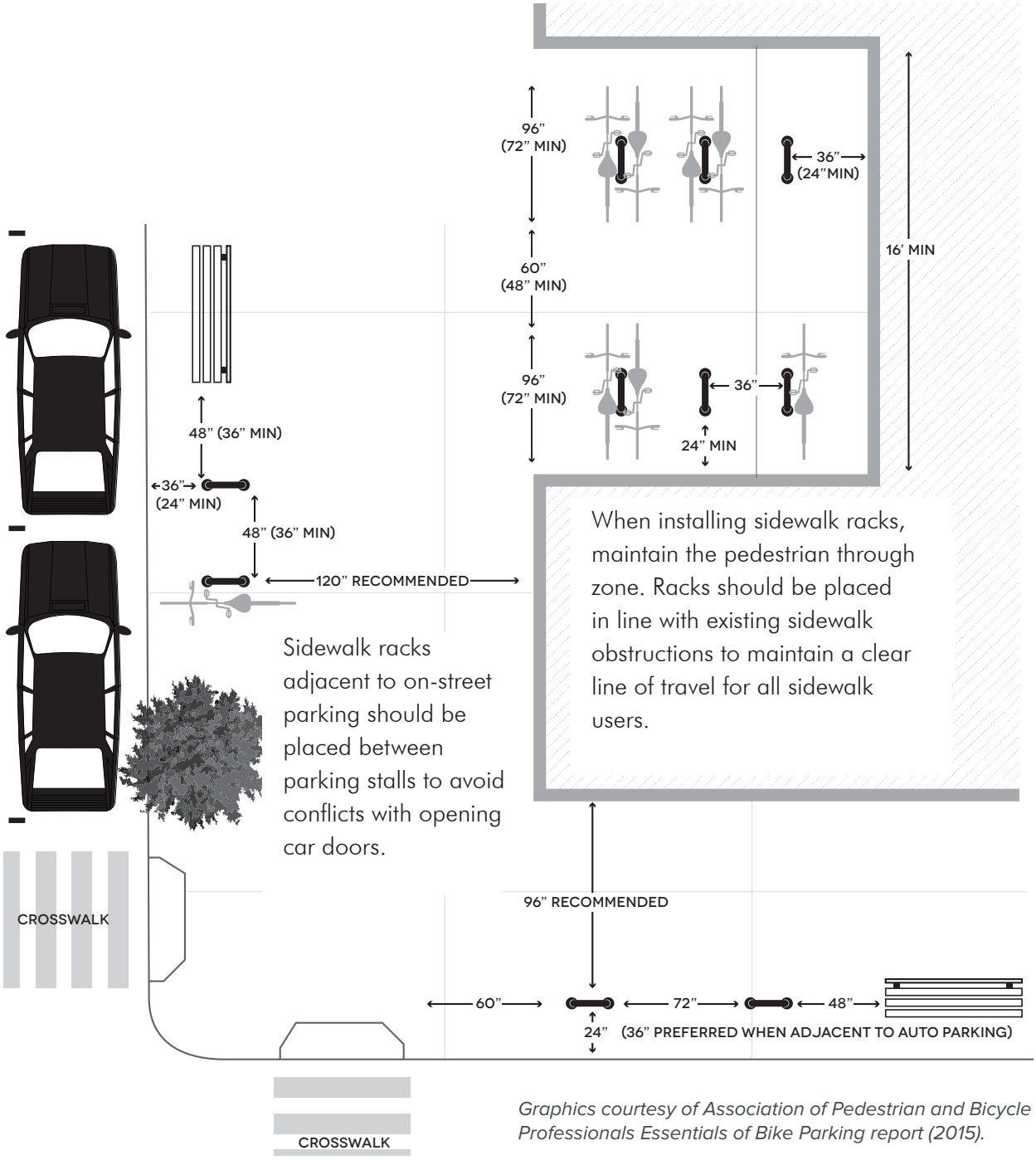


BOLLARD

Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).

Space Requirements

The following minimum spacing requirements apply to some common installations of fixtures like inverted U or post and ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks, which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted U and post and ring racks. The footprint of a typical bicycle is approximately 6' x2'. Cargo bikes and bikes with trailers can extend to 10' or longer.



Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).

LONG-TERM BICYCLE PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs.

Information on short and long term bike parking has been obtained from the APBP Bicycle Parking Guide, which is updated frequently and is available online at www.apbp.org.

Application

- At transit stops, bike lockers or a sheltered secure enclosure may be appropriate long term solutions.
- On public or private property where secure, long-term bike parking is desired.
- Near routine destinations, such as workplaces, universities, hospitals, etc.

Design Features

Bike Lockers

- Minimum dimensions: width (opening) 2.5 feet; height 4 feet; depth 6 feet.
- 4 foot side clearance and 6 foot end clearance. 7 foot minimum distance between facing lockers.

Secure Parking Area

- Closed-circuit television monitoring or on-site staff with secure access for users.
- Double high racks & cargo bike spaces.
- Bike repair station with bench and bike tube and maintenance item vending machine.
- Bike lock "hitching post" – allows people to leave bike locks.

Further Considerations

- As the APBP Bike Parking Guide notes, increasing density of bike racks in a long-term facility without careful attention to user needs can exclude users with less-common types of bicycles which may be essential due to age, ability, or bicycle type.
- To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

High Density Bike Racks

Racks may be used that increase bike parking density, like the ones below. While these types of racks provide more spaces, racks that require lifting should not be used exclusively. People with heavier bikes (i.e. cargo bikes) or people with disabilities or people who are simply small in stature may be unable to lift their bikes easily.



STAGGERED WHEELWELL-SECURE



VERTICAL



TWO-TIER

Bike Parking Rooms

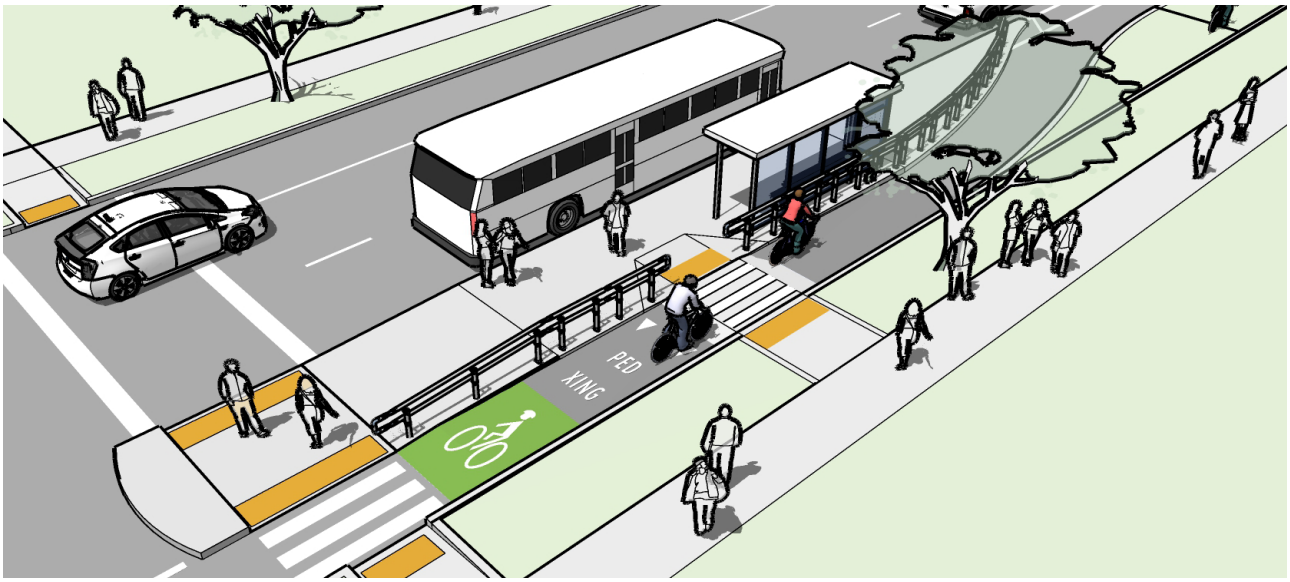
Long term bike parking may be available in dedicated rooms in residential and commercial buildings. Bicycle parking can be accommodated in 15 square feet per space or less.



Bike lockers



Secured parking areas



TRANSIT STOP DESIGN

Bus platforms or waiting areas serve as the critical transition point for pedestrians as transit passengers. As such, bus platforms, shelters, and shelter amenities need to be designed to the benefit of people boarding, alighting, waiting, and passing through. Transit platforms and shelters should be designed to be comfortable and safe, accessible for people with disabilities, sized appropriately based on ridership and demand, use space efficiently, and to minimize delay and conflicts with other modes such as bicycles, and competing sidewalk uses.

Typical Application

- Bus stops can range from simple curbside stops with a pole and seating, to in-roadway platforms with shelters and other shelter amenities depending on demand, adjacent land use, and available right of way.
- Typically, bus stop shelters and amenities occupy an area of the sidewalk, either in the furnishing zone, or a reserved space in the frontage zone. They can also be located on transit islands which accommodates bicycle through traffic, or in medians for center running alignments.
- Shelters can face toward the roadway or away from the roadway. Shelters facing toward the roadway provide better sightlines, but may compete with other sidewalk uses and adjacent property access and circulation.

Design Features

- Bus shelters should be designed to minimize potential for conflicts between the bus, and people walking and bicycling through the area.
- Site visibility is a critical safety and security factor. The bus operator needs to be able to see waiting passengers, and waiting passengers need to be able to see approaching buses. The shelter, street trees, and other vertical elements must not obstruct visibility. The stop and shelter should be adequately illuminated at night for safety and security.
- The shelter should maximize use of materials that maximize visibility for waiting passengers, and minimize incentive for vandalism.
- The shelter canopy should be sized to provide sufficient coverage based on stop demand.

SHARED USE TRAILS AND ON-STREET TRANSITIONS

Transitions occur where the trail meets a roadway or railway, where one trail typology meets another, such as when an elevated trail transitions into an at-grade trail or where separated trail segments transition into shared environments. Transitions may also include horizontal shifts to avoid physical obstacles such as utility towers or other structures. Trail access means providing a formalized way for people to arrive and depart from the trail network by a variety of travel modes.





Typical Application

- Regional trail access points can take several different forms ranging from major trailheads, minor trailheads, and neighborhood entryways. These vary in the level of infrastructure and facility amenities.
- These access points are multimodal transition points; they serve as the transition between the on-street network and the off-street network for people walking, biking, riding transit, and driving.
- All trailheads should be open to the public.

Design Features

- Major trailheads feature convenient access to transit, parking for 10 or more vehicles, (including accessible spaces), short- and long-term bicycle parking, restrooms, trash/recycling facilities, wayfinding/interpretive kiosks, benches/picnic tables, and other day use amenities.
- Minor trailheads include similar facilities as major trailheads but a lower provision of vehicle and bike parking and day use amenities, and may be further from major transit and bike connection points.
- Neighborhood entry points are the most basic form of local accessways that do not provide many of the amenities of trailheads due to space constraints, neighborhood context, and/or proximity to other trailheads.

Typology Transitions

Design elements used to alert trail users include pavement markings such as optical speed bars or zebra stripe crosswalks with yield/stop markings. Other visual indications include bike and pedestrian directional markings, centerlane striping, and the use of colored pavement to visually narrow or indicate a change in environment.

Tactile indications include speed humps, tactile speed bars, and the use of multiple surface types, such as concrete, asphalt, and pavers.

Advisory, regulatory, and/or wayfinding signage are should be considered at transition points. Physical treatments to alert and guide trail users include traffic calming measures such as vertical and horizontal deflection.

Trail illumination is an important design element that must be considered along the trail, but is especially important in transition zones.

Mixing Zones

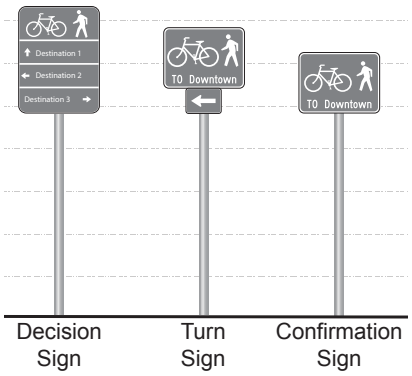
Mixing zones are necessary where physical space constraints do not allow for separated modes, or at locations along the trail where a high level of cross-traffic is expected. Mixing zones need to provide clear indication to all users that a transition is occurring in advance of the change, so that trail users can adjust their speeds and awareness appropriately to proceed carefully into the mixing zone.

Advanced warning can be accomplished with advisory signage, pavement markings, and the use of contrasting surface treatments (e.g. pavers/inlays with contrasting tones/textures, striping, or a combination of these treatments). These design elements help to guide trail users safely through the mixing zone by alerting users to the change in conditions and thus reducing the speed differential.

WAYFINDING

The ability to navigate across an urbanized area is informed by landmarks, natural features, and other visual cues. Signs throughout the city should indicate the direction of travel, the locations and travel time distances to those destinations. A pedestrian wayfinding system is similar to a transit, vehicular, or bike facility wayfinding system, in that it consists of comprehensive signing and/or pavement markings to guide pedestrians to their destination along routes that are safe, comfortable and attractive.

Sign types



Decision sign



Typical Application

Wayfinding signs will increase users' comfort and accessibility to the pedestrian system in denser urbanized areas and connections to other destinations across the larger region.

Signage can serve both wayfinding and safety purposes including:

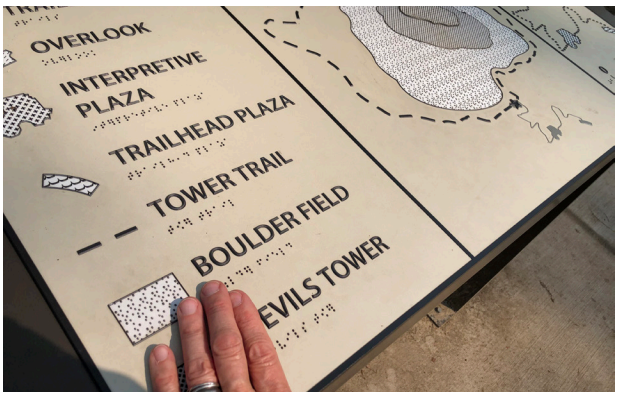
- Helping to familiarize users with the pedestrian network
- Helping users identify the best routes to destinations within walking distance or connections to other modes.
- Helping to address misperceptions about time and distance.
- Helping overcome a "barrier to entry" for people who are not frequent walkers.

Design Features

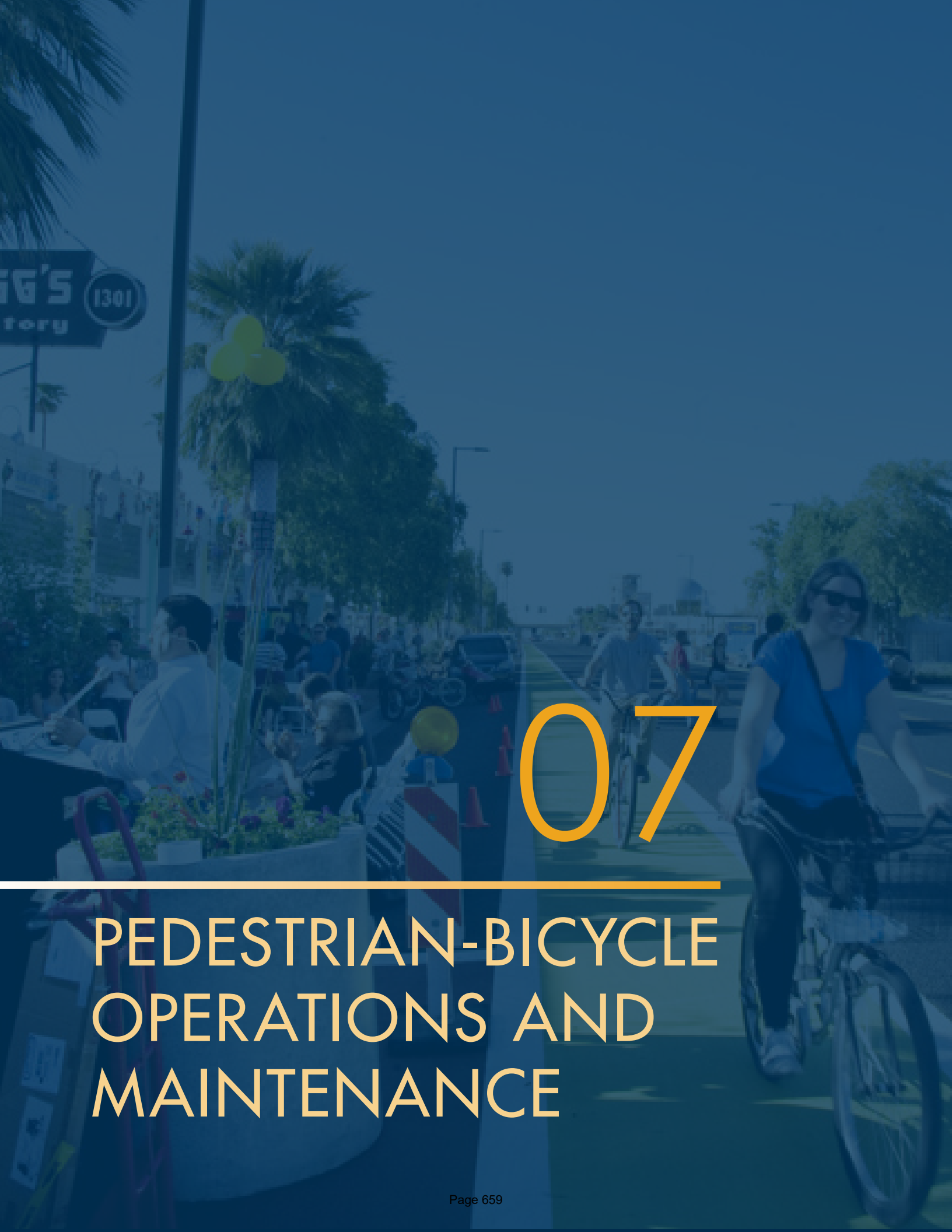
- Confirmation signs indicate to pedestrians that they are on the right trail to their destinations. They include destinations and distance/time, but not arrows
- Turn signs indicate where a route turns from one street onto another street.
- Decision signs indicate the junction of two or more pedestrian routes to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.
- A regional wayfinding sign plan would identify sign locations, sign type, destinations, and approximate distance and travel time to destinations, and highlight connections between urban and non-urbanized areas.
- The Valley Path has existing branding and design guidance, see the *Valley Path Brand & Wayfinding Signage Guidelines*.

Further Considerations

- Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.
- Too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.
- Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US.
- Check wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear and replace signage along the bikeway network as-needed.



Tactile navigation sign



07

PEDESTRIAN-BICYCLE OPERATIONS AND MAINTENANCE

SIDEWALK MAINTENANCE

The sidewalk is an essential space for people walking and using wheelchairs and other personal mobility devices, and it is also the location where many other important activities take place. Each of the zones described in 'Sidewalk Zones' needs to be maintained for the overall sidewalk space to function as intended.

Maintaining Sidewalk Zones

- The **Pedestrian Access Route** must remain free and clear of obstacles and impediments. This is the primary accessway for people traveling along streets and to and from adjacent properties, and must be maintained to ADA standards.
    - Property owners are responsible for maintaining all sidewalk zones abutting their property, not just the Building Frontage Zone.
    - Maintaining a firm, stable, and slip resistant surfaces is necessary for people walking or rolling to traverse the Pedestrian Access Route without risk of tripping, slipping or otherwise uneven footing.
    - Regular sweeping ensures the Pedestrian Access Route and other sidewalk zones are kept free of natural debris and litter.
    - Routine maintenance of sidewalk damage due to tree roots, freeze-thaw, etc. is the responsibility of abutting property owners.
- The **Amenity Zone** is where street furnishing are located, where people are often picked up and dropped off, where mail is delivered, and where other loading/unloading happens. It's the space where trees and landscaping are planted, and where street lighting and other utilities are located. The Amenity Zone must be maintained properly to ensure access to this area and all of these curbside uses are possible.
    - Vegetation in the Amenity zone should be regularly maintained by the City so as not to encroach on the pedestrian travel zone. Maintenance should be prioritized by plant species, high demand areas, and/or narrow sidewalk corridors. When they are not maintained on schedule, the space for pedestrian travel becomes constrained, creating bottlenecks, and/or forcing pedestrians into the street.
- The Building Frontage Zone is the area between the Pedestrian Access Route and the abutting property. Along commercial corridors this space may be utilized by businesses for outdoor cafe seating by permit, and in residential areas, this space may be occupied by landscaping or other natural screening.
    - Outdoor seating shall not occupy the Pedestrian Access Route or inhibit travel along the sidewalk.
    - Landscaping in the Building Frontage Zone should be maintained in a manner similar to landscaping in the Amenity Zone. Landscaping should be maintained by property owners so as not to encroach on the Pedestrian Access Route.
- The Enhancement Zone must be maintained for the following uses: bike facilities, vehicle parking, curb extensions, and bike parking.
    - Street sweeping should be conducted per maintenance schedule and following significant weather events to help to ensure intended use of this space.



PARKING, LOADING, AND GARBAGE ACCESS

Where separated bikeways are adjacent to on-street parking, drop-off locations, freight loading zones, or designated garbage pick-up areas, the design of the separation at those locations should provide an accessible aisle and adequate landing area to allow for travel from the vehicle to the curb ramp.

Colored pavement within a bicycle lane may be used to increase the visibility of the bicycle facility, raise awareness of the potential to encounter bicyclists, and reinforce priority of bicyclists in conflict areas.

Typical Application

- Streets with on-street parking and a separated bikeway along the same block face.
- Where ADA-accessible spaces are desired, either due to proximity to nearby building entrances, street grades, or other factors.
- Where loading and garbage pick-up zones are desired along the same side of the street as a separated bikeway due to adjacent commercial users such as retail or hotels, and cannot be relocated to adjacent block faces or alleys.



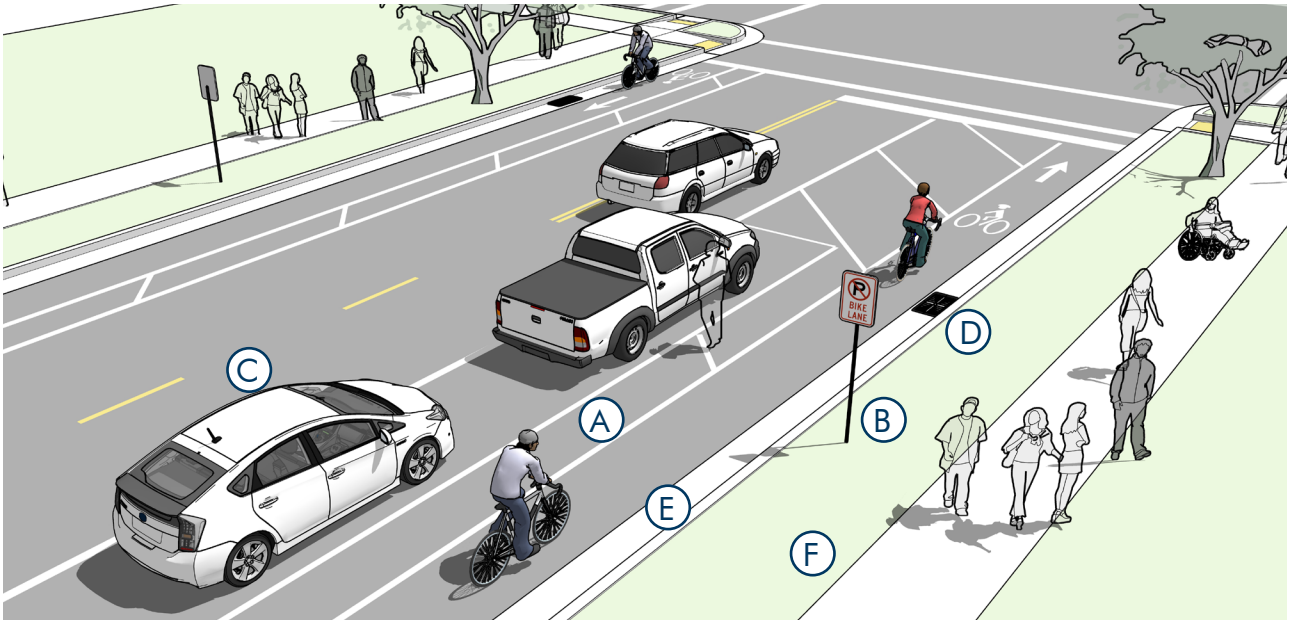
A passenger loading zone allows pedestrians to cross the separated bike lane to access the loading island. These designs should also incorporate truncated domes to alert people walking with vision disabilities of the crossing.

Design Features

- Accessible spaces should be located adjacent to intersections to simplify access to curb ramps.
- Accessible spaces must comply with all ADA requirements.
- To connect between the sidewalk and parking spaces, a crosswalk across the separated bikeway and curb ramp (6' minimum width) must be provided.
- Place a YIELD HERE TO PEDESTRIANS **(MUTCD R1-5)** sign where the separated bikeway crosses the parking access route to clearly establish a right-of-way. Yield line pavement marking may be placed prior to the crosswalk.

Further Considerations

- Garbage pick-up, freight loading, and drop-off hours should be restricted to hours of the day when less bicycle traffic is expected, to minimize potential interactions.
- The City can provide guidance to both waste management operators and customers on desirable recycling/trash can and bin placement with respect to both walkways and bikeways to improve safety and use of these facilities.



BIKE FACILITY MAINTENANCE

Regular bicycle facility maintenance includes sweeping, maintaining a smooth roadway, trimming encroaching vegetation, ensuring that the gutter-to-pavement transition remains relatively flush, and installing bicycle friendly grates. Pavement overlays are a good opportunity to improve bicycling facilities. The following recommendations provide a menu of options to consider to enhance a maintenance regimen.

Ⓐ Sweeping

Debris that is allowed to accumulate can become a hazard due to loss of control, inner tube blow outs, as well as service dog safety.

- Cover both on-road and off-road bikeways under the jurisdiction of the city. Can establish a seasonal sweeping schedule that allows for prioritization of routes. The schedule could prioritize facilities designated as major bikeways, before roadways designated as minor bikeways.
- Sweep bikeways periodically to minimize accumulation on the facility to maintain safe surface conditions.

Ⓑ Signage

- Include bikeway regulatory and wayfinding signing as part of the roadway sign maintenance program, regularly checking for vandalism, graffiti, and wear. Schedule replacement/repair as needed.

Ⓒ Roadway Surface

- Smooth pothole-free surfaces are especially critical for people on bikes.
- The finished surface on bikeways does not vary more than 1/4" for new roadway construction.
- Pavement should be maintained so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Ensure pavement inspections occur after trenching activities are completed and if excessive settlement has occurred to require mitigation prior to the expiration of the project's warranty period.
- To the extent possible, pavement markings and green-colored areas should be placed out of the vehicle path of travel to minimize wear. In general, striping, pavement markings, and green colored areas should be well maintained especially areas in the path of vehicle travel, and where high-turning movements occur.

Ⓓ Drainage Grates

- New drainage grates should be bicycle-friendly. Grates should have horizontal slats on them so that bicycle tires and assistive devices do not fall through any vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary - temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Ⓔ Gutter-to-Pavement Transition

- Gutter-to-pavement transitions should have no more than a 1/4" vertical transition.
- Pavement transitions should be examined during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Ⓕ Landscaping

- Vegetation on the edge of the roadway should not hang into or impede passage along bikeways.
- After storm events, remove fallen trees or other debris from bikeways as quickly as possible.

Coordination With Emergency Responders

- General roadway maintenance should be coordinated and prioritized on emergency response routes that overlap with major and minor bikeways.
- Provide fire, police, and EMS services with a map of major and minor bikeway routes.

Recommended Bikeway Maintenance Activities

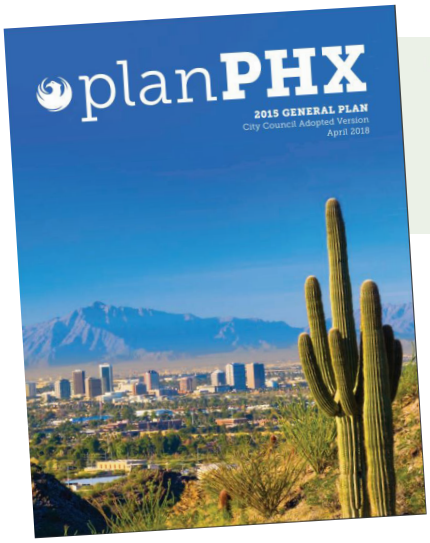
The City should ensure that each of these activities is addressed in City requirements, various operations plans, or emergency response plans. The frequency of each activity is at the discretion of the City Engineer. However, the activity should be done in a timely enough manner to ensure bikeways are operated in a safe manner for all users.



08

ADDITIONAL DESIGN PARAMETERS & CONSIDERATIONS

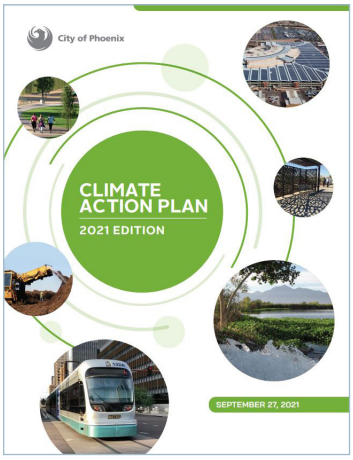
COMPLETE STREETS



THE GOAL

Create a system of streets which encourage and facilitate active transportation, support investment in transit, foster social engagement and community pride, **improves safety for all transportation** modes, supports the local economy and property values, and improve the **livability and long-term sustainability** of our region.

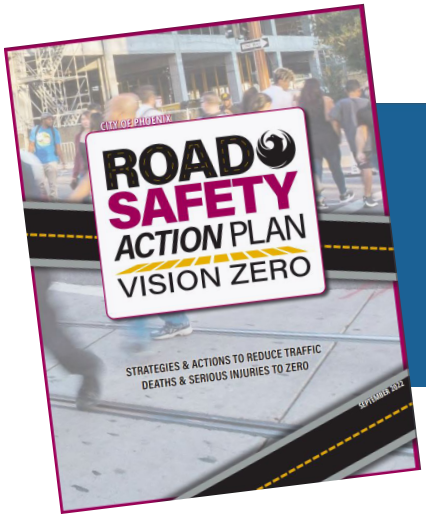
The Phoenix General Plan (2015) identifies Complete Streets as a key approach for enacting the core value of Connecting People and Places. The role of development is specified in the Land Use and Design Principle, "In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding."



2050 GOAL

All forms of transportation will be fueled with net-zero GHG sources of energy. Make walking, cycling, and transit commonly used, enjoyed, and accessible for every Phoenix neighborhood, including our disabled community. This goal will result in 90% of the population living within one-half mile of transit, and projects 40% of the population will choose to commute by walking, biking, transit or car share.

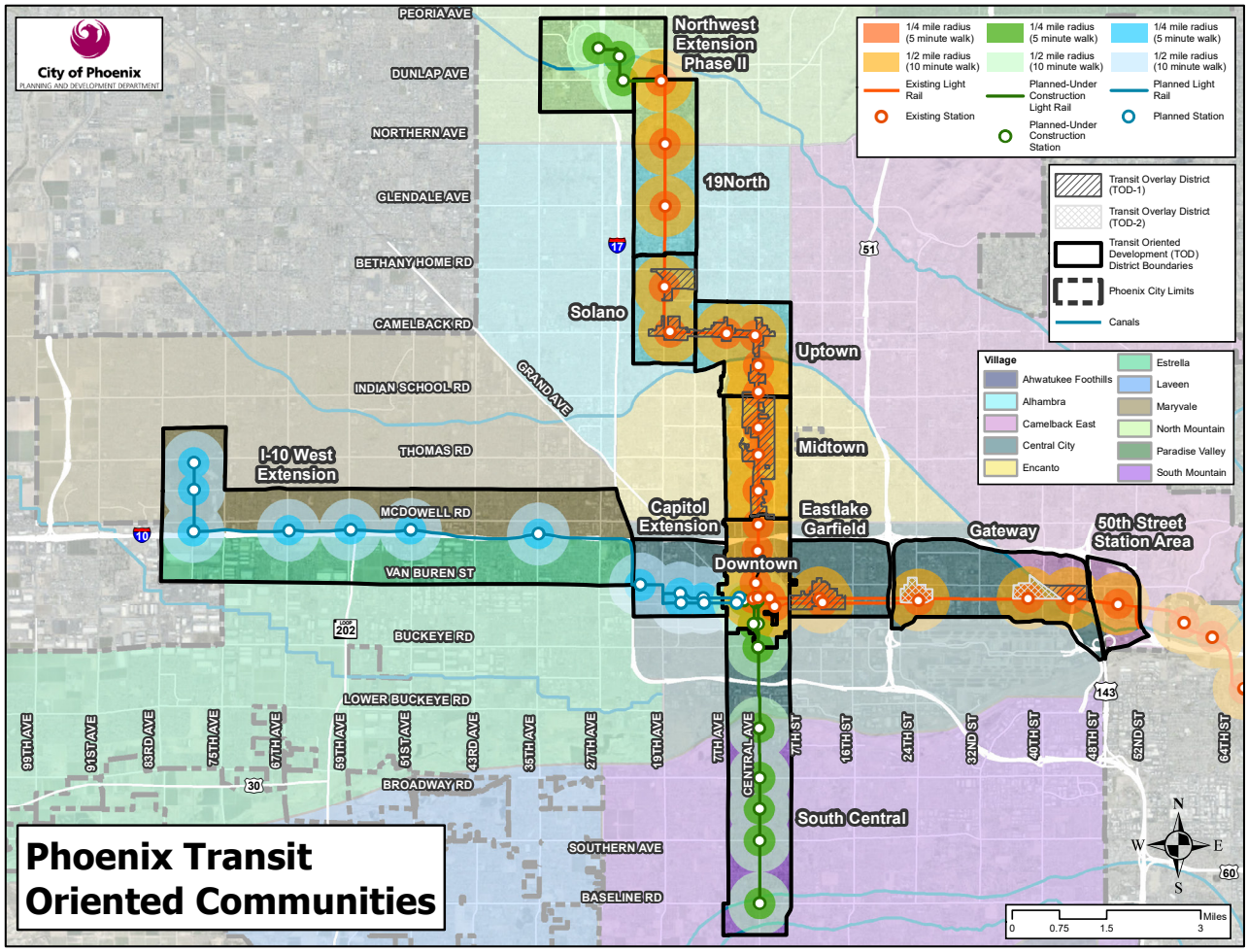
The Complete Streets Policy (2017) supports the implementation of the General Plan by directing staff to ensure City's rights-of-way serve a variety of transportation modes. Designing streets for safe and enjoyable walking, biking, and transit use helps Phoenix to achieve the goal of reducing single occupant vehicle trips set in the Climate Action Plan (2021). Additionally, streets that are designed with the safety of all users supports the goal of the Vision Zero Road Safety Action Plan to eliminate all serious injuries and fatalities on Phoenix streets.



VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to ZERO by 2050

HIGH ACTIVITY AREAS



In areas where active transportation is expected to be higher than typical, streets should be designed to ensure people using the street are comfortable and safe, whether they are walking, biking, using micromobility, driving, or taking transit. In Phoenix, planning processes have identified three types of areas where dense, mixed-use development should be concentrated and where walking, biking, and transit should be emphasized in street design.

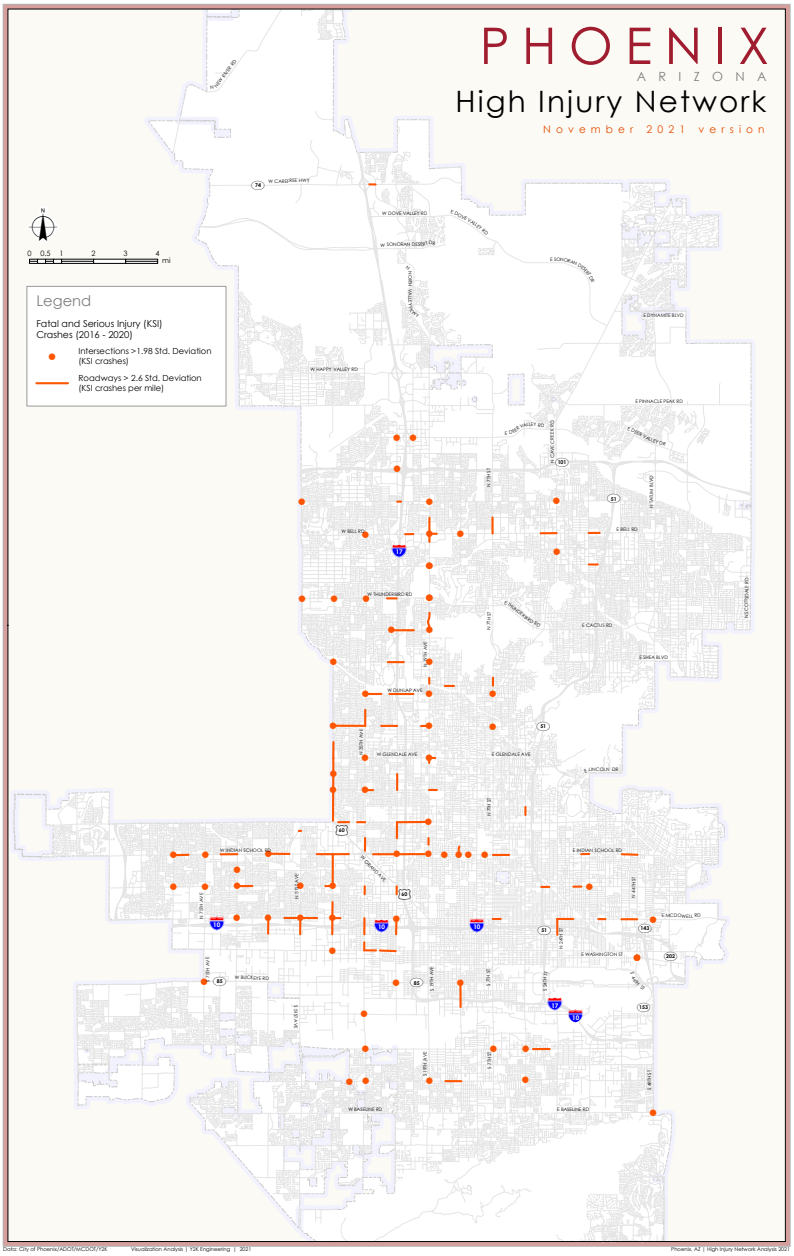
The downtown area was identified as a dense, multi-modal and mixed use area in the Downtown Strategic Plan (2004). One of the three planning principles was connectivity, with a specific emphasis on connecting walking, biking, and transit. In 2008, the Downtown Urban Form Project (2008) proposed a Form-Based Code for downtown that calls for walkable development. The Circulation and Parking Plan in the document further emphasized the need for streets that support walking, biking, and transit as key for downtown circulation. The Downtown Code was adopted by Council and added to the Zoning Ordinance in 2010. The Downtown Transportation Plan Update (2020) updated the strategies for increasing multimodal transportation in Downtown Phoenix.

Transit Oriented Development (TOD) areas have been specifically identified as areas for encouraging multimodal streets and denser development in order to foster access to transit. Currently every TOD area has adopted Walkable Urban Code. TOD areas will continue to be added as the high-capacity transit network in Phoenix develops. Policy plans for individual TOD areas have been developed through the Reinvent PHX planning effort and through individual TOD area plans. The City of Phoenix continues to develop plans for the most recently added TOD areas.

Urban Village Cores have also been identified as areas for a concentration of people and activities. The Phoenix Urban Village Model (1994) identifies multi-modal transportation as a feature of village cores, with a strong emphasis on providing pedestrian amenities in urban cores. While it describes suburban village cores as auto-oriented, it also notes that as villages build out over the next 30-50 years suburban cores may become more urban. The plan was approved 29 years ago and Phoenix has seen this shift happening throughout its suburban cores.

In addition to three types of areas defined in the planning processes above, there are further places where connectivity for people walking, biking, and using micromobility should be emphasized based on surrounding land use.

Large scale development, high-density multifamily/mixed-use Planned Unit Developments (PUDs), regional shopping centers and regional attractions (e.g. spring training facilities and event venues) are expected to increase active transportation. Street design and street crossings should be designed for safe and comfortable walking and biking.



Active transportation is expected to be high in recreation areas and near public facilities such as libraries, hospitals, schools. Streets near parks, preserves, trails, and public facilities should be designed with consideration for people accessing these amenities on foot or on bike. At entry points, appropriate street crossings are important for allowing people to access public facilities and recreation areas safely.

Finally, the High Injury Network defined in the Vision Zero Road Safety Action Plan has identified corridors and intersections with the highest levels of serious injury and fatality crashes in the City of Phoenix. In 2022, people walking were 43% of the fatal and serious injury crashes in Phoenix, despite walking trips being a small percentage of overall trips. As such, streets and intersections along the High Injury Network should be designed with special consideration for people walking, biking, and taking transit.

In the areas identified above, the following guidance should be considered when designing streets.

City of Phoenix Guidance

City of Phoenix Active Transportation Plan Design Guidance Element (2023)

City of Phoenix Crosswalk Guidance (2023)

City of Phoenix Street Planning and Design Guidelines (2023)

City of Phoenix Complete Streets Design Guidelines (2018)

National guidance

Institute for Transportation and Development Policy (ITDP) Transit Oriented Development Standard (2017)

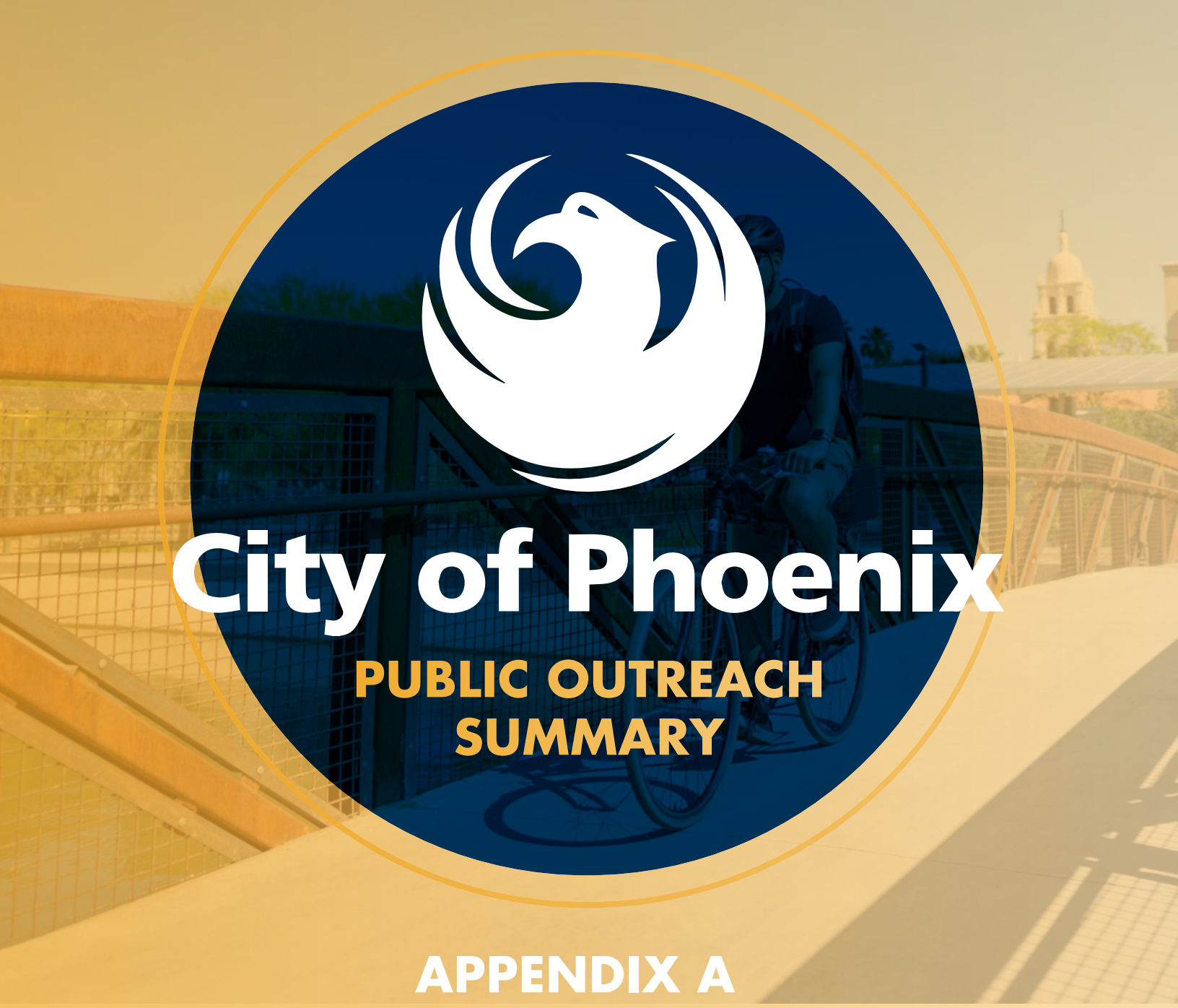
National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013)

Federal Highways Administration (FHWA) Field Guide for Selecting Countermeasures at uncontrolled Pedestrian Crossing Locations (2018)

Federal Highways Administration (FHWA) Proven Safety Countermeasures (website)



City of Phoenix



City of Phoenix

PUBLIC OUTREACH SUMMARY

APPENDIX A

Phoenix Active Transportation Plan
Public Outreach Report

Collective Equity

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Executive Summary

Context

For decades, Phoenix has excelled at building car-oriented places; internal policies and practices have been created with cars as the top priority. However, Phoenicians have shown increased interest in multimodal transportation. Therefore, the City of Phoenix responded by expanding the walking, bicycling, and transit network. The City implemented the following planning and policy initiatives to increase multimodal options: Comprehensive Bicycle Master Plan (2014), Complete Streets Ordinance, Policy, and Guidelines, ReinventPHX, the Key Corridors Master Plan, and the Walkable Urban Code.

The Active Transportation Plan (ATP) process was an opportunity to build upon these previous efforts and attempted to answer the following questions:

- When it comes to transportation, what kind of city does Phoenix want to be?
- How well do current policies and practices work to build that desired city?
- What are the strategies for becoming the desired city when it comes to people riding bicycles?

This process focused on understanding priorities, the impacts of decisions, and why they matter to better inform proposed solutions. Feedback from community residents was obtained through an online survey, poster polls, and interviews with local leaders and advocacy organizations.

Methods & Summary

<table>
<tr><th>Method</th><th>Participation</th></tr>
<tr><td rowspan="3">Online Survey</td><td>• 665 participants submitted a survey response. Of these participants, 655 individuals chose to complete the English Version and 10 individuals chose to complete the Spanish version.</td></tr>
<tr><td>Summary</td></tr>
<tr><td>• Most participants reside in zip code 85013, were age 30-39, identified as male, identified as white, and reported a household income of $100K-$200K.

• Most participants live and work in the City of Phoenix. In addition, most reported to own or have access to regularly, a car or truck.

• The following themes were identified based on the individual comments: Design, Development & Infrastructure, City Website,</td></tr>
</table>

	Climate, Homelessness, Issues & Requests, Public Transportation, Routes, Safety & Speeding, Scooters, and Survey Feedback.
Methods	Participation
Poster Polls	• Staff from the City of Phoenix attended the 70th Annual Laveen BBQ (February 2022) and First Friday (March 2022) to conduct poster polls. In total 79 community members participate in the poster polls.
	Key Findings
	• Community members tended to either answer the dot poll posters or the open-ended questions, but usually not both. • Community members wanted to talk more than interact with posters. The conversations seemed to align with the poll data in that community members were interested in safer, local connections for walking and biking. • The following questions were asked at each event: o Should regional routes or neighborhood routes be priority? o Should the focus be on cost versus comfort? o What are your top three community priorities? o Where do you enjoy walking and biking in Phoenix? o What stops you from walking or biking more in Phoenix?
Methods	Participation
Targeted Outreach	• 4 representatives from two education and advocacy organizations • 7 community leaders from the 6 marginalized zip codes identified in the equity map
	Key Findings
	• Representatives from the advocacy organizations mentioned the need for increased awareness and education about city projects. In addition, they suggested better messaging when relating neighborhood projects to overall city goals. • Representatives from the advocacy organizations expressed concerns about traffic, speeding, and the lack of infrastructure to

	make walking and biking safe. In addition, they suggested the city work to improve the culture with the streets department. • Representatives from the advocacy organizations recommended the city work to improve the culture with the streets department. In addition, they expressed concerns about turnover and a lack of strong advocates within the department. • Many community leaders expressed concerns about safety. They mentioned the lack of sidewalks in some residential communities (particularly West & South Phoenix), inconsistent bike paths, speeding, homeless encampments, violent crimes, drug use in neighborhoods, and stray dogs. • Many community leaders expressed the need for more accountability and transparency from the city. In addition, they are not confident the city will show up for their communities. However, they seemed to be supportive of additional street infrastructure if it supported their current safety needs.

Online Survey

665 participants submitted a survey response. Of these participants, 655 individuals chose to complete the English Version and 10 individuals chose to complete the Spanish version. Both English and Spanish responses have been combined. The Spanish qualitative data has been translated to English.

Demographics

Zip codes (N=651)

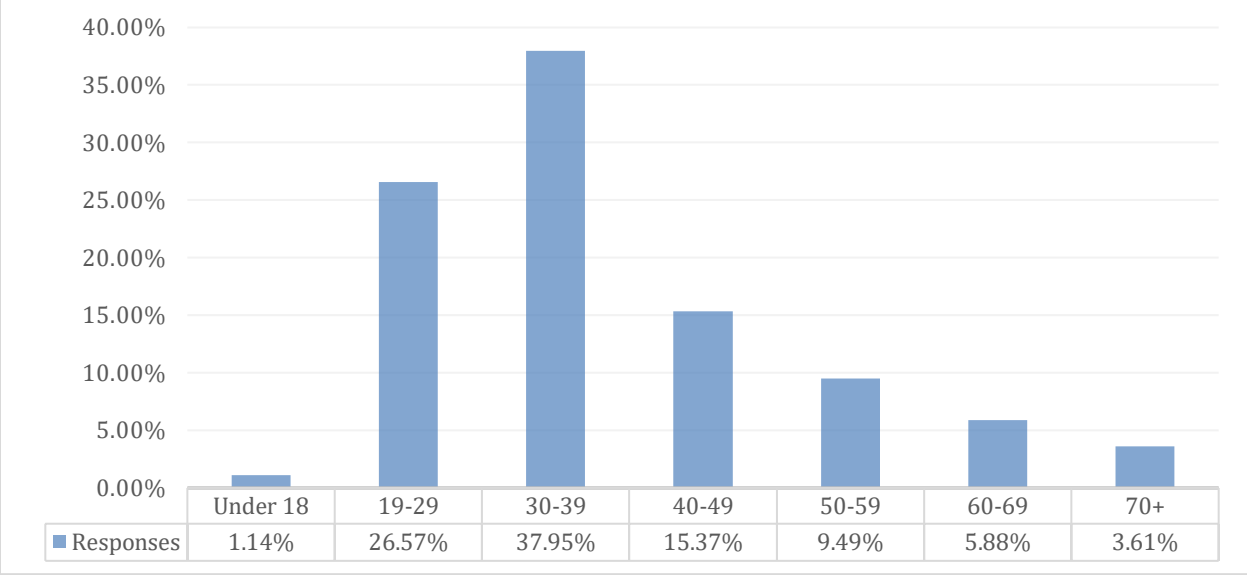
There were 651 responses to this question making the completion rate 98.05%. The zip code with the most respondents was 85013 (Midtown/Uptown), with 62 respondents.

Zip Code	# of Responses	Zip Code	# of Responses	Zip Code	# of Responses
23235	1	85043	3	85282	9
84051	1	85044	15	85283	10
85001	1	85045	1	85286	3
85003	25	85048	4	85295	2
85004	29	85050	9	85296	1
85005	1	85051	2	85297	1
85006	31	85053	9	85301	1
85007	24	85054	2	85302	4
85008	19	85083	3	85303	1
85009	11	85085	4	85305	1
85012	13	85086	1	85306	3
85013	62	85142	1	85308	4
85014	13	85201	5	85309	1
85015	27	85202	2	85326	1
85016	28	85203	3	85331	3
85017	6	85204	1	85335	1
85018	31	85207	1	85338	2
85019	4	85208	3	85339	15
85020	16	85209	1	85345	2
85021	7	85212	1	85353	1
85022	17	85215	1	85374	2
85023	4	85224	7	85375	1
85024	3	85225	1	85377	1

85027	6	85226	2	85379	2
85028	4	85233	1	85381	1
85029	5	85234	3	85382	1
85031	2	85236	1	85383	1
85032	10	85248	1	85388	1
85033	4	85250	1	85395	2
85034	4	85251	6	85396	1
85035	5	85254	6	86018	1
85037	6	85255	1	86016	1
85040	3	85257	8	86281	1
85041	13	85280	1		
85042	8	85281	14		

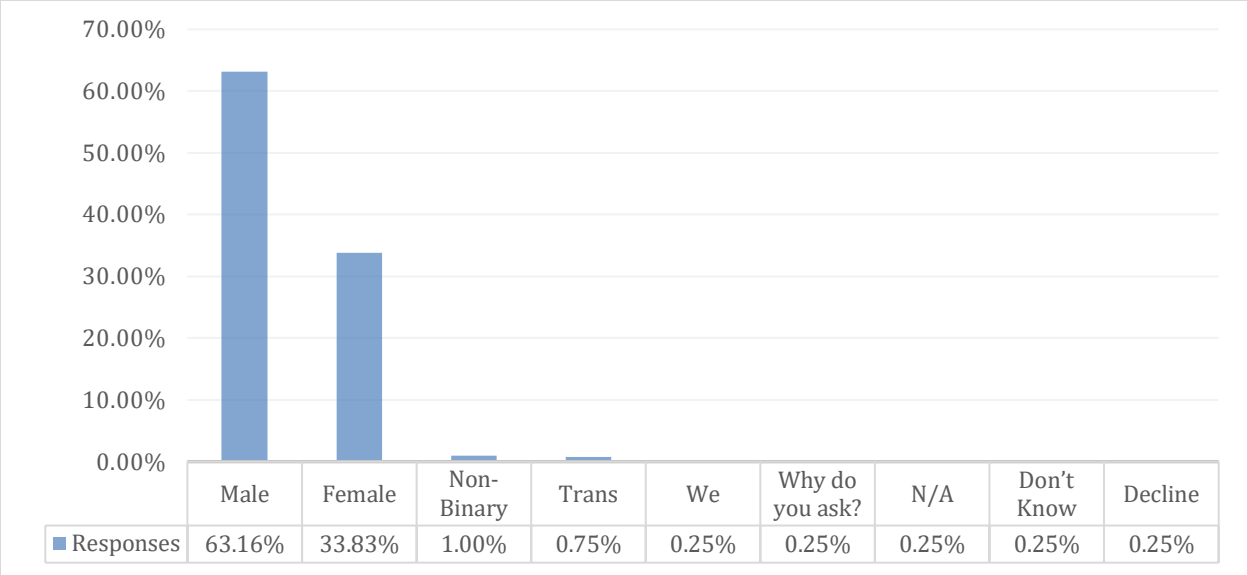
Age (N=527)

There were 527 responses to this question making the completion rate 79.25%. The largest age group was ages 30-39.



Gender (N=399)

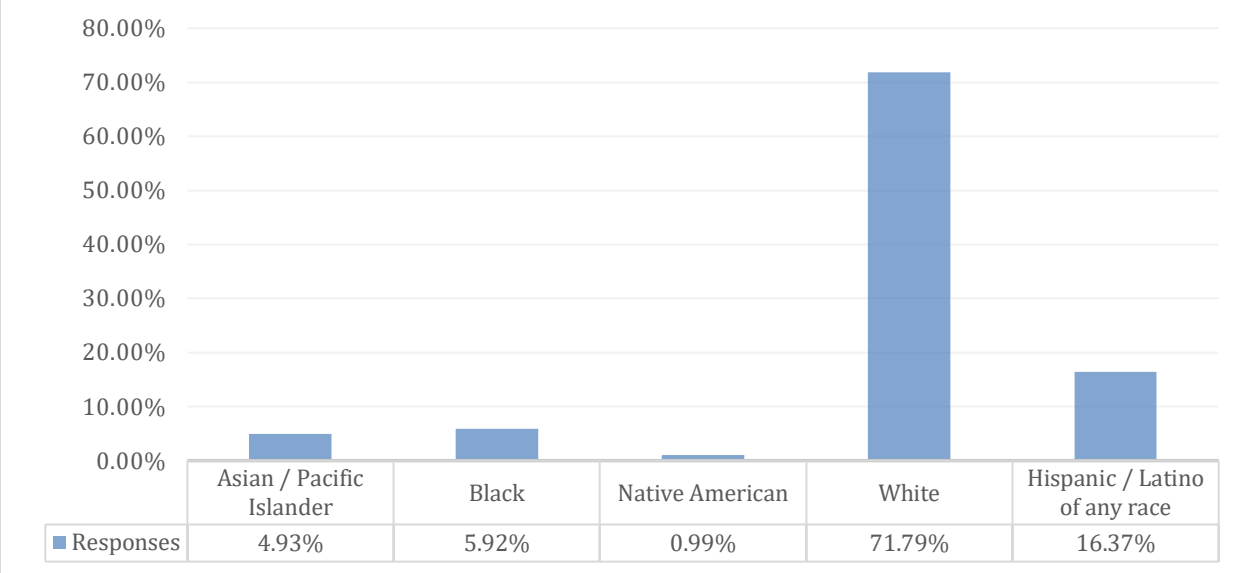
There were 399 responses to this question making the completion rate 60%. Most participants identified as male.



	Male	Female	Non-Binary	Trans	We	Why do you ask?	N/A	Don't Know	Decline
Responses	63.16%	33.83%	1.00%	0.75%	0.25%	0.25%	0.25%	0.25%	0.25%

Race/Ethnicity (N=507)

There were 507 responses to this question making the completion rate 76.24%. Most participants identified as White.



	Asian / Pacific Islander	Black	Native American	White	Hispanic / Latino of any race
Responses	4.93%	5.92%	0.99%	71.79%	16.37%

Household Income (N=503)

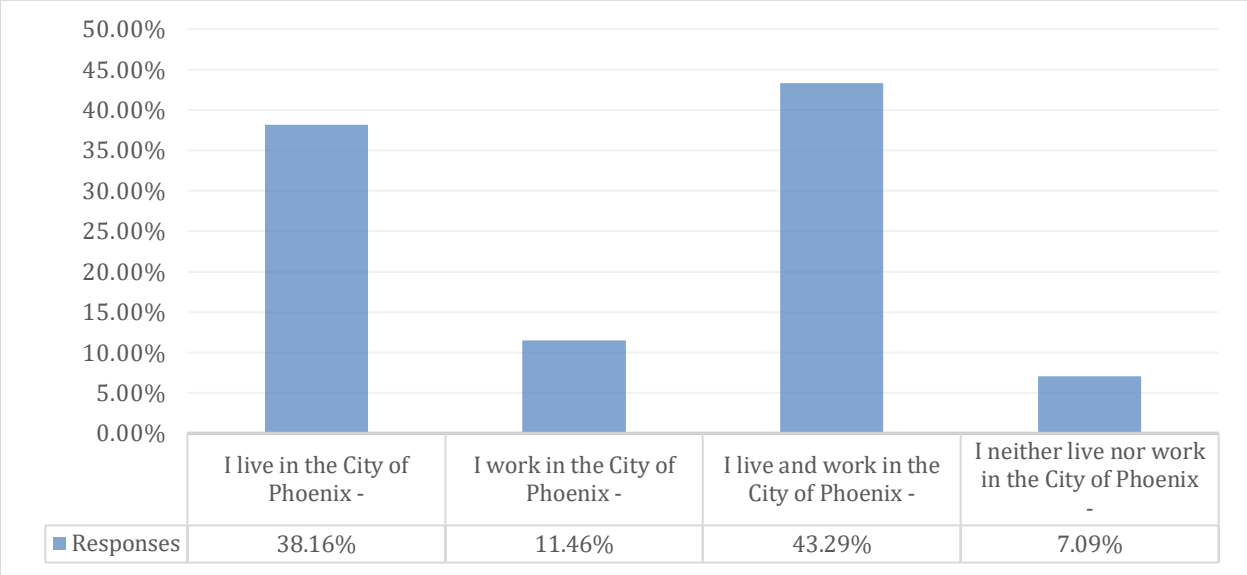
There were 503 responses to this question making the completion rate 75.64%. The most frequent response was a household income of $100K-$200K.



Questions

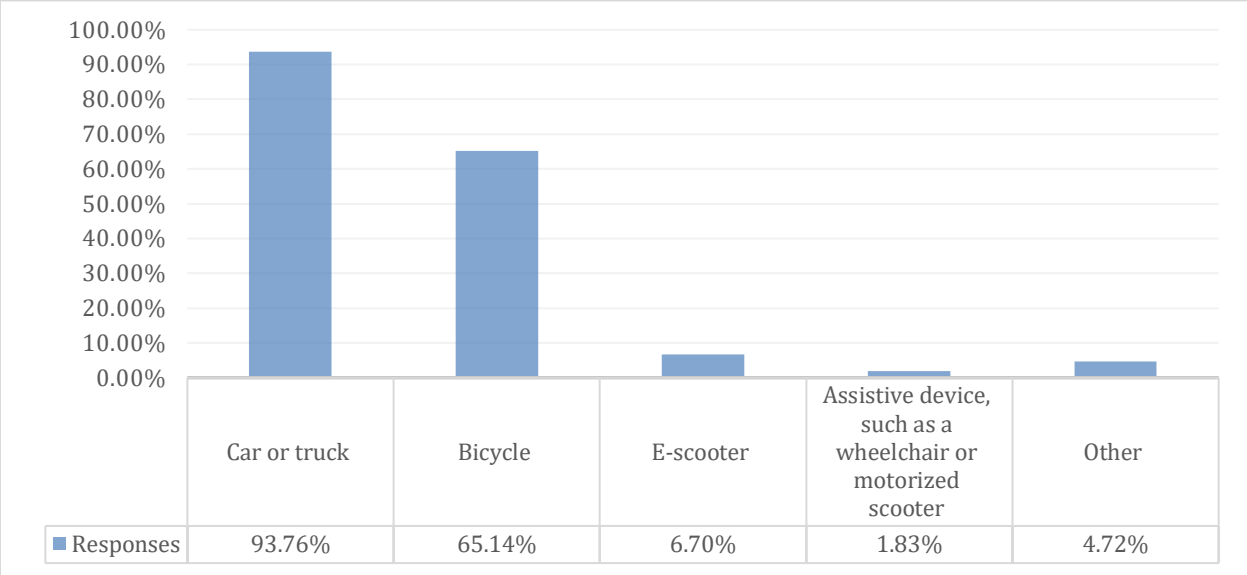
Q1: Which of the following best describes you?

There were 663 responses to this question making the completion rate 99.70%. The most frequent response was both living and working in the City of Phoenix.



Q3: Which of the following do you own or have access to regularly? Please check all that apply: (N=657)

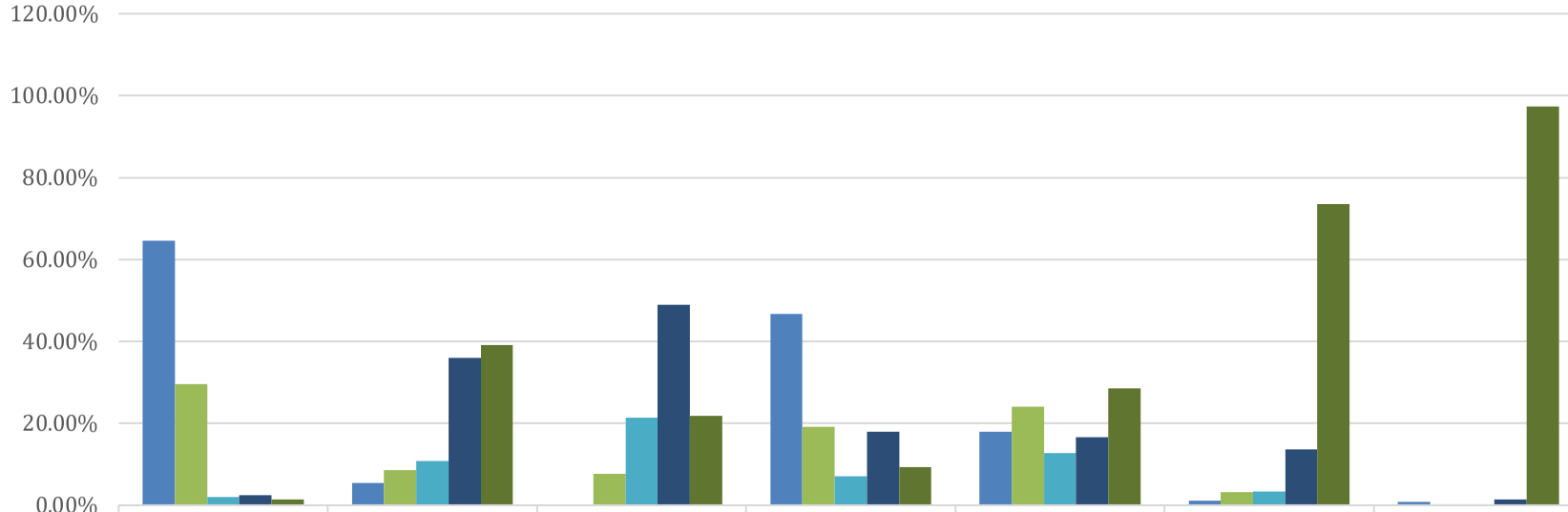
There were 657 responses to this question making the completion rate 98.80%. Most participants own or have access to regularly, a car or truck.



	Car or truck	Bicycle	E-scooter	Assistive device, such as a wheelchair or motorized scooter	Other
Responses	93.76%	65.14%	6.70%	1.83%	4.72%

Q4: Please check how often you use each of these different ways of traveling. (N=639)

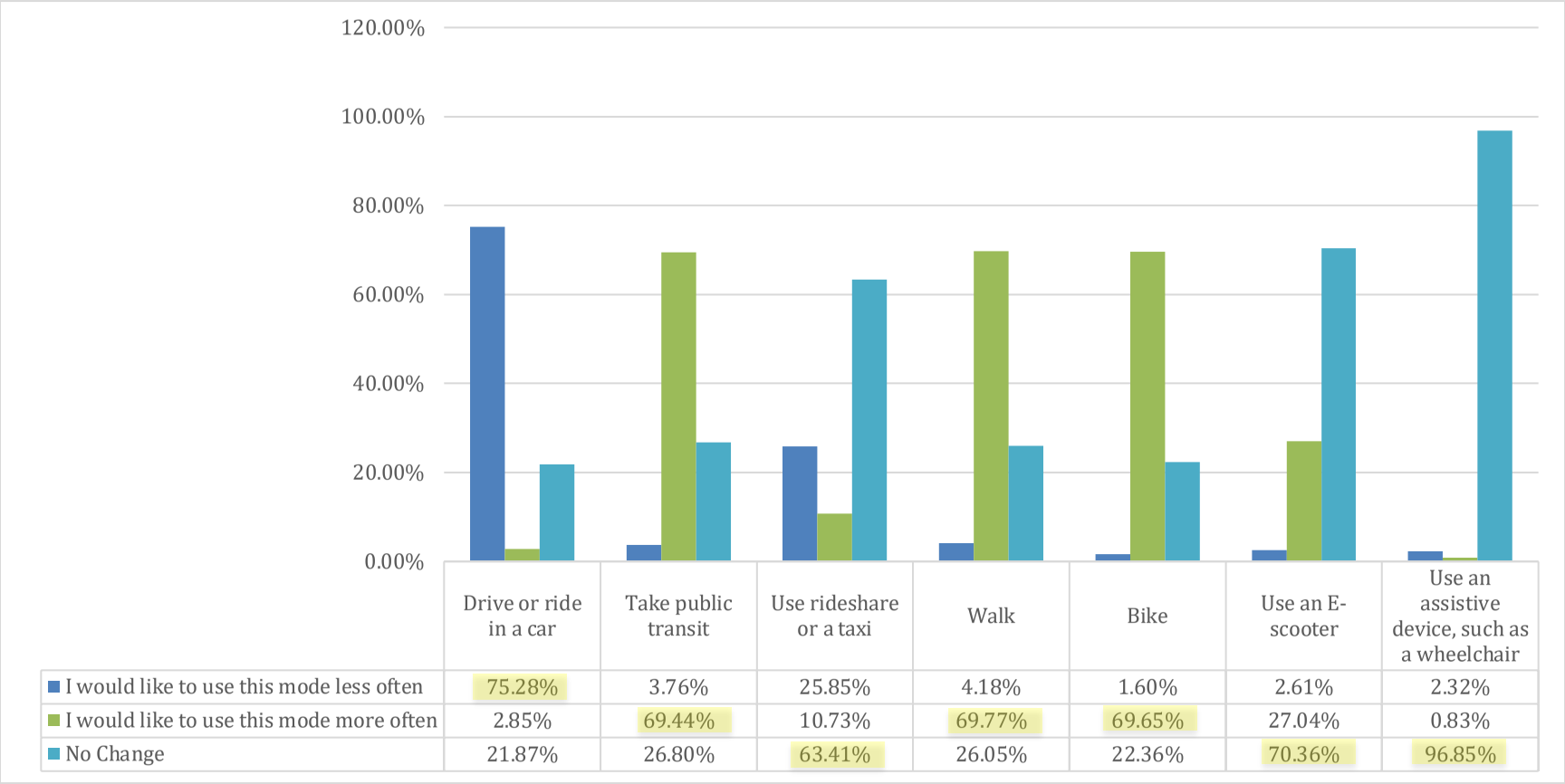
There were 639 responses to this question making the completion rate 96.09%. Highlighted below are the top responses for each way of traveling.



	Drive or ride in a car	Take public transit	Use rideshare or a taxi	Walk	Bike	Use an e-scooter	Use an assistive device, like a wheelchair or mobility scooter
Daily	64.52%	5.49%	0.00%	46.65%	17.94%	1.14%	0.82%
Weekly	29.51%	8.56%	7.68%	19.17%	24.13%	3.26%	0.16%
Monthly	2.04%	10.82%	21.41%	7.03%	12.70%	3.43%	0.16%
Seldom	2.51%	36.03%	49.02%	17.89%	16.67%	13.70%	1.47%
Never	1.41%	39.10%	21.90%	9.27%	28.57%	73.57%	97.38%

Q5: Please check how often you would like to use these different ways of traveling in the future. (N=636)

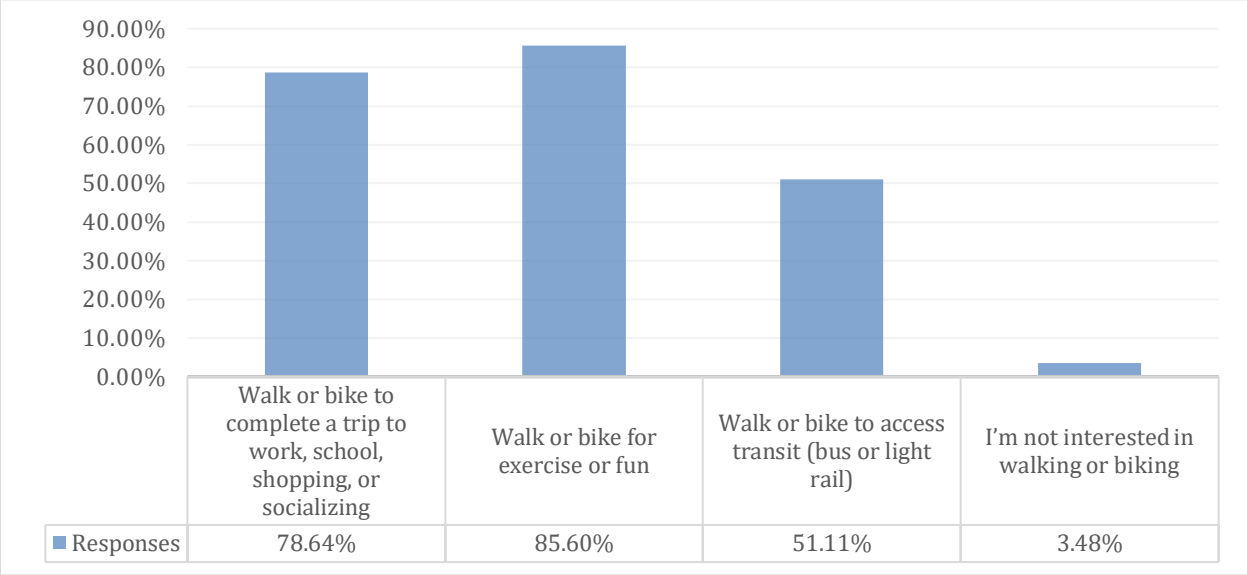
There were 636 responses to this question making the completion rate 95.64%. Highlighted below are the top responses for each way of traveling.



	Drive or ride in a car	Take public transit	Use rideshare or a taxi	Walk	Bike	Use an E-scooter	Use an assistive device, such as a wheelchair
I would like to use this mode less often	75.28%	3.76%	25.85%	4.18%	1.60%	2.61%	2.32%
I would like to use this mode more often	2.85%	69.44%	10.73%	69.77%	69.65%	27.04%	0.83%
No Change	21.87%	26.80%	63.41%	26.05%	22.36%	70.36%	96.85%

Q6: If you were to walk and bike more often, which of the following would describe the purpose of doing so? Please check all that apply. (N=632)

There were 632 responses to this question making the completion rate 95.04%. Most participants reported they would walk or bike for exercise or fun.



	Walk or bike to complete a trip to work, school, shopping, or socializing	Walk or bike for exercise or fun	Walk or bike to access transit (bus or light rail)	I'm not interested in walking or biking
Responses	78.64%	85.60%	51.11%	3.48%

Q7: If you would like to provide more details, please use the space below. (N=95)

There were 95 responses to this question making the completion rate 14.29%. Based on the comments, the following themes were identified: Design, Development & Infrastructure, Climate, Public Transportation, Routes, Safety, and Scooters. Below are comments that align with each theme:

<u>Design, Development & Infrastructure</u>

- Phoenix needs to prioritize bicycles as transportation. I bought my home in an adjacent suburb because Phoenix's bicycle infrastructure is totally inadequate by any measure.
- The more walkability, the better. Phoenix currently has a depressing amount of car centric design.
- I dream of living in a city with real, people-centric infrastructure
- Phoenix (and its metro region) is obviously car centric - I know it's unrealistic for that to change in the future but 15 minute walkable communities would do enormous good for

the general welfare of their residents. Walking and biking places is far superior to driving in most circumstances.

- It's going to take more than bike lanes to fix this urban hellscape. We need a dense walkable city not based around cars. Downtown needs to be at least twice as dense as it is.
- Need more grocery stores, pharmacies, hardware stores, and other amenities. Currently, none of these are walking distance for my neighborhood at 7th St & Osborn.
- I would love to be in an area that is walkable or bikeable. My area currently requires a car to get around anywhere.
- i would like to walk and bike more but the current landscape doesnt let me
- I love biking where it is feasible. I appreciate the improvements the city is making and feel that better bike infrastructure, especially physically protected bike lanes, would go a long way.
- If there were more walkable (walking only) spaces downtown, I would be interested in spending time in those areas.
- I bike as much as possible. I use public transit when biking is not possible (weather, health etc). I want to drive as little as possible, but I still have to sometimes because of infrequent bus stops on McDowell and 44th, or because bike infrastructure is incomplete (like on 40th street where the bike lane ends suddenly) and sometimes feels unsafe.
- Street Parking in my area is the real issue. Historic Downtown was not built for this many people and cars.
- Some people don't have the choice and must walk, bike and use transit for daily living. We must consider these most vulnerable members of our community.
- Rideshare would be an option in a self-driving model
- I enjoy biking and taking the bus; it's my "gym" and "study" time. However, I would like it if traffic to Downtown Phoenix were more reliable, so that, on occasion, I could drive to Downtown in case if I have an appointment or need to leave earlier or to sort out logistics like picking something up. Using rideshare or some foldable personal electric transport could also work, but it'd be nice if it weren't so expensive.
- This new project is not where I want my tax dollars going. The Government does not know how to do anything well. Just look at California who tried this plan. Unsuccessful. All forms of government need to get out of the people's lives. They work for us, not the other way around.
- The more opportunity to walk or bike, the better. Even if it comes at the expense of cars, I say as primarily a car user.
- I would also love to see bicycle symbols painted on city streets that are designated bikeways, such as Oak. There are some small street signs, but these can be easy to ignore or miss. Motorists should be aware of bikes and looking out for them on these streets, especially when there’s no designated bike lane and bikes have to use the main road.
- We need a traffic light and safe sidewalk crossing at 43 rd Avenue and Dobbins. You need to hold your breath as you take your turn at the 4 way stop. Drivers are unkind and greedy when it comes to taking your turn at the 4 way stop. Children are biking and walking each day and school buses also have a challenging time at this intersection. There

are 4 schools using this intersection = 2 charter and 2 public. Laveen is building approximately 8000 more homes and 2-3 more schools. What and when are the plans to install a traffic signal?
- I drive home on cave creek road at night and the traffic lights will turn red when no one is there. It makes zero sense.

Climate

- We need more shade. The added heat to the city from all the concrete is substantial. I read an article from someone who lived here over 100 years ago, and they described Phoenix as having only 2 seasons, spring and fall since the temperature was always perfect. We need that back
- The zip code 85004 should have more investment into green spaces, we need increased shade, more trees
- I would much prefer to walk and bike, but the general lack of shade throughout most of Phoenix prevents this during the peak summer months.

Public Transportation

- I don't have good access to light rail. If I did, I'd use it more.
- I would take the light rail but it smells of urine and filled with homeless.
- I have mobility issues so walking to bus/light rail is difficult. I wish there were buses that went through the neighborhood.
- The Metro is not an option in my area. I do use it occasionally for special events.
- Please extend the light rail route. The current route mainly runs east and west between Mesa and Phoenix. There should be a north and south route as well between Chandler and Scottsdale.
- I do not drive when possible. I use my electric skateboard or bike to go most everywhere I need to go in the city. I would like to be able to take my electric skateboard on the bus systems but it appears not allowed right now. I would also like better access to rail and bus systems on a more regular basis
- I've been car-free in the Valley for more than 15 years and only drive in case of emergencies. Cars and trucks to me are too much of a danger. This city is a disaster for pedestrians, the light rail was a nice touch but why are buses still only every half-hour? They should cost less to use or be free at least during summer months.
- I would love to walk to a bus or light rail stop, but it’s almost a full mile to the nearest stop that goes in a direction I frequent.
- No light rail
- I would love to see more transit options in Laveen.
- I would like to use transit more, but the bus stops in my neighborhood are terrible—some have no shade at all.
- More bike racks for bus stops if there aren't any spaces on the bus.
- Buses absolutely need to come every 15 minutes minumum. We're a major city.
- Most of my car trips are short and only for bulky items. I'd love more separated bike lanes and easier access to public transport/have it go somewhere besides downtown and Tempe

- Walking/biking/public Trans are my main means of transportation. I own a car, but try to not use it if I can help it.
- I wouldn't want to drive to get to public transit
- Trying to use public transport more

Routes

- Walking/Biking is an excellent way to get daily exercise in addition to getting to where you need to go in a quick way. What I believe we should still have a car for is longer trips/trips that involving hauling goods. However we should encourage at every opportunity the ability to choose different modes of transit. I live in Tempe, just east of the I-10, and I am sure that there are bike routes that connect swiftly and safely to Tempe; but I still wish I knew more about them prior. I would also love it if in general more pedestrian paths connected to other pedestrian paths. (Though a project like this is ensured to be expensive) I would love to see more pedestrian freeway overpasses connect to other freeway overpasses, thereby giving pedestrians multiple options of route across a freeway and allowing for a more efficient use of the space overall.
- I hate having to get in the car for a quick trip to the market or even just grab coffee. Better / more walking and bike ways would make this possible
- Would love to see bike paths through neighborhoods so I wouldn't have to ride on 7th Street to get to Thunderbird.
- There are zero bike lakes on Thomas Ave, and there is zero consideration taken for pedestrians to establish that.
- Use the canals for bike and walk paths! Use the large storm drain culverts and washes for bike and walk paths. Separate multi-use paths from traffic, too many stop lights for cyclists. Tie the paths into shopping areas. Make a huge effort to connect existing paths through power, drainage, canal easements. Get creative on the use of other rights-of-way. Work with the flood control district and canal co. on using rights-of-way for trails.
- I would love more multi use paths, separated from traffic by some sort of barrier.
- I use the bike path along the Rio Salado and it's wonderful. I would like to have more and better bike lanes getting to and from that bike path from my office at 1300 W Washington St.
- I would like to see more bike lanes on west to east streets and more bike routes without any vehicles, especially along canals.
- 11th Ave and Bethany Rd to popular shopping areas like uptown plaza and routes into downtown from 7th Ave
- More bike lanes to get around town on streets that are not too heavily used by motor vehicles
- The 3rd/5th Ave bike lanes are fantastic
- I bike to work in 85043 (7 miles from 85006) twice a week. Wish there were better East/west bike lanes especially away from downtown. Also, e scooters are the most goddamn annoying things people leave them everywhere. They need to have designated places to leave them.
- Walking and biking are so much nicer to get around, especially midtown and downtown. Would love more protected bike lanes and shade for pedestrians.

- Many wide secondary streets do not have bike lanes.
- I love long bike rides where I can just GO with friends or by myself to enjoy Phoenix and get exercise. The bikeways throughout the valley are exceptional, I'd love to have more BUT I wish they were like the other canal bike system where it goes under the roadways so I don't ever have to stop at a light.
- I work from home and live a relatively walkable part of town (Melrose). However, I would love it if the city made the road more pedestrian and bicycle-friendly, with improved walkways, crosswalks, parking strips etc.
- I basically want the option to live without a car, weather permitting. I ride into Phoenix at least once per week. The canals are great but don't necessarily get me to the place I'm trying to go. Getting downtown should be easier, for example.

Safety – Cars, Speeding & Traffic

- I would love to be able to bike to the grocery store! I have 3 stores super close to me, but everyone drives so crazily that I can't. :(
- 82 years old so walk is better than bike. Seeing the way MORE DRIVERS with different backgrounds (country upbringing) drive I'm afraid there is going to be more people on bikes or walking getting killed.
- I am interested in walking and biking more, but the speed at which drivers drive through the downtown Phoenix area is outrageous. We need more investment in bicycle and pedestrian infrastructure downtown and drivers need to be held accountable for speeding and driving recklessly. Too many people die in our streets.
- Even with bike lanes, I do not feel safe riding in traffic. There aren't enough safeguards for cyclists. When walking, I often feel unsafe because the sidewalk is very often right next to the traffic lanes vs. having a parkway space giving space between the street and the sidewalk.
- Would walk more from my house downtown if there was more shade and safety projection from the fast cars. Walking along an arterial is suicide. This is why no one walks, the cars drive too fast and its scary.
- Phoenix is pretty pedestrian hostile. I live near some walkable amenities (the intersection of Bethany Home and 16th St), but I don't feel safe walking around this intersection with the volume of traffic it experiences. I especially don't feel safe taking my young daughter there. And safety aside, walking a few feet from cars going 40+ mph is not a PLEASANT experience to say the least, which I think also dissuades people from walking. I think it would be great if the city had things like dedicated bus lanes, protected bike lanes (more than one!) and separated, shaded sidewalks. Such things would go a long way to promoting more walkability and pedestrian safety.
- I'd like to bike more, but Phoenix has some of the most unsafe drivers I've ever seen in my life.
- I want to walk and bike as much as I can, but it's so dangerous because of cars and street design. I live within walking distance to the grocery store, but I feel like my life is at risk if I try to walk or bike there. Pedestrians don't have priority anywhere, speeds are super high on roadways, and drivers are very aggressive against pedestrians and cyclists.

- Cars are noisy and dangerous and it would be nice to have zones that were exclusively pedestrian.
- I would love to be able to bike to work. But crossing streets like 7th St and Central is a death wish during rush hour. There is a single HAWK light I can use at 7th St but I would love to have more options. Also, I would like to express my frustration at the pitiful bike lane along Roosevelt Avenue, specifically near 7th Avenue. It is discontinuous and automobile drivers treat it like part of their own lane instead of a dedicated lane. That intersection also does not provide a protected left turn (dedicated turning green arrow) for cars turning left off of 7th Avenue which means people rush to turn as fast as they can, making the pedestrian crossing from Nortenos to the Circle K extremely dangerous

Safety – Infrastructure & Road Conditions

- Painted lines on the road are not bike infrastructure, not one vehicle respects them and they do nothing for safety. I've lost too many cycling friends over the years, enough is enough.
- If there was safe, shaded routes that are easy to access I would love to have biking as an easy alt. to take from work to surrounding areas. Both as a form of excercise & to enjoy the view outside.
- I would like to have to option to commute via public transit and walk /bike safely for daily needs. This would require road overhaul and increased pedestrian safety near my work place.
- Construction of effective and safe alternative travel is paramount to strong city design. Although not your exclusive jurisdiction, consider talking the Cities of Surprise, Sun City, and Deer Valley into improving bicycle infrastructure.
- I would like improved infrastructure to allow myself and other citizens to safely walk and bike around the city.
- I think if we had more viable alternatives to individual car trips fewer trips would be taken by cars and congestion would get better. Personally, I would like to take every trip by bike or on foot, especially if it was safer. Practically speaking bikes are already better for some trips in Phoenix. For instance, if it's busier downtown/on Roosevelt Row cycling can sometimes actually be faster because of the parking time. The problem is that cycling *is not safe enough*. Our roads are designed for speed, and that's why we have these racing problems now. We need to use engineering to reduce the natural speed, not just the speed limit, on our roads. Some of our roads that kind of act like arterial roads, like 15th ave, should have two-way bike lines, narrower car lanes, and lower speed limits. Please resist the temptation to plan bike infrastructure based on how many people currently cycle; this is like planning bridges based on how many people are swimming across a river. Infrastructure induces demand. Don't just put bike lines around downtown like it's some kind of novelty tourism activity like so many cities do. That's setting us up for failure. Spread our *from* downtown and the canal paths that already exist and make it progressively easier for people to get to the more central parts of the city by bicycle. And do it with *protected* two-way bike paths. These could be utilized by bicycles, class 1 and 2 e-bikes, e-scooters, and eventually perhaps even microcars for disabled people like

they have in cities with better bike infrastructure. Lean on Valley Metro to improve the fare system and the bus routes. Phoenix is way behind in public transit right now.

- I do not feel safe biking to and from work and home. Another good alternative would be for me to bike from my home to the light right, unfortunately there is no safe route to do so.
- I don't feel that biking or walking is safe in Phoenix, and public transit is so unreliable that I do not take it even though I work downtown and would love to not pay for parking.
- Create more safe ways for bikes to cross streets or more bike lanes in high volume areas
- I would like to walk and bike more often however the streets in Phoenix are often very dangerous so my wife worries about me biking. We need better and wider sidewalks and buffered bike lanes so my kids and I have a place to walk and bike safely.
- I already use a bicycle for my daily work commute and am thankful that the route is relatively safe. If I needed to go in another direction, the routes would be much less safe. In much of Phoenix, I am not comfortable riding, especially with my wife and young child. In much of Phoenix, I would not be comfortable walking (even to transit or a nearby park) because the sidewalks are non-existent, uncomfortable due to their proximity to travel lanes, or are unsafe.
- I'm a virtual employee so no drives to an office. But I do go to the grocery store every other day. Being able to safely traverse the Phoenix roadways would make me much more likely to walk or bike.
- Paint is not a sufficient barrier. Both bicyclists and drivers are safer when there is a physical barrier between the road and the bike path. Specifically, there should be a barrier that would meaningfully impede progress, such as a curb or a wall- collapsible reflectors are insufficient.
- Our public transportation system isn't safe and makes it a difficult option to use.
- I would like short distance public transit to access other areas of downtown, to Tempe, etc. Biking is not currently ideal given the general lack of safety in terms of bike lanes, cars, and aggressive people.
- I live relatively close to my work and would love to bike there, but I do not feel safe with the bike infrastructure that currently exists. I would love protected bike lanes around the city. I would definitely bike more places. Walking can also be a challenge because of how close to cars they are. Walking with my young daughter in a stroller sometimes even feels dangerous. We live close to 16th street and Bethany Home where there are great restaurants and cafes, but walking to them is not fun, nor safe.
- I have a car I never use because I like to ride my bike BUT the bike lanes here are on uneven terrible roads, covered in glass, blocked by city of Phoenix street workers. It's very unsafe. For such a flat city it would be nice to utilize my bike outside of the 2 streets that are someone rideable.

<u>Safety – Other</u>

- I have no driver's license. I'd like to be able to reach mostly the same places as someone with a license. Currently, that is not possible safely.
- If biking were safer, and public transit biking options were better, I would see a significant increase in my bike usage for various errands and enjoyment.

- It is very dangerous to drive with bikes on the road. These questions are a set up to push biking. This is not an honest survey.

Scooters

- Missing escooters in the warehouse district (around Maricopa County government center)
- More scooters available for rent would be helpful. Scooters are always hard to find downtown
- Prefer to use escooter for going to work, school, or shopping.
- I would also like to see e-scooters permitted on sidewalks. I don't think it's safe to ride an e-scooter on most streets in Phoenix, and this is a great transit mode for short distances and connecting to the light rail.

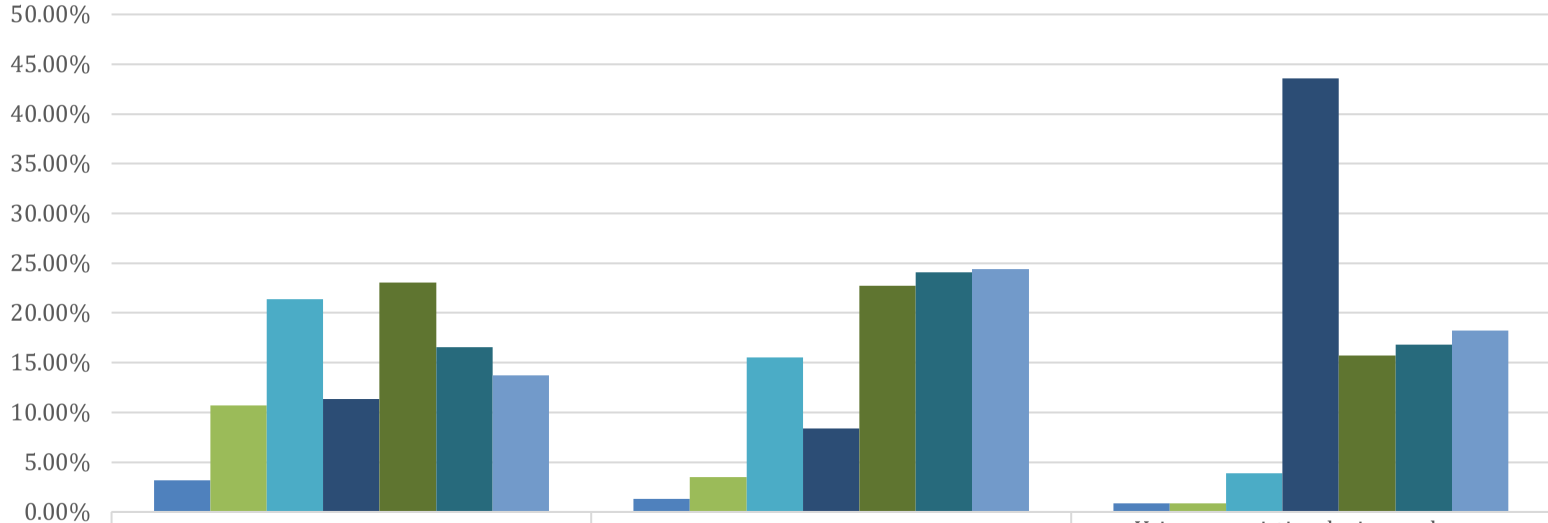
Additional Comments

- More people should bike and walk more and get out of their gas guzzlers.
- Gasoline is steadily going up and it would help the budget.
- I ride my bike daily to work because I enjoy it plus I dont enjoy sitting in traffic or dealing with the idiot drivers
- Primarily bicycle for purpose (no place for casual/enjoyable bike riding nearby). Walk for pleasure or for purpose if close.
- Walk dog more often
- I only bike for exercise and recreation
- Deseo hacer cambios en mi vida diaria , para estar más saludable(bajar colesterol y ayudar a mi presión arterial)

  Translation: I want to make changes in my daily life, to be healthier (lower cholesterol and help my blood pressure).

Q8: How would you rate the conditions in Phoenix for the following modes of travel? (N=599)

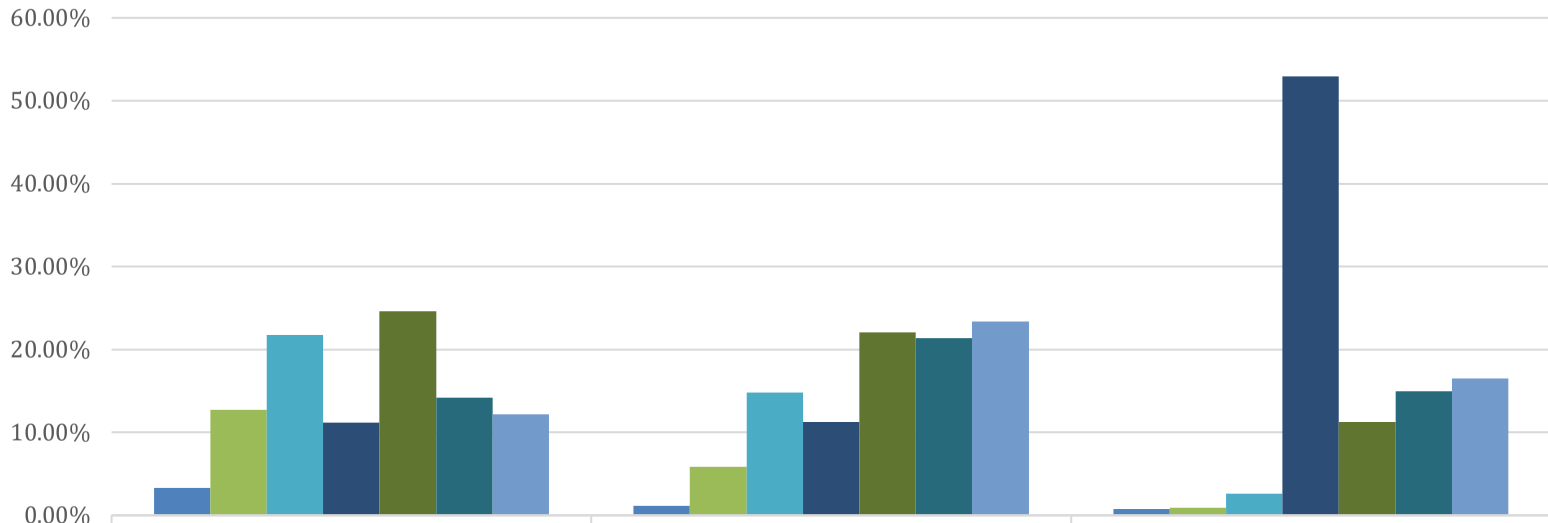
There were 599 responses to this question making the completion rate 90.08%. Highlighted below are the top responses for each mode of travel.



	Walking	Biking	Using an assistive device, such as a wheelchair
Very safe	3.18%	1.34%	0.88%
Safe	10.70%	3.51%	0.88%
Somewhat safe	21.40%	15.55%	3.89%
Neutral	11.37%	8.36%	43.54%
Somewhat unsafe	23.08%	22.74%	15.75%
Unsafe	16.56%	24.08%	16.81%
Very unsafe	13.71%	24.41%	18.23%

Q9: Thinking about safety, how safe do you currently feel in Phoenix using the following modes of travel? (N=599)

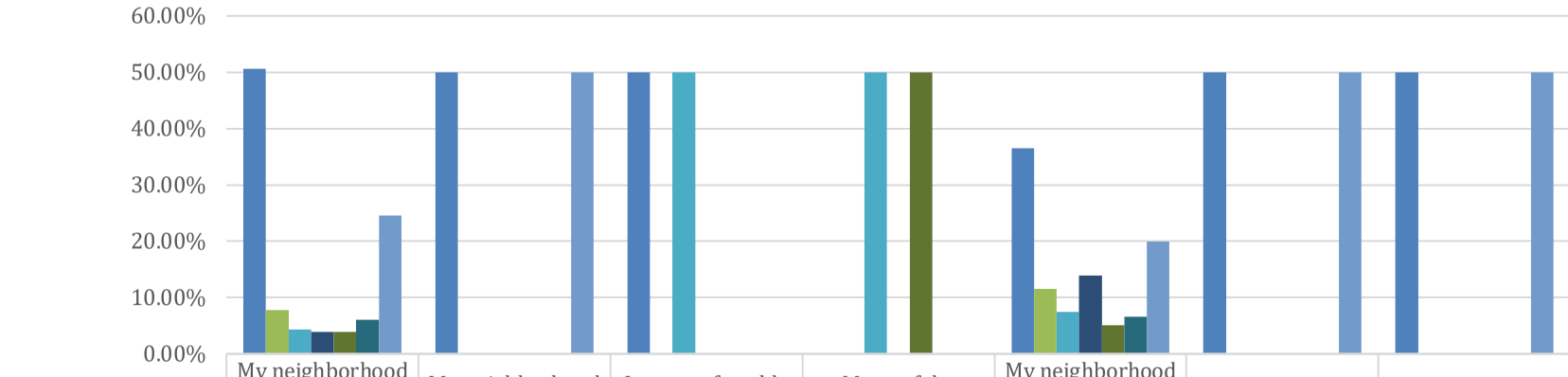
There were 599 responses to this question making the completion rate 90.08. Highlighted below are the top responses for each mode of travel.



	Walking	Biking	Using an assistive device, such as a wheelchair
Very safe	3.34%	1.18%	0.74%
Safe	12.71%	5.89%	0.93%
Somewhat safe	21.74%	14.81%	2.59%
Neutral	11.20%	11.28%	52.96%
Somewhat unsafe	24.58%	22.05%	11.30%
Unsafe	14.21%	21.38%	15.00%
Very unsafe	12.21%	23.40%	16.48%

Q10: For the following question, please indicate how strongly you agree or disagree with each of the following statements. (N=601)

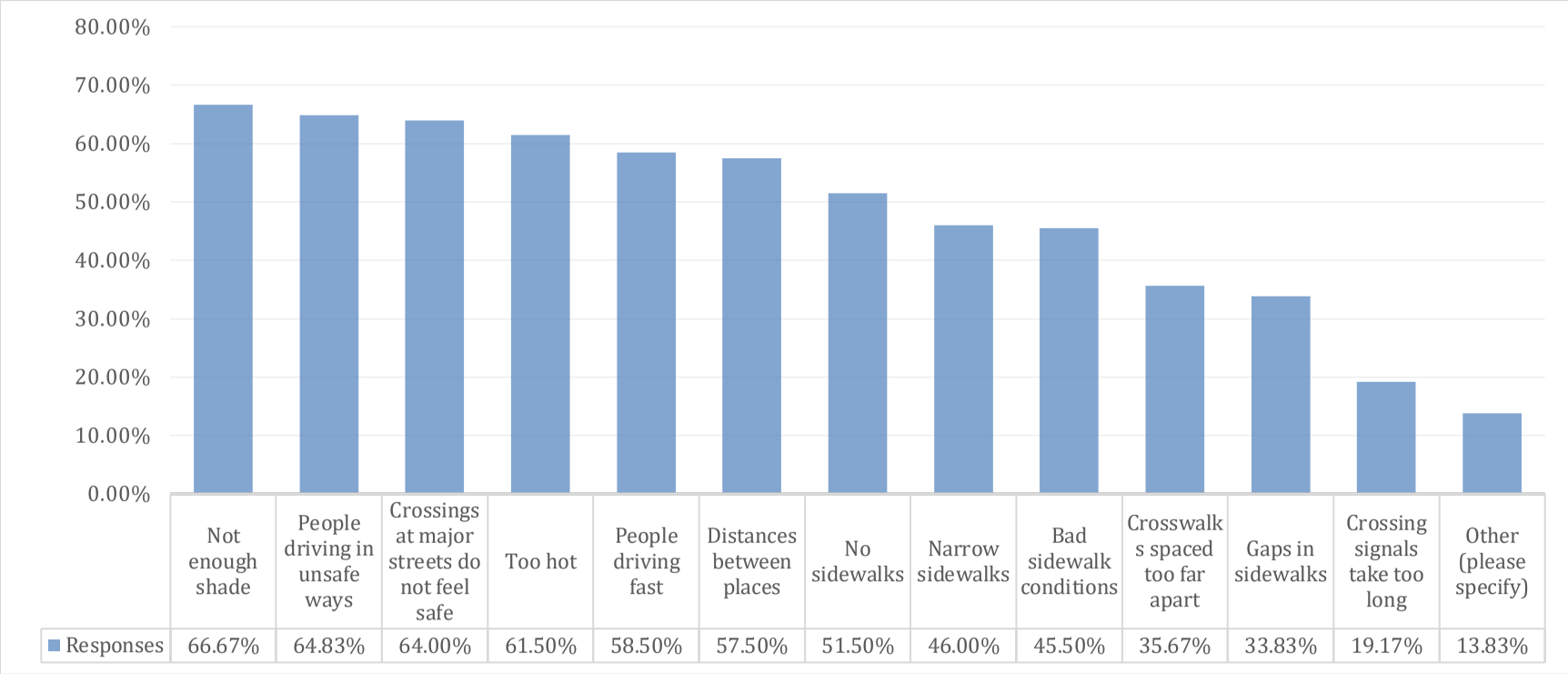
There were 601 responses to this question making the completion rate 90.38%. Highlighted below are the top responses for reach statement. **Note:** Due to an error in the survey format, several participants did not response to every statement.



	My neighborhood would be a better place to live if it were more enjoyable for people to walk or bike.	My neighborhood would be a better place to live if it were more enjoyable for people to bike.	I am comfortable with my friends and family using the streets in Phoenix to walk or bike.	Many of the places I need to get to regularly are within biking distance of my home.	My neighborhood would be a better place to live if it were more enjoyable for people to take public transit.	I like walking.	I like biking.
Strongly agree	50.59%	50.00%	50.00%	0.00%	36.55%	50.00%	50.00%
Agree	7.73%	0.00%	0.00%	0.00%	11.51%	0.00%	0.00%
Somewhat agree	4.37%	0.00%	50.00%	50.00%	7.45%	0.00%	0.00%
Neutral	3.87%	0.00%	0.00%	0.00%	13.87%	0.00%	0.00%
Somewhat disagree	3.87%	0.00%	0.00%	50.00%	5.08%	0.00%	0.00%
Disagree	6.05%	0.00%	0.00%	0.00%	6.60%	0.00%	0.00%
Strongly disagree	24.54%	50.00%	0.00%	0.00%	19.97%	50.00%	50.00%

Q11: Which of the following stops you from walking more? Please select all that apply. (N=600)

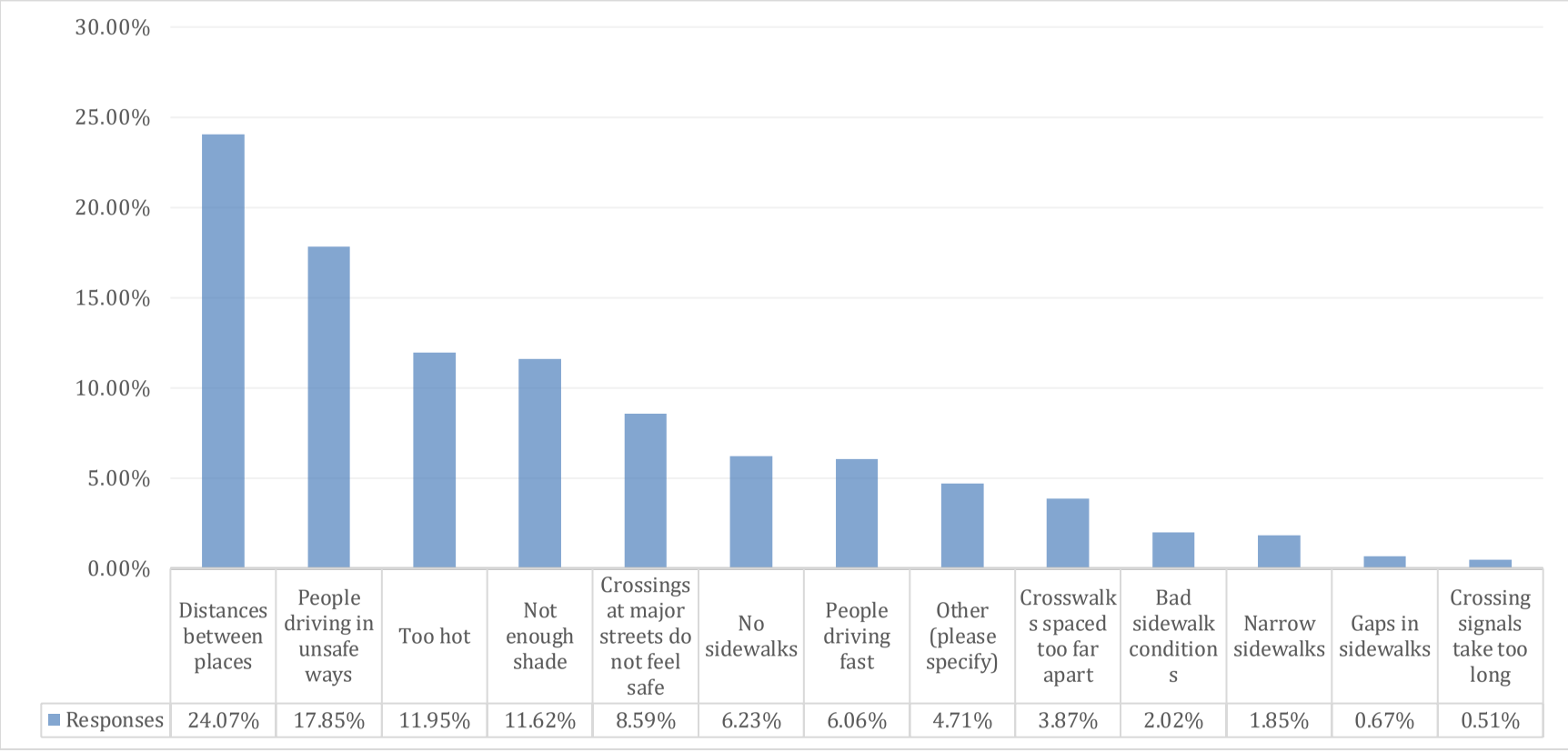
There were 600 responses to this question making the completion rate 90.23%. Most participants selected not enough shade as the reason for why they do not walk more.



	Not enough shade	People driving in unsafe ways	Crossings at major streets do not feel safe	Too hot	People driving fast	Distances between places	No sidewalks	Narrow sidewalks	Bad sidewalk conditions	Crosswalks spaced too far apart	Gaps in sidewalks	Crossing signals take too long	Other (please specify)
Responses	66.67%	64.83%	64.00%	61.50%	58.50%	57.50%	51.50%	46.00%	45.50%	35.67%	33.83%	19.17%	13.83%

Q12: Thinking of the list above, what is the single biggest barrier when it comes to walking? Please select one. (N=594)

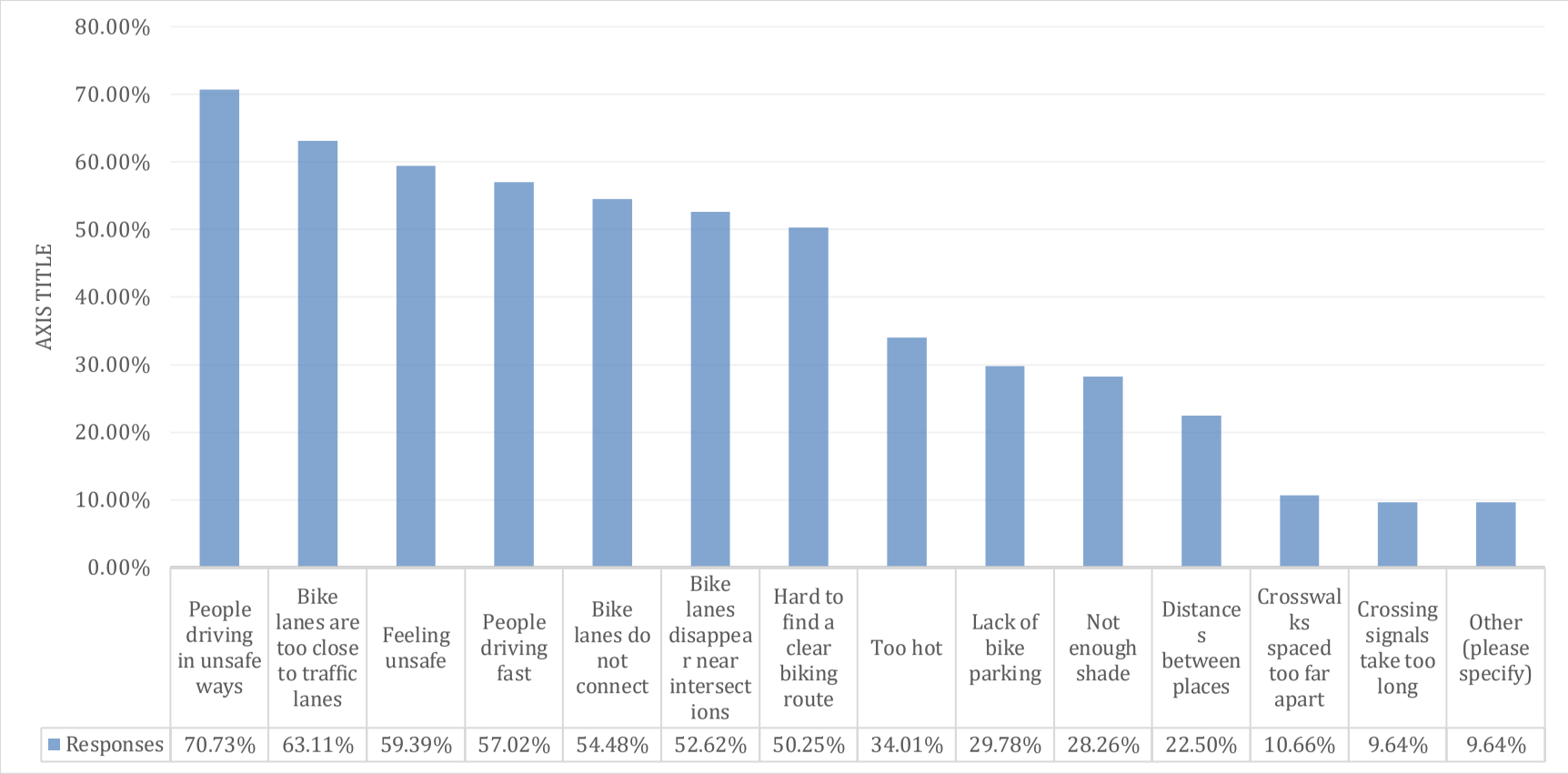
There were 594 responses to this question making the completion rate 89.32%. Most participants selected distance between places as the biggest barrier when it comes to walking.



	Distances between places	People driving in unsafe ways	Too hot	Not enough shade	Crossings at major streets do not feel safe	No sidewalks	People driving fast	Other (please specify)	Crosswalks spaced too far apart	Bad sidewalk conditions	Narrow sidewalks	Gaps in sidewalks	Crossing signals take too long
Responses	24.07%	17.85%	11.95%	11.62%	8.59%	6.23%	6.06%	4.71%	3.87%	2.02%	1.85%	0.67%	0.51%

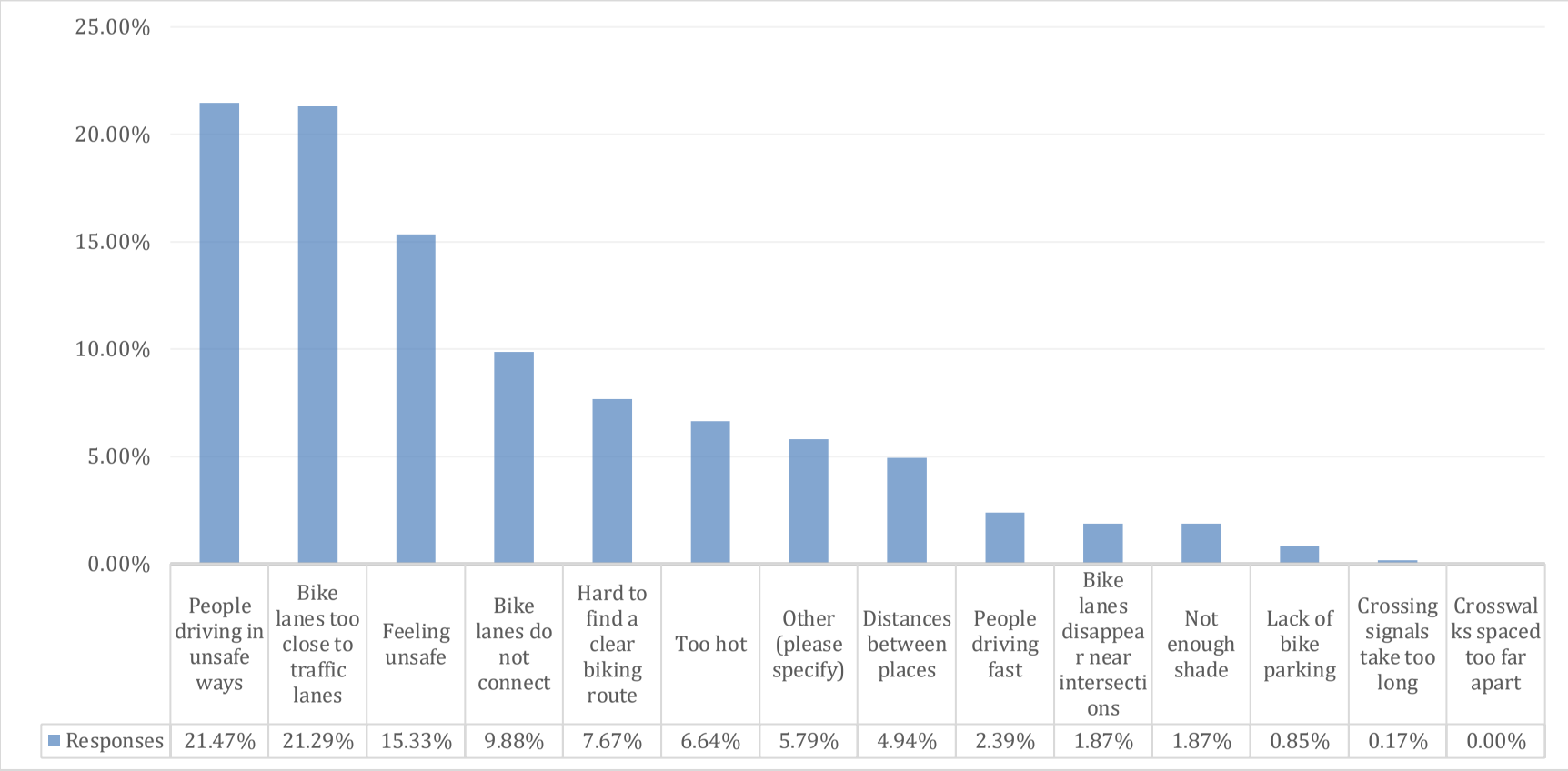
Q13: Which of the following stops you from biking more? Please select all that apply. (N=591)

There were 591 responses to this question making the completion rate 88.87%. Most participants selected people driving in unsafe ways as the reason for what stops them from biking more.



Q14: Thinking of the list above, what is the single biggest barrier for you when it comes to bicycling? (N=587)

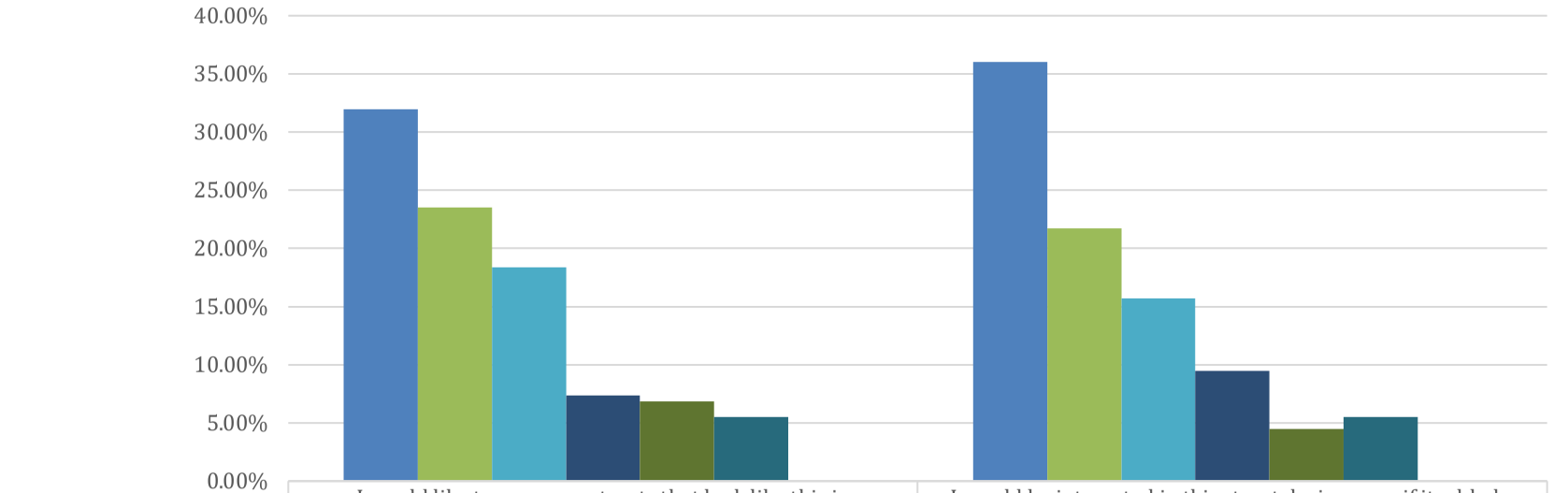
There were 587 responses to this question making the completion rate 88.27%. Most participants selected people driving in unsafe ways as the biggest barrier when it comes to bicycling.



	People driving in unsafe ways	Bike lanes too close to traffic lanes	Feeling unsafe	Bike lanes do not connect	Hard to find a clear biking route	Too hot	Other (please specify)	Distances between places	People driving fast	Bike lanes disappear near intersections	Not enough shade	Lack of bike parking	Crossing signals take too long	Crosswalks spaced too far apart
Responses	21.47%	21.29%	15.33%	9.88%	7.67%	6.64%	5.79%	4.94%	2.39%	1.87%	1.87%	0.85%	0.17%	0.00%

Q15: For the following questions, please indicate how strongly you agree or disagree with the following statements. (N=584)

There were 584 responses to this question making the completion rate 87.82%. Highlighted below is the top response for each statement.



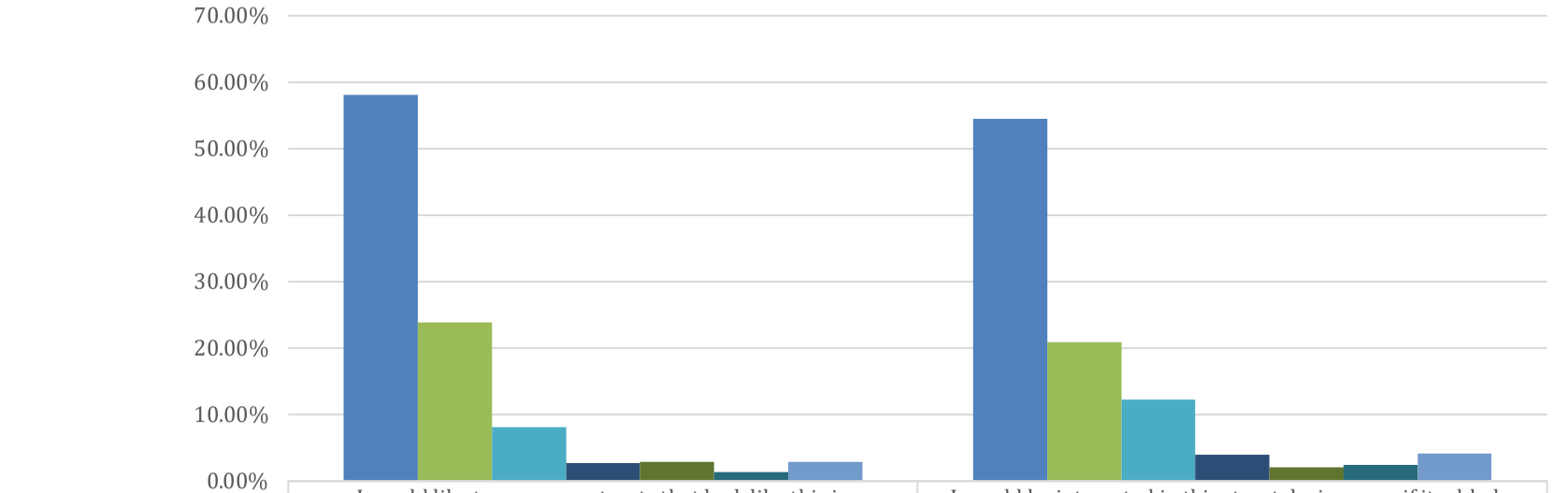
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	31.96%	36.03%
Agree	23.54%	21.72%
Somewhat agree	18.38%	15.69%
Neither agree nor disagree	7.39%	9.48%
Somewhat disagree	6.87%	4.48%
Disagree	5.50%	5.52%
Strongly disagree		

Image: Major Street with a Buffered Bike Lane



Q16: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=584)

There were 584 responses to this question making the completion rate 87.82%. Highlighted below is the top response for each statement.



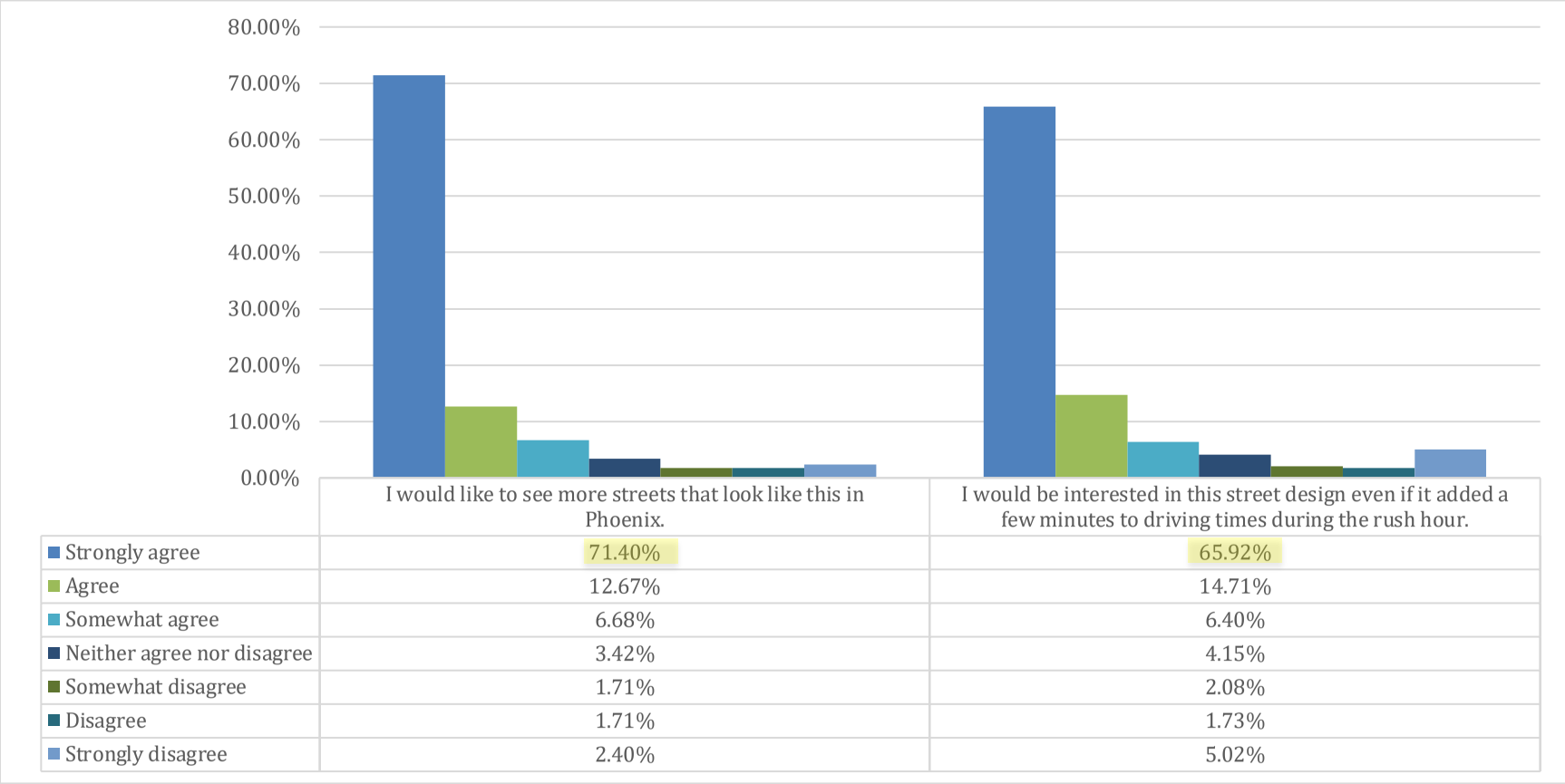
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	58.08%	54.50%
Agree	23.88%	20.93%
Somewhat agree	8.08%	12.28%
Neither agree nor disagree	2.75%	3.98%
Somewhat disagree	2.92%	2.08%
Disagree	1.37%	2.42%
Strongly disagree	2.92%	4.15%

Image: Major Street with a Protected Bike Lan (Bollards Guideposts)



Q17: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=585)

There were 585 responses to this question making the completion rate 87.97%. Highlighted below is the top response for each statement.



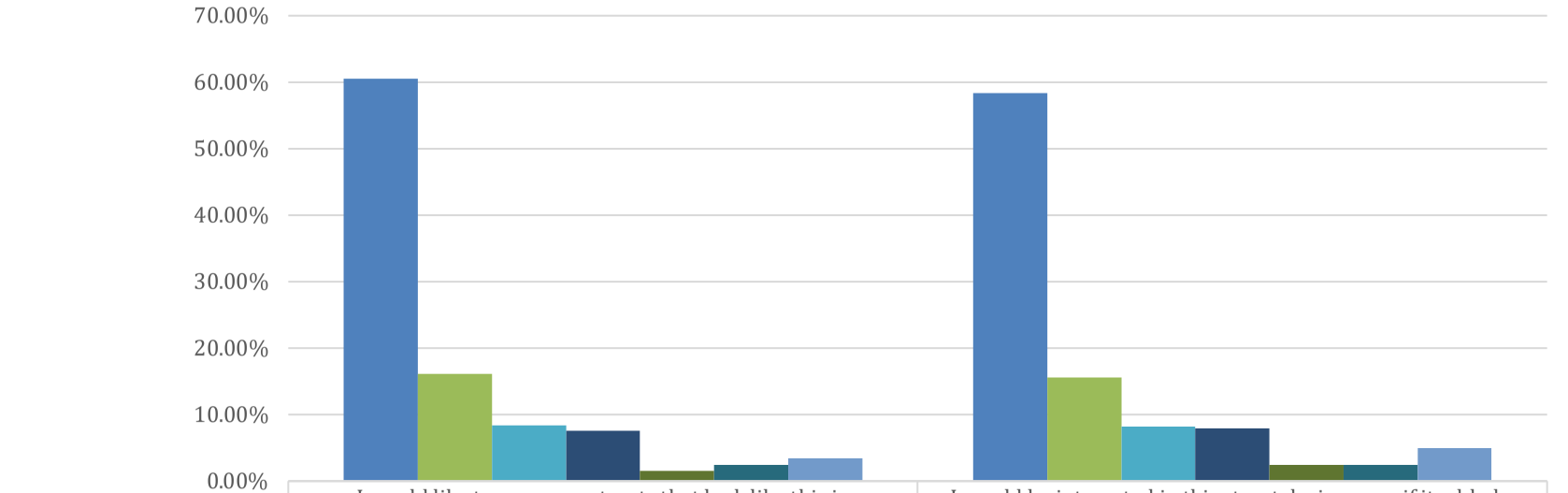
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	71.40%	65.92%
Agree	12.67%	14.71%
Somewhat agree	6.68%	6.40%
Neither agree nor disagree	3.42%	4.15%
Somewhat disagree	1.71%	2.08%
Disagree	1.71%	1.73%
Strongly disagree	2.40%	5.02%

Image: Street with a Protected Bike Lane (Two-way Protected Bike Lane with Curb)



Q18: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=583)

There were 583 responses to this question making the completion rate 87.67%. Highlighted below is the top response for each statement.



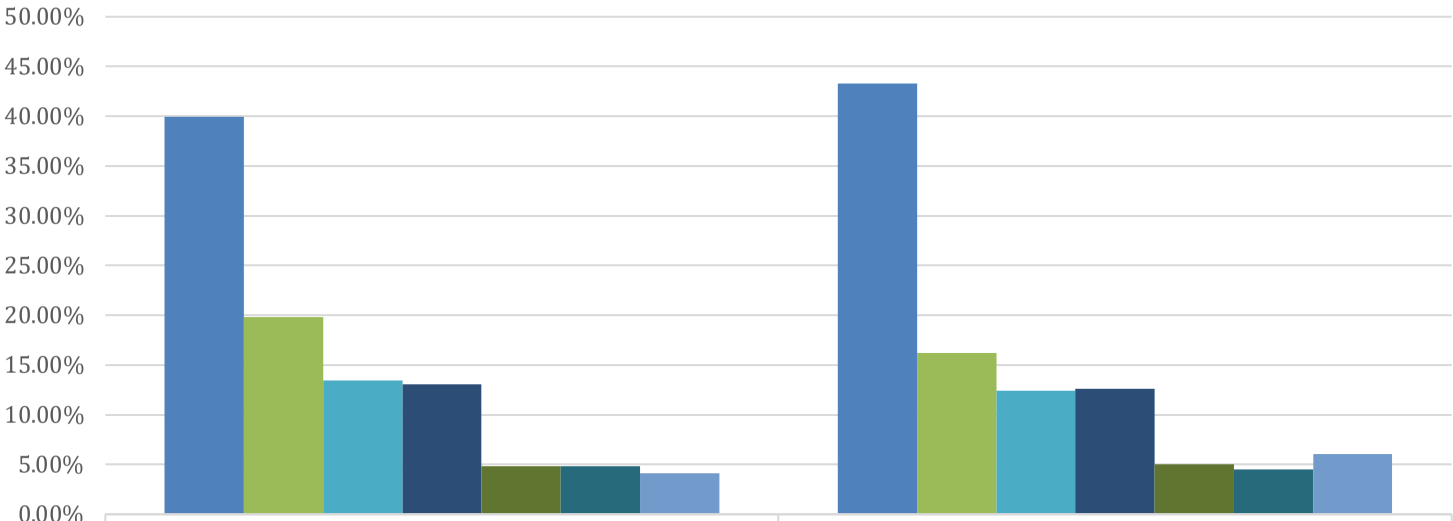
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	60.55%	58.32%
Agree	16.12%	15.61%
Somewhat agree	8.40%	8.23%
Neither agree nor disagree	7.55%	7.89%
Somewhat disagree	1.54%	2.40%
Disagree	2.40%	2.40%
Strongly disagree	3.43%	4.97%

Image: Protected Intersection on Major Street



Q19: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=582)

There were 582 responses to this question making the completion rate 87.52%. Highlighted below is the top response for each statement.



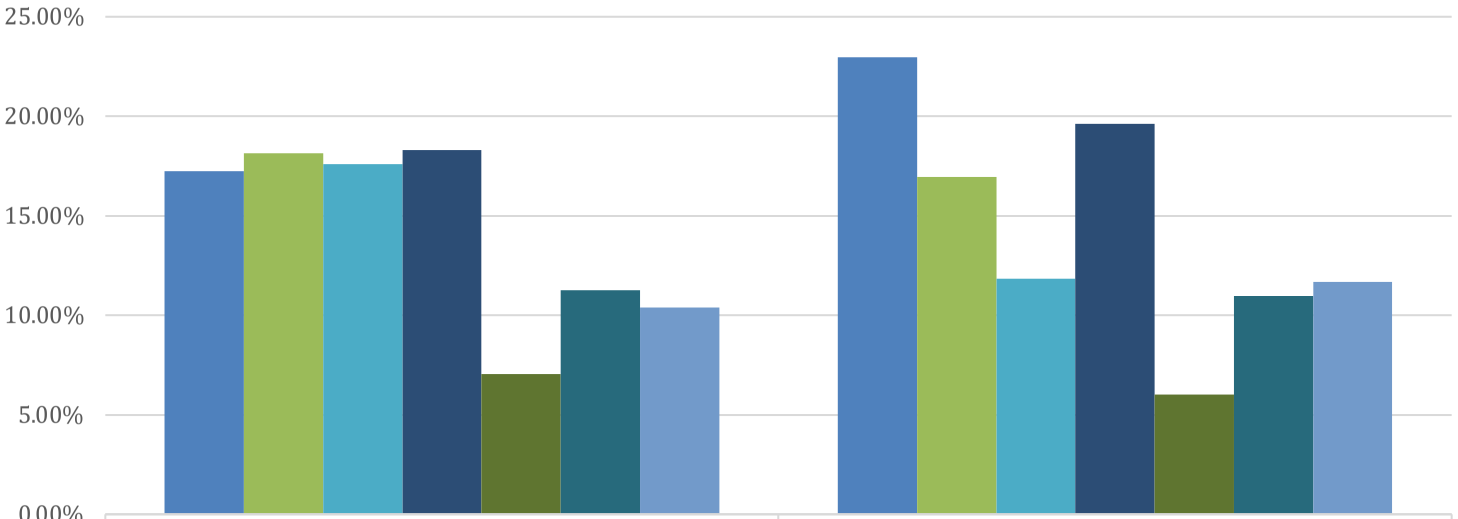
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	39.93%	43.28%
Agree	19.79%	16.21%
Somewhat agree	13.43%	12.41%
Neither agree nor disagree	13.08%	12.59%
Somewhat disagree	4.82%	5.00%
Disagree	4.82%	4.48%
Strongly disagree	4.13%	6.03%

Image: Local street with sharrows and traffic calming (Bike Boulevard)



Q20: For the following questions, please indicate how strongly you agree or disagree with the following statements. (N=568)

There were 568 responses to this question making the completion rate 85.41%. Highlighted below is the top response for each statement.



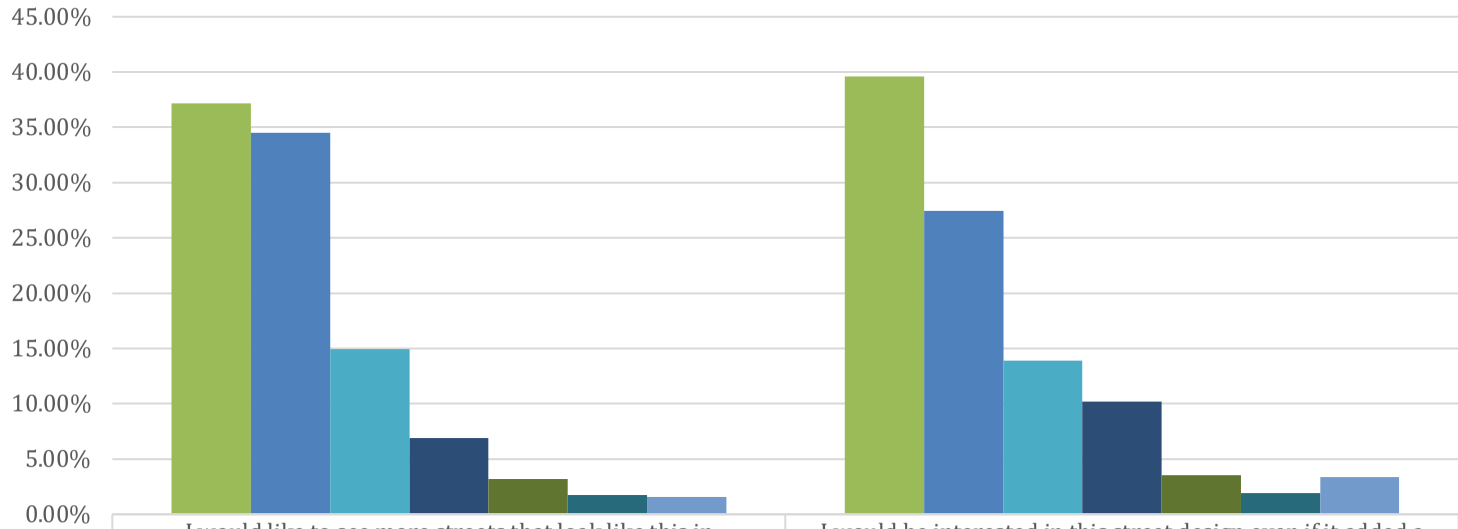
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	17.25%	22.97%
Agree	18.13%	16.96%
Somewhat agree	17.61%	11.84%
Neither agree nor disagree	18.31%	19.61%
Somewhat disagree	7.04%	6.01%
Disagree	11.27%	10.95%
Strongly disagree	10.39%	11.66%

Image: Major street and sidewalk without separation from the roadway (not detached)



Q21: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=568)

There were 568 responses to this question making the completion rate 85.41%. Highlighted below is the top response for each statement.



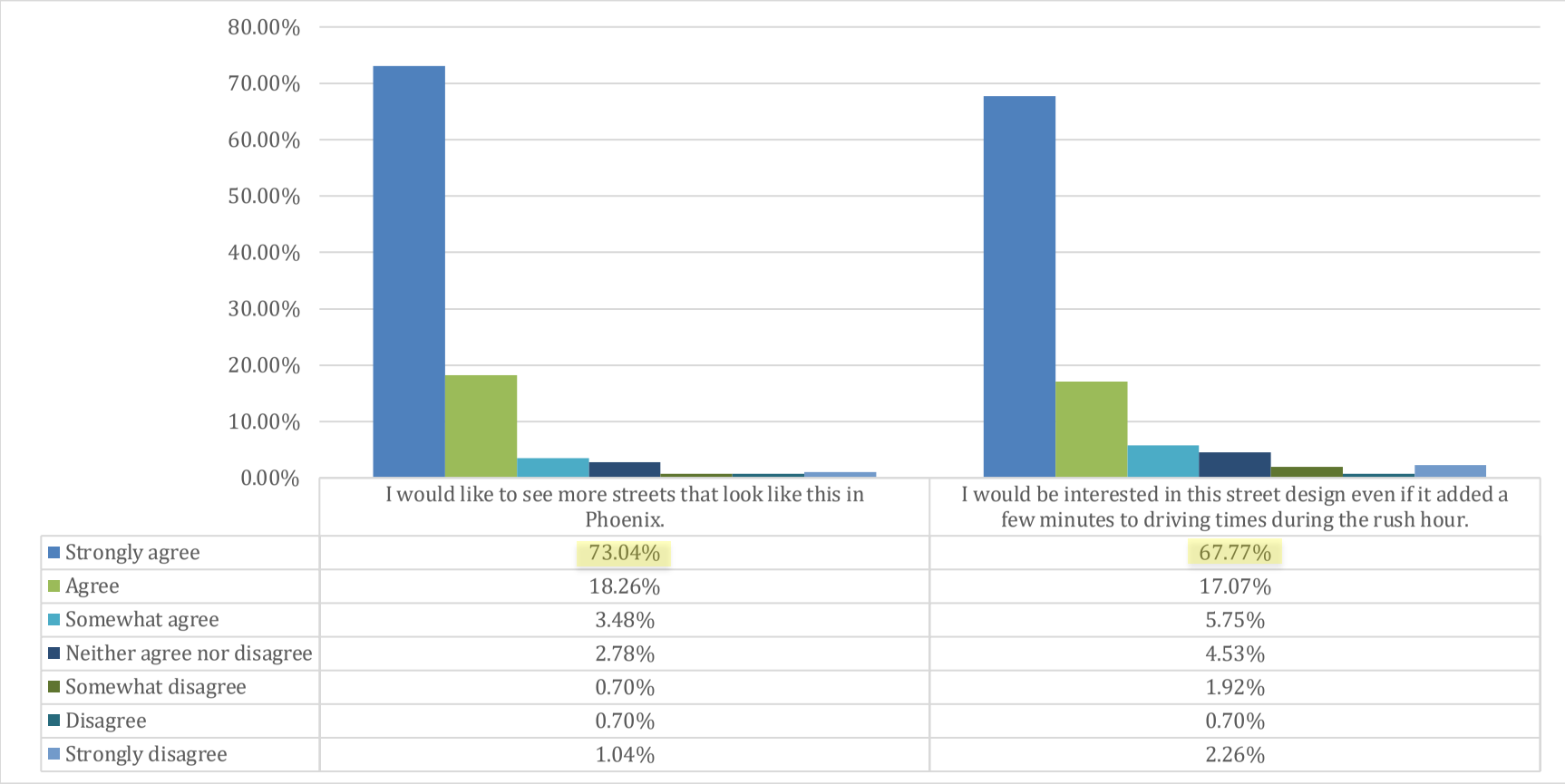
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	37.15%	39.61%
Agree	34.51%	27.46%
Somewhat agree	14.96%	13.91%
Neither agree nor disagree	6.87%	10.21%
Somewhat disagree	3.17%	3.52%
Disagree	1.76%	1.94%
Strongly disagree	1.58%	3.35%

Image: Major street with detached sidewalk



Q22: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=570)

There were 570 responses to this question making the completion rate 85.71%. Highlighted below is the top response for each statement.



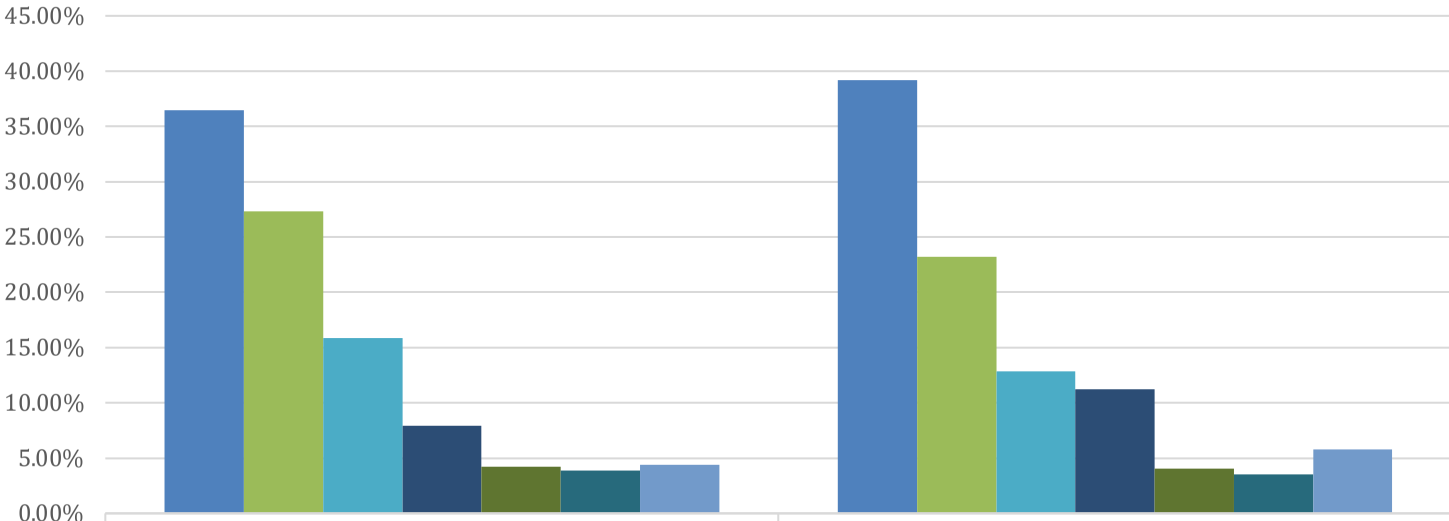
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	73.04%	67.77%
Agree	18.26%	17.07%
Somewhat agree	3.48%	5.75%
Neither agree nor disagree	2.78%	4.53%
Somewhat disagree	0.70%	1.92%
Disagree	0.70%	0.70%
Strongly disagree	1.04%	2.26%

Image: Street with detached sidewalk and shade



Q23: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=569)

There were 569 responses to this question making the completion rate 85.56%. Highlighted below is the top response for each statement.



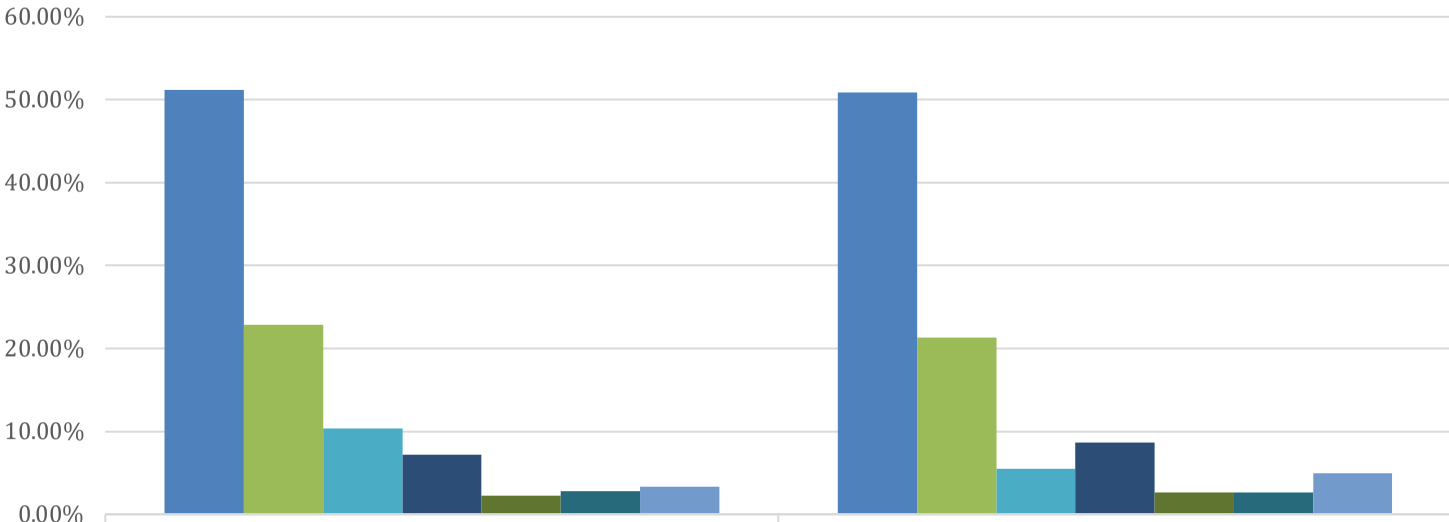
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	36.44%	39.19%
Agree	27.29%	23.20%
Somewhat agree	15.85%	12.83%
Neither agree nor disagree	7.92%	11.25%
Somewhat disagree	4.23%	4.04%
Disagree	3.87%	3.51%
Strongly disagree	4.40%	5.80%

Image: Mid-block crossing with flashing beacon and island



Q24: For the following question, please indicate how strongly you agree or disagree with the following statements. (N=570)

There were 570 responses to this question making the completion rate 85.71%. Highlighted below is the top response for each statement.



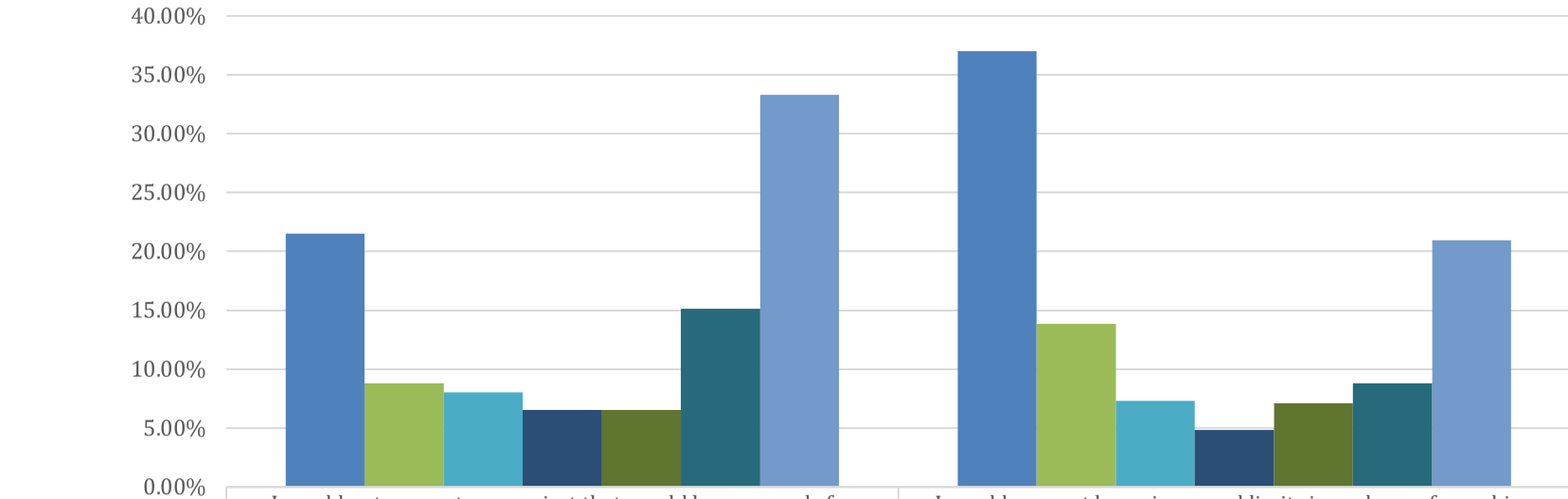
	I would like to see more streets that look like this in Phoenix.	I would be interested in this street design even if it added a few minutes to driving times during the rush hour.
Strongly agree	51.14%	50.88%
Agree	22.85%	21.30%
Somewhat agree	10.37%	5.46%
Neither agree nor disagree	7.21%	8.63%
Somewhat disagree	2.28%	2.64%
Disagree	2.81%	2.64%
Strongly disagree	3.34%	4.93%

Image: Mid-black crossing with HAWK signal



Q25: For the following question, please indicate how strongly you agree or disagree with each of the following statements. (N=536)

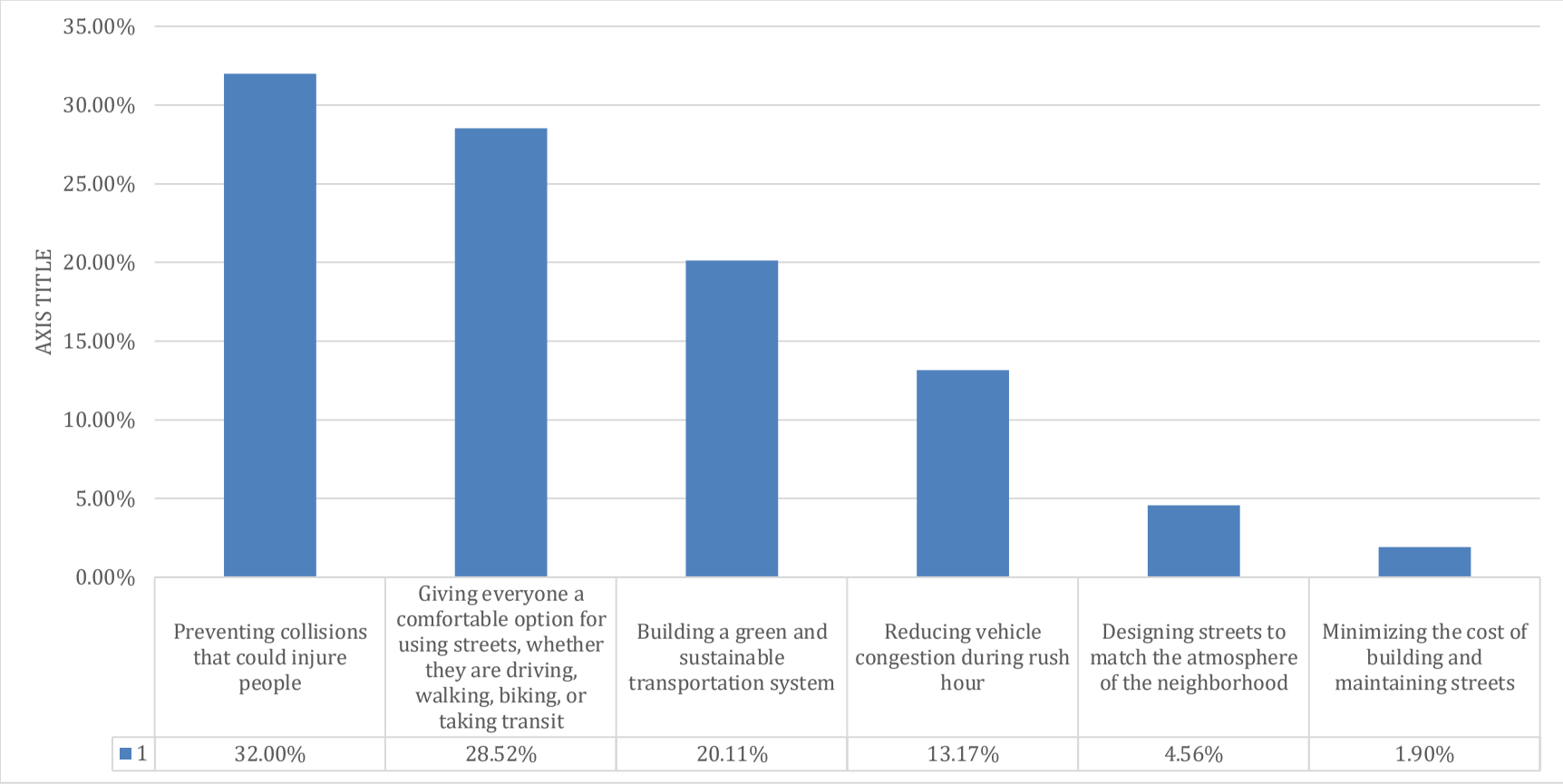
There were 536 responses to this question making the completion rate 80.60%. Highlighted below is the top response for each statement.



	I would not support any project that would lower speeds for driving or make driving trips longer.	I would support lowering speed limits in exchange for making streets more comfortable for walking and biking
Strongly agree	21.50%	37.01%
Agree	8.79%	13.83%
Somewhat agree	8.04%	7.29%
Neutral	6.54%	4.86%
Somewhat disagree	6.54%	7.10%
Disagree	15.14%	8.79%
Strongly disagree	33.27%	20.93%

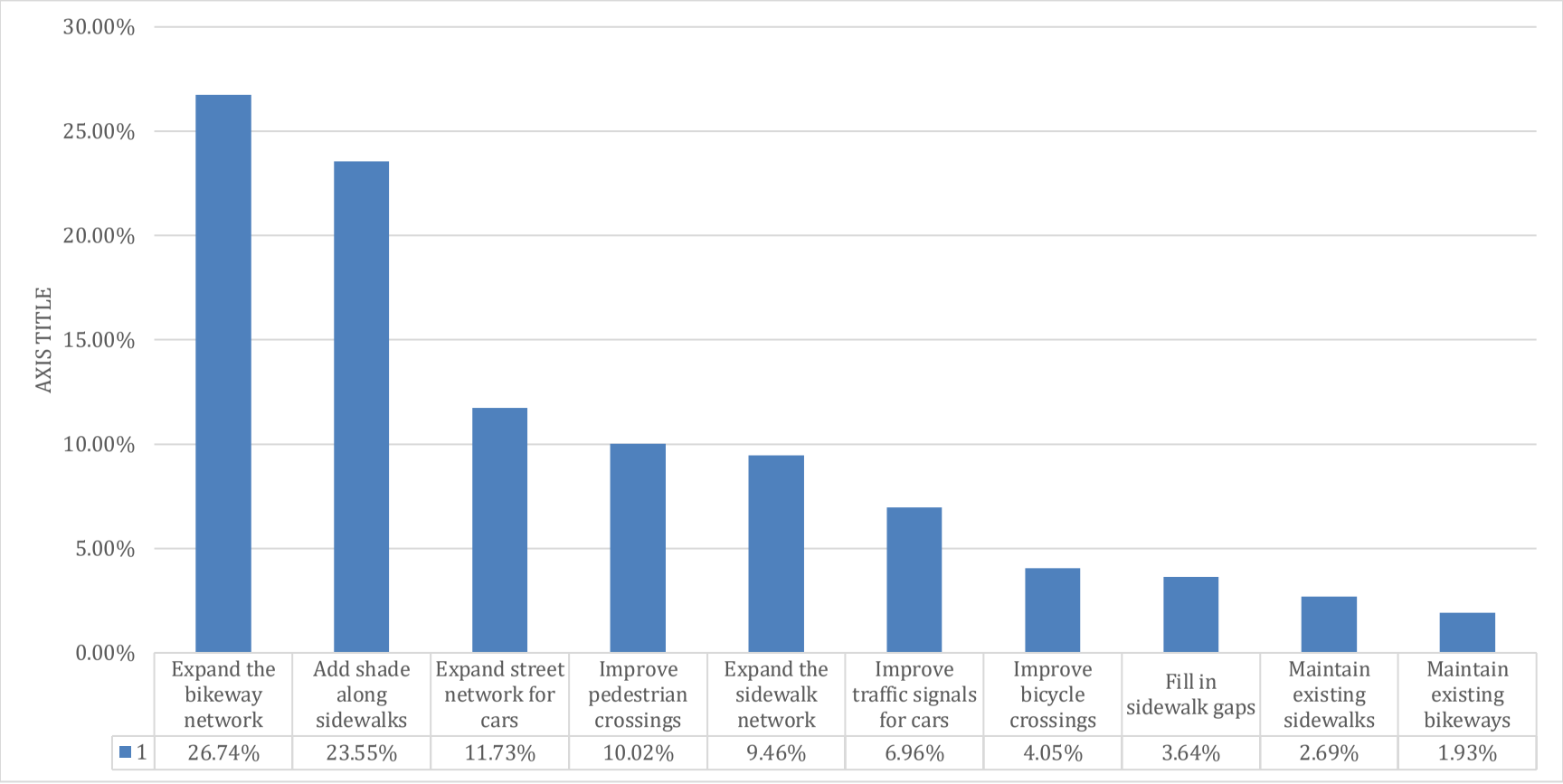
Q26: What are your broader priorities for transportation in Phoenix? Please rank the following choices: Please prioritize the broader transportation objectives listed below from highest (1) to lowest (6) priority: (N=528)

There were 528 responses to this question making the completion rate 79.40%. Highlighted below is the top response for each transportation objective.



Q27: The list before provides a number of different street-specific priorities. Please organize the list below from your highest (1) to lowest (10) priority. (N=522)

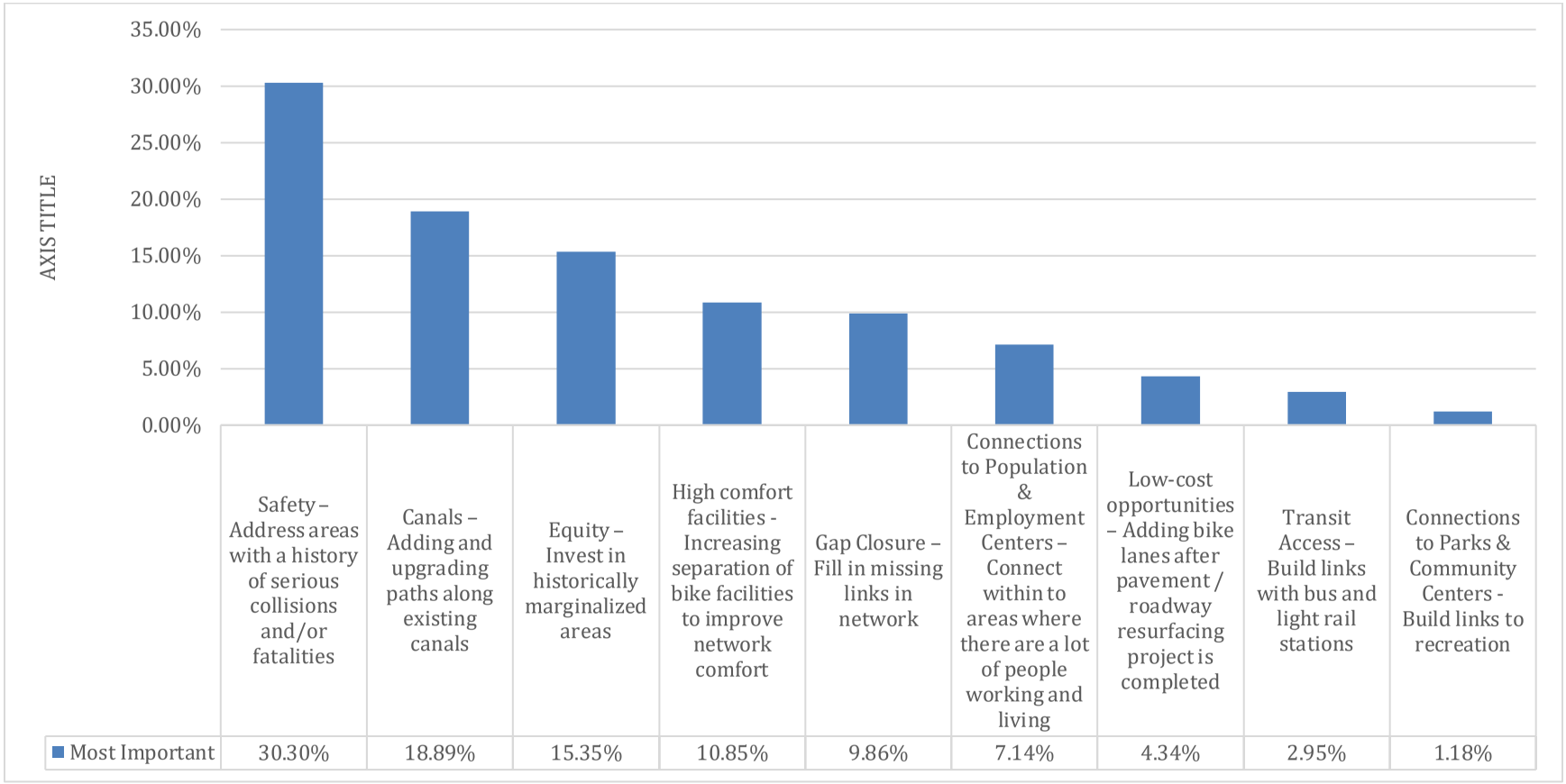
There were 522 responses to this question making the completion rate 78.50%. Highlighted below is the top response for each street-specific priority.



	Expand the bikeway network	Add shade along sidewalks	Expand street network for cars	Improve pedestrian crossings	Expand the sidewalk network	Improve traffic signals for cars	Improve bicycle crossings	Fill in sidewalk gaps	Maintain existing sidewalks	Maintain existing bikeways
1	26.74%	23.55%	11.73%	10.02%	9.46%	6.96%	4.05%	3.64%	2.69%	1.93%

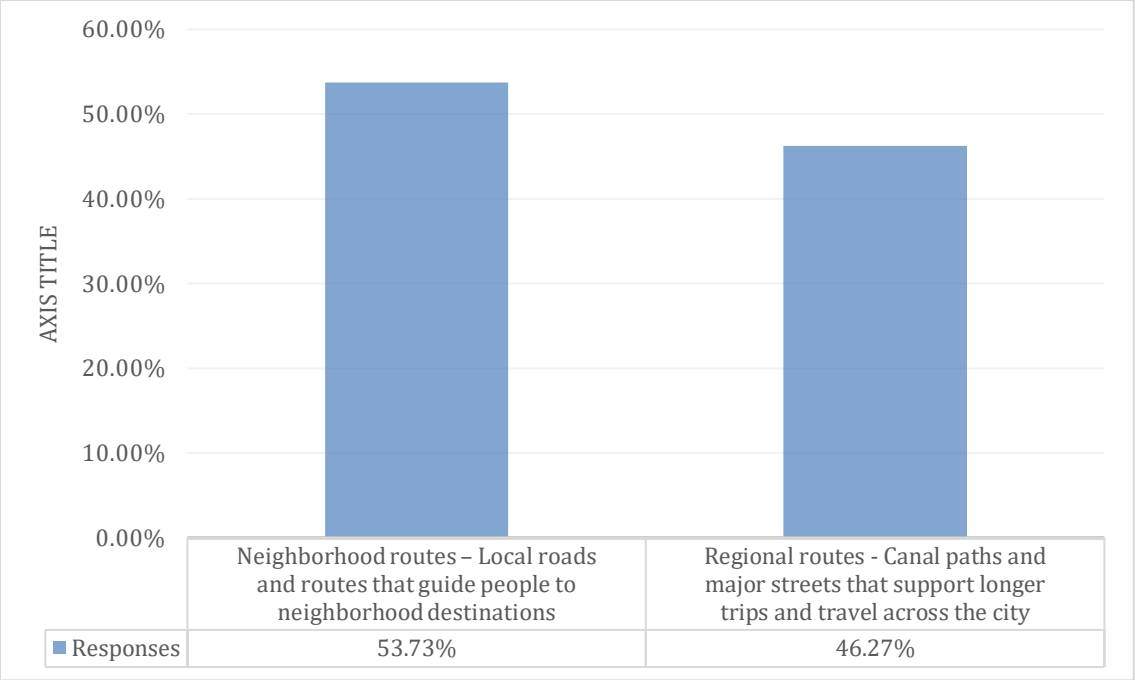
Q28: What types of improvements are most important for Phoenix's bicycle network? Please rank the following based on what you think is most important: (N=510)

There were 510 responses to this question making the completion rate 76.69%. Highlighted below is the top response for each type of improvement.



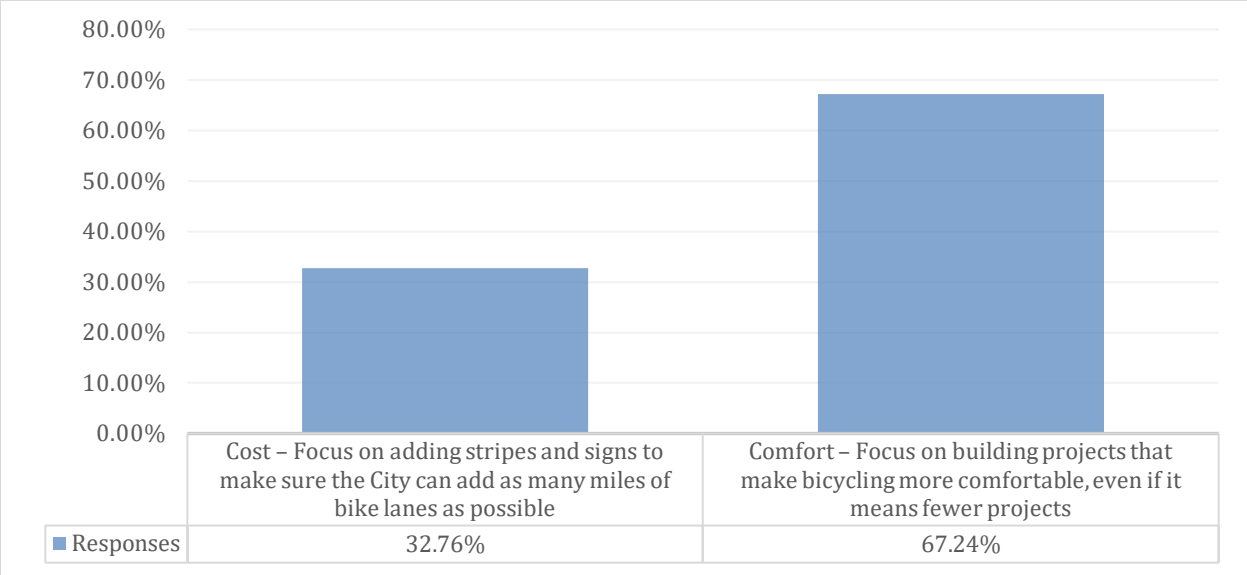
Q29: Which types of bicycle routes are most important? (N=523)

There were 523 responses to this question making the completion rate 78.65%. Most participants chose neighborhood routes as being most important.



Q30: When thinking about the continued development, buildout, and improvement of the city's bicycle and pedestrian network, which of the following do you think is more important? (N=522)

There were 522 responses to this question making the completion rate 78.50%. Most participants chose comfort as being most important.



Q31: Is there any additional information you'd like to share with us about your active transportation priorities for Phoenix? (N=143)

There were 143 responses to this question making the completion rate 21.50%. Based on the comments, the following themes were identified: Design, Development & Infrastructure, Climate, Homelessness, Public Transportation, Routes, Safety, and Survey Feedback. Below are the comments that align with each theme.

Design, Development & Infrastructure

- Phoenix and surrounding cities have way too many parking lots and drive through fast food
- The lack of biking infrastructure makes this a pretty bad place to live, honestly.
- Transportation policy should have as its goal reducing congestion and travel time. For vehicles. Not cars, and not pedestrians. This is about how we move people from point A to point B as efficiently as possible. You people are trying to make driving undesirable through bad transportation planning that increases congestion to force people into your Green New Deal pipe dream of forcing people out of their cars. It won't work. Prioritize real transportation policy that benefits 99% of the population by reducing congestion. Add lane miles, not bike lanes that remove vehicle lanes. Ridiculous polling, for ridiculous ideas.
- The focus should overwhelming be on figuring out how to make Phoenix a more bike-able and walkable city. Car traffic should not be the priority. Part of that is a roadway concern, but it is also a development concern, and the City should prioritize in-fill projects that bring housing and businesses to the heart of the city.
- More focus on active trans projects and less focus on auto centric projects.

- More density and mixed-use zoning to make walking and biking easier
- Infrastructure for physical and mental health and environmental benefits.
- More density everywhere makes it easier to afford and scale bicycle/pedestrian infrastructure
- Any amount of bicycle network additions are worthless if the construction zoning isn't conducive to walkable neighborhoods.
- Thanks for doing this survey. Phoenix could be an amazing bike city if we invest in the infrastructure. Please do as many bike and pedestrian projects as possible. We need to stop relying solely on cars, and we need to make our city more walkable and bikable to improve safety, tourism, satisfaction and equity.
- If we invest heavily up front in making non-car transportation viable, it will help with our car priorities as well by minimizing car-dependence and thus congestion, wear on roads, etc.
- We know bike infrastructure is way cheaper to construct and maintain that car infrastructure. Start being honest with the public please.
- Keep building bike lanes and shading sidewalks. We need road diets whenever possible.
- Design a course on respecting active transportation users required at any stage of getting a driving license.
- Cost for bicycle infrastructure wouldn't be an issue if sufficient funds were diverted from car infrastructure.
- You can't do any of this without addressing zoning and upzoning to mixed use multiple story buildings instead of the obsession with single family homes. Increase density and transit options and stop the sprawl. Separate vehicle traffic from every other mode of traffic to keep people safe.
- I live and bike in a 2 mi radius downtown. Continue to make micro-neighborhood hubs, like Roosevelt row, and switching from cars will be easier for the local people.
- Design streets for people. Cars are not people. People shouldn’t need to own a car to thrive in PHX - many people don’t have a vehicle and are disadvantaged by our street design
- The city needs to focus on building upwards and reducing the distance between places before address sidewalks or bicycle routes. A well built system of sidewalks and bike paths will be useless if everything is still far apart and impossible to get to in the summer.
- Bikes and pedestrians deserve infostructure as much as cars do, and should not be treated as less important.
- How about Phoenix Greenbelt Division completely separate from Phoenix Street Division!! People could bike commute 9 months a year if the canals were bike routes. Separate the multi-use trails from streets. Get creative with other rights-of-way. Involve parks department, flood control, power, and canal easements for multi-use trails throughout the city. Make trail connections from existing parks and shopping centers using GIS. Bike commutes and shopping would reduce road traffic considerably. Bikes and walkers don't want to smell like exhaust.
- I would prioritize comfort, but in reality I want coverage to be established & a bike network to be adequately linked, then from there focus on enhancing the areas. I would have put comfort, but am also concerned that it would be invested in major routes that

would serve only a certain population & leave out other disadvantaged areas. So transportation relies on having reliable connections first, then quality can come second. If better design could be implemented as roads & bikelanes are placed (such as shade) that would be the ideal. Both are so important.

- Are there not any win-win solutions where speed/time do not have to decrease for vehicles and where bikes/peds can have better travel conditions without much cost? Perhaps even widening the sidewalk and leveling the driveways so biking on the sidewalk is safer (e.g. Baseline Rd near Recker Rd in Gilbert). Can a protected bike lane be combined with a sidewalk and could cars be slowed down (e.g. square sidewalk connections and less rounding/sidewalk deviation) only when making turns into driveways or right turns where the slow down is splitting hairs (like tens of seconds rather than minutes)? A lot of these questions assume tradeoffs that matter, but are there tradeoffs that don't matter and where we are splitting hairs? Can we trend in investing in cars while also investing in bikes?
- 2. The last question for me isn't about cost v. comfort. It's a question of quantity v. quality. For a bike network to add real value to a population, it needs to connect across the region it serves — at a bare minimum. I chose my response because I think a functional, connected biking network that joins Phoenix with surrounding metro areas in all directions should be a first priority (quantity). When this groundwork is laid, more people will be able to effectively use the system to get where they need to go, making demand and support for future upgrades in quality possible. I want both! But quantity first3. The canals are interesting. I'd love to use them for transit but a lot of them are essentially just alleys. They are sparsely populated and unpatrolled. They don't feel particularly safe. Can we make room for appropriate development, maintenance and even attractions, food, or retail along the canalways in some areas? And make the areas that are more peaceful, like nature reserves or residential areas, more well lit and secure?
- Focus on making a state of the art bike network for recreation and exercise.
- When cars were first introduced, pedestrians always had the right of way. Somewhere along the line those switches places and it has become impossible to live in a lot of cities without a car. That is ridiculous.
- We need more transit oriented development and to stop the endless sprawl and urban heat island effect
- Investing in Public transportation/biking/walking will reduce traffic. Consider induced demand: if you build the infrastructure people will use it. This is why adding more lanes doesn't decrease rush hour traffic. The only traffic solution is to have less people on the road. This means getting rid of euclidean zoning and parking lot minimums.
- Everything phoenix does should have a focus on equity
- We shouldn't have to choose between cost and comfort when it comes to prioritizing peoples low cost access to living in a city. We should be able to get both. This is especially when the city continues to overfund a police department infested with crime, corruption, resignations.
- Convenience is key- if it's more convenient to ride a bike, car traffic will lessen as more people ride bikes.

- Implement "superblocks" (i.e. Barcelona, Spain model) where car traffic is restricted.
- Allow active transport through gated communities. Sometimes it takes much, much longer to go somewhere because of the barriers.
- People primarily ride bikes for recreation so I think emphasizing and investing in the canals and connecting trails is key. Traffic can be awful here so I don’t think reducing driving lanes for cyclists makes sense when peoples commutes are already pretty bad.
- We dont have the funds to make these improvements. Dont print any more money. Our current government has killed the US dollar
- Incentivize and educate people to use bikeways and ensure that commuters in historically marginalized areas have access to bicycles
- Street diets everywhere
- Id like to see more accessibility and incentives for Phoenix area residents to use alternative methods of transport than cars
- Traffic lights that monitor traffic flow. Mid city traffic lights don't manage traffic and congestion, they're so badly managed they actually create traffic and congestion. Indian School from 16th Street to 33rd avenue is one of the worst stretches of road for that in the country, especially between 12th St and 15th Ave. It's truly the worst thing I've ever seen day on y and day out year over year.
- Hawks are only effective if cars stop for them--and they don't. Bike lanes only function as bike lanes if cars are not parked in them--and they are parked in them.
- Traffic signal needed at 43 rd avenue and Dobbins ASAP!!
- Please put speed cameras at major intersections (ex. McDowell and 7th St). Drivers in this city are completely irresponsible wrt red lights and speed limits. It's one of the worst aspects of Phoenix.
- Put sharrows on Desert Foothills Parkway, please. Tons of people ride there and the locals speed and ride in the right lane.
- I'm all for adding bike access to marginalized communities if we have evidence that it will improve equity. Sharrows are useless. Please do not imitate so many other worthless bike projects by using the sharrow option. Car drivers are always texting and they don't see the sharrows. Car drivers don't think bicycles belong in the street. It doesn't matter if they're wrong if they keep hitting pedestrians and cyclists. I have a ton of hope for how forward-thinking the bike plan is in Phoenix.
- 27th ave and baseline, has a school on the SE corner and cars speed by during school hours due to lack of speed sign, baseline near that area is missing sidewalk so kids walk on dirt paths
- Badly need hawk signal at Tatum and Berneil - popular route for bikers but crossing Tatum is dangerous. No easy way to get to a light.
- There seems to be a new problem at "HAWK" crossing locations where drivers proceed through the flashing red without stopping or yielding. This could be due to misunderstanding on recently-added signs. The city should perform a formal study of this behavior and share the results.

Climate

- Increasing shade throughout the city to help combat the intolerable heat would make biking and walking much more accessible for all communities. When it's nice out, you see Phoenicians out walking everywhere. Heat and lack of shade are the biggest barriers. Then the roads and everything else follow
- Adding bike lanes is nice, but again, won't fix the urban hellscape of terrible city planning that is Phoenix. No one wants to bike or walk miles through 115 degree heat, even in the shade, even on nice paths. The only way to fix this problem is building a dense city, not an endless sea of single family homes.
- Phoenix would be less hot with less asphalt streets and more alternative transportation options
- Too hot for long distance
- Phoenix is never going to be a bike commuter town a la Seattle or San Francisco. It's not dense enough and it's too hot in the summer.
- We live in the desert, we can't afford to ignore climate change. If more people could comfortably walk or bike it would be better for all of us.
- Increasing shade cover across sidewalks and bike lanes will lead to more biking and demand for lanes creating positive feedback loop
- If doing protected bike lanes please don't just add more asphalt and curbing and call it a day. This is an opportunity to provide shade, even if it's on the sidewalk side of the protected lane.
- Consider alternatives to asphalt for streets. There are cooler, and over the long term, cheaper alternatives.
- 1. Shade! There's no way this city can support walking or bicycling without it. I'd like to see the percentage of sidewalks without shade in Phoenix today, and in 5-10 years to see it at 100% over sidewalks and bikeways across the full transit network.

Homelessness

- Reduce roadside areas for homeless to camp. Increase traffic handling capabilities.
- None of this matters if we still have wave after wave of homeless people sleeping in underpasses, and places where I want to ride my bike or walk.
- On existing bike paths, clear out the homeless from under passes; not at all safe.
- I don't use canal paths anymore because the underpasses are trashed - used by homeless. I have compassion for homeless and would like more services for them, but this is a problem that needs to be addressed to improve biking in Phoenix.

Public Transportation

- I want fully separated bike lanes, better sidewalks for pedestrians, and easier access to transit, specifically the light rail. The light rail expansion will help but it has very little use right now.
- Given the heat biking and walking are often hostile, so supporting networks of bike lanes and sidewalks that lead to other public transit makes more sense to me. And thus public transit needs support of bikes etc.

- I wish the light rail went more places especially the west valley. Also I wish it weren't a part of the traffic like above or below.
- I would love to see the various cities in the valley continue working together to make it less car centric! The light rail is a great start but it needs to be supported by other efficient options to facilitate inter-city travel
- I think any transportation plan has to address the abysmal bus and light rail service.
- Expanding the light rail, improving sidewalks & pedestrian crossings
- Prioritize railways
- I would love to see a high speed rail system like other metros have- something that can keep cars and people off the streets to make our beautiful city greener and safer. We have very minimal weather to prevent a rail system, our layout is already a grid, and there are few land features to prevent rail access/construction.
- Bus bays for all stops are needed. When busses are not able to pull out of the lane of moving traffic, it's a problem
- There should be a renewed emphasis on street car expansion
- More crossing on major streets, more bike racks

Routes

- Enforce crosswalk etiquette/rules rather than force hawk lights onto traffic.
- Creating more miles of bike paths would bring out more people on bikes.
- In general I think most streets in Phoenix could be narrowed to make room for additional bike paths (and potentially tax-generating parcels).
- More bike lanes. Wider shoulders.
- Buffered and wider bike lanes would make bicycling with the high volume of car traffic in the Phoenix metropolitan area much more comfortable for both the motorist and cyclist.
- Protections are needed for the bike lanes whether those are truly costly or not.
- painted bike lanes in the gutters are not bike lanes and should not be counted. Especially on Major and Collector roads.
- We desperately need more, longer, and more comfortable bike lanes - especially lanes that have a curb or other physical barrier. We especially need longer routes that connect businesses and parks. For example, we need a long, buffered bike lane from Steele Indian School Park to downtown, and from the Grand Canal to Downtown.
- Protect existing bike lanes with low cost options like flexible bollards (i.e crashing a car into them won't cause a major accident, but they should prevent parking in or passing using bike lanes)
- Painted lanes unfortunately don't work. Slow cars down and provide protected lanes throughout the city. Maybe focus on central Phoenix to start. We bear the brunt of heavy traffic in the region during week days when many of us would like active transit and a small portion of our streets back
- Both neighborhood and regional routes are important. I think something as simple as painting in the bike lane to be a solid color (ie green) would even help tremendously in defining that is a bike specific space and path

- There is no clear bike route from southwest Phoenix to downtown. The salt river used to suffice, but it's been closed. We need more access to southwest Phoenix via bicycle to downtown.
- Some bike lane options, such as those with physical separation between bike and traffic lanes, do not allow for regular sweeping.
- 56th St and Indian School has AZ Falls what a cool spot but yet in either direction theres no pavement on the canal? Why???? So many people travel there, seems dumb this has been overlooked for so long.
- I love using the bike route between glendale and mcdowell along the az51
- The canal system is great and I think that's in a good spot now to where the focus can shift to other regional connections or figuring out where those gaps are.

Safety – Cars, Speeding & Traffic

- Reduce space for cars, make drivers go slower and pay attention. Neighborhood routes would feel safer but they still need to connect to destinations along major streets..
- Safety should be the highest priority and that will require taking space away from cars and slowing them down to make room for pedestrians, bikes and such. Our transportation network needs to focus on moving people, not just cars.
- Making the sidewalks and bikepaths safer for pedestrians is so necessary. It makes me nervous walking on a narrow sidewalk right against the street, when drivers regularly go 10-15 miles over the speed limit. When riding a bike, drivers often straddle the street and the bike lane and do not check for bikers when turning at an intersection. I fully support separations between sidewalks and streets, and protected bike paths and bike intersections. Traffic calming measures would do a lot as well, even if it’s just narrowing the street lanes so drivers slow down and drive with more caution.
- Please, please do something to improve this! I hate being in the car, it’s terrifying, especially because everyone drives super fast and super recklessly! I want to be able to safely bike to the store and to the light rail without sharing a street with cars; I’ve seen too many cyclists and pedestrians get run down to feel safe, but I hate being in the car. so I usually just don’t go anywhere. If I could safely leave my house and go somewhere by walking or biking or taking transit, the city would be better off because I’d be more willing to spend money at local businesses and I’d be connected to the community and not want to leave here; as it stands, I’m counting down the end of my lease so I can move somewhere cars are unnecessary, like NYC or somewhere in Europe, and I’ll be taking my software engineering salary and spending with me. It hurts, though; this is home, I want to stay, but all the traffic and cars are making it impossible for me. :(
- Safety from cars is the biggest issue for bikers and walkers in our city. A huge overhaul needs to occur to make Phoenix a biker/walker friendly city and to encourage people to use alternate modes of transportation other than a car.
- My weekly ride is 50% safe with great paths and 50% hair raising white knuckle in an area that is mostly people in big trucks who could care less about me. It sucks.
- Speeding and safety and NOISE

- Walking and biking along an Arterial is scary. Street trees and on-street parking that buffer bikes and sidewalks are preferred. The trees and cars protect the pedestrians from the cars. Its actually safer to bike and walk when traffic is congestted and moving slowly.
- The biggest problem is the lawlessness of some of the driving population. Too fast, too crazy. We need red light cameras back to tamp down on that.
- Please make sure that all bike lanes are as seperated from this high speed traffic! nobody wants to ride next to 2 ton cars going 55mph, it poses a serious saftey concern
- Stop high speed cut through traffic near I-17. Cars exit freeway and cut through neighborhood streets to avoid major intersections and put others at risk. Look at Simpson neighborhood as an example.
- Personally Owned Vehicle operators cannot be trusted whatsoever. They drive fast, reckless, and without regard for their surroundings and people. I've only survived this far by pretending no one can ever see me. People do not pay attention and speeds are too fast.
- Love to bicycle and I've had several close calls with vehicles. My spouse no longer bicycles with me after an SUV ran a red light and missed her by inches. City of Phoenix & Streets department has valued cars over our lives for years, we hope that changes.

<u>Safety – Infrastructure & Road Conditions</u>

- For bicyclists feeling safe is the key. It seems that with the new infrastructure bill, we ought to be able to build more comfortable and safe biking projects. Safe intersection crossings need to be improved on streets with stripes and signs.
- I selected comfort because I think we need high-quality infrastructure to make biking and walking more accessible, but ideally there would be a balance of cost and comfort. More bikers means it's safer for everyone out there biking so the biggest goal should be to break down the barriers to cycling and that means infrastructure that brings more visibility to cycling, helps people feel safe, and signals to drivers that they don't own the road.
- I live near 27th Ave and northern. I want investment in my area. Why can't my neighborhood walkways and bike ways look like downtown? Underserved, lower income communities need these things more than other communities because they often don't have other choice s. Stop trying to appeal to wealthy people to be green and start making working people feel safe on their commute.
- Add as many miles of protected bike lanes as possible and improve safety at street crossings.
- You've made some good progress in the last 30 years, but, the bike network is a shambles that often goes nowhere, signals regularly ignore bikes, and drivers are often very unsafe sharing space with bikes.
- Bike lanes are worthless if they are not protected from out-of-control Phoenix drivers
- A dangerous bike lane is worse than no bike lane. See w Maryland westbound by central!
- My biggest concern is bike and walk crosswalks at intersections. We need more emphasis on traffic light control, biker and pedestrian safety at our intersections. (especially 56th street and Indian School).

- Allow bikes and scooters on sidewalks. Would be much safer.
- I do not consider non-protected bike lanes to be functional infrastructure, more of a "surprise me, theres no rush" method of suicide waiting for the right texting driv
- Maybe making the crossing of major street light more accessible for those who are blind such as traffic light sound when safe to go
- I feel quite strongly that quality of infrastructure should take precedence over quantity. The safer and more comfortable people feel, the more they'll bike, walk and use transit, and the less they'll confine themselves to the relative safety of a private vehicle, which contributes to congestion, road maintenance and climate change.
- Our city's grid layout is hazardous if we "just add lane lines and try adding as many as possible". We need to separate the street from the bike lane so both can be safe
- Put bike lanes where people will use them (i.e., connect important locations) and make them safe so people actually will use them. A focused approach will yield more benefit than adding as many miles of bike lanes as possible
- Suicide lanes are too confusing to new drivers in the area
- Paint is not infrastructure, separate cars and bikes/peds and make the streets safer for all. It costs less to create and maintain infrastructure for humans than it does for vehicles and it should be prioritized. I hope to see a greener, safer Phoenix for all of us who choose to not pollute and drive vehicles the size of tanks. Less stuff for cars and more stuff for humans please
- Safety is number one issue. Bike lanes need to be separated from the road or else it is not completely safe
- Very small % of residents use biks - why spend the $$$ for these few people - we need more $$$ for full community safety not just a very small % of population. More $$$ for police to provide safety for walkers & Bikers
- As a bike commuter, painted bike lanes are terrifying: cars pass too close at too high of a speed and there are conflicts with people making turns. The Dutch have already figured out how to build safe bike infrastructure. Look at CROW. I want to live in a place that is built at the human scale not for cars. Our urban planning prioritizes cars which is bullshit. Public space like streets cannot only be available for people who can afford to spend money on cars. Also, the design of streets causes people to speed, decrease the width of lanes and the road as well as blocking sight lines are great ways to reduce speeds. Changing speed limit signs is not enough. If pedestrians/bicyclists are dying bc of dangerous intersections or cars driving too fast, it is the engineers fault.
- It would be helpful if more decision makers (Traffic Engineers and City Council Officials) were to try walking down a busy arterial street (I suggest 7th Avenue) or bicycling down a unseparated bike facility (I suggest Central). If this happened, none would say they felt safe and hopefully some would change the way they design these public spaces. These are public spaces and should be treated as such, not freeways. I stated that I would like to see more bike boulevards in Phoenix but not as a substitute for actual bike facilities. Local streets should be narrow and tree lined to reduce vehicle speeds. HAWK and RRFB crossing islands are better than nothing but do not solve the problem. The problem is that our streets are hostile to people outside of vehicles.

- The bike and pedestrian networks are only as strong as their weakest links. The path could be fine, but it becomes super dangerous at street crossings--this will also prevent new people from biking and walking.
- The southwest portion of Phoenix not only lacks in bicycle infrastructure, we face the real dilemma of large distribution trucks that sometimes outnumber cars. This makes for a very dangerous situations sometimes when biking on major streets.
- I would cycle more but getting from North Phoenix and around North and Shadow Mountain is impossible. No way would go on 7th Street. The Mountain pass is a incredibly dangerous. Once you get to Sunnyslope it is always dangerous with traffic and homeless to get downtown.
- New bike lanes are near useless unless they are 100% physically separated and protected. Far more phoenicians would start utilizing them and give the city more momentuum to continue building out a truly protected system. Cars go wayy too fast in phoenix downtown.
- I skate. Some sidewalks are just plain dangerous! Cobblestones are deadly and cracks that run lengthwise along the sidewalk or path can break bones and make you blead. Like the path next to the zoo. You spent a lot of money to make it pretty, but you made it very dangerous to skate on. We call it the death path! And stop making paths serpentine through the landscape. If you are trying to get somewhere yo want to go straight.
- At the end of the day, a bike lane is pointless and can not be used if it is on a bumpy, glass and trash covered lane/road. We need a team that maintains this.
- The city does a poor job of maintaining existing bicycle facilities, especially physically-separated ones. Nearly all separated facilities have a lot of loose sand/gravel, glass, thorns, and other hazards. Adding more separated facilities will likely make the situation worse.
- Bicycle punctures (flat tires) are a concern and road debris always accumlates near the curb.

Safety – Laws

- I would like to see stiffer penalties for harming pedestrians and cyclists (even if it was an "accident") as well as more public education awareness on laws for motorists. Today, you can basically murder someone on a bicycle on purpose and get away with a small fine.

Safety – People

- I wish I felt safe walking along the streets in my neighborhood, but there is a lot of violence on the streets. Beggars harassing pedestrians is also concerning, as is the homeless population that sleeps on the sidewalks. I would walk all the time if the crime rate wasn't so concerning. (85015)
- My feeling of safety is not only determined by those driving on the road but by those I encounter on my walking trip that create fear with unpredictable behavior.

Safety - Other

- More so we want to protect the lives of those not choosing to get within a car. Why are peoples lives in cars being valued more than those outside of them?
- I am concerned that some of the questions in this survey present driver convenience as something to be traded off against safety. This is inconsistent with vision zero. You should be focussing on maximizing safety and reducing conflicts.
- Do you ask motorists if safety is a priority? I suspect not. Also, why does every option ask whether we are willing to slow commutes? Many of these should not impact motorist total drive times. The 2014 Bicycle Plan has over 100 pages of ideas for which you already paid a consultant. The city is clearly dangerous for pedestrians and bicyclists. Common sense indicates this. You can have a city with safe places for bicyclists, pedestrians and cars.
- When riding a bike in Phoenix is line riding on the road with a big target on your back. If the cars don't hit you, then your a target for the homeless. Phoenix is not safe for biking or walking. Fix that
- I wish there was a middle ground between cost and comfort. But the reality is that paint doesn't save lives, it just provides a false sense of security.
- Implementar la seguridad para los que usan la bicicleta ayudará a la reducción de jumó en la ciudad y también gente más saludable.

  Translation: Implementing safety for those who use a bicycle will help reduce pollution in the city and also make people healthier.

Survey Feedback

- There's too much industry language in this survey. Last ranking question-- what is a comfort facility? What is meant by 'gap closure'? Missing links in what network? What does "Connect within to areas.." mean? It doesn't indicate 1=? and 9=?. Lastly, on the last question. Comfort doesn't have to be more costly.
- You changed the lowest and highest above, that was a trick to get more pluses for bikes. Most important is to train cyclists and make them get insurance. As it is only the driver spends for insurance, and cyclist pays nothing for the collisions he causes. It is not fair.
- We need more (any is an improvement) enforcement of speed limits and stop sign violations by motorists.
- Ranking questions too long.
- Thanks for doing the survey and the chance to give input.

Additional Comments

- Look to city of Minneapolis bike highway system!
- Please watch NotJustBikes and read up on Strongtowns for inspiration. https://www.youtube.com/c/notjustbikes and https://www.strongtowns.org/
- This city is great for bike commuting. Even in summer, the mornings are good for cycling. The improvements to the canals have been outstanding. The light rail pairs well with

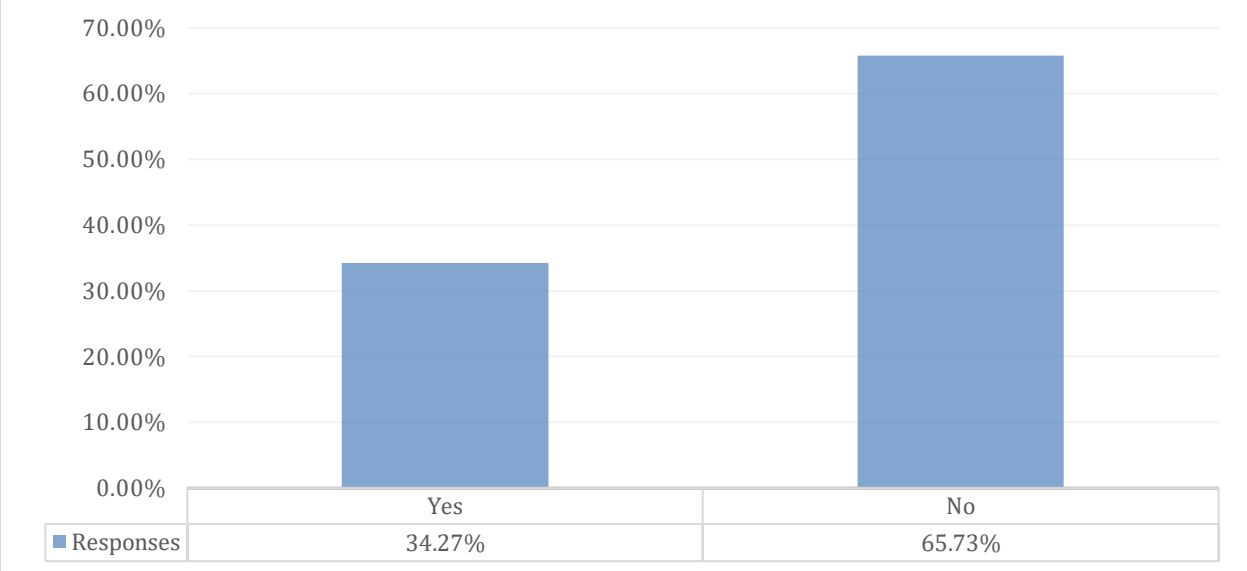
cycling if you are close to it. Thank you for making the city more friendly to non-car transit. Keep going!

- none
- While I no longer ride a bike, I have many friends and relatives who do. My answers are based upon their needs as expressed to me.
- The less attractive driving is as a transportation mode (relatively speaking), the better our city will be
- Go bikes!
- Either make obtaining a driver's license more in depth and harder or start punishing people for bad illegal habits.
- It's great as is.
- Las personas tomando decisiones con respecto al diseno de las calles deberian como minimo caminar y usar el transporte publico. La gente que toma estas decisiones solo piensa en la movilidad vehicular.

  Translation: People making decisions regarding street design should at minimum walk and use public transportation. They people who make these decisions only think about vehicular mobility.

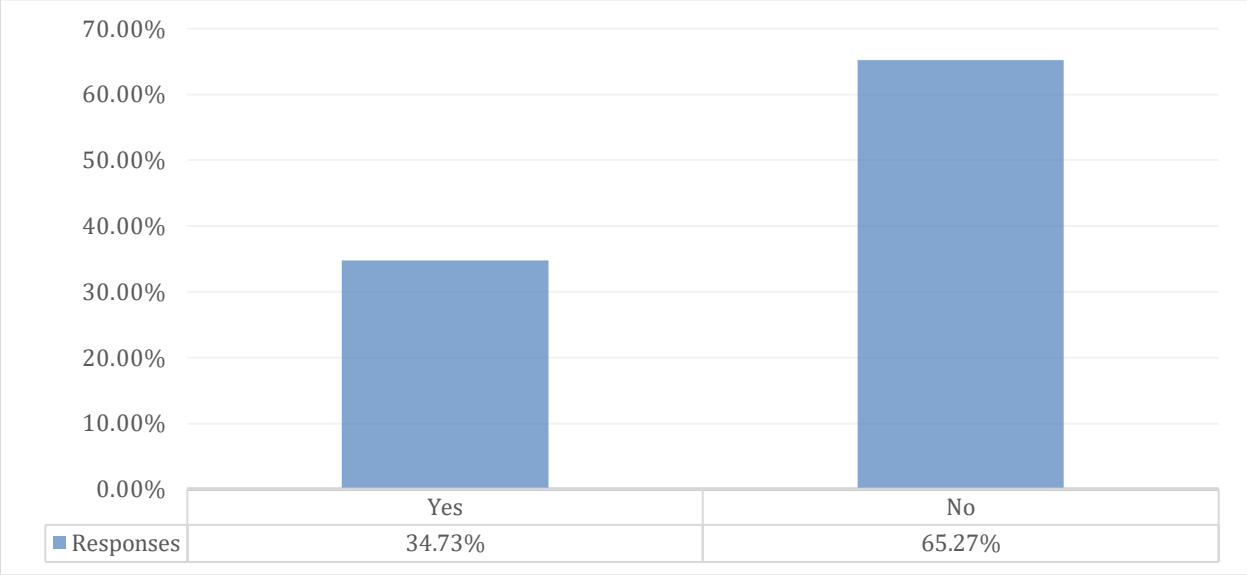
Q32: Do you know how to report street maintenance issues to the City of Phoenix? (N=531)

There were 531 responses to this question making the completion rate 79.85%. Most participants reported they do not know how to report street maintenance issues to the City of Phoenix.



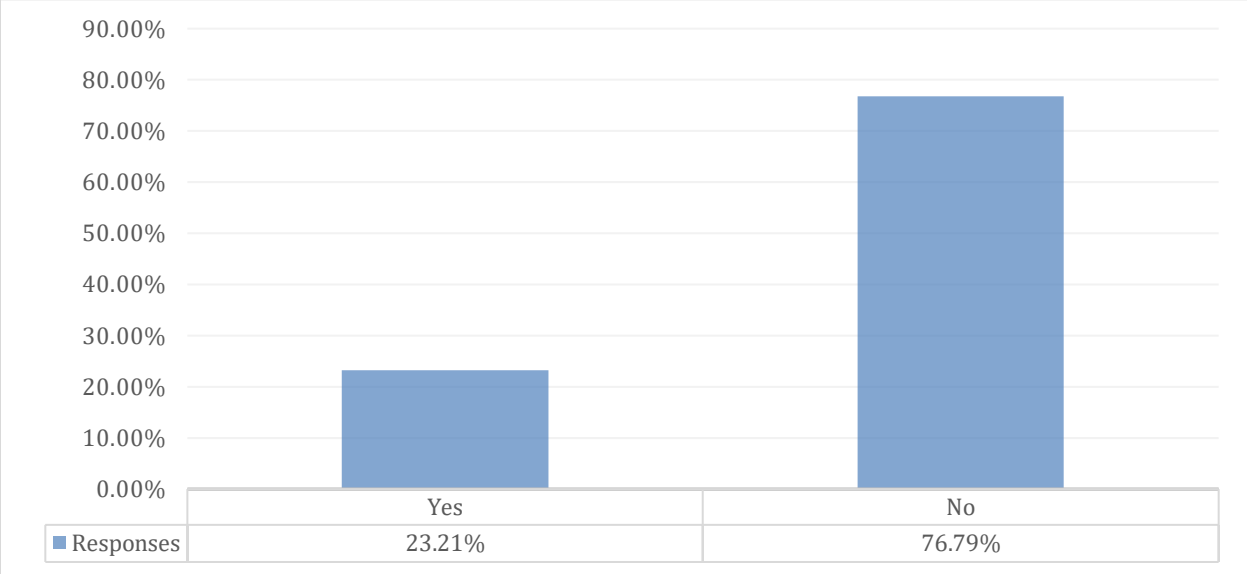
Q33: When there is a bicycle or pedestrian street project in my neighborhood, are you able to find information about the project and provide input? (N=524)

There were 524 responses to this question making the completion rate 78.80%. Most participants reported they do not know how to find more information about the project and provide input.



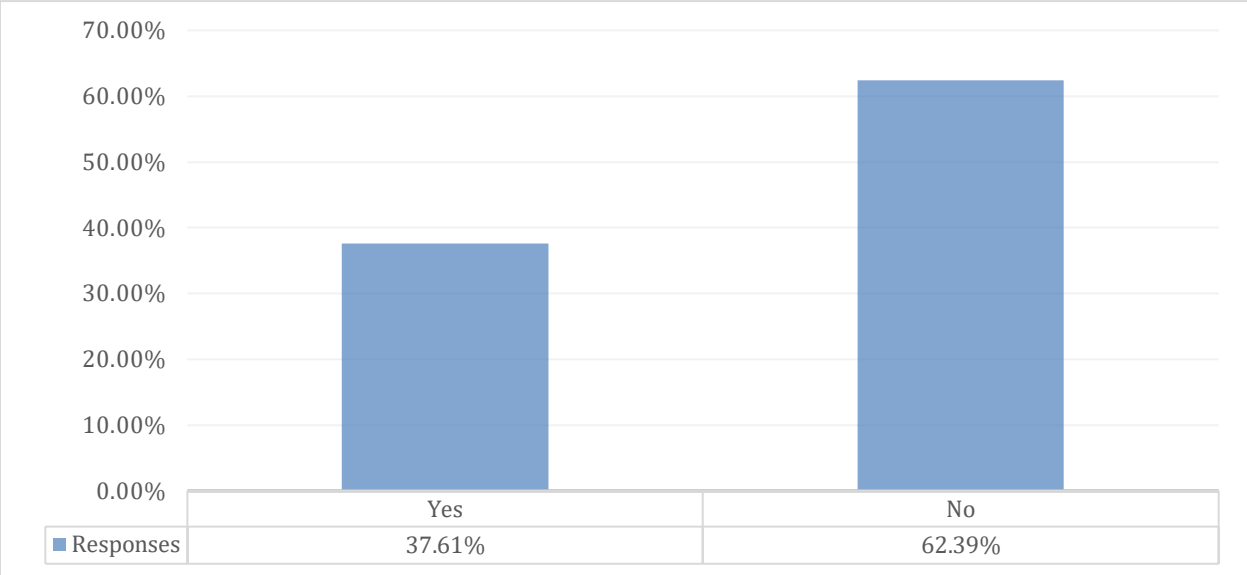
Q34: Have you ever reported a street issue to the City of Phoenix? (N=530)

There were 530 responses to this question making the completion rate 79.70%. Most participants reported they have never reported a street issue to the City of Phoenix.



Q35: If yes, were you satisfied with the outcome? (N=226)

There were 226 responses to this question making the completion rate 33.98%. Most participants reported they were not satisfied when they reported an issue to the City of Phoenix.



Q36: Is there any additional information you'd like to share with us about our outreach and engagement process or your experience reporting/contacting the city about a street-related issue? (N=68)

There were 68 responses to this question making the completion rate 10.23%. Design, Development & Infrastructure, City Website, Homelessness, Issues & Request, and Safety. Below are the comments that align with each theme.

<u>Design, Development & Infrastructure</u>

- Adopt the Key Corridors Master Plan.
- I hope The streets department begins to gradually think of our streets as public space for all, not simply sewers for cars during rush hour
- Very dissapointed in the final outcome of the Oak Street improvements. The improvement was minimal and cars seem to drive faster now that its better paved. None of the community suggestions were implemented to slow down cars. The lighting within the neighborhood seems most appropriate for a freeway. Should have been more pedestrian poles similar to Tempe. A lot of money was spent for minimal impact. Cars are the priority with the design and it shows.
- Bike lanes and paths should be planned comprehensively as a long route not piecemeal as the City does it now. The City currently only plans out and executes bike lanes at 1/4 or

1/2 mile at a time, which is not how people travel or use bike lanes. It is fine for Vin Diesel from Fast and Furious to live his life 1/4 mile at a time, but we need the City to be planning and executing bike lanes at several miles at a time to facilitate people having a safe option to commute to work via bike.

- Pavers, gravel and permeable pavement are better for bikes and feet than asphalt and cement
- You could put QR codes on project signs to learn more about them.
- Every business needs to also have bike racking. Why is it a requirement to have specifics for vehicle parking, yet there's nothing for cycles. In South Phoenix, there's practically no where in official in public to lock up bicycles. Sometimes have to utilize objects not meant to be used for bike parking and therefore comes with increased risks for theft and vandalism.
- If engaging with a community it is critical to research and consult any efforts they have already invested time in. Referencing their past efforts as a starting point is an effective way to continue dialogue and install a design that is context sensitive to the neighborhood. In other words, something that is designed and accepted by the community will be used by the community.
- Investing in media may improve general knowledge about transportation resources. Billboards, signs, or even digital geofence ads are great tools for increasing awareness and reach.
- Downtown is becoming more attractive. I've even looked at houses downtown to be closer to transit. However, I'll continue to spend my time/money in the East Valley & Tucson until Phoenix steps it up and shows that they truly value any activity besides driving. Committees/surveys are not action. I type this as a driver with two cars.
- I've heard of the City doing green efforts & tree/shade programs, but one issue I've heard brought up is that maintenance cuts almost all of the branches off that it defeats the purpose. I understand the costs of maintaining & it may be suitable to have more aggressive measures, but ensuring that it doesn't take away the value is important. In terms of outreach, glad this is being done! I only wish (as with many plan updates) that it was more accessible such as on social media pages or in neighborhood newsletters so it's not only focused on people who are focusing on transportation topics, but everyday citizens.
- Dobbins at 70th Ave right before GRIR is really awful to travel on.
- I sometimes commute by bike from Ahwatukee to downtown and there is currently no good way to get there. But you could fix that.
- Adding a crosswalk to the canal crossing at 44th street and Campbell is a great example of a project that supporting cyclists and pedestrians but doesn’t eat into lanes for cars. Projects like this seem like a win win for the community!!

City Website

- I think, as a city/gov website,' it's naturally hard to find the info on certain topics because there is so much info to sort through in general. Maybe if there were a simpler landing page that simply explains / breaks down the category or project and how u can provide input or report street issues would be very helpful in simplifying the user experience.
- I can generally find city info pretty quickly on the web page. It's very helpful.
- I find everything online, so do not know what opportunities are available for those without internet access to get information about city issues.
- The City website is very user friendly.
- Now that I have been on this website and know my way around, I can provide more input. However, this is a recent development.

Homelessness

- Homeless are encamping on the sidewalk/bikeroute just north of mcdowell and SR51. And I have reported it. I have to take a different route now.
- Again, clear out the homeless from underpasses on existing bike paths. not very safe for riders, walkers, joggers.
- I wish we could get the homeless people some help so they stop having sex and doing drugs and Thunderbird Park against the wall my house is up against.

Issues & Requests

- Specifically I have raised several issues with bicycle detection not working or being absent, which is especially frustrating on streets having a bike lane.
- I reported the lack of a crossing on 19th Ave. Years later, a needed hawk light was installed in place of bridge. I was happy with the outcome and use the hawk light often to cross. In two other recent cases, I was told the striped section of the road wasn't in the cue for repair and in the other recent report, I was told there was no money to complete the bike lane to the intersection (roadway too narrow).
- Desert Ridge, Tatum Blvd and 101 interchange needs pavement rehab BADLY. Pavement on 56th Street and Mayo is in too poor of condition for cycling. No bike lanes on Pinnacle Peak between Cave Creek Rd and Scottsdale Rd and you just repaved and didn't even add a bike lane. Why spend money on pavement and not add a bike lane? When will Pinnacle Peak Road be widen between Cave Creek and Scottsdale Rd? How many fatalities and crashes occur at Pinnacle Peak Rd/Scottsdale Rd intersection? Team with Scottsdale to make this intersection safer.
- There are oleander bushes blocking the view for see oncoming cars, pedestrians or bikers at 7th Ave and Clarendon. Between the bush and the large metal street light it's a blind spot every day...every car...

- Traffic signal needed at 43 rd avenue and Dobbins ASAP!!
- I have reported street issues in the past, at least 3, and I have never heard of the resolution. Other cities I have lived in open a ticket and keep the reporter up to date with resolutions.
- I reported it to our City Councilman, Sal Diciccio and never had a reply back
- I have reported 2 street issues to the COP. I was satisfied with one. Unsatisfied with the other.
- The police won't even look into my stolen bike
- Add more shade to Tempe!!
- My mobile phone number is not answered when I call the non emergency number.
- Still need sidewalk on Rubicon near Hopi Elementary in East Phoenix.
- Would love some more civic engagement opportunities!
- I ride around a lot of Phoenix area streets and would love to have a convenient option to report issues with them.
- The above question, when i reported a street issue to the city, it was months later i got an email but they did not have the information i sent. Quit pretending, the city is not interested in knowing what people think, this is just all fakery and you are pushing bikes that have not earned the right to ride with motorists. But you must please the bike lobby which may pay your substantial salaries.
- Never saw my complaint resolved or heard back from streets
- I don't really know who I should contact. There's been times I've seen dangerous debris on the road, but I had no idea if I should call someone or if someone is already coming to fix it.
- I want to be able to report trash, weeds, downed trees, over grown grasses along roads and sidewalks.
- I reported a low visibility corner and while the reporting process was simple, the neighbor still has hedges which prevent you from seeing cross traffic
- Had 15 years of knowing a streets dept staff members who we could report problems to - he has transferred and no one has been hired in his place/. We now have problem reporting streets / public works problems
- I've heard discussions of the ability to report/contact the city about street-related issue, but didn't know it was possible.
- I have been repeatedly told by working staff at the city Street Transportation Department that it is official city policy to refuse to make bicycle-specific improvements to any street that has not been officially-designated as a "bicycle facility". This is in stark contrast to the responsiveness that the department showed in the past under a City Council not dominated by one political party.

Safety – Cars, Speeding & Traffic

- We have a traffic calming circle in the neighborhood that should not have been put in. There were no safety or speed concerns. There's a house nearby (15th Ave/Bethany Home Rd) that has cars drive through their block wall regularly. It's almost like the traffic calming circle has made things more dangerous. Doesn't help make bike riding feel safe either.
- There needs to be accountability for unsafe driving, including red light runners and speeding. Changing speed limits will do nothing if no one is ever ticketed for speeding.
- speed limits should be addressed as part of this effort.
- More traffic enforcement
- Speed is a problem in our neighborhood. Too few speed bumps. Too many entitled drivers passing thru
- Surface street speed limits (45 mph) are too high knowing that motorists rarely obey speed limits. Speed limits should be reduced to 35 mph.
- Canal crossing at 40th st and camelback is a death trap for pedestrians and cyclists

Safety – Law Enforcement

- Defund the police and place more money into alternatives that provide more safety to people such as increased green spaces, creating more sustainable ways of living for people. Pour more money into communities of color that are the way they are because of white supremacy and a city that continually neglects their needs.

Safety – Road Conditions

- Broken glass at a busy sidewalk intersection for weeks.

Additional Comments

- I'd like to be more informed about potential projects; I want to be able to advocate for safer streets for pedestrians and cyclists. :)
- Thank you for this question. Hoping we will have a way of knowing the results of our effort of taking the survey. Even when reaching out to the City regarding neighborhood traffic issues the answer is always no. And we have to be the ones to ask what the decision is. Some current staff are not doing a good job at building relationships.
- Takes too long
- I was surprised by the attention given to the issue. Well done!
- Thank you and please keep connecting routes.
- The recent street maintenance program has been doing a great job!

- i dont live in phoenix, but i hope that innovations taken in other parts of the country will motivate my local government to take action
- I'm really appreciate to contribute my thoughts on these important issues to the city, and I would love more opportunities to do so. I understand that the wheels of change turn slowly and bureaucracy can be labyrinthine, but I have hope that Phoenix can move things in the right direction and create a more sustainable, healthy and equitable urban environment.
- Road closures for events are not communicated well, I live on 7th ave and often get stuck and take much longer to get home after being rerouted. Construction closures are well communicated though.
- Parking in mixed residential/business zoned areas is bad
- It's sporadic and often depends on just how engaged the councilmember is.
- Be less concerned with biking and more with driving
- N/A
- Kind of satisfied with the outcome. Closer to yes than to no.
- Mas transparencia con los residentes con respecto a como los proyectos son elegidos y construidos. Mas presupuesto y consideracion para la mobilidad comoda y segura de

  Translation: More transparency with residents regarding how projects are chosen and built. More budget and consideration for comfortable mobility and safe mobility.

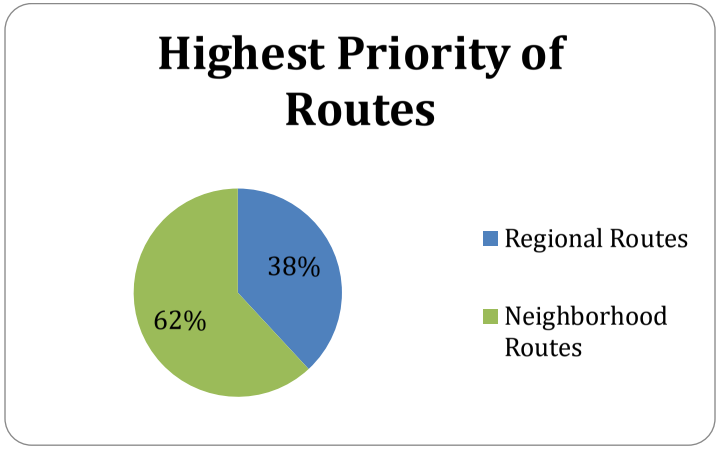
Additional Community Outreach

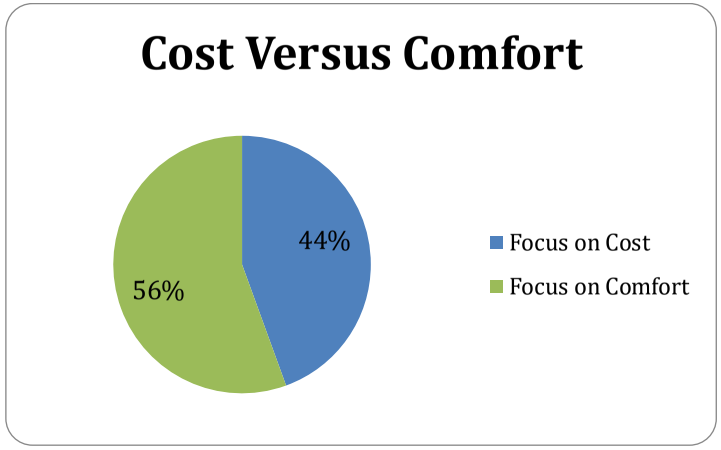
Laveen BBQ Results

On Saturday February 26, 2022, staff from the City of Phoenix attended the 70th Annual Laveen BBQ to conduct poster polls. Community members were asked to provide feedback on four separate posters using sticky dots. On the first poster, community members were asked if regional routes or neighborhood routes should be priority and if the focus should be on cost versus comfort. 63 people answered those two questions. On the second poster, community members were asked to rank their top 3 community priorities. 185 responses were received for this question.

On the third poster, community members were asked to write down where they enjoyed walking and biking in Phoenix. 29 comments were received for this question. Lastly, on the fourth poster, community members were asked to write down what stops them from walking or biking more in Phoenix. 34 comments were received for this question.

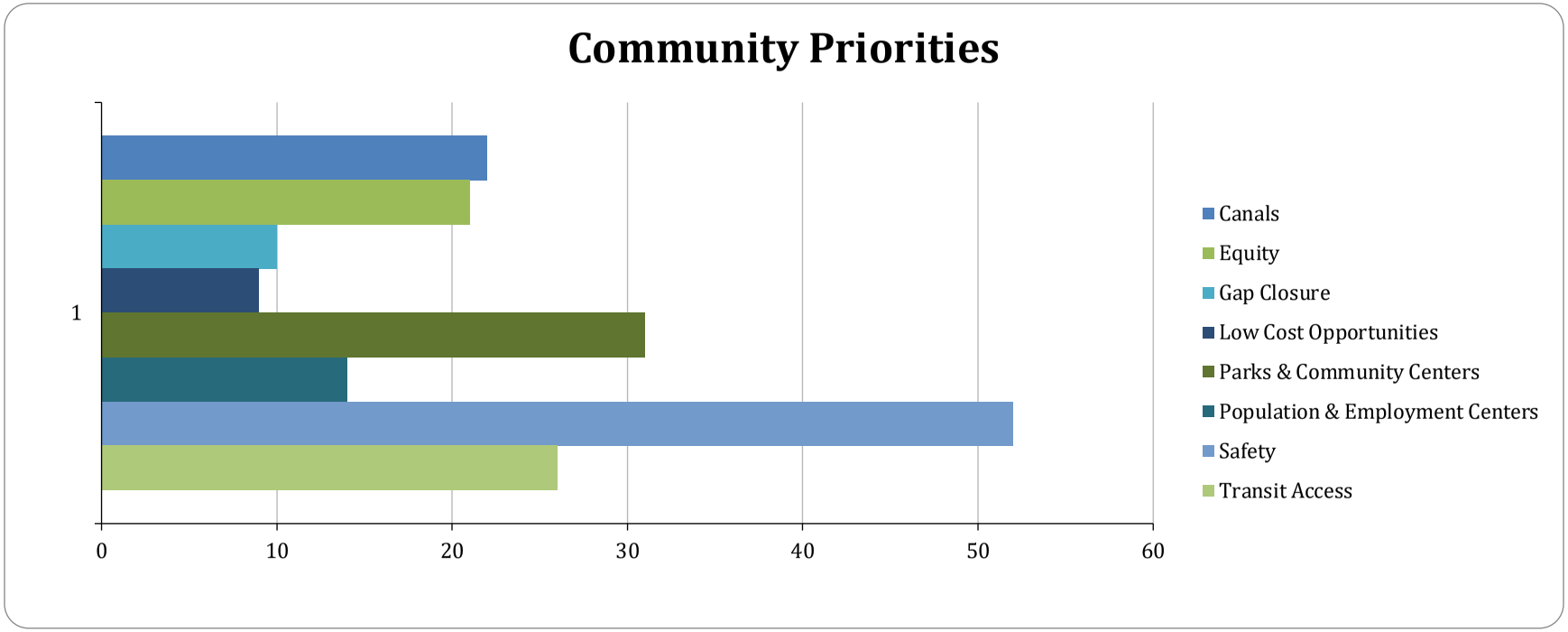
Poster 1 Data





Collective Equity

Poster 2 Data



Posters 3 & 4 Data

Where do you enjoy walking or biking in Phoenix?	What stops you from walking or biking more in Phoenix?
Hiking trails are great	Sidewalks falling apart
South Mtn, hiking trails, conveyance channel in Laveen	The litering; people leave trash
Tempe Lake	Safety; I don't feel safe anymore in Laveen walking or biking
Canals	The high rate of collision between vehicles and cyclists; Safety
Walking and biking along the canals and South Mountain	Safety
South Mountain Park	Unsafe roads or drivers
South/Carver Mtn	51st & Estrella; lots of crashes

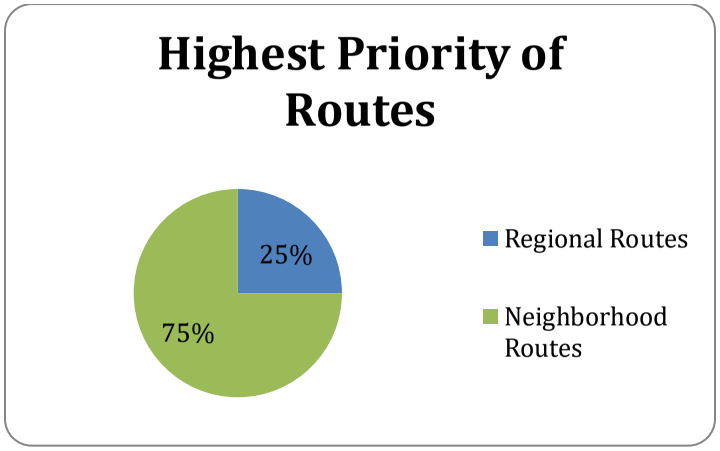
More lights	Nothing
Canals	Safety; traffic makes walk dangerous
Community canal trails	Ease of access
Bodies of water; pretty sitting areas; flowers; statues	More lighting on paths
All of the city parks	No time
Prado Park	Cars
Canal paths; parks	Getting to trails involves driving and parking
Parks and neighborhood trails	Scary high speed dangerous traffic! Speed limit too high!
Laveen Channel Trail	There are not enough sidewalks/safe biking paths and everything is very spread out
Canals - Rogers Ranch	I'm fat
Road biking on major streets	Traffic; unsafe areas to walk
Need sidewalks on Estrella Drive	Getto areas; safty; homeless ppl
Parks	We need more sidewalks!
Cesar Chavez Hiking trail	Risk of accidents
Shade	Cars/safety
Along trails	Distance between nice looking areas
Estrella & 51st Ave to 43rd Ave	Lack of shade
I like biking through the canals	Lack of interconnectivity b/n sidewalks and trails
Cesar Chavez Park	Dog poop
Stores	Lack of restaurants
Canals and Parks	Heat
South Phoenix	Road safety
	Having more walking paths off Dobbins
	Racist comments
	Putting shade along canals and biking paths
	Crime
	Safty

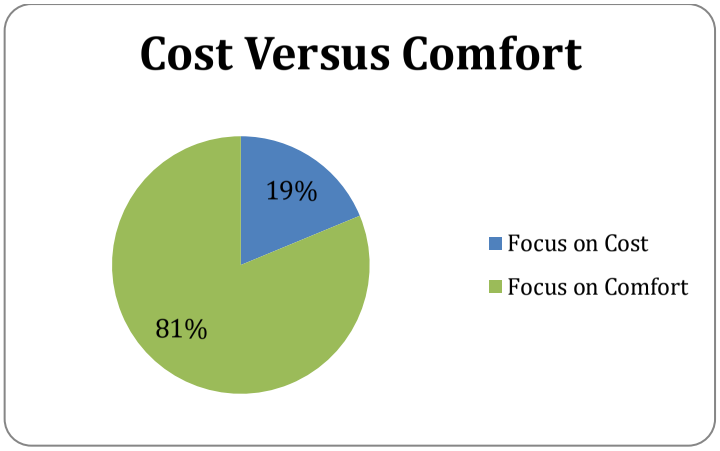
First Friday Results

On Friday March 4th, 2022 staff from the City of Phoenix attended the First Friday to conduct poster polls. Community members were asked to provide feedback on 3 separate posters using sticky dots. On the first poster, community members were asked if regional routes or neighborhood routes should be priority and if the focus should be on cost versus comfort. **16 people** answered those two questions. On the second poster, community members were asked to rank their top 3 community priorities. **48 responses** were received for this question.

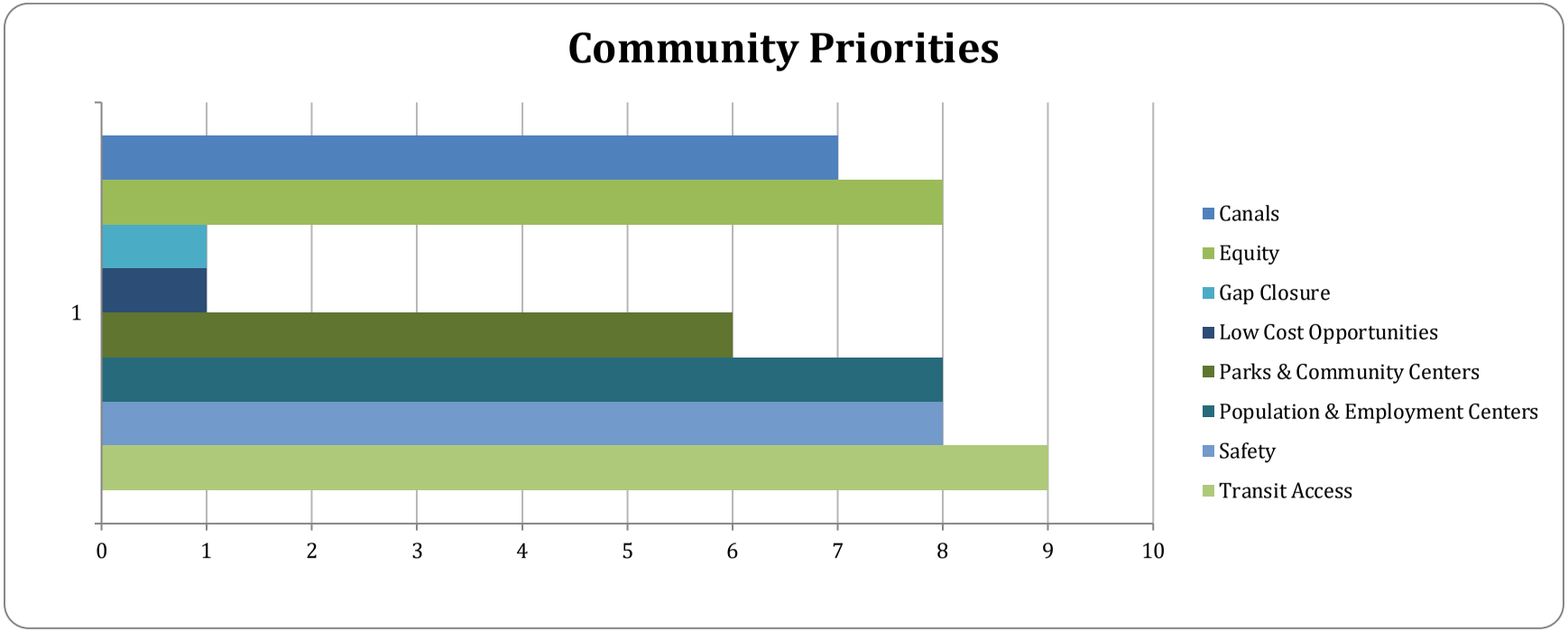
On the third poster, community members were asked to write down where they enjoyed walking and biking in Phoenix and what stops them from walking or biking more in Phoenix. **8 comments** were received for the first question and **9 comments** were received for the second question.

Poster 1 Data





Poster 2 Data



Poster 3 Data

Where do you enjoy walking or biking in Phoenix?	What stops you from walking or biking more in Phoenix?
Park paths	Proximity to parks
Park paths	Bike lanes/safety
Gym	Safety
Neighborhood	Safety
Park	Homeless
Parks	Wild animals
Park	dangers

Canal, preserve, main streets	loose dogs
	safety

Targeted Outreach

Bike Advocates

To gather information about how the City of Phoenix can become more bike friendly, conversations were held with representatives from advocacy organizations that are working to make The City a better place to bike, walk and commute. Phoenix Spokes People and Urban Phoenix Project were the two organizations engaged.

Questions

The following questions were asked of the representatives:

1. How does your organization advance active transportation?
2. What is going well and where have you seen change improvement?
3. What are our biggest challenges moving forward?
4. What are some opportunities moving forward?
5. Additional comments

Themes

The following themes were identified from the conversations:

- Public Education – Representatives from the advocacy organizations mentioned the need for increased awareness and education about city projects. In addition, they suggested better messaging when relating neighborhood projects to overall city goals.

- Safety – Representatives from the advocacy organizations expressed concerns about traffic, speeding, and the lack of infrastructure to make walking and biking safe.

- City of Phoenix – Representatives from the advocacy organizations recommended the city work to improve the culture with the streets department. In addition, they expressed concerns about internal politics, turnover, and a lack of strong advocates within the department.

Marginalized Zip Codes

To expand outreach and better understand the needs of historically marginalized areas, the project team reached out directly to community leaders in the following zip codes: 85004, 85006, 85007, 85009, 85034 and 85040. The zip codes were selected based on the poverty percentage.

Questions

The following questions were asked of the community leaders:

1. What is the biggest challenge/issue when you walk in your community?
2. If there were more frequent crossings placed in streets (crossing before major street crossings), would you consider walking out of your way to use them?
3. What are some of the attitudes or feelings in your community around biking? What are some of the fears or concerns? Do people want to bike?
    a. What is a biking economy and what does it mean? What is the walking/biking experience for homeless individuals? (Homeless shelter).
4. Do you walk or bike in your neighborhood? Where are you walking/biking to?
    a. If yes how often, if no why not?
5. Do you feel safe walking or riding bikes in your neighborhood?
    a. If yes, why, if no why not?
6. If you bike, what is your experience and where are you biking to?
7. Is there anything that would make you consider walking or biking more?
8. If you could prioritize sidewalks over bike facilities, which would you choose?
9. When you are walking or biking and you witness an issue, do you address it? With whom? If it is with the city, how has your experience been trying to resolve it? If you need something in your neighborhood connected to streets or ATP do you know who to contact or the process to get support?
10. If there was one thing to make walking and biking better, what would it be?
11. Is there anything you would celebrate connected to active transportation?

Themes

The following themes were identified from the interviews:

- Safety – Many community leaders expressed concerns about safety. They mentioned the lack of sidewalks in some residential communities (particularly West & South Phoenix), inconsistent bike paths, speeding, homeless encampments, violent crimes, drug use in neighborhoods, and stray dogs.

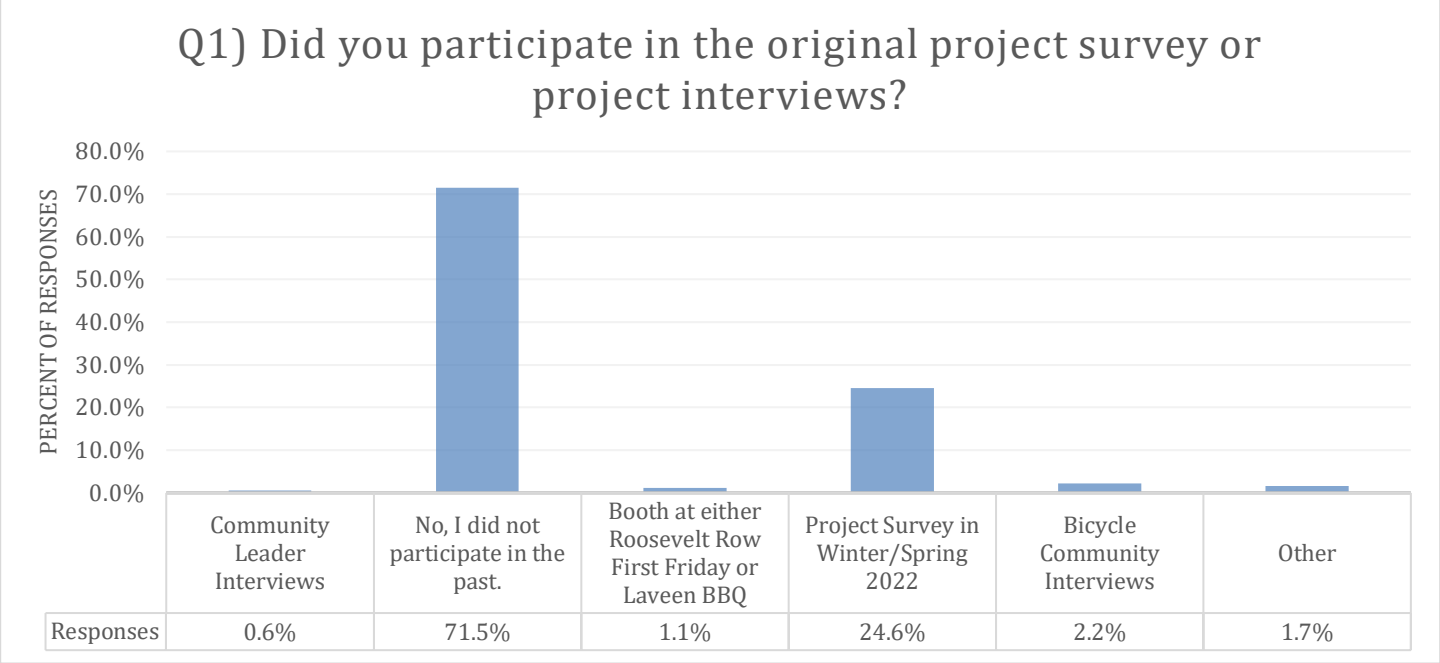
- City of Phoenix's Role – Many community leaders expressed the need for more accountability and transparency from the city. In addition, they are not confident the city will show up for their communities. However, they seemed to be supportive of additional street infrastructure if it supported their current safety needs.

Draft Plan Feedback Survey Results Summary

About the survey

The survey was provided through an online web platform. The survey received 182 individual responses which were received between November 28th, 2022 and January 16th, 2023.

Q1) Did you participate in the original project survey or project interviews?



	Community Leader Interviews	No, I did not participate in the past.	Booth at either Roosevelt Row First Friday or Laveen BBQ	Project Survey in Winter/Spring 2022	Bicycle Community Interviews	Other
Responses	0.6%	71.5%	1.1%	24.6%	2.2%	1.7%

Other:

- I do not think so.
- I was not aware of the survey previously.
- It happened so fast I didn't an opportunity.

Key takeaways:

- The majority of survey respondents (71.5%) have not previously participated in public outreach for the plan. The majority (3 out of 5) of those responding "Other" also indicated they have not participated in previous public outreach through the comments they provided.
- Of those who have participated previously, a large majority (86%) indicated their participation was through a previous survey.

Q2) If you are interested in walking or biking more in Phoenix, what changes would encourage you walk or bike more?

This question received 159 responses.

Statistics:

- 85 comments were related to biking (53%).
- 63 comments were related to walking and sidewalks (40%).
- 39 comments requested protection and/or separation between vehicles and cyclists/pedestrians (25%).
- 32 comments indicated that heat and lack of shade were a deterrent to walking or biking (20%).
- 21 comments requested the mitigation of dangerous driver behavior and speeding through speed reduction, traffic enforcement, and driver education (13%).
- 18 comments said that "no," "nothing," or "not interested" – indicating nothing would make them walk or bike more and no changes were desired (11%).
- 12 comments were related to the unhoused (homeless) population (8%).

Themes:

- Desire for improved (and continuous) sidewalks through better maintained surfaces, additional width, and detachment from vehicular lanes. Respondents indicated that many areas lack sidewalks altogether.
- Desire for more and safer bike infrastructure. Cyclist respondents desire separation/protection from vehicles.
- A need for better-connected routes with continuous facilities that don't dead-end.
- Improved safety infrastructure for bicyclists and pedestrians at intersections.
- Want protection from the sun and heat mitigation.
- Reduced interaction with the homeless population on the streets by providing housing/space/facilities/treatment for the homeless.
- Vehicle drivers dislike bicyclists intermixed with vehicle traffic.
- There is a need for driver education and increased traffic enforcement to deter unsafe driving behavior and speeds.
- Lack of destinations within walkable distance.

Insightful/Example Comments:

- Completion of Colter Street bike lanes to provide a safe east/west alternative route; Improved safety at the canal crossing at 40th & Camelback; Improvements to overpass bridges such as at Campbell to make them more bicycle friendly; Enforcement of no loitering/homeless in underground tunnels and bridges - (this is very expensive infrastructure and not the place for this/creates safety concerns for users); Paved multi-use path or bike lane on Lincoln from 24th to 32nd Street; Connecting the uptown area to the 3rd/5th Ave bike lanes to create a safe route all the way through to downtown.
- Consistent sidewalks - there are a lot of spots that randomly end or are in bad condition. Same goes for bike lanes. Also, additional trees for shade and lighting for night time.
- Definitely interested in biking more, as I'm an avid road cyclist. The city needs more cycling infrastructure like protected lanes, but we also need to educate drivers on the rights of cyclists. Not a day goes by that I don't have some motorist try to run me off the road or scream at me for NOT riding on the sidewalk.
- Develop inclusivity of safety, addressing barriers for people on wheelchairs, timing of street crossing lights, pavement condition on streets at crosswalks, transition of pavement at crosswalks (bulked), impose violation fees for the hundreds of rental scooters just left blocking on sidewalks. A new problem is the tents being installed by the homeless on sidewalks.
- I want low-level, easy routes where I know there will consistently safe ways to cross big streets, shade, etc. There's a lot of changes I would like to see, but the thing that would make the biggest difference for both biking and walking is tons more HAWK crosswalks.
- The danger from cars is such a big risk, I find myself driving embarrassingly short distances because there is no way to safely cross the 6-lane road that separates me from the drug store or convenience store, etc. I used to love walking with my kids before we lived in Phoenix, but now our routes are very limited thanks to the car danger. Cars do not stop in marked crosswalks here, especially not on arterial roads. They also generally block the crosswalk at intersections and don't seem to look for pedestrians before turning on red. It is not physically possible to cross 6 lanes of traffic with small children during a gap in traffic. If there were those boulevard-style islands in the middle of the road at more places, it would give us a more protected place to wait for all the cars speeding through the crosswalk while we stand in the middle of the road and wait for another break in traffic. More access points and water crossings over the wash/canal trails would make them a more practical option for traveling safely

while on bike or on foot too. Also, I would love to see traffic lights give pedestrians that 2 second head start before any car traffic lanes get the green, since that seems to make pedestrians slightly more visible.

- Unfortunately, there is not much I can walk to in my area. The newest business about to be added nearby is a used car dealership on McDowell near 41st Place, which the zoning will be changed to accommodate if the project is approved. So, I would say that part of the larger picture is what zoning changes the city is approving. There's very little to walk to near me.

Q3) What is your most important active transportation priority (i.e., more sidewalks, safer roadway crossings, protected bicycle facilities, etc.)?

This comment received 164 responses, summarized below.

Statistics:

- 66 comments mention bicycles or bikes (40%).
- 44 comments request protected bicycle lanes (27%).
- 33 comments relate to intersections and safer crossings (20%).
- 31 comments mention sidewalks (19%).

Themes:

- Respondents indicated a desire for the following:
    - Protected Bike lanes and safer bike routes
    - More and safer sidewalks
    - Safer Crossings
    - Better roadways, more driving lanes for cars
    - More shade and trees

Insightful Comments:

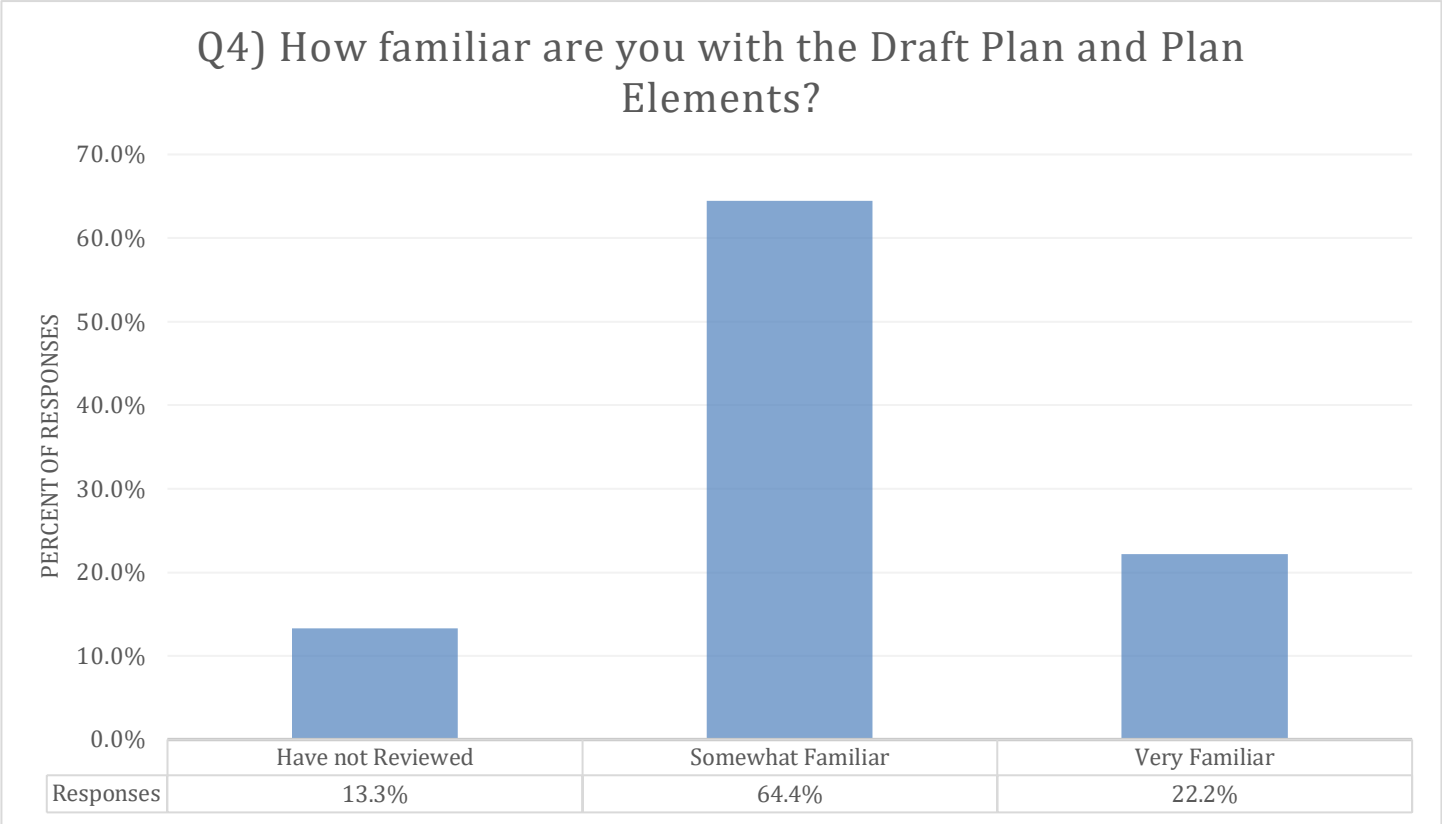
- Protected cycling lanes and paved, maintained, improved greenway/canal paths.
- I love the canal pathways. I think they should be paved/improved and if we can go UNDER the roadways instead doing HAWKS to cross, I can really get moving across

town. For example, Biltmore to Sun city is 1 hour on my bike. Thats a lot of ground in a short amount of time because of those canal tunnels.

- Better roads, more lanes and separated bike lanes.
- Frequent crossing points for pedestrians and bicyclists. It's not a system safe for us if we have to walk or bike a mile out of our way to go anywhere.
- Safer roadway crossings is most important for saving lives.

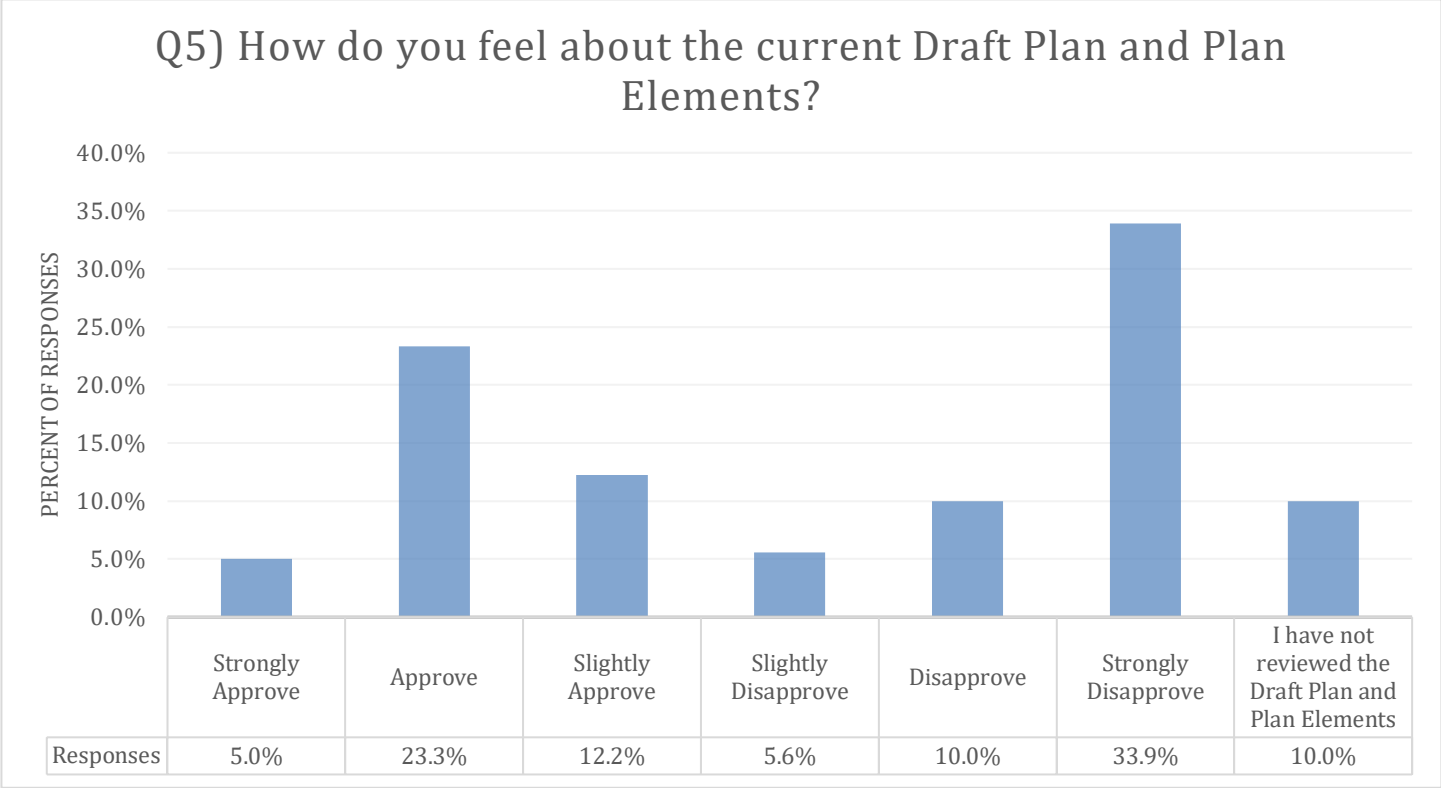
Q4) How familiar are you with the Draft Plan and Plan Elements?

This question received 180 responses and did not provide an open-ended response option. The results of the question are shown below, and indicate a general familiarity with the Draft Plan and the Plan Elements by survey respondents.



Q5) How do you feel about the current Draft Plan and Plan Elements?

This question received a total of 180 responses and did not provide an open-ended response option. In total, 49.5 percent of respondents indicated a disapproving feeling towards the Draft Plan, while 40.5 percent of respondents indicated a positive feeling towards the Draft Plan. Ten percent indicated that they had not reviewed the Draft Plan. While this question did not include an open-ended response option, Question 6 below provides a summary of responses that provide insight into the results of Question 5.



	Strongly Approve	Approve	Slightly Approve	Slightly Disapprove	Disapprove	Strongly Disapprove	I have not reviewed the Draft Plan and Plan Elements
Responses	5.0%	23.3%	12.2%	5.6%	10.0%	33.9%	10.0%

Q6) Please share your comments on the Draft Plan and Plan Elements. For example, What do you like about the plan? What concerns do you have? What recommendations do you have?

This question received 141 comments. However, the amount written for this question far exceeded that of the other questions. Most respondents provided answers in detailed explanatory paragraphs that included a diverse array of topics. As such, comments were not easily encapsulated into statistics about subject matter frequency similar to what was completed in prior questions. Instead, the themes below have been put in rough order of

frequency/prominence. Additionally, more Insightful/example comments have been included below to capture the feeling and message of commenters.

Themes:

- Commentators predominantly express support for the overall plan and its content, followed by varied caveats and suggestions.
- Don't remove car lanes and maintain the priority of vehicles.
- The implementation timeline is too slow and there is a desire for faster improvements/implementation.
- There needs to be increased accountability and concrete goals/actions on the part of the city and in this plan to implement (well) active transportation infrastructure and safety improvements.
- Concerns about traffic speeds and bad driver behavior and the need for additional content around enforcement.
- Road diets and deprioritizing cars is a necessity to fully create space for pedestrian and cyclist infrastructure.
- Many specific locational recommendations for infrastructure and connections.
- A desire to see more bike infrastructure - specifically protected and separated.
- Public transit improvements are needed to connect the distant parts of Phoenix in order to make walking and biking feasible.
- Support for the urban villages and neighborhood approach to implementation.
- Appreciation for the plan's recognition of Phoenix as a car-centric/car-culture city and how that is a barrier to active transportation.
- Content needs to be added discussing the use of roadway and surface materials that reflect instead of absorb heat.
- The city needs to address land use and zoning in order to make a city fabric that is more walkable and bikeable with destinations close by.

Insightful/Example Comments:

- Glad there is an emphasis on equity and underserved communities. Glad there are sections about evaluating progress and the results of the plan. Our Subdivision Code Ch. 32 needs to be redesigned to encourage development in a grid, which increases accessibility to important destinations. We should also re-evaluate our street cross-sections to see if we can build smaller to reduce speeds driven, which would make alternative modes of transportation feel safer.

- Any reduction to the number of lanes for vehicular traffic would have a negative effect on overall transportation.
- Need to use surfaces that do not absorb heat to be re-radiated at night creating a bigger heat island.
- Substituting asphalt, chip seal or tarmac with alternatives like concrete is conspicuously absent from the plan. A reduction in vehicle speed from traffic calming could make concrete a viable alternative. This would save the city tons of money on road maintenance.
- From my brief review, it appears that most of the improvements appear to be in central Phoenix. Tatum Rd from Pinnacle Peak to Cave Creek needs protective bike lanes so people can ride bikes to library from Desert Ridge.
- I am concerned that the plan does not address the root causes of danger to pedestrians but attempts to shoehorn pedestrian infrastructure onto poorly designed, dangerous streets. Real change would require road diets. I still appreciate the effort and the proposed improvements.
- I don't like the idea of making roads smaller and creating "speed diets" or usage diets. The roads are congested enough and enough people will not bike, walk, take a bus or train to make these changes sustainable, to grow the city, nor encourage a healthy lifestyle. I drive around the city and vary rarely see anyone using any of the bike lanes.
- HIN criteria too narrow and thus missing many areas of the city where accidents occur.
- My main concern is the need for more transparency and accountability from the city. Despite an accountability section being a part of the plan, I do not have a good sense of how the plan will address this issue.
- One of my primary concerns is that the city will continue to paint bike lanes and call it a victory for active transportation. Look, a bike lane is better than nothing, but at the end of the day paint is just paint and it's not infrastructure. I speak from experience — paint does not prohibit a car from veering into a bike lake or turning into a cyclist. I appreciate the thought and work that has gone into this plan, but it would be a shame to see it squandered by "good enough" thinking. As for recommendations, I really do think enforcement — which is not mentioned as a pillar of this plan — needs to be considered. Speed and traffic enforcement could go a long way in curbing the worst motorist behaviors and ensuring road safety for all users.
- I like the direction. Need more beautification points.
- I like the focus on prioritizing historically marginalized communities, and the acknowledgement that car culture is a prohibitive factor in making Phoenix more sustainable. I wonder how bus and light rail systems could better support cyclists and pedestrians.

- I'm concerned about only focusing on two neighborhoods at a time, does that mean the other neighborhoods are just neglected or no action is taken on those? What happens when you get to a neighborhood like Central and Bethany Home and they just decide they don't care about bike lanes or walkability? Basically, how they made a big fuss about re-striping that very low traffic section of Central because they'd have to "look for bikes when turning out of the neighborhood". How do we ensure that we have a wholistic vision and common voice for the city and it's not left up to the privileged in that neighborhood to ignore the program and recommendations?
- I think more traffic calming measures are needed in general. I wish that turn lanes that serve no purpose (i.e., in areas where there's no place to physically turn in either direction for 100s of yards) could be replaced with islands.
- My concern is that sharrows or bike lanes next to car parking (where the door could open into a biker) are mentioned at all. I initially don't love the bike boulevard idea, because it's assuming that drivers will be fully attentive and respectful of sharing the road, which is often not the case. I recommend focusing on developing an interconnected network of protected bike lanes with safe crossings especially in downtown/Roosevelt Row where there is so much foot/bike traffic.
- I think that the timeline for some of the recommended changes is way too long. It should not be a 3–10-year process to evaluate the potential to implement a stop bar (changing where the line on the ground is) at SOME intersections. This is something that has already been studied. Why do we need another 3 years of evaluation. To decide on its potential. Overall, I think the framework is good. The network program seems like a step in the right direction. I have lots of doubts on the implementation.
- My one other recommendation is that the city should view HAWK signals as not only pedestrian infrastructure, but bicycle infrastructure. This can be a great tool to allow cyclists to bike through neighborhoods and then be able to cross major streets.
- I think the plan will do a lot for the city and making transportation for all safer. I am concerned on some of the choices in focusing on a small area for overkill projects while neglecting other less "showy" concerns (i.e., a huge bike lane with bollards on 3rd avenue with little traffic but super thin bike lanes on cave creek with cars traveling at 60+)
- I'm extremely pleased that we are acknowledging the benefits and need for facilitating other forms of transportation that is not driving. Cars create noise pollution, air pollution, social isolation, and literal death. They might be good for intercity travel, but we need to focus on neighborhood-centric transportation and I loved seeing that in the plan. Another aspect to consider is working with city zoning to enable more multi-use

zone construction that integrates residential and small-business spaces. Doing this will make the transportation plan much more feasible.

- In your report, you indicate that 2.5% of crashes involve pedestrians, but are 46% of fatalities. On the same page you indicate 21% of KSIs are speed related. Why, then, are you indicating on page 37 that you are going to apply equal behavioral enforcement to both drivers and pedestrians/cyclists (both segments will see 12x/year targeted enforcement)? I would like to see significantly more driver enforcement considering the outcomes of driver-related behavior.
- There is missing inclusion of the wheelchair user population who depend on their devices as mode of transportation.
- Over all I think it's a good plan. I'd like to see benchmarks and goals made more concrete but it's a good start.
- More protected bike infrastructure, with hard protection, bollards, make the tough choices to actually make it safer instead of always bowing to cars instead of safety.
- My concerns are the reduction in vehicular lanes to accommodate bike lanes. The reduction of those lanes increases traffic throughout the neighborhood. For the amount of disruption the bike lanes cause, there are not of bicycle riders who use them compared to cars. It would be wise to have a corridor for bicycles that do not take away vehicular lanes or parking spots (as those are also becoming hard downtown).
- Please do not replace traffic lanes. Look for ways to implement bicycle lanes only where there is unused space. This will be a nightmare otherwise.
- The City must commit to studying the removal of single-family zoning and minimum parking requirements in order to make Phoenix more walkable and stop exacerbating the urban heat island effect, which this plan identifies as a key barrier to active transportation. Collaborate across departments and get things done.
- The issue is that Phoenix is so hostile in its design toward pedestrians and bicyclists that stronger action is required. Anticipatory warrants should be a short-term action and we should be actively designing our streets to be safe for pedestrians and cyclists instead of reacting to their deaths. There is no reason this shouldn't be a short-term goal. When Phoenix for instance allows parking in bike lanes, it is clear who the city prefers. The success of this plan is entirely dependent on the rollout of quickbuild plans. This is not enough to say that Phoenix should be a multimodal city. The metric of success is the deployment of concrete protected bicycle infrastructure and frequent, safe pedestrian crossings.

Appendix A: Survey Questions

English Version

- Which of the following best describes you?
    a. I live in the City of Phoenix
    b. I work in the City of Phoenix
    c. I live and work in the City of Phoenix
    d. I neither live nor work in the City of Phoenix

- What is your zip code?

- Which of the following do you own or have access to regularly? Please check all that apply:
    a. Car or truck
    b. Bicycle
    c. E-scooter
    d. Assistive device, such as a wheelchair or motorized scooter
    e. Other (open text)

- Please check how often you use each of these different ways of traveling.

	Daily	Weekly	Monthly	Seldom	Never
Drive or ride in a car					
Take public transit					
Use rideshare or a taxi					
Walk					
Bike					
Use an e-scooter					
Use an assistive device, like a wheelchair or mobility scooter					

- Which of the following types of transportation would you like to use more in the future? Please check all that apply.
    a. Car
    b. Public transit
    c. Rideshare or a taxi
    d. Walking
    e. Bicycle

f. E-scooter
g. An assistive device, like a wheelchair or mobility scooter
h. None of the above

- Which of the following types of transportation would you like to use less in the future? Please check all that apply.
    i. Car
    j. Public transit
    k. Rideshare or a taxi
    l. Walking
    m. Bicycle
    n. E-scooter
    o. An assistive device, like a wheelchair or mobility scooter
    p. None of the above

- In the last two months, have you walked or biked for any of the following reasons?
    a. Walk or bike to complete a trip to work, school, shopping, or socializing
    b. Walk or bike for exercise or fun
    c. Walk or bike to access transit (bus or light rail)
    d. I'm not interested in walking or biking

- If you were to walk and bike more often, which of the following would describe the purpose of doing so? Please check all that apply.
    a. Walk or bike to complete a trip to work, school, shopping, or socializing
    b. Walk or bike for exercise or fun
    c. Walk or bike to access transit (bus or light rail)
    d. I'm not interested in walking or biking

- How would you describe yourself from the options below, based on how often or comfortable you are with biking?
    a. Not interested in biking – I do not want to bike
    b. Interested in biking – I'm interested in biking more if there are more comfortable and safe bike facilities
    c. Casual bike rider – I'm comfortable using bike lanes and bike paths
    d. Assertive bike rider – I'm very comfortable biking on streets, even if they don't have bike lanes

- If you would like to provide more details, please use the space below (open text)

- How would you rate the current bicycling conditions in Phoenix?
    a. Very good
    b. Good
    c. Somewhat good
    d. Neutral
    e. Somewhat poor
    f. Poor
    g. Very Poor

- How would you rate the current walking conditions in Phoenix?
    a. Very good
    b. Good
    c. Somewhat good
    d. Neutral
    e. Somewhat poor
    f. Poor
    g. Very Poor

- How would you rate the current conditions for assistive devices, such as wheelchairs, in Phoenix?
    a. Very good
    b. Good
    c. Somewhat good
    d. Neutral
    e. Somewhat poor
    f. Poor
    g. Very Poor

- Thinking about traffic safety, how safe do you currently feel walking in Phoenix?
    a. Very Safe
    b. Safe
    c. Somewhat safe
    d. Neutral
    e. Somewhat unsafe
    f. Unsafe
    g. Very Unsafe

- Thinking about traffic safety, how safe do you currently feel biking in Phoenix?
    a. Very Safe

b. Safe
c. Somewhat safe
d. Neutral
e. Somewhat unsafe
f. Unsafe
g. Very Unsafe

- Thinking about traffic safety, how safe do you feel using an assistive device, such as a wheelchair, in Phoenix?
    a. Very Safe
    b. Safe
    c. Somewhat safe
    d. Neutral
    e. Somewhat unsafe
    f. Unsafe
    g. Very Unsafe

- For the following question, please indicate how strongly you agree or disagree with each of the following statements.

	Strongly disagree	Disagree	Somewhat disagree	Neutral	Somewhat agree	Agree	Strongly agree
My neighborhood would be a better place to live if it were more enjoyable for people to walk.							
My neighborhood would be a better place to live if it were more enjoyable for people to bike.							
I am comfortable with my friends and family							

using the streets in Phoenix to walk or bike.							
Many of the places I need to get to regularly are within biking distance of my home							
I would use public transit more often if it was convenient and safe to walk and bike to							
I like walking.							
I like biking.							

- Which of the following stop you from walking more? Please select all that apply
    a. People driving in unsafe ways
    b. People driving fast
    c. Narrow sidewalks
    d. Bad sidewalk conditions
    e. Gaps in sidewalks
    f. No sidewalks
    g. Crossings at major streets do not feel safe
    h. Crossing signals take too long
    i. Crosswalks spaced too far apart
    j. Not enough shade
    k. Too hot
    l. Distances between places
    m. Other (open text)

- Thinking of the list above, what is the single biggest barrier for when it comes to walking? *(Repeat list from above, single selection only to prioritize)*

- Which of the following stop you from biking more? Please select all that apply
    a. Bike lanes too close to traffic lanes
    b. Bike lanes do not connect

c. Bike lanes disappear near intersections
d. Hard to find a clear biking route
e. Lack of bike parking
f. Crosswalks spaced too far apart
g. Crossing signals take too long
h. Feeling unsafe
i. People driving in unsafe ways
j. People driving fast
k. Not enough shade
l. Too hot
m. Distances between places
n. Other (open text)

- Thinking of the list above, what is the single biggest barrier for you when it comes to bicycling? *(repeat list, single selection only to prioritize)*

- Below are descriptions and pictures of different types of bicycle infrastructure. For each photo, please indicate whether you'd like to see more of that type of street in Phoenix and whether you'd support the design even if it added a few minutes to driving times during rush hour. *(for setup, list each of the two questions on a 1-7 scale from strongly agree to strongly disagree. Question 1: I would like to see more streets that look like this in Phoenix. Question 2: I would be interested in this street design even if it added a few minutes to driving times during rush hour).*

a. Major street with 5 or 6 lanes / no bike lane
b. Major street with bike lane
c. Major street with buffered bike lane
d. Major street with protected bike lane (bollards / guideposts)
e. Major street with protected bike lane (cycletrack w/ curb)
f. Major street with wide sidewalk (10')
g. Secondary street with bike lane
h. Secondary street with buffered bike lane
i. Local street with sharrows and traffic calming (bike blvd)
j. Local street with no bike infrastructure

- Below are descriptions and pictures of different types of sidewalk infrastructure. For each photo, please indicate whether you'd like to see more of that type of street in Phoenix and whether you'd support the design even if it added a few minutes to driving times during rush hour. *(for setup, list each of the two questions on a 1-7 scale from strongly agree to strongly disagree. Question 1: I would like to see more streets that look like this in Phoenix. Question*

2: I would be interested in this street design even if it added a few minutes to driving times during rush hour).

a. Major Street and sidewalk with no buffer (flush with curb)
b. Major Street with buffer and shade
c. Secondary Street and sidewalk with no buffer
d. Secondary Street with buffer and shade
e. Mid-block crossing with HAWK signal on 6 or 7 lane arterial
f. Mid-block crossing with HAWK signal on a collector street (3 lanes)
g. Mid-block crossing without HAWK signal on a collector street
h. Mid-block crossing without HAWK with pedestrian refuge island
i. Major intersection with pedestrian enhancements

- For the following question, please indicate how strongly you agree or disagree with each of the following statements.

	Strongly disagree	Disagree	Somewhat disagree	Neutral	Somewhat agree	Agree	Strongly agree
I would not support any project that would lower speeds for driving or make driving trips longer.							
I would support lowering speed limits in exchange for making streets more comfortable for walking and biking							

- Thinking about transportation overall in the City of Phoenix, please rank your priorities:
  a. Reducing vehicle congestion during rush hour
  b. Preventing collisions that could injure people
  c. Minimizing the cost of building and maintaining streets
  d. Giving everyone a comfortable option for using streets, whether they are driving, walking, biking, or taking transit
  e. Designing streets to match the atmosphere of the neighborhood
  f. Building a green and sustainable transportation system

- Thinking of streets in Phoenix, what are your top five priorities? Please rank them with 1 being highest. (*setup to allow for items to be dragged to prioritize)*
    a. Expand street network for cars
    b. Improve traffic signals for cars
    c. Maintain existing sidewalks
    d. Expand the sidewalk network
    e. Fill in sidewalk gaps
    f. Improve pedestrian crossings
    g. Add shade along sidewalks
    h. Maintain existing bikeways
    i. Expand the bikeway network
    j. Improve bicycle crossings

- When thinking about how to add to Phoenix's bicycle network, the City has to identify priorities and make decisions on where and how to invest. When we look at adding connections to the bicycle network, we have to prioritize where to connect to first. Please rank the following based on what you think is most important:
    a. Canals – Adding and upgrading paths along existing canals
    b. Equity – Invest in historically marginalized areas
    c. Gap Closure – Fill in missing links in network
    d. Low cost opportunities – Adding bike lanes after pavement projects
    e. Parks & Community Centers – Build links to recreation
    f. Population & Employment Centers – Connect within to areas where there are a lot of people working and living
    g. Safety – Address areas with a history of serious collisions and/or fatalities
    h. Transit Access – Build links with bus and light rail stations

- When thinking about how to add to Phoenix's bicycle network, the City has to identify priorities and make decisions on where and how to invest. Regional routes usually use through streets and canals to guide people across the city. Neighborhood routes are focused on guiding people to destinations in their neighborhood. Which do you think is a higher priority?
    a. Neighborhood routes – Focus on local routes to neighborhood destinations
    b. Regional routes – Focus on citywide routes for people to make longer trips

- Usually the most comfortable bicycle facilities also cost more money to build and maintain. Thinking about new bicycle facilities, which do you think is more important?
    c. Cost – Focus on adding stripes and signs to make sure the City can add as many miles of bike lanes as possible

    d. Comfort – Focus on building projects that make bicycling more comfortable, even if it means fewer projects

- What other comments would you like to share with us? (open-ended)

The following questions are meant to help the City of Phoenix understand if it is sharing information. Please answer honestly.

- Do you know how to report street maintenance issues to the City of Phoenix?
    a. Yes
    b. No

- When there is a bicycle or pedestrian street project in my neighborhood, are you able to find information about the project and provide input?
    a. Yes
    b. No

- Have you ever reported a street issue to the City of Phoenix?
    a. Yes
    b. No

- If yes, were you satisfied with the outcome?
    a. Yes
    b. No

Please tell us a little more about you…

- Age:
    a. 18 and under
    b. 19-29
    c. 30-39
    d. 40-49
    e. 50-59
    f. 60-69
    g. 70+

- Race & Ethnicity
    a. Asian / Pacific Islander
    b. Black
    c. Native American
    d. White
    e. Hispanic / Latino of any race

- Gender
    a. _____

- Household Income
    a. Under $35k
    b. $36-65k
    c. $66-100k
    d. $100k - $200k
    e. $200k+

Spanish Version

- ¿Cuál de las siguientes te describe mejor?
        a. Yo vivo en la ciudad de Phoenix
        b. Trabajo en la ciudad de Phoenix
        c. Vivo y trabajo en la ciudad de Phoenix
        d. No vivo ni trabajo en la Ciudad de Phoenix

- ¿Cuál es su código postal?

- ¿Cuál de los siguientes posee o tiene acceso regularmente? Por favor marque todos los que apliquen:
        a. Coche o camión
        b. Bicicleta
        c. Scooter eléctrico
        d. Dispositivo de asistencia, como una silla de ruedas o un scooter motorizado
        e. Otro (texto abierto)

- Marque la frecuencia con la que usa cada una de estas diferentes formas de viajar.

	A diario	Semanal	Mensual	Raramente	Nunca
Conducir o viajar en un automóvil					
Toma transporte público					
Usa viajes compartidos o un taxi					

Camina					
Usa bicicleta					
Usa un scooter eléctrico					
Usa un dispositivo de asistencia, como una silla de ruedas o un scooter de movilidad					

- ¿Cuál de los siguientes tipos de transporte le gustaría usar más en el futuro? Por favor marque todos los que apliquen.
    a. Coche
    b. Tránsito público
    c. Viaje compartido o un taxi
    d. Caminando
    e. Bicicleta
    f. Scooter eléctrico
    g. Un dispositivo de asistencia, como una silla de ruedas o un scooter de movilidad.
    h. Ninguna de las anteriores

- ¿Cuál de los siguientes tipos de transporte le gustaría usar menos en el futuro? Por favor marque todos los que apliquen.
    a. Coche
    b. Tránsito público
    c. Viaje compartido o un taxi
    d. Caminando
    e. Bicicleta
    f. Scooter eléctrico
    g. Un dispositivo de asistencia, como una silla de ruedas o un scooter de movilidad.
    h. Ninguna de las anteriores

- ¿Cuál de los siguientes tipos de transporte le gustaría usar menos en el futuro? Por favor marque todos los que apliquen
    a. Coche

b. Tránsito público
c. Viaje compartido o un taxi
d. Caminando
e. Bicicleta
f. Scooter eléctrico
g. Un dispositivo de asistencia, como una silla de ruedas o un scooter de movilidad.
h. Ninguna de las anteriores

- En los últimos dos meses, ¿ha caminado o andando en bicicleta por alguna de las siguientes razones?
    a. Camine o ande en bicicleta para completar un viaje al trabajo, la escuela, ir de compras o socializar
    b. Camine o ande en bicicleta para hacer ejercicio o divertirme
    c. Camine o ande en bicicleta para acceder al transporte público (autobús o tren ligero)
    d. No estoy interesado en caminar o andar en bicicleta.

- Si tuviera que caminar y andar en bicicleta con más frecuencia, ¿cuál de las siguientes describiría el propósito de hacerlo? Por favor marque todos los que apliquen.
    a. Camine o ande en bicicleta para completar un viaje al trabajo, la escuela, ir de compras o socializar
    b. Camine o ande en bicicleta para hacer ejercicio o divertirme
    c. Camine o ande en bicicleta para acceder al transporte público (autobús o tren ligero)
    d. No estoy interesado en caminar o andar en bicicleta.

- ¿Cómo se describiría a sí mismo a partir de las siguientes opciones, según la frecuencia o la comodidad con la que se siente andando en bicicleta?
    a. No me interesa andar en bicicleta - No quiero andar en bicicleta
    b. Interesado en andar en bicicleta: estoy interesado en andar en bicicleta más si hay instalaciones para bicicletas más cómodas y seguras
    c. Ciclista ocasional: me siento cómodo usando carriles para bicicletas y senderos para bicicletas
    d. Ciclista asertivo: me siento muy cómodo andando en bicicleta en las calles, incluso si no tienen carriles para bicicletas

- Si desea proporcionar más detalles, utilice el espacio a continuación (texto abierto)

- ¿Cómo calificaría las condiciones actuales para andar en bicicleta en Phoenix?
    a. Muy bien
    b. Bien
    c. algo bueno
    d. Neutral
    e. Algo pobre
    f. Pobre
    g. Muy pobre

- ¿Cómo calificaría las condiciones actuales para caminar en Phoenix?
    a. Muy bien
    b. Bien
    c. algo bueno
    d. Neutral
    e. Algo pobre
    f. Pobre
    g. Muy pobre

- ¿Cómo calificaría las condiciones actuales de los dispositivos de asistencia, como las sillas de ruedas, en Phoenix?
    a. Muy bien
    b. Bien
    c. algo bueno
    d. Neutral
    e. Algo pobre
    f. Pobre
    g. Muy pobre

- Pensando en la seguridad del tráfico, ¿qué tan seguro se siente actualmente caminando en Phoenix?
    a. Muy seguro
    b. A salvo
    c. Algo seguro
    d. Neutral
    e. Algo inseguro
    f. Inseguro
    g. muy inseguro

- Pensando en la seguridad del tráfico, ¿qué tan seguro se siente actualmente al andar en bicicleta en Phoenix?
    a. Muy seguro
    b. A salvo
    c. Algo seguro
    d. Neutral
    e. Algo inseguro
    f. Inseguro
    g. muy inseguro

- Pensando en la seguridad vial, ¿qué tan seguro se siente usando un dispositivo de asistencia, como una silla de ruedas, en Phoenix?
    a. Muy seguro
    b. A salvo
    c. Algo seguro
    d. Neutral
    e. Algo inseguro
    f. Inseguro
    g. muy inseguro

- Para la siguiente pregunta, indique qué tan de acuerdo o en desacuerdo está con cada una de las siguientes afirmaciones.

	Muy en desacuerdo	Discrepar	Algo en desacuerdo	Neutral	Parcialmente de acuerdo	Estar de acuerdo	Totalmente de acuerdo
Mi vecindario sería un mejor lugar para vivir si fuera más agradable para la gente caminar.							

Mi vecindario sería un mejor lugar para vivir si fuera más agradable para la gente andar en bicicleta.							
Me siento cómodo con mis amigos y familiares usando las calles de Phoenix para caminar o andar en bicicleta.							
Muchos de los lugares a los que necesito ir regularmente están a una distancia en bicicleta de mi casa.							

Usaría el transporte público con más frecuencia si fuera conveniente y seguro caminar y andar en bicicleta para llegar.							
Me gusta caminar.							
Me gusta andar en bicicleta							

- ¿Cuál de los siguientes le impide caminar más? Por favor seleccione todas las respuestas válidas
    h. Personas que conducen de manera insegura
    i. Gente manejando rápido
    j. Aceras angostas
    k. Malas condiciones de la acera
    l. Huecos en las aceras
    m. no hay aceras
    n. Los cruces en las calles principales no se sienten seguros
    o. Las señales de cruce tardan demasiado
    p. Pasos de peatones espaciados demasiado lejos
    q. No hay suficiente sombra
    r. Demasiado caliente
    s. Distancias entre lugares
    t. Otro (texto abierto)

- Pensando en la lista anterior, ¿cuál es la barrera más grande para caminar?

a. Personas que conducen de manera insegura
b. Gente manejando rápido
c. Aceras angostas
d. Malas condiciones de la acera
e. Huecos en las aceras
f. no hay aceras
g. Los cruces en las calles principales no se sienten seguros
h. Las señales de cruce tardan demasiado
i. Pasos de peatones espaciados demasiado lejos
j. No hay suficiente sombra
k. Demasiado caliente
l. Distancias entre lugares
m. Otro (texto abierto)

- ¿Cuál de los siguientes le impide andar en bicicleta más? Por favor seleccione todas las respuestas válidas
    a. Carriles para bicicletas demasiado cerca de los carriles de tráfico
    b. Los carriles para bicicletas no se conectan
    c. Los carriles para bicicletas desaparecen cerca de las intersecciones.
    d. Difícil de encontrar una ruta clara para andar en bicicleta.
    e. Falta de estacionamiento para bicicletas.
    f. Pasos de peatones espaciados demasiado lejos
    g. Las señales de cruce tardan demasiado
    h. Sintiéndome inseguro
    i. Personas que conducen de manera insegura
    j. Gente manejando rápido
    k. No hay suficiente sombra
    l. Demasiado caliente
    m. Distancias entre lugares
    n. Otro (texto abierto)

- Pensando en la lista anterior, ¿cuál es la barrera más grande para usted cuando se trata de andar en bicicleta?
    a. Carriles para bicicletas demasiado cerca de los carriles de tráfico
    b. Los carriles para bicicletas no se conectan
    c. Los carriles para bicicletas desaparecen cerca de las intersecciones.
    d. Difícil de encontrar una ruta clara para andar en bicicleta.

e. Falta de estacionamiento para bicicletas.
f. Pasos de peatones espaciados demasiado lejos
g. Las señales de cruce tardan demasiado
h. Sintiéndome inseguro
i. Personas que conducen de manera insegura
j. Gente manejando rápido
k. No hay suficiente sombra
l. Demasiado caliente
m. Distancias entre lugares
n. Otro (texto abierto)

- A continuación se encuentran descripciones e imágenes de diferentes tipos de infraestructura para bicicletas. Para cada foto, indique si le gustaría ver más de ese tipo de calle en Phoenix y si apoyaría el diseño incluso si agregara unos minutos al tiempo de conducción durante las horas pico.

1	2	3	4	5	6	7
desde totalmente de acuerdo (Totally Agree)						totalmente en desacuerdo (Totally Disagree)

Pregunta 1: Me gustaría ver más calles que se vean así en Phoenix.

Pregunta 2: Estaría interesado en esta calle diseño incluso si añadía unos minutos a los tiempos de conducción durante las horas pico).

1. Calle principal con 5 o 6 carriles / sin carril para bicicletas
2. Calle principal con carril bici
3. Calle principal con carril bici protegido
4. Calle principal con carril bici protegido (pilonas / postes indicadores)
5. Calle principal con carril para bicicletas protegido (pista para bicicletas con bordillo)
6. Calle principal con acera ancha (10')

7. Calle secundaria con carril bici
8. Calle secundaria con carril bici amortiguado
9. Calle local con sharrows y control de tráfico (bike blvd)
10. Calle local sin infraestructura para bicicletas

- A continuación se encuentran descripciones e imágenes de diferentes tipos de infraestructura de aceras. Para cada foto, indique si le gustaría ver más de ese tipo de calle en Phoenix y si apoyaría el diseño incluso si agregara unos minutos a los tiempos de conducción durante las horas pico.

1	2	3	4	5	6	7
desde totalmente de acuerdo (Totally Agree)						totalmente en desacuerdo (Totally Disagree)

Pregunta 1: Me gustaría ver más calles que se vean así en Phoenix.

Pregunta 2: Estaría interesado en esta calle diseño incluso si añadía unos minutos a los tiempos de conducción durante las horas pico).

1. Calle principal y acera sin barrera (al ras del bordillo)
2. Calle Mayor con tope y sombra
3. Calle secundaria y acera sin amortiguador
4. Calle Secundaria con amortiguador y sombra
5. Cruce a mitad de cuadra con señal HAWK en arterial de 6 o 7 carriles
6. Cruce a mitad de cuadra con señal HAWK en una calle colectora (3 carriles)
7. Cruce a mitad de cuadra sin señal HAWK en una calle colectora
8. Cruce a mitad de cuadra sin HAWK con isla de refugio para peatones
9. Intersección principal con mejoras para peatones

- Para la siguiente pregunta, indique qué tan de acuerdo o en desacuerdo está con cada una de las siguientes afirmaciones.

2. las siguientes afirmaciones.

	Muy en desacuerdo	Discrepar	Algo en desacuerdo	Neutral	Parcialmente de acuerdo	Estar de acuerdo	Totalmente de acuerdo
No apoyaría ningún proyecto que reduzca la velocidad para conducir o haga que los viajes en automóvil sean más largos.							
Apoyaría la reducción de los límites de velocidad a cambio de hacer las calles más cómodas para caminar y andar en bicicleta.							

- Pensando en el transporte en general en la Ciudad de Phoenix, clasifique sus prioridades:
    a. Reducción de la congestión vehicular durante las horas pico
    b. Prevención de colisiones que podrían lesionar a las personas
    c. Minimizar el costo de construcción y mantenimiento de calles.

   d. Brindar a todos una opción cómoda para usar las calles, ya sea que conduzcan, caminen, anden en bicicleta o tomen el transporte público.
   e. Diseño de calles para que coincida con la atmósfera de la vecindad.
   f. Construyendo un sistema de transporte verde y sostenible

- Pensando en las calles de Phoenix, ¿cuáles son sus cinco prioridades principales? Por favor clasifíquelos con 1 siendo el más alto.
   a. Ampliar la red de calles para automóviles
   b. Mejorar las señales de tráfico para los automóviles
   c. Mantenimiento de las aceras existentes.
   d. Ampliar la red de aceras
   e. Rellene los huecos de la acera
   f. Mejorar los pasos de peatones
   g. Agregar sombra a lo largo de las aceras
   h. Mantener los carriles para bicicletas existentes
   i. Ampliar la red de ciclovías
   j. Mejorar los cruces de bicicletas

- Al pensar en cómo agregar a la red de bicicletas de Phoenix, la Ciudad tiene que identificar prioridades y tomar decisiones sobre dónde y cómo invertir. Cuando buscamos agregar conexiones a la red de bicicletas, debemos priorizar dónde conectarnos primero. Clasifica lo siguiente según lo que creas que es más importante:
   a. Canales: agregar y mejorar caminos a lo largo de canales existentes
   b. Equidad: invertir en áreas históricamente marginadas
   c. Cierre de brecha: complete los enlaces que faltan en la red
   d. Oportunidades de bajo costo: Agregar carriles para bicicletas después de los proyectos de pavimento
   e. Parques y centros comunitarios: construya vínculos con la recreación
   f. Centros de población y empleo: conéctese con áreas donde hay mucha gente trabajando y viviendo.
   g. Seguridad: aborde las áreas con un historial de colisiones graves y/o muertes
   h. Acceso al tránsito: construya enlaces con estaciones de autobús y tren ligero

- Al pensar en cómo agregar a la red de bicicletas de Phoenix, la Ciudad tiene que identificar prioridades y tomar decisiones sobre dónde y cómo invertir. Las rutas regionales generalmente usan calles y canales para guiar a las personas por la ciudad. Las rutas de vecindario se enfocan en guiar a las personas a destinos en su vecindario. ¿Cuál crees que es una prioridad más alta?
   a. Rutas vecinales: concéntrese en rutas locales a destinos vecinales

b. Rutas regionales: concéntrese en las rutas de toda la ciudad para que las personas hagan viajes más largos

- Por lo general, las instalaciones para bicicletas más cómodas también cuestan más dinero para construir y mantener. Pensando en nuevas instalaciones para bicicletas, ¿cuál crees que es más importante?
    g. Costo: concéntrese en agregar rayas y letreros para asegurarse de que la ciudad pueda agregar tantas millas de carriles para bicicletas como sea posible
    h. Comodidad: concéntrese en construir proyectos que hagan que andar en bicicleta sea más cómodo, incluso si eso significa menos proyectos.

- ¿Qué otros comentarios le gustaría compartir con nosotros? (Abierto)

- Las siguientes preguntas están destinadas a ayudar a la ciudad de Phoenix a comprender si está compartiendo información. Por favor responda honestamente.

    1. ¿Sabe cómo reportar problemas de mantenimiento de calles a la Ciudad de Phoenix?
        a. Sí
        b. No
    2. Cuando hay un proyecto de calles para bicicletas o peatones en mi vecindario, ¿pueden encontrar información sobre el proyecto y dar su opinión?
        a. Sí
        b. No
    3. ¿Ha informado alguna vez sobre un problema de la calle a la ciudad de Phoenix?
        a. Sí
        b. No
    4. Si la respuesta es afirmativa, ¿Estuvo satisfecho con el resultado?
        a. Sí
        b. No

Cuéntanos un poco más sobre ti…

1. Edad
    a. 18 and under
    b. 19-29
    c. 30-39
    d. 40-49
    e. 50-59
    f. 60-69

   g. 70+

2. Raza y etnicidad
   a. Asiático / Isleño del Pacífico
   b. Negro
   c. Nativo americano
   d. Blanco
   e. Hispano/Latino de cualquier raza

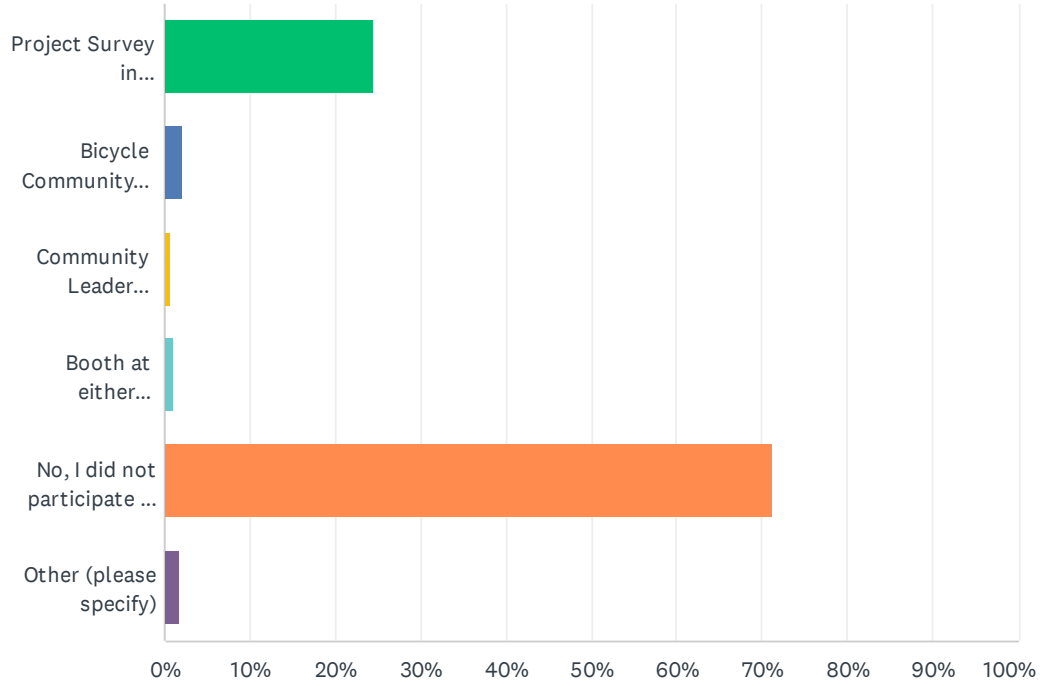
3. Género
   a. _____

4. Ingresos del hogar
   a. Under $35k
   b. $36-65k
   c. $66-100k
   d. $100k - $200k
   e. $200k+

Appendix B: Draft Plan Survey Responses

Q1 Did you participate in the original project survey or project interviews?

Answered: 180 Skipped: 0



ANSWER CHOICES	RESPONSES	
Project Survey in Winter/Spring 2022	24.44%	44
Bicycle Community Interviews	2.22%	4
Community Leader Interviews	0.56%	1
Booth at either Roosevelt Row First Friday or Laveen BBQ	1.11%	2
No, I did not participate in the past.	71.11%	128
Other (please specify)	1.67%	3
Total Respondents: 180		

#	OTHER (PLEASE SPECIFY)	DATE
1	I was not aware of the survey previously.	1/5/2023 6:02 PM
2	It happened so fast I didn't an opportunity.	1/5/2023 6:00 PM
3	I do not think so.	12/14/2022 3:19 PM

Q2 If you are interested in walking or biking more in Phoenix, what changes would encourage you walk or bike more?

Answered: 159 Skipped: 21

#	RESPONSES	DATE
1	less hostile traffic conditions. slower vehicles. More shade	1/16/2023 12:25 PM
2	Slower auto traffic. More dedicated bus and bike lanes. Signal priority at lights and intersections for non motor vehicles.	1/8/2023 10:54 AM
3	None	1/8/2023 7:51 AM
4	If you actually built good infrastructure instead of saying cars are more important than human lives	1/7/2023 1:16 PM
5	Elevated bike paths, roundabouts for 2 lane streets	1/6/2023 6:56 PM
6	It is fine the way it is.	1/6/2023 4:30 PM
7	N/A	1/6/2023 4:05 PM
8	Not	1/6/2023 3:36 PM
9	N/A	1/6/2023 3:10 PM
10	As a handicap walker sudden dips in sidewalks and uneven pavement make it hard to walk/navigate	1/6/2023 2:33 PM
11	None	1/6/2023 1:24 PM
12	I am interested in safer streets for driving.	1/6/2023 1:22 PM
13	No. Get rid of homeless squatters in city parks.	1/6/2023 10:12 AM
14	Face it, MAJORITY of people will not use bikes as their primary transportation. Money could be better spent finding a solution to the HOMELESS crisis in the valley. (Our streets look like garbage cans, worse than the poor parts of Mexico, it's an embarrassment and disappointment to tax paying citizens.)	1/6/2023 8:30 AM
15	Nothing.	1/5/2023 9:49 PM
16	None. We don’t need anymore for the amount of people who use bicycles as their mode of transportation to work etc.	1/5/2023 9:40 PM
17	No.	1/5/2023 9:18 PM
18	Water stations.	1/5/2023 8:51 PM
19	Parks with walkways and bike paths not on the road	1/5/2023 8:39 PM
20	Safer biking	1/5/2023 7:18 PM
21	Not interested in adding any bike lanes and less streets are actively widened. I do not want any car lanes taken away.	1/5/2023 6:47 PM
22	None of these changes would cause me to walk more than I already do.	1/5/2023 6:02 PM
23	We already walk when we can. Many other people do not. Changing the streets doesn't change people.	1/5/2023 6:00 PM
24	Fewer abandoned mental patients living homeless in outdoor bus shelters and the proposed shade structures. I drive because I can lock my car. I'd kive to know why the City pours money into bike lanes that rarely carry a single cyclist but cannot scrape up ten cents to find housing for the mentally ill. I sense a prejudice against the disabled in this mis-prioritization of resources. Overbuilding facilities for healthy people while abandoning a huge disabled	1/5/2023 4:47 PM

	population to remain homeless may actually violate the Americans With Disabilities Act, under which the City is liable for damages.	
25	Lower the temperature. I'm not biking when it's 100 degrees.	1/5/2023 3:20 PM
26	None, the current lanes are adequate	1/5/2023 3:19 PM
27	Protected bike lines, space between sidewalks and high-speed roads, lower speed limits	1/5/2023 3:02 PM
28	More physically separated bike lanes (with medians) in downtown. Turn Roosevelt Row into a public walkway and close the street to cars	1/5/2023 1:58 PM
29	Safer streets. More help with homeless population.	1/5/2023 11:22 AM
30	Safe places to ride a bike that is away from traffic.	1/5/2023 11:08 AM
31	Lowering speed limits on ALL streets, more bike lanes throughout the city not just downtown	1/5/2023 8:37 AM
32	More and better sidewalks. Riding on any road with distracted drivers is suicidal.	1/5/2023 7:28 AM
33	Current configuration is fine	1/5/2023 6:18 AM
34	None. Leave us alone. You quit driving if that’s what you want.	1/5/2023 6:12 AM
35	This is more of a seasonal activity in Phoenix.	1/4/2023 11:44 PM
36	Reduce crime and homelessness	1/4/2023 11:38 PM
37	Congested cities are not safe for biking and it is too hot to bike at least 4 months of the year.	1/4/2023 10:27 PM
38	More shade covering sidewalks, protected bike lanes, more bike parking.	1/4/2023 9:29 PM
39	I do not want to bike or walk. The weather is tooooo hot in Phoenix. This is a very BAD idea. Plus, it will create unnecessary traffic jams for features that will be minimally used.	1/4/2023 9:28 PM
40	More shade for pedestrians and more curb protected bike lanes all over the city	1/4/2023 8:36 PM
41	More Euro style bike/pedestrian protection. More public education regarding pedestrian and cyclists rights. Serious penalties for hitting/killing pedestrians cyclists.	1/4/2023 8:31 PM
42	I bike the canals and find them amply sufficient	1/4/2023 8:24 PM
43	Safer walk/bike routes with proper hygiene facilities available.	1/4/2023 8:07 PM
44	None	1/4/2023 8:06 PM
45	We need more paths/trails that aren’t connected to roads. Like the trail around the Arizona Canal.	1/4/2023 8:00 PM
46	Make the streets more safe. Intersections typically house homeless encampments where drug use and other dangerous activities occur.	1/4/2023 7:24 PM
47	There are enough trails already without taking away from roads	1/4/2023 7:17 PM
48	Not to spend money on this project, if you do, reduce it. This was a mess In Seattle made traffic and accidents worse, and was not used due to hills and weather. It is too hot most of the year to safely bike.	1/4/2023 6:56 PM
49	Less mileage.	1/4/2023 6:52 PM
50	I am not interested in either of these. I walk and bike plenty as weather permits but it's too damn hot here for anything but driving at least six months out of the year.	1/4/2023 6:45 PM
51	More local and affordable businesses along the 32nd St corridor.	1/4/2023 6:37 PM
52	N/A	1/4/2023 6:33 PM
53	Clean up the homeless Street people problem, so we will feel safer to walk the streets	1/4/2023 6:30 PM
54	Parks, definitely not to work.	1/4/2023 6:19 PM
55	None. I can walk and bike fine as is.	1/4/2023 6:18 PM
56	I don’t agree with this plan.	1/4/2023 6:18 PM

57	Get homeless out of underpasses and tunnels.	1/4/2023 5:59 PM
58	I’m not. Nobody is. We are a sprawling, spread out city. Not a congested communist pit you desire is to be.	1/4/2023 5:57 PM
59	Clean up the homeless population	1/4/2023 5:50 PM
60	More trails.	1/4/2023 5:46 PM
61	None	1/4/2023 5:39 PM
62	No	1/4/2023 5:35 PM
63	more convenient businesses	1/4/2023 5:31 PM
64	More parks to walk or bike to	1/4/2023 5:22 PM
65	To hot for walking and riding a bike!	1/4/2023 5:12 PM
66	Give them designated areas to operate and prioritize motor vehicle traffic in high density areas.	1/4/2023 5:11 PM
67	consistent sidewalks- there are a lot of spots that randomly end or are in bad condition. Same goes for bike lanes. Also, additional trees for shade and lighting for night time.	1/4/2023 5:11 PM
68	Not interested	1/4/2023 5:08 PM
69	Most interested in getting to my destination in my automobile!	1/4/2023 5:06 PM
70	It’s fine how it is.	1/4/2023 5:05 PM
71	Lower taxes so fewer work hours would be necessary to pay bills	1/4/2023 5:00 PM
72	Republicans in office	1/4/2023 4:57 PM
73	If people want to bike more they can move back to CA.	1/4/2023 4:54 PM
74	Having more trains or some of train-like specific transportation, so that walking and biking would be a realistic and accessible approach. Doing all of these city wide improvements that focus on bike and pedestrian safety only work so well when you can't get to other parts of the city due to how expansive Phoenix is	1/4/2023 8:44 AM
75	More trees and more bicycling infrastructure	1/3/2023 11:16 AM
76	no	1/2/2023 5:29 PM
77	Protected bicycle infrastructure including solidly separated bike lanes like in Salt Lake City or at the very least flex delineators on major corridors. Additionally I walk a lot and the need for HAWKs or just anything to slow down drivers is critical. I also would like more shade especially in the summer, but the bigger threat to my life is drivers who do not think they have to stop for pedestrians.	12/29/2022 7:13 PM
78	Sidewalks	12/29/2022 1:40 PM
79	Improve intersection signals, many do not have a bicycle/pedestrian interface. Focus on the current users and what significant gaps they see in the infrastructure. /there are large safety gaps that currently exist that are not being addressed by this plan or other current processes/projects	12/29/2022 10:49 AM
80	Buffered lanes with shade	12/26/2022 8:00 AM
81	Slower speed limits and off street paths	12/21/2022 10:04 PM
82	Access to retail with Shaded sidewalks on streets with slower traffic.	12/17/2022 7:55 AM
83	Protected bike lanes, better connectivity, and improvements at intersections. Visibility isn’t enough, cars NEED to be slowed down.	12/16/2022 6:03 PM
84	Better-connected routes, slower car traffic	12/15/2022 4:02 PM
85	Dedicated bike lanes that are protected.	12/14/2022 3:19 PM
86	Shaded walkways and fully protected bike lanes	12/13/2022 8:43 PM
87	More sidewalks (many areas do not have sidewalks or the sidewalks suddenly end) Greater	12/12/2022 7:54 AM

	separation between sidewalks and streets (I'm originally from Milwaukee. The streets there follow this layout: traffic lanes, parked cars, 4ft strip of grass (berm/verge), sidewalk. When I first moved to Phoenix I was surprised to see that the sidewalks here are right up against fast, high traffic streets. More crosswalks Protected bike lanes Clearly marked bike lanes Lower speed limit in residential areas (the neighborhood I live in has 5 lanes of busy traffic. Walking along a narrow sidewalk with cars speeding past at 50 mph make me feel unsafe) Speed limit enforced with cameras and fines	
88	The danger from cars is such a big risk, I find myself driving embarrassingly short distances because there is no way to safely cross the 6 lane stroad that separates me from the drug store or convenience store, etc. I used to love walking with my kids before we lived in Phoenix, but now our routes are very limited thanks to the car danger. Cars do not stop in marked crosswalks here, especially not on arterial roads. They also generally block the crosswalk at intersections and don't seem to look for pedestrians before turning on red. It is not physically possible to cross 6 lanes of traffic with small children during a gap in traffic. If there were those boulevard-style islands in the middle of the road at more places, it would give us a more protected place to wait for all the cars speeding through the crosswalk while we stand in the middle of the road and wait for another break in traffic. More access points and water crossings over the wash/canal trails would make them a more practical option for traveling safely while on bike or on foot too. Also I would love to see traffic lights give pedestrians that 2 second head start before any car traffic lanes get the green, since that seems to make pedestrians slightly more visible.	12/11/2022 6:34 PM
89	Sidewalks! My neighborhood for whatever reason doesn't have them. I would get out more with the kids, walk	12/8/2022 1:21 PM
90	More protected bike lanes, more sidewalks, more shaded sidewalks, beautification of walls with murals from local muralists, more street facing retail shops	12/8/2022 1:06 PM
91	Reduced speed. Increased education for drivers, bikers, and walkers. Enforcement.	12/8/2022 12:50 PM
92	More HAWKs and bike lanes.	12/8/2022 11:56 AM
93	Upgrade existing bicycle lanes; add new bicycle lanes where feasible.	12/8/2022 6:30 AM
94	Protected bike lanes, water stations on bike paths.	12/7/2022 2:27 PM
95	Safer, more abundant infrastructure for pedestrians and biking. Auto lane reductions and controlling traffic through better street design.	12/6/2022 4:02 PM
96	Definitely interested in biking more, as I'm an avid road cyclist. The city needs more cycling infrastructure like protected lanes, but we also need to educate drivers on the rights of cyclists. Not a day goes by that I don't have some motorist try to run me off the road or scream at me for NOT riding on the sidewalk.	12/6/2022 3:46 PM
97	More protected lanes and slower vehicle speed limits	12/6/2022 2:27 PM
98	Less emphasis on accommodating cars, stricter policing on cars for blowing stop lights, rolling through stop signs, etc. more designated bike lanes and safer pedestrian crossings.	12/6/2022 10:49 AM
99	Bicyclists are a hazard to motorists	12/6/2022 7:31 AM
100	more green space to make commuting paths cooler in the summer months	12/6/2022 4:05 AM
101	protected bike lanes, safer bike parking,	12/5/2022 10:46 PM
102	safe paths that are blocked off from cars. Stoplights that allow for fast crossing. Paths that have appropriate tree coverage so the path stays cool.	12/5/2022 9:35 PM
103	cycling paths AWAY from traffic	12/5/2022 8:03 PM
104	Better/more bike infrastructure.	12/5/2022 5:59 PM
105	I want low-level, easy routes where I know there will consistently by safe ways to cross big streets, shade, etc. There's a lot of changes I would like to see, but the thing that would make the biggest difference for both biking and walking is tons more HAWK crosswalks.	12/5/2022 4:06 PM
106	Walking. More Rapid/Express Transit to get me places where I don't need my car. Rapid transit to downtown Phoenix is great and it would be great to take it other places beyond DTPHX and not only during rush hour.	12/5/2022 2:58 PM

107	I'm more a cyclist than a walker. Cars remain my biggest concern on a bicycle - too many distracted drivers and too many disrespectful drivers (those that intentionally intimidate cyclists with their cars) remain primary blockers to my cycling more for transportation than for fitness/fun.	12/5/2022 1:33 PM
108	Develop inclusivity of safety, addressing barriers for people on wheelchairs, timing of street crossing lights, pavement condition on streets at crosswalks, transition of pavement at crosswalks (bulked), impose violation fees for the hundreds of rental scooters just left blocking on sidewalks. A new problem too is the tents being installed by the homeless on sidewalks.	12/5/2022 7:26 AM
109	More zebra painted cross walks, speed bumps through newer neighborhoods, multi purpose buildings (retail on bottom, living space above); have bus stops closer together	12/5/2022 12:46 AM
110	reduced speed limits in pedestrian areas	12/4/2022 8:15 PM
111	more protected bike lanes, or at least more buffered bike lanes. lower speed limits for motor vehicles on streets with just bike lanes or no bike lanes. Better signage fir existing bike infrastructure. Overall more protection for cyclists and pedestrians, stronger enforcement of motor vehicle speed limits.	12/4/2022 7:40 PM
112	More shade and improvements in safety infrastructure	12/4/2022 7:09 PM
113	Less interaction with motorized vehicles is required as Scottsdale has done with underpasses so bikers are not hit by vehicles.	12/4/2022 3:47 PM
114	Real bike lanes with a barrier between car traffic lanes and the bike lane, not just a painted line. More no right on red restrictions at intersections. More sidewalks that are kept in better condition.	12/4/2022 10:35 AM
115	Protected bike/walking lanes along major roads	12/3/2022 3:40 PM
116	I walk more than I bike. My neighborhood has people parking on the sidewalk. Children going to school and others walking have to go out in the street to get past vehicle’s parked on the sidewalk.	12/3/2022 8:54 AM
117	More protected bike paths and more shade on side walks	12/3/2022 7:51 AM
118	There needs to be more of an incentive to walk. I live 10 minutes away from a Walgreens and would love to walk there, but I always choose to drive. Walking is not only dangerous, but also very uncomfortable. I can't have conversations during my walk, I have to use the same route as the cars, and there is no shade or barriers to protect me from danger. I recommend having seperate walking/biking paths that pedestrians can use to get where they are going. These paths would prioritize pedestrians and allow a comforting experience to travel or to just hang out.	12/3/2022 7:38 AM
119	Protected infrastructure, as long as there is a physical and immovable barrier I will feel safer walking (add STRONG, IMMOVABLE bollards) or cycling (add jersey barriers to test routes or separate with plants/shade trees). I think road's need to go on diets and make it so people don't feel free to go as fast as possible just because the width of the road tricks their minds into thinking "it's ok because it's like a freeway" Central Ave needs a diet from the very south to the very north.	12/2/2022 9:18 PM
120	Safer street crossings, more bike lanes, smarter bike lanes connecting residential to businesses and commercial, otherwise where are we biking? More RED LIGHT CAMERAS.	12/2/2022 2:46 PM
121	Continue detached sidewalks. Have more safe ways across freeways.	12/2/2022 1:17 PM
122	Lower enforced speeds, speed cameras, traffic light cameras, total ban on right turn on red, bike parking facilities, and protected bike lanes.	12/2/2022 1:08 PM
123	Enforce traffic laws for cars. Speeding. Red light running. Driving in bike lanes. Running through HAWKs. Ignoring stop signs. I never see traffic stops, and there is no camera enforcement.	12/2/2022 1:04 PM
124	Bikers act as if they own the road rather than sharing with cars - bikers on central Avenue make rush hour impossible and yet they are struggling to bike up the road, get some practice in and attempt to keep up with the flow of traffic rather than crawling along and swerving around in the lane so that cars cannot pass through	12/2/2022 8:17 AM
125	Protected Bike Lanes and Safer Road Crossings.	12/2/2022 6:46 AM

126	car-free roads	12/2/2022 12:53 AM
127	I am very interested in both when temps are acceptable. Shaded buffered bike and bed paths. I think they are called multi use pathways.	12/1/2022 9:34 PM
128	I am interested in walking more than biking. I would like more shaded sidewalks. I would rather drive than ride a bicycle	12/1/2022 9:22 PM
129	Shaded pedestrian walkways, or, at the very least, shade structures or trees placed on the corners of the busiest intersections, where pedestrians often have to wait for long periods while they wait for the traffic lights to cycle through. Protected bike lines are the single most effective option for encouraging more biking.	12/1/2022 8:50 PM
130	Biking more, where safer side streets are used. Walking more if there were more shade walking to and from Light Rail or bus stops.	12/1/2022 6:34 PM
131	protected bike lanes where I bike	12/1/2022 3:35 PM
132	Completion of Colter Street bike lanes to provide a safe east/west alternative route; Improved safety at the canal crossing at 40th & Camelback; Improvements to overpass bridges such as at Campbell to make them more bicycle friendly; Enforcement of no loitering/homeless in underground tunnels and bridges - (this is very expensive infrastructure and not the place for this/creates safety concerns for users); Paved multi-use path or bike lane on Lincoln from 24th to 32nd Street; Connecting the uptown area to the 3rd/5th Ave bike lanes to create a safe route all the way through to downtown.	12/1/2022 3:20 PM
133	Protected bike lanes, consistent cleaning of debris from bike lanes	12/1/2022 2:57 PM
134	More protected bike lanes, traffic calming, safer pedestrian/bike crossings.	12/1/2022 2:45 PM
135	be less hot outside	12/1/2022 2:17 PM
136	Protected Bike/Pedestrian Lanes Ped/bike bridges Bike paths	12/1/2022 12:32 PM
137	Protected bike infrastructure, lowered speed limits, protected crossings — and ENFORCEMENT. I cannot stress how important enforcement is to making changes such as these work. If people can park in bike lanes with impunity, speed with no consequences and place pedestrians in danger without repercussions	12/1/2022 12:11 PM
138	Real traffic enforcement, lower speed limits, red light cameras. Literally everything is needed.	12/1/2022 12:10 PM
139	Protected Bike lanes, wider sidewalks, MORE SHADE, traffic calming	12/1/2022 11:53 AM
140	Protected, separate bike lanes are the absolute biggest thing preventing me from cycling more in Phoenix. After that shade and drainage would be a priority as well, as well improvements to the existing trails, the canal trails in particular, they could really use more lighting and paved routes.	12/1/2022 11:15 AM
141	Lower driving speed limits, fewer car lanes, and barriers between lanes.	12/1/2022 9:58 AM
142	more efficient light rail, established protected bike lane network, more shade for walking	12/1/2022 1:11 AM
143	Protected bike lanes, more public transit, less priority of cars in the city	11/30/2022 11:31 PM
144	i wish there was less noise and air pollution and it was less hostile to be outside without being in a car	11/30/2022 9:57 PM
145	Safety. Too many criminal transients and drug addicts to safely walk or ride	11/30/2022 9:35 PM
146	walking, separation barriers between cars and pedestrians/bikers	11/30/2022 6:45 PM
147	Decrease homelessness so streets are safe and bikes don’t keep getting stolen. Expand sidewalks so they aren’t only big enough for a single person at a time. Enforce traffic rules in high density areas.	11/30/2022 6:23 PM
148	More interested in biking because everything is so far apart for walking in a lot of phoenix.	11/30/2022 6:06 PM
149	More continuous bike lanes, we have a lot of forgotten lanes where they just randomly end, how can we contribute and report these? Sometimes it seems like there's such a disconnect between our bike lanes and people that actually ride bikes, that's not a blanket statement, we have some great routes but we also have some weird ones that could use a little help. More	11/30/2022 3:16 PM

	guarded bike lanes and buffered bike lanes, the 15th ave buffered addition is great, the Fillmore addition is lovely, the 3/5th additions are great. Better routes on quieter streets, there's no business having a bike lane on 16th, invest in 12th st. and the related lower vehicular traffic routes. The major through streets are always going to have higher speed limits which I know is hard to reduce or get people to comply with, invest the streets that'll work instead of trying to bend the major streets to work.	
150	Protected bike lanes! Sharrows and bike lanes next to street parking are even more dangerous than having nothing at all. They give newer riders false confidence and can lead to more accidents. The priority NEEDS to be on protected bike lanes.	11/30/2022 1:54 PM
151	Road Diets, Reducing Speed Limits Citywide, Reducing traffic lanes and utilizing them for buffered bike lanes and/or extend curbs and widen sidewalks to create raised protected bike lanes which improve safety, reduce accidents and ensure accessibility for everyone. Lane conversion allows for additional area for shade trees or shade structures, increased public transportation, and economic benefits all while improving traffic, not adding to it.	11/30/2022 11:49 AM
152	Have you heard of Sunday Parkways in Portland, OR? Community events like that!	11/30/2022 11:47 AM
153	Separated/protected bike lanes, and bike crossing signals. I use the bike lane traveling west on Oak St to 3rd St, and I'm not sure how to safely turn south onto 3rd Street. There's no bike signal or stop sign for oncoming 2-way traffic. Luckily traffic has been light the times I was there but it makes me wary of biking there in the future. Also, the 3rd/5th Ave bike lanes were full of debris from cars running into/over the barriers and breaking them.	11/30/2022 11:42 AM
154	Road diets, protected bike lanes, speed enforcement, improved pedestrian crossing (i.e. delayed left turn arrows, no turns on red).	11/30/2022 9:11 AM
155	Unfortunately there is not much I can walk to in my area. The newest business about to be added nearby is a used car dealership on McDowell near 41st Place, which the zoning will be changed to accommodate if the project is approved. So I would say that part of the larger picture is what zoning changes the city is approving. There's very little to walk to near me, including all along McDowell (which has lots of car washes, tire shops, etc.), and this zoning change will likely have a negative effect for many years to come, as I don't think restaurants, coffee shops, etc. will be eager to place themselves near something like a car dealership that doesn't draw in any pedestrians or neighbors. This is obviously a larger conversation beyond the active transportation plan. Additionally, McDowell Road from 40th Street to 44th Street (which is the closest area to my home) appears to be one of the worst stretches of road in the area for traffic fatalities/serious injuries (9 in the last 5 years based on city data), so it doesn't feel like a great area to walk around. Two other stretches of McDowell west of me (before you reach downtown) are also hot points. Overall, McDowell could use some improvement when it comes to safety and also zoning/development. I do very much enjoy walking when I'm able to do so! Particularly when visiting Downtown Phoenix, where I feel safe getting around on foot. I find that cars are more likely to be looking for pedestrians than cyclists. And because as a pedestrian I am grade-separated from cars, it feels much safer. I love biking and now get around primarily by e-bike. The biggest hurdles to biking are the lack of safe infrastructure/necessity to ride close to fast-moving traffic, dominant car culture/aggressive attitude towards cyclists, and also lack of shade (especially May to September). I try to choose the best routes but there aren't always great options. Commuting all around town, I'd say my least favorite stretch of road I have to use regularly is 40th Street between McDowell and Camelback, as it has about 7,000 cars per day (according to data from 2015) and the bike lane is narrow and unprotected, with most cars driving over 40mph. I don't feel super safe on this route but try to reassure myself that only 3% of car/bike crashes happen in bike lanes (based on 2019 city data).	11/29/2022 11:21 PM
156	More safe routes to destinations that I actually want to go to	11/29/2022 9:21 PM
157	More infrastructure for safe and wide enough bike lanes through popularly ridden streets. Also, for the lanes to remain clear of debris.	11/29/2022 6:35 PM
158	For walking - more shaded sidewalks. More sidewalks in general. And more shops and restaurants in walking distance to my home. For biking - I am scared to bike because drivers in Phoenix are fast and aggressive.	11/29/2022 4:46 PM
159	Vegetation barriers between cars and pedestrians/cyclists would make the streets much more walker/biker friendly while trees could provide shade and better air quality.	11/29/2022 4:10 PM

Q3 What is your most important active transportation priority (i.e., more sidewalks, safer roadway crossings, protected bicycle facilities, etc.)?

Answered: 164 Skipped: 16

#	RESPONSES	DATE
1	safer roadway crossings, protected bicycle lanes, road bollards to discourage 4-wheeled vehicle operations and increase pedestrian confidence	1/16/2023 12:25 PM
2	Safety, convenience, accessibility	1/8/2023 6:17 PM
3	How about maintaining the sidewalks and protected bike lane we have now? And attached sidewalks on arterial roads is unacceptable. More of the same isn't getting us anywhere to vision zero goals.	1/8/2023 10:54 AM
4	Wider lanes for automobiles, traffic laws enforced for bicycles	1/8/2023 7:51 AM
5	Make driving a car in Phoenix more difficult	1/7/2023 1:16 PM
6	More busses, bus stops, wheelchair access in bike paths	1/6/2023 6:56 PM
7	N/A	1/6/2023 4:05 PM
8	Better roads	1/6/2023 3:36 PM
9	Better public transportation More police presence at crosswalks to arrest drivers who don't yield to pedestrians	1/6/2023 3:10 PM
10	Safer sidewalks	1/6/2023 2:33 PM
11	More sidewalks	1/6/2023 1:24 PM
12	Fix the damn roads you currently have.	1/6/2023 1:22 PM
13	Repair existing streets . Reduce light rail funding	1/6/2023 10:12 AM
14	Keep existing sidewalks clear of debris (rocks, plants, garbage)	1/6/2023 8:30 AM
15	Putting these recreational uses in other places that don’t interfere with roads.	1/5/2023 9:49 PM
16	N/A	1/5/2023 9:40 PM
17	Traffic lights synched for vehicles and more pull out lanes for buses	1/5/2023 9:18 PM
18	Driving a vehicle	1/5/2023 8:51 PM
19	Street repairs for auto transportation	1/5/2023 8:39 PM
20	Safer roadway crossings	1/5/2023 7:18 PM
21	My most important, active transportation priority is being able to drive where I want without excessive traffic	1/5/2023 6:47 PM
22	Phoenix has a great layout of sidewalks and bike paths that are already very underutilized. It is very hot here in the summer months and we rarely see people walking or biking. “Safer” bike paths will not increase usage and will be a waste of taxpayer dollars.	1/5/2023 6:02 PM
23	I think Phoenix is already well structured and the existing walking paths and bike lanes don't see that much activity. Adding more is nothing but a waste of tax dollars.	1/5/2023 6:00 PM
24	Crosswalk safety is vitally important. Many intersections are poorly lit and motorists enter crosswalks, not seeing pedestrians attempting to cross.	1/5/2023 4:47 PM
25	More sidewalks.	1/5/2023 3:20 PM
26	Protected bike lanes would make it safer for bikers and walkers alike	1/5/2023 3:02 PM

27	Safer bike routes	1/5/2023 1:58 PM
28	Do not restrict car lanes. It will achieve only congestion and more smog.	1/5/2023 1:44 PM
29	Safer crossings	1/5/2023 11:22 AM
30	Safer Roadway Crossings	1/5/2023 11:08 AM
31	More car lanes	1/5/2023 8:55 AM
32	Lowering speed limits	1/5/2023 8:37 AM
33	Sidewalks sidewalks sidewalks	1/5/2023 7:28 AM
34	Protected bike facilities	1/5/2023 6:18 AM
35	Actual streets. For driving.	1/5/2023 6:12 AM
36	Less traffic. So if this is something that will influence traffic in a negative way then we need to circle back and think when this would be utilized. An example would be it will be utilized more in fall and winter.	1/4/2023 11:44 PM
37	Increase number of lanes for cars. Build sidewalks. Bicycles are for spandex wearing chumps!	1/4/2023 11:38 PM
38	Repair Phx highways, too many pot holes, it’s worse than ever. Bike lanes are a WASTE of taxpayer dollars, invest in electric car charging stations instead.	1/4/2023 10:27 PM
39	Protected bine lanes	1/4/2023 9:29 PM
40	Safer roadway for vehicles	1/4/2023 9:28 PM
41	Protected bike lanes	1/4/2023 8:36 PM
42	more sidewalks with integrated bike path I would also like to see the heat level lowered by painting streets and roof tops white	1/4/2023 8:31 PM
43	More lanes for cars	1/4/2023 8:24 PM
44	Cost and usage effectiveness	1/4/2023 8:07 PM
45	No traffic	1/4/2023 8:06 PM
46	More lanes for cars. Almost no one bikes. There is already a serious traffic issue in the Phoenix area. Are you seriously considering CLOSING vehicle lanes?!?	1/4/2023 7:44 PM
47	Updating & expanding infrastructure to accommodate growth in the valley and the fact that people are having to move further out for affordability. Our roads and highways are already congested, fix that, not complicate a system that cannot handle current conditions.	1/4/2023 7:26 PM
48	N/A	1/4/2023 7:24 PM
49	Efficient and sufficient roadway space to handle car traffic	1/4/2023 7:17 PM
50	Safe road crossings in areas with high accident rates	1/4/2023 6:56 PM
51	Timed red lights.	1/4/2023 6:52 PM
52	Driving lanes.	1/4/2023 6:45 PM
53	Safer roadway crossings	1/4/2023 6:37 PM
54	Easy, unimpeded and well-managed flow of traffic and bikes/pedestrians	1/4/2023 6:33 PM
55	More sidewalks	1/4/2023 6:30 PM
56	More expressways, more sidewalks, more traffic lanes.	1/4/2023 6:26 PM
57	Better roads, more lanes and separated bike lanes	1/4/2023 6:19 PM
58	None	1/4/2023 6:18 PM
59	Please leave the roads alone.	1/4/2023 6:18 PM
60	None. We don’t need to waste money on this stuff. There are higher properties such as homelessness etc	1/4/2023 5:59 PM

61	Less vehicle traffic.	1/4/2023 5:57 PM
62	Safer better maintained roadways and crossings	1/4/2023 5:51 PM
63	Trying to get around the homeless camps	1/4/2023 5:50 PM
64	Safe roads.	1/4/2023 5:46 PM
65	Mone	1/4/2023 5:39 PM
66	Avoiding do gooder efforts that only further ensnarl traffic so people can feel good about themselves while harming the greater mass of commuters	1/4/2023 5:35 PM
67	more courteous drivers - nothing that involves any expenditure	1/4/2023 5:31 PM
68	More diving lanes for cars. Rush hour congestion is ridiculous. How can such a new city have such bad traffic?	1/4/2023 5:22 PM
69	Safer roadways better street surfaces!	1/4/2023 5:12 PM
70	Less motor vehicle congestion.	1/4/2023 5:11 PM
71	more, and wider, sidewalks	1/4/2023 5:11 PM
72	Better roadways	1/4/2023 5:09 PM
73	Safer roads for vehicles. There's almost no bicycle travel. This will cause congestion, angry motorists, and more accidents.	1/4/2023 5:08 PM
74	Available motor vehicle lanes	1/4/2023 5:06 PM
75	Most interested in getting to my destination in my automobile!	1/4/2023 5:06 PM
76	More sidewalks are fine.	1/4/2023 5:05 PM
77	Less homelessness and crime around light rail stops	1/4/2023 5:00 PM
78	Less traffic not more	1/4/2023 4:57 PM
79	Stop the building in metro Phoenix.	1/4/2023 4:54 PM
80	Trains; Our city is expanding at a rapid rate that cannot be sustained by adding lanes on roads. If Phoenix wants a realistic and active transportation strategy that can be easily accessible to all while still cutting down on congestion and pollution then some form of train transport needs to be considered. Whether that be trolley/street car, and/or a high speed commuter train that runs in the median between freeways. Ultimately less cars on the road means a more pedestrian and bike friendly city as it means safer sidewalks and bicycle lanes. Especially when in 2020 AZ had the 6th highest pedestrian fatality rate in the country. We are not a pedestrian friendly city, because we do not offer an effective public transit system that works throughout the city.	1/4/2023 8:44 AM
81	Less money towards car-centric roads and more money towards tree shade and bicycle infrastructure	1/3/2023 11:16 AM
82	none	1/2/2023 5:29 PM
83	Frequent crossing points for pedestrians and bicyclists. It's not a system safe for us if we have to walk or bike a mile out of our way to go anywhere.	12/29/2022 7:13 PM
84	More sidewalks	12/29/2022 1:40 PM
85	Updating current roadways that have no sidewalk or bike lanes.	12/29/2022 10:49 AM
86	Crossings	12/26/2022 8:00 AM
87	Safer roadways	12/21/2022 10:04 PM
88	Safer sidewalks with shade and slower traffic.	12/17/2022 7:55 AM
89	Safer roadway crossings is most important for saving lives.	12/16/2022 6:03 PM
90	Protected bicycle facilities, more shade	12/15/2022 4:02 PM

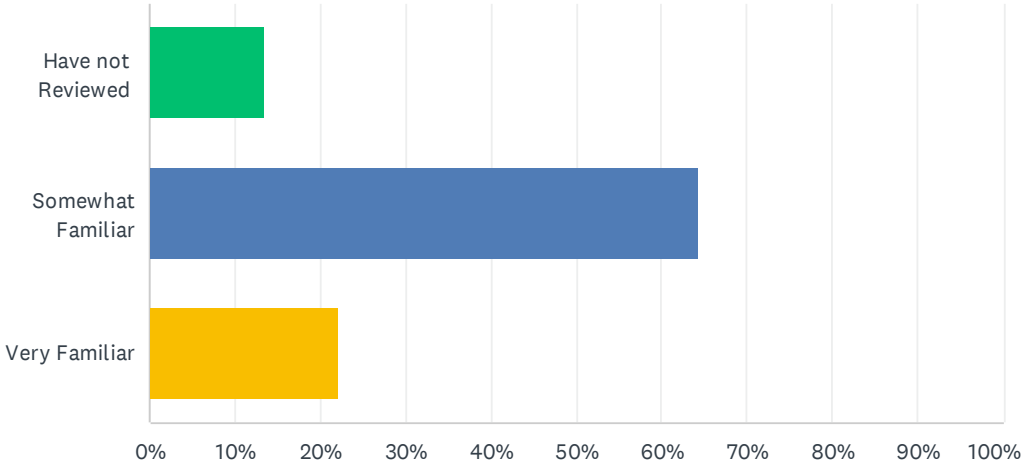
91	Protected sidewalks, bike paths, and parallel parking to be a buffer for restaurants on 7th street from Mcdowell to Thomas.	12/14/2022 3:19 PM
92	Protected bike lanes	12/13/2022 8:43 PM
93	My greatest priority is safety, such as safer sidewalks and bike lanes.	12/12/2022 7:54 AM
94	Safer crosswalks	12/11/2022 6:34 PM
95	Sidewalks	12/8/2022 1:21 PM
96	Protected bicycle paths	12/8/2022 1:06 PM
97	Speed reduction. Cushion space between sidewalks and roads. Travel safety education.	12/8/2022 12:50 PM
98	Safer crossings	12/8/2022 11:56 AM
99	Protected bicycle lanes	12/8/2022 6:30 AM
100	Protected bike lanes, bike cages or lockers.	12/7/2022 2:27 PM
101	Bike facilities accessible for all ages and abilities.	12/6/2022 4:02 PM
102	More bike lanes.	12/6/2022 3:46 PM
103	Slower vehicle speed limits and improved bicycle/pedestrian crossings at intersections	12/6/2022 2:27 PM
104	Safer roadway crossings and protected bike lanes	12/6/2022 10:49 AM
105	police enforcement of traffic laws	12/6/2022 7:31 AM
106	actions that promote bicycle commuting	12/6/2022 4:05 AM
107	protected bike lanes	12/5/2022 10:46 PM
108	protected bike lanes and favorable crossings	12/5/2022 9:35 PM
109	shade spots and protected cycling paths	12/5/2022 8:03 PM
110	protected bike infrastructure	12/5/2022 5:59 PM
111	HAWK crosswalks. They would be most useful if we designed them thoughtfully to form consistent routes to walk on small neighborhood streets.	12/5/2022 4:06 PM
112	Safer roadway crossings	12/5/2022 2:58 PM
113	Protected cycling lanes and paved, maintained, improved greenway/canal paths.	12/5/2022 1:33 PM
114	All of the above mentioned as part of question.	12/5/2022 7:26 AM
115	All of it!!	12/5/2022 12:46 AM
116	pedestrian safety	12/4/2022 8:15 PM
117	Protected bike lanes—separate bicycles and pedestrians from high speed motor vehicles.	12/4/2022 7:40 PM
118	more sideways and scenic walks, safer roadway crossings and intersections.	12/4/2022 7:20 PM
119	Safer roadway crossings and protected bicycle facilities	12/4/2022 7:09 PM
120	Safer crossings, protected right of use.	12/4/2022 3:47 PM
121	safer roadway crossings	12/4/2022 10:35 AM
122	Safer roadway crossings	12/3/2022 11:19 PM
123	Protected bike/walking lanes for safe transportation	12/3/2022 3:40 PM
124	Safer roadway crossings.	12/3/2022 8:54 AM
125	Bike paths	12/3/2022 7:51 AM
126	Not just more sidewalks, but also wider sidewalks. Sidewalks with beautiful trees between pedestrians and cars to not only protect pedestrians but to beautify the roads/ streets. I see aggressive driver on the road every day. Many of them run through red light intersections. Red	12/3/2022 7:38 AM

	light cameras are good but there needs to be better infrastructure to not allow cars to reach fast speeds in the first place. And definitely protected bike lanes. Not just space or cones but an actual barrier to deincentivise cars from driving where bikes are.	
127	Safer road crossings, I see too many oversized trucks ride the curb while turning which can be deadly to pedestrians waiting for a light change. Ban right on red.	12/2/2022 9:18 PM
128	Protected bike lanes, then red light cameras and safer roadways.	12/2/2022 2:46 PM
129	safer roadway crossings	12/2/2022 1:17 PM
130	Protected bike facilities.	12/2/2022 1:08 PM
131	Slower cars. I avoid some bike lanes because the cars are faster there. For example, 11st in Garfield and the new Oak Street in Coronado. The side roads are safer because the cars are slower. The infrastructure doesn't matter until we slow the cars and get motorists to obey the traffic laws.	12/2/2022 1:04 PM
132	Protected Bike Lanes and Safer Road Crossings.	12/2/2022 6:46 AM
133	Zoning reform to encourage mixed use nearby dense residential shifting focus away from car-dependency	12/2/2022 12:53 AM
134	I love the canal pathways. I think they should be paved/improved and if we can go UNDER the roadways instead doing HAWKS to cross, I can really get moving across town. For example Biltmore to Sun city is 1 hour on my bike. Thats a lot of ground in a short amount of time because of those canal tunnels.	12/1/2022 9:34 PM
135	More sidewalks, safe roadway crossings.	12/1/2022 9:22 PM
136	Pedestrian improvements, including more sidewalks and pedestrian bridges, more signaled crosswalks and more shade structures/trees.	12/1/2022 8:50 PM
137	Protected bike facilities and safer crosswalk sites that do not recall a pedestrian to walk half a mile or more to the next stoplight.	12/1/2022 6:34 PM
138	protected bike lanes, safer roadway crossings and less stupidity and rushing on the part of automobile drivers!	12/1/2022 3:35 PM
139	Improved bicycle infrastructure - bike lanes and protected bike lanes - in the central city/uptown area. Connect the Uptown area to the 3rd/5th Ave bicycle improvements to allow a safe commute all the way downtown.	12/1/2022 3:20 PM
140	Sidewalks AND protected bike lanes	12/1/2022 2:57 PM
141	Safer crossings and more protected bike lanes.	12/1/2022 2:45 PM
142	Safe Cycling Infrustructure	12/1/2022 2:17 PM
143	protected bicycle facilities	12/1/2022 12:32 PM
144	1.) Wider sidewalks, better insulated from traffic. I live on 16th Street, near a commercial node on Bethany Home and can walk to a lot of amenities. It's not a pleasant walk, nor does it feel particularly safe (especially with my child) because there's near-highway speed traffic mere feet away whipping by us on the sidewalk. 2.) Protected bike lanes are a close second for all the reasons above. If I had a dollar for every time a driver cut me off to get ahead or nearly hit me because they didn't see (or didn't care), drinks would be on me.	12/1/2022 12:11 PM
145	Increase reliability and scheduling of transit intervals 15 minutes, not 30 minutes. Also, ensure all buses are equipped with 3 bike rack slots, not 2 (you never know if you're going to work and will get a slot on the bus as it could be a two racker or a three racker, no uniformity)	12/1/2022 12:10 PM
146	protected bike facilities	12/1/2022 11:53 AM
147	Protected bicycle facilities, protected bicycle lanes, and safer roadway crossings.	12/1/2022 11:15 AM
148	Fewer and narrower car lanes that share space with protected, wider bike lanes and sidewalks.	12/1/2022 9:58 AM
149	safer roadway crossings and more traffic lights downtown for local residents	12/1/2022 1:11 AM
150	Protected bike lanes	11/30/2022 11:31 PM

151	all of the above: fewer cars	11/30/2022 9:57 PM
152	Safer area without mentally Ill, criminal transients and drug pushers on the right of ways	11/30/2022 9:35 PM
153	Wider sidewalks	11/30/2022 6:23 PM
154	More sidewalks and safer bicycle facilities. A big reason I don’t bike more places is because I had a bike stolen and it’s really common here. Obviously there’s a bigger problem of economic inequality and homelessness, but in the mean time some sort of protected bike racks with codes or something would be cool. Just an idea not sure how it would work- I would be willing to pay a small fee for that like a parking monitor	11/30/2022 6:06 PM
155	Protected bicycle routes and facilities	11/30/2022 3:16 PM
156	Protected bicycle facilities, safer crossings, bike boxes, less parking by mixed-use developments. It's not just about the bikes, all other forms of transportation benefit from better bike infrastructure.	11/30/2022 1:54 PM
157	Protected Bicycle facilities and a truly connected network, especially in Southwest Phoenix (estrella & laveen villages)	11/30/2022 11:49 AM
158	Community awareness and participation in active transportation	11/30/2022 11:47 AM
159	protected bicycle facilities	11/30/2022 11:42 AM
160	Protected bicycle facilities, roadway crossings, road diets, lower speed limits + enforcement.	11/30/2022 9:11 AM
161	protected bicycle facilities - whether that's a buffered lane or something safer	11/29/2022 11:21 PM
162	More sidewalks and protected bicycle lanes.	11/29/2022 6:35 PM
163	More sidewalks and shaded sidewalks.	11/29/2022 4:46 PM
164	Shaded sidewalks are very important. Especially in the summer months. Without shade, the heat can make it unbearable to walk.	11/29/2022 4:10 PM

Q4 How familiar are you with the Draft Plan and Plan Elements?

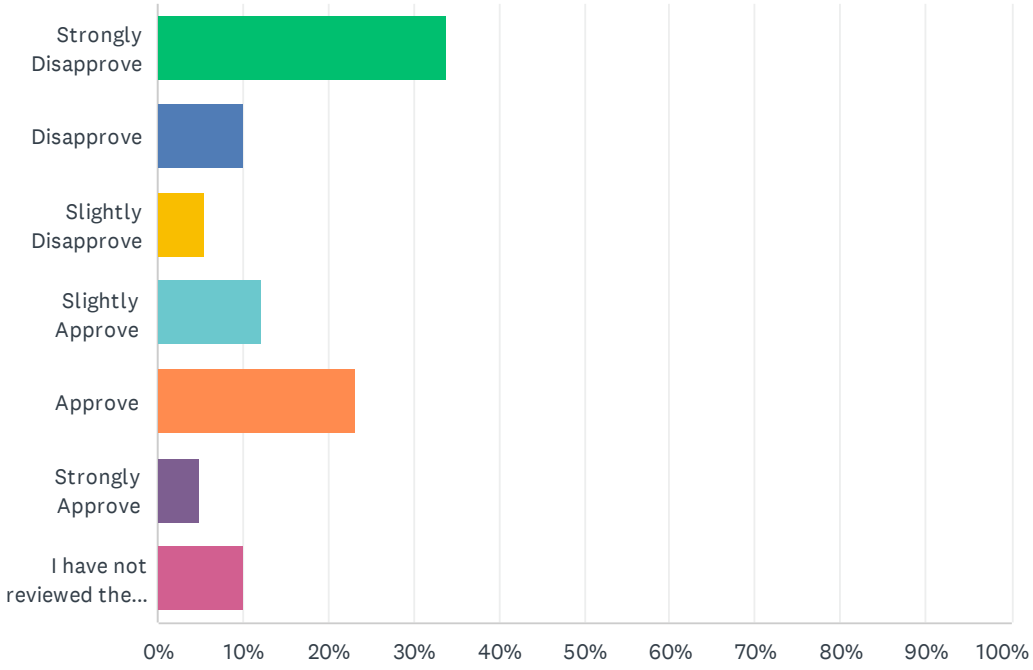
Answered: 180 Skipped: 0



ANSWER CHOICES	RESPONSES	
Have not Reviewed	13.33%	24
Somewhat Familiar	64.44%	116
Very Familiar	22.22%	40
TOTAL		180

Q5 How do you feel about the current Draft Plan and Plan Elements?

Answered: 180 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Disapprove	33.89%	61
Disapprove	10.00%	18
Slightly Disapprove	5.56%	10
Slightly Approve	12.22%	22
Approve	23.33%	42
Strongly Approve	5.00%	9
I have not reviewed the Draft Plan and Plan Elements	10.00%	18
TOTAL		180

Q6 Please share your comments on the Draft Plan and Plan Elements. For example, What do you like about the plan? What concerns do you have? What recommendations do you have?

Answered: 139 Skipped: 41

#	RESPONSES	DATE
1	hi, substituting asphalt, chip seal or tarmac with alternatives like concrete is conspicuously absent from the plan. A reduction in vehicle speed from traffic calming could make concrete a viable alternative. This would save the city tons of money on road maintenance.	1/16/2023 12:25 PM
2	I don’t like the idea of making roads smaller and creating “speed Diets” or usage diets. The roads are congested enough and enough people will not bike, walk, take a bus or train to make these changes sustainable, to grow the city, nor encourage a healthy lifestyle. I drive around the city and vary rarely see anyone using any of the bike lanes.	1/8/2023 6:20 PM
3	Section 3 Objective 5 - YES to recommendation 5.2 – pilot use of NACTO city speed limit guide. Failing to slow cars down is malfeasance. Additionally, education is crucial to explain speed-related dangers and the proven benefits of lowering speeds. School crossing speed limits are 15mph with generally high compliance; drivers know slowing down is crucial for safety, and need to apply this knowledge to all streets. Section 3 Objective 7 – YES to recommendation 7.1 – process to include traffic calming in capital improvement projects. The Streets Department must also consider broad toolkit of self-enforcing design features/traffic calming beyond just speed humps and speed bumps (see West 5th Street in Tempe between Hardy and Farmer for an example of effective traffic calming). Recommendation 7.4 must be moved to medium or near term; we cannot afford to wait a decade on this when our city has so much ground to make up. Section 3 Objective 8 - Innovative and thorough community engagement is critical. Over 100,000 Phoenix households do not own a car. A few hundred out of 1.6 million people responded to the initial Active Transportation Plan survey. How will marginalized and vulnerable residents, such as busy working poor people, homeless constituents and non-English-speaking residents be sought out and included in network development? Posting a survey link on City social media accounts is not sufficient. The City must commit to studying the removal of single-family zoning and minimum parking requirements in order to make Phoenix more walkable and stop exacerbating the urban heat island effect, which this plan identifies as a key barrier to active transportation. Collaborate across departments and get things done. Appendix A page 5 - 85103/85013 zip code typo	1/8/2023 6:17 PM
4	It doesn't go far enough to really encourage people to replace motor vehicle trips in their everyday routines.	1/8/2023 10:54 AM
5	The draft plan focuses too much on non-automobile transportation, at the cost of making driving less safe.	1/8/2023 7:51 AM
6	More protected bike infrastructure, with hard protection, bollards, make the tough choices to actually make it safer instead of always bowing to cars instead of safety	1/7/2023 1:16 PM
7	Traffic maker, kills bikers, destroys businesses. Waste of money and lives	1/6/2023 6:56 PM
8	Will create too much vehicle traffic.	1/6/2023 4:30 PM
9	Not to move forward with this plan	1/6/2023 4:05 PM
10	Don’t like taking away car lanes.	1/6/2023 1:24 PM
11	No one rides bikes for six months in the summer to commute. Less $ on bike lanes, more $ for street maintenance.	1/6/2023 10:12 AM
12	My concern is this is a waste of money for a minority of the population, it will bottleneck traffic (even more than current). As it is I loathe driving in downtown Phx because of light rail confusion, one way streets etc. Use the money somewhere else like homeless transition	1/6/2023 8:30 AM

	services and supporting our Police Department that are overloaded because of the terrible border enforcement.	
13	The city should stop trying to manipulate behavior to force people out of their cars. People love their freedom of mobility and unencumbered ability to choose to access a number of destinations. Stop foisting your anti-car agenda on residents and taxpayers - cars are the greatest asset to the democratization of the freedom to mobility.	1/5/2023 9:49 PM
14	It’s a ridiculous waste of money. It isn’t complicated to figure out what problems this will cause with traffic etc. there aren’t enough bicyclists that use this as their main mode of transportation to work etc. in Phoenix to warrant this, and you know it.	1/5/2023 9:40 PM
15	Phoenix is not laid out to be walkable or bikeable.	1/5/2023 9:18 PM
16	This will make traffic unbearable.	1/5/2023 8:51 PM
17	Repair roadways stop wasting money	1/5/2023 8:39 PM
18	I feel the current plan would back up traffic actually making biking more dangerous	1/5/2023 7:18 PM
19	I am not interested in adding anything to our transportation system that causes more traffic that gets backed up	1/5/2023 6:47 PM
20	My biggest concern is what a waste of money this will be. We have yet to see any significant use of the light rail system. Creating these specific lanes will reduce vehicle lanes an could cause even greater vehicle emissions.	1/5/2023 6:02 PM
21	The roads are well set up to manage traffic loads. Restricting them with the proposed modifications would be foolish. In the hot summer months, in particular, people will not want to walk or bike. By decreasing traffic lanes you will cause more traffic backups and increased emissions.	1/5/2023 6:00 PM
22	I recommend the City give tax incentives to landlords who take in at least one Section 8 recipient, and fund it by delaying the Active Transportation Plan implementation. Our existing investment in light rail and bus transportation is underutilized because of abandoned mental patients using them in place of housing. AHCCS can provide continuing care for the mentally ill, if those peoplw have a home address somewhere. But keeping on a medication schedule and attending therapy is nearly impossible if one lives on the streets. This increases costs for AHCCS because patients are re-hospitalized in emergencies but are discharged right back to the condition of homelessness that interferes with their therapy and recovery. A plan to expand light rail service across Mesa, through Gilbert, and into developing communities southeast of the city met opposition this election season, specifically because voters understood that abandoned mental patients would come into their cities and live homelesa along the route. Active transit and mass transit will remain underutilized and the capital already invested in those assets will appear to be a poor investment. The City must solve the problem of patient abandonment by working with landlords and charitable groups, to see that patients with serious mental illness have a safe place to live.	1/5/2023 4:47 PM
23	The answer is NOT to make life more difficult for drivers. We live in a desert! People need cars...not more bike lanes. Anything that causes more traffic congestion (like one lane roads bc you want to put in useless bike lanes) will cause MORE accidents. Also, bicyclists are often reckless and ignore traffic laws and cause most accidents. We need more enforcement and harsher penalties when they don't follow the laws. We also need to prosecute them when they injure pedestrians.	1/5/2023 3:20 PM
24	We do NOT need to take away car lanes. It is important that people can move about in cars and by wanting to remove car lanes is dangerous to the future of our city	1/5/2023 3:19 PM
25	I love that it takes a neighborhood approach and considers all types of active transportation users. My biggest hesitation to biking is that I don't want to ride down arterials like 7th Ave - it is so scary! It is also scary to walk on those sidewalks. Small measures will make a big difference.	1/5/2023 3:02 PM
26	I like that it calls out car culture in Phoenix. We need to stop seeing EVs as the solution (which only add to more cars on the road), and start incentivizing more public transportation and safer bikeways.	1/5/2023 1:58 PM
27	Ignores the need for easier flow of inevitable auto traffic.	1/5/2023 1:44 PM

28	We do not need smaller roadways. We don't need single lanes. We have enough traffic and it is only getting worse as more people move to AZ.	1/5/2023 11:22 AM
29	I would like to see Skunk Creek be connected in Phoenix to Glendale at the intersection of 51st Ave South of Beardsley. Let's take advantage of the Skunk Creek Riparian from 43rd Ave all the way to 51st Ave.	1/5/2023 11:08 AM
30	We have cars. Build more car lanes.	1/5/2023 8:55 AM
31	I think the plan will do a lot for the city and making transportation for all safer. I am concerned on some of the choices in focusing on a small area for overkill projects while neglecting other less “showy” concerns (ie., a huge bike lane with bollards on 3rd avenue with little traffic but super thin bike lanes on cave creek with cars traveling at 60+)	1/5/2023 8:37 AM
32	Stop destroying car travel lanes for less used bike lanes. I want a sidewalk to ride my bike on.	1/5/2023 7:28 AM
33	Any reduction to the number of lanes for vehicular traffic would have a negative effect on overall transportation	1/5/2023 6:18 AM
34	I want to see all public officials ride their bikes as a test program for 1 year and report back on how they like it. They can not drive anywhere. Not once!	1/5/2023 6:12 AM
35	Typical green new BS. This will increase traffic dramatically and the few who use the bike lanes will be harassed by vagrants and crime.	1/4/2023 11:38 PM
36	It is not realistic, will cause significant increase in traffic congestion and biking in the city is a hobby, not a viable mode of daily transportation, especially once temps are above 100 degrees.	1/4/2023 10:27 PM
37	Do not implement this.	1/4/2023 9:28 PM
38	Over all I think it’s a good plan. I’d like to see benchmarks and goals made more concrete but it’s a good start	1/4/2023 8:36 PM
39	I love the tree/shade Master plan.	1/4/2023 8:31 PM
40	It’s been problematic in other cities, squeezing cars into bumper to bumper single lanes	1/4/2023 8:24 PM
41	Plan is lacking in any actionable detail. Costs, locations, priorities, public safety while using public transportation, racists and sexist prioritization through equity initiatives.	1/4/2023 8:07 PM
42	Trying to move a large metropolitan center away from a “car-centered culture” can have problems. Taking away lanes of roads to make metro-rail lanes or bike lanes can increase car congestion on streets. This will lead to increased traffic and increased idling in high traffic areas. Which in turn, will lead to MORE carbon emissions. Since part of the goal of the action plan is to REDUCE carbon emissions, such a result would be counterproductive. The board and the plan need to balance car travel with active travel, not just focus on active travel. Even with active travel improvements, many people in Phoenix will still have to trace by car to far away places (distance was a large barrier to active travel as mentioned in the plan). The Plan needs to recognize this and focus some of its funds to improving car travel. Also the plan needs to realize that Phoenicians who live in the “suburbs” will not receive the same benefit from this program as will those living in high populous places. Any benefits of this plan will highly favor those living in highly populated neighborhoods of Phoenix.	1/4/2023 8:00 PM
43	There is already a VERY serious traffic issue around Phoenix. Currently there aren't enough roads for all the vehicles. Traffic is a nightmare! PLEASE DO NOT close any vehicle lanes!!!!!!!! Do you understand that you will directly affect the increase in driver's rage and most likely push people to leave Phoenix because of this horrible proposal?!?	1/4/2023 7:44 PM
44	Shared bike lanes impede auto traffic in high use roadways downtown. They result in safety issues and will make cycle less safe and auto travel less effective.	1/4/2023 7:24 PM
45	Don't do it, quit pushing agenda 2030 at taxpayers expense, for things not highly utilized.	1/4/2023 6:56 PM
46	You're idiots. You can't walk or ride bike 5-6 months out of the year!	1/4/2023 6:52 PM
47	I work downtown. Stop turning driving lanes into anything other than driving lanes!	1/4/2023 6:45 PM
48	Similar plans have been implemented in cities such as Washington DC, and the result has been clogged streets with bumper-to-bumper traffic. Phoenix is a commuter city and people are not going to give up their cars. This plan will only cause congestion and frustration. As a	1/4/2023 6:33 PM

	commuter who lives in the suburbs but is frequently downtown for both work and recreation, I am against this plan.	
49	Streets are congested enough	1/4/2023 6:31 PM
50	The bike lanes that were put in on third Street going towards downtown. Phoenix are unsafe and confusing. They are just as confusing as the suicide lanes on seventh Street and seventh Avenue. Furthermore, the confusion mix traffic backed up.	1/4/2023 6:30 PM
51	Please do not replace traffic lanes. Look for ways to implement bicycle lanes only where there is unused space. This will be a nightmare otherwise.	1/4/2023 6:26 PM
52	It will ruin our roads and create crazy congestion to focus more on biking and walking.	1/4/2023 6:19 PM
53	Please don’t impede in traffic flow for walking and bicycles. There is ample other ways.	1/4/2023 6:18 PM
54	Money could be used for more urgent proposes. Very small percentage of population would benefit. I’m an avid cyclist and don’t see the need	1/4/2023 5:59 PM
55	This will make vehicle traffic significantly worse, as it has everywhere else.	1/4/2023 5:57 PM
56	Don't need to increase the width of bike right of ways on the streets and reduce area for vehicles. Need to use surfaces that do not absorb heat to be re-radiated at night creating a bigger heat island.	1/4/2023 5:51 PM
57	Phoenix is too densely populated to give up traffic lanes. It made Washington DC a mess.	1/4/2023 5:51 PM
58	Please do not reduce the number of vehicle lanes, AT ALL.	1/4/2023 5:46 PM
59	There are not enough bicyclists to enact this policy. It will cause more wrecks and congestion. I recommend making a bike lane on the sidewalks and more bicycle trails.	1/4/2023 5:46 PM
60	These efforts make things worse in American cities. Just stop.	1/4/2023 5:35 PM
61	I don't like the idea of creating traffic bottlenecks to create bike paths	1/4/2023 5:31 PM
62	I have many concerns with how adding more bike lanes will impede traffic further and increase traffic accidents and first responder times.	1/4/2023 5:22 PM
63	Better streets!	1/4/2023 5:12 PM
64	I think the City is trying to minimize motor vehicle traffic under the agenda of inclusiveness. If a proper study was done, one would find that bicyclists rarely stay in their bike lanes. Removing traffic lanes in what the draft states as the 5th largest and fastest growing city is inane. The City needs to improve traffic flow for motor vehicles and spend less time worrying about pedestrian and bicycle traffic.	1/4/2023 5:11 PM
65	The plan will clog up the ability for people to move around in vehicles	1/4/2023 5:09 PM
66	Stop spending my money on this idiocy.	1/4/2023 5:08 PM
67	It lacks insight and a basic understanding of the vastness of the metro area and commuter needs	1/4/2023 5:06 PM
68	Don't reduce lanes on our streets. I pay taxes for streets to drive on, not to dodge bicycles. Consider us "old folks" that need to go to the doctor or lawyer. Downtown is already a maze to navigate with homeless camping on the streets and crapping there, too. Focus our dollars on cleaning the city, not making more room for "campers".	1/4/2023 5:06 PM
69	This is going to make commuting by vehicle take longer and create more traffic jams.	1/4/2023 5:05 PM
70	Taking traffic lanes away is idiotic	1/4/2023 4:57 PM
71	Do not implement it.	1/4/2023 4:54 PM
72	I like increasing of width of bike lanes and sidewalks. And adding more parking and loading zones. However, I'm worried that these improvements are only going to affect a small subsection of the population, and mostly for leisure rather than for accessibility and regular use.	1/4/2023 8:44 AM
73	The plan is good. But it's yet another plan and the City has put forth plans for more than a decade, which the streets department ignores. From the Shade Master (2010) to Complete	1/3/2023 11:16 AM

	Streets (2017), it is clear that the streets department leadership is hostile to shifting its focus from car-centric culture. If the City wants real change on this point, city management needs to change leadership in streets. It needs personnel that will actively shift the priority and budget requests from car-centric streets to tree shade and bicycle infrastructure. Until that happens, I'm afraid this plan that builds on years of other plans, will have as much to show 10 years from now as we currently have to show for the plans of the last 20 years.	
74	The money is being wasted and could be used in better housing for the homeless I do not live in Phoenix but my tax dollars are being used.	1/2/2023 5:29 PM
75	There is a lot of good in the plan and I won't go into detail on that for the sake of time but know that it is passable. The issue is that Phoenix is so hostile in its design toward pedestrians and bicyclists that stronger action is required. Anticipatory warrants should be a short term action and we should be actively designing our streets to be safe for pedestrians and cyclists instead of reacting to their deaths. There is no reason this shouldn't be a short term goal. When Phoenix for instance allows parking in bike lanes, it is clear who the city prefers. The city has bent over backwards to make every aspect of life convenient for motorists while at the same time endangering the lives of cyclists and pedestrians throughout the city. The success of this plan is entirely dependent on the rollout of quickbuild plans. This is not enough to say that Phoenix should be a multimodal city. That has been done time and time again. The metric of success is the deployment of concrete protected bicycle infrastructure and frequent, safe pedestrian crossings. Protected intersections should be the norm. And the irony is while we have done a somewhat better job at the basics with Complete Streets in the exurban villages due to the new builds, it is still not enough as those are largely rural roads that still encourage speeding and dangerous driving behaviors.	12/29/2022 7:13 PM
76	More sidewalks	12/29/2022 1:40 PM
77	The timeline and scope is completely unacceptable and it does very little to address current safety issues. This plan does very little to close gaps. I appreciate the effort, but it doesn't even bring Phoenix to the same level as Scottsdale is already at.	12/29/2022 10:49 AM
78	Enhance and build on existing plans	12/26/2022 8:00 AM
79	Too long for laypeople to read, implementation will take too long.	12/15/2022 4:02 PM
80	Get as many urban designers on board as possible.	12/14/2022 3:19 PM
81	I like the focus on creating urban villages.	12/12/2022 7:54 AM
82	I love everything that's included so far. Although I think more traffic calming measures are needed in general. I wish that turn lanes that serve no purpose (ie in areas where there's no place to physically turn in either direction for 100s of yards) could be replaced with islands. It would calm traffic by reducing the perception that the roads are wide enough for extreme speeds, it could give pedestrians a place shelter from cars in crosswalks, and you could even plant some trees to reduce the heat island effect -- it's a win all around, at least in my opinion :)	12/11/2022 6:34 PM
83	I like the direction. Need more beautification points	12/8/2022 1:06 PM
84	HIN criteria too narrow and thus missing many areas of the city where accidents occur.	12/8/2022 12:50 PM
85	I believe the plan is well developed and comprehensive.	12/8/2022 6:30 AM
86	I am very encouraged by some improvements and plans for the Central Avenue light rail and pedestrian/bike bridge near central. I commute from west Mesa to downtown and can get most of the way safely by bicycle. This will allow a complete trip without encountering much auto traffic, if any.	12/7/2022 2:27 PM
87	The plan timeline is way too long. People are dying on the streets of our city due to poor infrastructure and street design. We can afford to wait any longer on improvements. Please prioritize people's lives and do it as soon as possible.	12/6/2022 4:02 PM
88	Need more bike lanes on major streets to encourage cycling.	12/6/2022 3:46 PM
89	In your report, you indicate that 2.5% of crashes involve pedestrians, but are 46% of fatalities. On the same page you indicate 21% of KSIs are speed related. Why, then, are you indicating on page 37 that you are going to apply equal behavioral enforcement to both drivers and	12/6/2022 2:27 PM

	pedestrians/cyclists (both segments will see 12x/year targeted enforcement)? I would like to see significantly more driver enforcement considering the outcomes of driver-related behavior.	
90	I like the emphasis on improving safety! I'd take it a step further and honestly start shrinking road sizes and creating more bike lanes.	12/6/2022 10:49 AM
91	I like the focus on prioritizing historically marginalized communities, and the acknowledgement that car culture is a prohibitive factor in making Phoenix more sustainable. I wonder how bus and light rail systems could better support cyclists and pedestrians.	12/6/2022 4:05 AM
92	Please build more bike lanes, specifically connecting central phoenix to south phoenix. There are no safe ways to ride south	12/5/2022 10:46 PM
93	Faster implementation	12/5/2022 9:35 PM
94	I was hoping to discuss the pathway along the Salt Water River from around Central going east into Tempe. It's away from traffic which is wonderful but need lights for night use. And homeless prevention under bridges please.	12/5/2022 8:03 PM
95	Painted bike gutters are not safe. Eliminate that 3 feet of asphalt, bring the curb out to the motor vehicle lanes, and make the bike paths grade separated from the roadway.	12/5/2022 5:59 PM
96	I think the plan would be more impactful if it included more specificity, particularly with regard to cost and funding sources.	12/5/2022 4:06 PM
97	It would be great to separate more bike lanes from driving lanes, possibly off roads all together	12/5/2022 2:58 PM
98	Yes, we need to make facilities better for carless households, but relying too much on "equity" as a focus for areas of improvement, and not taking into account those most likely to utilize those improvements isn't appropriate.	12/5/2022 1:33 PM
99	Just learned of the Draft Plan, a quick scan shows great plans and improvements needed for our City to encourage people to seek alternative methods of transportation for work and leisure. But there is missing inclusion of the wheelchair user population who depend on their devices as mode of transportation.	12/5/2022 7:26 AM
100	N/A	12/5/2022 12:46 AM
101	concerns that funds will not be utilized with high infrastructural impact	12/4/2022 8:15 PM
102	I'm a new bike commuter in Phoenix and appreciate the goals of the plan. I feel like high motor vehicle speed and lots of interaction between cyclists and motor vehicles are a major hazard in the Phoenix area. I really appreciate areas with improved safety measures.	12/4/2022 7:40 PM
103	I'm concerned about the protected bike lanes and how they will affect travel by automobiles. Particularly in downtown and crowded areas, traffic is already a challenge.	12/4/2022 7:20 PM
104	Speed limits should be lowered in most places and no more funding for wide roads or highways. Let's focus on mass transportation and walking and biking. Offer monetary incentives to builders to infill closer into the city center to curtail urban sprawl.	12/4/2022 10:35 AM
105	The changes that have been made and want to be made benefit very few people while negatively impacting thousands. While the principle of making Phoenix a more walkable city is desirable, the reality is that these changes don't impact very much. It is too hot for most of the year to walk or bike outdoors, and the rest of the time only a few people take advantage of the streets and sidewalks. These changes largely benefit only the nearby residents while thousands of people all over the valley commute to and from central Phoenix. Traffic has been made worse by these changes, and as the covid pandemic winds down more people will be out driving. Another point is that only 665 people were surveyed. Over a million people live and work in the Phoenix metro area, 665 people is not enough to be an accurate reflection on the desires of all Phoenicians who are impacted by these changes. There were also already options to safely bike and walk, there is no need to add even more that will only be utilized by very few. The elimination of lanes of traffic are a detriment to society. Emissions from cars will be greater as cars must spend more time in traffic; these changes will not make people change their mode of transportation, the demand of cars will always be there especially as electric vehicles become more prevalent. Overall, these changes benefit a very very small fraction of the people who live here at the detriment of all commuters and drivers. These changes should be reversed and these plans scrapped entirely.	12/3/2022 3:50 PM
106	More focus on traffic lights. So many vehicles run red lights. More speed humps on	12/3/2022 8:54 AM

	neighborhood streets. Traffic control around schools. The increase in bike lanes has been a huge improvement.	
107	Public transportation is terrible in Phoenix. It needs to be more accessible to all parts of the valley. I would love tonbuke to work, but its too dangerous. I would love to take the bus to go eat out, but a bus stop is too far away from my house and the wait for a bus is unbearably long. I would love tonjust walk around outside and get some fresh air, but the cars on the street are loud, fast, and wreckless. Phoenix is built for the car, and I would like to see it transition to favor more pedestrians. Cars and people can coexist comfortably.	12/3/2022 7:38 AM
108	Painted lines and plastic poles are not infrastructure, you need to physically separate modes of transportation or ban cars on certain roads all together. I think the plan is a joke and will never get people to leave their cars behind if there is no real change to the roads because there will always be a chance of death if vehicles are allowed to cross a paint stripe. I think there is a lot of emphasis on first mile/last mile connectivity but why bother with that when there aren't near enough buses moving every hour? Make BUS LANES, make it so you don't need to look at a schedule and get people moving... Phoenix's population is only going to rise more in the near future before it's starts dropping off drastically, that means either more cars or more transit to move those people. You increase transit ridership by increasing how many buses/trains there are moving. Have you Heard of Induced Demand? That also works for transit. If this city even has water in future years and there are people still living here with climate change happening, they will probably not be riding in cars because they won't be able to afford the gas/energy AND their rent, so stop allowing cars to dictate how this city burns and start removing privileges they've stolen from pedestrians. Ban cars from Downtown. Make it safe and people will start moving themselves without any encouragement.	12/2/2022 9:18 PM
109	I'd like to see more concrete examples of locations that the city is looking at through this plans lens.	12/2/2022 2:46 PM
110	More money needs to be allocated to the elements.	12/2/2022 1:17 PM
111	Pay particular attention to school zones. Parents picking up their kids are an environmental and traffic nightmare. Sidewalks full of irrigation water are dangerous for pedestrians and bikers. Car drivers still park on bike lanes. Didn't they try to use a protected bike lane?	12/2/2022 1:08 PM
112	Lack of emphasis on motorist traffic enforcement, preferably through ticketing via traffic cameras. Traffic calming is recommended in the report--but I think it needs to be a higher priority. For me a bike lane is less important than much slower auto traffic.	12/2/2022 1:04 PM
113	I’m glad there is an initiative at all. Most bike lanes in my zip are “standard” and rarely used which is no surprise given how dangerous it’d be. Obviously the best lanes are entirely separate from the road but that’s not usually possible. There are many roads lined with businesses and small parking lots. Perfect places to be more walkable and yet the car traffic is so violent that if you can’t grab a spot in their small lot you’d just leave. Bad for business and a shame they have to use all that space for parking.	12/2/2022 6:46 AM
114	Wi-Fi on transit is a cost-sink with very little pay off. Build transit around libraries and third places to bring passengers to places with Wi-Fi should they want it. As much funding as soon as possible should be in Bus Rapid Transit. Suburbs like Scottsdale and Glendale need to allow light rail into their communities and every effort should be made to encourage or force them to allow it.	12/2/2022 12:53 AM
115	That plan took me forever to get through it's like 100 pages! I just want more bike and shared use roads in PHX. I also would prefer multi use paths instead of dedicated bike or ped paths.	12/1/2022 9:34 PM
116	My concerns are the reduction in vehicular lanes to accommodate bike lanes. The reduction of those nike lanes increase traffic throughout the neighborhood. For the amount of disruption the bike lanes cause, there are not of bicycle riders who use them compared to cars. It would be wise to have a corridor for bicycles that do not take away vehicular lanes or parking spots (as those are also becoming hard downtown). I am a resident downtown. 3rd avenue should remain a one lane street with the separate bike lane. Making 3rd street one lane from Indian School Park to Roosevelt was downright stupid. Also there seems to be a lack of a bicycle, walking path for South Mountain Village and Laveen Village.	12/1/2022 9:22 PM
117	I generally like everything about the plan, and understand that some initiatives may be limited due to funding. My main concern is the need for more transparency and accountability from the city. Despite an accountability section being a part of the plan, I do not have a good sense of how the plan will address this issue.	12/1/2022 8:50 PM

118	This plan seems like a grab for federal money, while doing very little to improve Phoenix roads or the driving experience.	12/1/2022 7:14 PM
119	Under types of changes, the Words are absolutely meaningless: "update" "Continue" "Prioritize" - - - In other words the City is committing to nothing, no deadlines, no goals to fully achieve. BE MORE SPECIFIC. Complete a plan and goal. Green poles on heavily trafficked arterial streets are not sufficient to be safe. Address width and shading of sidewalks for wheelchairs, motorized wheelchairs or scooters, strollers, etc. Address more e-bikes and motorized scooters, that are becoming more common, plus skateboards or the like esp near college campus and other schools. Address electric charging stations. Bike storage areas.	12/1/2022 6:34 PM
120	From my brief review, it appears that most of the improvements appear to be in central Phoenix. Tatum Rd from Pinnacle Peak to Cave Creek needs protective bike lanes so people can ride bikes to library from Desert Ridge... or build a branch library in the empty lot at the corner of 40th and Deer Valley!!!	12/1/2022 3:35 PM
121	I love the changes that were made to the 3rd Ave/5th Ave bike lanes and bikeways and use them regularly!	12/1/2022 3:20 PM
122	Have not reviewed	12/1/2022 2:17 PM
123	I like a lot of what I see in this document. It gives the impression that the city is taking active transportation seriously and that is very promising. I think the appetite for active transportation is out there, people just need to feel empowered and safe to pursue it. One of my primary concerns is that the city will continue to paint bike lanes and call it a victory for active transportation. Look, a bike lane is better than nothing, but at the end of the day paint is just paint and it's not infrastructure. I speak from experience — paint does not prohibit a car from veering into a bike lake or turning into a cyclist. I appreciate the thought and work that has gone into this plan, but it would be a shame to see it squandered by "good enough" thinking. As for recommendations, I really do think enforcement — which is not mentioned as a pillar of this plan — needs to be considered. Speed and traffic enforcement could go a long way in curbing the worst motorist behaviors and ensuring road safety for all users. With ebikes becoming more and more accessible, I think the city needs to really prioritize safe cycling and getting people out of cars. I would love to feel safe enough to bike to the grocery store instead of driving the 1 mile there. Furthermore, I think this plan needs to be upfront and bold about one thing: deprioritizing cars is a necessity for a healthy, vibrant city. Phoenix has so far to go before one can feasibly be car free here, but I think that should be the goal. If someone wants to drive, great. The option to walk, bike or use transit should be just as reasonable and attainable for non-motorists. Thank you for all the hard work!	12/1/2022 12:11 PM
124	I want Phoenix to not be such a lawless, demolition derby with a heap of road rage, daily. I am terrified to drive here. I choose to cycle/walk/transit as much as possible, I feel like I have more control of the situation around me. Lower the speed limits EVERYWHERE. Install many red light/speed on green camera systems for police officer safety, allowing them to focus on other policing work. Install bike racks at EVERY bus stop, every business.	12/1/2022 12:10 PM
125	This is all excellent, but I'm tired of the streets department constantly prioritizing cars. All of this is hot air unless the department ACTUALLY works towards implementation. We need better follow through. The more recent bike improvements on 3rd Ave and 3rd St are an excellent example of what should be prioritized and implemented. I appreciate Equity was evaluated as part of this effort as well.	12/1/2022 11:53 AM
126	I'm extremely pleased that we are acknowledging the benefits and need for facilitating other forms of transportation that is not driving. Cars create noise pollution, air pollution, social isolation, and literal death. They might be good for intercity travel, but we need to focus on neighborhood-centric transportation and I loved seeing that in the plan. Another aspect to consider is working with city zoning to enable more multi-use zone construction that integrates residential and small-business spaces. Doing this will make the transportation plan much more feasible.	12/1/2022 9:58 AM
127	concerned about speed of construction for improvements. we need effective but rapid improvements.	12/1/2022 1:11 AM
128	asphalt, markings and signage may be helpful if they inconvenience cars. but the important part is the inconvenience of cars, it would be just as good to simply remove some asphalt and let us have a little bit of space back as dirt	11/30/2022 9:57 PM

129	We have to keep our roads safer so people are able to walk or ride without being harassed by drug users. This is not addressed in the plan	11/30/2022 9:35 PM
130	It ignores any mention of enforcement for poor drivers. We don't need more e scooters. Who will maintain the bike lanes? The bollards are hit all the time and the city never replaces them	11/30/2022 6:23 PM
131	N/a	11/30/2022 6:06 PM
132	I like the parts in the plan that outline all of the specifics around making intersections and streets more walkable and bikeable, it looks like a great reference doc that can be utilized at meetings and to explain to the various neighborhoods. I'm concerned about only focusing on two neighborhoods at a time, does that mean the other neighborhoods are just neglected or no action is taken on those? What happens when you get to a neighborhood like Central and Bethany Home and they just decide they don't care about bike lanes or walkability? Basically how they made a big fuss about re-striping that very low traffic section of Central because they'd have to "look for bikes when turning out of the neighborhood". How do we ensure that we have a wholistic vision and common voice for the city and it's not left up to the privileged in that neighborhood to ignore the program and recommendations? How do we get better about leaning into how cheap biking and walking infrastructure is over vehicular? In talking with other advocacy groups I know they explained about the expensive bike lane "paint" but we're talking pennies compared to what it takes to build a road or add a lane for a vehicle. How we get a stipend/grant/discount/rebate on active transportation purchases? Denver for instance provided up to $1200 to residents that purchased e-bike and e-cargo options for themselves last year and they're doing it again in 2023 because of how successful it was. Do we need a sponsor? Do we need a petition? https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Climate-Action-Sustainability-Resiliency/Sustainable-Transportation/Electric-Bikes-E-Bikes-Rebates#:~:text=Denver's%20e%2Dbike%20rebate%20program,please%20subscribe%20to%20our%20newsletter.	11/30/2022 3:16 PM
133	I love that the draft recognizes the problems with how we've developed a car-centric infrastructure in the past. My concern is that sharrows or bike lanes next to car parking (where the door could open into a biker) are mentioned at all. I initially don't love the bike boulevard idea, because it's assuming that drivers will be fully attentive and respectful of sharing the road, which is often not the case. I recommend focusing on developing an interconnected network of protected bike lanes with safe crossings especially in downtown/roosevelt row where there is so much foot/bike traffic.	11/30/2022 1:54 PM
134	I am supportive of any improvements, which this plan is. Create a sense of place Allow Transit Oriented Development along streets with bicycle lanes, even in areas like Laveen and Estrella. Public Outreach and Community Education is vital to success. Eliminate Parking Minimums to allow for more pedestrian and bicycle facilities Attract new walkers/riders Strengthen bicycle policies Form a denser bikeway network Increase bicycle parking Expand programs to support bicycling Increase funding for bicycle facilities Allow for innovative public transportation programs Create a more pedestrian oriented environment. Close existing streets and alleys with historically low traffic volume to vehicle traffic, and create multi-modal districts that allow for pedestrians and micro-mobility options within a residential/commercial area or corridor. I'm thinking Monton Trail in Carmel, Indiana	11/30/2022 11:49 AM
135	Glad there is an emphasis on equity and underserved communities. Glad there are sections about evaluating progress and the results of the plan. Our Subdivision Code Ch. 32 needs to be redesigned to encourage development in a grid, which increases accessibility to important destinations. We should also re-evaluate our street cross-sections to see if we can build smaller to reduce speeds driven, which would make alternative modes of transportation feel safer.	11/30/2022 11:42 AM
136	I am concerned that the plan does not address the root causes of danger to pedestrians but attempts to shoehorn pedestrian infrastructure onto poorly designed, dangerous streets. Real change would require road diets. I still appreciate the effort and the proposed improvements.	11/30/2022 9:11 AM
137	I think the plan is great and am very excited to see the city making this a priority! The plan is very comprehensive and is clearly working towards a lot of solutions for different users. I also think that splitting this up by village is ideal as well. My main concern is that I expect change to be quite slow and still having a lot of gaps in the road network when it comes to cycling. One specific recommendation I have is that e-bike 'typical speed' [page 93] should be noted as 10-20mph, not 10-15 mph. My average is 15mph, and I am biking at 20mph for significant portions of each ride. I'm doing that with a Class I e-bike (pedal assist only), so those with	11/29/2022 11:21 PM

	Class II e-bikes (with throttles) will be riding at 20mph even more often than I do. This speed is actually a huge advantage as it makes biking more practical for longer commutes and during hotter weather since it takes less time to get from place to place. My one other recommendation is that the city should view HAWK signals as not only pedestrian infrastructure, but bicycle infrastructure. This can be a great tool to allow cyclists to bike through neighborhoods and then be able to cross major streets. For example, I can leave my home on Almeria Road and bike north on 42nd Street to avoid biking on busy 40th Street, but there's no way to cross Thomas Road at 42nd Street (or Indian School at 42nd Street - but I know a HAWK is in the works there). A HAWK signal would essentially convert a mile of neighborhood street into solid bike infrastructure (just because the street is low-speed and low-traffic, even though there are no bike signs/lanes) with no cost along the route, just the cost of the HAWK signal at the intersection (which would also benefit pedestrians). I should also note, Thomas Road & 42nd Street used to have a crosswalk (not a safe one as there were no signals), but the road was repaved and now there is very little sign of a crosswalk.	
138	I think that the timeline for some of the recommended changes is way to long. It should not be a 3-10 year process to evaluate the potential to implement a stop bar (changing where the line on the ground is) at SOME intersections. This is something that has already been studied. Why do we need another 3 years of evaluation. To decide on its potential. Overall I think the framework is good. The network program seems like a step in the right direction. I have lots of doubts on the implementation.	11/29/2022 9:21 PM
139	I like how nuanced and detailed the plan is - it takes many different aspects into account. Also, it's nice to see an emphasis on walking and biking in such a car-dominant city. I am concerned of its ambition, and how much is feasible and obtainable.	11/29/2022 4:46 PM

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 125

Amend City Code to Establish the Shared Micromobility Program (Ordinance G-7113)

Request to amend Phoenix City Code chapters 4, 23, 24, 31, 36 and 39 to establish a Shared Micromobility Program; enact related regulations; and allow for the permanent use of electric scooters on public streets citywide.

Summary

On June 26, 2019, City Council approved Ordinance G-6602 establishing a Downtown Shared Electric Scooter (e-scooter) Pilot Program (Pilot Program) and amending Phoenix City Code to incorporate a definition for an electric standup scooter and legalizing e-scooter operation on public streets with revocable dockless electric standup scooter share permits. Additionally, the ordinance authorized the City of Phoenix Police Department or peace officer to issue civil traffic citations for, among other things, speed limit violations, yielding the right of way, parking violations and riding on the sidewalk. The ordinance had a one-year sunset provision.

The ordinance was extended four times to extend the Pilot Program and sunset provision to allow staff time to research, develop and implement a new permanent program. The ordinance is now set to expire on June 30, 2023.

On Dec. 14, 2022, City Council approved the Shared Micromobility Program (Micromobility Program) to replace the Pilot Program, and the program launched on Jan. 20, 2023. Phoenix City Code needs to be amended to reflect the updated definitions, terms and provisions of the new Micromobility Program. The amendment also needs to allow for the permanent use of e-scooters on public streets citywide.

Shared Micromobility Program

The Micromobility Program built upon the Pilot Program by expanding the program boundaries and the types of vehicles available. The Micromobility Program vendors were also selected using a competitive procurement process and operate under City contracts rather than a revocable permit that was used during the Pilot Program.

If approved, this request will amend Phoenix City Code to align with the new Micromobility Program by adding a definition of micromobility and removing references

to the revocable dockless electric standup scooter share permits. The ordinance will also update the term “standup electric scooters” to “electric scooters, e-scooters” to allow for additional vehicle types to be used in the Micromobility Program and by residents who own electric scooters.

Additionally, the sunset provision that currently allows e-scoooters to operate on public streets in the City will become permanent. To support the safe use of e-scooters, the amendment will also clarify that e-scooters should be operated at a speed that is reasonable and prudent under the existing conditions. It also adds a section on disposition of abandoned e-scooters that mirrors the electric bicycle regulations, required equipment, and applicability of traffic laws and bicycle laws.

The Street Transportation Department will provide an update to the Transportation, Infrastructure and Planning Subcommittee at its September 2023 meeting on the first six months of operation of the Micromobility Program.

Electric Bicycles

Currently, Phoenix City Code uses the term “motorized electric bicycle” when referring to electric bicycles. The amendment will remove the word motorized and update the term to “electric bicycle," which is used in the Arizona Revised Statutes.

Financial Impact

There is no financial impact to the City of Phoenix to update the Phoenix City Code.

Concurrence/Previous Council Action

The Transportation, Infrastructure and Planning Subcommittee:

- Was provided with information on the proposed Comprehensive Micromobility Program on Oct. 20, 2021;
- Recommended approval to issue a solicitation for the program on April 20, 2022, by a vote of 4-0; and
- Recommended approval to amend Phoenix City Code to establish the Shared Micromobility Program on May 17, 2023, by a unanimous vote.

The Economic Development and Equity Subcommittee:

- Was provided an update on the Shared Micromobility Shared Revenue Contract Solicitation on Dec.13, 2022.

The City Council approved:

- The Pilot Program (Ordinance G-6602) on June 26, 2019;
- A Pilot Program extension and a sunset provision extension (Ordinance G-6676) on

Feb. 19, 2020;

- A sunset provision extension (Ordinance G-6772) on Dec. 2, 2020;
- A Pilot Program extension and a sunset provision extension (Ordinance G-6823) on March 17, 2021;
- A Pilot Program extension, a sunset provision extension and the allowance of electric bicycles on public streets citywide (Ordinance G-6967) on March 2, 2022;
- The issuance of a Request for Proposals to operate a Comprehensive Micromobility Program in Phoenix on May 11, 2022; and
- The award of the Revenue Contract Solicitation to two micromobility vendors to operate shared micromobility services in Phoenix (Ordinance S-49256) on Jan. 14, 2022.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 126

Amend Chapter 2, Article XLIII, Phoenix City Code, Relating to Vision Zero Community Advisory Committee (Ordinance G-7114)

Request City Council amend Phoenix City Code, Chapter 2, Article XLIII, section 2-1803(C), Vision Zero Community Advisory Committee, to incorporate updates on meeting frequency.

Summary
Currently, Chapter 2, Article XLIII, section 2-1803(C) states the Committee shall hold quarterly meetings. Proposed changes include updating the language to allow meetings to be held as needed but not less than quarterly.

Concurrence/Previous Council Action
City Council approved an amendment to Phoenix City Code to add Article XLIII to Chapter 2, establishing a Vision Zero Community Advisory Committee to assist in implementing the Road Safety Action Plan - Moving to Vision Zero (Ordinance G-7069) on Jan. 25, 2023.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 127

Amend City Code - Section 36-158, Schedule I, Local Speed Limits at 25 Locations (Ordinance G-7115)

Request to amend Phoenix City Code, section 36-158, Schedule I, Local Speed Limits due to record keeping and local speed limit changes at 25 locations.

Summary

Speed limits are established under Arizona Revised Statutes, section 28-703, which requires an "engineering study and traffic investigation." The Phoenix City Code and Charter require that all local speed limits on City streets be approved by City Council in the form of an amendment to Phoenix City Code, as shown in **Attachment A**.

The Street Transportation Department (Streets) conducted a comprehensive review of the speed limit ordinance and is recommending record keeping and local speed limit changes at 25 locations, as summarized in **Attachment B**. Thirteen changes are for record keeping purposes, where speed limits posted on City streets do not match the speed limits included in the current ordinance or where street segments included in the current ordinance are not maintained by the City. The twelve other changes are related to road and traffic conditions. As with all recommended speed limit changes, they are based on traffic investigations conducted with the engineering judgment of Streets staff.

If approved, Streets staff will make on-street speed limit signage changes as necessary within 90 days.

Concurrence/Previous Council Action

The Transportation, Infrastructure and Planning Subcommittee recommended approval of this item on May 17, 2023, by a vote of 4-0.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

ARTICLE XII. PENALTY AND SCHEDULES

36-158 Schedule I—Local speed limits.

It is hereby determined upon the basis of an engineering and traffic investigation that the speed limit permitted by state law on the following streets or intersections is greater or less than is reasonable under existing conditions, and it is hereby declared that the maximum speed limits shall be as hereinafter set forth on those streets, parts of streets or intersections herein designated at the times specified when signs are erected giving notice thereof.

The City Traffic Engineer may declare a maximum speed limit that is determined pursuant to this section to be effective at all times or at such times as indicated on the speed limit signs. The City Traffic Engineer may establish lower speed limits for different times of day, different types of vehicles, varying weather conditions, special events, work zones for construction, maintenance or other activity in the roadway and other factors bearing on safe speeds. The lower limits are effective when posted on appropriate fixed, variable or portable signs.

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Acoma Drive	51st Avenue to 43rd Avenue
Acoma Drive	Black Canyon Freeway to 23rd Avenue
Acoma Drive	36th Street to 40th Street
Acoma Drive	Tatum Boulevard to 64th Street
Arroyo Norte Drive	Northbound I-17 Frontage Road to 3900 West
Beardsley Road	32nd Street to 34th Street
Butler Drive	39th Avenue to 27th Avenue
Butler Drive	Black Canyon Freeway to 19th Avenue
Campbell Avenue	71st Avenue to 51st Avenue
Campbell Avenue	113th Avenue to 107th Avenue
Campbell Avenue	35th Avenue to 15th Avenue

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Campbell Avenue	12th Street to 16th Street
Campbell Avenue	20th Street to 44th Street
Canterbury Drive	Thunderbird Road to Tam-O-Shanter Drive
Cashman Drive	Pinnacle Peak Road to 44th Street
Central Avenue	Lincoln Street to Madison Street
Central Avenue	Grovers Avenue to Union Hills Drive
Chauncey Lane	68th Street to Scottsdale Road
Cholla Street	24th Street to 56th Street
Clarendon Avenue	55th Avenue to Maryvale Parkway
Colter Street	16th Street to SR-51
Copperhead Trail	North Valley Parkway to Gambit Trail
Copperhead Trail	West of 14th Lane Traffic Circle to Gambit Trail
Coral Gables Drive	Thunderbird Road to 7th Street
DEEM HILLS PARKWAY	**51ST AVENUE TO STETSON VALLEY PARKWAY**
Deer Valley Drive	1,200 feet west of 35th Avenue to 35th Avenue
Desert Willow Parkway	East Dixileta Drive to Dynamite Boulevard
Desert Willow Parkway West	30200 North Cave Creek Road to 31000 North Cave Creek Road
Dove Valley Road	52nd Place to 56th Street
Dunlap Avenue	7th Street to 12th Street
Durango Street	67th Avenue to 63rd Avenue

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Elwood Street	40th Street to 48th Street
Encanto Boulevard	93rd Avenue to 91st Avenue
Encanto Boulevard	75th Avenue to 73rd Avenue
Encanto Boulevard	71st Avenue to 51st Avenue
Encanto Boulevard	49th Avenue to 31st Avenue
Encanto Boulevard	Grand Avenue to 19th Avenue
Freemont Road	Rough Rider Road to Cashman Drive
Galvin Parkway	100 Feet +/- North of East Papago Park to Traffic Circle at Botanical Garden Entrance
Grand Ave	7th Avenue to 15th Avenue
Greenway Road	20th Street to Cave Creek Road
Grovers Avenue	51st Avenue to 27th Avenue
Grovers Avenue	Central Avenue to Cave Creek Road
Hatcher Road	Central Avenue to 12th Street
Highland Avenue	Campbell Avenue to 107th Avenue
Highland Avenue	16th Street to 24th Street
Illini Street	30th Street to Riverpoint Parkway
INSPIRATION MOUNTAIN PARKWAY	**STETSON VALLEY PARKWAY TO STETSON VALLEY PARKWAY**
Jefferson Street	27th Avenue to 23rd Avenue
Jefferson Street	7th Avenue to 4th Avenue

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Jesse Owens Parkway	Central Avenue to 7th Street
Jones Avenue	103rd Avenue to 99th Avenue
Kelton Lane	29th Avenue to 28th Avenue
Knox Road	Warpaint Drive to 36th Street
Lakewood Parkway West	3300 East to 3600 East to 17000 South to 15800 South
Lakewood Parkway East	3600 East to 3800 East to 17000 South to 15800 South
Lindner Drive (West Section)	45th Avenue to Augusta North
Lindner Drive (East Section)	45th Avenue to Grovers Avenue
Lockwood Drive	Freemont Road to Cashman Drive
Marriott Drive	Pathfinder Drive to Deer Valley Drive
Maryland Avenue	43rd Avenue to Black Canyon Freeway
MARYLAND AVENUE	**CENTRAL AVENUE TO 16TH STREET**
Maryvale Parkway	51st Avenue to Indian School Road
Missouri Avenue	43rd Avenue to 27th Avenue
Missouri Avenue	Black Canyon Freeway to 19th Avenue
Mohave Street	7th Avenue to 7th Street
Morningside Drive	Black Canyon Freeway to 21st Avenue
Morten Avenue	16th Street to 1900 East
Mountain View Road	23rd Avenue to 15th Avenue
Mountain View Road	12th Street to 17th Street

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Mountain View Road	32nd Street to 36th Street
Northern Avenue	26th Street to 32nd Street
North Valley Parkway	Carefree Highway to 33rd Lane
Oak Street	16th Street to 24th Street
Oak Street	32nd Street to 44th Street
Oak Street	48th Street to 52nd Street
Oak Street (Eastbound)	56th Street to 64th Street
Olympic Drive	Central Avenue to Jesse Owens Parkway
Orangewood Avenue	43rd Avenue to 19th Avenue
Osborn Road	83rd Avenue to 75th Avenue
Osborn Road	73rd Avenue to Grand Avenue
Osborn Road	Black Canyon Freeway to 19th Avenue
Osborn Road	40th Street to 56th Street
Paradise Lane	7th Street to 16th Street
Paradise Lane	Tatum Boulevard to 56th Street
Paradise Lane	47th Avenue to 43rd Avenue
Pathfinder Drive	44th Street to Marriott Drive
Piedmont Road	48th Street to 51st Street
Pinnacle Vista Drive	Pyramid Peak Parkway to Inspiration Mountain Parkway
Pinnacle Vista Drive	52nd Street to 56th Street

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
POINTE GOLF CLUB DRIVE	**THUNDERBIRD ROAD TO SHARON DRIVE**
Quail Track Drive	North Valley Parkway to Copperhead Trail
Ranger Drive	Tatum Boulevard to 55th Street
Riverpoint Parkway	Wood Street to Illini Street
Roeser Road	7th Avenue to Central Avenue
Roeser Road	40th Street to 48th Street
~~Roosevelt Street~~	~~51st Avenue to 43rd Avenue~~
ROOSEVELT STREET	**57TH AVENUE TO 43RD AVENUE**
Roosevelt Street	39th Avenue to 35th Avenue
Roosevelt Street	33rd Avenue to 27th Avenue
Roosevelt Street	19th Avenue to 7th Avenue
Roosevelt Street	Central Avenue to 16th Street
Rose Garden Lane	29th Avenue to 19th Avenue
Rough Rider Road	Black Mountain Boulevard to 40th Street
Sells Drive	79th Drive to 71st Drive
Sky Crossing Way	Deer Valley Road to Black Mountain Boulevard
SR-51 (East Access Road)	500 Feet North of Camelback Road to Colter Street
Stanford Drive	40th Street to 44th Street
Stetson Hills Loop	43rd Avenue to 39th Drive
Sweetwater Avenue	51st Avenue to Black Canyon Freeway

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
Sweetwater Avenue	32nd Street to 42nd Street
Sweetwater Avenue	Paradise Valley Parkway East to Scottsdale Road
Thunderbird Road	28th Street to 32nd Street
Trailblazer Drive	44th Street to Tatum Boulevard
University Drive	24th Street to Magnolia Street (2700 East)
Utopia Road	23rd Avenue to 19th Avenue
Van Buren Street	7th Street to 16th Street
Via Del Deserto	33rd Lane to Via Puzzola
Via Puzzola	Carefree Highway to Cloud Road
Via Tramonto	Carefree Highway to Via Vista
Via Vista	27th Avenue to Via Tramonto
Vineyard Road	47th Avenue to 43rd Avenue
Virginia Avenue	35th Avenue to 27th Avenue
Virginia Avenue	Central Avenue to 7th Street
Warpaint Drive	Knox Road to Coconino Street
Washington Street	7th Avenue to 4th Avenue
Wier Avenue	39th Avenue to 35th Avenue
Winchcomb Drive	26th Avenue to Acoma Drive (2300 West)
Wood Street	Riverpoint Parkway to University Drive
1st Avenue	Grant Street to Roosevelt Street

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
3rd Avenue	Thomas Road to Osborn Road
3rd Street	Monroe Street to Indian School Road
4th Street	5th Street crossover to Roosevelt Street
5th Street	Van Buren Street to 5th Street Crossover
5th Street Crossover	5th Street to Fillmore Street
7th Avenue	Jackson Street to Van Buren Street
7th Avenue	Coral Gables Drive to Greenway Parkway
7th Street	Jefferson Street to Van Buren Street
11th Avenue	Greenway Parkway to Bell Road
11th Street	Washington Street to Moreland Street
12th Street	Vineyard Road to Southern Avenue
12th Street	Moreland Street to Thomas Road
12th Street	Osborn Road to Indian School Road
12th Street	Bell Road to Agua Fria Freeway
15th Avenue	Bethany Home Road to Northern Avenue
15th Avenue	Hatcher Road to Shangri-La Road
15th Avenue	Bell Road to Grovers Avenue
15th Avenue	Union Hills Drive to Utopia Road
16th Street	Grovers Avenue to Beardsley Road
18th Street	Camelback Road to 500 Feet North of Camelback Road

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
19TH AVENUE	**OLNEY AVENUE TO DOBBINS ROAD**
20th Street	Dobbins Road to Baseline Road
20th Street	Roeser Road to Broadway Road
20th Street	Jefferson Street to Roosevelt Street
20th Street	McDowell Road to Cambridge Avenue
20th Street	Greenfield Road to Highland Avenue
20th Street	Missouri Avenue to Bethany Home Road
21st Avenue	Bell Road to Union Hills Drive
~~23rd Avenue~~	~~Indian School Road to Bethany Home Road~~
23RD AVENUE	**INDIAN SCHOOL ROAD TO GLENDALE AVENUE**
23rd Avenue	Orangewood Avenue to Dunlap Avenue
23rd Avenue	Acoma Drive to Greenway Road
23rd Avenue	Union Hills Drive to Utopia Road
24th Street	Shea Boulevard to Sweetwater Avenue
26th Avenue	Thunderbird Road to Acoma Drive
26th Street	SR-51 to Shea Boulevard
27th Avenue	Rose Garden Lane to Deer Valley Drive
27th Drive	Carefree Highway to Via Vista
28th Street	Cholla Street to Thunderbird Road
28th Street	Oak Street to Camelback Road

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
28th Avenue	29th Avenue to Kelton Lane
29th Avenue	Union Hills Drive to Kristal Way
29th Avenue	Beardsley Road to Rose Garden Lane
31st Avenue	Van Buren Street to Encanto Boulevard
31st Avenue	Thomas Road to Grand Avenue
31st Avenue	Indian School Road to Camelback Road
31st Avenue	Missouri Avenue to Orangewood Avenue
31st Avenue	Northern Avenue to Dunlap Avenue
31st Avenue	Cheryl Drive to Thunderbird Road
31st Avenue	Bell Road to Kristal Way
31st Avenue	Yorkshire Drive to Beardsley Road
32nd Street	750 Feet South of Beautiful Lane to Baseline Road
32nd Street	Deer Valley Road to Sky Crossing Way
32nd Street	Puget Avenue to Mountain View Road
33rd Lane	North Valley Parkway to Via Del Deserto
36th Street	Ranch Circle North to Suncrest Court
36th Street	Roeser Road to Broadway Road
36th Street	McDowell Road to Camelback Road
36th Street	Mountain View Road to Shea Boulevard
36th Street	Cactus Road to Greenway Road

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
39th Avenue	Van Buren Street to Osborn Road
39th Avenue	Missouri Avenue to Camino Acequia
39th Avenue	Peoria Avenue to Cactus Road
39th Avenue	Bell Road to Yorkshire Drive
40th Street	University Drive to 0.25 Miles North of University Drive
40th Street	Mountain View Road to Shea Boulevard
44th Street	Frye Road to Chandler Boulevard
44th Street	Ray Road to Warner-Elliot Loop
44th Street	Paradise Village Parkway North to Bell Road
44th Street	Deer Valley Drive to Cashman Drive
45th Avenue	Bell Road to Union Hills Drive
46th Street	Paradise Village Parkway North to Thunderbird Road
47th Avenue	Baseline Road to Vineyard Road
47th Avenue	Thomas Road to Camelback Road
47th Avenue	Thunderbird Road to Greenway Road
47th Avenue	Acoma Drive to Bell Road
48th Street	Pecos Park Entrance to Frye Road
48th Street	Elwood Street to University Drive
48th Street	Van Buren Street to McDowell Road
48th Street	Cholla Street to Paradise Village Parkway South

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
50th Street	Frye Road to Chandler Boulevard
51st Street	Elliot Road to Piedmont Road
52nd Place	Rancho Paloma Drive to Dove Valley Road
52nd Street	Thomas Road to Osborn Road
52nd Street	Cholla Street to Cactus Road
52nd Street	Thunderbird Road to Bell Road
52nd Street	Jomax Road to Pinnacle Vista Drive
53rd Avenue	Maryvale Parkway to Indian School Road
55th Avenue	McDowell Road to Camelback Road
55th Avenue	Pinnacle Peak Road to Alameda Road
56th Street	Mountain View Road to Shea Boulevard
59th Avenue	South Mountain Avenue to Baseline Road
60th Street	Desert Cove Avenue to Cholla Street Alignment
60th Street	Cactus Road to Bell Road
63rd Avenue	Lower Buckeye Road to Pima Street
63rd Avenue	Thomas Road to Osborn Road
63rd Avenue	Indian School Road to Camelback Road
70th Street	Princess Drive to Mayo Boulevard
71st Avenue	Van Buren Street to Roosevelt Street
71st Avenue	McDowell Road to Indian School Road

Table A. Prima Facie Speed Limit 30 Miles Per Hour at All Times.	
71st Avenue	Campbell Avenue to Camelback Road
71st Drive	Indian School Road to Sells Drive
79th Drive	Osborn Road to Sells Drive
80th Lane	Thomas Road to Osborn Road
93rd Avenue	Encanto Boulevard to Thomas Road
103rd Avenue	Broadway Road to Country Place Boulevard
103rd Avenue	Indian School Road to Campbell Avenue
111th Avenue	Campbell Avenue to Camelback Road

Table A1. Prima Facie Speed Limit 30 Miles Per Hour from 7:00 a.m. to 4:00 p.m. on School Days.

Cactus road	Wb 350 ft +/- east of 37th Avenue and eb 350 ft +/- west of 37th Avenue
Ray Road	400 Feet North of Thunderhill Drive to 100 Feet South of Mountain Sky Avenue
19th Avenue	450 Feet North of Orangewood Avenue to 450 Feet South of Orangewood Avenue

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Adams Street	27th Avenue to Washington Street
Anthem Way	46th Drive to Black Canyon Freeway
Ball Park Boulevard	Camelback Road to Grand Canal
Beardsley Road	20th Street to Cave Creek Road
Bethany Home Road	16th Street to 18th Street

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Black Mountain Boulevard	Sr101 To Mayo Boulevard
Black Mountain Boulevard	Rancho Paloma Drive to Carefree Highway
Buckeye Road	31st Avenue to 27th Street
Camelback Road	27th Avenue to 28th Street
Central Avenue	Briarwood Terrace to Chandler Boulevard
Central Avenue	Mineral Road to Thunderbird Trail
Central Avenue (Southbound)	Thunderbird Trail to Dobbins Road
Central Avenue	Vineyard Road to Pioneer Street
Central Avenue	Watkins Street to Lincoln Street
Central Avenue	Roosevelt Street to Mountain View Road
Central Avenue	Happy Valley Road to 2,050 Feet +/- North of Happy Valley Road
Chandler Boulevard	Shaughnessey Road To 19th Avenue
Chandler Boulevard (Westbound)	19th Avenue to 15th Avenue
Chandler Boulevard	Pecos Road to Shaughnessey Road
Cheryl Drive	35th Avenue to Metro Parkway West
Circle Mountain Road	New River Road to Barko Lane
Cotton Center Boulevard	40th Street to 48th Street
Desert Foothills Parkway	Chandler Boulevard to 5th Avenue
Desert Willow Parkway East	31000 North Cave Creek Road (East Side) to 5000 East Dixileta Drive

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Dobbins Road	Central Avenue to 19th Street
Dove Valley Road	North Valley Parkway to 16th Avenue
Dunlap Avenue	7th Avenue to 7th Street
Encanto Boulevard	83rd Avenue to 75th Avenue
Frye Road	3rd Street to Desert Foothills Parkway
Galvin Parkway	North of Traffic Circle at Botanical Garden Entry to McDowell Road
Grand Avenue	18th Avenue to 15th Avenue
Grant Street	Black Canyon Freeway to Lincoln Street
Grant Street	16th Street to Sky Harbor Circle
Greenway Road	Cave Creek Road to Greenway Parkway
Guadalupe Road	48th Street to Interstate 10
Hatcher Road	19th Avenue to Central Avenue
Holmes Boulevard	Bell Road to Grovers Avenue
Indian School Road	27th Avenue to 20th Street
Indian School Road	45th Street to 48th Street
Jefferson Street	23rd Avenue to 7th Avenue
Jefferson Street	7th Street to Washington Street
Jefferson Street	7th Street to 265 Feet +/- East of 26th Street (except frontage road which is 25 mph)
Jomax Road	Cave Creek Road to Tatum Boulevard
Jomax Road	Tatum Boulevard to 52nd Street

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Knox Road	36th Street to 48th Street
Lafayette Boulevard	44th Street to 64th Street
Liberty Lane	17th Avenue to Central Avenue
Liberty Lane	Desert Foothills Parkway to 13th Way
Lincoln Street	Grant Street to 7th Street
Lone Mountain Road	40th Street to Cave Creek Road
Lower Buckeye Road	300 Feet West to 300 Feet East of 99th Avenue
Lower Buckeye Road	22nd Avenue to 19th Avenue
~~Maryland Avenue~~	~~19th Avenue to 16th Street~~
MARYLAND AVENUE	**19TH AVENUE TO CENTRAL AVENUE**
Maryvale Parkway	Indian School Road to 51st Avenue
MAYO BOULEVARD	**BLACK MOUNTAIN BOULEVARD TO 4OTH STREET**
McDowell Road	27th Avenue to 32nd Street
Metro Parkway	Entire Street Surrounding Metro Center
Missouri Avenue	19th Avenue to 24th Street
Mohave Street	7th Street to Sky Harbor Circle
Mohave Street	22nd Street to 24th Street
Mountain View Road	Central Avenue to 12th Street
Norterra Parkway	Happy Valley Road to Jomax Road
Oak Street	24th Street to 32nd Street

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Oak Street	52nd Street to 56th Street
Osborn Road	19th Avenue to 36th Street
Paloma Parkway	Bronco Butte Trail to Dove Valley Road
Paradise Village Parkway	Entire Street Surrounding Paradise Village
Peoria Avenue	19th Avenue to 7th Avenue
Pinnacle Peak Road	19th Avenue to 7th Street
Pocono Way	800 feet north of Hackamore Drive to 33rd Avenue
~~Pointe Golf Club Drive~~	~~Thunderbird Road to Sharon Drive~~
Princess Drive	68th Street to Scottsdale Road
Pyramid Peak Parkway (Northbound)	1,900 Feet +/- north of Brookhart Way to City Limits
Ranch Circle North	Ray Road (3600 East) to Ray Road (4300 East)
Ranch Circle South	Ray Road to Mountain Parkway
Rancho Paloma Drive	Black Mountain Boulevard to 56th Street
Roeser Road	Central Avenue to 40th Street
Roosevelt Street	16th Street to 32nd Street
Rose Garden Lane	19th Avenue to 7th Avenue
Shea Boulevard	24th Street to 32nd Street
Sky Harbor Circle	22nd Street to Grant Street, Mohave Street to Grant Street, and Mohave Street to 22nd Street
Southern Avenue	7th Avenue to 7th Street

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

STETSON VALLEY PARKWAY	DEEM HILLS PARKWAY TO STRAIGHT ARROW LANE
Sweetwater Avenue	Cave Creek Road to 32nd Street
Tatum Boulevard	40th Street to Cave Creek Road
Thistle Landing Drive	48th Street to 50th Street
Thomas Road	27th Avenue to 32nd Street
Thunderbird Road	32nd Street to 38th Place
Tombstone Trail	Norterra Parkway to 21st Avenue
University Drive	16th Street to 24th Street
Utopia Road	Black Canyon Freeway to 23rd Avenue
Utopia Road	Cave Creek Road to 32nd Street
Van Buren Street	35th Avenue to 7th Avenue
Van Buren Street	16th Street to 44th Street
Washington Street	Adams Street to 7th Avenue
Washington Street	7th Street to 24th Street (except frontage road which is 25 mph)
Williams Drive	Black Canyon Freeway to 19th Avenue
Yorkshire Drive	43rd Avenue to Black Canyon Freeway
1st Avenue Crossover	Grant Street to Hadley Street
3rd Avenue	Osborn Road to Indian School Road
3rd Street	Frye Road to Chandler Boulevard
5th Avenue	Desert Foothills Parkway to Chandler Boulevard

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

5th Street Crossover	Fillmore Street to 4th Street
7th Avenue	Dobbins Road to Baseline Road
7th Avenue	Magnolia Street to Jackson Street
7th Avenue	Van Buren Street to Missouri Avenue
7th Avenue	Dunlap Avenue to Hatcher Road
7th Avenue	Greenway Parkway to Bell Road
7th Street	Mineral Road to Baseline Road
7th Street	Lincoln Street to Jefferson Street
7th Street	Van Buren Street to Missouri Avenue
7th Street	Butler Drive to Cinnabar Avenue
12th Street	Indian School Road to Mountain View Road
15th Avenue	Southern Avenue to Broadway Road
15th Avenue	0.25 miles south of Magnolia Street to Bethany Home Road
16th Street	Dobbins Road to Baseline Road
16th Street	Maricopa Freeway to Bethany Home Road
16th Street	Bell Road to Grovers Avenue
17th Avenue	Pecos Road to Chandler Boulevard
17th Avenue	Buckeye Road to Grant Street
19th Avenue	Buckeye Road to the Grand Canal
19th Avenue	Glendale Avenue to Northern Avenue (Except where noted in subsection A.1 of this section)

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

20th Street	Highland Avenue to Missouri Avenue
21st Avenue	Jomax Road to Tombstone Trail
~~23rd Avenue~~	~~Bethany Home Road to Glendale Avenue~~
23rd Avenue	Mountain View Road to Cactus Road
23rd Avenue	Utopia Road to Deer Valley Drive
23rd Avenue	Pinnacle Peak Road to Happy Valley Road
24th Street	South Mountain Avenue to Baseline Road
24th Street	Buckeye Road to Indian School Road
25th Avenue	Dunlap Avenue to Peoria Avenue
27th Avenue	South Mountain Avenue to Baseline Road
27th Avenue	Lower Buckeye Road to Van Buren Street
27th Avenue	Northern Avenue to Dunlap Avenue
27th Avenue	Grovers Avenue to Union Hills Drive
27th Avenue	Yorkshire Drive to Rose Garden Lane
27th Drive	North Valley Parkway to Carefree Highway
28th Drive	Peoria Avenue to Cactus Road
29th Avenue	Dunlap Avenue to Metro Parkway
29th Avenue	Greenway Road to Bell Road
32nd Street	Air Lane to Van Buren Street
32nd Street	Chandler Boulevard to Pecos Road

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

33rd Avenue	Pocono Way to Pinnacle Vista Drive
35th Avenue	South Mountain Avenue to Baseline Road
35th Avenue	Van Buren Street to Encanto Boulevard
35th Avenue	Happy Valley Road to 800 feet north of Hackamore Drive
36th Street	Shea Boulevard to Cactus Road
39th Drive	Pinnacle Peak Road to Happy Valley Road
40th Street	0.39 miles South of Air Lane to Washington Street
40th Street	McDowell Road to Missouri Avenue
40th Street (Southbound)	Shea Boulevard to Mercer Lane
40th Street	Potter Drive to Deer Valley Drive
40th Street	Tatum Boulevard to Lone Mountain Road
43rd Avenue	Olney Avenue to Dobbins Road
43rd Avenue	Elwood Street Alignment to Lower Buckeye Road
43rd Avenue	Anthem Way to 1,930 Feet North of Anthem Way
44th Street	Campbell Avenue to Calle Feliz
44th Place	Cotton Center Boulevard to Broadway Road
48th Street	Frye Road to Chandler Boulevard
48th Street	Washington Street to Van Buren Street
48th Street	Piedmont Road to Guadalupe Road
50th Street	Chandler Boulevard to Ray Road

Table B. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

51st Street	500 Feet South of Elliot Road to Warner-Elliot Loop
52nd Street	McDowell Road to Thomas Road
52nd Street	Cactus Road to Thunderbird Road
55th Avenue	Alameda Road to Happy Valley Road
56th Street	South City Limit to Van Buren Street
56th Street	Oak Street to Camelback Road
56th Street	Bell Road to Central Arizona Project Canal
56th Street	Lone Mountain Road to Rancho Paloma Drive
64th Street	Oak Street to McDowell Road (Southbound Only)
64th Street	255 Feet North of Hillcrest Boulevard to Chaparral Road
68th Street	Princess Drive to Mayo Boulevard
71st Avenue	Baseline Road to Vineyard Road
79TH AVENUE	**MCDOWELL ROAD TO THOMAS ROAD**
107th Avenue	Camelback Road to Missouri Avenue

Table B1. Prima Facie Speed Limit 35 Miles Per Hour from 7:00 a.m. to 4:00 p.m. on School Days.

Dunlap Avenue	For Westbound, 650 Feet +/- West of 29th Avenue to 625 +/- West of 35th Avenue
Dunlap Avenue	For Eastbound, 545 Feet +/- West of 35th Avenue to 30th Avenue

Table B2. Prima Facie Speed Limit 35 Miles Per Hour from 7:00 a.m. to 5:00 p.m. on School Days.

Greenway Parkway	400 Feet West of 7th Avenue to 250 Feet East of 5th Avenue

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Air Lane	24th Street to 32nd Street
Baseline Road	43rd Avenue to 35th Avenue
Baseline Road	7th Avenue to 7th Street
Beardsley Road (Eastbound Frontage)	37th Avenue to 27th Avenue
Beardsley Road	Cave Creek Road to 32nd Street
Bell Road	19th Avenue to 12th Street
Bell Road	0.25 miles West of Cave Creek Road to 1,500 Feet East of 40th Street
Bethany Home Road	43rd Avenue to 16th Street
Black Mountain Boulevard	Mayo Boulevard to Pinnacle Peak Road
BROADWAY ROAD	**51ST AVENUE TO 32ND STREET**
~~Broadway Road~~	~~19th Avenue to 32nd Street~~
Buckeye Road	39th Avenue to 31st Avenue
Cactus Road	39th Avenue to 350 ft West of 37th Avenue
Cactus Road	350 ft East of 37th Avenue to 19th Avenue
Cactus Road	Cave Creek Road to 60th Street
Camelback Road	43rd Avenue to 27th Avenue
Camelback Road	28th Street to 64th Street

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Carefree Highway	700 feet West of North Valley Parkway to Via Puzzola
Cave Creek Road	Dunlap Avenue to Peoria Avenue
Cave Creek Road	Marco Polo Road to Rose Garden Lane
Central Avenue (Northbound)	Thunderbird Trail to Dobbins Road
Central Avenue	Dobbins Road to Vineyard Road
Central Avenue	Pioneer Street to Watkins Street
Chandler Boulevard	Marketplace Way to 34th Street
Deer Valley Drive	600 Feet West of 27th Avenue to 0.25 Miles East of 19th Avenue
Deer Valley Drive	600 Feet West of 16th Street to 56th Street
Desert Foothills Parkway	Pecos Road to Chandler Boulevard
Desert Peak Parkway	Lieber Place to Cave Creek Road
Dobbins Road	From West City Limit to 1,320 Feet +/- East
Dobbins Road	23rd Avenue to Central Avenue
Dunlap Avenue	43rd Avenue to 7th Avenue (Except where noted in Table B1 of this section)
Durango Street	35th Avenue to Black Canyon Freeway
Elliot Road	2,085 Feet +/- West of 59th Avenue to 51st Avenue
Elliot Road	46th Street to 51st Street
Elwood Street	7th Street to 16th Street
Galvin Parkway	Van Buren Street to 100 Feet +/- North of East Papago Park (Zoo Entrance)

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Gavilan Peak Parkway	800 Feet +/- West of 33rd Lane to Cloud Road
Glendale Avenue	43rd Avenue to 21st Street
Greenway Parkway	500 Feet West of 7th Avenue to 3rd Avenue (Except where noted in Table B2 of this section)
Greenway Parkway	Cave Creek Road to Greenway Road
Greenway Road	51st Avenue to 19th Avenue
Greenway Road	Greenway Parkway to 300 Feet East of 30th Street
Greenway Road	52nd Street to 500 Feet East of 60th Street
Indian School Road	67th Avenue to 27th Avenue
Indian School Road	20th Street to 45th Street
Indian School Road	48th Street to 60th Street
Jomax Road	Black Canyon Freeway to Norterra Parkway
Liberty Lane	13th Way to 24th Street
Lincoln Drive	21st Street to 800 Feet East of Ocotillo Road
~~Lower Buckeye Road~~	~~103rd Avenue to 300 Feet +/- West of 99th Avenue~~
LOWER BUCKEYE ROAD	**107TH AVENUE TO 300 FEET +/- WEST OF 99TH AVENUE**
Lower Buckeye Road	300 Feet +/- East of 99th Avenue to 95th Avenue
LOWER BUCKEYE ROAD	**79TH AVENUE TO 67TH AVENUE**
Lower Buckeye Road	27th Avenue to 22nd Avenue
Maricopa Freeway Frontage Roads	23rd Avenue to 16th Street

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

~~Mayo Boulevard~~	~~Black Mountain Boulevard to 40th Street~~
McDowell Road	43rd Avenue to 27th Avenue
McDowell Road	32nd Street to 52nd Street
Mountain Parkway	Chandler Boulevard to Ray Road
Norterra Parkway	Jomax Road to North Valley Parkway
Northern Avenue	43rd Avenue to SR-51
North Valley Parkway	Jomax Road to 30th Avenue
North Valley Parkway	800 Feet +/- West of 33rd Lane to 33rd Lane
Peoria Avenue	43rd Avenue to 19th Avenue
Priest Drive	Salt River Drive to Van Buren Street
Pyramid Peak Parkway (Southbound)	67th Avenue to City Limits
Pyramid Peak Parkway (Northbound)	67th Avenue to 1,900 Feet +/- North of Brookhart Way
Ray Road	Chandler Boulevard to Interstate 10 (Except where noted in Table A1 of this section)
Rose Garden Lane	Cave Creek Road to 32nd Street
Shea Boulevard	32nd Street to 450 Feet East of 40th Street
Southern Avenue	39th Avenue to 31st Avenue
Southern Avenue	19th Avenue to 7th Avenue
Southern Avenue	7th Street to 24th Street
STETSON VALLEY PARKWAY	**RANGE MULE DRIVE TO DEEM HILLS PARKWAY**

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

Thomas Road	800 Feet West of 59th Avenue to Grand Avenue
Thomas Road	32nd Street to 56th Street
Thunderbird Road	31st Avenue to Coral Gables Drive
Thunderbird Road	38th Place to Scottsdale Road
Union Hills Drive	27th Avenue to 19th Avenue
Union Hills Drive	7th Street to 20th Street
University Drive	Wood Street to 48th Street
Van Buren Street	67th Avenue to 200 Feet West of 63rd Avenue
Van Buren Street	39th Avenue to 35th Avenue
Van Buren Street	44th Street to 56th Street
Warner-Elliot Loop	4600 East Elliot Road to 578 Feet East of Wakial Loop
Washington Street	24th Street to 34th Street
7th Avenue	Baseline Road to Magnolia Street
7th Avenue	Missouri Avenue to Dunlap Avenue
7th Avenue	Bell Road to Union Hills Drive
7th Avenue	Rose Garden Lane to Deer Valley Drive
7th Street	Baseline Road to Lincoln Street
7th Street	Missouri Avenue to Butler Drive
~~7th Street~~	~~Cinnabar Avenue to 400 Feet North of Peoria Avenue~~
7TH STREET	**CINNABAR AVENUE TO CLINTON STREET**

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

7th Street	Thunderbird Road to 600 Feet North of Bell Road
16th Street	Baseline Road to the Maricopa Freeway
16th Street	Bethany Home Road to Northern Avenue
19th Avenue	Southern Avenue to Buckeye Road
19th Avenue	Grand Canal to Glendale Avenue
19th Avenue	Northern Avenue to Evans Drive
24th Street	Pecos Road to Chandler Boulevard
24th Street	Baseline Road to Buckeye Road
24th Street	Indian School Road to Montebello Avenue
27th Avenue	Baseline Road to 500 Feet +/- North
27th Avenue	Van Buren Street to Northern Avenue
32nd Street	Baseline Road to Wood Street
32nd Street	Van Buren Street to the Arizona Canal
32nd Street	Mountain View Road to Bell Road
32nd Street	Beardsley Road to Rose Garden Lane
35th Avenue	Dobbins Road to South Mountain Avenue
35th Avenue	Baseline Road to Broadway Road
35th Avenue	Lower Buckeye Road to Van Buren Street
35th Avenue	Encanto Boulevard to Bell Road
35th Avenue	Union Hills Drive to Beardsley Road

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

40th Street	Pecos Road to Chandler Boulevard
40th Street	800 Feet South of Roeser Road to University Drive
40th Street	Washington Street to McDowell Road
40th Street (Northbound)	Shea Boulevard to Mercer Lane
40th Street	Mercer Lane to Union Hills Drive
40th Street	Mayo Boulevard to Pinnacle Peak Road
43rd Avenue	Buckeye Road to Glendale Avenue
43rd Avenue	Thunderbird Road to Beardsley Road
43rd Avenue	Pinnacle Peak Road to Happy Valley Road
44th Street	Washington Street to Campbell Avenue
44th Street	Calle Feliz to McDonald Drive
48th Street	Chandler Boulevard to Piedmont Road
51ST AVENUE	**ESTRELLA DRIVE TO OLNEY AVENUE**
51st Avenue	Dobbins Road to Baseline Road
51st Avenue	0.5 Miles South of Lower Buckeye Road to Lower Buckeye Road
51st Avenue	Roosevelt Street to Camelback Road
51st Avenue	250 Feet South of Cactus Road to Union Hills Drive
~~51st Avenue~~	~~Pinnacle Peak Road to Happy Valley Road~~
51ST AVENUE	**PINNACLE PEAK ROAD TO RANGE MULE DRIVE**
52nd Street	Van Buren Street to McDowell Road

Table C. Prima Facie Speed Limit 40 Miles Per Hour at All Times.

55TH AVENUE	**HAPPY VALLEY ROAD TO DEEM HILLS PARKWAY**
56th Street	Shea Boulevard to Bell Road
56th Street	Central Arizona Project Canal to Pinnacle Peak Road
59th Avenue	Dobbins Road to South Mountain Avenue
59th Avenue	Roosevelt Street to Camelback Road
64th Street	Cactus Road to Bell Road
67th Avenue	400 Feet +/- South of Elwood Street to Camelback Road
67th Avenue	Happy Valley Road to Pyramid Peak Parkway
75th Avenue	Baseline Road to Vineyard Road
75th Avenue	0.25 Miles South of Thomas Road to Devonshire Avenue
83rd Avenue	Van Buren Street to Papago Freeway
91st Avenue	McDowell Road to Indian School Road
99th Avenue	0.5 Miles South of Lower Buckeye Road to Durango Street
107th Avenue	Indian School Road to Camelback Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Baseline Road	55th Avenue to 43rd Avenue
Baseline Road	35th Avenue to 7th Avenue
Baseline Road	7th Street to 48th Street
Beardsley Road (Frontage Roads)	27th Avenue to 20th Street
Beardsley Road Frontage Road	27th Avenue to 51st Avenue

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

(Westbound)	
Beardsley Road Frontage Road (Eastbound)	51st Avenue to 37th Avenue
Bell Road	51st Avenue to 19th Avenue
Bell Road	12th Street to 0.25 Miles West of Cave Creek Road
Bell Road	1,500 Feet East of 40th Street to Scottsdale Road
~~Broadway Road~~	~~107th Avenue to 99th Avenue~~
BROADWAY ROAD	**107TH AVENUE TO 91ST AVENUE**
~~Broadway Road~~	~~27th Avenue to 19th Avenue~~
Broadway Road	32nd Street to 48th Street
Buckeye Road	71st Avenue to 39th Avenue
Cactus Road	51st Avenue to 39th Avenue
Camelback Road	113th Avenue to 99th Avenue
Carefree Highway	Via Puzzola to 0.5 Miles East of Via Tramonto / Paloma Parkway
Cave Creek Road	Peoria Avenue to Marco Polo Road
Cave Creek Road	Rose Garden Lane to Pinnacle Peak Road
Cave Creek Road (Southbound)	Pinnacle Peak To 660 Feet +/- North of Quiet Hollow Lane
Cave Creek Road	Peak View Road to Westland Road
Chandler Boulevard (Eastbound)	19th Avenue to 15th Avenue
Chandler Boulevard	15th Avenue to Marketplace Way

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Chandler Boulevard	34th Street to Interstate 10
Deer Valley Drive	35th Avenue to 600 Feet West of 27th Avenue
Deer Valley Drive	0.25 Miles East of 19th Avenue to 600 Feet West of 16th Street
Dixileta Drive	Tatum Boulevard to 52nd Street
Dobbins Road	1,320 Feet +/- East of City Limit to 200 Feet +/- West of 56th Glen
Dobbins Road	43rd Avenue to 0.25 Miles West of 35th Avenue
Dobbins Road	650 Feet West of 35th Avenue to 33rd Avenue
Dobbins Road	30th Lane to 23rd Avenue
Dove Valley Road	16th Avenue to Sonoran Desert Drive
Dynamite Boulevard	Cave Creek Road to 40th Street
Greenway Parkway	17th Drive to 500 Feet West of 7th Avenue
Greenway Parkway	3rd Avenue to Cave Creek Road
Greenway Road	19th Avenue to 17th Drive
Greenway Road	300 Feet East of 30th Street to 52nd Street
Greenway Road	500 Feet East of 60th Street to Scottsdale Road
Happy Valley Road	67th Avenue to 29th Avenue
Happy Valley Road	800 Feet West of 23rd Avenue to 7th Street
Indian School Road	99th Avenue to 67th Avenue
Jomax Road	Norterra Parkway to 19th Avenue

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Lincoln Drive	800 Feet East of Ocotillo Road to 32nd Street
Lone Mountain Road	56th Street to 63rd Street
~~Lower Buckeye Road~~	~~95th Avenue to 83rd Avenue~~
~~Lower Buckeye Road~~	~~79th Avenue to 75th Avenue~~
LOWER BUCKEYE ROAD	**95TH AVENUE TO 79TH AVENUE**
Lower Buckeye Road	67th Avenue to 27th Avenue
Mayo Boulevard	Tatum Boulevard to Scottsdale Road
McDowell Road	83rd Avenue to 43rd Avenue
McDowell Road	52nd Street to 1,350 Feet East of 52nd Street
McDowell Road	1,575 Feet West of Galvin Parkway to 64th Street
New River Road	1.0 Mile Southwest of Black Canyon Freeway to Black Canyon Freeway
Pinnacle Peak Road	55th Avenue to 19th Avenue
Pinnacle Peak Road	Cave Creek Road to Tatum Boulevard
Shea Boulevard	450 Feet East of 40th Street to 64th Street
Sonoran Desert Drive	Dove Valley Road to Cave Creek Road
Southern Avenue	59th Avenue to 51st Avenue
Southern Avenue	31st Avenue to 19th Avenue
Southern Avenue	24th Street to 48th Street
Tatum Boulevard	Mockingbird Lane to Pinnacle Peak Road
Tatum Boulevard	Prickly Pear Trail to Cave Creek Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

Thomas Road	99th Avenue to 800 Feet West of 59th Avenue
Thunderbird Road	51st Avenue to 31st Avenue
Thunderbird Road	Coral Gables Drive to Cave Creek Road
Union Hills Drive	51st Avenue to 27th Avenue
Union Hills Drive	19th Avenue to 7th Street
Union Hills Drive	20th Street to Tatum Boulevard
Van Buren Street	83rd Avenue to 67th Avenue
Van Buren Street	200 Feet West of 63rd Avenue to 39th Avenue
Van Buren Street	56th Street to 508 Feet East of Project Drive
Washington Street	34th Street to 56th Street
7th Avenue	Union Hills Drive to Rose Garden Lane
~~7th Street~~	~~400 Feet North of Peoria Avenue to Thunderbird Road~~
7TH STREET	**CLINTON STREET TO THUNDERBIRD ROAD**
7th Street	600 Feet North of Bell Road to Happy Valley Road
19th Avenue	Dobbins Road to Southern Avenue
19th Avenue	Evans Drive to Jomax Road
24th Street	Baseline Road to Roeser Road
24th Street	Montebello Avenue to Lincoln Drive
27th Avenue	Southern Avenue to Broadway Road
29th Avenue	Pinnacle Peak Road to Happy Valley Road

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

32nd Street	Arizona Canal to Lincoln Drive
32nd Street	Bell Road to Beardsley Road
35th Avenue	200 Feet South of Elliot Road to Dobbins Road
35th Avenue	Baseline Road to 500 Feet +/- North
35th Avenue	Broadway Road to Lower Buckeye Road
35th Avenue	Bell Road to Union Hills Drive
35th Avenue	Beardsley Road to Pinnacle Peak Road
40th Street	Baseline Road to 800 Feet South of Roeser Road
43rd Avenue	South Mountain Avenue to Southern Avenue
43rd Avenue	Lower Buckeye Road to Buckeye Road
43rd Avenue	Glendale Avenue to Thunderbird Road
48th Street	Baseline Road to Southern Avenue
51st Avenue	Baseline Road to Roosevelt Street
51st Avenue	Union Hills Drive to Beardsley Road
59th Avenue	Elliot Road to Dobbins Road
59TH AVENUE	**BROADWAY ROAD TO DURANGO STREET ALIGNMENT**
59th Avenue	Buckeye Road to Roosevelt Street
~~75th Avenue~~	~~Broadway Road to Van Buren Street~~
~~75th Avenue~~	~~Roosevelt Street 0.25 miles South of Thomas Road~~
75TH AVENUE	**BROADWAY ROAD TO 0.25 MILES SOUTH OF THOMAS ROAD**

Table D. Prima Facie Speed Limit 45 Miles Per Hour at All Times.

75th Avenue	Devonshire Avenue to Camelback Road
83rd Avenue	Broadway Road to Buckeye Road
83rd Avenue	Papago Freeway to Camelback Road
91st Avenue	Elwood Street to Buckeye Road
91st Avenue	Indian School Road to Camelback Road
99TH AVENUE	**MOBILE LANE TO RIVERSIDE AVENUE**
99th Avenue	Durango Street to Buckeye Road
99TH AVENUE	**THOMAS ROAD TO CAMELBACK ROAD**

Table E. Prima Facie Speed Limit 50 Miles Per Hour at All Times.

~~Broadway Road~~	~~99th Avenue to 91st Avenue~~
Buckeye Road	75th Avenue to 71st Avenue
Carefree Highway	0.5 Miles East of Via Tramonto / Paloma Parkway to 7th Avenue
Cave Creek Road (Northbound)	Pinnacle Peak Road to 660 Feet +/- North of Quiet Hollow Lane
Cave Creek Road	660 Feet +/- North of Quiet Hollow Lane to Peak View Road
El Mirage Road	0.25 Miles South of Camelback Road to 0.50 Miles North of Camelback Road
~~Lower Buckeye Road~~	~~107th Avenue to 103rd Avenue~~
~~Lower Buckeye Road~~	~~83rd Avenue to 79th Avenue~~
~~Lower Buckeye Road~~	~~75th Avenue to 71st Avenue~~
McDowell Road	1,350 Feet East of 52nd Street to 1,575 Feet West of Galvin Parkway

Table E. Prima Facie Speed Limit 50 Miles Per Hour at All Times.

New River Road	Cloud Road to 1.0 Mile Southwest of Black Canyon Freeway
Pinnacle Peak Road	Tatum Boulevard to Scottsdale Road
Tatum Boulevard	Pinnacle Peak Road to Prickly Pear Trail
~~51st Avenue~~	~~Estrella Drive to Olney Avenue~~
~~59th Avenue~~	~~Broadway Road to Durango Street Alignment~~
~~75th Avenue~~	~~Van Buren Street to Roosevelt Street~~
91st Avenue	1.56 Miles South of Broadway Road to 0.5 Miles South of Broadway Road
~~99th Avenue~~	~~Indian School Road to Camelback Road~~
~~99th Avenue~~	~~0.25 Miles North of Broadway Road to 0.5 Miles South of Lower Buckeye Road~~

Table F. Prima Facie Speed Limit 55 Miles Per Hour at All Times.

G. Parks.

1. North Mountain Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

North Mountain Park Drive	Entire Length

2. Papago Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways except Galvin Parkway.

3. Pecos Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways within park boundary.

4. South Mountain Park.

a. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

All roadways within park boundary.

5. Piestewa Peak Park.

a. Prima Facie Speed Limit 30 Miles Per Hour at All Times.

Piestewa Peak Road	Piestewa Peak Park Boundary to End of Road Within Piestewa Peak Park

H. Sky Harbor Airport.

1. Prima Facie Speed Limit 15 Miles Per Hour at All Times.

Sky Harbor Boulevard (North and South Roadway)	Between Terminal Curb and Sky Harbor Boulevard Median on All Terminals 2 and 3 and on Level 1 of Terminal 4
Sky Harbor Boulevard (North and South Roadway)	All Ticketing/Check-in Lanes on Level 2 of Terminal 4

2. Prima Facie Speed Limit 20 Miles Per Hour at All Times.

Sky Harbor Boulevard (South Roadway)	4,400 Feet East of 24th Street to 6,300 Feet East of 24th Street

3. Prima Facie Speed Limit 25 Miles Per Hour at All Times.

Sky Harbor Boulevard (North and South Roadway)	All Ramps, Entries and Exits for All Ticketing/Check-in and Baggage Claim Lanes at Terminals 3 and 4

4. Prima Facie Speed Limit 30 Miles Per Hour at All Times.

Sky Harbor Boulevard (South Roadway)	3,000 Feet East of 24th Street to 4,400 Feet East of 24th Street

5. Prima Facie Speed Limit 35 Miles Per Hour at All Times.

Sky Harbor Boulevard (North and South Roadway)	Between 24th Street and SR 143, Except as Provided in the Prior Subsections

ATTACHMENT B

SUMMARY OF CHANGES IN CITY OF PHOENIX SPEED LIMITS
AMENDING SECTION 36-158, SCHEDULE I - LOCAL SPEED LIMITS

Prima Facie Speed Limit **30 mph** at all times

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Deem Hills Parkway	51st Avenue to Stetson Valley Parkway	Recommend reduction from 35 mph to 30 mph.	1
Inspiration Mountain Parkway	Stetson Valley Parkway to Stetson Valley Parkway	Record keeping. Update ordinance to show currently posted speed limit.	1
Maryland Avenue	Central Avenue to 16th Street	Recommend reduction from 35 mph to 30 mph.	6
Pointe Golf Club Drive	Thunderbird Road to Sharon Drive	Recommend reduction from 35 mph to 30 mph.	3
Roosevelt Street	57th Avenue to 51st Avenue	Recommend increase from 25 mph to 30 mph in conjunction with roadway improvements.	7
19th Avenue	Olney Avenue to Dobbins Road	Recommend reduction from 35 mph to 30 mph.	8
23rd Avenue	Bethany Home Road to Glendale Avenue	Recommend reduction from 35 mph to 30 mph.	5

Prima Facie Speed Limit **35 mph** at all times

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Mayo Boulevard	Black Mountain Boulevard to 40th Street	Recommend reduction from 40 mph to 35 mph.	2
Stetson Valley Parkway	Deem Hills Parkway to Straight Arrow Lane	Record keeping. Update ordinance to show currently posted speed limit.	1

79th Avenue	McDowell Road to Encanto Boulevard	Recommend increase from 25 mph to 35 mph to coincide with development and existing posted speed limit north of segment.	7
79th Avenue	Encanto Boulevard to Thomas Road	Record keeping. Update ordinance to show currently posted speed limit.	7

Prima Facie Speed Limit **40 mph** at all times

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Broadway Road	51st Avenue to 19th Avenue	Record keeping. Update ordinance to show currently posted speed limit.	7, 8
Lower Buckeye Road	107th Avenue to 103rd Avenue	Record keeping. Update ordinance to show currently posted speed limit.	7
Lower Buckeye Road	79th Avenue to 67th Avenue	Record keeping. Update ordinance to show currently posted speed limit from 79th Avenue to 71st Avenue. 71st Avenue to 67th Avenue annexed from Maricopa County and added to ordinance.	7
Stetson Valley Parkway	Range Mule Drive to Deem Hills Parkway	Record keeping. Update ordinance to show currently posted speed limit.	1
7th Street	400’ North of Peoria Avenue to Clinton Street	Recommend reduction from 45 mph to 40 mph.	3
51st Avenue	Estrella Drive to Olney Avenue	Recommend reduction from 50 mph to 40 mph.	8
51st Avenue	Happy Valley Road to Range Mule Drive	Record keeping. Update ordinance to show currently posted speed limit.	1
55th Avenue	Happy Valley Road to Deem Hills Parkway	Record keeping. Update ordinance to show currently posted speed limit.	1

Prima Facie Speed Limit **45 mph** at all times

Street Changed	*Segment Changed*	*Reason for Change*	*Council District*
Broadway Road	99th Avenue to 91st Avenue	Recommend reduction from 50 mph to 45 mph with development.	7
Lower Buckeye Road	83rd Avenue to 79th Avenue	Record keeping. Update ordinance to show currently posted speed limit.	7
59th Avenue	Broadway Road to Durango Street Alignment	Record keeping. Update ordinance to show currently posted speed limit.	7
75th Avenue	Van Buren Street to Roosevelt Street	Record keeping. Update ordinance to show currently posted speed limit.	7
99th Avenue	Mobile Lane to Riverside Avenue	Record keeping. Update ordinance to show currently posted speed limit.	7
99th Avenue	Thomas Road to Camelback Road	Recommend reduction from 50 mph to 45 mph with development.	5

Note: All speed limit changes were recommended based on a traffic study and approved by a Traffic Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 128

Large Valve Repair and Replacement, Emergency Transmission Repair and Waterline Work - Construction Administration and Inspection Services - WS85500346, WS85500347 & WS85500399 (Ordinance S-49703)

Request to authorize the City Manager, or his designee, to enter into separate agreements with the two consultants listed below, to provide Construction Administration and Inspection Services for the Large Valve Repair and Replacement, Emergency Transmission Repair and Waterline Work project. Further request to authorize execution of amendments to the agreements as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $2.75 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to provide construction administration and inspection services for:

- repair, replacement, and new installation of water valves on an as needed and emergency basis.
- repairs to transmission waterlines on an as needed and emergency basis.
- installation and/or relocation of waterlines, valves, manholes, vaults, fire hydrants, and bypass assemblies related to waterline infrastructure.
- waterline and sewer main infrastructure relocations, installation and related work associated with project completed within the City of Phoenix and adjacent jurisdictions.

The Engineering consultant's services include but are not limited to: monitoring of contractor time, material work and job progress, daily interaction with contractors to clarify job requirements, review design or construction plans and provide recommendations, and inspect waterline and sewer main assets installed or relocated by or within another municipality or entity.

Procurement Information
The selections were made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-604(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Four firms submitted proposals and are listed below.

Selected Firms
Rank 1: HDR Engineering, Inc.
Rank 2: Brown and Caldwell, Inc.

Additional Proposers
Rank 3: Entellus, Inc.
Rank 4: Tristar Engineering & Management, Inc.

Contract Term
The term of each agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement values for each of the Engineering consultants will not exceed $1.375 million each, totaling $2.75 million including all subconsultant and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 129

24-Inch Water Main: Cave Creek Road and Desert Peak Parkway to Booster Pump Station 5ED-B1 - Construction Manager at Risk Preconstruction Services - WS85508002 (Ordinance S-49705)

Request to authorize the City Manager, or his designee, to enter into an agreement with Sundt Construction, Inc. to provide Construction Manager at Risk Preconstruction Services for the 24-Inch Water Main: Cave Creek Road and Desert Peak Parkway to Booster Pump Station 5ED-B1 project. Further request to authorize execution of amendments to the agreement as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $100,000.

Summary

The purpose of this project is to construct approximately 29,500 feet of new 24-inch water main.

Sundt Construction, Inc. will begin in an agency support role for Construction Manager at Risk Preconstruction Services. Sundt Construction, Inc. will assume the risk of delivering the project through a Guaranteed Maximum Price agreement.

Sundt Construction, Inc.'s services include, but are not limited to: provide detailed cost estimating and knowledge of marketplace conditions, project planning, construction phasing, and scheduling that will minimize interruption to City operations, alternate systems evaluation and constructability studies, long-lead procurement studies and procurement of long-lead items, and assist in the permitting processes. A Small Business Enterprise goal will be established for this project upon substantial completion of Preconstruction Services and prior to the start of construction.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Five firms submitted proposals and are listed below:

Selected Firm
Rank 1: Sundt Construction, Inc.

Additional Proposers
Rank 2: Achen-Gardner Construction, L.L.C.
Rank 3: McCarthy Building Companies, Inc.
Rank 4: B & F Contracting, Inc.
Rank 5: Hunter Contracting Co.

Contract Term
The term of the agreement is five years from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Sundt Construction, Inc. will not exceed $100,000, including all subcontractor and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location
Cave Creek Road and Desert Peak Parkway to Booster Pump Station 5ED-B1
Council District: 2

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 130

Zone 3D and 4A Improvements Program: Remote Facilities Booster Pump Stations - Construction Manager at Risk Construction Services Amendment - WS85100046, WS85110005 and WS85100053 (Ordinance S-49723)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 152400 with McCarthy Building Companies, Inc. to provide additional Construction Manager at Risk Construction Services for the Zone 3D and 4A Improvements Program: Remote Facilities Booster Pump Stations project. Further request to authorize execution of amendments to the agreement, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item.

Summary

The purpose of this project is for the City of Phoenix to supply water in north Phoenix in the event there are restrictions placed on Colorado River water delivered through the Central Arizona Project. The City of Phoenix treats Colorado River water at the Union Hills and Lake Pleasant Water Treatment Plants (WTP), which supply water to north Phoenix. Construction of a new 66-inch pipeline from the 24th Street WTP to 32nd Street and Bell Road is intended to allow the delivery of Salt and Verde River water into north Phoenix.

This amendment is necessary as more contract time is needed to purchase standby generators to provide power redundancy to the 24th Street WTP facilities to supply water from the 24th Street WTP to north Phoenix. This amendment will provide additional time to fulfill the agreement.

Contract Term

The term of the agreement amendment is two years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The initial agreement value remains unchanged.

Concurrence/Previous Council Action

The City Council approved:

- Construction Manager at Risk Construction Services 148948 (Ordinance S-45163) on Dec. 5, 2018, and;
- Construction Manager at Risk Construction Services 152400 (Ordinance S-46721) on June 17, 2020.

Location

32nd Street and Bell Road
Council District: 3

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 131

Street Improvements Areas Bounded By 15th Avenue to 7th Avenue From Mountain View Road to Peoria Avenue - Design-Bid-Build Services - ST87750144 (Ordinance S-49729)

Request to authorize the City Manager, or his designee, to accept AJP Electric, Inc. as the responsive and responsible bidder and to enter into an agreement with AJP Electric, Inc. for Design-Bid-Build Services for the Street Improvements Areas Bounded By 15th Avenue to 7th Avenue from Mountain View Road to Peoria Avenue project. Further request to authorize the City Controller to disburse all funds related to this item. The fee for services will not exceed $2,929,507.75.

Summary

The purpose of this project is to provide construction services for proposed improvements to include new sidewalks, sidewalk ramps, driveways and driveway retrofits to meet current American Disabilities Act (ADA) guidelines.

AJP Electric, Inc.’s services include, but are not limited to: saw cutting and removing existing pavement, removal of existing vegetation, removal of existing miscellaneous hardscape and property walls/fences within the right-of-way in conflict with proposed improvements, relocation of mailboxes, relocation of utilities and utility poles, new four foot sidewalk on local streets, ADA ramp construction, new driveway and driveway retrofits, and new sidewalk drainage crossings.

The selection was made using an Invitation for Bids procurement process set forth in section 34-201 of the Arizona Revised Statutes. Three bids were received on March 21, 2023, and were sent to the Equal Opportunity Department for review to determine subcontractor eligibility and contractor responsiveness in demonstrating responsiveness to Disadvantaged Business Enterprise (DBE) program requirements.

The Opinion of Probable Cost and the two lowest responsive, responsible bidders are listed below:

- Opinion of Probable Cost: $1,594,425.35
- AJP Electric, Inc.: $2,929,507.75

- Combs Construction Company, Inc.: $4,479,382.00

Bidders who were deemed non-responsive are listed below, in alphabetical order:

- Lincoln Constructors, Inc.

Although the bid exceeds the Engineer’s Opinion of Probable Cost by more than 10 percent, it has been determined the bid represents a fair and reasonable price for the required work scope. Additionally, the bid award amount is within the total budget for this project.

The reason for the variance from the Opinion of Probable Cost to the lowest, responsive, responsible bid is based upon the latest comparable bids on City of Phoenix major streets and adjusted for the market conditions and rapid inflation experienced at an unpredictable rate over the past several years.

Contract Term
The term of the agreement is 120 calendar days from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for AJP Electric, Inc. will not exceed $2,929,507.75, including all subcontractor and reimbursable costs.

This project will utilize federal funds and is subject to the requirements of 49 Code of Federal Regulations Part 26 and the U.S. Department of Transportation DBE program. Funding is available in the Street Transportation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Public Outreach
Planned resident notification will be provided prior to construction.

Location
Areas bounded by 15th Avenue to 7th Avenue from Mountain View Road to Peoria Avenue
Council District: 3

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson, the Street Transportation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 132

CIPP-Lined Concrete Sewer Condition Assessment - Engineering Services - WS90500271 (Ordinance S-49730)

Request to authorize the City Manager, or his designee, to enter into an agreement with Brown and Caldwell, Inc. to provide Engineering Services that include assessment services for the CIPP-Lined Concrete Sewer Condition Assessment. Further request to authorize execution of amendments to the agreement as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $1.6 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to conduct a condition assessment on a portion of cured-in-place plastic-lined (CIPP) concrete interceptor sewer system. The CIPP-lined sewer system is approximately 12.5 miles in length, of which 6.6 miles of existing sewer will be assessed. The system ranges in pipe diameter from 16 to 60 inches. In addition to the sewer infrastructure assessment, there is a need for approximately 50 miles of sewer segments and manholes, not previously assessed in other programs, to be included as these assets were inadvertently missed or the project was under funded to complete.

Brown and Caldwell, Inc.'s services include, but are not limited to: reviewing past assessments, as-builts, any available records of rehabilitation, any other pertinent documents, and records, conducive to the assessment; inspect manholes and

structures on the interceptor; inspect the pipe interior of the interceptor utilizing remote video inspection equipment; and present the final executive summaries.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. One firm submitted a proposal and is listed below.

Selected Firm
Rank 1: Brown and Caldwell, Inc.

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Brown and Caldwell, Inc. will not exceed $1.6 million, including all subconsultant and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 133

Salt River Project Construction License for Zone 1 16-Inch Water Main - WS85500440 (Ordinance S-49737)

Request to authorize the City Manager, or his designee, to enter into a Construction License with Salt River Project (SRP) for work associated with a City of Phoenix Water Services project. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18.

Summary
The City is constructing a 16-inch water main in the area bounded by Carver Road to Elliot Road and 51st Avenue to 35th Avenue. The purpose of the Construction License is to allow the City to install water pipe and hydrants along Carver Road, next to existing SRP irrigation facilities. This work is in conjunction with City Project WS85500440.

Contract Term
The term of the Construction License is one year, effective when the City begins construction, expected to be after June 1, 2023.

Financial Impact
There is no financial impact to the City of Phoenix.

Location
Carver Road and 51st Avenue
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson, the Street Transportation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 134

Wastewater Facilities Electrical and Instrumentation & Control Improvements - Job Order Contracting Services - 4108JOC211 (Ordinance S-49738)

Request to authorize the City Manager, or his designee, to enter into separate master agreements with two contractors to provide Wastewater Facilities Electrical and Instrumentation & Control Improvement Job Order Contracting services for the Water Services Department. Further request to authorize execution of amendments to the agreements, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for all services will not exceed $40 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The Job Order Contracting (JOC) contractors' services will be used on an as-needed basis to provide Wastewater Facilities Electrical and Instrumentation & Control Improvement services for installations and replacement of mechanical equipment, such as auto samplers, pumps, motors, chemical feed equipment, valves and actuators, with any electrical equipment, such as analyzers, meters, sensors, variable frequency drivers, security upgrades, and Supervisory Control and Data Acquisition system components, including conduit and or wiring. Additionally, the JOC contractors will be responsible for fulfilling Small Business Enterprise program requirements.

Procurement Information

The selections were made using a qualifications-based selection process set forth in

section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-604, the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Two firms submitted proposals and are listed below.

Selected Firms
Rank 1: Ludvik Electric Co.
Rank 2: PCL Industrial Services Inc.

Contract Term
The term of each master agreement is for up to five years or up to $40 million, whichever occurs first. Work scope identified and incorporated into the master agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the master agreement. No additional changes may be executed after the end of the term.

Financial Impact
The master agreement value for each of the JOC contractors will not exceed $40 million, including all subcontractor and reimbursable costs. The total fee for all services will not exceed $80 million.

Request to authorize the City Manager, or his designee, to execute job order agreements performed under these master agreements for up to $4 million each. In no event will any job order agreement exceed this limit without Council approval to increase the limit.

Funding is available in the Water Services Department's Capital Improvement Program budgets. The Budget and Research Department will review and approve funding availability prior to issuance of any job order agreement. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 135

Fire Station 74 - Architectural Services - FD57100020 (Ordinance S-49739)

Request to authorize the City Manager, or his designee, to enter into an agreement with Perlman Architects of Arizona, Inc., to provide Architectural Services that include design and possible construction administration and inspection services for the new Fire Station 74 project. Further request to authorize execution of amendments to the agreement, as necessary, within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $495,000.

Additionally request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate to execute all design and construction agreements, licenses, permits and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to, electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to build a new 12,000 square foot fire station with three apparatus bays that will enable the Phoenix Fire Department to support the surrounding neighborhood to increase speed of delivery and to significantly reduce response times. Due to the extensive growth in the area, it has become vital to build Fire Station 74. It is proposed to use the existing design replicated from Fire Station 55 and site-adapt it to the City-owned property located on the northwest corner of 19th Avenue and Chandler Boulevard. Perlman Architects of Arizona, Inc., as the Architect of Record of Fire Station 55, is uniquely qualified to immediately provide a turnkey set of plans for Fire Station 74.

Services provided by Perlman Architects of Arizona, Inc., include, but are not limited to: replicate and site-adapt design and preparation of plans and specifications; structural, mechanical, plumbing, electrical, civil, survey and geotechnical engineering design

services; fire protection design; landscape design; post design services and other work for complete design; and construction administration and inspection services through to obtaining substantial completion, punch-list development, final and warranty walkthrough, and other services as required to support successful completion of the work and City interests.

Procurement Information
Perlman Architects of Arizona, Inc., was chosen for this project using a Direct Select process set forth in section 34-103 of the Arizona Revised Statutes. The Direct Select process will benefit the project through design savings based on replicating an existing design and will also expedite the procurement process resulting in a savings of several months.

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Perlman Architects of Arizona, Inc., will not exceed $495,000, including all subconsultant and reimbursable costs.

Funding is available in the Fire Department's Capital Improvement Program budget. The Budget and Research staff will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Public Outreach
The firm will work with the City of Phoenix on public outreach, if needed.

Location
19th Avenue and Chandler Boulevard
Council District: 6

Responsible Department
This item is submitted by Assistant City Manager Lori Bays, Deputy City Manager Alan Stephenson, the Fire Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 136

Aviation Department Sustainability On-Call Consulting Services for Fiscal Years 2023-28 (Ordinance S-49743)

Request to authorize the City Manager, or his designee, to enter into separate agreements with the five consultants listed below to provide Sustainability On-Call Consulting services for Fiscal Years 2023-28 for the Aviation Department. Further request to authorize execution of amendments to the agreements as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $3 million aggregate.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design, and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The Aviation Department is committed to actively supporting city and industry sustainability efforts by ensuring Phoenix Sky Harbor International Airport, Phoenix Deer Valley Airport and Phoenix Goodyear Airport are Future Friendly and enhance the communities we serve. The services provided under these contracts will leverage the technical expertise necessary for Aviation to support the City in achieving goals, such as 100 percent Renewable Energy by 2030, Net Zero Carbon by 2040 and Zero Waste by 2050.

The On-Call consultants will be responsible for providing On-Call Sustainability Consulting services that include, but are not limited to: supporting the Department's projects and initiatives regarding Net Zero Carbon Roadmap; Planning and Policy;

Waste Reduction and Recycling; Water Conservation and Efficiency; Technical Reviews, Reporting, and Recommendations; Outreach and Education; and Grants and Funding.

Procurement Information

The selections were made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-604(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Ten firms submitted proposals and are listed below.

Selected Firms
Rank 1: C & S Engineers, Inc.
Rank 2: Gresham Smith
Rank 3: Mead & Hunt, Inc.
Rank 4: AECOM Technical Services, Inc.
Rank 5: Stantec Consulting Services, Inc.

Additional Proposers
Rank 6: Cumming Management Group, Inc.
Rank 7: McKinstry Essention, LLC
Rank 8: Affiliated Engineers, Inc.
Rank 9: GLUMAC, Inc.
Rank 10: Blue Strike Environmental, Inc.

Contract Term

The term of each agreement is up to five years, or up to an aggregate of $3 million for all five contracts, whichever occurs first. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for the On-Call consultants will not exceed an aggregate of $3 million, including all subconsultant and reimbursable costs.

Funding is available in the Aviation Department’s Operating budget. The Budget and Research Department will review and approve funding availability prior to issuance of any On-Call task order of $100,000 or more. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location
Phoenix Sky Harbor International Airport: 2485 E. Buckeye Road
Phoenix Deer Valley Airport: 702 W. Deer Valley Road
Phoenix Goodyear Airport: 1658 S. Litchfield Road, Goodyear, Ariz.
Council Districts: 1, 8 and Out of City

Responsible Department
This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Aviation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 137

Street Transportation Department Project Management Assistance On-Call Services (Ordinance S-49744)

Request to authorize the City Manager, or his designee, to enter into separate agreements with the two consultants listed below, to provide Project Management Assistance On-Call services for the Street Transportation Department. Further request to authorize execution of amendments to the agreements, as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $4 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits and requests for utility services relating to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The On-Call consultants will be responsible for providing On-Call Project Management Assistance services that include, but are not limited to: overseeing design and construction for both federally and locally funded Capital Improvement Program projects outside of the right-of-way; producing, reading and reviewing plans, drawings and specifications; producing and reviewing cost estimates; advising on technical aspects; reviewing submittals and pay estimates; coordinating with internal and external stakeholders; providing community engagement and public outreach; project field review and plan review; and other services as required to support successful completion of the work and city's interest.

Procurement Information

The selections were made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-604(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Three firms submitted proposals and are listed below.

Selected Firms
Rank 1: Topaz Engineering, Inc.
Rank 2: T.Y. Lin International, Inc.

Additional Proposer
Rank 3: Deccan Consulting, LLC

Contract Term

The term of each agreement is up to two years or up to $2 million, whichever occurs first. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for each of the On-Call consultants will not exceed $2 million, including all subconsultant and reimbursable costs. The total fee for all services will not exceed $4 million.

Funding is available in the Street Transportation Department's Capital Improvement Program budget. The Budget and Research Department will review and approve funding availability prior to issuance of any On-Call task order of $100,000 or more. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson, the Street Transportation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 138

Light Rail Capitol and I-10 Extension Water and Sewer Design Review and Construction Inspection Oversight Services - WS85500330 and WS90500224 (Ordinance S-49763)

Request to authorize the City Manager, or his designee, to enter into an agreement with Brown and Caldwell, Inc., to provide Engineering Services for the Light Rail Capitol and I-10 Extension Water and Sewer Design Review and Construction Inspection Oversight Services project. Further request to authorize execution of amendments to the agreement, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $1.6 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to provide design review and independent construction inspection oversight services on behalf of the City of Phoenix Water Services Department for the Light Rail Capitol Extension and future potential I-10 Extension projects. This project site is planned along Washington and Jefferson streets from 3rd Avenue to 19th Avenue.

Brown and Caldwell, Inc.’s services include, but are not limited to: review of design and construction plans; construction inspection and oversight; coordination of the pipeline relocation schedule; coordination of pipeline shutdown and startup plans; and coordination and review of pipeline disinfection, including procedures and compliance.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Eight firms submitted proposals and are listed below.

Selected Firm
Rank 1: Brown and Caldwell, Inc.

Additional Proposers
Rank 2: Wilson Engineers, LLC
Rank 3: Entellus, Inc.
Rank 4: Stanley Consultants, Inc.
Rank 5: Kimley-Horn and Associates, Inc.
Rank 6: Consultant Engineering, Inc.
Rank 7: Greeley and Hansen LLC
Rank 8: Ardurra Group, Inc.

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Brown and Caldwell, Inc. will not exceed $1.6 million, including all subconsultant and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location
Washington and Jefferson streets from 3rd Avenue to 19th Avenue
Council District: 7

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 139

Apply for U.S. Department of Transportation Safe Streets and Roads for All Grant Opportunity for Federal Fiscal Year 2022-23 - Bipartisan Infrastructure Law Funding (Ordinance S-49764)

Request to authorize the City Manager, or his designee, to apply for, accept and, if awarded, enter into an agreement for disbursement of federal funding from the U.S. Department of Transportation through the Federal Fiscal Year 2022-23 Safe Streets and Roads for All grant opportunity. If awarded, the funding will be used to implement projects and strategies in the Vision Zero Road Safety Action Plan. Further request to authorize the City Treasurer to Accept, and the City Controller to disburse, all funds related to this item. Funding for this grant opportunity is available through the Federal Bipartisan Infrastructure Law. The total grant funds applied for will not exceed $25 million, and the City's local match would not exceed $6.25 million.

Summary

The Safe Streets and Roads for All (SS4A) is a funding program under the Bipartisan Infrastructure Law, which was signed into law on Nov. 15, 2021. The U.S. Department of Transportation (USDOT) issued a Notice of Funding Opportunity (NOFO) on March 30, 2023, for the SS4A program for the second year of the program offering over a billion dollars in Federal Fiscal Year (FFY) 2022-23. The intent of the program is to offer a competitive discretionary grant opportunity to support planning, infrastructure, behavioral and operational initiatives to prevent death and serious injuries involving all roadway users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists and commercial vehicle operators.

On Sept. 7, 2022, City Council approved the Street Transportation Department's (Streets) Vision Zero Road Safety Action Plan (RSAP). The RSAP is one of the key SS4A grant requirements to apply for funding designated under the implementation grants category. The department was successful in obtaining $460,000 in FFY 2021-22 SS4A funding in supplemental action funds to enhance and build upon the existing planning efforts approved through the RSAP. If awarded this year, the funding will be used for implementation of projects and strategies in the RSAP.

Streets staff evaluated prior year successful implementation awards and consequently changed the focus of this second-round submittal to be more in line with the first round

of awarded implementation grants. The focus on this second-round submittal will be a more comprehensive corridor approach utilizing key strategies identified in the RSAP to target safety improvements along one of the City's busiest and high-injury-prone corridors: Indian School Road, west of 39th Avenue. Staff is evaluating all of the grant criteria to ensure a competitive final grant submittal is achieved with a focus on these grant priorities as defined in the SS4A NOFO:

- Promoting safety to prevent death and serious injuries on public roadways;
- Employing low cost, high-impact strategies that can improve safety over a wide geographic area;
- Ensuring equitable investment in the safety needs of under-served communities, which includes under-served urban communities;
- Incorporating evidence-based projects and strategies and adopting innovative technologies;
- Demonstrating engagement with a variety of public and private stakeholders; and
- Aligning with USDOT's mission and strategic goals such as safety, climate change and sustainability, equity and Justice 40, workforce development, job quality and wealth creation.

The City intends to submit an implementation grant application with a total project cost up to $31.25 million, which includes final design, environmental and construction costs related to the implementation of projects that will deliver countermeasure solutions to improve roadway safety along Indian School Road corridor, west of 39th Avenue.

The SS4A grant submittal deadline is July 10, 2023.

Financial Impact

The estimated total cost for the project is approximately $31.25 million. The maximum federal participation rate is 80 percent with a minimum local match of 20 percent of the total project cost. If awarded, the federal match would not exceed $25 million, and the City’s costs would be approximately $6.25 million for the local match.

Funding for the local match is available in the Streets Transportation Department’s Capital Improvement Program budget. Potential grant funding received is available through the Federal Bipartisan Infrastructure Law, from USDOT through the FFY 2022-23 SS4A grant opportunity.

Concurrence/Previous Council Action

The Transportation, Infrastructure and Planning Subcommittee recommended approval of this item on May 17, 2023, by a vote of 4-0.

Location
Along Indian School Road, west of 39th Avenue.
Council Districts: 4 and 5

Responsible Department
This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson and the Street Transportation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 140

Sanitary Sewer Rehabilitation - Job Order Contracting Services - 4108JOC216 (Ordinance S-49767)

Request to authorize the City Manager, or his designee, to enter into separate master agreements with the four contractors listed below, to provide Sanitary Sewer Rehabilitation Job Order Contracting services for the Water Services Department. Further request to authorize execution of amendments to the agreements, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $90 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design and construction of the project. Such utility services include, but are not limited to; electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The Job Order Contracting (JOC) contractors' services will be used on an as-needed basis to provide Sanitary Sewer Rehabilitation services for approximately 5,000 miles of gravity sewer and small diameter pipe comprising 92 percent of the wastewater collection system. The purpose of this program is to maintain the reliability and integrity of the wastewater collections system by rehabilitating existing infrastructure. Additionally, the JOC contractors will be responsible for fulfilling Small Business Enterprise program requirements.

Procurement Information

The selections were made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S.

section 34-604(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Four firms submitted proposals and are listed below.

Selected Firms
Rank 1: Insituform Technologies, LLC
Rank 2: SAK Construction, LLC
Rank 3: IRC West, LLC DBA Insta-Pipe SW
Rank 4: Iron Horse, LLC

Contract Term
The term of each master agreement is for up to five years or up to $22.5 million, whichever occurs first. Work scope identified and incorporated into the master agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the master agreement. No additional changes may be executed after the end of the term.

Financial Impact
The master agreement value for each of the JOC contractors will not exceed $22.5 million, including all subcontractor and reimbursable costs. The total fee for all services will not exceed $90 million.

Request to authorize the City Manager, or his designee, to execute job order agreements performed under these master agreements for up to $4 million each. In no event will any job order agreement exceed this limit without Council approval to increase the limit.

Funding is available in the Water Services Department Capital Improvement Program. The Budget and Research Department will review and approve funding availability prior to issuance of any job order agreement. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 141

2022 99th Avenue Interceptor Rehabilitation - Engineering Services - WS90160109 (Ordinance S-49771)

Request to authorize the City Manager, or his designee, to enter into an agreement with Brown and Caldwell, Inc. to provide Engineering Services that include design and possible construction administration and inspection services for the 2022 99th Avenue Interceptor Rehabilitation project. Further request to authorize execution of amendments to the agreement, as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $500,000.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to rehabilitate approximately 4,600 linear feet of large diameter PVC-lined concrete pipelines that are located primarily along 99th Avenue between Olive Avenue and Harrison Street, then runs east and south ultimately connecting to the junction structure at the intersection of Broadway Road and 87th Avenue near the 91st Avenue Wastewater Treatment Plant.

Brown and Caldwell, Inc.'s services include, but are not limited to: evaluating existing documentation including assessment reports, videos, as-builts, and other investigative data and/or reports that may be available on pipe and manhole condition to identify viable rehabilitation alternatives; investigate and propose appropriate repair and rehabilitation methods; address any sewer capacity reductions caused by proposed rehabilitation methods; and provide rehabilitation or repair design to correct all sewer and manhole defects at identified project locations.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Three firms submitted proposals and are listed below.

Selected Firm
Rank 1: Brown and Caldwell, Inc.

Additional Proposers
Rank 2: Dibble & Associates Consulting Engineers, Inc.
Rank 3: Consor North America, Inc.

Contract Term

The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for Brown and Caldwell, Inc. will not exceed $500,000, including all subconsultant and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location

99th Avenue and Olive Avenue to 87th Avenue and Broadway Road
Council Districts: 5, 7 and Out of City

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 142

Intergovernmental Agreement with Arizona Department of Transportation to Fund City of Phoenix Staffing Resources for Interstate 10 Broadway Curve Improvement Project - Amendment (Ordinance S-49777)

Request to authorize the City Manager, or his designee, to amend the Intergovernmental Agreement (IGA) with the Arizona Department of Transportation (ADOT) for ADOT to fund City staffing resources in the Street Transportation Department related to the reconstruction of the Interstate 10 Broadway Curve Improvement Project. Further request the City Council to grant an exception pursuant to Phoenix City Code section 42-20 to authorize indemnification and assumption of liability provisions that otherwise would be prohibited by Phoenix City Code section 42-18. Further request to authorize the City Treasurer to accept, and the City Controller to disburse, all funds related to this item.

Summary

The purpose of this amendment is for ADOT to extend the terms of the IGA. The original IGA was effective from July 26, 2021, through July 25, 2023. This amendment will extend the terms of the IGA until the substantial completion of the Interstate 10 (I-10) Broadway Curve Improvement Project (Broadway Curve). Street Transportation Department staff will continue to coordinate with City departments on the I-10 Broadway Curve in an amount not to exceed $350,000 per year. City staff will be assigned to the project to coordinate and perform plan reviews, process permits, and provide traffic operations coordination and outreach support during the freeway detours and closures. It is critical to the success of this freeway project for City staff to work closely with ADOT and the development team throughout design and construction.

The I-10 Broadway Curve is planned to improve a segment of I-10 between the I-10/Interstate 17 (I-17) Split Traffic Interchange and the Congressman Ed Pastor Freeway (Loop 202-South Mountain Freeway).

Contract Term

The City Council approved the original IGA on May 19, 2021 (Ordinance S-47561).

Financial Impact
The City will be reimbursed in an amount not to exceed $350,000 per year.

Location
Interstate 10, from the I-10/I-17 Split Traffic Interchange and the Congressman Ed Pastor Freeway (Loop 202-South Mountain Freeway)
Council Districts: 6 and 8

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 143

Intergovernmental Agreement with Arizona Department of Transportation for the City to Authorize the State to Perform National Bridge Inspection Standards for Inspections on Bridges Owned or Controlled by the City (Ordinance S-49778)

Request to authorize the City Manager, or his designee, to enter into an Intergovernmental Agreement with the Arizona Department of Transportation, to define the maintenance agreement on bridges that are owned or controlled by the City. Further request the City Council to grant an exception pursuant to Phoenix City Code section 42-20 to authorize indemnification and assumption of liability provisions that otherwise would be prohibited by Phoenix City Code section 42-18.

Summary

The State will inspect inventoried bridges owned by the City according to the National Bridge Inspection Standards (NBIS).

NBIS:
Federal regulations in 23 CFR Part 650, Subpart C establishing requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of a State bridge inventory. The NBIS apply to all structures defined as bridges located on all public roads.

The State will allow the City to use its bridge management software system to store inspection reports for all City owned or controlled bridges and culverts.

Contract Term

This Agreement is in full force and effect for 25 years from the effective date, unless this Agreement violates any Arizona law, rule or regulation, either now enacted or which may be enacted in the future. Prior to the expiration of the 25-year period, the parties may mutually agree to a 25-year extension by entering into an amendment to this Agreement.

Financial Impact

There is no financial impact to the City of Phoenix.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 144

Phoenix Bus Rapid Transit Program Planning Support Services - Professional Services Amendment - PT00400001 (Ordinance S-49789)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 149143 with HDR Engineering, Inc. to provide additional Professional Services for the Phoenix Bus Rapid Transit Program Planning Support Services project. Further request to authorize execution of amendments to the agreement, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services included in this amendment will not exceed $5.5 million.

Summary

The purpose of this project is to develop the initial Bus Rapid Transit (BRT) corridor of 35th Avenue and Van Buren Street. In 2015, Phoenix voters approved Proposition 104, creating the 35-year street and transit plan known as Transportation 2050 (T2050) which identified BRT as a key component to continue expanding the City's high-capacity transit network. BRT is a high-capacity bus service that focuses on improved speed, reliability, convenience and the overall transit experience. There are common recurring elements found in successful BRT systems, such as: advanced fare collection, enhanced stations, dedicated lanes, custom buses, transit spot improvements and unique branding.

This amendment is necessary because the BRT Program for the approved BRT corridor of 35th Avenue and Van Buren Street requires: increased and focused community education, stakeholder outreach and business owner engagement throughout the proposed corridor; conducting meetings to refine corridor alternatives to align priorities and balance amenities, benefits and impacts; continuing coordination with ongoing and correlating projects along the corridor; and preparing efforts for Phase 3 of community and business engagement for the Alternatives Analysis. This amendment will provide additional funds to the agreement.

Contract Term

The term of the agreement remains at six years from issuance of the Notice to Proceed of March 15, 2019. The work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may

extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

- The initial agreement for Professional Services was approved for an amount not to exceed $3 million, including all subconsultant and reimbursable costs.
- This amendment will increase the agreement by an additional $5.5 million, for a new total amount not to exceed $8.5 million, including all subconsultant and reimbursable costs.

Funding for this amendment is available in the Public Transit Department's Transportation 2050 fund. The Budget and Research Department will separately review and approve funding availability prior to the execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action

The Citizen Transportation Commission (CTC) Subcommittee and Transportation, Infrastructure and Planning (TIP) Subcommittee:

- The CTC recommended approval of the award recommendation to the Transportation and Infrastructure (T&I) Subcommittee by a vote of 13-0 on May 31, 2018;
- The Aviation and Transportation Subcommittee recommended approval to enter into agreement with Package A and Package B in support of the BRT program by a vote of 3-0 on Sept. 25, 2018;
- The CTC recommended for approval the initial BRT corridor of 35th Avenue/Van Buren Street by a vote of 10-0 on May 27, 2021;
- The TIP Subcommittee recommended for approval the initial BRT corridor of 35th Avenue and Van Buren Street by a vote of 4-0 on Sept. 15, 2021;
- The CTC recommended approval to continue community and stakeholder engagement, alternatives analysis and 15 percent design plans for the initial BRT corridor of 35th Avenue and Van Buren Street by a vote of 11-1 on Feb. 24, 2022;
- The CTC recommended approval of additional expenditure of $5.5 million to Package A by a vote of 11-0 on April 27, 2023; and
- The TIP Subcommittee recommended City Council approval to execute an amendment by a vote of 4-0 on May 17, 2023.

The City Council approved:

- Issuing a Request for Qualifications (RFQ) to solicit firms to provide services for planning and preliminary engineering for the BRT program based on

recommendations from the CTC and T&I Subcommittees. This approval included a stipulation that the planning RFQ included an assessment of the criteria used for the initial identification of the BRT corridors and was made on Oct. 4, 2017;

- Professional Services Agreement 149143 for HDR Engineering, Inc. (Ordinance S-45019) on Oct. 17, 2018;
- The initial BRT corridor of 35th Avenue and Van Buren Street by a vote of 9-0 on Oct. 6, 2021; and
- Continuation of community and stakeholder engagement, alternatives analysis and 15 percent design plans for the initial BRT corridor of 35th Avenue and Van Buren Street by a vote of 8-1 on April 20, 2022.

Responsible Department

This item is submitted by Deputy City Managers Mario Paniagua and Alan Stephenson, the Public Transit Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 145

Consent to Use Agreement with Salt River Project for City Improvements on 59th Avenue from Southern Avenue to Baseline Road (Ordinance S-49800)

Request to authorize the City Manager, or his designee, to enter into a Consent to Use Agreement with Salt River Project (SRP) to allow the installation of roadway improvements on the east half of 59th Avenue from Southern Avenue to Baseline Road.

Summary
SRP currently has a 90-foot-wide electrical easement along the east side of 59th Avenue for existing electrical facilities. The City proposes future roadway improvements on 59th Avenue that may include pavement, curb, gutter and landscaping within SRP's existing electrical easement. The Consent to Use Agreement confirms SRP’s consent to the City, as well as the use and occupancy within the existing SRP easement for the proposed City improvements.

Financial Impact
This action has no financial impact to the City.

Location
59th Avenue from Southern Avenue to Baseline Road
Council Districts: 7 and 8

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson, the Street Transportation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 146

Specialized Equipment, Piping and Infrastructure Coatings - Job Order Contracting Services - 4108JOC212 (Ordinance S-49702)

Request to authorize the City Manager, or his designee, to enter into separate master agreements with five contractors, to provide Specialized Equipment, Piping and Infrastructure Coatings Job Order Contracting services for the Water Services Department. Further request to authorize execution of amendments to the agreements, as necessary, within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The total fee for services will not exceed $45 million.

Additionally, request to authorize the City Manager, or his designee, to take all action deemed necessary to execute all utilities-related design and construction agreements, licenses, permits and requests for utility services relating to the development, design and construction of the project and to include disbursement of funds. Utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The Job Order Contracting (JOC) contractors' services will be used on an as-needed basis to provide Specialized Equipment, Piping and Infrastructure Coatings services to apply protective coatings on wastewater process equipment, structural support members, piping, tanks, motors, mechanical equipment, manholes, lift station wet wells and accessory items throughout the City of Phoenix wastewater infrastructure. Additionally, the JOC contractors will be responsible for fulfilling Small Business Enterprise program requirements.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S.

section 34-604(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Nine firms submitted proposals and are listed below.

Selected Firms
Rank 1: Professional Piping Systems LLC dba PPS Coatings
Rank 2: Hunter Contracting Co.
Rank 3: TF Contracting Services, LLC
Rank 4: Joseph Painting Company, Inc. dba JPCI Services
Rank 5: Degan Construction, LLC

Additional Proposers
Rank 6: Revolution Industrial, LLC
Rank 7: Solution Coatings, Inc.
Rank 8: Riley Industrial Services, Inc.
Rank 9: Advanced Enviro Cure, LLC

Contract Term
The term of each master agreement is for up to five years or up to $9 million, whichever occurs first. Work scope identified and incorporated into the master agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the master agreement. No additional changes may be executed after the end of the term.

Financial Impact
The master agreement value for each of the JOC contractors will not exceed $9 million, including all subcontractor and reimbursable costs. The total fee for all services will not exceed $9 million.

Request to authorize the City Manager, or his designee, to execute job order agreements performed under these master agreements for up to $2 million each. In no event will any job order agreement exceed this limit without Council approval to increase the limit.

Funding is available in the Water Services Department’s Capital Improvement Program budget. The Budget and Research Department will review and approve funding availability prior to issuance of any job order agreement. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 147

Water Services Utility Document Print, Mail, Archive and Retrieval Services - Amendment (Ordinance S-49706)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 143079 with Pinnacle Data Systems LLC to provide additional time to the agreement. Further request to authorize the City Controller to disburse all funds related to this item. No additional funds are needed, request to continue using Ordinance S-42748.

Summary

The purpose of the amendment is to extend the agreement for an additional three years to allow the City of Phoenix Water Services Department to conduct the competitive procurement process and provide sufficient time for the awarded vendor to collaborate with the City to create an encrypted link necessary for the processing of utility bills without a disruption of services. The purpose of this agreement is to provide utility bill processing, printing and delivery to approximately 465,000 customers per month or 22,000 per day for a yearly revenue of $850 million for water, sewer, solid waste, taxes, fees and mandates.

This item has been reviewed and approved by the Information Technology Services Department.

Contract Term

This amendment will extend the end date of the agreement term from June 30, 2023 to June 30, 2026.

Financial Impact

The initial authorization for the Water Services Utility Document Print, Mail, Archive, and Retrieval Services was for an expenditure not-to-exceed $16,695,000. No additional funds are needed.

Concurrence/Previous Council Action

The City Council approved:

- Water Services Utility Document Print, Mail, Archive and Retrieval Services Contract 143079 (Ordinance S-143079) on June 22, 2016.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 148

91st Avenue Wastewater Treatment Plant Process Piping Rehabilitation - Engineering Services Amendment - WS90100101 (Ordinance S-49716)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 147881 with Brown and Caldwell, Inc. to provide additional Engineering Services for the 91st Avenue Wastewater Treatment Plant Process Piping Rehabilitation project. Further request to authorize execution of amendments to the agreement as necessary within the City Council-approved expenditure authority as provided below.

Summary

The purpose of this project is to update various process piping systems within the 91st Avenue Wastewater Treatment Plant (WWTP). Plants 1 through 3 are in need of rehabilitation and replacement. These process piping systems are exposed, buried and located within the plants' service tunnels. The pipes vary in size from two inches to 24 inches in diameter.

This amendment provides additional time to the agreement.

The 91st Avenue WWTP is owned by the Sub-Regional Operating Group and operated by the City of Phoenix.

Contract Term

The term of the agreement amendment is two years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

No additional funding is needed for this amendment.

Concurrence/Previous Council Action

The City Council approved:

- Design Services Agreement 142548 (Ordinance S-42518) on May 4, 2016; and
- Engineering Services Agreement 147881 (Ordinance S-44759) on June 20, 2018.

Location
91st Avenue WWTP
Council District: 7

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 149

Large Diameter Sanitary Sewer Rehabilitation - Grade 5 and 4 Manholes - Engineering Services Amendment - WS90500273 (Ordinance S-49717)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 150124 with Project Engineering Consultants, LTD., to approve a name change to Consor North America, Inc. and to provide Construction Administration and Inspection Services for the Large Diameter Sanitary Sewer Rehabilitation Grade 5 and 4 Manholes project. Further request to authorize execution of amendments to the agreement, as necessary within the City Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services included in this amendment will not exceed $1,150,000.

Summary

On Feb. 14, 2020, the City and Project Engineering Consultants, LTD. entered into the Large Diameter Sanitary Sewer Rehabilitation Grade 5 and 4 Manholes Engineering Services agreement. The City received notification on Dec. 3, 2022, from Project Engineering Consultants, LTD. indicating the name change from Project Engineering Consultants, LTD. to Consor North America, Inc. and is now operating under the name of Consor North America, Inc.

The purpose of this project is to rehabilitate the higher priority Grade 5 and 4 sanitary sewer manholes as identified by the assessment report.

This amendment is necessary because the project was phased into four design packages versus a single package. The project deliverable was changed to a manhole rehabilitation work sheet versus a typical design sheet. This change increased the overall project duration, as well as the review periods, and this amendment will provide additional time to the agreement.

Project Engineering Consultants, LTD.'s additional services include, but are not limited to: administration of the construction schedule, review of submittals, issue interpretations and clarifications, certify contractor progress payments, inspections, survey, material testing, record drawings and project documents, and field administration.

Contract Term

The term of the agreement amendment is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

- The initial agreement for Engineering Services was approved for an amount not to exceed $1.9 million, including all subconsultant and reimbursable costs.
- This amendment will increase the agreement by an additional $1,150,000, for a new total amount not to exceed $3,050,000, including all subconsultant and reimbursable costs.

Concurrence/Previous Council Action

The City Council approved:

- Engineering Services Agreement 150124 (Ordinance S-45716) on June 5, 2019.

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 150

Oracle Customer Care and Billing RTO 2223-WTS-539 - Request for Award (Ordinance S-49720)

Request to authorize the City Manager, or his designee, to enter into an agreement with Ernst & Young, LLP, to provide the Oracle Customer Care and Billing upgrade for the Water Services and Public Works departments. Further request to authorize the City Controller to disburse all funds related to this item. The total value of this agreement will not exceed $3,998,060.

Summary

The Water Services Department, in conjunction with the Information Technology Services, Public Works and Finance departments, provide a customer information and billing system for water, wastewater, solid waste services, and other applicable taxes and fees.

To ensure performance and customer service remain properly supported by this system, the City is proceeding to upgrade to a current on-premise version of Customer Care and Billing. This agreement will require the vendor to assess the City's cloud readiness posture. The upgrade optimizes the base features while minimizing the customizations to strategically enhance security, streamline processes, increase interoperability/integration, increase customer satisfaction, improve flexibility to meet changing needs, and leverage best practices.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

The consultant was selected through a competitive process in accordance with Administrative Regulation 3.10 utilizing the Information Technology Professional Services Qualified Vendors List.

Three vendors submitted offers and are listed below with all bids found to be responsive and responsible. An evaluation committee comprised of City staff evaluated the offers based on the following criteria, with a maximum possible point total of 1100:

- Method of Approach (0-400 points)

- Capabilities (0-250 points)
- Cost of Services (0-200 points)
- Company Qualifications & Experience (0-150 points)
- Key Personnel (0-100 points)

After reaching consensus, the evaluation committee recommends award to the following vendor:

- Ernst & Young, LLP - 846.93 points

Contract Term
The agreement will begin on or about June 1, 2023, for a three-year term with two one-year options to extend.

Financial Impact
The agreement value for Ernst & Young, LLP, will not exceed $3,998,060. Funding is available in the Water Services Department's Capital Improvement Program budget.

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the Water Services and Public Works departments.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 151

Reinforced Concrete Pipe Main Inspection and Assessment Program - Engineering Services Amendment - WS85508001 (Ordinance S-49725)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 151695 with Black & Veatch Corporation, to provide additional Engineering Services for the Reinforced Concrete Pipe Main Inspection and Assessment Program project. Further request to authorize execution of amendments to the agreement as necessary within the City Council-approved authority as provided below.

Summary
The purpose of this project is to continue with a multi-year inspection and assessment program to inspect and assess the condition of approximately 228 miles of reinforced concrete, cast iron, concrete cylinder, ductile iron pipes and other material types of water transmission mains that vary in age throughout the conveyance system.

This amendment will provide additional time to the agreement.

Contract Term
The term of the agreement amendment is two years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
No additional funding is needed for this amendment.

Concurrence/Previous Council Action
The City Council approved:

- Engineering Services Agreement 151695 (Ordinance S-46392) on March 4, 2020.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 152

Large Diameter Sanitary Sewer Rehabilitation - Grade 5 Pipe - Engineering Services Amendment - WS90500273 (Ordinance S-49727)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 150126 with Project Engineering Consultants, Ltd., to approve a name change to Consor North America, Inc. and to provide Construction Administration & Inspection Services for the Large Diameter Sanitary Sewer Rehabilitation - Grade 5 Pipe project. Further request to authorize execution of amendments to the agreement, as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services will not exceed $1.5 million.

Summary

On Feb. 18, 2020, the City and Project Engineering Consultants, Ltd. entered into the Large Diameter Sanitary Sewer Rehabilitation - Grade 5 Pipe Engineering Services agreement. The City received notification on Dec. 3, 2022, from Project Engineering Consultants, Ltd. indicating the name changed from Project Engineering Consultants, Ltd. to Consor North America, Inc. and is now operating under the name of Consor North America, Inc.

The purpose of this project is to rehabilitate the Large Diameter Sanitary Sewer System, which includes approximately 220 miles of pipe with diameter sizes greater than 15 inches and over 1,900 sanitary sewer manholes. The 2019 Large Diameter Sanitary Sewer Condition Assessment Report recommended rehabilitation of 55 pipe segments with Grade 5 Structural Rating. Grade 5 pipe segments contain severe defects that are the highest priority to rehabilitate.

This amendment is necessary as the project was phased into four design packages versus a single package, and the project deliverable was changed to manhole rehabilitation work sheet versus typical design sheet. This change increased overall project duration and review periods. This amendment will provide additional time to the agreement.

Project Engineering Consultants, Ltd.'s additional services include, but are not limited to: administer the construction schedule, review of submittals, issue interpretations and

clarifications, certify contractor progress payments, inspections, survey, material testing, record drawings and project documents, and field administration.

Contract Term
The term of the agreement amendment is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The initial agreement for Engineering Services was approved for an amount not to exceed $1.55 million. This amendment will increase the agreement by an additional $1.5 million, for a new total amount not to exceed $3.05 million, including all subconsultant and reimbursable costs.

Concurrence/Previous Council Action
The City Council approved Engineering Services Agreements 150126 and 150127 (Ordinance S-45723) on June 5, 2019.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 153

Request to Amend A Development Agreement with Multiple Developers for Construction of a Relief Sewer Main (Ordinance S-49740)

Request authorization for the City Manager, or his designee, to amend a Development Agreement with Creation RE, LLC, LOFTIN Equipment Company, an Arizona Corporation, TUDO Capital, LLC, a Delaware Limited Liability Company, and Villa Fifty 2, LP, a Delaware Limited Partnership (or their related entities, collectively, referred to herein as the “Developers”), for the design and construction of a relief sewer main. The amendment is to increase the reimbursement dollar amount from $210,000 to $665,000. Further request to authorize the City Controller to disburse the necessary funds related to this item.

Summary

The original Development Agreement (DA) provided for the Developers to fund, design, and construct a new relief sewer main located north of Van Buren Road, between 48th Street to 50th Street. The Developers were in the process of developing or redeveloping their respective properties, and the sewer flows resulting from these developments would have placed an existing common downstream sewer main out of its maximum capacity. The new relief sewer main was initially estimated to cost approximately $330,000 and the City initially agreed to reimburse the Developers an amount not to exceed $210,000 for its share of the total project cost based on capacity calculation.

During construction, inflation, unforeseen utility conflicts, site conditions, additional rehabilitation efforts, and other changes caused the final construction cost to total $966,000 and the new City’s share of the cost to be $665,000. The Developers financed and completed the construction of the sewer relief main and are requesting the City to reimburse the proportional share based on the increased project cost.

Contract Term

The contract term will remain unchanged and will not exceed a five-year period.

Financial Impact

The City will increase its share from $210,000 to $665,000.

Funding for this project is available in the Water Services Department Capital Improvement Program budget.

Concurrence/Previous Council Action
The City Council approved: Development Agreement 153928 (Ordinance S-46623) on May 20, 2020.

Location
Council District: 6

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer, and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 154

Biomass Power and Solar Power Production Partnership with Salt River Project (Ordinance S-49754)

Request to authorize the City Manager, or his designee, to enter into two agreements between the City of Phoenix and Salt River Project for the production of Biomass Power and Solar Power. Further request authorization for the City Treasurer to accept and for the City Controller to disburse funds related to this item. The total amount will not exceed $13 million.

Summary

Arizona forests are a high risk for catastrophic fires and will continue to be devastated each year without proactive forest restoration efforts. These fires could significantly impact the watersheds that feed the Salt River Project's (SRP) reservoir system and provide water to Phoenix. Wildfires degrade water quality, increase water treatment costs, and impact water system resiliency by filling reservoirs with debris and sediment. Phoenix has a history of partnering with SRP and other City partners in developing and executing strategic forest thinning projects to better protect the health of the forests and the watershed system.

The challenge to reforestation efforts is finding marketable industry options for the enormous amount of low-value, small ponderosa pine trees found in Arizona’s forests. Bioenergy is one of the few options available to dispose of these trees and supports the industry to ensure thinning projects move forward to continue protecting watersheds. Bioenergy is a renewable energy resource that generates electricity through a wood-burning boiler. Currently, SRP is contracted to receive power from a biomass plant located in Snowflake, Arizona, owned and operated by Novo BioPower, that uses small trees from forest thinning, other non-marketable woody material such as branches that are left over from thinning operations and sawmill residues.

The new agreement between Phoenix, SRP, and other Valley cities, supports SRP's continuance of the biomass power purchase agreement with Novo BioPower to work on forest thinning projects in areas at risk of devastating wildfires. This agreement will assist to restore critical watersheds that provide water to the Valley by investing in forest thinning projects and biomass power.

Through the agreement, SRP will purchase power and associated environmental attributes from Novo BioPower's use of forest thinning sourced within SRP watersheds. SRP will retire in Phoenix's name renewable energy certificates ("RECs"), water benefits, acres treated benefits, and carbon benefits associated with the clean energy generation and forest thinning efforts. In addition to the many environmental benefits specific to watershed protection and biomass investment, the City is working with SRP on a 20 megawatt solar development project that will produce annual renewable energy credits.

The Water Services Department is seeking approval for two agreements with SRP for the biomass power and solar power respectively for a total investment of $1.3 million per year for a 10 year term.

Concurrence/Previous Council Action

The Transportation, Infrastructure, and Planning Subcommittee recommended approval of this item on May 17, 2023.

Financial Impact

The total amount will not exceed $13 million for the 10 year term. Funding in the amount of $1.3 million, per year, for the term of the agreement, is available in the Water Services operating budget.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 155

Purchase Supply of Water/Wastewater Disinfectant - Amendment (Ordinance S-49765)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 144726, with DPC Enterprises, Inc. to provide additional funding to the agreement. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures included in this amendment will not exceed $6,000,000.

Summary

The purpose of this amendment is to request additional spending authority to continue to provide the Water Services Department (WSD) with the supply of water/wastewater disinfectant. The additional funding will provide the ability for WSD to purchase disinfectant through the remaining term of the contract which expires March 31, 2024. Additional funding is required for future orders until this agreement can be re-solicited. The additional funds are needed as a result of the significant increases in commodity pricing for the disinfectant over the past two years.

This agreement is for the as-needed supply of disinfectant for water and wastewater treatment plants, which provide the ability to disinfect drinking water and treat wastewater discharge to state and federal regulatory standards.

Agreement Term

The agreement's term will remain unchanged, ending on March 31, 2024.

Financial Impact

Currently, the authorized expenditure is up to $9,807,572. This request will amend the agreement to increase the not-to-exceed value by an additional $6,000,000 for a new total value of up to $15,807,572. Funding for this amendment is available in the Water Services Department's budget.

Concurrence/Previous Council Action

The City Council approved:

- Chlorine Agreement 144726 (Ordinance S-43355) on March 22, 2017, for up to $4,300,000;

- Chlorine Agreement 144726 (Ordinance S-47419) on April 7, 2021, for an additional $553,000; and,
- Chlorine Agreement 144726 (Ordinance S-48014) on Oct. 6, 2021, for an additional $4954,572.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 156

Pinnacle PCX Instruments and Maintenance Agreement - RFA-2223-WES-464 (Ordinance S-49769)

Request to authorize the City Manager, or his designee, to enter into an agreement with Pickering Laboratories, Inc., to provide Pinnacle PCX Instruments and Maintenance for Water Services Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the agreement will not exceed $200,000.

Summary
The agreement will provide Water Services the ability to purchase Pinnacle PCX Instruments as well as provide preventative maintenance, parts and labor. The units are used in the analysis of glyphosate by the Environmental Protection Agency (EPA) as required by the Clean Water Act and Safe Drinking Water Act. Maintenance services are necessary to ensure proper operation of the units and ongoing analysis of drinking water samples to ensure compliance with environmental laws and regulations.

Procurement Information
In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo due to special circumstances being without competition, as there exists a lack of available qualified products, which makes a competitive selection process impracticable, unnecessary, or contrary to the public interest.

Contract Term
The contract will begin on or about July 1, 2023, for a five-year term with no options to extend.

Financial Impact
The aggregate contract value will not exceed $200,000 for the five-year aggregate term. Funding is available in the Water Services Department operating budget.

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 157

Agreement with the United States Bureau of Reclamation and the Central Arizona Water Conservation District to Implement the Lower Colorado Conservation and Efficiency Program (Ordinance S-49774)

Request to authorize the City Manager, or his designee, to enter into an agreement with the United States Bureau of Reclamation and the Central Arizona Water Conservation District to forgo delivery of a volume of Phoenix's Colorado River entitlement in 2023, as system conservation, in return for compensation. Further request to authorize the City Treasurer to accept all funds related to this item into the Water Services Department Water Fund. The compensation will not exceed $60,000,000.

Summary

Conditions on the Colorado River system remain difficult, with the major reservoir of Lake Mead and Lake Powell at historically low water levels. Based on recent modeling on the Colorado River, the Bureau of Reclamation (BOR) has determined there is an unacceptable risk of further water declines in Lake Mead that threaten operations and deliveries of Colorado River water to the Lower Basin states of Arizona, California, and Nevada even with delivery reductions agreed to in the Lower Basin Drought Contingency Plan. The BOR received $4 billion in Inflation Reduction Act of 2022 funding to create Lower Colorado Conservation and Efficient Program to specifically address Colorado River issues. Phase 1 funding established a system conservation program to incentivize water users to voluntary contribute volumes to protect Lake Mead from catastrophic risks.

Under the agreement, Phoenix will make available up to 50,000 acre-feet (af) of Phoenix's Colorado River entitlement in 2023, 2024 and 2025 in exchange for monetary compensation of $400 per af. These reduced deliveries are in addition to the reductions in deliveries Arizona agreed to in the Drought Contingency Plan.

In 2023, Phoenix is scheduled to receive 177,237 af of its total Colorado River allocation of 186,557 af. That includes 27,960 af of "mitigation water" under the Arizona Drought Contingency Plan implementation agreement. This "mitigation water" is Non-Indian Agricultural (NIA) Priority water that would have otherwise been unavailable to Phoenix without the mitigation measures taken by Arizona to deliver

water from reserves in Lake Mead. By forgoing delivery of the NIA mitigation water, that volume of water will remain in Lake Mead. The remainder of the 50,000 af of system conservation is water that would have been stored in Tucson for future shortage conditions. The creation of system conservation has no impact on water available for customer deliveries.

Contract Term
This agreement will terminate on Dec. 31, 2025.

Financial Impact
Phoenix will receive compensation in 2023 up to $20,000,000 for contribution of 50,000 af ($400/af). In the event Phoenix creates additional system conservation in 2024 or 2025, it will be compensated at the same rate of $400 per af. The funds will be deposited in Water Services Department's Water Fund for use through the Colorado River Resiliency Fund for water resource portfolio augmentation and water conservation programs.

Location
Out of City

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 158

Final Plat - Desert Ridge Mezzo - PLAT 220063 - Southeast Corner of 56th Street and City North Drive

Plat: 220063
Project: 18-2907
Name of Plat: Desert Ridge Mezzo
Owner: ZT 56th Street at 101 NE Owner, LLC
Engineer: Eric L. Sostrom, LLC
Request: A One-Lot Commercial Plat
Reviewed by Staff: April 21, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southeast corner of 56th Street and City North Drive
Council District: 2

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 159

Final Plat - PV Mixed Use Area Amended - PLAT 230016 - Northwest Corner of Tatum Boulevard and Cactus Road

Plat: 230016
Project: 00-4403
Name of Plat: PV Mixed Use Area Amended
Owner: PV Land SPE, LLC & PV Retail I SPE, LLC
Engineer: Gabriel S. Rios, RLS
Request: A Seven-Lot Commercial Plat
Reviewed by Staff: April 28, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the northwest corner of Tatum Boulevard and Cactus Road
Council District: 3

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 160

Final Plat - PV Redevelopment Phase 2 - PLAT 220080 - Northwest Corner of Tatum Boulevard and Cactus Road

Plat: 220080
Project: 00-4403
Name of Plat: PV Redevelopment Phase 2
Owner: PV Land SPE, LLC
Engineer: Gabriel S. Rios, RLS
Request: A 15-Lot Commercial Plat
Reviewed by Staff: April 28, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public. Plat 230016 must be recorded before this plat. Recording information from Plat 230016 needs to be added to this plat by the surveyor prior to recordation. This plat needs to record concurrently with abandonment ABND 230034. This sequence of recording is that the resolution of abandonment is recorded first, and the plat second.

Location
Generally located at the northwest corner of Tatum Boulevard and Cactus Road
Council District: 3

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 161

Final Plat - Algodon Medical Office Park - PLAT 220110 - Southwest Corner of 92nd Avenue and Algodon Way

Plat: 220110
Project: 06-2638
Name of Plat: Algodon Medical Office Park
Owner: John F. Long Properties LLLP
Engineer: Robert J. Blake, RLS
Request: A Two-Lot Commercial Plat
Reviewed by Staff: April 14, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southwest corner of 92nd Avenue and Algodon Way
Council District: 5

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 162

Final Plat - Carioca - 67th Ave & Broadway Road - PLAT 210098 - Northwest Corner of 67th Avenue and Broadway Road

Plat: 210098
Project: 20-2029
Name of Plat: Carioca - 67th Ave & Broadway Road
Owner: Butterfield Trail, LLC
Engineer: Douglas B. Toney, RLS
Request: A One-Lot Commercial Plat
Reviewed by Staff: April 11, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the northwest corner of 67th Avenue and Broadway Road
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 163

Final Plat - The Henri - PLAT 210102 - East of 7th Avenue and North of Van Buren Street

Plat: 210102
Project: 17-2129
Name of Plat: The Henri
Owner: 6th Van Buren Owner LLC
Engineer: Eric L. Sostrom, RLS
Request: A One-Lot Commercial Plat
Reviewed by Staff: April 4, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public. This plat needs to record concurrently with abandonment ABND 210059. The sequence of recording is that the resolution of abandonment is recorded first, and the plat second.

Location
Generally located at east of 7th Avenue and north of Van Buren Street
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 164

Final Plat - Legacy at Laveen Village - PLAT 230006 - South of Southern Avenue and West of 35th Avenue

Plat: 230006
Project: 20-3413
Name of Plat: Legacy at Laveen Village
Owner: Laveen 12, LLC
Engineer: Mitchell H. Ragsdale, RLS
Request: A One-Lot Commercial Plat
Reviewed by Staff: April 13, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located south of Southern Avenue and west of 35th Avenue
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 165

Final Plat - Quiktrip Store #1449 - PLAT 220049 - Southeast Corner of Lower Buckeye Road and 107th Avenue

Plat: 220049
Project: 21-3370
Name of Plat: Quiktrip Store #1449
Owner: Quiktrip Corporation
Engineer: C. Don Walding, RLS
Request: A Five-Lot Commercial Plat
Reviewed by Staff: April 27, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southeast corner of Lower Buckeye Road and 107th Avenue
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 166

Final Plat - Sunset Farms Parcel 18 - PLAT 210071 - East of 99th Avenue and South of Broadway Road

Plat: 210071
Project: 02-2183
Name of Plat: Sunset Farms Parcel 18
Owner: VPAMH Sunset Farms LB, LLC
Engineer: Richard G. Alcocer, RLS
Request: A 154-Lot Residential Plat
Reviewed by Staff: April 14, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at east of 99th Avenue and south of Broadway Road
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 167

Final Plat - Alta Vista Ranch Subdivision - PLAT 230003 - Southwest Corner of Alta Vista Road and 13th Place

Plat: 230003
Project: 16-3028
Name of Plat: Alta Vista Ranch Subdivision
Owner: Habitat for Humanity Central Arizona
Engineer: Robert J. Blake, RLS
Request: A 25-Lot Residential Plat
Reviewed by Staff: April 19, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southwest corner of Alta Vista Road and 13th Place
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 168

Abandonment of Easement - ABND 230034 - 4568 East Cactus Road (Resolution 22126)

Abandonment: ABND 230034
Project: 00-4403
Applicant: Scott Wagner
Request: To abandon a portion of 20-foot Water/Sewer East per Book 168, Page 6 Maricopa County Recorder; a portion of 20-foot Water/Sewer Easement per Book 211, Page 10 Maricopa County Recorder; a portion of 20-foot Water/Sewer Easement Book 333, Page 26 Maricopa County Recorder; and a portion of a 20-foot Water/Sewer Easement per Book 338, Page 42 Maricopa County Recorder.
Date of Decision/Hearing: May 1, 2023

Summary
The resolution of this abandonment and PLAT 220080 are to be recorded together with the Maricopa County recorder on the same day, at the same time. The sequence of recording to be followed is that the resolution is recorded first, then the plat is recorded second.

Location
4568 E. Cactus Road
Council District: 3

Financial Impact
None. No consideration fee was required as a part of this easement abandonment, although filing fees were paid.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 169

Abandonment of Easement - ABND 210059 - 4th Avenue, 5th Avenue and Van Buren Street (Resolution 22123)

Abandonment: ABND 210059
Project: 17-2129
Applicant(s): Traver Jones, Kimley-Horn, on behalf of Toll Brothers
Request: To abandon the eight-foot and ten-foot public utility easements at the northeast corner of 6th Avenue and Van Buren, as well as an easement retained for public access, public utilities, sidewalk, street light, landscape and drainage located at the northwest corner of 5th Avenue and Van Buren Street.
Date of Decision/Hearing: March 10, 2023

Summary
The resolution of this abandonment and PLAT 210102 are to be recorded together with the Maricopa County recorder on the same day, at the same time. The sequence of recording to be followed is that the resolution is recorded first, then the plat recorded second.

Location
4th Avenue, 5th Avenue and Van Buren Street
Council District: 7

Financial Impact
Pursuant to Phoenix City Code Article 5, section 31-64 (e) as the City acknowledges the public benefit received by the generation of additional revenue from the private tax rolls and by the elimination of third-party general liability claims against the city, maintenance expenses, and undesirable traffic patterns, also replatting of the area with alternate roadways and new development as sufficient and appropriate consideration in this matter.

No consideration fee was required as a part of this easement abandonment, although filing fees were paid.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 170

Abandonment of Right-of-Way - ABND 220043 - 3218 East Southern Avenue (Resolution 22125)

Abandonment: ABND 220043
Project: 21-1515
Request: To abandon a portion of the east half of 32nd Street
Date of Decision/Hearing: Sept. 22, 2022

Location

3218 E. Southern Ave.
Council District: 8

Financial Impact

A consideration fee was also collected as part of this right-of-way abandonment in the amount of $28,000.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 171

Map of Dedication - PV-Phase I - MOD 230002 - Northwest Corner of Tatum Boulevard and Cactus Road

Map of Dedication: 230002
Project: 00-4403
Name of MOD: PV-Phase I
Owner: PV Land SPE, LLC, PV Retail I SPE, LLC, PV Residential I SPE, LLC, and PV-Phase I Condominiums Association, Inc.
Engineer: Gabriel S. Rios, RLS
Request: Public rights-of-way and easement dedication
Reviewed by Staff: April 28, 2023
Final Map of Dedication requires Formal Action Only

Summary
Staff requests that the above map of dedication be approved by the City Council and certified by the City Clerk. Recording of the map of dedication dedicates the streets and easements as shown to the public.

Location
Generally located at the northwest corner of Tatum Boulevard and Cactus Road
Council District: 3

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 172

Amend City Code - Ordinance Adoption - Rezoning Application PHO-1-23--Z-56-19-2 - Southeast Corner of the 29th Avenue Alignment and Dove Valley Road (Ordinance G-7112)

Request to authorize the City Manager, or his designee, to approve the Planning Hearing Officer's recommendation without further hearing by the City Council on matters heard by the Planning Hearing Officer on April 19, 2023.

Summary

Application: PHO-1-23--Z-56-19-2
Existing Zoning: C-2 M-R NBCOD
Acreage: 10.29

Applicant: Thompson Thrift
Owner: Britmet Ventures LLC
Representative: Berry Riddell LLC

Proposal:
1. Request for review and approval by the Planning Hearing Officer for site plan and elevations per Stipulation 1.
2. Deletion of Stipulation 1.e. regarding incorporation of natural drainage features.

Staff Recommendation: Approval, subject to stipulations.
VPC Recommendation: The North Gateway Village Planning Committee heard this case on April 13, 2023, and recommended approval, by a vote of 4-0.
PHO Recommendation: The Planning Hearing Officer recommended approval with a modification and additional stipulations.

Location

Southeast corner of the 29th Avenue Alignment and Dove Valley Road
Council District: 2
Parcel Address: N/A

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE STIPULATIONS APPLICABLE TO REZONING APPLICATION Z-56-19-2 PREVIOUSLY APPROVED BY ORDINANCE G-6679.

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning stipulations applicable located at the southeast corner of the 29th Avenue Alignment and Dove Valley Road in a portion of Section 14, Township 5 North, Range 2 East, as described more specifically in Attachment "A", are hereby modified to read as set forth below.

STIPULATIONS:

1. ~~All site plans and elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process prior to preliminary site plan approval for conceptual review of the applicable provisions of the goals and policies of the North Gateway Village Core Plan, which shall include:~~

   THE DEVELOPMENT SHALL BE IN GENERAL CONFORMANCE WITH THE SITE PLAN DATE STAMPED FEBRUARY 10, 2023, AS MODIFIED BY THE FOLLOWING STIPULATIONS AND APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

   a. ~~Promoting the overall pedestrian circulation within the North Gateway Core through wide sidewalks, detached sidewalks and overall connectivity.~~

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~~b. Ensure all building facades contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, window fenestration, shadow boxes and overhead/canopies at least every 50 feet.~~

~~c. Ensure all paint colors and building materials are in compliance with the North Black Canyon Overlay District with specific regard to colors being muted and blend with, rather than contrast strongly, with the surrounding desert environment.~~

~~d. Ensure parking lots are broken into multiple smaller parking areas.~~

~~e. Incorporation of natural drainage features.~~

2. THE DEVELOPMENT SHALL BE IN GENERAL CONFORMANCE WITH THE ELEVATIONS DATE STAMPED FEBRUARY 10, 2023, AS APPROVED OR MODIFIED BY THE PLANNING AND DEVELOPMENT DEPARTMENT, AND WITH SPECIFIC REGARD TO THE FOLLOWING:

   a. THE “SHOPS A” BUILDING WILL PROVIDE A MURAL INSTALLATION COMPATIBLE WITH THE DESIGN OF THE OVERALL DEVELOPMENT, THE SURROUNDING COMMUNITY, AND THE SURROUNDING DESERT CONTEXT.

3. Maximum building height shall be limited to 60 feet. If the following occurs prior ~~2~~ to preliminary site plan approval, the maximum building height permitted shall be a maximum of 120 feet.

   a. A water report is submitted to and approved by the Water Services Department which demonstrates that sufficient water capacity exists or is being provided by the developer of this parcel.

   b. A wastewater report is submitted to and approved by the Water Services Department which demonstrates that sufficient wastewater capacity exists or is being provided by the developer of this parcel; and

   c. A traffic study is submitted to and approved by the Street Transportation Department which demonstrates that street improvements (existing and/or proposed) are sufficient to serve the site.

   d. A multi-modal (pedestrians, bicyclists, motorists, etc.) circulation plan is submitted and approved by the Street Transportation and Planning and Development departments that illustrates how the project and its corresponding infrastructure improvements will facilitate multi-modal connectivity within the site and to the site's surrounding streets and amenities as envisioned in the North Gateway Village Core Plan.

4. All sidewalks adjacent to streets shall be detached per the adopted Street ~~3.~~ Classification Map cross-section or with a minimum 8-foot wide continuous landscape area located between the sidewalk and back of curb; and shall include

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minimum 3-inch caliper, large canopy single-trunk shade trees (limbed-up a minimum of 10 feet clear from finished grade), planted 25 feet on center or in equivalent groupings; and minimum 5-gallon shrubs with a maximum mature height of 2 feet providing 75 percent live cover, as approved by the Planning and Development Department.

5. ~~4.~~ A minimum of 50 percent of the pedestrian pathways shall be shaded by a structure, landscaping or a combination of the two, as approved by the Planning and Development Department.

6. ~~5.~~ All pedestrian pathways, including those that intersect vehicular traffic lanes, shall be constructed with decorative pavers, stamped or colored concrete, or another material other than those used to pave the parking surfaces and drive aisles, as approved by the Planning and Development Department.

7. ~~6.~~ If a drive-through restaurant is developed, pick-up windows shall be architecturally integrated in proportion, color, material and texture to the building it serves by providing awnings or architecturally integrated structures for weather protection, as approved by the Planning and Development Department.

8. ~~7.~~ If a drive-through restaurant is developed, a minimum of 250 square feet of outdoor seating areas shall be provided, as approved by the Planning and Development Department.

9. ~~8.~~ A minimum of two inverted-U bicycle racks (four spaces) shall be provided for each building on site, located near building entries, and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

10. ~~9.~~ All surface retention areas shall be natural and organic in shape, as approved by the Planning and Development Department.

11. ~~10.~~ The glazing on all building windows shall have a maximum reflectivity of 20 percent, as approved by the Planning and Development Department.

12. ~~11.~~ All service areas must be screened to conceal trash containers, recycling containers, loading docks, transformers, backflow preventers and other mechanical and or electrical equipment from eye level adjacent to all public streets and private drives, as approved by the Planning and Development Department.

13. A 30-FOOT-WIDE MULTI-USE TRAIL EASEMENT (MUTE) SHALL BE DEDICATED ALONG DOVE VALLEY ROAD AND A MINIMUM 10-FOOT-WIDE MULTI-USE TRAIL (MUT) SHALL BE CONSTRUCTED WITHIN THE EASEMENT IN ACCORDANCE WITH THE MAG SUPPLEMENTAL DETAIL AND AS APPROVED OR MODIFIED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

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14. In the event archaeological materials are encountered during construction, the
~~12.~~ developer shall immediately cease all ground disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

15. The developer shall dedicate a minimum of 40 feet for public right-of-way along
~~13.~~ the full western limit of the site for 29th Avenue. Additional right-of-way for intersection or auxiliary turn lanes may be required as indicated in the approved Traffic Impact Study or through the North Gateway Core Study being conducted by the Street Transportation Department at the time of this zoning action. The determination of final right-of-way required will be made by the Street Transportation Department.

16. The developer shall construct half-street improvements for 29th Avenue inclusive
~~14.~~ of a minimum 25 feet of paving, curb, gutter, detached sidewalk and streetlighting for the full frontage of the property as modified and approved by the Street Transportation Department.

17. The developer shall dedicate the full width right-of-way for the Village Core
~~15.~~ Northern Collector street along the entirety of the southern zoning boundary. The full width of right-of-way required is 60 feet adjoined on each side by a minimum 10-foot sidewalk easement. Full width right-of-way and alignment may be modified by the Street Transportation Department.

18. The developer shall construct the full width roadway section of the Village Core
~~16.~~ Northern Collector street along the entirety of the southern zoning boundary. The minimum full width roadway section is 50 feet of paving, curb, gutter, and detached sidewalk for the full frontage of the property. Full width improvements may be modified by the Street Transportation Department.

19. The developer shall be responsible for proportional share of the funding and/or
~~17.~~ construction of any traffic control improvements for the intersection of Village Core Northern Collector and North Valley Parkway, as per the approved Traffic Impact Study and as approved by the Street Transportation Department.

20. All publicly dedicated roadways shall be designed as dry crossings per City
~~18.~~ standards for a minimum 100-year storm event. Drainage easement shall be dedicated to accommodate drainage structures and maintenance access ramps as approved by the Street Transportation Department.

21. The developer shall be responsible for proportional funding contributions towards
~~19.~~ traffic signals at 29th Avenue and Dove Valley Road and 29th Avenue and Sonoran Desert Drive. The funding contribution will be determined through an assessment of proportional traffic impact, as per the Traffic Impact Study and as approved by the Street Transportation Department.

22. All publicly dedicated roadways shall be designed as dry crossings per City
~~20.~~ standards for a minimum 100-year storm event as approved by the Street Transportation Department.

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23. A Developer Project Information Form for the MAG Transportation
~~21.~~ Improvement Program shall be completed and submitted to the Street Transportation Department prior to preliminary site plan approval, as approved by the Planning and Development Department.

24. The developer shall construct all streets within and adjacent to the
~~22.~~ development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

25. PRIOR TO PRELIMINARY SITE PLAN APPROVAL, THE LANDOWNER SHALL EXECUTE A PROPOSITION 207 WAIVER OF CLAIMS FORM. THE WAIVER SHALL BE RECORDED WITH THE MARICOPA COUNTY RECORDER'S OFFICE AND DELIVERED TO THE CITY TO BE INCLUDED IN THE REZONING APPLICATION FILE FOR RECORD.

SECTION 2. Due to the site's specific physical conditions and the use district granted pursuant to Ordinance G-6679 this portion of the rezoning is now subject to the stipulations approved pursuant to Ordinance G-6679 and as modified in Section 1 of this Ordinance. Any violation of the stipulation is a violation of the City of Phoenix Zoning Ordinance. Building permits shall not be issued for the subject site until all the stipulations have been met.

SECTION 3. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 31st day of May, 2023.

_____
MAYOR

DRAFT

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A - Legal Description (1 Page)
B - Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR PHO-1-23—Z-56-19-2

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

A PORTION OF LAND AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED IN DOCUMENT NO. 1998-0523403, MARICOPA COUNTY RECORDS, BEING SITUATED WITHIN THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 5 NORTH, RANGE 2 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 3 INCH CITY OF PHOENIX BRASS CAP IN HAND HOLE ACCEPTED AS THE NORTHEAST CORNER OF SAID SECTION 14 FROM WHICH A FOUND 1/2 SNCH REBAR WITH CAP, RLS 48943 ACCEPTED AS THE NORTH QUARTER CORNER THEREOF BEARS SOUTH 89°25'55", 2639.68 FEET;

THENCE SOUTH 89°25’55" WEST, 710.93 FEET ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 14 TO THE POINT OF BEGINNING;

THENCE LEAVING SAID N0RTHLINE, SOUTH 83°01’35" EAST, 51.43 FEET TO THE EAST LINE 0F THE N0RTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 14;

THENCE SOUTH 00°21'48" EAST, 655.29 FEET ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14 TO THE SOUTHEAST CORNER THEREOF;

THENCE SOUTH 89°27'39“ WEST, 659.90 FEET ALONG THE SOUTH LINE 0F SAID N0RTHWEST QUARTER 0F THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 14 T0 THE S0UTHWEST CORNER THERE0F;

THENCE NORTH 00°21'55" WEST, 661.70 FEET ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14 TO THE NORTHWEST CORNER THEREOF;

THENCE NORTH 89°25'55" EAST, 608.91 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

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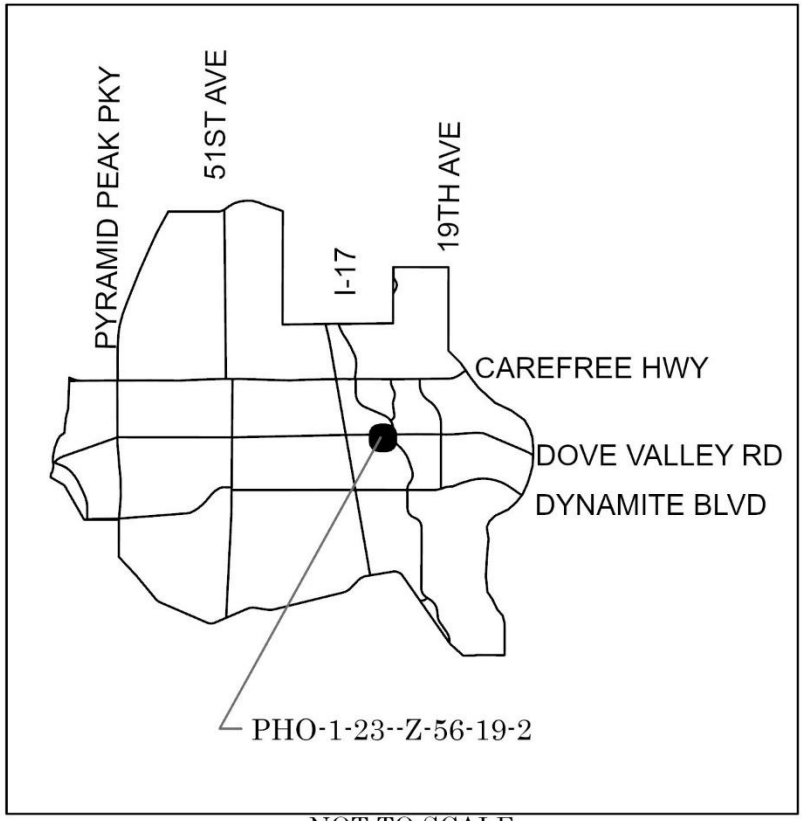
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: PHO-1-23--Z-56-19-2
Zoning Overlay: North Black Canyon Corridor Plan & Overlay District
Planning Village: North Gateway





NOT TO SCALE

N

Drawn Date: 4/24/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\5-31-23\5-31-23.aprx

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 173

Modification of Stipulation Request for Ratification of April 19, 2023, Planning Hearing Officer Action - PHO-2-23--Z-98-05-7 - Southeast Corner of 51st Avenue and Roosevelt Street

Request to authorize the City Manager, or his designee, to approve Planning Hearing Officer's recommendation without further hearing by the City Council on matters heard by the Planning Hearing Officer on April 19, 2023. This ratification requires formal action only.

Summary

Application: PHO-2-23--Z-98-05-7
Existing Zoning: A-1
Acreage: 18.93

Owner: Phoenix Van Buren Properties LLC
Applicant: Michael Buschbacher, Earl & Curley PC
Representative: Taylor Earl, Earl & Curley PC

Proposal:
1. Modification of Stipulation 1 regarding general conformance with the site plan date stamped Oct. 23, 2007.
2. Deletion of Stipulation 2.B. regarding shaded seating areas.
3. Deletion of Stipulation 2.C. regarding landscaping at 51st Avenue and Van Buren Street.
4. Modification of Stipulation 2.D. regarding landscaping at entrance drives.
5. Deletion of Stipulation 3 regarding right-of-way dedication for 51st Avenue.
6. Deletion of Stipulation 4 regarding right-of-way dedication for Van Buren Street.
7. Deletion of Stipulation 5 regarding right-of-way dedication for 51st Avenue and Van Buren Street.
8. Deletion of Stipulation 7 regarding transit infrastructure on 51st Avenue.
9. Technical corrections to Stipulations 2 and 6.

VPC Action: The Estrella Village Planning Committee was scheduled to hear this case on April 18, 2023, but did not have a quorum.
PHO Action: The Planning Hearing Officer recommended denial as filed and approval with modifications and additional stipulations.

Location
Southeast corner of 51st Avenue and Roosevelt Street
Council District: 7
Parcel Address: N/A

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A
Stipulations – PHO-2-23--Z-98-05-7

Location: Southeast Corner of 51st Avenue and Roosevelt Street

STIPULATIONS:

GENERAL CONFORMANCE		
1.	~~That~~ The development shall be in general conformance with the site plan date stamped ~~October 23, 2007~~ JANUARY 27, 2023, as ~~approved or~~ modified by the FOLLOWING STIPULATIONS AND APPROVED BY THE PLANNING AND Development ~~Services~~ Department.	
LANDSCAPE		
2.	~~That~~ The applicant shall provide a landscape plan to be administratively approved by the Planning Hearing Officer (PHO) prior to preliminary site plan approval with specific regard to the following as approved by the PLANNING AND Development ~~Services~~ Department:	
	a.	~~That~~ The perimeter landscape setbacks along 51st Avenue and Van Buren Street shall comply with the Commerce Park standards, except the area along 51st Avenue generally between Polk Street and McKinley Street as shown on the site plan date stamped October 23, 2007 where A-1 landscape setbacks shall be applicable.
	b.	~~That~~ Shaded seating areas shall be provided for employees and customers in accessible and convenient locations.
	c.	~~That~~ The 51st Avenue AND ~~/~~Van Buren Street corner shall be developed with a 75-foot by 75-foot enhanced landscape area using the landscape palette from the Estrella Village Arterial Street Landscaping ~~Plan~~ PROGRAM.
	d.	~~That the customer entrance drive on Van Buren Street and all entry drives on 51st Avenue shall be developed with 50-foot by 50-foot enhanced landscape areas located on both sides of the driveway entrance using the landscape palette from the Estrella Village Arterial Street Landscaping Program, except for the area along 51st Avenue generally between Polk Street and McKinley Street which shall provide entry landscape areas as shown on the site plan date stamped October 23, 2007, and that the Conceptual Landscape Plan for the enhanced landscape areas shall be approved administratively by the Planning Hearing Officer.~~

		THE ENTRY AT THE CORNER OF 51ST AVENUE AND MCKINLEY STREET AND THE ENTRY IMMEDIATELY EAST OF 51ST AVENUE ON ROOSEVELT STREET SHALL BE DEVELOPED WITH MINIMUM 50-FOOT BY 50-FOOT ENHANCED LANDSCAPE AREAS LOCATED ON BOTH SIDES OF THE DRIVEWAY ENTRANCES, WITH THE EXCEPTION OF THE EXISTING LANDSCAPE AREA ON THE SOUTH SIDE OF THE MCKINLEY STREET ENTRANCE, AS APPROVED OR MODIFIED BY THE PLANNING AND DEVELOPMENT DEPARTMENT. ENHANCED LANDSCAPE AREAS SHALL UTILIZE THE LANDSCAPE PALETTE FROM THE ESTRELLA VILLAGE ARTERIAL STREET LANDSCAPING PROGRAM.
	e.	~~That~~ The existing landscape setback along Roosevelt Street shall be enhanced with new plant materials using the Estrella Village Arterial Street Landscaping Program. The landscaping quantity shall be based on the landscaping program guidelines on page one.
STREETS		
~~3.~~	~~That right-of-way totaling 50 feet shall be dedicated for the east half of 51st Avenue.~~	
~~4.~~	~~That right-of-way totaling 50 feet shall be dedicated for the north half of Van Buren Street.~~	
~~5.~~	~~That a 21-foot by 21-foot right-of-way triangle shall be dedicated at the northeast corner of 51st Avenue and Van Buren Street.~~	
3. ~~6.~~	~~That~~ The developer shall construct all streets adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals as per plans approved by the PLANNING AND Development ~~Services~~ Department. All improvements shall comply with all ADA accessibility standards.	
~~TRANSIT~~		
~~7.~~	~~That the following transit infrastructure improvements shall be provided:~~	
	~~A.~~	~~Two transit stop locations, north of Van Buren Street east side of 51st Avenue and north of Fillmore Street east side of 51st Avenue.~~

	~~B.~~	~~Transit Accessory pads P1261 located north of Van Buren Street east side of 51st Avenue and P1260 located north of Fillmore Street and east of 51st Avenue.~~
	~~C.~~	~~Transit Bus Bay P1256 located on the east side of 51st Avenue north of Van Buren Street.~~
ARCHAEOLOGY		
4.	IF DETERMINED NECESSARY BY THE PHOENIX ARCHAEOLOGY OFFICE, THE APPLICANT SHALL CONDUCT PHASE I DATA TESTING AND SUBMIT AN ARCHAEOLOGICAL SURVEY REPORT OF THE DEVELOPMENT AREA FOR REVIEW AND APPROVAL BY THE CITY ARCHAEOLOGIST PRIOR TO CLEARING AND GRUBBING, LANDSCAPE SALVAGE, AND/OR GRADING APPROVAL.	
5.	IF PHASE I DATA TESTING IS REQUIRED, AND IF, UPON REVIEW OF THE RESULTS FROM THE PHASE I DATA TESTING, THE CITY ARCHAEOLOGIST, IN CONSULTATION WITH A QUALIFIED ARCHAEOLOGIST, DETERMINES SUCH DATA RECOVERY EXCAVATIONS ARE NECESSARY, THE APPLICANT SHALL CONDUCT PHASE II ARCHAEOLOGICAL DATA RECOVERY EXCAVATIONS.	
6.	IN THE EVENT ARCHAEOLOGICAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, THE DEVELOPER SHALL IMMEDIATELY CEASE ALL GROUND-DISTURBING ACTIVITIES WITHIN A 33-FOOT RADIUS OF THE DISCOVERY, NOTIFY THE CITY ARCHAEOLOGIST, AND ALLOW TIME FOR THE ARCHAEOLOGY OFFICE TO PROPERLY ASSESS THE MATERIALS.	
AVIATION		
7. ~~8.~~	~~That~~ The property owner shall record documents that disclose to purchasers of the property within the development the existence and operational characteristics of Phoenix Sky Harbor International Airport. The form and content of such documents shall be reviewed and approved by the City Attorney.	
8.	PRIOR TO PRELIMINARY SITE PLAN APPROVAL, THE LANDOWNER SHALL EXECUTE A PROPOSITION 207 WAIVER OF CLAIMS FORM. THE WAIVER SHALL BE RECORDED WITH THE MARICOPA COUNTY RECORDER'S OFFICE AND DELIVERED TO THE CITY TO BE INCLUDED IN THE REZONING APPLICATION FILE FOR RECORD.	

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 174

Public Hearing - Biennial Certified Audit of Land Use Assumptions, Infrastructure Improvement Plan and Development Fees

Request to hold a public hearing regarding the Biennial Certified Audit of Land Use Assumptions, Infrastructure Improvement Plans and Development Impact Fees, as required by State statute.

Summary

Arizona Revised Statute 9-463.05 requires a biennial certified audit of municipalities' land use assumptions (LUA), infrastructure improvements plans (IIP) and development fees to be conducted by a qualified professional. The rule further specifies that the City shall conduct a public hearing on the audit findings within 60 days of posting the audit report on the City's website. Willdan Financial Services (Willdan) was retained to perform the biennial audit. The audit reviewed development impact fees and water resource acquisition fees for the period of July 1, 2020, through June 30, 2022.

The intent of the audit is to allow stakeholders who pay the impact fees to receive a third party analysis of the assumptions, plans and how fees are spent by each municipality. The next required biennial audit will review the period of July 1, 2022, through June 30, 2024.

The final audit report titled: *City of Phoenix, AZ FY 2021 & FY 2022 Development Impact Fee Audit* is available on the Planning and Development website at: phoenix.gov/pdd/devfees/impactfeedocs.

Biennial Audit Conclusions

Review of LUAs identified minor differences between projected and actual development but anticipates the development over the 10-year study period will not significantly vary from projections.

Review of the progress of the IIPs identified projects that were either accelerated from the projected schedule or delayed based on the projected schedule, but all project for which funds were expended were included in the adopted IIPs.

Review of collections and expenditures of the development impact fees for each

project in the plan indicate that all expenditures made with development impact fee funds were on projects or debt expenses as identified in the 2020 Plan.

Evaluation of any inequities in implementing the plan or imposing the development impact fees indicates that the fees were assessed in an appropriate manner based upon the size and type of the development.

Review of sample permits did not identify any cases where a development was assessed an incorrect fee based on development type, square footage or meter size.

Public Outreach
A meeting was held with stakeholders on April 27, 2023, to review the audit report.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 175

Public Hearing and Resolution Adoption - General Plan Amendment GPA-DV-3-22-1 - Approximately 320 Feet North of the Northwest Corner of 17th Avenue and Happy Valley Road (Resolution 22124)

Request to hold a public hearing on a General Plan Amendment for the following item to consider the Planning Commission's recommendation and the related resolution if approved. Request to amend the General Plan Land Use Map designation on 8.00 acres from Residential 3.5 to 5 dwelling units (du) per acre and Mixed Use (Commercial/Commerce/Business Park) to Residential 15+ du/acre. This is a companion case to Z-59-22-1 and should be heard first, followed by Z-59-22-1.

Summary

Application: GPA-DV-3-22-1
Current Designation: Residential 3.5 to 5 du/acre (5.28 acres) and Mixed Use (Commercial/Commerce/Business Park) (2.72 acres)
Acreage: 8.00 acres
Proposed Use: Multifamily residential

Owner: Red Hawk Partners, LLC, et.al.
Applicant and Representative: Benjamin Graff, Quarles & Brady, LLP

Staff Recommendation: Approval.
VPC Information Only: The Deer Valley Village Planning Committee was scheduled to hear this case on Feb. 9, 2023, for information only. However, there was no quorum.
VPC Action: The Deer Valley Village Planning Committee was scheduled to hear this case for recommendation on April 20, 2023. However, there was no quorum.
PC Action: The Planning Commission heard this case on May 4, 2023, and recommended approval, by a vote of 5-3.

Location

Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Council District: 1
Parcel Address: 25100, 25150, 25200, 25250 and 25273 N. 17th Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED RESOLUTION

RESOLUTION

A RESOLUTION ADOPTING AN AMENDMENT TO THE 2015 GENERAL PLAN FOR PHOENIX, APPLICATION GPA-DV-3-22-1, CHANGING THE LAND USE CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN.

_____

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The 2015 Phoenix General Plan, which was adopted by Resolution 21307, is hereby amended by adopting GPA-DV-3-22-1. The 8.00 acres of property located approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road is designated as Residential 15+ dwelling units per acre.

SECTON 2. The Planning and Development Director is instructed to modify the 2015 Phoenix General Plan to reflect this land use classification change as shown below:

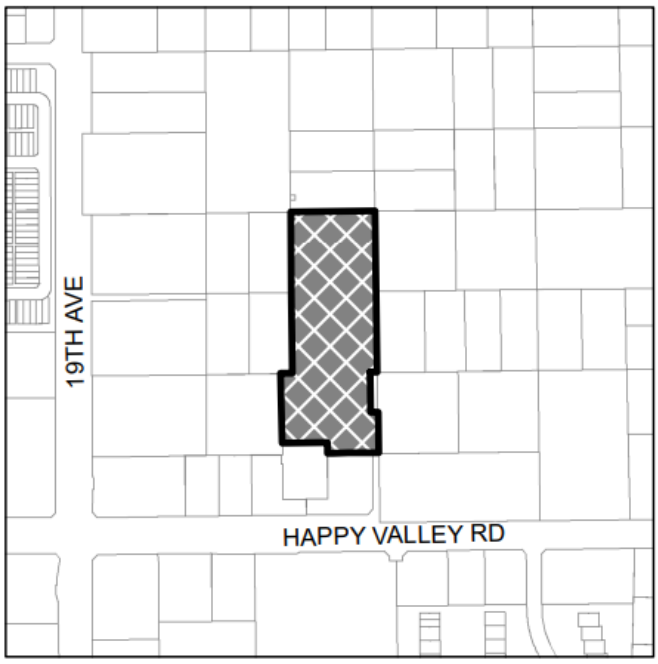
DRAFT

PROPOSED CHANGE:

Residential 15+ du/ acre (8.00 +/- Acres)

Proposed Change Area

Residential 15+ du/acre



PASSED by the Council of the City of Phoenix this 31st day of May 2023.

_____

M A Y O R

ATTEST:

_____

Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

ATTACHMENT B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
March 29, 2023

Application:	GPA-DV-3-22-1
Owner:	Red Hawk Partners, LLC et.al.
Applicant/Representative:	Benjamin Graff, Quarles & Brady, LLP
Location:	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Acreage:	8.00 acres
Current Plan Designation:	Residential 3.5 to 5 dwelling units per acre (5.28 acres) and Mixed Use (Commercial/ Commerce/Business Park) (2.72 acres)
Requested Plan Designation:	Residential 15+ dwelling units per acre
Reason for Requested Change:	Minor General Plan Amendment to allow multifamily residential
Deer Valley Village Planning Committee Meeting Date:	April 20, 2023
Staff Recommendation:	Approval

FINDINGS:

1) The proposed General Plan Land Use Map designation of Residential 15+ dwelling units per acre would allow higher density attached townhouses, condominiums, or apartments, which are consistent with proposed land uses to the west.

2) The companion rezoning case, Z-59-22-1, proposes a multifamily residential development, which, as stipulated, protects the character of the surrounding area by providing additional landscape setbacks and limiting height adjacent to single-family residential properties to the north.

3) The subject site is appropriate for residential uses at the proposed densities and provides new housing opportunities in the Deer Valley Village and in close proximity to employment uses.

BACKGROUND

The subject site is 8.00 acres of vacant land, located approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road. This request proposes a minor amendment to the General Plan Land Use Map to allow multifamily development.

The current General Plan Land Use Map designation for the site is 5.28 acres of Residential 3.5 to 5 dwelling units per acre and 2.72 acres of Mixed Use (Commercial/ Commerce/Business Park).

The site is currently zoned S-1 (Ranch or Farm Residence) and C-2 (Intermediate Commercial). The companion rezoning case, Z-59-22-1, proposes a change to PUD (Planned Unit Development) to allow multifamily residential.

SURROUNDING LAND USES

North of the subject site is designated Residential 3.5 to 5 dwelling units per acre. To the north is County property used as a single-family residence and zoned RU-43 (Rural Zoning District - One Acre Per Dwelling Unit).

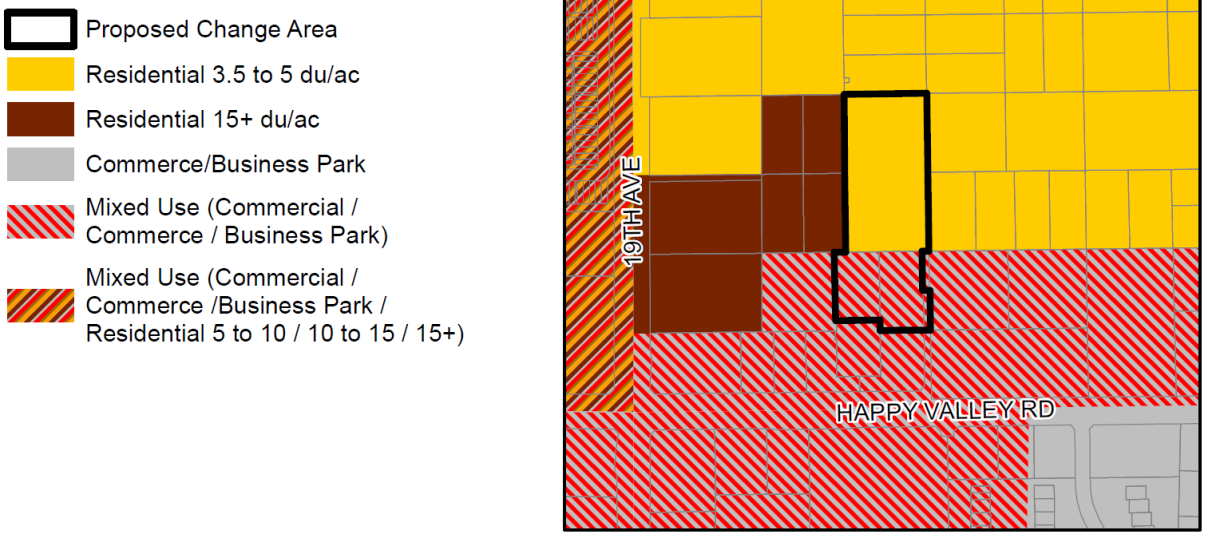
East is designated Residential 3.5 to 5 dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park). To the east, across 17th Avenue, is County property with residences zoned RU-43.

South is designated Mixed Use (Commercial/Commerce/Business Park. To the south is vacant land and a school zoned C-2.

West is designated Residential 15+ dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park). To the west are existing single-family residences which are proposed to be demolished as part of a multifamily project known as the “Lumara” PUD (Z-48-21) and self-service storage.

EXISTING:

Residential 3.5 to 5 du/ acre (5.28 +/- Acres)
Mixed Used (Commercial / Commerce / Business Park) (2.72 +/- Acres)



Existing General Plan Land Use Map designation, Source: Planning and Development Department

RELATIONSHIP TO GENERAL PLAN CORE VALUES AND PRINCIPLES

CONNECT PEOPLE AND PLACES

- ***OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.***

  The proposed minor General Plan Amendment, along with the companion rezoning case, Z-59-22-1, would allow development of an underused site into a multifamily residential community that is compatible with the surrounding area and respectful of local conditions. The proposed development is located next to a similar development and as stipulated, incorporates setbacks and enhanced landscaping around the perimeter to enhance compatibility with the surrounding area.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS

- ***CERTAINTY & CHARACTER: DESIGN PRINCIPLE: Create new development or redevelopment that is sensitive to the scale and character of the***

surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.

As stipulated in the companion rezoning case, Z-59-22-1, the proposed development will be sensitive to the scale and character of the surrounding area. This area near 19th Avenue and Happy Valley Road contains a mix of higher-intensity commercial uses and multifamily development. As stipulated, the development would incorporate standards to avoid negative impacts on the adjacent single-family residences to the north and east, including a height limit, increased setbacks, and enhanced landscaping.

BUILD THE SUSTAINABLE DESERT CITY

- ***TREES AND SHADE: DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.***

As stipulated in the companion rezoning case, Z-59-22-1, the proposal will be required to shade the sidewalk on 17th Avenue, provide enhanced landscaping standards and provide additional shaded open space. This will help to provide shade for pedestrians in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-DV-3-22-1. The proposed land use map designation allows for development that is consistent with the surrounding land uses to the west and provides additional multifamily housing opportunities for the area. The companion rezoning case, Z-59-22-1, as stipulated, will require design features that promote compatibility with the surrounding area.

Writer
Matteo Moric
March 29, 2023

Team Leader
Racelle Escolar

Exhibits
Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

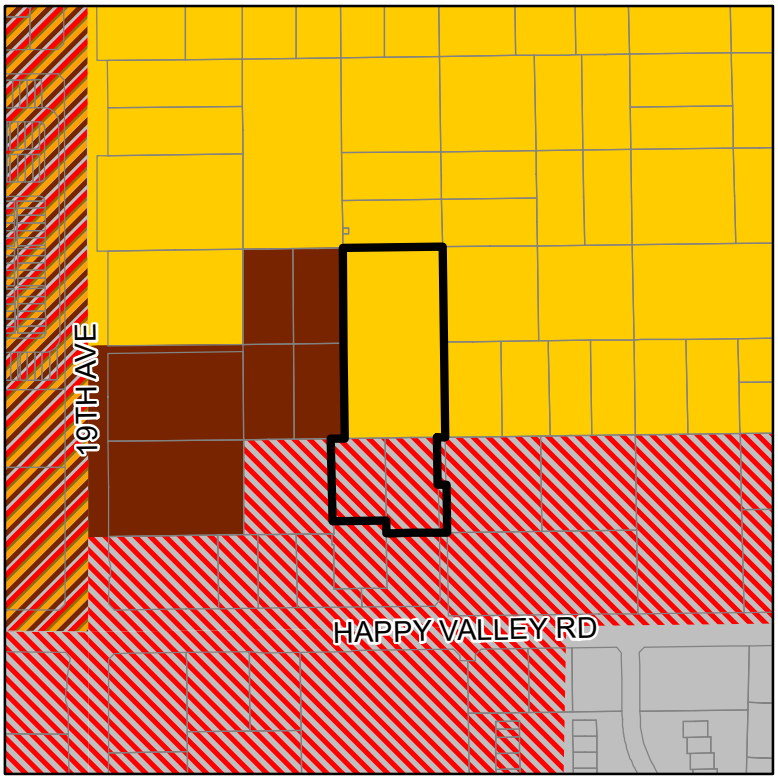
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-DV-3-22-1	ACRES: 8.00 +/-	REVISION DATE:
VILLAGE: Deer Valley	COUNCIL DISTRICT: 1	
APPLICANT: Shelter Asset Management		

EXISTING:

Residential 3.5 to 5 du/ acre (5.28 +/- Acres)
Mixed Used (Commercial / Commerce / Business Park) (2.72 +/- Acres)

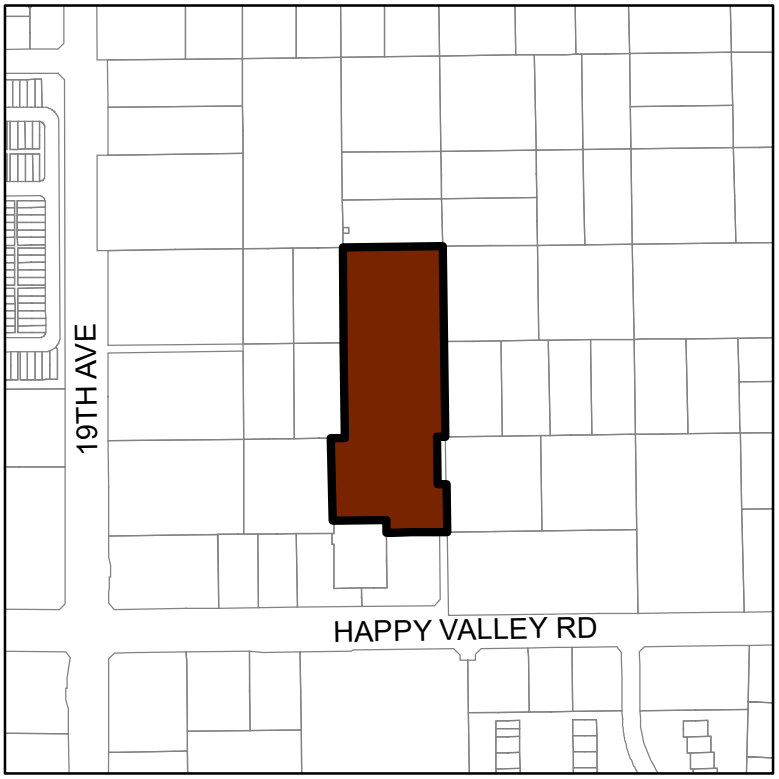
- Proposed Change Area
- Residential 3.5 to 5 du/ac
- Residential 15+ du/ac
- Commerce/Business Park
- Mixed Use (Commercial / Commerce / Business Park)
- Mixed Use (Commercial / Commerce /Business Park / Residential 5 to 10 / 10 to 15 / 15+)



PROPOSED CHANGE:

Residential 15+ du/ acre (8.00 +/- Acres)

- Proposed Change Area
- Residential 15+ du/ac



GENERAL PLAN AMENDMENT

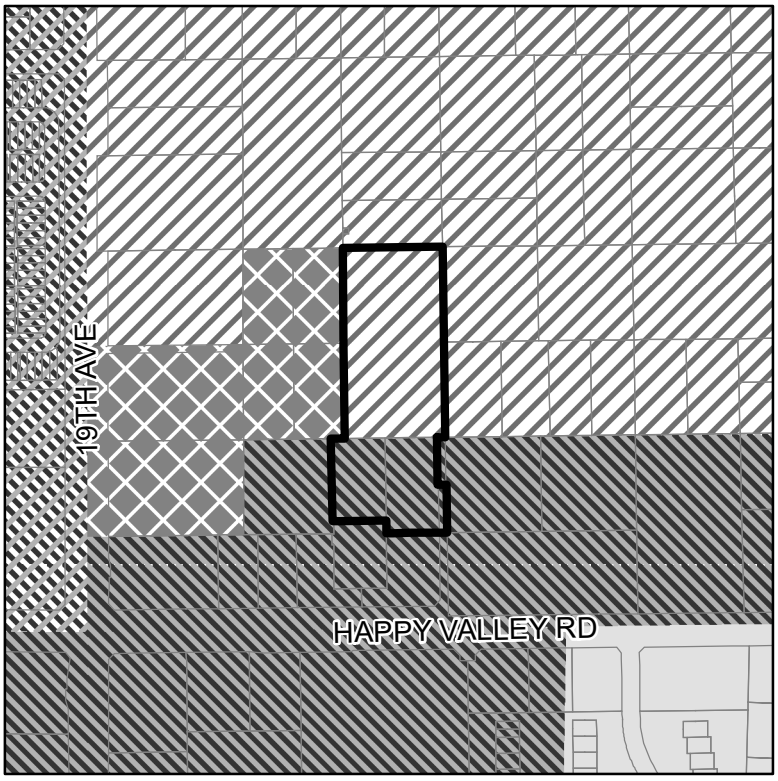
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-DV-3-22-1	ACRES: 8.00 +/-	REVISION DATE:
VILLAGE: Deer Valley	COUNCIL DISTRICT: 1	
APPLICANT: Shelter Asset Management		

EXISTING:

Residential 3.5 to 5 du/ acre (5.28 +/- Acres)
Mixed Used (Commercial / Commerce / Business Park) (2.72 +/- Acres)

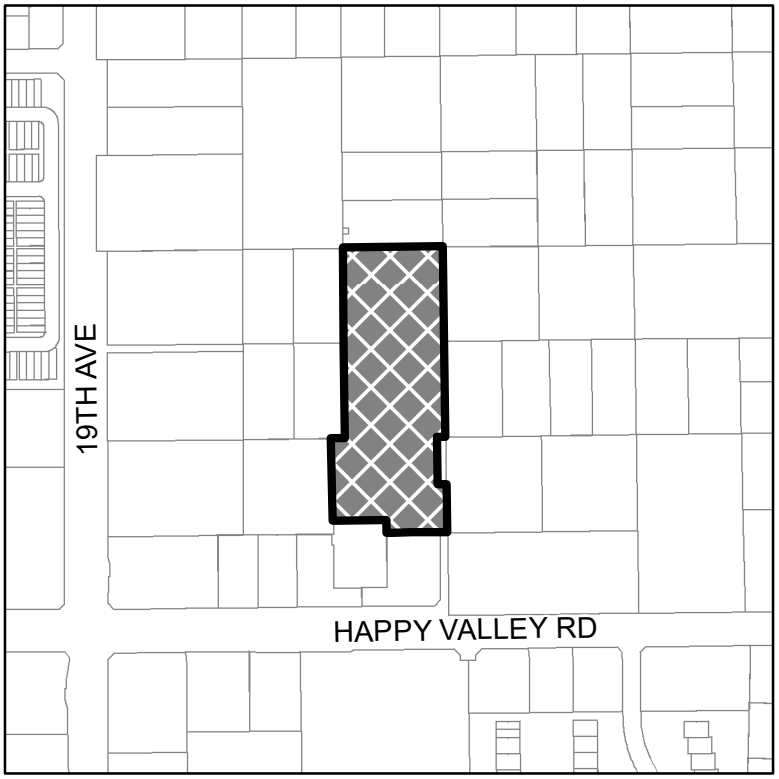
- Proposed Change
- Residential 3.5 to 5 du/acre
- Residential 15+ du/acre
- Commerce/Business Park
- Mixed Use (Commercial / Commerce / Business Park)
- Mixed Use (Commercial / Commerce /Business Park/ Residential 5 to 10/ 10 to 15/ 15+)



PROPOSED CHANGE:

Residential 15+ du/ acre (8.00 +/- Acres)

- Proposed Change Area
- Residential 15+ du/acre



ATTACHMENT C

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-DV-3-22-1
INFORMATION ONLY

Date of VPC Meeting	February 9, 2023
Request From	Residential 3.5 to 5 dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park)
Request To	Residential 15+ dwelling units per acre
Proposed Use	Multifamily Residential
Location	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road

VPC DISCUSSION:

No quorum.

STAFF COMMENTS:

None.

ATTACHMENT D

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-DV-3-22-1

Date of VPC Meeting	April 20, 2023
Request From	Residential 3.5 to 5 dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park)
Request To	Residential 15+ dwelling units per acre
Proposed Use	Multifamily Residential
Location	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
VPC Recommendation	No quorum
VPC Vote	No quorum

VPC DISCUSSION:

No quorum.

STAFF COMMENTS:

None.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
May 4, 2023

ITEM NO: 2	
	DISTRICT NO.: 1
SUBJECT:	
Application #:	GPA-DV-3-22-1
Location:	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
From:	Residential 3.5 to 5 dwelling units per acre and Mixed Use (Commercial / Commerce/Business Park)
To:	Residential 15+ dwelling units per acre
Acreage:	8.00
Proposal:	Minor General Plan Amendment to allow multifamily residential
Applicant:	Benjamin Graff, Quarles & Brady, LLP
Owner:	Red Hawk Partners, LLC, et al.
Representative:	Benjamin Graff, Quarles & Brady, LLP

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Deer Valley 2/9/2023 Information only - No quorum.
Deer Valley 4/20/2023 Recommendation - No quorum.

Planning Commission Recommendation: Approval, per the staff recommendation.

Motion Discussion: N/A

Motion details: Commissioner Gaynor made a MOTION to approve GPA-DV-3-22-1, per the staff recommendation.

Maker: Vice-Chair Gaynor
Second: Gorraiz
Vote: 5-3 (Busching, Perez, and Simon)
Absent: Mangum
Opposition Present: Yes

Findings:

1. The proposed General Plan Land Use Map designation of Residential 15+ dwelling units per acre would allow higher density attached townhouses, condominiums, or apartments, which are consistent with proposed land uses to the west.

2. The companion rezoning case, Z-59-22-1, proposes a multifamily residential development, which, as stipulated, protects the character of the surrounding area by providing additional landscape setbacks and limiting height adjacent to single-family residential properties to the north.

3. The subject site is appropriate for residential uses at the proposed densities and provides new housing opportunities in the Deer Valley Village and in close proximity to employment uses.

This publication can be made available in alternate format upon request. Please contact Angie Holdsworth at (602) 495-5622, TTY use 7-1-1.

Racelle Escolar

From: Julia Levene <jlevene@associationplannerpartners.com>
Sent: Tuesday, November 29, 2022 4:48 PM
To: PDD Planning Commission
Subject: Regarding amendment to the Mayo Blvd. Flyover plan.

To the planning commission:

We are highly in support and favor of passing the amendment that will alter the current plan to connect Tatum Blvd to Mayo Blvd. Connecting Tatum to Mayo Blvd would negatively impact the quiet family-oriented neighborhood environment that currently exists. Additional traffic through this route would also endanger the many students attending Pinnacle High School as well as Fireside Elementary. Homes were purchased in this area for the neighborhood environment that currently exists.

We are not in favor of connecting Tatum to Mayo Blvd; as a member of the planning commission, please support this amendment to alter the current plan to connect Tatum Blvd to Mayo Blvd. on behalf of all Fireside residents.

Sincerely,

Julia Levene

Go West Destinations, Inc.
DBA: APP, Association Planner Partners
3734 E. Ringtail Way
Phoenix, AZ 85050
Phone: 602 320-8323
www.associationplannerpartners.com [associationplannerpartners.com]

STATEMENT OF SUPPORT

By signing below, TB 19th Happy Valley LLC acknowledges that our company has communicated with representatives of the SAM Development Group LLC ("SAM") team; that TB 19th Happy Valley LLC is the owner of Parcel Nos. 210-10-023A, 210-10-030B, 210-10-008B, 210-10-008D, 210-10-008G, and 210-10-008F in Maricopa County located directly west of the proposed development; and that TB 19th Happy Valley LLC supports SAM's proposed Planned Unit Development (case numbers **Z-59-22-1** & **GPA-DV-3-22-1**) for a multifamily development located on an approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

The proposed project will include: (a) redevelopment of vacant and underutilized parcels with quality attainable apartments with resort style amenities and lush landscaping; (b) 226 units across different building types and townhomes; (c) 351 total parking spaces provided with 222 reserved carport spaces and 8 reserved garage spaces; (d) an enhanced landscape and pedestrian experience along 17th Avenue; and (e) enhanced landscape and open space around the site.

By signing below, TB 19th Happy Valley LLC supports SAM's Planned Unit Development zoning application.

Signature Joshua M. Rubinich Digitally signed by Joshua M. Rubinich DN: cn=Joshua M. Rubinich, email=jrubinich@tollbrothers.com, c=US Date: 2022.08.25 10:20:34 -04'00'	
Printed Name of Individual, Authorized Representative or Business Owner **Joshua M. Rubinich, Senior Vice President | Managing Director**	
Street Address **1140 Virginia Drive**	
City, State **Fort Washington, PA**	**Zip Code** **19034**
Phone Number **215-938-8191 | 484-868-1852**	
Email **jrubinich@tollbrothers.com**	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	PAUL SCORTEA		
Street Address	32025 N 19TH LN,		
City	PHOENIX	**Zip Code**	85085
Phone Number	(623) 326-9036		
Email	SCORTEA@GMAIL.COM		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	Ioan Mihaila		
Street Address	4416 W. Chama Dr.		
City	Glendale AZ	**Zip Code**	85310
Phone Number	(773) 491-7151		
Email	jm7151@yahoo.com		

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature	
Printed Name	Alina Silagyi
Street Address	2328 W. Andrea Dr.
City	Phoenix, Az
Zip Code	85085
Phone Number	602-366-5746
Email	alyseniorliving@gmail.com

STATEMENT OF SUPPORT

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature	
Printed Name	CRISTIAN ZAHARIA
Street Address	25215 N 16th dr.
City	Phoenix
Zip Code	AZ. 85085.
Phone Number	602 327 8211
Email	bachistyba@gmail.com.

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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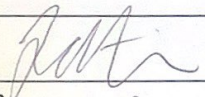
By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature			
Printed Name	Jennifer Cutilea		
Street Address	4605 W. Fallen Leaf Lane		
City	Glendale, AZ	**Zip Code**	85310
Phone Number	602-516-6881		
Email	jenny226528@gmail.com		

STATEMENT OF SUPPORT

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature	[signature]		
Printed Name	Losif Megreanu		
Street Address	25422 N 76th AVE		
City	PHX	**Zip Code**	85085
Phone Number	602 628 4006.		
Email			

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity DANIEL GHIURAU	
Street Address 3120 W CAREFREE HWY #773	
City PHOENIX	**Zip Code** 85086
Phone Number 602-505-4596	
Email DANIELGHIURAU@YAHOO.COM	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature			
Printed Name	Emanuil Petcte		
Street Address	3120 W. Carefree Hwy #414		
City	Phoenix AZ	**Zip Code**	85086
Phone Number	602 - 625 - 4081		
Email			

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	04/01/2023
Printed Name of Individual or Ownership Entity	CORNEL BELBE
Street Address	21455 N 33RD LN
City PHOENIX	**Zip Code** 85027
Phone Number	602-818-3144
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	4-1-2023
Printed Name of Individual or Ownership Entity Maria Pop	
Street Address 4428 W Fallen Leaf Ln	
City Glendale AZ	**Zip Code** 85310
Phone Number 602-292-9032	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity DANIEL MATIS	
Street Address 2415 W CAVEDALE AVE	
City PHOENIX	**Zip Code** 85085
Phone Number 623-308-6427	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	DAVID JAKAB
Street Address	27909 N 66TH AVE
City PHOENIX	**Zip Code** 85083
Phone Number	602-741-3685
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity MARCEL OLAR	
Street Address 331 W. ORANGEWOOD	
City PHOENIX AZ	**Zip Code** 85021
Phone Number 773-726-3960	
Email OLARMARCEL@GMAIL.COM	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	Michael Jakab
Street Address	7441 N^th Black canyon Hwy
City Phoenix	**Zip Code** 85085
Phone Number	602-526-7832
Email	GoldenWoodFloorsaz@gmail.com

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature		
Printed Name of Individual or Ownership Entity	Daniel Budure	
Street Address	5452 W. Fallen Leaf Ln	
City	Glendale	**Zip Code** Az - 85310
Phone Number	602-405-5124	
Email	Cobra-hardwood az @ gmail.com	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	IERONIM MICI
Street Address	1920 W Yearling Rd.
City	Phoenix
Zip Code	85085
Phone Number	602 799 0383
Email	micifamily@yahoo.com.

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	SERGIU BELBE.
Street Address	8324 W MISTY Willow LN.
City PEORIA.	**Zip Code** 85383.
Phone Number	602-818-4784
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity Narcis Chira	
Street Address 24215 N. 55th Ave	
City Glendale	**Zip Code** AZ
Phone Number 847-912-5166	
Email cnm17_2000@yahoo.com	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	Florica Pitu
Printed Name of Individual or Ownership Entity	FLORICA PITU
Street Address	3306 W. cloud Rd
City Phoenix	**Zip Code** 85086
Phone Number	847-877-4515
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity LIVIU R. ZAGREAN	
Street Address 27521 N. 33RD AVE	
City PHOENIX	**Zip Code** 85083
Phone Number 602-301-7940	
Email	

3/31/23, 8:54 AM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and Gener Plan Amendment application.

Signature	Alex
Printed Name of Individual or Ownership Entity	Alexandru Negrean
Street Address	26007 N 19th Ave
City	Phoenix
Zip Code	AZ 85085
Phone Number	602 405 5558
Email	info@azroyalgranite.com



3/31/23, 8:54 AM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	Alex
Printed Name of Individual or Ownership Entity	Alexandra Negrete
Street Address	26007 N 19th Ave
City: Phoenix	Zip Code: AZ 85085
Phone Number	602 405 5558
Email	info@azroyalgranite.com

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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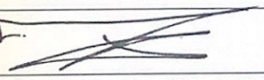
Signature 	
Printed Name of Individual or Ownership Entity VASILE TUPITA	
Street Address 25113 N 11TH AVE	
City PHOENIX AZ	Zip Code 85085
Phone Number 602 349 6174	
Email ULTUPITA@YAHOO.COM.	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature		
Printed Name of Individual or Ownership Entity	Nicoleta Mihaila	
Street Address	2812 W. Cloud Rd.	
City	Phoenix, AZ	**Zip Code** 85086
Phone Number	(602) 515-3511	
Email	nm.nicky@yahoo.com	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	OCTAVIAN
Street Address	115 W QUARTZ ROCK RD.
City	PHOENIX
Zip Code	85085
Phone Number	602-692-6119
Email	OTICODRUTA@YAHOO.COM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	CODRUT CUTILEA
Street Address	6025 W CIELO GRANDE
City GLENDALE	**Zip Code** 85310
Phone Number	602 619 3981
Email	CUTILEA CODRUT @ GMAIL.COM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

The proposed development will include: (1) redevelopment of vacant and underutilized parcels with quality attainable apartments with resort style amenities and lush landscaping; (2) 226 units across different building types and townhomes; (3) 351 total parking spaces provided with 222 reserved carport spaces and 8 reserved garage spaces; (4) an enhanced landscape and pedestrian experience, inclusive of a detached sidewalk for public use, along 17th Avenue; and (5) gated entry points with enhanced landscape and open space around the site.

By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	DANIEL MALUTAN
Street Address	25406 N. 15 th. Ln. P
City Phoenix	**Zip Code** 85085
Phone Number	6023735468.
Email	daniel malutan @ hat mail. com.

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	JOAH PECHETE
Street Address	2007 W BLAYLOCK Dr.
City PHOENIX AZ.	**Zip Code** 85085
Phone Number	602 405 5436
Email	danuaz.yahoo.com.

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	ALIN BUTUZA		
Street Address	6121 - W ROSE GARDEN - LN.		
City	GLENDALE - AZ.	**Zip Code**	85308
Phone Number	602 - 620 3513		
Email	Alinteodorescu29@yahoo.com.		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity PAUL ADRIAN BUTUZA	
Street Address 4651 W MARIPOSA GRANDE AVE	
City GLENDALE AZ	**Zip Code** 85310
Phone Number 602 - 820 - 3698	
Email PAULBUTUZA@GMAIL.COM	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	LEONTIN SCORTEA		
Street Address	30907 N 25TH DR.		
City	PHOENIX	**Zip Code**	85085
Phone Number	(623) 227-9652		
Email	ONE@AIRFIBER.CC		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity BABRIEL POP	
Street Address 34714 N 27th Ave	
City Phoenix	**Zip Code** 85086
Phone Number 602-559-8769	
Email	

DocuSign Envelope ID: 3FB1500A-DF3C-406F-94AC-262D474845DA

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: 8069F291748140B...	4/1/2023
Printed Name of Individual or Ownership Entity Florin Popescu	
Street Address 20601 N 4th Ave	
City Phoenix	**Zip Code** 85027
Phone Number (808) 773-2878	
Email	

DocuSign Envelope ID: 997D41EA-395E-4E50-A8ED-894E8C5B2222

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: Mario Diaz 4E380D6160AD4F6...	4/3/2023
Printed Name of Individual or Ownership Entity Mario Diaz	
Street Address 7144 W Monte Lindo	
City Glendale	**Zip Code** 85310
Phone Number (602) 571-6530	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity Marius Groza	
Street Address 25822 N 20th Ave	
City PHOENIX	**Zip Code** 85085
Phone Number 602 - 459 - 6740	
Email	

DocuSign Envelope ID: D464A784-048F-4874-A3EC-B087CCC16C36

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: Mihai Costea 1B31274B9E1A432...	4/3/2023
Printed Name of Individual or Ownership Entity Mihai Costea	
Street Address 1923 W Hide Trl	
City Phoenix	**Zip Code** 85085
Phone Number (480) 406-8713	
Email	

DocuSign Envelope ID: B36FA05A-D0C3-4856-AAF0-B5C1CE076319

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature DocuSigned by: 67E940EB6CD3469... DocuSigned by: 8E18E2CFC3BE438...	4/1/2023
Printed Name of Individual or Ownership Entity Narcis Dihel Corinne Belbe	
Street Address 3422 W Galvin St	
City Phoenix	**Zip Code** 85086
Phone Number 602-503-6620	
Email	

DocuSign Envelope ID: 7042AD0D-E3E4-4B30-81F3-A97C749D8535

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Signature DocuSigned by: Radu Tomuta C4D5E0A7A73C400...	4/3/2023
Printed Name of Individual or Ownership Entity RADU TOMUTA	
Street Address 6523 W Gold Mountain Pass	
City Phoenix	**Zip Code** 85083
Phone Number (623) 703-1092	
Email	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I am familiar with and **support** the proposed multifamily Shelter Asset Management Planned Unit Development for the approximately 7.8-acre site located north of the northwest corner of 17th Avenue and Happy Valley Road.

I understand the proposed project will include (1) developing vacant/underutilized land parcels with quality attainable apartments with resort style amenities and lush landscaping; (2) 226 units across different building types and townhomes as a buffer to the north; (3) 351 total parking spaces provided with 222 carport spaces and 8 reserved garage spaces; (4) enhanced landscape and pedestrian experience along 17th Avenue; and (5) enhanced landscape and open space around the site.

I am a business-owner in the area, and hereby give my support to the project and to Shelter Asset's zoning application.

Signature	
Printed Name	NATHAN JAEHNIG
Street Address	1730 W. HAPPY VALLEY RD. #102
City PHOENIX	Zip Code 85085
Phone Number	480 510 7719
Email	NATE @ BN - CONCEPTS. COM

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I am familiar with and **support** the proposed multifamily Shelter Asset Management Planned Unit Development for the approximately 7.8-acre site located north of the northwest corner of 17th Avenue and Happy Valley Road.

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I am a business-owner in the area, and hereby give my support to the project and to Shelter Asset's zoning application.

Signature Kurt Homan Type text here	
Printed Name Kurt Homan	
Street Address 1540 W. HAPPY VALLEY RD.	
City PHOENIX	**Zip Code**
Phone Number 623-869-6757	
Email kurt@nativeresources.com	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I am familiar with and **support** the proposed multifamily Shelter Asset Management Planned Unit Development for the approximately 7.8-acre site located north of the northwest corner of 17th Avenue and Happy Valley Road.

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Signature 	
Printed Name	
Street Address	
City	**Zip Code**
Phone Number	
Email	

From: Michael Mosharrafa
To: Graff, Benjamin W.
Subject: Rezoning Case Happy Valley / 17th Ave
Date: Thursday, April 13, 2023 12:27:06 PM
Attachments: image001.png

Hi Ben,

Received your rezoning notice for the above referenced site today. Reaching out to tell you that Cobblestone is in support of your proposed development. Good luck!

Best,
Michael

Michael Mosharrafa
Project Manager – Architecture & Development
Cobblestone Auto Spa Corporate

8900 E. Bahia Dr. Suite 200
Scottsdale, AZ 85260
t. (602) 919-1218
f. (602) 787-0400
e. m.mosharrafa@cobblestone.com
w. cobblestone.com [cobblestone.com]

ATTACHMENT G

From: Alison McKee
To: PDD Deer Valley VPC
Subject: #Z-59-22-1 & #GPA-DV-3-22-1
Date: Wednesday, April 19, 2023 11:31:03 PM
Attachments: COP letter home at Happy Valley - 230419.pdf

Deer Valley Village Planning Committee,

I am writing today on behalf of myself, my husband and the Apostolic community living in our rural neighborhood. Please see the attached opposition letter to cases Z-59-22-1 and GPA-DV-3-22-1. The letter outlines the many reasons why the zoning adjustment and general plan amendment should not be considered or recommended to the city council. I constructed this letter after speaking with our many neighbors who are members of the nearby Apostolic Church. These Apostolic neighbors do not use computers or the internet outside of their work. The letter reflects their concerns as well as the concerns of my husband and myself and was signed with all of our addresses or parcel numbers and phone numbers. Since the meeting is on a Thursday night, a church night for the Apostolic neighbors, they cannot attend. While they will not skip a church service, they still want a voice in this important matter, and hope that the committee will be accommodating and understand that this group signed letter is their best means of communicating their opposition. Despite their lack of use of modern technology, their opinions should matter and be heard by the committee and City of Phoenix staff. We are all happy to accept a phone call to discuss this matter.

Please see the attached letter.

Kind Regards,
Alison McKee

Happy Valley Residents - Unincorporated

City of Phoenix
Planning & Zoning
200 W. Washington St.
Phoenix, AZ 85003

Subject: Case # Z-59-22-1 & #GPA-DV-3-22-1

Deer Valley Village Planning Committee:

We, as property owners in the unincorporated county island at Happy Valley Road, are writing in opposition of the proposed rezoning case #Z-59-22-1 and general plan amendment case #GPA-DV-3-22-1 in regards to the vacant parcels on 17th Avenue, north of Happy Valley Road. The City of Phoenix and Maricopa County have been aggressively re-zoning land surrounding our small rural community to make way for large, multi-housing projects, much to our neighborhoods detriment. We are against any further zoning or general plan changes to make way for the proposed apartment complex, Home at Happy Valley.

We have reviewed the Village Planning Handbook and are aware of the guidelines and points that the committee must consider when deciding zoning changes and general plan amendments. There are many points against re-zoning case #Z-59-22-1. The first being, is it consistent with the general plan map? NO, the zoning request is NOT consistent with the general plan map. Second, does the proposal promote the unique character existing neighborhoods? Absolutely NOT! Our neighborhood is rural, one home per acre, with livestock privileges. This modern, 5-story apartment complex does not promote the character of our community, and in fact, combined with other upcoming multi-family housing projects, helps destroy it. Does the proposal support known village or city development policies? Again, NO! Specifically section 603 of the municipal zoning codes which states that the city will protect and preserve low density areas and their present and desired character, and that they may be maintained "without the impairment of higher density residential development." When reviewing this zoning case, you are to consider surrounding land use and zoning and its history. This parcel abuts RU-43 (comparable to COP S-1) zoned property in an unincorporated county island. Please go back to municipal zoning codes, section 603. We are rural, low density and our community and its character is to be preserved. The impact of this proposed apartment complex will negatively impact crime, traffic, density, height, noise, light and most of all the character and lifestyle of our rural neighborhood. Is there other vacant, zoned land which could accommodate the use? Absolutely yes and the developer should look at other properties that do no abut rural communities for their project. Does the proposal reduce traffic or traffic conflicts? Quite the opposite. Traffic is a huge concern, as this proposed multi-family housing unit does not border any major road to handle the entrance and exit of residents. The northern half of 17th Avenue is an unpaved, rural road that is privately maintained by individual home/land owners. It cannot and should not be subjected to the amount of traffic that a 226 unit apartment complex will create. Happy Valley Road to the east of 17th Ave. is still one lane each direction, with no turn lane. The City of Phoenix has failed to improve

Happy Valley to handle all of the additional traffic created by the large community, Union Park. It is nearly impossible, at certain times of day, to make a left hand turn. It certainly cannot handle more traffic by proposed apartment complex. With all of these points that you, the committee, are to consider, we cannot fathom how a single member could give a yes vote on case #Z-59-22-1.

In regards to the proposed changes in the City of Phoenix General Plan, case #GPA-DV-3-22-1, we can again look at the Village Planning Handbook and clearly see that the General Plan should not be amended. Is the current land use designation still viable? Yes, one of the parcels in question is zoned C-2 and medical, dental and office space would be a suitable transition to our rural community. Businesses of this sort, typically operate 5 days a week, during regular business hours and since no one would lives there, should not be bothered by any livestock smells and noises. The other parcel is zoned, S-1 and is nearly equivalent to adjacent RU-43 properties in our unincorporated county island. The proposed change in the general plan to accommodate multi-family housing will most definitely, negatively change the underlying character of our community. Ours is community of unique homes, with plenty of space, dirt roads and a country feel. Many residents choose to take advantage of our livestock privileges and own horses, cows, poultry, etc. A modern designed, 5 story apartment complex, quite simply does not fit in with the area. Is there an overabundance of the current land use in the area? No, there is no overabundance of S-1 zoned land in the area. In fact, it is nearly impossible to come by and 1+ acre lots are highly sought after to build custom homes. Does the proposed land use have positive or negative impacts on the goals and policies within the general plan? In part III of the general plan, under Certainty & Character, the goal clearly states, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood." Changing the general plan will take away our community's certainty. With the current plan, we are secure that we can continue living our rural life, which includes livestock if we choose. Making way for an apartment complex with the capability of housing 400+ residents certainly sets us up to complaints for flies, noise, manure smells, dust etc. Without knowing how the city would handle such complaints, we are all very uncertain of the future of our rural lifestyle. An apartment complex would neither support nor reinforce the character and identity of our rural neighborhood and in such, goes against the core value in the general plan of "celebrating diverse communities." With all of these points against the proposed general plan amendment #GPA-DV-3-22-1, it should be denied.

While we understand that the City of Phoenix is growing and there is a need for more housing due to the opening of the chip plant being constructed nearby, another apartment complex goes against the criteria set forth in the Village Planning Guidebook and does not support the City of Phoenix General Plan core values. Please vote no on cases Z-59-22-1 and GPA-DV-3-22-1. Home at Happy Valley needs to find a home somewhere else!

Regards,

Alison + Robert McKee
property owner (print)

Alison S McKee
property owner (signature)

1219 W. Parsons Rd.
Phoenix, AZ 85085
address

602-702-3676
phone

Jeff & Megan Rock
property owner (print)

Jeff Rock Megan Rock
property owner (signature)

25256 N. 11th Ave
Phoenix, AZ 85085
address

(602) 228-8528
phone

Jeremy MacIver
property owner (print)

property owner (signature)

26238 N CENTRAL AVE

PHOENIX AZ 85085
address

602-317-1463
phone

Gail H. Rock
property owner (print)

GAIL H. ROCK
property owner (signature)

25121 N. 13TH Ave

PHX, AZ 85085
address

602-320-3899
phone

Jonathan M. Rock
property owner (print)

property owner (signature)

25115 N. 13th Ave

Phoenix AZ 85085
address

602-791-0093
phone

Timothy Rock
property owner (print)

property owner (signature)

26111 N. 3rd Ave

Phoenix, AZ 85085
address

(480) 710-8720
phone

Jeremiah Padilla
property owner (print)

property owner (signature)

Parcel # 210-09-017F

address

(602) 725-6675
phone

Michael Espinoza
property owner (print)

property owner (signature)

Parcel # 210-09-006B

address

623-329-3584
phone

_____
property owner (print)

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property owner (signature)

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property owner (signature)

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address

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phone

From: Diane Habener
To: PDD Deer Valley VPC
Subject: Zoning #2-59-22-1
Date: Thursday, April 20, 2023 12:40:16 PM

I am completely appalled that you are even considering approving this project! Please go back and read your Village Planning Handbook.

"Is the request consistent with the General Plan Map?"
NO

Does the request, "Promote the unique character of each village and strengthen existing neighborhoods?"
Absolutely not. This request destroys our existing
neighborhood.

This proposal has negative impacts that cannot be mitigated on traffic, density, height, environmental, character and lifestyle.

Please listen to the neighbors and refuse this rezoning proposal.

Sincerely,
Diane Habener
25312 N 16th Ave
Phoenix 85085

Sent from my iPhone

From: DaveVicki Rockey
To: Matteo Moric
Subject: Rezoning at 17th Ave and Happy Valley Rd
Date: Monday, May 1, 2023 7:47:52 AM

We live in the area and are very much opposed to changing the zoning. We bought the land in 1976 and have lived there since 1980. We are happy with our zoning now and do not want it to change to have more apartments in our area.
#Z-59-22-1 and companion case #GPA-DV-22-1.
Vicki and David Rockey
25440 N 11th Ave
Phx, AZ 85085

Sent from my iPhone

Racelle Escolar

From: Allyson McLean <allyson.r.mclean@gmail.com>
Sent: Monday, May 1, 2023 8:48 PM
To: PDD Planning Commission
Subject: RE: GPA-DV-3-22-1 & Z-59-22-1

Phoenix, planning committee,

I am reaching out as a concerned community member requesting a postponement of these cases Being discussed at the meeting on 5/4/23, due to the DVVPC canceled meeting due to no quorum. I am requesting postponement be for one month, which would allow for our community to gather our voices more clearly, and allow for adequate time to communicate our concerns with this possible zoning change.

That being said, should postponement not be granted, I would like to make it clear how this possible zoning would effect my community. This zoning change would allow for a large apartment complex of approximately 243 units to be built with no plan changes on traffic directing. Traffic alone on happy Valley from my community is a great challenge. It will be exponentially increased with this apartment complex. Our community is zoned as S-1 “which is ranch or farm. Resident district designed to provide for very low density, farm or residential uses to protect and preserve low density areas in their present or desired character. It is intended that the S1 district will afire areas where is Semi-rural residential and agricultural uses can be maintained without impairment from industrial, commercial, or higher density residential development”. Redistricting this 8 acre plot will have a massive affect on our low density neighborhood by grossly increasing the density going against with the S1 district stands for. Beyond inconvenience of these redistricting is a great concern for safety regarding my children and the increase of traffic without plans on new safety implementation. I hope that my concerns can be voiced clearly and understood. Changing a community in such a drastic way without a plan on safety and traffic logistics is asking for significant problems if not possible injuries. In addition to these concerns I am also concerned about the stress of these new apartments will put on the current schools as amount of growth in the area has been exponential without redistricting of the schools or plans for new schools in the very near future.

Allyson and Michael McLean
1607 w Parsons rd
Phoenix,AZ 85085
303-242-1871

Sent from my iPhone

Racelle Escolar

From: Alison McKee <alisonsmckee@gmail.com>
Sent: Tuesday, May 2, 2023 10:43 PM
To: PDD Planning Commission; Racelle Escolar
Subject: GPA-DV-3-22-1 & Z-59-22-1
Attachments: PlanningCommissionLetterHomeatHappyValley 230502.pdf

Planning Commission,
I am writing today on behalf of myself, my husband and the Apostolic community living in our rural neighborhood. Please see the attached opposition letter to cases Z-59-22-1 and GPA-DV-3-22-1. In this letter we are asking for a postponement of the Planning Commission hearing on this case and outlining the many reasons why the zoning adjustment and general plan amendment should not be considered or recommended to the city council. I constructed this letter after speaking with our many neighbors who are members of the nearby Apostolic Church. These Apostolic neighbors do not use computers or the internet outside of their work. The letter reflects their concerns as well as the concerns of my husband and myself and was signed with all of our addresses or parcel numbers and phone numbers. Since the meeting is on a Thursday night, a church night for the Apostolic neighbors, they cannot attend. While they will not skip a church service, they still want a voice in this important matter, and hope that the committee will be accommodating and understand that this group signed letter is their best means of communicating their opposition. Despite their lack of use of modern technology, their opinions should matter and be heard by the committee and City of Phoenix staff. We are all happy to accept a phone call to discuss this matter.

Please see the attached letter.

Kind Regards,
Alison McKee

Happy Valley Residents - Unincorporated

City of Phoenix
Planning & Zoning
200 W. Washington St.
Phoenix, AZ 85003

Subject: Case # Z-59-22-1 & #GPA-DV-3-22-1

Planning Commission:

We, as property owners in the unincorporated county island at Happy Valley Road, are writing in opposition of the proposed rezoning case #Z-59-22-1 and general plan amendment case #GPA-DV-3-22-1, in regards to the vacant parcels on 17th Avenue, north of Happy Valley Road. We are also asking for a postponement on the hearing of this case by the Planning Commission for a few reasons. First, the law firm handing this case did the very minimum required for notifications on the proposed development. This left neighbors living further away, that will still be very affected by this 5 story apartment complex, left in the dark. Then, when we did get word of this, there was no quorum for the Village Planning Committee meeting. We literally just got to meet with the developer's representatives on Monday, May 1, for the first time. Also, we are questioning the placement of the zoning notification sign. From the sign placement, it does not appear as though the 5 acre, S-1, fenced parcel is involved in this case, which further confused neighborhood residents. Last week, Matteo Moric, could not give us email addresses to send comments and concerns to the Planning Commission. He said to continue to send everything to him. We just got the agenda on Monday, May 1, that had the correct email addresses. Neighborhood signs, social media and email notifications, that went out to our community all have the incorrect email on them. Lastly, the agenda was posted on Monday with a deadline of TUESDAY to sign up to speak at the virtual meeting and send emails with comments and concerns. That is simply not enough notice to get everyone in the neighborhood the information needed to participate virtually, if they cannot come in person. All of this, and we have to argue our case against lawyers who have been working with the City of Phoenix on this proposed development for a year. In all fairness, we should receive a postponement so that our community has time to organize and prepare.

The City of Phoenix and Maricopa County have been aggressively re-zoning land surrounding our small rural community to make way for large, multi-housing projects, much to our neighborhoods detriment. We are against any further zoning or general plan changes to make way for the proposed apartment complex, Home at Happy Valley. There are many points against re-zoning case #Z-59-22-1. The first being, is it not consistent with the general plan map. The proposed development does not promote the unique character existing neighborhood. Second, our neighborhood is rural, one home per acre, with livestock privileges. This modern, 5-story apartment complex does not promote the character of our community, and in fact, combined with other upcoming multi-family housing projects, it helps destroy it. Third, the proposed development does not align with village or city development policies. Specifically section 603 of the municipal zoning codes which states that the city will protect and preserve low density areas and their present and desired charac-

ter, and that they may be maintained "without the impairment of higher density residential development." Of course, the proposed apartment complex will negatively impact crime, traffic, density, height, noise, light and most of all the character and lifestyle of our rural neighborhood. Traffic is a huge concern, as this proposed multi-family housing unit does not border any major road to handle the entrance and exit of residents. The proposed "main entrance" on Happy Valley is not adequate, as there is a median on Happy Valley Road. Any apartment traffic traveling eastbound, will have to use 17th Ave. as a point of entrance, and any traffic wanting to travel eastbound when exiting will also have to use 17th Ave. The entrance/exit on 17th Ave will have just as much traffic, if not more than the one on Happy Valley. The northern half of 17th Avenue is an unpaved, rural road that is privately owned and maintained by individual home/land owners. It cannot and should not be subjected to the amount of traffic that a 226 unit apartment complex will create as residents of the proposed development use it and other rural roads as a cut through to avoid traffic. The City of Phoenix has failed to improve Happy Valley to handle all of the additional traffic created by the large community, Union Park. Happy Valley Road to the east of 17th Ave. is still one lane each direction, with no turn lane. It is nearly impossible, at certain times of day, to make a left hand turn at Happy Valley and it certainly cannot handle more traffic by proposed apartment complex. With all of these points,we cannot fathom how a single member of the Planning Commission could give a yes vote on case #Z-59-22-1.

In regards to the proposed changes in the City of Phoenix General Plan, case #GPA-DV-3-22-1 the General Plan should not be amended. The current land use designation is still viable. One of the parcels in question is zoned C-2 and medical, dental and office space would be a suitable transition to our rural community. Businesses of this sort, typically operate 5 days a week, during regular business hours and since no one would lives there, should not be bothered by any livestock smells and noises. The other parcel is zoned, S-1 and is nearly equivalent to adjacent RU-43 properties in our unincorporated county island. The proposed change in the general plan to accommodate multi-family housing will most definitely, negatively change the underlying character of our community. Ours is community of unique homes, with plenty of space, dirt roads and a country feel. Many residents choose to take advantage of our livestock privileges and own horses, cows, poultry, etc. A modern designed, 5 story apartment complex, quite simply does not fit in with the area. The proposed land use will have a negative impact on the goals and policies within the general plan. In part III of the general plan, under Certainty & Character, the goal clearly states, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood." Changing the general plan will take away our community's certainty. With the current plan, we are secure that we can continue living our rural life, which includes livestock if we choose. Making way for an apartment complex with the capability of housing 400+ residents certainly sets us up to complaints for flies, noise, manure smells, dust etc. Without knowing how the city would handle such complaints, we are all very uncertain of the future of our rural lifestyle. An apartment complex vehemently goes against the core value in the general plan of "celebrating diverse communities." With all of these points against the proposed general plan amendment #GPA-DV-3-22-1, it also should be denied.

While we understand that the City of Phoenix is growing and there is a need for more housing due to the opening of the chip plant being constructed nearby, another apartment complex goes against the criteria set forth in the City of Phoenix zoning codes and does not support the City of Phoenix General Plan core values. Please vote no on cases Z-59-22-1 and GPA-DV-3-22-1. Home at Happy Valley needs to find a home somewhere else!

Alison + Robert McKee
property owner (print)

Alison S McKee
property owner (signature)

1219 W. Parsons Rd.
Phoenix, AZ 85085
address

602-702-3676
phone

Jeff & Megan Rock
property owner (print)

Jeff Rock Megan Rock
property owner (signature)

25256 N. 11th Ave
Phoenix, AZ 85085
address

(602) 228-8528
phone

F. Kenneth Skinner
property owner (print)

property owner (signature)

26419 N. Central
address

616-581-3800
phone

Anne Wendy Smith
property owner (print)

property owner (signature)

26016 N. Central Ave
address

623 205 1834
phone

Jeremy MacIver
property owner (print)

property owner (signature)

26238 N CENTRAL AVE

PHOENIX AZ 85087
address

602-317-1463
phone

Gail H. Rock
property owner (print)

GAIL H. ROCK
property owner (signature)

25121 N. 13TH Ave

PHX, AZ 85085
address

602-320-3899
phone

Jonathan M. Rock
property owner (print)

property owner (signature)

25115 N. 13th Ave

Phoenix AZ 85085
address

602-791-0093
phone

Timothy Rock
property owner (print)

property owner (signature)

26111 N. 3rd Ave

Phoenix, AZ 85085
address

(480) 710-8720
phone

Jeremiah Padilla
property owner (print)

property owner (signature)

Parcel # 210-09-017F

address

(602) 725-6675
phone

Michael Espinoza
property owner (print)

property owner (signature)

Parcel # 210-09-006B

address

623-329-3584
phone

Nancy Baker
property owner (print)

Nancy Baker
property owner (signature)

2610 N. 3rd St
Phx Az 85085
address

602-359-9031
phone

Robert Johnson
property owner (print)

Robert L Johnson
property owner (signature)

204 E. YEARLING Rd.
PHX - AZ - 85085
address

phone

Susan Johnson
property owner (print)

Susan E Johnson
property owner (signature)

204 E Yearling Rd
address PHX, AZ 85085
520 249 4485
phone

John Blue
property owner (print)

property owner (signature)

218 E Yearling Rd
Phx AZ 85085
address

602-448-9744
phone

Sandra Harper
property owner (print)

Sandra K Harper
property owner (signature)

25909 N 1st Dr
Phoenix, Az 85085
address

phone

Donald Saunders
property owner (print)

property owner (signature)

18 E. Yearling Rd
Phoenix, Az 85085
address

602-748-5761
phone

VERNO
property owner (print)

property owner (signature)

25825 N 15th PLACE
address

623-694-7353
phone

Chris Fisher
property owner (print)

property owner (signature)

310 E Briles
Phoenix, AZ 85085
address

480-577-2451
phone

Scott Coul
property owner (print)

property owner (signature)

404 E Briles Road
Phoenix, AZ 85085
address

678-787-3488
phone

DAWN E. LEONE
property owner (print)

property owner (signature)

25913 N. 3rd AVE
PHX. AZ 85085
address

602-206-4959
phone

John M Capps Jr
property owner (print)

property owner (signature)

26222 N Central Ave
Phoenix, AZ 85085
address

928-388-8594
phone

GARY BREWER
property owner (print)

property owner (signature)

27 W. Quartz Rock RD
PHOENIX AZ 85085
address

702-523-0079
phone

Vincent Leone
property owner (print)

property owner (signature)

25913 N. 3rd Ave
Phx AZ 85085
address

6025680911
phone

Russell Smith
property owner (print)

property owner (signature)

26016 N Central
address

602 579 - 1487
phone

Janet Schilling
property owner (print)

property owner (signature)

52 W. Quartz Rock Rd
Phoenix, Az 85085
address

602-315-8484
phone

Randall P Schilling
property owner (print)

property owner (signature)

52 W. Quartz Rock Rd
Phoenix, Az 85085
address

602 - 578 - 3831
phone

Monica Manke
520 E Briles Rd
Phoenix, AZ 85085
602 541 0945

Mladen Kujanin
26019 N CENTRAL AVE.
PHX, AZ, 85085
602-451-6683

Racelle Escolar

From: tryitonjewels@aol.com
Sent: Tuesday, May 2, 2023 2:46 PM
To: PDD Planning Commission; Racelle Escolar
Cc: laurel@clearskies.com; alisonsmckee@gmail.com
Subject: GPA-DV-3-22-1 & Z-59-22-1

May 2, 2023

To Whom It May Concern;

RE: GPA-DV-3-22-1 & Z-59-22-1

As a community we are requesting to POSTPONE the meeting May 4th. Our community are large horse properties and the 600 ft outreach requirement did not let our community know about these changes to zoning and another HUGE apartment development in our landlocked community.
We are asking for more time to allow others in the neighbor to know and properly address these developments.

For the record, we are OPPOSED to yet another HUGE apartment development. First of all, there has been no consideration for the horse properties owners nor our livestock lifestyle with all the rentals being approved. Short-term apartment culture is in complete contrast to our livestock culture.
The other MAJOR impact that is not being considered is how all these huge apartment developments are placed at our community's entrances and exists. These developments do not show any concessions for our community and it is landlocking us. We are already feeling the increase of traffic without the completion of the thousands of people you have already approved that outnumber our small community. It will make it very difficult and dangerous to be pulling horse trailers in and out of our community.

Unfortunately, this feels like another unheard request for our community but we feel we need to make yet another attempt to voice our concerns.

In closing,

Alan and Melissa Crawford
Owners of two properties on W Parsons Rd.
623 606 7248

May 2, 2023

City of Phoenix Planning Commission

pdd.planningcomm@phoenix.gov

REQUEST FOR POSTPONEMENT & OBJECTION TO APPROVAL

RE: GPA-DV-3-22-1 (Companion Case Z-59-22-1)

Items #2 & #3 May 4, 2023

To Whom it May Concern,

REQUEST FOR POSTPONEMENT

First, we are asking you to please postpone this current hearing until a later date. We have had plenty of roadblocks in this process and believe we have been robbed of our opportunity to show a common voice from within our neighborhood. Starting with the lack of notification, then the poorly placed and inadequate signage, to the Village Planning Committee not having a qurom to discuss this matter not once, but twice. For those reasons we feel we are due more time to re-group and reach out to those neighbors that still may have not received adequate or any information on this proposed complex. It should be the least you can do to ensure our voices get properly heard.

OBJECTION TO APPROVAL

I have lived over 30 years in this County Island. We have been subjected to enough changes within our Community. Aside from the density and rural issues, of which none of these multi-housing units is compatible, the most severe changes you are causing are to our privately owned and maintained roadways. Already the traffic from the 2 churches will cut through our area using my road, now you are adding another development within our borders that will have an even greater effect, as they will be 24/7.

How do you plan on protecting our Private roadways on our R-43 owned land from those residing in the multi-housing units?? And that would include vehicle and foot traffic. We pay taxes on that property and that property was meant to be reserved for landowners access to their homes within the island, never the general public. Add to that issue the Happy Valley Road traffic which makes it nearly impossible to access at certain times of the day and you have another new nightmare in the making.

We adamantly object to the approval of this development.

Gary & Kathy Grim

25411 N 11th Ave

Phoenix, AZ 85085



Margaret Langley
1607 W Parsons Road
Phoenix AZ 85085
(970)217-2791
Margaret.a.langley@gmail.com

May 2, 2023

Phoenix Planning Commission

RE: GPA-DV-3-22-1 & Z-59-22-1

Dear Commissioners,

I am writing to request a postponement of this rezoning request and submit my objections to this zoning change. Please consider postponement due to the cancellation of the DVVPC meeting as there wasn't a quorum.

I am opposed to this zoning change. Two large apartment complexes are already on the way that will not only disrupt our way of life and the character of our neighborhood, but dangerously increase traffic. Please do not add another. Please do not recommend zoning changes and general plan amendment to the City of Phoenix council to make way for Home at Happy Valley.

Home at Happy Valley, a multi-family housing development, is different from the other developments in that it DOES NOT border a major road. It is on 17th Avenue which is surrounded by Maricopa County RU-43 properties. This will make traffic on our rural, PRIVATE, dirt roads a nightmare. The developer claim residents from these apartments won't use our roads. How are they going to stop them? There is a median at 17th which means traffic must access Happy Valley to go east to the 101, by going north on 17th to Parsons and going west to 19th or east to 15th. Both ways are through our neighborhood on private roads. Happy Valley and 19th Avenues are already congested because the city has not adequately improved them for the traffic created by

the neighboring community of Union Park. We already have drivers using our rural area as a cut through when westbound traffic on single lane Happy Valley is bumper to bumper. This problem will only be compounded by the building of the 2 other apartment complexes. We simply cannot handle more traffic that will be caused by a third.

My family has been in this valley for five generations. When I moved with my daughter's family back to Arizona, to live self-sufficiently and become beekeepers, we purchased this land, believing the general plan, which showed commercial, medical/dental office space as the buffer between our county island and a growing city. Now we're faced with three large apartment complexes! Please vote no on the general plan amendment and help us maintain the certainty that it promises and honor the statement to, "Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood.

Sincerely,

Margaret Langley

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:29 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Fw: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

Subject: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

I am writing a separate appeal to request that the May 4, 2023 meeting for this case be postponed due to what we feel are extenuating circumstances. We would appreciate your consideration of this request ASAP, as if you agree that these items constitute enough of a reason to postpone and you could let us know that, many of us would not have to make a 50 mile drive (round trip) partly during rush hour, which would also require some of us to leave our work places early (if we are able to) just to attend a meeting you might decide to postpone once we are there. Yes I understand we can attend virtually but those types of meetings truly are not effective if you want to be heard. And if you do not postpone, we want to be heard. Please consider the following circumstances;

1. Most of us have been talking wondering how we ended up so late to this game. Obviously the majority of the residents within our small County Island were not notified by the developer (not required, I understand that) but we try to keep an eye out for indications of things that might be occuring and the posted sign issue has been gnawing at my brain wondering why none of us picked up on that the minute it was posted. At 4 am I realized why that was. The posted sign referencing these requested changes and meetings was posted 270 ' away from the SE corner of the 5 acre parcel (**210-10-003)** among the piles of dirt that exist on the 3 acre parcel (**210-10-019D & 210-10-019H)** - There is NO signage of ANY kind on the 5 acre S1 zoned parcel. Most of us when driving that way on 17th Avenue paid that sign no attention as the assumption was it involved the C2 zoned properties which didn't concern us a whole lot as those fights were long over. When I finally made a point of stopping and getting out of my vehicle it then became known what we are up against. I will send pictures in a follow up email which show how easily we could all make this assumption due to the sign placement. We are talking 2 separate cases and 3 separate parcels owned by 2 separate entities, we find it extremely unfair if the placement of the one and only sign was placed as far away as possible from the S-1 5 acre parcel. At a minimum it should have been centered between the 5 acre and 3 acre parcels. And even though these are companion cases they are currently differently zoned parcels and I would expect that should require 2 separate signs, or at least multiple signs due to the size and configuration of the area as your Step 9 states. We feel that the intent of the below requirements was NOT MET and that alone should get us a postponement.

Step 9: Posting Sign on Property The following shall be submitted as part of the Citizen Participation Report: The applicant is required to post a double-sided sign (Pages 27-28), 4-foot by 8-foot, at a prominent location on the site a minimum of 15 calendar days prior to the first Village Planning Committee meeting. Multiple signs may be required depending on the size of the site and location of street frontages. As in the case of the written notices, the applicant shall submit a notarized affidavit of posting (Pages 29-30) stating the sign has been posted and a photograph showing the sign on the site to the assigned staff planner two weeks prior to the first public meeting/hearing, 2nd Floor, Phoenix City Hall, 200 West Washington Street. Signs shall be updated as needed. Continued cases shall be posted a minimum of seven calendar days prior to continuance date or immediately after the request is granted. An additional affidavit of posting (Page 30) is required. Signs must be removed by the applicant within seven calendar days of City Council action

B) The first meeting (which we admit to be unaware of) with the DVVCP which was to be held virtually evidently resulted in a No Quorum, so no recommendation resulted. The second meeting, (April 20) which many of us made a point to attend, which included a peaceful style protest and with local news on site, also resulted in a No Quorum, so we were denied

our first known opportunity to make our concerns known. Therefore, we will never know whether we would have had the support of the DVVCP in our endeavors, and if we did, how

that might have affected your outlook.

Step 11: Village Planning Committee Meeting Prior to any public hearing, the application will be reviewed at a regularly scheduled Village Planning Committee monthly meeting (Pages 53-54). Staff will provide the committee and the applicant a copy of the staff report prior to this meeting. The Village Planning Committee will make a recommendation. The recommendation from the Village Planning Committee will be forwarded to the Planning Commission on a Village Planning Committee recommendation form. A copy of the form will be provided to the applicant, upon request.

C) Since that Non-meeting on April 20th the Developers finally reached out directly to residents beyond their required 600'. That "open house" was held May 1, which many made the point of attending. The results of that only made us more concerned that serious concerns involving traffic and density are not being properly addressed.

Step 12: Planning Commission Action – Public Hearing This public hearing occurs approximately three to five weeks after the Village Planning Committee meeting. During this public hearing, your rezoning application will be reviewed and either approved, approved with stipulations, denied, denied as filed and approved differently than requested, or continued. • Public hearing – legally advertised and posted a minimum of 15 calendar days prior to hearing (by the applicant). Appeals • Action taken by the Planning Commission can be appealed by the applicant or interested parties within seven calendar days. Appeals will be forwarded to the City Council for a public hearing. • Written protests to require a 3/4 vote submitted no later than seven calendar days following the Planning Commission hearing may require 3/4 vote, rather than a majority vote, for the City Council to approve the application. • If no appeal is received, ratification occurs at the scheduled City Council hearing. • The City Council may, by a majority vote; 1) request a public hearing on a Planning Commission recommendation request that has not been appealed or, 2) send the case back to the Planning Commission for further consideration. If a hearing is requested, it must first be re-advertised and posted.

We are respectfully requesting that you **POSTPONE** the Planning Committee meeting so that we can, as a neighborhood, have the time to gather together and fully discuss the concerns that will have extreme impact on our small, essentially landlocked (due to the CAP) triangular County Island, so that we can present those concerns to you for your careful consideration.

History has shown us that past cases that make it past your Department are essentially done deals and we have no chance at a City Council meeting of being heard to the extent that it would make any difference, so **WE IMPLORE YOU TO HEAR OUR VOICES NOW** and postpone the May 4th hearing on these cases for at least a month.

I am also following this email request with pictures of the Installed Notification signage.

Respectfully,
Laurel Brodie (representing many voices from our neighborhood Community)
25657 N. 17th Avenue

City of Phoenix Planning Commission

pdd.planningcomm@phoenix.gov

OBJECTIONS TO APPROVAL

RE: GPA-DV-3-22-1 (Companion Case Z-59-22-1) Items #2 & #3 May 4, 2023

To Whom it May Concern,

I am planning on attending the meeting if I am able to fight my way downtown in time. If I do not make these are my main objections;

First a question, as we were robbed of any possible support from the DVVPC, will you assume we might have had their support, and if so, would that influence your decision in any way?

Assuming from the staff reports I've read that it wouldn't, I'll go on to address one of the main concerns for all, if this is approved, and it's something that doesn't appear to be adequately addressed in your reports, nor the developers. How are you going to protect the Private Roads within our County Island. You are creating a traffic nightmare for our community – we are a small land locked County Island with Private roads that we own, pay taxes on, and have to maintain.

Not only did we get brought to the table in the 11th hour and denied our first opportunity that we were aware of to object to or weigh in on, we have now also discovered through the developers open house on May 1st, (the first we were ever invited to or informed of btw) that a traffic nightmare is going to be created at Happy Valley & 17th Avenue, on top of the likelihood that the current ingress/egress plan will encourage and likely push traffic onto the private roads within our County Island neighborhood .

Their "main" entrance plans to go through a parking lot that contains a daycare facility and that parking lot also has an egress/ingress directly onto 17th Avenue as well as on to Happy Valley Road. They also indicate a "secondary" entrance on 17th Avenue. There have already been numerous accidents and near miss accidents from the multiple left turns people are trying to make across traffic in that area, and if you end up putting a median in on Happy Valley that would not allow them to turn east, you likely will then be back to forcing them to try and go North on 17th Avenue and onto our private roadways. Anyway I see it, it's a disaster waiting to happen.

What is your plan to stop public traffic from entering onto our private roadways and how do you plan to stop gridlock at Happy Valley & 17th Avenue ?? We should not have to be burdened with a situation created by the City. We are a landlocked triangular piece of County land. The roads within are private and essentially go nowhere due to the CAP. It is a travesty and extremely inappropriate to burden us with having to deal with the traffic (auto or foot) that will be inevitable with these projects.

We like our R-43 rural zoning and private roads, this is why we are here. The onus is on you and the developers to find adequate means for these developments to have strict access directly from either Happy Valley Road or 19th Avenue exclusively. We saw nothing in your report or the developers that addressed that issue.

Beyond the traffic comes the height and density issues which I'll only touch lightly on.

It seem like suddenly it has become critical to completely disrupt or abolish the zoning in which we securely built our homes, families, and lives in. So now it is not enough to have this type of development of the outskirts of our neighborhood, now they seek to come within, to the heart of our County Island. For years the DVVPC assured us of the goal to maintain the "character" "certainty" and "continuity" of the area that many have invested a lifetime into. As our representatives you should live up to those past commitments, assure us that we weren't misled all these years, make sure any changes made truly are "compatible buffers" to what already is. Let us maintain that sense of certainty so that we can continue to invest in our surroundings, not feel that we need to run from them

Also, in case there is any doubt that the vast majority of owners/dwellers within this County Island all feel the same about drastically changing zoning/density. Please refer to all of the signatures on petitions for the last 2 projects (Toll Brothers/Bungalows) that we all put much time and effort into to stop, only to be marginalized thru "Virtual Meetings" that were fraught with "technical errors" and which ended up silencing the cumulative voices asking for common sense to see that projects of 52.5 acres with 665 housing units is hardly a "buffer" nor compatible with the R-43 property it directly borders – we are weary of fighting over and over again for the same thing when it is obvious that we are considered irrelevant to the "grand scheme of things" .

Hopefully you will agree to postpone this meeting to allow us to rally the troops once again. That is always a challenge as people have lives that can't just come to a stop every time someone wants to make money through changing what exists. That is how most developers win I believe. That is their livelihood, whereas for us it is actually our day to day lives which we must continually "find more time in" to dispute those who are being paid to disrupt our day to day lives and our futures which now sadly always seem to be uncertain. Hopefully our turn out will be strong even if we are weary, but if not please also keep that aspect in your thoughts.

Also, please refer to my 3rd sheet to gain some perspective on what we have been, and are, going thru.

Respectfully and still Hopeful,

Richard & Laurel Brodie

Richard & Laurel Brodie

25657 N. 17th Ave

Phoenix, AZ 85085

Resident since 1988

laurel@clearskies.com

PS – I really always do try to keep these brief – lol – but its hard to condense a lifetime and circumstances into one paragraph, sorry and thanks for your tolerance if you read this far.

ATTACHMENT FOR THE DISCUSSIONS OF

GPA-DV-3-22-1 (Companion Case Z-59-22-1):

Please consider our realities on this matter – these are "rough" numbers

Original triangular County Island with R43 zoning - (bound by 19th Avenue - Happy Valley Rd - CAP) Roughly 366 +/- acres - (Note: - which is also essentially a land locked parcel of land with most roads going nowhere and with no outlets - That leaves Parsons Rd. and ALL North-South Avenues crossing Parsons at a HUGE risk for detrimental traffic impact if this project is approved

Acreage still zoned residential R-43/S-1 but, owned by Churches (which brings in large volumes of outside traffic and is set to increase with the building of a school on 15th Ave ?) 48 acres

Acreage approved by the City for High Density Housing - 52.5 acres - This new development on 17th Ave would bring that to 60.5 acres

Acreage owned and used by commercial businesses - 23.5 acres (all on Happy Valley Road)

Vacant acreage on 19th Ave at risk of being targeted for re-zoning - 10 acres

So in essence our land locked County Island has already lost over 1/3 of our acreage to non-conforming zoning

If this new site on 17th is approved we have gone from an area that would max have maxed out at 1,464 actual residents to an area that will now look like this -

224 R-43 zoned acres (est 896 people)
60.5 high density PUD zoned acres (proposals indicate a total of 901 UNITS) - (est 2,408 people)

for a total of 3,872 people
PLUS
48 acres (churches) with a high traffic impact that is about to become a daily issue with the building of a school on their grounds

"Neighborhoods", not just immediate neighbors, should deserve some respect and consideration for the extreme changes being proposed

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:30 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM
Attachments: IMG_3230.jpg; IMG_3234.jpg; IMG_3231.jpg; IMG_3235.jpg

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Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

1st picture is of the Completely fenced 5 acre S-1 parcel
2nd picture show footage from that corner to sign
3rd picture is the view of the sign standing on the SE corner of that parcel looking south

Get Outlook for iOS [aka.ms]






GPA & ZONING HEARING
GPA Case No: GPA-DV-3-22-1
Change From: Residential 3.5 to 5 dwellingunits/acre and Mixed Use (Commercial / Commerce/Business Park)
To: Residential 15+ dwelling units/acre
Acreage: 8.00 Location: Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Proposal: Minor General Plan Amendment to allow multifamily residential.
Rezoning Case No: Z-59-22-1 (Home at Happy Valley PUD) Change From: S-1 and C-2 To: PUD
Acreage: 8.00 Location: Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Proposal: Planned Unit Development to allow multifamily residential; Change of Maximum Dwelling Units Allowed From: 47; To: 226
INFORMATIONAL MEETING
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
February 9, 2023
6:00 P.M.
Meeting will be held virtually. To participate, see the instructions on the agenda available on the Public Meeting Notices website: https://www.phoenix.gov/cityclerk/publicmeetings/notices
FOR RECOMMENDATION
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
April 20, 2023
6:00 P.M.
Meeting may be held at the Deer Valley Community Center, Multi-purpose Room 2001 W. Wahalla Lane or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/notices
PLANNING COMMISSION
May 4, 2023
6:00 P.M.
Meeting may be held at the City Council Chambers 200 W. Jefferson St.) or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/notices
IF APPEALED FROM PLANNING COMMISSION
CITY COUNCIL
May 31, 2023
2:30 P.M.
Meeting may be held at the City Council Chambers 200 W. Jefferson St.or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/city-council-meetings
PLEASE CALL TO CONFIRM INFORMATION / POR FAVOR LLAME PARA CONFIRMAR LA INFORMACIÓN (602) 262-7131 #6
FURTHER INFORMATION AVAILABLE AT: https://www.phoenix.gov/pddsite/pages/mr-community-map.aspx PLEASE CALL 602-229-5200
or at Phoenix City Hall, 200 West Washington Street, 2nd Floor - Zoning Counter, Phoenix, Arizona 85003 FOR SIGN REMOVAL

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:32 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM
Attachments: IMG_3239.jpg; IMG_3256.jpg; IMG_3240.jpg; IMG_3259.jpg; IMG_3260.jpg

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Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

1st picture is at the sign looking North towards the 5 acre fenced S! parcel
2nd picture looking west on 17th Ave (notice the debris piles)
3rd picture is the view of the sign looking North
4th picture just emphasizing the amount of obstructions
5th picture shows the corner of the 5 acre lot looking south

Get Outlook for iOS [aka.ms]






GPA & ZONING HEARING
GPA Case No: GPA-DV-3-22-1
Change From: Residential 3.5 to 5 dwellingunits/acre and Mixed Use (Commercial / Commerce/Business Park)
To: Residential 15+ dwelling units/acre
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PLEASE CALL 602-229-5200
FOR SIGN REMOVAL


GPA & ZONING HEARING



Racelle Escolar

From: Diane Habener <diane@tarescue.com>
Sent: Thursday, May 4, 2023 2:55 PM
To: PDD Planning Commission
Subject: Fwd: GPA-DV-3-22-1 & Z-59-22-1

Sent from my iPhone

Begin forwarded message:

> **From:** Diane Habener <diane@tarescue.com>
> **Date:** May 4, 2023 at 2:37:22 PM MST
> **To:** pdf.planningcomm@phoenix.gov
> **Subject: GPA-DV-3-22-1 & Z-59-22-1**
>
> Please postpone any vote on this project as the Deer Valley Village Planning Commission were not able to listen to neighborhood input or vote as there was no quorum and we neighbors were not heard.
>
> Regarding this proposed high density 4 and 5 story apartments next to minimum 1.25+ acre rural homes, why was this even allowed to be proposed? High density next to rural? You don't have to be Ray Charles to see that that is poor planning! I live on 2.5 acres one parcel away from this and am 1000% against it. Please keep the existing commercial on the south 3 acres and LOW density residential on the other 5 acres with no more than 2 stories allowed. Thank you.
>
> Sincerely,
> Diane Habener
> 25312 N 16th Ave
> Phoenix 85085
> (925)209-6480 cell
>
> Sent from my iPhone

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 176

Public Hearing and Ordinance Adoption - Rezoning Application Z-59-22-1 (Home at Happy Valley PUD) - Approximately 320 Feet North of the Northwest Corner of 17th Avenue and Happy Valley Road (Ordinance G-7117)

Request to hold a public hearing and amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-59-22-1 and rezone the site from S-1 (Ranch or Farm Residence) and C-2 (Intermediate Commercial) to PUD (Planned Unit Development) to allow multifamily residential. This is a companion case and must be heard following GPA-DV-3-22-1.

Summary

Current Zoning: S-1 (5.28 acres) and C-2 (2.72 acres)
Proposed Zoning: PUD
Acreage: 8.00 acres
Proposal: Multifamily residential

Owner: Red Hawk Partners, LLC, et.al.
Applicant: Shelter Asset Management
Representative: Benjamin Graff, Quarles & Brady, LLP

Staff Recommendation: Approval, subject to stipulations.
VPC Information Only: The Deer Valley Village Planning Committee was scheduled to hear this case on Feb. 9, 2023, for information only; however, there was no quorum.
VPC Action: The Deer Valley Village Planning Committee was scheduled to hear this case on April 20, 2023, for recommendation; however, there was no quorum.
PC Action: The Planning Commission heard this case on May 4, 2023, and recommended approval, per the staff recommendation, by a vote of 5-3.
The Planning Commission recommendation was appealed and a petition for a three-quarter vote was submitted on May 11, 2023. **A three-quarter vote is required.**

Location

Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road.
Council District: 1
Parcel Address: 25100, 25150, 25200, 25250 and 25273 N. 17th Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-59-22-1) FROM S-1 (RANCH OR FARM RESIDENCE) AND C-2 (INTERMEDIATE COMMERCIAL) TO PUD (PLANNED UNIT DEVELOPMENT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of an 8.00 acre property located approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road in a portion of Section 6, Township 4 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from 5.28 acres of “S-1” (Ranch or Farm Residence) and 2.72 acres of “C-2” (Intermediate Commercial) to “PUD” (Planned Unit Development).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B”.

SECTION 3. Due to the site’s specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1.	An updated Development Narrative for the Home at Happy Valley PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 4, 2023, as modified by the following stipulations:	
	a.	Front cover: Revise the date information on the cover page to the following: City Council Adopted: [Add Adoption Date]
2.	A minimum of 30 feet of right-of-way shall be dedicated for the west side of 17th Avenue, as approved by the Planning and Development Department.	
3.	The applicant shall submit a Traffic Impact Study to the City for this development. The developer shall be responsible for cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.	
4.	The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.	
5.	The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.	
6.	In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.	
7.	Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.	

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SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 31st day of May, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (2 Pages)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION - NCS-1099164
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:
LOT 41, SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTRY, ARIZONA.
EXCEPT ALL COAL, OIL GAS AND OTHER MINERAL DEPOSITS AS RESERVED IN THE PATENT.

LEGAL DESCRIPTION - NCS-1108661
THE LAND REFERRED TO HERIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA AND IS DESCRIBED AS FOLLOWS:
PARCEL NO. 1:
A PORTION OF LOT 42, SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION BRASS CAP FLUSH MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 6 FROM WHICH A CITY OF PHOENIX BRASS CAP IN HANDHOLE MARKING THE SOUTHWEST CORNER OF SAID SCTION 6 BEARS SOUTH 89 DEGREES 17 MINUTES 55 SECONDS WEST 2647.15 FEET, SAID DESCRIBED LINE BEING THE BASIS OF BEARINGS OF THIS DESCRIPTION;
THENCE SOUTH 89 DEGREES 17 MINUTES 55 SECONDS WEST 1396.91 FEET ALONG THE SOUTH LINE OF SOUTHWEST QUARTER OF SAID SECTION 6 TO THE INTERSECTION OF 17TH AVE & HAPPY VALLEY ROAD;
THENCE NORTH 00 DEGREES 51 MINUTES 55 SECONDS WEST 330.32 FEET ALONG THE MONUMENT LINE OF SAID 17TH AVENUE TO THE SOUTHEAST CORNER OF SAID LOT 42;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 27.00 FEET ALONG THE SOUTH LINE OF SAID LOT 42 TO THE WETERLY RIGHT OF WAY AS DESCRIBED IN DOCUMENT NO. 2013-0925285, RECORDS OF MARICOPA COUNTY, ARIZONA AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 184.41 FEET ALONG SAID SOUTH LINE;
THENCE NORTH 00 DEGREES 38 MINUTES 27 SECONDS WEST 330.35 FEET TO THE NORTH LINE OF SAID LOT 42;
THENCE NORTH 89 DEGREES 19 MINUTES 29 SECONDS EAST 180.11 FEET ALONG SAID NORTH LINE TO SAID WESTERLY RIGHT OF WAY;
THENCE SOUTH 00 DEGREES 51 MINUTES 55 SECONDS EAST 165.15 FEET TO THE NORTH LINE OF SAID WESTERLY RIGHT OF WAY;
THENCE NORTH 89 DEGREES 19 MINUTES 07 SECONDS EAST 3.00 FEET ALONG SAID NORTH LINE TO THE SAID WESTERLY RIGHR OF WAY;
THENCE SOUTH 00 DEGREES 51 MINUTES 55 SECONDS EAST 165.15 FEET ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.
EXCEPT ALL COAL, OIL GAS AND OTHER MINERAL DEPOSITS AS RESERVED IN THE PATENT FROM UNITED STATES OF AMERICA IN DOCKET 1624, PAGE 2.

DRAFT

PARCEL NO. 2; ** SURVEYOR'S DESCRIPTION**
A PORTION OF G.L.O. LOT 42 LOCATED IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA BEING MORE PARTICULARYL DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 42;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 211.41 FEET ALONG THE SOUTH LINE OF SAID LOT 42,
THENCE NORTH 00 DEGREES 38 MINUTES 27 SECONDS WEST 43.21 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 181.24 FEET;
THENCE NORTH 00 DEGREES 24 MINUTES 59 SECONDS WEST 287.18 FEET TO THE NORTH LINE OF SAID LOT 42;
THENCE NORTH 89 DEGREES 19 MINUTES 29 SECONDS EAST 180.11 FEET ALONG SAID NORTH LINE;
THENCE SOUTH 00 DEGREES 36 MINUTES 04 SECONDS EAST 287.13 FEET TO THE POINT OF BEGINNING.

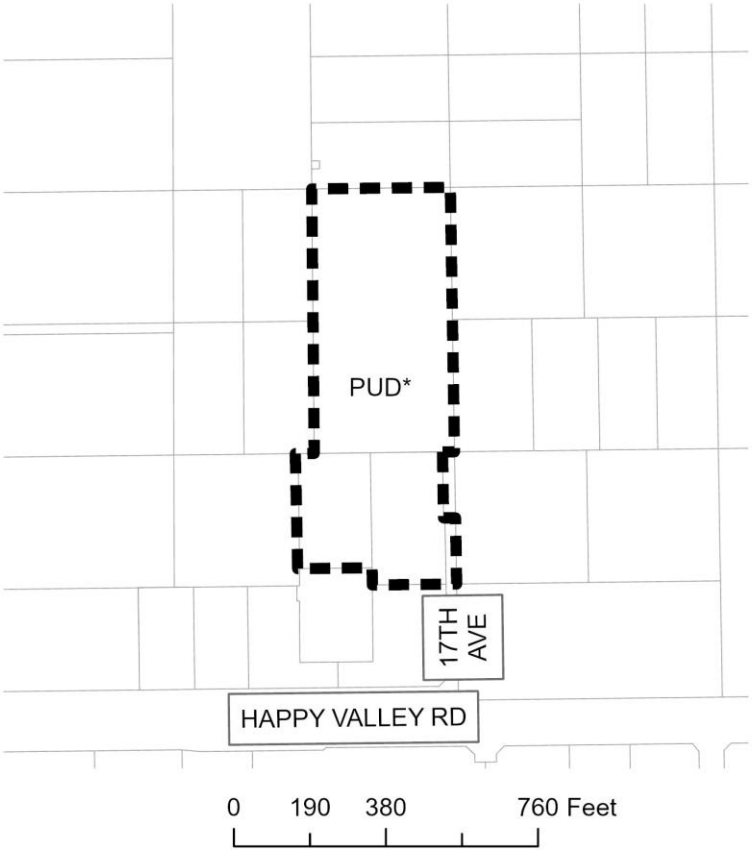
DRAFT

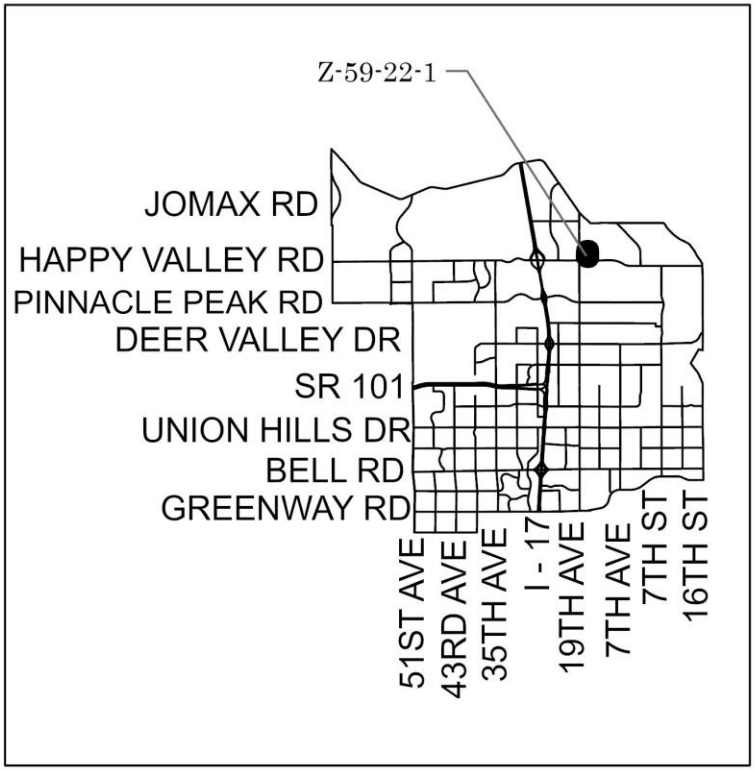
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-59-22-1
Zoning Overlay: N/A
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 4/24/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\5-31-23\5-31-23.aprx

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-59-22-1
(Home at Happy Valley PUD)
April 19, 2023

Deer Valley Village Planning Committee Meeting Date:	April 20, 2023
Planning Commission Hearing Date:	May 4, 2023
Request From:	S-1 (Ranch or Farm Residence) (5.28 acres) and C-2 (Intermediate Commercial) (2.72 acres)
Request To:	PUD (Planned Unit Development) (8.00 acres)
Proposed Use:	Multifamily residential
Location:	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Owner:	Red Hawk Partners, LLC et.al.
Applicant:	Shelter Asset Management
Representative:	Benjamin Graff, Quarles & Brady, LLP
Staff Recommendation:	Approval, subject to stipulations

<table>
<tr><th colspan="4">General Plan Conformity</th></tr>
<tr><td colspan="2" rowspan="2">General Plan Land Use Map Designation</td><td colspan="2">Current: Residential 3.5 to 5 dwelling units per acre (5.28 acres) and Mixed Use (Commercial/Commerce/Business Park) (2.72 acres)</td></tr>
<tr><td colspan="2">Pending (GPA-DV-3-22-1): Residential 15+ dwelling units per acre</td></tr>
<tr><td>Street Map Classification</td><td>17th Avenue</td><td>Local</td><td>0 to 30-foot west half street</td></tr>
</table>

General Plan Conformity
CONNECT PEOPLE AND PLACES: OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods. The proposal would allow development of an underused site into a multifamily residential community that is compatible with the surrounding area and respectful of local conditions. The proposed development is located next to a similar development and as stipulated, incorporates setbacks and enhanced landscaping around the perimeter to enhance compatibility with the surrounding area.
CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS: CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties. As stipulated, the proposal will be sensitive to the scale and character of the surrounding area. This area near 19th Avenue and Happy Valley Road contains a mix of higher-intensity commercial uses and multifamily development. As stipulated, the development would incorporate standards to avoid negative impacts on the adjacent single-family residences to the north and east, including a height limit, increased setbacks, and enhanced landscaping.
BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix. As stipulated, the proposal will be required to shade the sidewalk on 17th Avenue, provide enhanced landscaping standards and provide additional shaded open space. This will help to provide shade for pedestrians in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

Applicable Plans, Overlays and Initiatives
Housing Phoenix Plan: Background Item No. 6. **Complete Streets Guiding Principles:** Background Item No. 7. **Comprehensive Bicycle Master Plan:** Background Item No. 8. **Tree and Shade Master Plan:** Background Item No. 9. **Zero Waste PHX:** Background Item No. 10. **Transportation Electrification Action Plan**: Background Item No. 11.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant land	S-1 and C-2
North	Single-family residence	County RU-43
South	School, vacant	C-2
East (across 17th Avenue)	Single-family residences	County RU-43
West	Single-family residences (proposed multifamily residential), self-service storage	PUD, C-2 SP

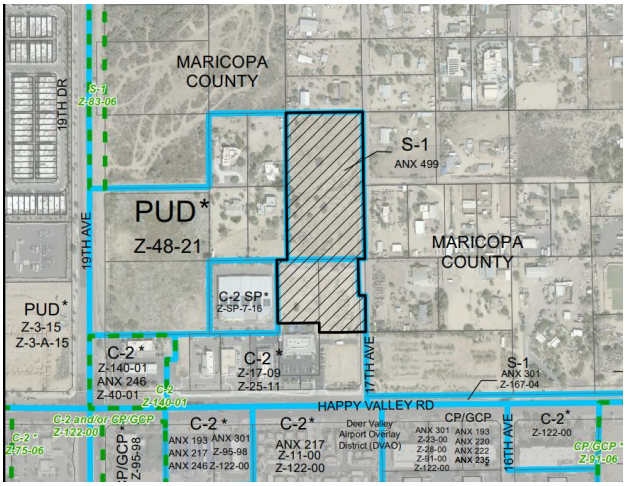
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 8.00 acres located approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road from 5.28 acres of S-1 (Ranch or Farm Residence) and 2.72 acres of C-2 (Intermediate Commercial) to PUD (Planned Unit Development) to allow multifamily residential development. The subject site is currently vacant.

SURROUNDING LAND USES AND ZONING

2. To the north is a single-family residence within Maricopa County jurisdiction zoned RU-43 (Rural Zoning District - One Acre Per Dwelling Unit). To the south is vacant land and a school zoned C-2 (Intermediate Commercial District). To the east, across 17th Avenue, are single-family residences zoned RU-43. To the west are existing single-family residences which are proposed to be demolished as part of a multifamily project known as the "Lumara" PUD (Z-48-21) and self-service storage facility zoned C-2 SP (Special Permit). Further to the west, across 19th Avenue, is the "Norterra" PUD (Z-3-B- 15) this includes approximately 405.4 acres of mixed-use development consisting of employment, commercial, hotel, multifamily and single-family residential uses.



Existing Zoning Aerial Map
Source: Planning and Development Depatment

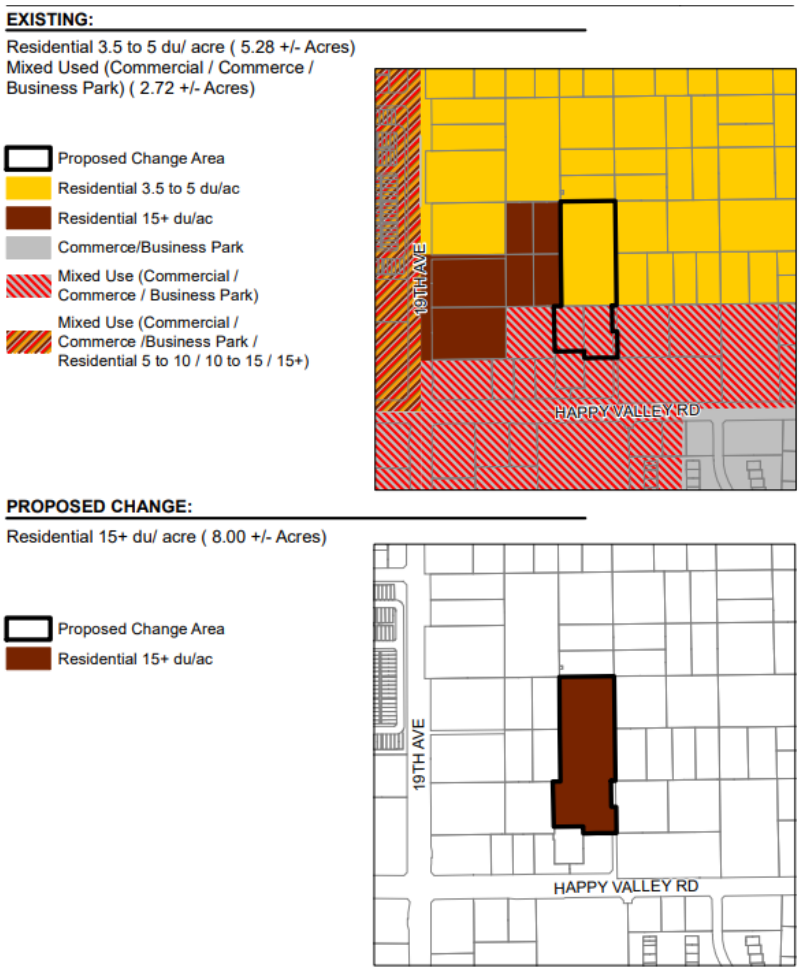
GENERAL PLAN LAND USE MAP DESIGNATION

3. The current General Plan Land Use Map designation for the site is 5.28 acres of Residential 3.5 to 5 dwelling units per acre and 2.72 acres of Mixed Use (Commercial/Commerce/Business Park).

   To the north of the subject site is designated Residential 3.5 to 5 dwelling units per acre. To the east is designated Residential 3.5 to 5 dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park). To the south is designated Mixed Use (Commercial/Commerce/Business Park). To the west is designated Residential 15+ dwelling units per acre and Mixed Use (Commercial/Commerce/Business Park).

   To ensure consistency with the General Plan, a concurrent General Plan Land Use Map amendment, GPA-DV-3-22-1, is proposed to change the land use map designation to Residential 15+ dwelling units per acre.

   The requested PUD zoning is consistent with the proposed General Plan Land Use Map designation.



General Plan Land Use Map
Source: City of Phoenix Planning and Development Department

PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case-by-case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped April 4, 2023.

List of Uses

The Development Narrative lists multiple family dwelling units as the only permitted use, in addition to temporary and accessory uses.

Development Standards

Below is a summary of the key development standards as set forth in the Development Narrative.

Development Standards	
Maximum Density	28.25 du/acre
Maximum Number of dwelling units	226
Minimum Building Setbacks PUD Site Area Perimeter North East (Along 17th Avenue) West (Adjacent to C-2 SP) West (Adjacent to PUD) South Interior Lot Lines	 30-foot, exclusive of carports 40-foot, exclusive of carports 10-foot, exclusive of carports 80-foot, exclusive of carports 20-foot, exclusive of carports 0-foot
Maximum Building Height	5 stories or 65-foot To further ensure an appropriate height transition from adjacent properties the building height shall not exceed 30 feet within 100 feet of the northern property line.
Maximum PUD Site Area Lot Coverage	50% of total PUD Net Site Area
Minimum PUD Site Area Total Open Space	19%
Minimum Landscape Setbacks North East (Along 17th Avenue) West (Adjacent to C-2 SP) West (Adjacent to PUD) South Interior Property Line Landscape Setbacks	 30-foot 20-foot 10-foot 10-foot 20-foot 0-foot
Minimum Parking Standards	Shall comply with Section 702 of the Zoning Ordinance.
Minimum Bicycle Parking Standards Surface Spaces Spaces in Basement	0.25 per dwelling unit Minimum 160 secure spaces shall be provided. Secure parking includes bicycles locker spaces located in the basement

The PUD proposes five buildings consisting of 226 dwelling units at a density of 28.25 dwelling units per acre. The building heights range between two and five stories. The proposed townhomes on the north side of the site are two stories and 30 feet tall. The reduced height and intensity along the northern boundary allows for a transition to the single-family homes located in the Maricopa County island.

The applicant proposes 19 percent open space and to retain the natural open space running through the middle of the site. This will ensure for a more shaded and comfortable environment and is above the minimum requirements for open space in the Phoenix Zoning Ordinance.

Landscape Standards

The PUD proposes a 30-foot landscape setback to the north, 20-foot east, 10-foot west, and 20-foot south which provide a transition and ensure compatibility with the surrounding uses.

The PUD proposes enhanced landscape setbacks along the perimeter property lines. The landscape areas will incorporate a minimum of two-inch caliper trees planted and spaced approximately 25-foot on center.

The streetscape standards propose a minimum 5-foot-wide detached sidewalk with a minimum 8-foot-wide landscape strip located between the sidewalk and back of curb along 17th Avenue. This streetscape will be required to provide a minimum of two-inch caliper trees planted between the back of curb and sidewalk and spaced approximately 25 feet on center. The landscaping will provide for a pedestrian-friendly environment with shade on all sidewalks at a minimum of 75 percent, exceeding the minimum requirements of the Zoning Ordinance.

Parking Standards

The PUD proposes to comply with the Zoning Ordinance minimum parking standards per Section 702 and it proposes a minimum bicycle parking which exceeds the requirements of the Zoning Ordinance.

Also, the proposal includes standards for electric vehicle parking and infrastructure.

Fences/Walls

All fences and walls will adhere to the Zoning Ordinance requirements per Section 703, except a minimum 7-foot-tall wall is required along the northern property line to provide additional screening. Also, wall enhancements include the provision of view fencing where the washes intersect the west property line. View fencing will also be provided around the centralized open space, surrounding the main amenity area.

The townhomes on the north of the site will incorporate a wall creating private yards.

Shade
Shading including architectural, vegetative, or a combination is proposed to be provided at a minimum of 75 percent for all sidewalks. This goes above and beyond the conventional 50 percent provisions of the Zoning Ordinance.

Lighting
Lighting is proposed to adhere to the Zoning Ordinance standards.

Design Guidelines
The Development Narrative includes design standards that enhance the facades of the proposed buildings by incorporating a variety of materials. Building massing is taken into consideration to transition height and bulk of buildings relative to their surrounding developments and all units will include a patio or balcony.

The streetscape design promotes an enhanced entry by providing stamped asphalt, pedestrian pathway connections, and larger trees. Additionally, there will be a minimum of six residential amenities.

Signs
The PUD Narrative states all signs shall comply with the City of Phoenix sign codes including Section 705. All signs will require a sign permit from the City of Phoenix prior to installation.

Sustainability
The Development Narrative proposes several options to incorporate sustainability principals. These options include standards which encourage recycling, energy efficiency, minimize waste and waste water and provide drought tolerant landscaping. Also, the proposal promotes sustainability by encouraging the use of electric vehicles by providing charging stations for residents and visitors onsite.

AREA PLANS, OVERLAY DISTRICT, AND INITIATIVES

6. **Housing Phoenix Plan**
In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using underutilized land in a more sustainable fashion.

7. **Complete Streets Guiding Principles**
In 2014, the Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, and connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. Detached sidewalks will be provided along street frontages to promote a safe pedestrian atmosphere. The Development Narrative requires that pedestrian pathways will visually contrast the drive aisles.

8. **Comprehensive Bicycle Master Plan**
The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its bikeway system and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of Destinations. Provisions for bicycle parking are addressed in the PUD Narrative.

9. **Tree and Shade Master Plan**
The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. The PUD includes enhanced shading and landscaping standards to reduce the urban heat island effect.

10. **Zero Waste PHX**
The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the City's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily developments meeting certain criteria. The PUD narrative states that recycling receptacles will be provided on site.

11. **Transportation Electrification Action Plan**
In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily

charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This PUD provides requirements for electric vehicle parking, charging and infrastructure.

COMMUNITY INPUT SUMMARY

12. As of the writing of this report, staff has received three letters of opposition, 42 signed statements of support, and one email of support.

The letters of opposition express concerns that the proposed development is not compatible with the rural atmosphere of the surrounding properties, and it will not provide the buffer as promised in the existing general plan land use map. Also, there are concerns with this proposal being more than a minor change to the area which will increase traffic, noise, and destroy the character of the unincorporated rural community.

INTERDEPARTMENTAL COMMENTS

13. The Street Transportation Department has proposed stipulations requiring the developer to dedicate right-of-way and make street improvements to City and ADA standards. Additionally, a Traffic Impact Study is required where the developer is responsible for any mitigation identified through the study. This is addressed in Stipulation Nos. 2 through 4.

14. The Water Services Department commented that a water and sewer main extension is required within 17th Avenue.

15. The Aviation Department has indicated that due to the proximity of the Deer Valley Airport and potential for noise from airport related activity, a stipulation is recommended to require documents to disclose the existence and operational characteristics of the airport to future owners or tenants of the property. This is addressed in Stipulation No. 5.

OTHER

16. The site has not been identified as being archeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 6.

17. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 7.

Findings

1. The proposal would allow multifamily residential, which is compatible with

proposed land uses to the west and is consistent with the proposed General Plan Land Use Map designation of Residential 15+ dwelling units per acre.

2. The proposal, as stipulated, protects the character of the surrounding area by providing additional landscape setbacks, open space, and limiting height adjacent to single-family residential properties to the north.

3. The subject site is appropriate for residential uses at the proposed densities and provides new housing opportunities in the Deer Valley Village and in close proximity to employment uses.

Stipulations

1. An updated Development Narrative for the Home at Happy Valley PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 4, 2023, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

    City Council Adopted: [Add Adoption Date]

2. A minimum of 30 feet of right-of-way shall be dedicated for the west side of 17th Avenue, as approved by the Planning and Development Department.

3. The applicant shall submit a Traffic Impact Study to the City for this development. The developer shall be responsible for cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.

4. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

5. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

6. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot

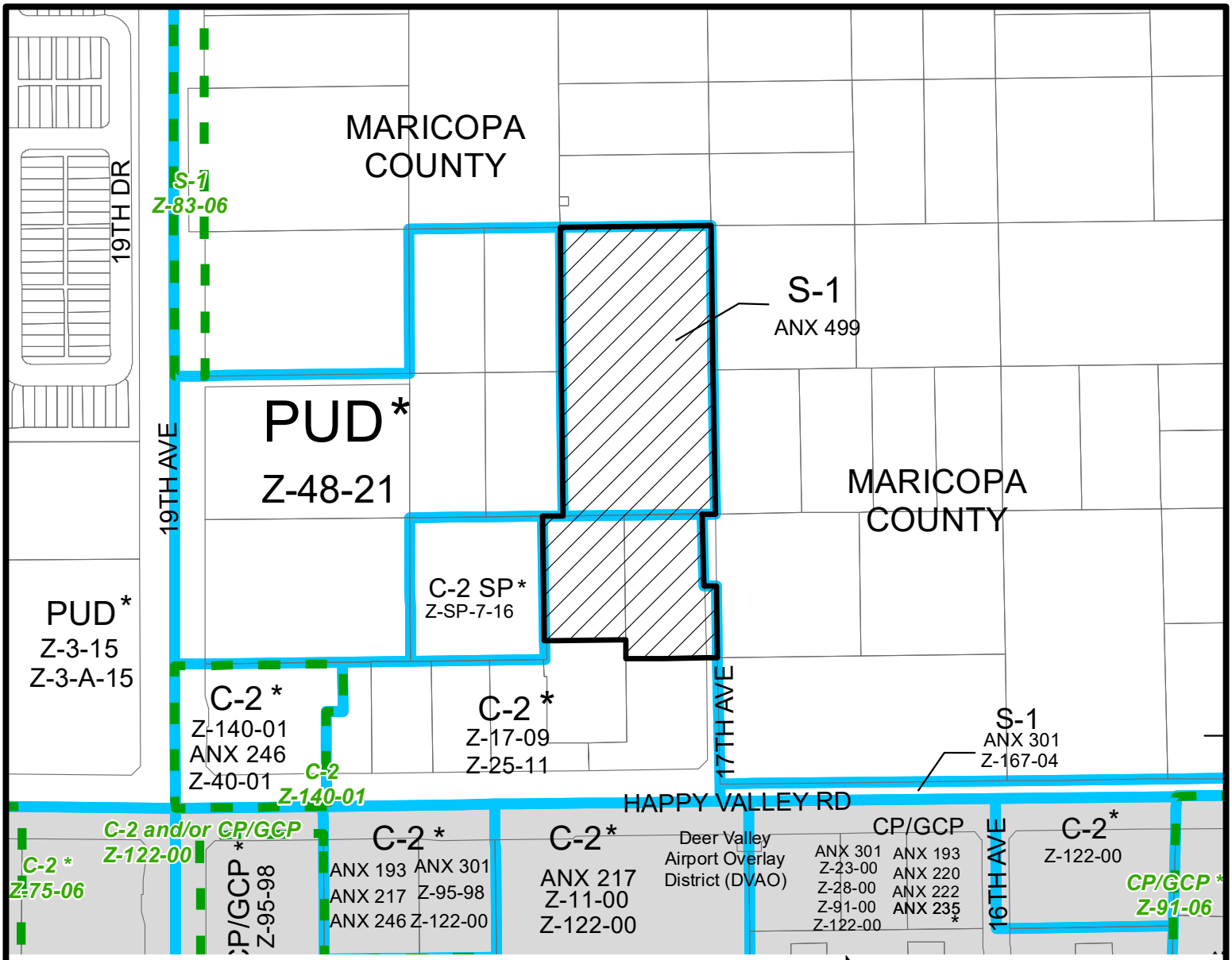
radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

7. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer
Matteo Moric
April 19, 2023

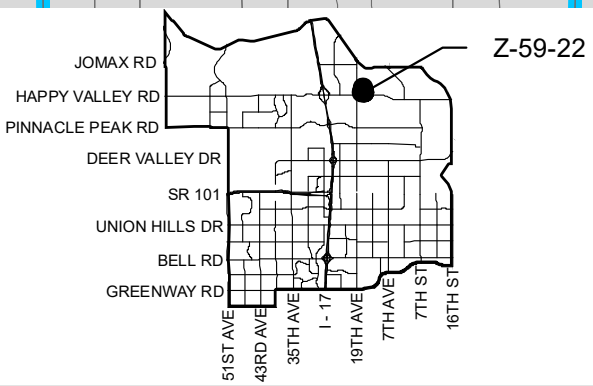
Team Leader
Racelle Escolar

Exhibits
Sketch Map
Aerial Map
Site Plan date stamped April 4, 2023
Elevations date stamped April 4 (4 pages)
Conceptual Landscape Plan date stamped April 4, 2023
Correspondence (53 pages)
Home at Happy Valley PUD Narrative date stamped April 4, 2023



DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 1



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Shelter Asset Management
APPLICATION NO.	Z-59-22
DATE:	8/11/2022
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	8.00 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 47-25
ZONING MAP	O-7

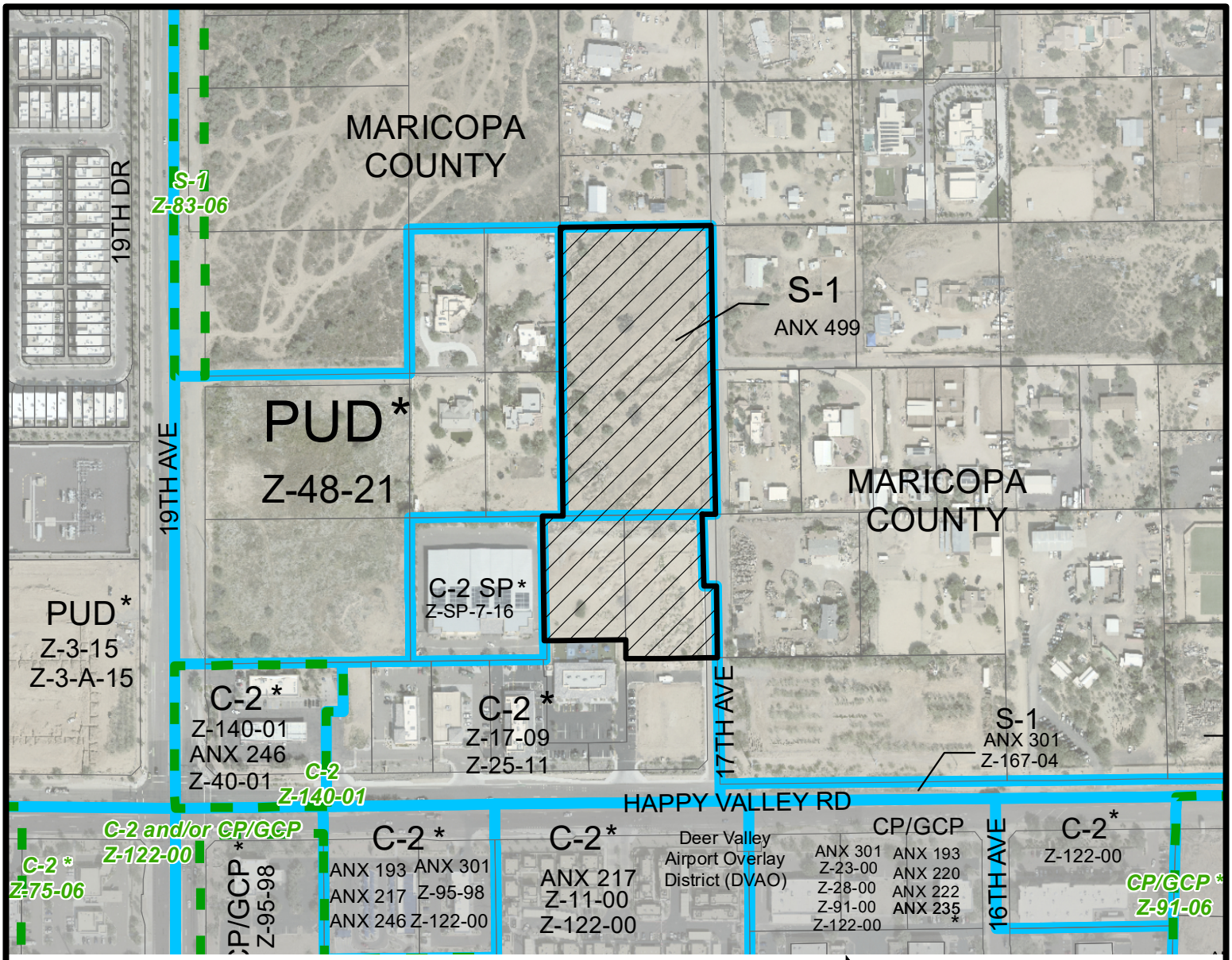
REQUESTED CHANGE:

FROM: S-1 (5.28 a.c.)
C-2 (2.72 a.c.)

TO: PUD (8.00 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1, C-2	5, 39	N/A, 47
PUD	226	N/A

* **Maximum Units Allowed with P.R.D. Bonus**



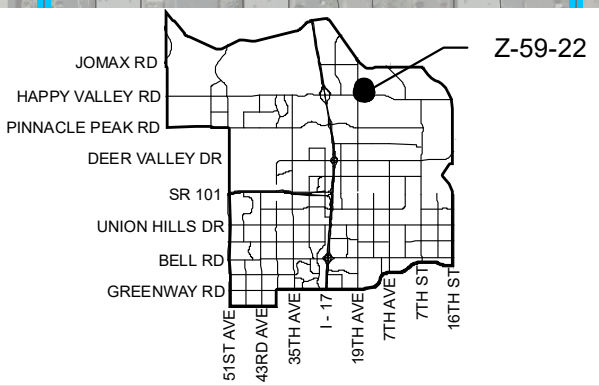
Miles

0.065 0.0325 0 0.065

DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 1

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



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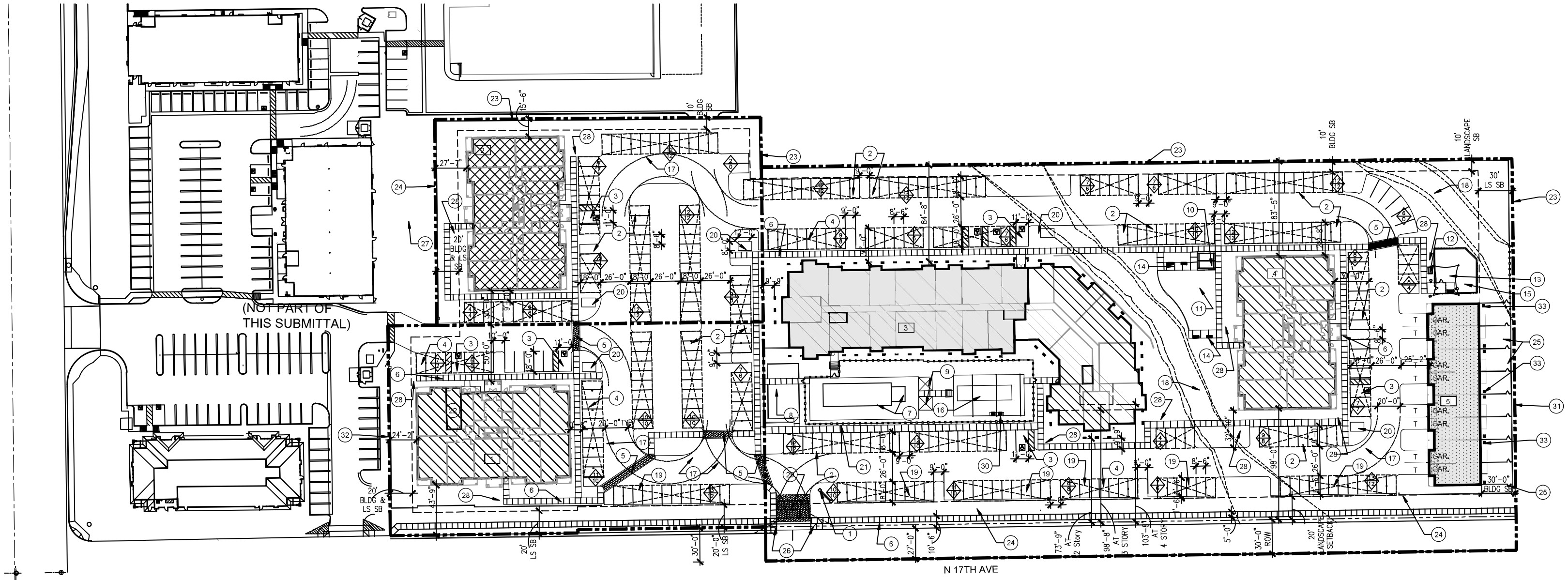


SITE PLAN

SCALE: 1" = 50'-0"

NORTH

HOME AT HAPPY VALLEY
PHOENIX, AZ

SHELTER ASSET MANAGEMENT

PROJECT DATA

ADDRESS/LOCATION:
25250 AND 25100 NORTH 17TH AVENUE PHOENIX, AZ 85085

PROPOSED ZONING:
PLANNED UNIT DEVELOPMENT

SITE AREA:
348,480 GROSS S.F. = 8.0 ACRES
324,156.52 NET S.F. = 7.4 ACRES

ASSESSOR PARCEL NUMBER(S):
210-10-019D, 210-10-019H, 210-10-003

ZONING DISTRICT: C-2,S-1
ZONING MAP: 07
REZONING CASE(S): Z-25-11
ZA CASE(S): ZA-619-18
CENSUS TRACT: 6123PROVIDED

UNIT MIX
STUDIO UNITS: 3
ONE BEDROOM UNITS: 110
TWO BEDROOM UNITS: 97
THREE BEDROOM UNITS: 16
TOTAL UNITS: 226

DENSITY:
TOTAL NO. OF UNITS: 226
226/8.0 = 28.25 DU/ACRE

TOTAL PARKING REQUIRED:
STUDIO: 3 x 1.3 = 4
1 BED: 110 x 1.5 = 165
2 BED: 97 x 1.5 = 146
3 BED: 16 x 2 = 32
TOTAL PARKING SPACES REQUIRED: 347

PARKING PROVIDED:
CARPORT SPACES: 218
GARAGE SPACES:8
TOTAL PARKING SPACES PROVIDED: 347

ACCESSIBLE SPACES (INCLUDED INTO TOTAL PROVIDED SPACES):
8 REQUIRED
7 STANDARD (PROVIDED)
1 VAN (PROVIDED)

BICYCLE PARKING
REQUIRED: .25 PER 226 = 56.5
PROVIDED: 60 BIKE SPACES ON SITE
80 BICYCLE LOCKERS IN BASEMENT
80 BICYCLE SPACES IN BASEMENT

OPEN SPACE SQUARE FOOTAGE:
MINIMUM 6.5% OF GROSS AREA (348,480) = 22,651.20 (REQUIRED)
DOG PARK WITH SHADED STRUCTURE AND WASH STATION: 12,294.96 S.F.
TOT LOT W/ SHADED SEATING AND CABANAS: 14,662.72 S.F.
POOL, SPA, AND DECK AREA: 14,272.81 S.F.
ADDITIONAL OPEN SPACE: 24,312.63 S.F.
TOTAL OPEN SPACE: 65,543.12 S.F. (19% PROVIDED)

BUILDING FOOTPRINTS:
BUILDING 1: 10,600.80 S.F.
BUILDING 2: 10,600.80 S.F.
BUILDING 3: 25,500.04 S.F.
BUILDING 4: 10,600.80 S.F.
BUILDING 5: 6,871.74 S.F.
CABANA 1 & 2: 288 S.F.
CABANA 3: 256 S.F.
TOTAL FOOTPRINT: 65,006.18 S.F.

BUILDING SQUARE FOOTAGES:
BUILDING 1: 42,403.20 S.F.
BUILDING 2: 52,182.10 S.F.
BUILDING 3: 114,818.28 S.F.
BUILDING 4: 42,403.20 S.F.
BUILDING 5: 13,604.89 S.F.
TOTAL BUILDING S.F.: 264,096.63 S.F.

LOT COVERAGE:
REQUIRED:MAXIMUM 50% OF 324,156.52 S.F. = 162,078 S.F.
PROVIDED: 109,300.18/ 324,156.52 S.F. = 33.71%

BUILDING SETBACKS:
NORTH: 30'-0"
EAST(ALONG 17TH AVE): 40'-0"
WEST (ADJACENT TO C-2 SP): 10'-0"
WEST (ADJACENT TO PUD): 80'-0" TO BUILDING; 10'-0" TO CARPORTS
SOUTH: 20'-0"

LANDSCAPE SETBACKS:
NORTH: 30'-0"
EAST: (ALONG 17TH AVE.): 20'-0"
WEST: (ADJACENT TO C-2 SP): 10'-0"
WEST: ADJACENT TO PUD): 10'-0" TO CARPORTS
SOUTH: 20'-0"

BUILDING HEIGHTS:
BUILDING 1: 4 STORY (55'-0")
BUILDING 2: 5 STORY (65'-0")
BUILDING 3: 4 STORY W/ BASEMENT (55'-0" A.F.F. WITH 3RD AND 4TH FLOOR SETBACK)
BUILDING 4: 4 STORY (55'-0")
BUILDING 5: 2 STORIES W/ BASEMENT (30'-0")

KEYED NOTES

1. MONUMENT SIGNAGE
2. TYPICAL PARKING STALL PER CITY OF PHOENIX
3. ACCESSIBLE PARKING STALL PER CITY OF PHOENIX - 8'-6" X 18'-0"
4. CARPORT TYPICAL
5. DECORATIVE ASPHALT AT PEDESTRIAN CROSSING - TYPICAL
6. 5' SIDEWALK - TYPICAL
7. POOL AND SPA
8. FITNESS LAWN
9. POOL CABANAS
10. TOT LOT RAMADA
11. TOT LOT
12. DRINKING FOUNTAIN, DOG WATERING STATION AND DOG WASH.
13. SHADE STRUCTURE
14. SEATING AREA
15. DOG PARK
16. UPPER DECK
17. DASHED LINE INDICATES FIRE TRUCK TURNING RADIUS - TYPICAL
18. NATURAL WASH
19. PARKING STALL 8'-6" X 16'-6" W/ 1'-6" OVERHANG AT CURB
20. GARBAGE PICKUP PAD
21. POOL FENCING
22. LEASING
23. 5' SECONDARY THEME WALL - SEE LANDSCAPE PLANS
24. 40" MAX LOW WALL - SEE LANDSCAPE PLANS
25. 5' PRIVACY FENCE W/ GATED ENTRY
26. 10' X 20' VISIBILITY TRIANGLE
27. PUBLIC UTILITY EASEMENT
28. BICYCLE PARKING
29. STAMPED ASPHALT AT ENHANSED DRIVE ENTRY
30. BBQ STATION
31. 7' SECONDARY THEME WALL
32. 5' PRIMARY THEME WALL
33. GROUND MOUNTED MECHANICAL UNIT

GENERAL SITE PLAN NOTES

A. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
B. THIS PROJECT IS LOCATED IN THE CITY OF PHOENIX WATER SERVICES AREAS AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
C. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
D. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
E. STRUCTURES AND LANDSCAPING WITHIN A VISIBILITY TRIANGLE MEASURING 10' x 20' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
F. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THIS SITE.
G. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS-OF-WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.
H. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
I. ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
J. BARBED, RAZOR, OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
K. ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN
L. EV CHARGING STATIONS TO BE ADDED AT 1 POST (DUAL CHARGE) PER BUILDING..

SITE LEGEND

4 - STORY BUILDING MAX HT - 55' - 0"
4 - STORY BUILDING MAX HT - 55' - 0" A.F.G. W/ BELOW GRADE BASEMENT
5 - STORY BUILDING MAX HT - 65' - 0"
2 - STORY BUILDING MAX HT - 30' - 0" A.F.G. W/ BELOW GRADE BASEMENT
ADA Accessible Parking
BUILDING NUMBER
BUILDING TYPE
CARPORT
NO. OF PARKING SPACES
NO. OF COVERED PARKING SPACES

LEGAL DESCRIPTION

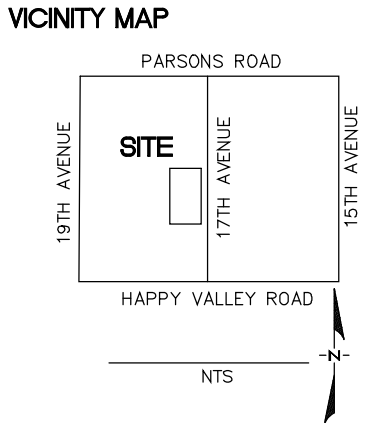
LEGAL DESCRIPTION - NCS-1099164
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS: LOT 41, SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTRY, ARIZONA. EXCEPT ALL COAL, OIL GAS AND OTHER MINERAL DEPOSITS AS RESERVED IN THE PATENT.

LEGAL DESCRIPTION - NCS-1108661
THE LAND REFERRED TO HERIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA AND IS DESCRIBED AS FOLLOWS:
PARCEL NO. 1:
A PORTION OF LOT 42, SECTION 6,TOWNSHIP 4 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION BRASS CAP FLUSH MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 6 FROM WHICH A CITY OF PHOENIX BRASS CAP IN HANDHOLE MARKING THE SOUTHWEST CORNER OF SAID SCTION 6 BEARS SOUTH 89 DEGREES 17 MINUTES 55 SECONDS WEST 2647.15 FEET, SAID DESCRIBED LINE BEING THE BASIS OF BEARINGS OF THIS DESCRIPTION;
THENCE SOUTH 89 DEGREES 17 MINUTES 55 SECONDS WEST 1396.91 FEET ALONG THE SOUTH LINE OF SOUTHWEST QUARTER OF SAID SECTION 6 TO THE INTERSECTION OF 17TH AVE & HAPPY VALLEY ROAD;
THENCE NORTH 00 DEGREES 51 MINUTES 55 SECONDS WEST 330.32 FEET ALONG THE MONUMENT LINE OF SAID 17TH AVENUE TO THE SOUTHEAST CORNER OF SAID LOT 42;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 27.00 FEET ALONG THE SOUTH LINE OF SAID LOT 42 TO THE WETERLY RIGHT OF WAY AS DESCRIBED IN DOCUMENT NO. 2013-0925285, RECORDS OF MARICOPA COUNTY, ARIZONA AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 184.41 FEET ALONG SAID SOUTH LINE;
THENCE NORTH 00 DEGREES 38 MINUTES 27 SECONDS WEST 330.35 FEET TO THE NORTH LINE OF SAID LOT 42;
THENCE NORTH 89 DEGREES 19 MINUTES 29 SECONDS EAST 180.11 FEET ALONG SAID NORTH LINE TO SAID WESTERLY RIGHT OF WAY;
THENCE SOUTH 00 DEGREES 51 MINUTES 55 SECONDS EAST 165.15 FEET TO THE NORTH LINE OF SAID WESTERLY RIGHT OF WAY;
THENCE NORTH 89 DEGREES 19 MINUTES 07 SECONDS EAST 3.00 FEET ALONG SAID NORTH LINE TO THE SAID WESTERLY RIGHR OF WAY;
THENCE SOUTH 00 DEGREES 51 MINUTES 55 SECONDS EAST 165.15 FEET ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING.
EXCEPT ALL COAL, OIL GAS AND OTHER MINERAL DEPOSITS AS RESERVED IN THE PATENT FROM UNITED STATES OF AMERICA IN DOCKET 1624, PAGE 2.

PARCEL NO. 2: ** SURVEYOR'S DESCRIPTION**
A PORTION OF G.L.O. LOT 42 LOCATED IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA BEING MORE PARTICULARYL DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 42;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 211.41 FEET ALONG THE SOUTH LINE OF SAID LOT 42,
THENCE NORTH 00 DEGREES 38 MINUTES 27 SECONDS WEST 43.21 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 89 DEGREES 18 MINUTES 45 SECONDS WEST 181.24 FEET;
THENCE NORTH 00 DEGREES 24 MINUTES 59 SECONDS WEST 287.18 FEET TO THE NORTH LINE OF SAID LOT 42;
THENCE NORTH 89 DEGREES 19 MINUTES 29 SECONDS EAST 180.11 FEET ALONG SAID NORTH LINE;
THENCE SOUTH 00 DEGREES 36 MINUTES 04 SECONDS EAST 287.13 FEET TO THE POINT OF BEGINNING.

VICINITY MAP



PROJECT DESCRIPTION

THE SITE DEVELOPMENT OF THIS 7.8 ACRE MULTIFAMILY RESIDENTIAL COMMUNITY WILL CONSIST OF A TOTAL OF 226 UNITS, 351 PARKING SPACES, AND RESIDENTIAL AMENITIES INCLUDING TWO DOG PARKS, A TOT LOT, A CLUBHOUSE AND POOL AREA, AND AMPLE OPEN SPACE. THE CENTRAL BUILDING WILL CONTAIN A GYM, COMMUNITY ROOMS, SECURED BIKE STORAGE AND ADDITIONAL STORAGE SPACE FOR RESIDENTS.

DEVELOPMENT TEAM

DEVELOPER:
SHELTER ASSET MANAGEMENT
1880 CENTURY PARK EAST
LOS ANGELES, CALIFORNIA, 90067
CONTACT: STU HANSEN
PHONE: 310-556-0600
EMAIL:
STU.HANSEN@SHELTERASSET.COM

ARCHITECT:
WHITNEYBELL PERRY INC
575 W. CHANDLER BLVD, SUITE 123
CHANDLER, AZ 85225
CONTACT: LISA SHEA
PHONE: 480-781-0580
EMAIL:
LISA@WHITNEYBELLPERRY.COM

CIVIL ENGINEER:
RICK ENGINEERING COMPANY
22415 N. 16TH STREET
PHOENIX, AZ 85024
CONTACT: BILL RIERA
PHONE: 602.957.3350
EMAIL:
BRIERA@RICKENGINEERING.COM

LANDSCAPE ARCHITECT:
ANDERSON DESIGN
815 N. 1ST AVENUE, SUITE 3
PHOENIX, AZ 85003
PHONE:602-682-6066
EMAIL:
BRETT.ANDERSON@ANDERSON.DE...

REGISTERED ARCHITECT CERTIFICATE NO. 24104 James Michael Perry Date Signed 02-15-2023 ARIZONA, U.S.A.

WHITNEYBELL PERRY INC
1102 East Missouri Avenue
Phoenix, Arizona 85014
575 W Chandler Blvd, Suite 123
Chandler, Arizona 85225
(602) 265-1891

ARCHITECTURE AND PLANNING

FOR CITY USE ONLY

CITY OF PHOENIX
APR 04 2023
Planning & Development Department

FOR CITY USE:
KIVA # 113168A6
SDEV# 1100253
PAPP# 2202887
GS#
ZONING: PUD

A1.0
2116

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15 Feb 2023

SITE PLAN
PRELIMINARY

K:\DWG\2115 – Happy Valley\Prelim\2115 – Site.dwg 15 Feb 2023 2:41 PM sean

EXTERIOR FINISH SCHEDULE

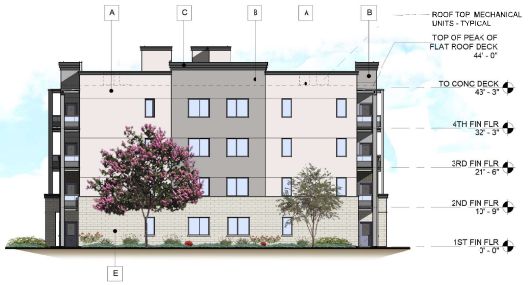
COLOR SCHEME - 1

A	STUCCO - COLOR A
B	STUCCO - COLOR B
C	TRIM - PAINT
D	BRICK - OLD CASTLE SUPERLITE - BLACK CANYON
E	ARCHITECTURAL CMU WITH INTEGRAL COLOR - OLD CASTLE SUPERLITE - ASPEN
F	DECORATIVE ARCHITECTURAL PANEL



BUILDING TYPE 1 - FRONT ELEVATION

1/16" = 1'-0"



BUILDING TYPE 1 - RIGHT ELEVATION

1/16" = 1'-0"



BUILDING TYPE 1 - BACK ELEVATION

1/16" = 1'-0"



BUILDING TYPE 1 - LEFT ELEVATION

1/16" = 1'-0"

CITY OF PHOENIX

APR 04 2023

Planning & Development Department

HOME AT HAPPY VALLEY

SHELTER ASSET MANAGEMENT

PRELIMINARY

24104 James Michael Perry 11/02/2022 REGISTERED ARCHITECT ARIZONA, U.S.A.

WHITNEYBELL PERRY INC
1102 East Missouri Avenue
Phoenix, Arizona 85014
575W Chandler Blvd, Suite 123
Chandler, Arizona 85224
(602) 265-1891

ARCHITECTURE AND PLANNING

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10/28/2022 10:09:12 PM

BUILDING TYPE 1 - EXT ELEVATIONS

10/24/2022 10:36:29 AM C:\Users\sean\Documents\Pentlers 5_Central_sean@RCP2.rvt

EXTERIOR FINISH SCHEDULE

COLOR SCHEME - 1

A	STUCCO - COLOR A
B	STUCCO - COLOR B
C	TRIM - PAINT
D	BRICK - OLD CASTLE SUPERLITE - BLACK CANYON
E	ARCHITECTURAL CMU WITH INTEGRAL COLOR - OLD CASTLE SUPERLITE - ASPEN
F	DECORATIVE ARCHITECTURAL PANEL



BUILDING TYPE 2 - FRONT ELEVATION

1/16" = 1'-0"



BUILDING TYPE 2 - RIGHT ELEVATION

1/16" = 1'-0"



BUILDING TYPE 2 - BACK ELEVATION

1/16" = 1'-0"



BUILDING TYPE 2 - LEFT ELEVATION

1/16" = 1'-0"

HOME AT HAPPY VALLEY

SHELTER ASSET MANAGEMENT

PRELIMINARY

REGISTERED ARCHITECT 24104 James Michael Perry 11/02/2022 ARIZONA, U.S.A.

WHITNEYBELL PERRY INC

1102 East Missouri Avenue
Phoenix, Arizona 85014
575 W Chandler Blvd, Suite 123
Chandler, Arizona 85224
(602) 265-1891

ARCHITECTURE AND PLANNING

A3.22

2115

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10/28/2022 10:09:51 AM

BUILDING TYPE 2 - EXT ELEVATIONS

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EXTERIOR FINISH SCHEDULE

COLOR SCHEME - 2

A	STUCCO - COLOR A
B	STUCCO - COLOR B
C	TRIM - PAINT COLOR C
D	BRICK - OLDCASTLE SUPERLITE - IRONWOOD
E	ARCHITECTURAL CMU WITH INTEGRAL COLOR - OLD CASTLE SUPERLITE - ASPEN



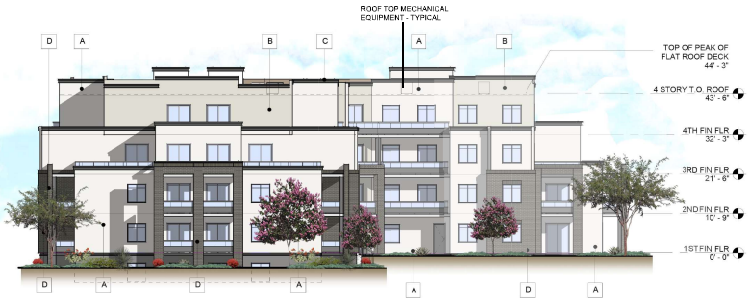
BUILDING TYPE 3 - FRONT ELEVATION

1/16" = 1'-0"



BUILDING TYPE 3 - LEFT SIDE ELEVATION

1/16" = 1'-0"



BUILDING TYPE 3 - RIGHT SIDE ELEVATION

1/16" = 1'-0"



BUILDING TYPE 3 - BACK ELEVATION

1/16" = 1'-0"

HOME AT HAPPY VALLEY

SHELTER ASSET MANAGEMENT

PRELIMINARY

REGISTERED ARCHITECT
24104
James Michael Perry
11/02/2022
Date Signed
ARIZONA, U.S.A.

WHITNEYBELL PERRY INC
1102 East Missouri Avenue
Phoenix, Arizona 85014
575 W Chandler Blvd Suite 123
Chandler, Arizona 85224
(602) 265-1891

ARCHITECTURE AND PLANNING

A3.32

2115

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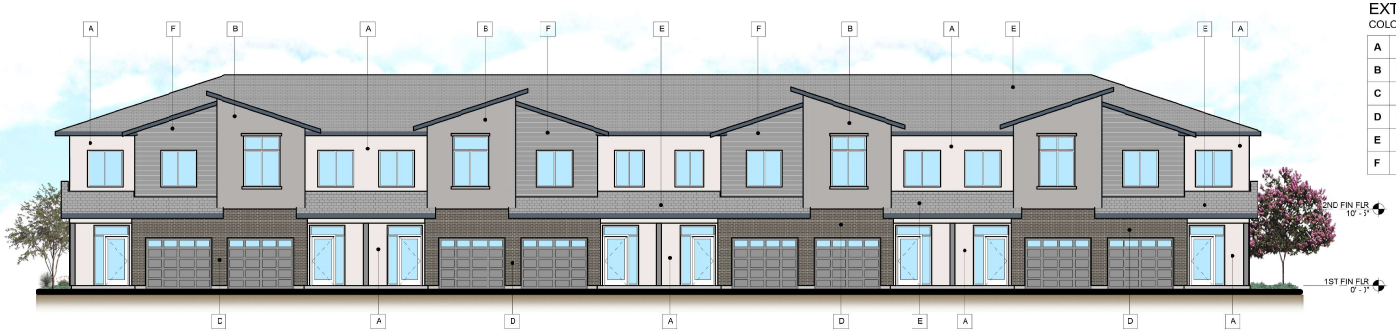
11/2/2022 12:22:03 PM

BUILDING TYPE 3 - EXTERIOR ELEVATIONS

11/2/2022 12:22:03 PM C:\Users\sean\Documents\Knuckle Bldg_sean8RCF2.rvt



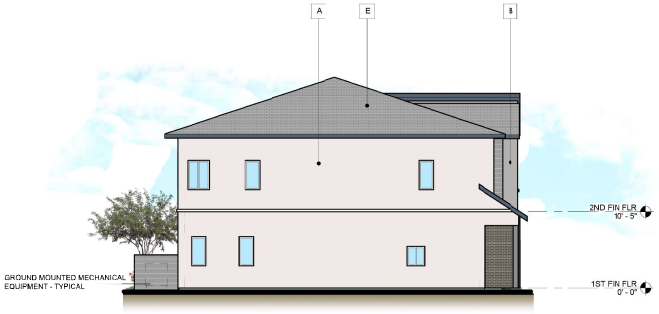
TOWNHOUSE - FRONT ELEVATION

1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE

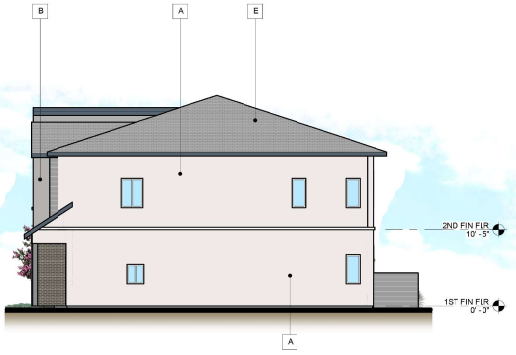
COLOR SCHEME - 3

A	STUCCO - COLOR A
B	STUCCO - COLOR B
C	TRIM - PAINT
D	BRICK - OLD CASTLE SUPERLITE - BLACK CANYON
E	ROOFING - ASPHALT SHINGLES
F	DECORATIVE ARCHITECTURAL PANEL



TOWNHOUSE - LEFT ELEVATION

1/8" = 1'-0"



TOWNHOUSE - RIGHT ELEVATION

1/8" = 1'-0"



TOWNHOUSE - BACK ELEVATION

1/8" = 1'-0"

HOME AT
HAPPY VALLEY

SHELTER ASSET MANAGEMENT

PRELIMINARY

REGISTERED ARCHITECT
24104
James Michael Perry
11-02-2022
ARIZONA, U.S.A.

WHITNEYBELL PERRY INC
1102 East Missouri Avenue
Phoenix, Arizona 85014
575 W Chandler Blvd, Suite 123
Chandler, Arizona 85224
(602) 265-0891

ARCHITECTURE AND PLANNING

A3.32

2116

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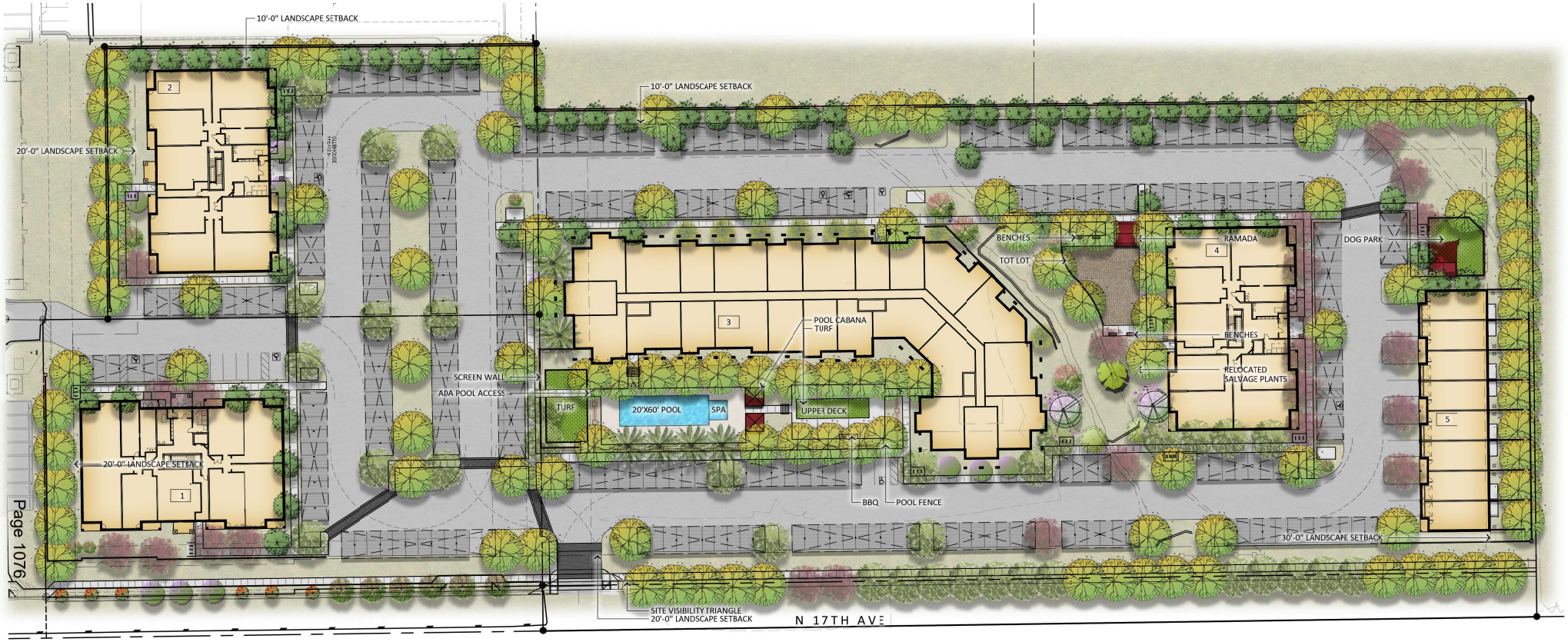
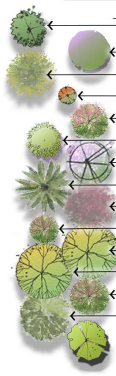
11/9/2022 2:53:38 PM

BUILDING TYPE 4 - EXTERIOR ELEVATIONS

11/9/2022 2:53:38 PM C:\Users\kseam\Documents\Townhouse Bu_Central_seam8RCF2.rvt



PLANT MATERIALS LEGEND



Trees	Size	Quantity
Acacia aneura Mulga Acacia	2" caliper	59
Bauhinia lunarioides * Anacacho Orchid Tree	2" caliper	8
Caesalpinia cacalaco 'Smoothie' Thornless Cascalote	2" caliper	8
Callistemon citrinus 'CV01' Slim * Slim Dwarf Bottlebrush	15 gal.	
Chilopsis linearis Desert Willow - Purple	2" caliper	3
Havardia mexicana Mexican Ebony	24" box	2
Olneya tesota Ironwood	3" caliper	2
Phoenix dactylifera Date Palm	16' to pineapple	6
Pistacia atlantica x integerrima Red Push Pistache	2" caliper	28
Pistacia lentiscus Mastic Tree	2" caliper	4
Quercus virginiana 'Cathedral' Oak	2" caliper	112
Quercus virginiana 'Cathedral' Oak	3" caliper	11
Sophora secundiflora * Texas Mountain Laurel	2" caliper	2
Ulmus parvifolia 'Allee' Elm	2" caliper	59
Prosopis juliflora Arizona Native Mesquite	Salvage	1

Exra Large Shrubs	Size
Bougainvillea 'Rosenka' *	
Bougainvillea	5 gal.
Caesalpinia pulcherrima *	
Red Bird of Paradise	5 gal.
Dodonea viscosa *	
Hopbush	5 gal.
Tecoma alata 'Orange Jubilee' *	
Orange Jubilee	5 gal.
Tecoma x 'Bells of Fire' *	
Bells of Fire	5 gal.
Large Shrubs	**Size**
Leucophyllum langmaniae *	
Lynn's Legacy Sage	5 gal.
Simmondsia chinensis *	
Jojoba	5 gal.
Mdium Shrubs	**Size**
Bougainvillea 'Torch Glow' *	
Torch Glow Bougainvillea	5 gal.
Eremophila glabra spp. carnosa *	
Winter Blaze	5 gal.
Ermophila hygrophana Blue Bells *	
Blue Bells	5 gal.
Leucophyllum frutescens 'Compacta' *	
Compact Texas Sage	5 gal.
Nerium oleander 'Little Red' *	
Oleander 'Little Red'	5 gal.
Ruellia brittoniana	
Ruellia	5 gal.
Small Shrubs	**Size**
Olea europaea "Little Ollie"	
Litle Ollie Dwarf Olive	5 gal.
Teucrium chamaedrys *	
Germander	1 gal.

Groundcovers	Size
Eremophila prostrata *	
Outback Sunrise Eremophila	1 gal
Lantana montevidensis	
Purple Trailing Lantana	1 gal.
Lantana sp. *	
'New Gold' Lantana	1 gal.
Rosmarinus officinalis 'Prostratus' *	
Trailing Rosemary	1 gal.
Wecelia trilobata	
Wecelia	1 gal.
Cacti/ Accents	**Size**
Agave parryii 'Truncata' *	
Parry's Agave	5 gal.
Agave salmiana x ferox *	
Large Leaf Agave	15 gal.
Bouteloua gracilis	
Blond Ambition	5 gal
Carregeia gigantea *	
Saugauro	Salvaged 4
Cereus hildmannianus *	
Queen of the Night	5 gal.
Ferocactus acanthodes *	
Fire Barrel Cactus	Salvaged 1
Hesperaloe parviflora *	
'Brakelights' Red Yucca	3 gal.
Hesperaloe sp. Pink Parade *	
Pink Parade Hesperaloe	3 gal.
Hesperaloe funifera *	
Giant Hesperaloe	5 gal
Muhlenbergia capillaris	
'Regal Mist'	5 gal.

Inerts	
No Symbol	Crushed Rock 3/4" Screened, 2" Deep Apache Brown
	Turf- Mid-Iron Bermuda Sod
	Wood Fiber

NOTES:
1. ASTERISK (*) INDICATES THAT SPECIES IS INCLUDED ON THE CITY OF PHOENIX "LIST OF PLANTS ACCEPTABLE IN UTILITY EASEMENT.
2. REVEGETATION REQUIRED ON SLOPES WITH GRADE OF 4:1.

CITY OF PHOENIX

APR 04 2023

Planning & Development Department

Conceptual Landscape Plan

Home at Happy Valley

31268 BRETT H. ANDERSON Arizona U.S.A. EXP. 3-31-25

0' 30' 60' 90'

scale: 1:30
KIVA: 11-3168

date: 02.13.23

anderson
815 n. 1st avenue, suite 3
phoenix, az 85003

STATEMENT OF SUPPORT

By signing below, TB 19th Happy Valley LLC acknowledges that our company has communicated with representatives of the SAM Development Group LLC ("SAM") team; that TB 19th Happy Valley LLC is the owner of Parcel Nos. 210-10-023A, 210-10-030B, 210-10-008B, 210-10-008D, 210-10-008G, and 210-10-008F in Maricopa County located directly west of the proposed development; and that TB 19th Happy Valley LLC supports SAM's proposed Planned Unit Development (case numbers **Z-59-22-1** & **GPA-DV-3-22-1**) for a multifamily development located on an approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

The proposed project will include: (a) redevelopment of vacant and underutilized parcels with quality attainable apartments with resort style amenities and lush landscaping; (b) 226 units across different building types and townhomes; (c) 351 total parking spaces provided with 222 reserved carport spaces and 8 reserved garage spaces; (d) an enhanced landscape and pedestrian experience along 17th Avenue; and (e) enhanced landscape and open space around the site.

By signing below, TB 19th Happy Valley LLC supports SAM's Planned Unit Development zoning application.

Signature Joshua M. Rubinich Digitally signed by Joshua M. Rubinich DN: cn=Joshua M. Rubinich, email=jrubinich@tollbrothers.com, c=US Date: 2022.08.25 10:20:34 -04'00'	
Printed Name of Individual, Authorized Representative or Business Owner **Joshua M. Rubinich, Senior Vice President | Managing Director**	
Street Address **1140 Virginia Drive**	
City, State **Fort Washington, PA**	**Zip Code** **19034**
Phone Number **215-938-8191 | 484-868-1852**	
Email **jrubinich@tollbrothers.com**	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	PAUL SCORTEA		
Street Address	32025 N 19TH LN,		
City	PHOENIX	**Zip Code**	85085
Phone Number	(623) 326-9036		
Email	SCORTEA@GMAIL.COM		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature		
Printed Name of Individual or Ownership Entity	Ioan Mihaila	
Street Address	4416 W. Chama Dr.	
City	Glendale AZ	**Zip Code** 85310
Phone Number	(773) 491-7151	
Email	jm7151@yahoo.com	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

The proposed project will include (1) redevelop vacant underutilized parcels with quality attainable apartments with resort style amenities and lush landscaping (2) 226 units across different building types and townhomes (3) 351 total spaces provided with 222 reserved carport spaces and 8 reserved garage spaces (4) enhanced landscape and pedestrian experience along 17th Avenue (5) gated entry points with enhanced landscape and open space around the site.

By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature		
Printed Name	Alina Silagyi	
Street Address	2328 W. Andrea Dr.	
City	Phoenix, Az	**Zip Code** 85085
Phone Number	602-366-5746	
Email	alyseniorliving@gmail.com	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature	
Printed Name	CRISTIAN ZAHARIA
Street Address	25215 N 16th dr.
City	Phoenix
Zip Code	AZ. 85085.
Phone Number	602 327 8211
Email	bachistyba@gmail.com.

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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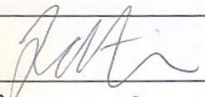
Signature			
Printed Name	Jennifer Cutilea		
Street Address	4605 W. Fallen Leaf Lane		
City	Glendale, AZ	**Zip Code**	85310
Phone Number	602-516-6881		
Email	jenny226528@gmail.com		

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I support Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature	Losif		
Printed Name	Losif Megreanu		
Street Address	25422 N 76th AVE		
City	PHX	**Zip Code**	85085
Phone Number	602 628 4006.		
Email			

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity DANIEL GHIURAU	
Street Address 3120 W CAREFREE HWY #773	
City PHOENIX	**Zip Code** 85086
Phone Number 602-505-4596	
Email DANIELGHIURAU@YAHOO.COM	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I have met with representatives of the Shelter Asset Management Development team and that I **support** Shelter Asset Management's Planned Unit Development for the approximately 7.8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I give my support to Shelter Asset Management's Planned Unit Development zoning application.

Signature			
Printed Name	Emanuil Petcte		
Street Address	3120 W. Carefree Hwy #414		
City	Phoenix AZ	**Zip Code**	85086
Phone Number	602 - 625 - 4081		
Email			

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	04/01/2023
Printed Name of Individual or Ownership Entity	CORNEL BELBE
Street Address	21455 N 33RD LN
City PHOENIX	**Zip Code** 85027
Phone Number	602-818-3144
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	4-1-2023
Printed Name of Individual or Ownership Entity Maria Pop	
Street Address 4428 W Fallen Leaf Ln	
City Glendale AZ	**Zip Code** 85310
Phone Number 602-292-9032	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity DANIEL MATIS	
Street Address 2415 W CAVEDALE AVE	
City PHOENIX	**Zip Code** 85085
Phone Number 623-308-6427	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	DAVID JAKAB
Street Address	27909 N 66TH AVE
City PHOENIX	**Zip Code** 85083
Phone Number	602-741-3685
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity MARCEL OLAR	
Street Address 331 W. ORANGEWOOD	
City PHOENIX AZ	**Zip Code** 85021
Phone Number 773-726-3960	
Email OLARMARCEL@GMAIL.COM	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity	Michael Jakab
Street Address	7441 N^th Black canyon Hwy
City Phoenix	**Zip Code** 85085
Phone Number	602-526-7832
Email	GoldenWoodFloorsaz@gmail.com

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	Daniel Budure
Street Address	5452 W. Fallen Leaf Ln
City Glendale	**Zip Code** Az - 85310
Phone Number	602-405-5124
Email	Cobra-hardwood az @ gmail.com

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	IERONIM MICI
Street Address	1920 W Yearling Rd.
City Phoenix	**Zip Code** 85085
Phone Number	602 799 0383
Email	micifamily@yahoo.com.

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	SERGIU BELBE.
Street Address	8324 W MISTY Willow LN.
City PEORIA.	**Zip Code** 85383.
Phone Number	602-818-4784
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity Narcis Chira	
Street Address 24215 N. 55th Ave	
City Glendale	**Zip Code** AZ
Phone Number 847-912-5166	
Email cnm17_2000@yahoo.com	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	Florica Pitu
Printed Name of Individual or Ownership Entity	FLORICA PITU
Street Address	3306 W. cloud Rd
City Phoenix	**Zip Code** 85086
Phone Number	847-877-4515
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity LIVIU R. ZAGREAN	
Street Address 27521 N. 33RD AVE	
City PHOENIX	**Zip Code** 85083
Phone Number 602-301-7940	
Email	

3/31/23, 8:54 AM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and Gener Plan Amendment application.

Signature	Alex
Printed Name of Individual or Ownership Entity	Alexandru Negrean
Street Address	26007 N 19th Ave
City	Phoenix
Zip Code	AZ 85085
Phone Number	602 405 5558
Email	info@azroyalgranite.com



3/31/23, 8:54 AM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	Alex
Printed Name of Individual or Ownership Entity	Alexandra Negrete
Street Address	26007 N 19th Ave
City: Phoenix	Zip Code: AZ 85085
Phone Number	602 405 5558
Email	info@azroyalgranite.com

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity VASILE TUPITA	
Street Address 25113 N 11TH AVE	
City PHOENIX AZ	Zip Code 85085
Phone Number 602 349 6174	
Email ULTUPITA@YAHOO.COM.	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature			
Printed Name of Individual or Ownership Entity	Nicoleta Mihaila		
Street Address	2812 W. Cloud Rd.		
City	Phoenix, AZ	**Zip Code**	85086
Phone Number	(602) 515-3511		
Email	nm.nicky@yahoo.com		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity	OCTAVIAN
Street Address	115 W QUARTZ ROCK RD.
City	PHOENIX
Zip Code	85085
Phone Number	602-692-6119
Email	OTICODRUTA@YAHOO.COM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity	CODRUT CUTILEA
Street Address	6025 W CIELO GRANDE
City GLENDALE	**Zip Code** 85310
Phone Number	602 619 3981
Email	CUTILEA CODRUT @ GMAIL.COM

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity	DANIEL MALUTAN
Street Address	25406 N. 15 th. Ln. P
City Phoenix	**Zip Code** 85085
Phone Number	6023735468.
Email	daniel malutan @ hat mail. com.

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature	
Printed Name of Individual or Ownership Entity	JOAH PECHETE
Street Address	2007 W BLAYLOCK Dr.
City PHOENIX AZ.	**Zip Code** 85085
Phone Number	602 405 5436
Email	danuaz.yahoo.com.

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature			
Printed Name of Individual or Ownership Entity	ALIN BUTUZA		
Street Address	6121 - W ROSE GARDEN - LN.		
City	GLENDALE - AZ.	**Zip Code**	85308
Phone Number	602 - 620 3513		
Email	Alinteodorescu29@yahoo.com.		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity PAUL ADRIAN BUTUZA	
Street Address 4651 W MARIPOSA GRANDE AVE	
City GLENDALE AZ	**Zip Code** 85310
Phone Number 602 - 820 - 3698	
Email PAULBUTUZA@GMAIL.COM	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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Signature			
Printed Name of Individual or Ownership Entity	LEONTIN SCORTEA		
Street Address	30907 N 25TH DR.		
City	PHOENIX	**Zip Code**	85085
Phone Number	(623) 227-9652		
Email	ONE@AIRFIBER.CC		

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity BABRIEL POP	
Street Address 34714 N 27th Ave	
City Phoenix	**Zip Code** 85086
Phone Number 602-559-8769	
Email	

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Signature DocuSigned by: 8069F291748140B...	4/1/2023
Printed Name of Individual or Ownership Entity Florin Popescu	
Street Address 20601 N 4th Ave	
City Phoenix	**Zip Code** 85027
Phone Number (808) 773-2878	
Email	

DocuSign Envelope ID: 997D41EA-395E-4E50-A8ED-894E8C5B2222

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Signature DocuSigned by: Mario Diaz 4E380D6160AD4F6...	4/3/2023
Printed Name of Individual or Ownership Entity Mario Diaz	
Street Address 7144 W Monte Lindo	
City Glendale	**Zip Code** 85310
Phone Number (602) 571-6530	
Email	

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature	
Printed Name of Individual or Ownership Entity Marius Groza	
Street Address 25822 N 20th Ave	
City PHOENIX	**Zip Code** 85085
Phone Number 602 - 459 - 6740	
Email	

DocuSign Envelope ID: D464A784-048F-4874-A3EC-B087CCC16C36

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

By signing below, I acknowledge that either I or my ownership company has communicated with representatives of Shelter Asset Management Development ("SAM") and that I **support** Shelter Asset Management's Planned Unit Development (Case Numbers **Z-59-22-1 & GPA-DV-3-22-1**) for a multifamily development located on an approximately 8-acre site located at the Northwest Corner of 17th Avenue and Happy Valley Road.

The proposed development will include: (1) redevelopment of vacant and underutilized parcels with quality attainable apartments with resort style amenities and lush landscaping; (2) 226 units across different building types and townhomes; (3) 351 total parking spaces provided with 222 reserved carport spaces and 8 reserved garage spaces; (4) an enhanced landscape and pedestrian experience, inclusive of a detached sidewalk for public use, along 17th Avenue; and (5) gated entry points with enhanced landscape and open space around the site.

By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: Mihai Costea 1B31274B9E1A432...	4/3/2023
Printed Name of Individual or Ownership Entity Mihai Costea	
Street Address 1923 W Hide Trl	
City Phoenix	**Zip Code** 85085
Phone Number (480) 406-8713	
Email	

DocuSign Envelope ID: B36FA05A-D0C3-4856-AAF0-B5C1CE076319

STATEMENT OF SUPPORT FOR THE HOME AT HAPPY VALLEY DEVELOPMENT

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: 67E940EB6CD3469... DocuSigned by: 8E18E2CFC3BE438...	4/1/2023
Printed Name of Individual or Ownership Entity Narcis Dihel Corinne Belbe	
Street Address 3422 W Galvin St	
City Phoenix	**Zip Code** 85086
Phone Number 602-503-6620	
Email	

DocuSign Envelope ID: 7042AD0D-E3E4-4B30-81F3-A97C749D8535

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By signing below, I am expressing my support for SAM's 's Planned Unit Development zoning and General Plan Amendment application.

Signature DocuSigned by: Radu Tomuta C4D5E0A7A73C400...	4/3/2023
Printed Name of Individual or Ownership Entity RADU TOMUTA	
Street Address 6523 W Gold Mountain Pass	
City Phoenix	**Zip Code** 85083
Phone Number (623) 703-1092	
Email	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I am familiar with and **support** the proposed multifamily Shelter Asset Management Planned Unit Development for the approximately 7.8-acre site located north of the northwest corner of 17th Avenue and Happy Valley Road.

I understand the proposed project will include (1) developing vacant/underutilized land parcels with quality attainable apartments with resort style amenities and lush landscaping; (2) 226 units across different building types and townhomes as a buffer to the north; (3) 351 total parking spaces provided with 222 carport spaces and 8 reserved garage spaces; (4) enhanced landscape and pedestrian experience along 17th Avenue; and (5) enhanced landscape and open space around the site.

I am a business-owner in the area, and hereby give my support to the project and to Shelter Asset's zoning application.

Signature	
Printed Name	NATHAN JAEHNIG
Street Address	1730 W. HAPPY VALLEY RD. #102
City PHOENIX	Zip Code 85085
Phone Number	480 510 7719
Email	NATE @ BN - CONCEPTS. COM

STATEMENT OF SUPPORT

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I am a business-owner in the area, and hereby give my support to the project and to Shelter Asset's zoning application.

Signature Kurt Homan Type text here	
Printed Name Kurt Homan	
Street Address 1540 W. HAPPY VALLEY RD.	
City PHOENIX	**Zip Code**
Phone Number 623-869-6757	
Email kurt@nativeresources.com	

STATEMENT OF SUPPORT

By signing my name below, I acknowledge that I am familiar with and **support** the proposed multifamily Shelter Asset Management Planned Unit Development for the approximately 7.8-acre site located north of the northwest corner of 17th Avenue and Happy Valley Road.

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I am a business-owner in the area, and hereby give my support to the project and to Shelter Asset's zoning application.

Signature 	
Printed Name	
Street Address	
City	**Zip Code**
Phone Number	
Email	

From: Alison McKee
To: Matteo Moric
Subject: Village Planning committee guidelines
Date: Wednesday, April 12, 2023 8:39:13 AM

Matteo,
It was a pleasure speaking to you today. Can you please forward on the guidelines/rules/handbook that the village planning committee receives? Certainly the city of Phoenix has some sort of rules for this volunteer committee to abide by. It seems, in the past, that they completely disregard all community input and already have their mind up made up when we show up to the meetings. While our community is not in the City of Phoenix, we should be afforded the same consideration as if our properties were annexed.

Thank you,
Alison McKee
602-702-3676.

From: Barbara
To: PDD Deer Valley VPC
Subject: Case #Z-67-22-3
Date: Wednesday, April 12, 2023 8:39:12 AM

I am responding to rezoning request,
Case #Z-67-22-3 rezones the C2 portion of the parcels from intermediate commercial to multi family. Case #GPA-DV-3-22-1 amments the general plan from residential, 3.5 - 5 units per acreto multi-family 15+ units per acre.

I am a resident located in the area of Happy Valley and 15th Ave.

I built my home in this area for the rural atmosphere in the 1980s decades ago and spent a short time serving on the Deer Valley Village Planning Committee many years ago.

The general plan for Deer Valley Village promised a buffer of light commercial, medical/dental/office space transitioning into our rural community. This type of zoning would contain businesses that are generally open 5 days a week, regular business hours, closed holidays. An apartment complex of 226 units will generate increased traffic & noise 24-7, 365 days a year and IS NOT an appropriate transition into our community.

Please comply with the original general plan of the committee and deny this request.

Sincerely,

Barbara Yednak

Sent from my iPhone

From:	Alison McKee
To:	Matteo Moric; PDD Deer Valley VPC; Council District 1 PCC; Mayor Gallego
Subject:	#Z-67-22-3 #GPA-DV-3-22-1
Date:	Wednesday, April 12, 2023 11:51:08 AM
Attachments:	GPA-DV-3-22-1.pdf

Matteo,
The document I was referencing in my phone conversation with you today about the upcoming meeting regarding case #z-67-22-3 and #gpa-dv-3-22-1, is attached to this email. There is misinformation in this document being shared with the village planning committee that completely white washes the drastic zoning and general plan changes that are being proposed. It states that one of the parcels in the proposed multi-family housing project is zoned S-1, but in other parts of the document it refers to the same parcel allowing 3.5-5 units per acre. Per the city's own zoning ordinance, there is only 1 dwelling per acre allowed on S-1 zoned parcels. Please reference the City of Phoenix zoning ordinance with the link I have provided. https://phoenix.municipal.codes/ZO/603 [phoenix.municipal.codes] Also, the attached document says these are "minor" changes to the general plan. How is a small office complex and 5 homes (per the current zoning) being changed to a 226 unit apartment complex a minor change? It is a HUGE change, which destroys the present and desired character of our unincorporated rural community. How can staff recommend approval of this project when they don't even know their own city ordinances?

Also, the aforementioned zoning ordinance clearly states that S-1 properties "can be maintained without impairment from industrial, commercial or **higher density residential development.**" Since the S-1 zoned property in question borders, the Toll Brothers project, staff, the Village Planning committee, the city council and mayor **blatantly** disregarded their own zoning ordinance and passed through The Toll Brothers project, adjacent to a City of Phoenix S-1 parcel. The character of that parcel, whether developed or not, should have never been compromised with the enormous Toll Brothers complex.

I personally have been told by several City of Phoenix staff members, in conversations regarding the aggressive rezoning of our area, that the county equivalent to the city's S-1 zoning is, RU-43. Since the new proposed project, Home at Happy Valley, borders RU-43 zoned properties, we are going to insist that we are given the same consideration as City of Phoenix S-1 zoned properties. The fact that we are not annexed into the city should have no bearing on how we are treated as a community. We expect our rural community to be maintained without the impairment of this high density, multi -family,

"more attainable" (aka cheap), apartment complex. We have been bowled over in the past because we are unincorporated, and we refuse to be bowled over again. Home at Happy Valley can find a home elsewhere!

In conclusion, follow your own city ordinances and your own mission statement. **Mission:** Planning, Development and Preservation for a Better Phoenix. Preserve rural communities in the greater Phoenix area!

Regards,

Alison McKee

602-702-3676

On Wed, Apr 12, 2023, 8:50 AM Matteo Moric <matteo.moric@phoenix.gov> wrote:

> Hello Alison,
>
> It was a pleasure talking with you, as well. Here is a link to the Village Planning Handbook online: TABLE OF CONTENTS (phoenix.gov)
>
> If the link does not work for some reason, please let me know and I can save the pdf version and forward it onto you.
>
> I hope you feel better soon.
>
> Thank you,
>
> ***Matteo Moric***
>
> **Planner II* Village**

City of Phoenix

Planning and Development Department

Long Range Planning Division

200 West Washington Street

Phoenix, Arizona 85003

matteo.moric@phoenix.gov

(602) 261-8235



Mission: Planning, Development and Preservation for a Better Phoenix

---

From: Alison McKee <alisonsmckee@gmail.com>
Sent: Wednesday, April 12, 2023 8:39 AM
To: Matteo Moric <matteo.moric@phoenix.gov>
Subject: Village Planning committee guidelines

Matteo,

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Thank you,

Alison McKee

602-702-3676.

From: Michael Mosharrafa
To: Graff, Benjamin W.
Subject: Rezoning Case Happy Valley / 17th Ave
Date: Thursday, April 13, 2023 12:27:06 PM
Attachments: image001.png

Hi Ben,

Received your rezoning notice for the above referenced site today. Reaching out to tell you that Cobblestone is in support of your proposed development. Good luck!

Best,
Michael

Michael Mosharrafa
Project Manager – Architecture & Development
Cobblestone Auto Spa Corporate

8900 E. Bahia Dr. Suite 200
Scottsdale, AZ 85260
t. (602) 919-1218
f. (602) 787-0400
e. m.mosharrafa@cobblestone.com
w. cobblestone.com [cobblestone.com]

From:	Alison McKee
To:	Matteo Moric; PDD Deer Valley VPC; Council District 1 PCC; Mayor Gallego
Subject:	case #Z-67-22-3 #GPA-DV-3-22-1
Date:	Tuesday, April 18, 2023 10:04:56 AM

Deer Valley Village Planning Committee,
I am writing to plead with you to finally do the right thing for our rural community. Two large apartment complexes are already on the way that will disrupt our way of life and the character of our neighborhood. We cannot have another. The proposed zoning changes and general plan amendment to make way for Home at Happy Valley, must not be recommended to the City of Phoenix council. I hope you all will take the time to read this email in its entirety, as it makes it clear that the approval by your committee and recommendation to the council of case #Z-67-22-3 and GPA-DV-3-22-1 would be against city zoning ordinances and the City of Phoenix General Plan goals. I have also attached a video that represents just a fraction of what my husband and I do on our rural property. You and the city council have already damaged, irreparably, our lifestyle and neighborhood by approving other zoning changes and general plan amendments. Do not do this again to us, our animals and our neighbors.

Home at Happy Valley, a multi-family housing development, is different from the other developments in that it DOES NOT border a major road. It is on 17th Avenue which is surrounded by Maricopa County RU-43 properties. This will make traffic on our rural dirt roads a nightmare. Please don't believe developers when they claim residents from these apartments won't use our roads. Happy Valley and 19th Avenues are already congested because the city has not adequately improved them for the traffic created by the neighboring community of Union Park. We already have drivers using our rural area as a cut through. This problem will only be compounded by the building of the 2 other apartment complexes. We simply will not tolerate more traffic that will be caused by a third.

The City of Phoenix General Plan talks about certainty. Something that the city has taken away with the aggressive rezoning of our area. My husband and I thoroughly research the zoning in this area before choosing it for our home. The general plan at the time showed commercial, medical/dental office space as the buffer between our rural community and a growing city. We were happy with that, as were other residents since those are businesses that are typically 9-5, 5 days a week, closed holidays. No one lives in an office to be bothered by our rural activities that include lots of animal sounds and smells. Please vote no on the general plan amendment and help us maintain the certainty that it promises and honor the statement to, "Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood."

In the City of Phoenix zoning ordinances, section 603, there are rules specifically written to protect rural zoned, low density, residential properties. I'm just going to type out the entire thing for you to read. "The S-1, ranch or farm residence district, is a district designed to provide for very low density farm or residential uses to protect and preserve lower density areas in their present or desired character. It is intended that the S-! district will afford areas where semi-rural residential and agricultural uses and be maintained without impairment from industrial, commercial or higher density residential development." During annexation meetings, the City of Phoenix staff and your committee has told residents of our community that S-1 is the equivalent to county RU-43 zoning. Just because we are not incorporated, does not mean that we shouldn't be protected and preserved in the manner described above. The City of Phoenix has very specifically made these rules to protect areas like ours. We expect

you to follow those rules and vote no on the zoning change and general plan amendment.

I have thoroughly gone through the Village Planning Handbook and specifically studied the points to consider for rezoning and general plan amendments. I implore you all to dust off that handbook and look at those points, one by one, like I have, in regards to the cases currently before you. If you do, and if you keep in mind the rural zoning ordinance and the goals of the general plan, you must reach the same conclusion, that case #Z-67-22-3 and #GPA-DV-3-22-1 must not be recommended to council.

Enjoy the video of our rural dream.
Link to video of Big Tank Ranch. https://youtu.be/oGCJTNNaVrk [youtu.be]

Kind regards,
Alison McKee
602-702-3676

DEER VALLEY VILLAGE PLANNING COMMITTEE

RE: April 20, 2023 6 PM Meeting

Items 6 & 7 - GPA-DV-3-22-1 (Companion Case Z-59-22-1)

We resigned ourselves to the USAA development years ago. We actually thought it might afford our area and zoning some protection as we had 19th Avenue between us, and that did seem to be enough distance to allow us to compatibly maintain our current zoning and the rural aspect of our community. Then that barrier that we fought so hard to maintain was breached and suddenly there is nothing but a lot line between 3 - 5 story high density apartments, and homes with R-43 zoning designation (which affords them the right to have space & livestock). Where we once had to look into the distance to see multi story buildings, we now will simply have to look up.

For years the Deer Valley Village Planning Committee assured us of the goal to maintain the "character" "certainty" and "continuity" of the area that many have invested a lifetime into. Suddenly it has become critical to completely disrupt or abolish the zoning in which we securely built our homes, families, and lives in. Throughout those years we have nurtured and raised our families, and a big part of our family always included our outdoor family ; a pot bellied pig (adopted from the Humane Society – lived 12 years) a sheep (that had been "dumped" in the desert- lived 14 years) peafowl (that lived to be 30!! years old) chickens, ducks, & horses (many were rescues) , and none of which would have been compatible with the current proposed changes. (Btw only left out our dogs and cats because they are part of our "indoor" family) .

It's been a slap in the face to have been demeaned and ignored by the "powers that be" and the high $ developers and lawyers that have but one quest in mind $$$$$. There was a day this City & State embraced and respected the diversity of the neighborhoods that developed around the valley, but evidently that time has past. So now it is not enough to have this type of development of the outskirts of our neighborhood, now they seek to come within, to the heart of our County Island. Now they also seek to put high density zoning onto property that does not even have direct access to Happy Valley Rd or 19th Avenue, and should not be allowed to travel North on 17th Avenue using our Private Roads.

We are a landlocked triangular piece of County land. The roads within are private and essentially go nowhere due to the CAP. It is a travesty and extremely inappropriate to burden us with having to deal with the traffic (auto or foot) that will be inevitable with these projects. We have a right to keep our roads as private (as we will) as well as a right to expect that to be respected.

We are requesting that you evaluate carefully your sense of values when you are weighing the options here. Much more weight should be afforded to those of us who have already deeply vested ourselves into this area through much hard work and sacrifice, as opposed to the deep pockets of developers who are in this strictly for the money. They can yadayadayada all they want about how they are protecting us from worse and they are being a "buffer" from the realities of todays world, but like it or not they are the people YOU, as the Deer Valley Planning Committee, are supposed to be protecting us from as they are funding and looking out for their interests only. We don't have deep pockets or paid time to continually have to fight "to simply maintain" what we bought years ago and have nurtured, built and existed within for years.

Over the years the Deer Valley Village Planning Committee had continued to indicate the "plan" for our area was low density housing. We understand things change over time, however the terms continually used involving "buffers and compatibility" led us all to believe that we could be comfortable in investing our time and efforts into creating what has become a home for us all. As our representatives you should live up to those past commitments, assure us that we weren't misled all these years, and make sure any changes made truly are "compatible buffers" to what already is. Let us maintain that sense of certainty so that we can continue to invest in our surroundings, not feel that we need to run from them

At a MAXIMUM the only changes we could be comfortable with on this 8 acre parcel would be 1 unit per ¼ acre, more preferably per 1/3 acre, most preferably per 1.25 acre as it stands – That would be much closer to a "Webster" definition of a "buffer" within the existing neighborhood (which has been happily co-existing with R-43 zoning for DECADES)

And in case there is any doubt that the vast majority of owners/dwellers within this County Island all feel the same about drastically changing zoning/density. Please refer to all of the signatures on petitions for the last 2 projects (Toll Brothers/Bungalows) that we all put much time and effort into to stop, only to be marginalized thru "Virtual Meetings" that were fraught with "technical errors" and which ended up silencing the cumulative voices asking for common sense to see that projects of 52.5 acres with 665 housing units is hardly a "buffer" nor compatible with the R-43 property it directly borders – we are weary of fighting over and over again for the same thing when it is obvious that we are considered irrelevant to the "grand scheme of things" .

So once again rallying the troops to be a show of force is also a challenge. That is how most developers win I believe. That is their livelihood, whereas for us it is actually our day to day lives which we must continually "find more time in" to dispute those who are being paid to disrupt our day to day lives and our futures which now sadly always seem to be uncertain. Hopefully our turn out will be strong even if we are weary, but if not please also keep that aspect in your thoughts.

Also, please refer to my 3rd sheet to gain some perspective on what we have been, and are, going thru.

Respectfully and still Hopeful,

Richard & Laurel Brodie

25657 N. 17th Ave

Phoenix, AZ 85085

Resident since 1988

laurel@clearskies.com

ATTACHMENT FOR THE DISCUSSIONS OF

Items #6 & #7 April 20, 2023

GPA-DV-3-22-1 (Companion Case Z-59-22-1):

Please consider our realities on this matter – these are “rough” numbers

Original triangular County Island with R43 zoning - (bound by 19th Avenue - Happy Valley Rd - CAP) Roughly 366 +/- acres - (Note: - which is also essentially a land locked parcel of land with most roads going nowhere and with no outlets - That leaves Parsons Rd. and ALL North-South Avenues crossing Parsons at a HUGE risk for detrimental traffic impact if this project is approved

Acreage still zoned residential R-43/S-1 (but owned by Churches (which brings in large volumes of outside traffic and set to increase with the building of a school on 15th Ave) 48 acres

Acreage approved by the City for High Density Housing - 52.5 acres - This new development on 17th Ave would bring that to 60.5 acres

Acreage owned and used by commercial businesses - 23.5 acres (all on Happy Valley Road)

Vacant acreage on 19th Ave at risk of being targeted for re-zoning - 10 acres

So in essence our land locked County Island has already lost over 1/3 of our acreage to non-conforming zoning

If this new site on 17th is approved we have gone from an area that would max have maxed out at 1,464 actual residents to an area that will now look like this -

224 R-43 zoned acres (est 896 people)
60.5 high density PUD zoned acres (proposals indicate a total of 901 UNITS) - (est 2,408 people)

for a total of 3,872 people

plus
48 acres (churches) with a high traffic impact that is about to become a daily issue with the building of a school on their grounds

ATTACHMENT C

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-59-22-1
INFORMATION ONLY

Date of VPC Meeting	February 9, 2023
Request From	S-1 and C-2
Request To	PUD
Proposed Use	Multifamily Residential
Location	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road

VPC DISCUSSION:

No quorum.

STAFF COMMENTS:

None.

ATTACHMENT D

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-59-22-1

Date of VPC Meeting	April 20, 2023
Request From	S-1 and C-2
Request To	PUD
Proposed Use	Multifamily Residential
Location	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
VPC Recommendation	No quorum
VPC Vote	No quorum

VPC DISCUSSION:

No quorum.

STAFF COMMENTS:

None.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
May 4, 2023

ITEM NO: 3	
	DISTRICT NO.: 1
SUBJECT:	
Application #:	Z-59-22-1 (Home at Happy Valley PUD)
Location:	Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
From:	S-1 and C-2
To:	PUD
Acreage:	8.00
Proposal:	Planned Unit Development to allow multifamily residential
Applicant:	Shelter Asset Management
Owner:	Red Hawk Partners, LLC, et al.
Representative:	Benjamin Graff, Quarles & Brady, LLP

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Deer Valley 2/9/2023 Information only - No quorum.
Deer Valley 4/20/2023 Recommendation - No quorum.

Planning Commission Recommendation: Approval, per the staff recommendation.

Motion Discussion: N/A

Motion details: Commissioner Gaynor made a MOTION to approve Z-59-22-1, per the staff recommendation.

Maker: Vice-Chair Gaynor
Second: Gorraiz
Vote: 5-3 (Busching, Perez, and Simon)
Absent: Mangum
Opposition Present: Yes

Findings:

1. The proposal would allow multifamily residential, which is compatible with proposed land uses to the west and is consistent with the proposed General Plan Land Use Map designation of Residential 15+ dwelling units per acre.

2. The proposal, as stipulated, protects the character of the surrounding area by providing additional landscape setbacks, open space, and limiting height adjacent to single-family residential properties to the north.

3. The subject site is appropriate for residential uses at the proposed densities and provides new housing opportunities in the Deer Valley Village and in close proximity to employment uses.

Stipulations:

1. An updated Development Narrative for the Home at Happy Valley PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 4, 2023, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

2. A minimum of 30 feet of right-of-way shall be dedicated for the west side of 17th Avenue, as approved by the Planning and Development Department.

3. The applicant shall submit a Traffic Impact Study to the City for this development. The developer shall be responsible for cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.

4. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping, and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

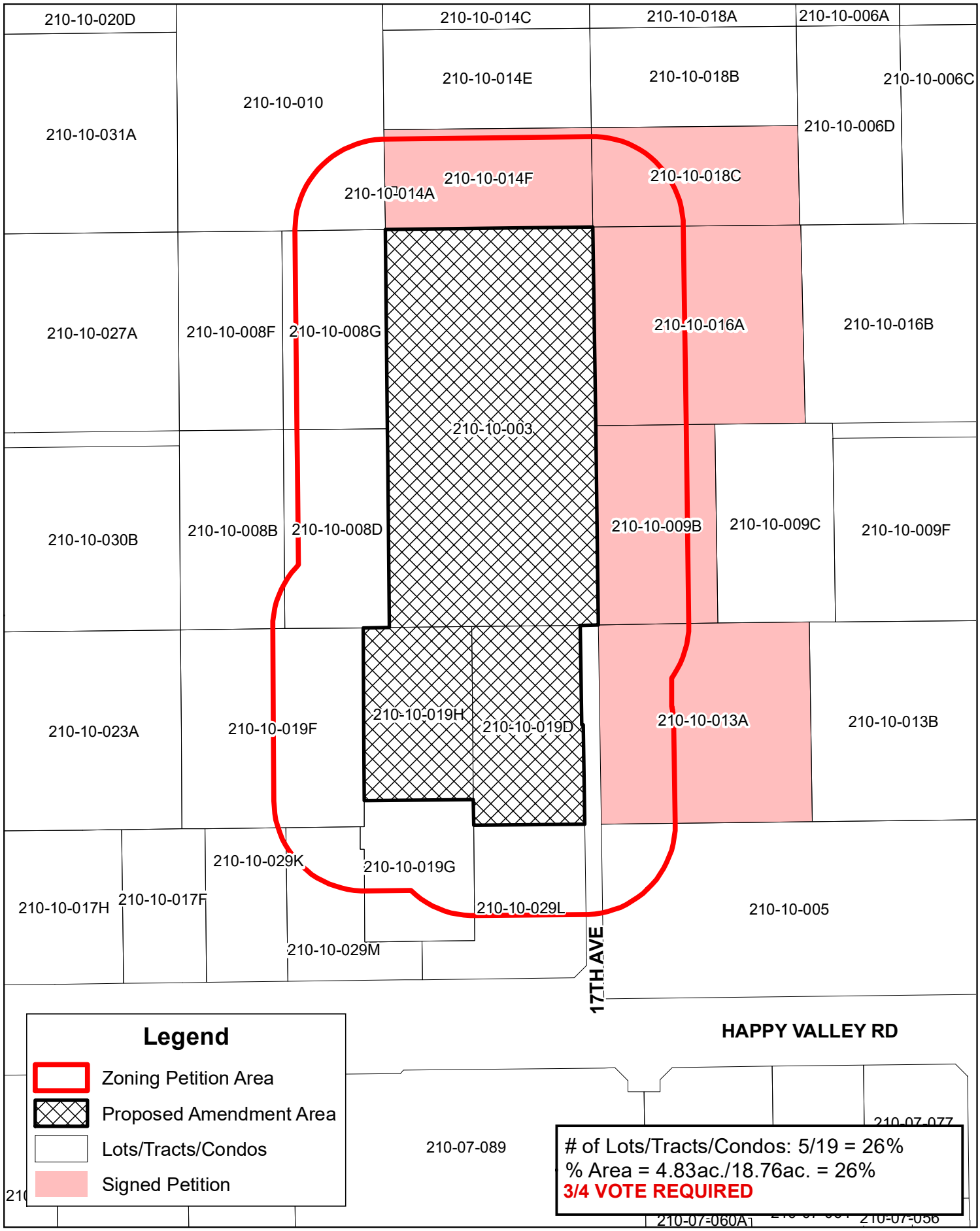
5. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

6. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

7. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder’s Office and delivered to the City to be included in the rezoning application file for record.

This publication can be made available in alternate format upon request. Please contact Angie Holdsworth at (602) 495-5622, TTY use 7-1-1.

ATTACHMENT F



S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\Petitions\Z-59-22-1_GPA-DV-3-22-1\Z-59-22-1_GPA-DV-3-22-1.mxd

Petition Verification Map for Z-59-22-1

0 100 200 Feet

Map prepared by City of Phoenix, Planning & Development Services Dept. 5/12/23

CITY OF PHOENIX
PLANNING AND DEVELOPMENT DEPARTMENT

FORM TO REQUEST PC to CC **I HEREBY REQUEST THAT THE CC HOLD A PUBLIC HEARING ON:**					
APPLICATION NO/ LOCATION	**Z-59-22-1** and **GPA-DV-3-22-1** Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road	***(SIGNATURE ON ORIGINAL IN FILE)***			
		opposition	**x**	**applicant**	
APPEALED FROM:	PC May 4, 2023	1219 West Parsons Road Phoenix, AZ 85085			
	PC DATE	*STREET/ADDRESS/CITY/STATE/ZIP*			
TO PC/CC HEARING	CC May 31, 2023	Alison McKee 602-702-3676 alisonmckee@gmail.com			
	CC DATE	*NAME / PHONE / EMAIL*			
REASON FOR REQUEST: **See the attached document(s) for an appeal and request for a ¾ vote.**					
RECEIVED BY:	Jerroid Hopkins	**RECEIVED ON:**		511/2023	

Alan Stephenson
Joshua Bednarek
Tricia Gomes
Racelle Escolar
Stephanie Vasquez
Diana Hernandez
David Urbinato
Vikki Cipolla-Murillo

Greg Harmon
Paul M. Li
Village Planner
GIS
Applicant
Byron Easton (for PHO Appeals)

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

CITY OF PHOENIX
MAY 11 2023
Planning & Development Department

The **PLANNING COMMISSION** agenda for **May 4, 2023** is attached.

The **CITY COUNCIL** may approve the recommendation of the Planning Commission without further hearing **unless**:

1. A **REQUEST FOR A HEARING** by the **CITY COUNCIL** is filed within seven (7) days.

   There is a $630.00 appeal fee for hearings requested by the applicant, due by 5:00 p.m. **May 11, 2023**.

   Any member of the public may, within seven (7) days after the Planning Commission's action, request a hearing by the City Council on any application. If you wish to request a hearing, fill out and sign the form below and return it to the Planning and Development Department by 5:00 p.m. **May 11, 2023.**

2. A **WRITTEN PROTEST** is filed, no later than seven (7) days after the Planning Commission's action, which requires a three-fourths vote. A written protest will require a three-fourths vote of the City Council to approve a zoning change when the owners of at least 20 percent of the property by area and number of lots, tracts, and condominium units within the zoning petition area have signed the petition. The zoning petition area includes both the area of the proposed amendment, and the area within 150 feet of the proposed amendment, including all rights-of-way. For condominium, townhouse and other types of ownership with common lands, authorized property owner signatures are required. Please see Planning and Development Department Staff for additional information prior to gathering signatures.

   To require a three-fourths vote of the City Council for approval, a written protest for applications on this agenda must be filed with the Planning and Development Department by 5:00 p.m. **May 11, 2023.**

   The Planning and Development Department will verify ownership by protestors to determine whether or not a three-fourths vote will be required.

3. A **CONTINUANCE** is granted at the **PLANNING COMMISSION**. In the event of a continuance, there is an $830.00 fee due from the applicant within fourteen (14) days, by 5:00 p.m. **May 18, 2023.**

FORM TO REQUEST CITY COUNCIL HEARING

I HEARBY REQUEST THAT THE CITY COUNCIL HOLD A PUBLIC HEARING:

Z-59-22-1 GPA-DV-3-22-1
APPLICATION NO.

210-10-003, 210-10-019D, 210-10-019H
LOCATION OF APPLICATION SITE

5/4/23
DATE APPEALED FROM

☒ OPPOSITION
☐ APPLICANT

Jerroid Hopkins Jerroid Hopkins
PLANNER
(PLANNER TAKING THE APPEAL)

BY MY SIGNATURE BELOW, I ACKNOWLEDGE CITY COUNCIL APPEAL:

Alison McKee
PRINTED NAME OF PERSON APPEALING

Alison S. McKee
SIGNATURE

1219 W. Parsons Rd.
STREET ADDRESS

5/11/23
DATE OF SIGNATURE

Phoenix, AZ 85085
CITY, STATE & ZIP CODE

602-702-3676
TELEPHONE NO.

alisonsmckee@gmail.com
EMAIL ADDRESS

REASON FOR REQUEST

See attached

APPEALS MUST BE FILED IN PERSON AT 200 WEST WASHINGTON, 2ND FLOOR, ZONING COUNTER

Happy Valley Rural Neighbors

Neighbors residing in the rural community in the area of 19th Ave & Happy Valley Road are respectfully requesting a hearing by city council and a continuance at the planning commission regarding cases Z-59-22-1 and companion case GPA-DV-3-22-1 to make way for PUD, Home at Happy Valley. We are also submitting a written protest to require a ¾ vote when these matters go before City Council. The reasons for these requests are listed below.

1. Neighborhood concerns were not heard at the Village Planning Committee Meeting as there was no quorum. Community members missed an opportunity, with great neighborhood turnout, to voice our concerns to the committee, staff and the developers representative.
2. Traffic issues have not been addressed by city staff or the developer. The developer may have an approved traffic plan, but our private, county roads were not involved in the traffic study used to create the traffic plan. No concrete plan is in place to keep traffic from the proposed PUD from driving on private, dirt roads that are owned and maintained by rural residents. Also, no information was given by staff that would indicate when Happy Valley Rd. to the east of 17th Ave would be improved to accommodate traffic from this proposed PUD. It is currently 1 lane, each direction with no turn lanes. Traffic concerns should be addressed prior to going to council.
3. Entrance and exits to the proposed PUD have not been sufficiently addressed. Neighbors have repeatedly asked how apartment residents would be kept from turning north to exit onto our private roads. We have yet to receive an answer other than the possibility of signage. Using our private county roads to enter onto the 17th Ave entrance has not been discussed at all. The south entrance of the proposed PUD is through the parking lot of a Preschool/Daycare. Neighbors cannot think of a more inappropriate place to increase traffic. These issues should be addressed and a favorable agreement needs to be met prior to this matter going to council.
4. Height issues have not been sufficiently addressed and are not warranted in the area. This needs to be discussed prior to going to council. The proposed PUD includes a 5-story building. There

are **NO** 5-story apartment buildings in the vicinity. In fact, all of the new apartments on Happy Valley Rd, 19th Ave south of Happy Valley, and even on the frontage road of I-17 from Jomax to Dixeleta are 3-stories. All of the aforementioned apartment complexes abut commercial properties, yet are 3-stories. It is not in character of the area and is not appropriate to put a 5-story building near rural, single-family residences.

5. Outreach efforts to our rural community were very minimal, and while they did meet the meager City of Phoenix requirements, were not sufficient to engage neighbors in our community. The developer's representative's comments during the Planning Commission meeting stating that outreach was done "heavily" in the area was a gross misrepresentation. Only 15 out of approximately 100 rural homes received notification. (see attached outreach map) And, the placement of the outreach signage was misleading. Many neighbors that saw the sign thought that the rezoning was for the C-2 zoned parcels only, as it is about as far away as possible from the S-1 zoned parcel that abuts our rural community.
6. Community support was misrepresented at the Planning Commission Meeting. Specifically, support from the RU-43 property that abuts the north border of the proposed PUD. Developer reps indicated in their powerpoint to the Planning Commission that the owners, Wayne Hudgeons and Kimberly Eller, supported the planned PUD. In fact, they do not support the rezoning, general plan amendment or the PUD Home at Happy Valley. (see attached sheets from powerpoint and letter from Hudgeons/Eller.) We think that this is very significant because commissioners were errantly told that the only RU-43 property bordering this proposed PUD was in favor. We have no idea how the vote would have gone had they been given correct information.
7. We think it is important for all of the city departments, committees, commissioners and the council to understand why there is widespread support of the proposed re-zoning, general plan amendment and PUD by the Romanian community in the area and Happy Valley Romanian Church. The support has nothing to do with needing affordable housing in the area for their elderly and other church members, as stated at the

Planning Commission meeting. The 5 acre S-1 zoned parcel (210-10-003) is owned by a member of the Romanian Church.

8. Finally, the proposed re-zoning, general plan amendment and PUD go against the City of Phoenix zoning ordinance and the general plan. Section 603 of the municipal zoning codes which states that the city will protect and preserve low density areas and their present and desired character, and that they may be maintained "without the impairment of higher density residential development." In part III of the general plan, under Certainty & Character, the goal clearly states, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood."

May 1, 2023

City of Phoenix, Arizona
Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Re: Rezoning Case No. Z-59-22-1 and Minor General Plan Amendment Case No. GPA-DV-3-22-1 (Rezoning Request Located North of the Northwest Corner of 17th Avenue and Happy Valley Road)

Dear Planning and Development Department,

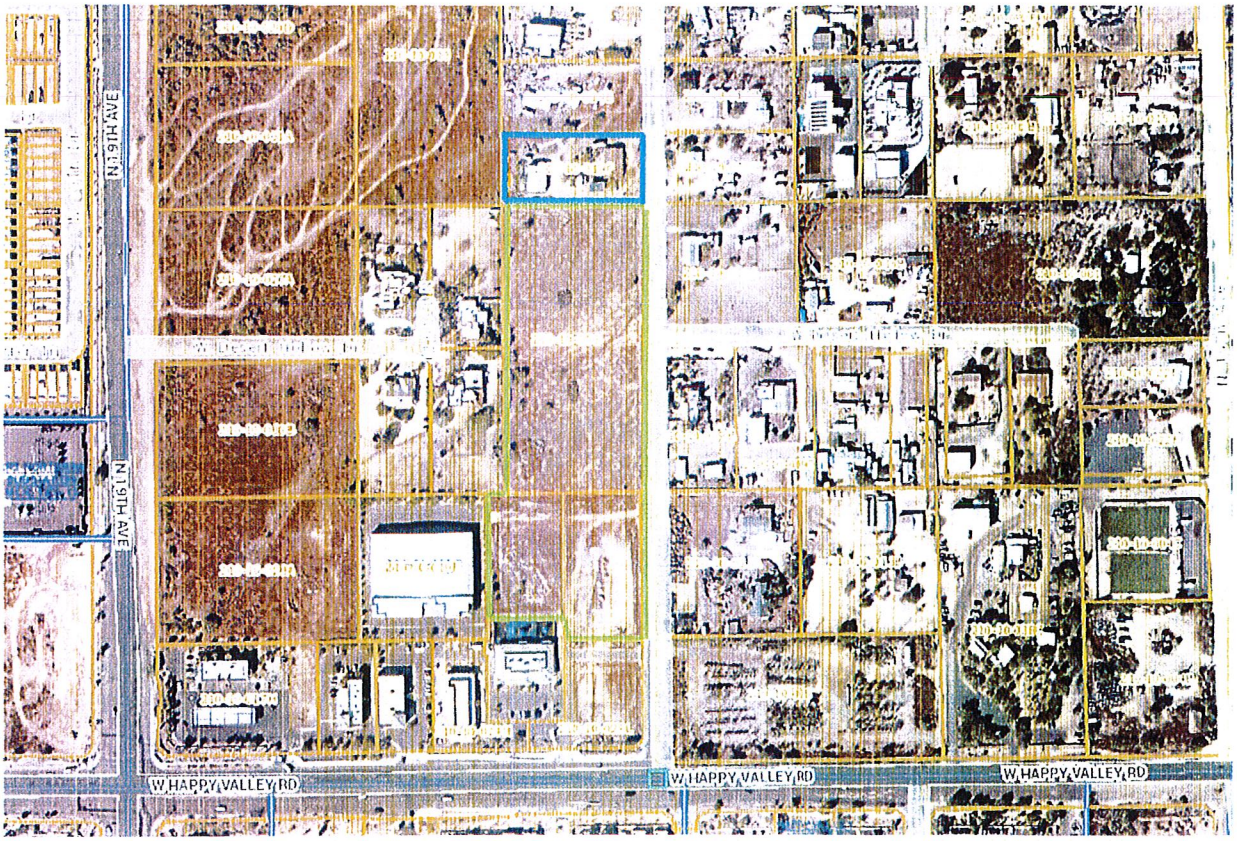
As the neighbors and property owners directly north of the PUD property located at 25406 North 17th Avenue, Phoenix, AZ 85058, We are NOT in support of the development and have stated that to the community outreach rep. Tom Bilsten. In fact we refused to write a letter of support when we were asked to do so before the 5/4/23 Planning Commission Hearing, and yet it was stated that we have testified to our support. While we are pleased that the developer has worked with us, we have never testified our support of this project or stated that we would like to have apartments or townhomes built next door to our rural home.

We have been in contact with Benjamin Graff, with Quarles & Brady LLP, who has continued to provide information regarding this rezoning case. We specifically met on two occasions, the first time on October 11, 2022, and again on January 30, 2023, to discuss our concerns to the PUD to limit the impact of this multi-family housing project on our rural home should the rezoning and general plan amendment be passed by the city council. The applicant was able to make appropriate changes including an increased perimeter wall along the northern boundary that is shared with our property. We also attended the neighborhood meeting hosted by Mr. Graff on August 30, 2022, and the Deer Valley Village Planning Committee Informational Meeting on February 9, 2023 and expressed that they have made provisions that were discussed. After review of the request, We are in NOT in support of rezoning this property from S-1 and C-2 to PUD (Planned Unit Development).

We respectfully request a continuance of the matter with the Planning Commission so that our Position can be correctly represented

Very truly yours,

Wayne Hudgeons
Kimberly Hudgeons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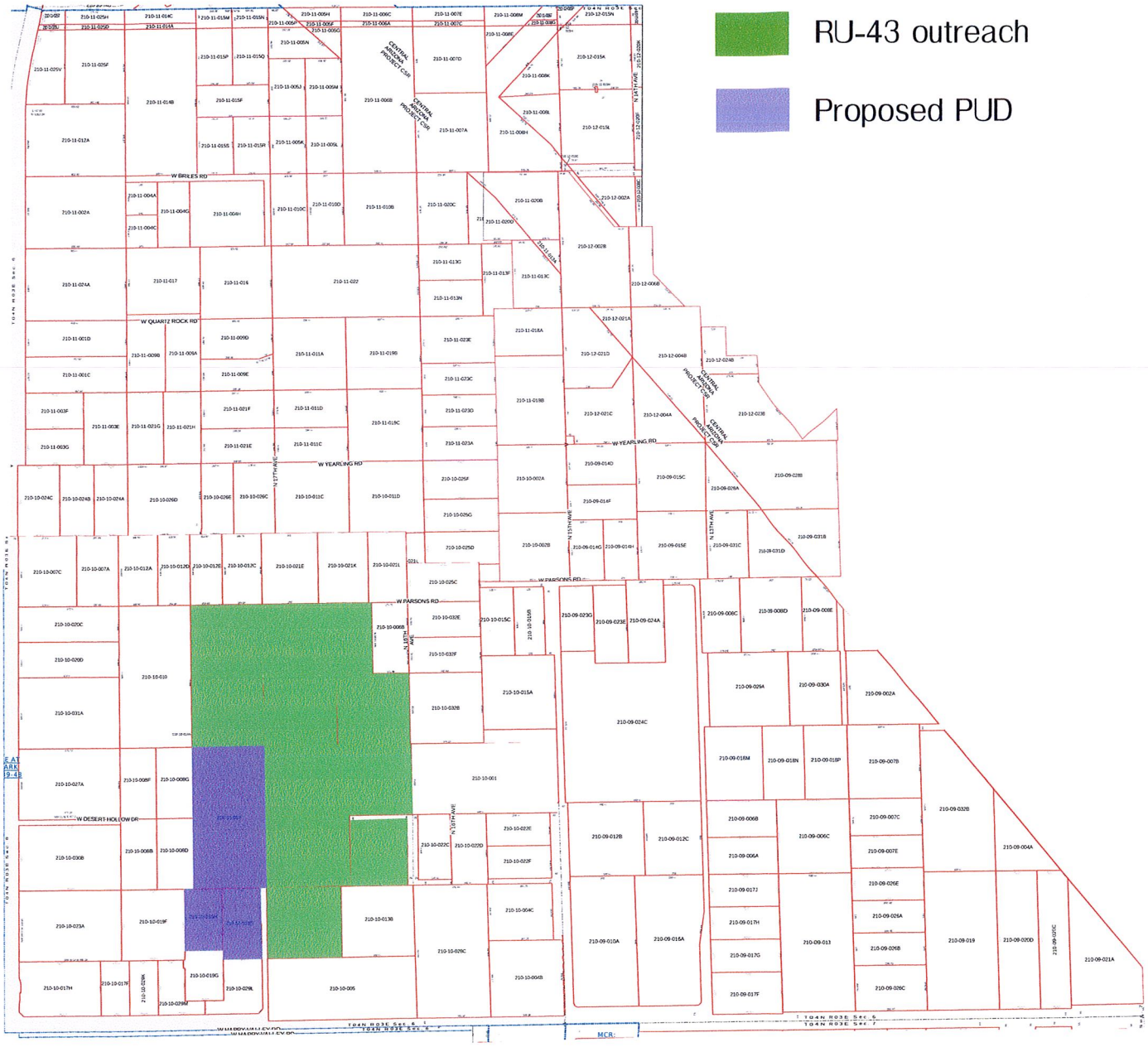


This map shows the "Happy Valley Triangle". There are currently about 100 RU-43 residences in the area, not including vacant land. In his presentation at the Planning Commission Hearling, Mr. Graff states that outreach was done "heavily" in the area. In fact, only the minimum outreach, reaquired by the city was done, despite the proposed PUD impacting the entire rural community. According to meeing affidavits provided to the city, a total of 15 residences or 15% received written notificaction about the proposed re-zoning and general plan ammendment. While 5 letters were sent, they went to the same 15 residences each time. Additional outreach of 8 other residences was attempted after the Village Planning Committee meeting that did not meet quorum. However, not all of those additional 8 received outreach. Mr. Graff says that he did not hear from concerned residents for 9 months and that reason is, quite simply, because the minimum required outreach to the rural community was not sufficient.

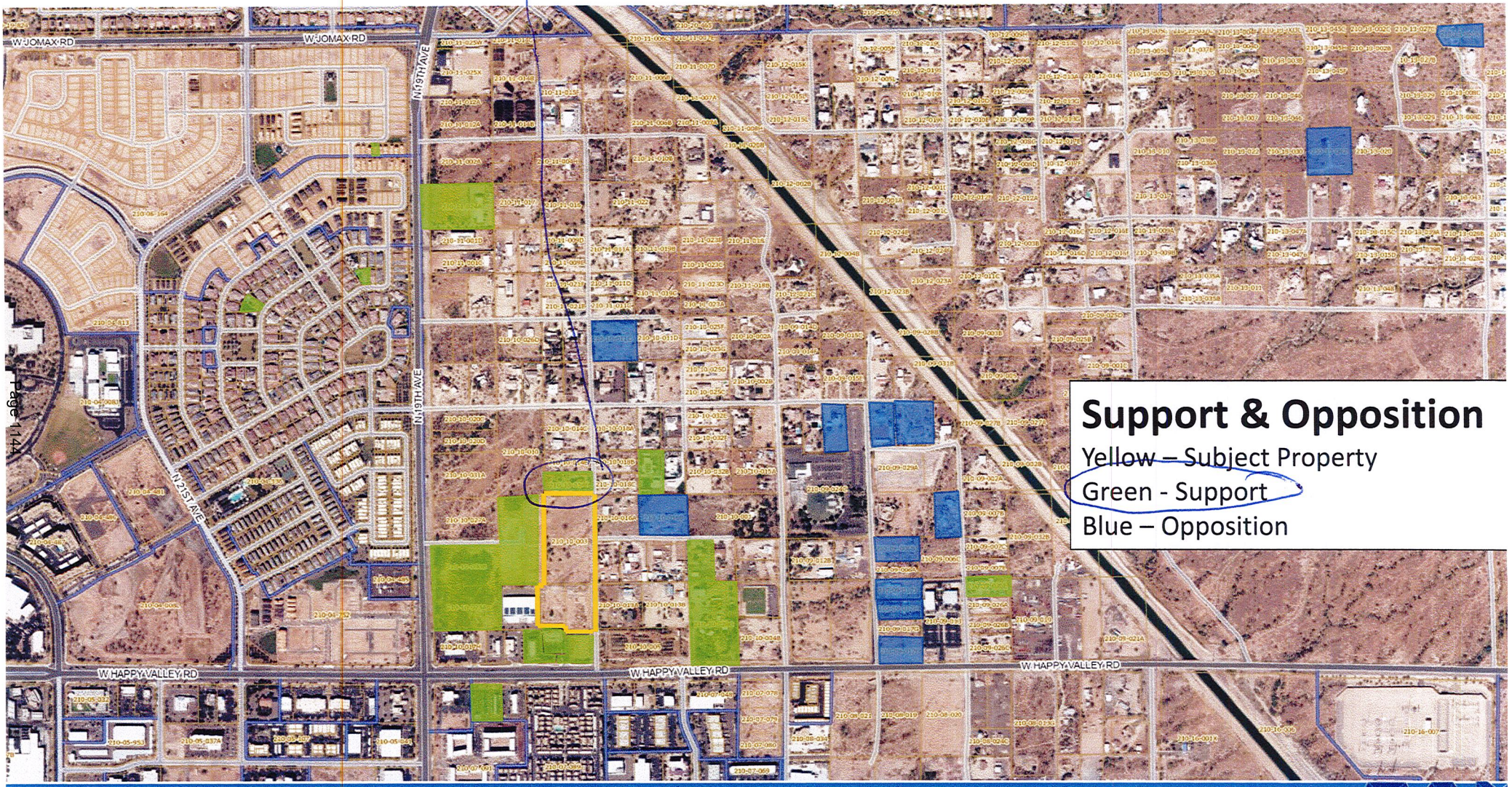
Neighbor to our North

- Met in person on two occasions and worked on incorporating requested changes to the northern boundary of the development
- Attended Deer Valley VPC Informational Meeting on February 9, 2023 and testified as to their support and thanked SAM for meeting all accommodation requests.

Wayne Hudgeons
and Kim Eller



Wayne Hudgeons & Kimberly Eller's home. They DO NOT support the PUD.



Quarles

SHELTER ASSET MANAGEMENT

Happy Valley County Island

Petition for THREE-FOURTHS (3 / 4) Vote by City Council for
REZONING APPLICATION #Z-59-22-1 & GPA-DV-3-22-1
Request: **From: S-1 & C-2 To: PUD**
Location: **Approximately 320 ft. north of the northwest corner of 17th Ave & Happy Valley Rd.**

We the undersigned are OWNERS of property within 150-feet of the proposed amendment, including all rights-of-way, request that the City Council be required to pass this rezoning application by a three-fourths (3/4) vote.

Date	SIGNATURE	Print Name	ADDRESS	APN
5/1/23	Wayne Hodgeons	Wayne Hodgeons	25406 N 17th Ave	210-10-014F
5/9/23	Michelle N Katz	Michelle N Katz	25037 N 17 Ave	210-10-013A
5/9/23	Constance Labuhn	Constance Labuhn	25439 N. 17th Ave	210-10-013C
5/5/23	Francine Gray	Francine Gray	25311 N. 17th Ave.	210-10-016A
5/10/23	Gonzalo Avilos	Gonzalo Avilos	25204 N. 17th Ave	210-10-009B

ATTACHMENT G

From: Alison McKee
To: PDD Deer Valley VPC
Subject: #Z-59-22-1 & #GPA-DV-3-22-1
Date: Wednesday, April 19, 2023 11:31:03 PM
Attachments: COP letter home at Happy Valley - 230419.pdf

Deer Valley Village Planning Committee,

I am writing today on behalf of myself, my husband and the Apostolic community living in our rural neighborhood. Please see the attached opposition letter to cases Z-59-22-1 and GPA-DV-3-22-1. The letter outlines the many reasons why the zoning adjustment and general plan amendment should not be considered or recommended to the city council. I constructed this letter after speaking with our many neighbors who are members of the nearby Apostolic Church. These Apostolic neighbors do not use computers or the internet outside of their work. The letter reflects their concerns as well as the concerns of my husband and myself and was signed with all of our addresses or parcel numbers and phone numbers. Since the meeting is on a Thursday night, a church night for the Apostolic neighbors, they cannot attend. While they will not skip a church service, they still want a voice in this important matter, and hope that the committee will be accommodating and understand that this group signed letter is their best means of communicating their opposition. Despite their lack of use of modern technology, their opinions should matter and be heard by the committee and City of Phoenix staff. We are all happy to accept a phone call to discuss this matter.

Please see the attached letter.

Kind Regards,
Alison McKee

Happy Valley Residents - Unincorporated

City of Phoenix
Planning & Zoning
200 W. Washington St.
Phoenix, AZ 85003

Subject: Case # Z-59-22-1 & #GPA-DV-3-22-1

Deer Valley Village Planning Committee:

We, as property owners in the unincorporated county island at Happy Valley Road, are writing in opposition of the proposed rezoning case #Z-59-22-1 and general plan amendment case #GPA-DV-3-22-1 in regards to the vacant parcels on 17th Avenue, north of Happy Valley Road. The City of Phoenix and Maricopa County have been aggressively re-zoning land surrounding our small rural community to make way for large, multi-housing projects, much to our neighborhoods detriment. We are against any further zoning or general plan changes to make way for the proposed apartment complex, Home at Happy Valley.

We have reviewed the Village Planning Handbook and are aware of the guidelines and points that the committee must consider when deciding zoning changes and general plan amendments. There are many points against re-zoning case #Z-59-22-1. The first being, is it consistent with the general plan map? NO, the zoning request is NOT consistent with the general plan map. Second, does the proposal promote the unique character existing neighborhoods? Absolutely NOT! Our neighborhood is rural, one home per acre, with livestock privileges. This modern, 5-story apartment complex does not promote the character of our community, and in fact, combined with other upcoming multi-family housing projects, helps destroy it. Does the proposal support known village or city development policies? Again, NO! Specifically section 603 of the municipal zoning codes which states that the city will protect and preserve low density areas and their present and desired character, and that they may be maintained "without the impairment of higher density residential development." When reviewing this zoning case, you are to consider surrounding land use and zoning and its history. This parcel abuts RU-43 (comparable to COP S-1) zoned property in an unincorporated county island. Please go back to municipal zoning codes, section 603. We are rural, low density and our community and its character is to be preserved. The impact of this proposed apartment complex will negatively impact crime, traffic, density, height, noise, light and most of all the character and lifestyle of our rural neighborhood. Is there other vacant, zoned land which could accommodate the use? Absolutely yes and the developer should look at other properties that do no abut rural communities for their project. Does the proposal reduce traffic or traffic conflicts? Quite the opposite. Traffic is a huge concern, as this proposed multi-family housing unit does not border any major road to handle the entrance and exit of residents. The northern half of 17th Avenue is an unpaved, rural road that is privately maintained by individual home/land owners. It cannot and should not be subjected to the amount of traffic that a 226 unit apartment complex will create. Happy Valley Road to the east of 17th Ave. is still one lane each direction, with no turn lane. The City of Phoenix has failed to improve

Happy Valley to handle all of the additional traffic created by the large community, Union Park. It is nearly impossible, at certain times of day, to make a left hand turn. It certainly cannot handle more traffic by proposed apartment complex. With all of these points that you, the committee, are to consider, we cannot fathom how a single member could give a yes vote on case #Z-59-22-1.

In regards to the proposed changes in the City of Phoenix General Plan, case #GPA-DV-3-22-1, we can again look at the Village Planning Handbook and clearly see that the General Plan should not be amended. Is the current land use designation still viable? Yes, one of the parcels in question is zoned C-2 and medical, dental and office space would be a suitable transition to our rural community. Businesses of this sort, typically operate 5 days a week, during regular business hours and since no one would lives there, should not be bothered by any livestock smells and noises. The other parcel is zoned, S-1 and is nearly equivalent to adjacent RU-43 properties in our unincorporated county island. The proposed change in the general plan to accommodate multi-family housing will most definitely, negatively change the underlying character of our community. Ours is community of unique homes, with plenty of space, dirt roads and a country feel. Many residents choose to take advantage of our livestock privileges and own horses, cows, poultry, etc. A modern designed, 5 story apartment complex, quite simply does not fit in with the area. Is there an overabundance of the current land use in the area? No, there is no overabundance of S-1 zoned land in the area. In fact, it is nearly impossible to come by and 1+ acre lots are highly sought after to build custom homes. Does the proposed land use have positive or negative impacts on the goals and policies within the general plan? In part III of the general plan, under Certainty & Character, the goal clearly states, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood." Changing the general plan will take away our community's certainty. With the current plan, we are secure that we can continue living our rural life, which includes livestock if we choose. Making way for an apartment complex with the capability of housing 400+ residents certainly sets us up to complaints for flies, noise, manure smells, dust etc. Without knowing how the city would handle such complaints, we are all very uncertain of the future of our rural lifestyle. An apartment complex would neither support nor reinforce the character and identity of our rural neighborhood and in such, goes against the core value in the general plan of "celebrating diverse communities." With all of these points against the proposed general plan amendment #GPA-DV-3-22-1, it should be denied.

While we understand that the City of Phoenix is growing and there is a need for more housing due to the opening of the chip plant being constructed nearby, another apartment complex goes against the criteria set forth in the Village Planning Guidebook and does not support the City of Phoenix General Plan core values. Please vote no on cases Z-59-22-1 and GPA-DV-3-22-1. Home at Happy Valley needs to find a home somewhere else!

Regards,

Alison + Robert McKee
property owner (print)

Alison S McKee
property owner (signature)

1219 W. Parsons Rd.
Phoenix, AZ 85085
address

602-702-3676
phone

Jeff & Megan Rock
property owner (print)

Jeff Rock Megan Rock
property owner (signature)

25256 N. 11th Ave
Phoenix, AZ 85085
address

(602) 228-8528
phone

Jeremy MacIver
property owner (print)

property owner (signature)

26238 N CENTRAL AVE

PHOENIX AZ 85085
address

602-317-1463
phone

Gail H. Rock
property owner (print)

GAIL H. ROCK
property owner (signature)

25121 N. 13TH Ave

PHX, AZ 85085
address

602-320-3899
phone

Jonathan M. Rock
property owner (print)

property owner (signature)

25115 N. 13th Ave

Phoenix AZ 85085
address

602-791-0093
phone

Timothy Rock
property owner (print)

property owner (signature)

26111 N. 3rd Ave

Phoenix, AZ 85085
address

(480) 710-8720
phone

Jeremiah Padilla
property owner (print)

property owner (signature)

Parcel # 210-09-017F

address

(602) 725-6675
phone

Michael Espinoza
property owner (print)

property owner (signature)

Parcel # 210-09-006B

address

623-329-3584
phone

_____
property owner (print)

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property owner (signature)

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From: Diane Habener
To: PDD Deer Valley VPC
Subject: Zoning #2-59-22-1
Date: Thursday, April 20, 2023 12:40:16 PM

I am completely appalled that you are even considering approving this project! Please go back and read your Village Planning Handbook.

"Is the request consistent with the General Plan Map?"
NO

Does the request, "Promote the unique character of each village and strengthen existing neighborhoods?"
Absolutely not. This request destroys our existing
neighborhood.

This proposal has negative impacts that cannot be mitigated on traffic, density, height, environmental, character and lifestyle.

Please listen to the neighbors and refuse this rezoning proposal.

Sincerely,
Diane Habener
25312 N 16th Ave
Phoenix 85085

Sent from my iPhone

From: DaveVicki Rockey
To: Matteo Moric
Subject: Rezoning at 17th Ave and Happy Valley Rd
Date: Monday, May 1, 2023 7:47:52 AM

We live in the area and are very much opposed to changing the zoning. We bought the land in 1976 and have lived there since 1980. We are happy with our zoning now and do not want it to change to have more apartments in our area.
#Z-59-22-1 and companion case #GPA-DV-22-1.
Vicki and David Rockey
25440 N 11th Ave
Phx, AZ 85085

Sent from my iPhone

Racelle Escolar

From: Allyson McLean <allyson.r.mclean@gmail.com>
Sent: Monday, May 1, 2023 8:48 PM
To: PDD Planning Commission
Subject: RE: GPA-DV-3-22-1 & Z-59-22-1

Phoenix, planning committee,

I am reaching out as a concerned community member requesting a postponement of these cases Being discussed at the meeting on 5/4/23, due to the DVVPC canceled meeting due to no quorum. I am requesting postponement be for one month, which would allow for our community to gather our voices more clearly, and allow for adequate time to communicate our concerns with this possible zoning change.

That being said, should postponement not be granted, I would like to make it clear how this possible zoning would effect my community. This zoning change would allow for a large apartment complex of approximately 243 units to be built with no plan changes on traffic directing. Traffic alone on happy Valley from my community is a great challenge. It will be exponentially increased with this apartment complex. Our community is zoned as S-1 “which is ranch or farm. Resident district designed to provide for very low density, farm or residential uses to protect and preserve low density areas in their present or desired character. It is intended that the S1 district will afire areas where is Semi-rural residential and agricultural uses can be maintained without impairment from industrial, commercial, or higher density residential development”. Redistricting this 8 acre plot will have a massive affect on our low density neighborhood by grossly increasing the density going against with the S1 district stands for. Beyond inconvenience of these redistricting is a great concern for safety regarding my children and the increase of traffic without plans on new safety implementation. I hope that my concerns can be voiced clearly and understood. Changing a community in such a drastic way without a plan on safety and traffic logistics is asking for significant problems if not possible injuries. In addition to these concerns I am also concerned about the stress of these new apartments will put on the current schools as amount of growth in the area has been exponential without redistricting of the schools or plans for new schools in the very near future.

Allyson and Michael McLean
1607 w Parsons rd
Phoenix,AZ 85085
303-242-1871

Sent from my iPhone

Racelle Escolar

From: Alison McKee <alisonsmckee@gmail.com>
Sent: Tuesday, May 2, 2023 10:43 PM
To: PDD Planning Commission; Racelle Escolar
Subject: GPA-DV-3-22-1 & Z-59-22-1
Attachments: PlanningCommissionLetterHomeatHappyValley 230502.pdf

Planning Commission,
I am writing today on behalf of myself, my husband and the Apostolic community living in our rural neighborhood. Please see the attached opposition letter to cases Z-59-22-1 and GPA-DV-3-22-1. In this letter we are asking for a postponement of the Planning Commission hearing on this case and outlining the many reasons why the zoning adjustment and general plan amendment should not be considered or recommended to the city council. I constructed this letter after speaking with our many neighbors who are members of the nearby Apostolic Church. These Apostolic neighbors do not use computers or the internet outside of their work. The letter reflects their concerns as well as the concerns of my husband and myself and was signed with all of our addresses or parcel numbers and phone numbers. Since the meeting is on a Thursday night, a church night for the Apostolic neighbors, they cannot attend. While they will not skip a church service, they still want a voice in this important matter, and hope that the committee will be accommodating and understand that this group signed letter is their best means of communicating their opposition. Despite their lack of use of modern technology, their opinions should matter and be heard by the committee and City of Phoenix staff. We are all happy to accept a phone call to discuss this matter.

Please see the attached letter.

Kind Regards,
Alison McKee

Happy Valley Residents - Unincorporated

City of Phoenix
Planning & Zoning
200 W. Washington St.
Phoenix, AZ 85003

Subject: Case # Z-59-22-1 & #GPA-DV-3-22-1

Planning Commission:

We, as property owners in the unincorporated county island at Happy Valley Road, are writing in opposition of the proposed rezoning case #Z-59-22-1 and general plan amendment case #GPA-DV-3-22-1, in regards to the vacant parcels on 17th Avenue, north of Happy Valley Road. We are also asking for a postponement on the hearing of this case by the Planning Commission for a few reasons. First, the law firm handing this case did the very minimum required for notifications on the proposed development. This left neighbors living further away, that will still be very affected by this 5 story apartment complex, left in the dark. Then, when we did get word of this, there was no quorum for the Village Planning Committee meeting. We literally just got to meet with the developer's representatives on Monday, May 1, for the first time. Also, we are questioning the placement of the zoning notification sign. From the sign placement, it does not appear as though the 5 acre, S-1, fenced parcel is involved in this case, which further confused neighborhood residents. Last week, Matteo Moric, could not give us email addresses to send comments and concerns to the Planning Commission. He said to continue to send everything to him. We just got the agenda on Monday, May 1, that had the correct email addresses. Neighborhood signs, social media and email notifications, that went out to our community all have the incorrect email on them. Lastly, the agenda was posted on Monday with a deadline of TUESDAY to sign up to speak at the virtual meeting and send emails with comments and concerns. That is simply not enough notice to get everyone in the neighborhood the information needed to participate virtually, if they cannot come in person. All of this, and we have to argue our case against lawyers who have been working with the City of Phoenix on this proposed development for a year. In all fairness, we should receive a postponement so that our community has time to organize and prepare.

The City of Phoenix and Maricopa County have been aggressively re-zoning land surrounding our small rural community to make way for large, multi-housing projects, much to our neighborhoods detriment. We are against any further zoning or general plan changes to make way for the proposed apartment complex, Home at Happy Valley. There are many points against re-zoning case #Z-59-22-1. The first being, is it not consistent with the general plan map. The proposed development does not promote the unique character existing neighborhood. Second, our neighborhood is rural, one home per acre, with livestock privileges. This modern, 5-story apartment complex does not promote the character of our community, and in fact, combined with other upcoming multi-family housing projects, it helps destroy it. Third, the proposed development does not align with village or city development policies. Specifically section 603 of the municipal zoning codes which states that the city will protect and preserve low density areas and their present and desired charac-

ter, and that they may be maintained "without the impairment of higher density residential development." Of course, the proposed apartment complex will negatively impact crime, traffic, density, height, noise, light and most of all the character and lifestyle of our rural neighborhood. Traffic is a huge concern, as this proposed multi-family housing unit does not border any major road to handle the entrance and exit of residents. The proposed "main entrance" on Happy Valley is not adequate, as there is a median on Happy Valley Road. Any apartment traffic traveling eastbound, will have to use 17th Ave. as a point of entrance, and any traffic wanting to travel eastbound when exiting will also have to use 17th Ave. The entrance/exit on 17th Ave will have just as much traffic, if not more than the one on Happy Valley. The northern half of 17th Avenue is an unpaved, rural road that is privately owned and maintained by individual home/land owners. It cannot and should not be subjected to the amount of traffic that a 226 unit apartment complex will create as residents of the proposed development use it and other rural roads as a cut through to avoid traffic. The City of Phoenix has failed to improve Happy Valley to handle all of the additional traffic created by the large community, Union Park. Happy Valley Road to the east of 17th Ave. is still one lane each direction, with no turn lane. It is nearly impossible, at certain times of day, to make a left hand turn at Happy Valley and it certainly cannot handle more traffic by proposed apartment complex. With all of these points,we cannot fathom how a single member of the Planning Commission could give a yes vote on case #Z-59-22-1.

In regards to the proposed changes in the City of Phoenix General Plan, case #GPA-DV-3-22-1 the General Plan should not be amended. The current land use designation is still viable. One of the parcels in question is zoned C-2 and medical, dental and office space would be a suitable transition to our rural community. Businesses of this sort, typically operate 5 days a week, during regular business hours and since no one would lives there, should not be bothered by any livestock smells and noises. The other parcel is zoned, S-1 and is nearly equivalent to adjacent RU-43 properties in our unincorporated county island. The proposed change in the general plan to accommodate multi-family housing will most definitely, negatively change the underlying character of our community. Ours is community of unique homes, with plenty of space, dirt roads and a country feel. Many residents choose to take advantage of our livestock privileges and own horses, cows, poultry, etc. A modern designed, 5 story apartment complex, quite simply does not fit in with the area. The proposed land use will have a negative impact on the goals and policies within the general plan. In part III of the general plan, under Certainty & Character, the goal clearly states, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood." Changing the general plan will take away our community's certainty. With the current plan, we are secure that we can continue living our rural life, which includes livestock if we choose. Making way for an apartment complex with the capability of housing 400+ residents certainly sets us up to complaints for flies, noise, manure smells, dust etc. Without knowing how the city would handle such complaints, we are all very uncertain of the future of our rural lifestyle. An apartment complex vehemently goes against the core value in the general plan of "celebrating diverse communities." With all of these points against the proposed general plan amendment #GPA-DV-3-22-1, it also should be denied.

While we understand that the City of Phoenix is growing and there is a need for more housing due to the opening of the chip plant being constructed nearby, another apartment complex goes against the criteria set forth in the City of Phoenix zoning codes and does not support the City of Phoenix General Plan core values. Please vote no on cases Z-59-22-1 and GPA-DV-3-22-1. Home at Happy Valley needs to find a home somewhere else!

Alison + Robert McKee
property owner (print)

Alison & McKee
property owner (signature)

1219 W. Parsons Rd.
Phoenix, AZ 85085
address

602-702-3676
phone

Jeff & Megan Rock
property owner (print)

Jeff Rock Megan Rock
property owner (signature)

25256 N. 11th Ave
Phoenix, AZ 85085
address

(602) 228-8528
phone

F. Kenneth Skinner
property owner (print)

property owner (signature)

26419 N. Central
address

616-581-3800
phone

Anne Wendy Smith
property owner (print)

property owner (signature)

26016 N. Central Ave
address

623 205 1834
phone

Jeremy MacIver
property owner (print)

property owner (signature)

26238 N CENTRAL AVE

PHOENIX AZ 85087
address

602-317-1463
phone

Gail H. Rock
property owner (print)

GAIL H. ROCK
property owner (signature)

25121 N. 13TH Ave

Phx, AZ 85085
address

602-320-3899
phone

Jonathan M. Rock
property owner (print)

property owner (signature)

25115 N. 13th Ave

Phoenix AZ 85085
address

602-791-0093
phone

Timothy Rock
property owner (print)

property owner (signature)

26111 N. 3rd Ave

Phoenix, AZ 85085
address

(480) 710-8720
phone

Jeremiah Padilla
property owner (print)

property owner (signature)

Parcel # 210-09-017F

address

(602) 725-6675
phone

Michael Espinoza
property owner (print)

property owner (signature)

Parcel # 210-09-006B

address

623-329-3584
phone

Nancy Baker
property owner (print)

Nancy Baker
property owner (signature)

2610 N. 3rd St
Phx Az 85085
address

602-359-9031
phone

Robert Johnson
property owner (print)

Robert L Johnson
property owner (signature)

204 E. YEARLING Rd.
PHX - AZ - 85085
address

phone

Susan Johnson
property owner (print)

Susan E Johnson
property owner (signature)

204 E Yearling Rd
address PHX, AZ 85085

520 249 4485
phone

John Blue
property owner (print)

property owner (signature)

218 E Yearling Rd
Phx AZ 85085
address

602-448-9744
phone

Sandra Harper
property owner (print)

Sandra K Harper
property owner (signature)

25909 N 1st Dr
Phoenix, Az 85085
address

phone

Donald Saunders
property owner (print)

property owner (signature)

18 E. Yearling Rd
Phoenix, Az 85085
address

602-748-5761
phone

VERNO
property owner (print)

property owner (signature)

25825 N 15th PLACE
address

623-694-7353
phone

Chris Fisher
property owner (print)

property owner (signature)

310 E Briles
Phoenix, AZ 85085
address

480-577-2451
phone

Scott Coul
property owner (print)

property owner (signature)

404 E Briles Road
Phoenix, AZ 85085
address

678-787-3488
phone

DAWN E. LEONE
property owner (print)

property owner (signature)

25913 N. 3rd AVE
PHX. AZ 85085
address

602-206-4959
phone

John M Capps Jr
property owner (print)

property owner (signature)

26222 N Central Ave
Phoenix, AZ 85085
address

928-388-8294
phone

GARY BREWER
property owner (print)

property owner (signature)

27 W. QUARTZ ROCK RD
PHOENIX AZ 85085
address

702-523-0079
phone

Vincent Leone
property owner (print)

property owner (signature)

25913 N. 3rd Ave
Phx AZ 85085
address

6025680911
phone

Janet Schilling
property owner (print)

property owner (signature)

52 W. Quartz Rock Rd
Phoenix, Az 85085
address

602-315-8484
phone

Monica Manke
520 E Briles Rd
Phoenix, AZ 85085
602 541 0945

Russell Smith
property owner (print)

property owner (signature)

26016 N Central
address

602 579-1487
phone

Randall P Schilling
property owner (print)

property owner (signature)

52 W. Quartz Rock Rd
Phoenix, Az 85085
address

602-578-3831
phone

Mladen Kujanin
26019 N CENTRAL AVE.
PHX, AZ, 85085
602-451-6683

Racelle Escolar

From: tryitonjewels@aol.com
Sent: Tuesday, May 2, 2023 2:46 PM
To: PDD Planning Commission; Racelle Escolar
Cc: laurel@clearskies.com; alisonsmckee@gmail.com
Subject: GPA-DV-3-22-1 & Z-59-22-1

May 2, 2023

To Whom It May Concern;

RE: GPA-DV-3-22-1 & Z-59-22-1

As a community we are requesting to POSTPONE the meeting May 4th. Our community are large horse properties and the 600 ft outreach requirement did not let our community know about these changes to zoning and another HUGE apartment development in our landlocked community.
We are asking for more time to allow others in the neighbor to know and properly address these developments.

For the record, we are OPPOSED to yet another HUGE apartment development. First of all, there has been no consideration for the horse properties owners nor our livestock lifestyle with all the rentals being approved. Short-term apartment culture is in complete contrast to our livestock culture.
The other MAJOR impact that is not being considered is how all these huge apartment developments are placed at our community's entrances and exists. These developments do not show any concessions for our community and it is landlocking us. We are already feeling the increase of traffic without the completion of the thousands of people you have already approved that outnumber our small community. It will make it very difficult and dangerous to be pulling horse trailers in and out of our community.

Unfortunately, this feels like another unheard request for our community but we feel we need to make yet another attempt to voice our concerns.

In closing,

Alan and Melissa Crawford
Owners of two properties on W Parsons Rd.
623 606 7248

May 2, 2023

City of Phoenix Planning Commission

pdd.planningcomm@phoenix.gov

REQUEST FOR POSTPONEMENT & OBJECTION TO APPROVAL

RE: GPA-DV-3-22-1 (Companion Case Z-59-22-1)

Items #2 & #3 May 4, 2023

To Whom it May Concern,

REQUEST FOR POSTPONEMENT

First, we are asking you to please postpone this current hearing until a later date. We have had plenty of roadblocks in this process and believe we have been robbed of our opportunity to show a common voice from within our neighborhood. Starting with the lack of notification, then the poorly placed and inadequate signage, to the Village Planning Committee not having a qurom to discuss this matter not once, but twice. For those reasons we feel we are due more time to re-group and reach out to those neighbors that still may have not received adequate or any information on this proposed complex. It should be the least you can do to ensure our voices get properly heard.

OBJECTION TO APPROVAL

I have lived over 30 years in this County Island. We have been subjected to enough changes within our Community. Aside from the density and rural issues, of which none of these multi-housing units is compatible, the most severe changes you are causing are to our privately owned and maintained roadways. Already the traffic from the 2 churches will cut through our area using my road, now you are adding another development within our borders that will have an even greater effect, as they will be 24/7.

How do you plan on protecting our Private roadways on our R-43 owned land from those residing in the multi-housing units?? And that would include vehicle and foot traffic. We pay taxes on that property and that property was meant to be reserved for landowners access to their homes within the island, never the general public. Add to that issue the Happy Valley Road traffic which makes it nearly impossible to access at certain times of the day and you have another new nightmare in the making.

We adamantly object to the approval of this development.

Gary & Kathy Grim

25411 N 11th Ave

Phoenix, AZ 85085



Margaret Langley
1607 W Parsons Road
Phoenix AZ 85085
(970)217-2791
Margaret.a.langley@gmail.com

May 2, 2023

Phoenix Planning Commission

RE: GPA-DV-3-22-1 & Z-59-22-1

Dear Commissioners,

I am writing to request a postponement of this rezoning request and submit my objections to this zoning change. Please consider postponement due to the cancellation of the DVVPC meeting as there wasn't a quorum.

I am opposed to this zoning change. Two large apartment complexes are already on the way that will not only disrupt our way of life and the character of our neighborhood, but dangerously increase traffic. Please do not add another. Please do not recommend zoning changes and general plan amendment to the City of Phoenix council to make way for Home at Happy Valley.

Home at Happy Valley, a multi-family housing development, is different from the other developments in that it DOES NOT border a major road. It is on 17th Avenue which is surrounded by Maricopa County RU-43 properties. This will make traffic on our rural, PRIVATE, dirt roads a nightmare. The developer claim residents from these apartments won't use our roads. How are they going to stop them? There is a median at 17th which means traffic must access Happy Valley to go east to the 101, by going north on 17th to Parsons and going west to 19th or east to 15th. Both ways are through our neighborhood on private roads. Happy Valley and 19th Avenues are already congested because the city has not adequately improved them for the traffic created by

the neighboring community of Union Park. We already have drivers using our rural area as a cut through when westbound traffic on single lane Happy Valley is bumper to bumper. This problem will only be compounded by the building of the 2 other apartment complexes. We simply cannot handle more traffic that will be caused by a third.

My family has been in this valley for five generations. When I moved with my daughter's family back to Arizona, to live self-sufficiently and become beekeepers, we purchased this land, believing the general plan, which showed commercial, medical/dental office space as the buffer between our county island and a growing city. Now we're faced with three large apartment complexes! Please vote no on the general plan amendment and help us maintain the certainty that it promises and honor the statement to, "Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood.

Sincerely,

Margaret Langley

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:29 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Fw: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

Subject: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

I am writing a separate appeal to request that the May 4, 2023 meeting for this case be postponed due to what we feel are extenuating circumstances. We would appreciate your consideration of this request ASAP, as if you agree that these items constitute enough of a reason to postpone and you could let us know that, many of us would not have to make a 50 mile drive (round trip) partly during rush hour, which would also require some of us to leave our work places early (if we are able to) just to attend a meeting you might decide to postpone once we are there. Yes I understand we can attend virtually but those types of meetings truly are not effective if you want to be heard. And if you do not postpone, we want to be heard. Please consider the following circumstances;

1. Most of us have been talking wondering how we ended up so late to this game. Obviously the majority of the residents within our small County Island were not notified by the developer (not required, I understand that) but we try to keep an eye out for indications of things that might be occuring and the posted sign issue has been gnawing at my brain wondering why none of us picked up on that the minute it was posted. At 4 am I realized why that was. The posted sign referencing these requested changes and meetings was posted 270 ' away from the SE corner of the 5 acre parcel (**210-10-003)** among the piles of dirt that exist on the 3 acre parcel (**210-10-019D & 210-10-019H)** - There is NO signage of ANY kind on the 5 acre S1 zoned parcel. Most of us when driving that way on 17th Avenue paid that sign no attention as the assumption was it involved the C2 zoned properties which didn't concern us a whole lot as those fights were long over. When I finally made a point of stopping and getting out of my vehicle it then became known what we are up against. I will send pictures in a follow up email which show how easily we could all make this assumption due to the sign placement. We are talking 2 separate cases and 3 separate parcels owned by 2 separate entities, we find it extremely unfair if the placement of the one and only sign was placed as far away as possible from the S-1 5 acre parcel. At a minimum it should have been centered between the 5 acre and 3 acre parcels. And even though these are companion cases they are currently differently zoned parcels and I would expect that should require 2 separate signs, or at least multiple signs due to the size and configuration of the area as your Step 9 states. We feel that the intent of the below requirements was NOT MET and that alone should get us a postponement.

Step 9: Posting Sign on Property The following shall be submitted as part of the Citizen Participation Report: The applicant is required to post a double-sided sign (Pages 27-28), 4-foot by 8-foot, at a prominent location on the site a minimum of 15 calendar days prior to the first Village Planning Committee meeting. Multiple signs may be required depending on the size of the site and location of street frontages. As in the case of the written notices, the applicant shall submit a notarized affidavit of posting (Pages 29-30) stating the sign has been posted and a photograph showing the sign on the site to the assigned staff planner two weeks prior to the first public meeting/hearing, 2nd Floor, Phoenix City Hall, 200 West Washington Street. Signs shall be updated as needed. Continued cases shall be posted a minimum of seven calendar days prior to continuance date or immediately after the request is granted. An additional affidavit of posting (Page 30) is required. Signs must be removed by the applicant within seven calendar days of City Council action

B) The first meeting (which we admit to be unaware of) with the DVVCP which was to be held virtually evidently resulted in a No Quorum, so no recommendation resulted. The second meeting, (April 20) which many of us made a point to attend, which included a peaceful style protest and with local news on site, also resulted in a No Quorum, so we were denied

our first known opportunity to make our concerns known. Therefore, we will never know whether we would have had the support of the DVVCP in our endeavors, and if we did, how

that might have affected your outlook.

Step 11: Village Planning Committee Meeting Prior to any public hearing, the application will be reviewed at a regularly scheduled Village Planning Committee monthly meeting (Pages 53-54). Staff will provide the committee and the applicant a copy of the staff report prior to this meeting. The Village Planning Committee will make a recommendation. The recommendation from the Village Planning Committee will be forwarded to the Planning Commission on a Village Planning Committee recommendation form. A copy of the form will be provided to the applicant, upon request.

C) Since that Non-meeting on April 20th the Developers finally reached out directly to residents beyond their required 600'. That "open house" was held May 1, which many made the point of attending. The results of that only made us more concerned that serious concerns involving traffic and density are not being properly addressed.

Step 12: Planning Commission Action – Public Hearing This public hearing occurs approximately three to five weeks after the Village Planning Committee meeting. During this public hearing, your rezoning application will be reviewed and either approved, approved with stipulations, denied, denied as filed and approved differently than requested, or continued. • Public hearing – legally advertised and posted a minimum of 15 calendar days prior to hearing (by the applicant). Appeals • Action taken by the Planning Commission can be appealed by the applicant or interested parties within seven calendar days. Appeals will be forwarded to the City Council for a public hearing. • Written protests to require a 3/4 vote submitted no later than seven calendar days following the Planning Commission hearing may require 3/4 vote, rather than a majority vote, for the City Council to approve the application. • If no appeal is received, ratification occurs at the scheduled City Council hearing. • The City Council may, by a majority vote; 1) request a public hearing on a Planning Commission recommendation request that has not been appealed or, 2) send the case back to the Planning Commission for further consideration. If a hearing is requested, it must first be re-advertised and posted.

We are respectfully requesting that you **POSTPONE** the Planning Committee meeting so that we can, as a neighborhood, have the time to gather together and fully discuss the concerns that will have extreme impact on our small, essentially landlocked (due to the CAP) triangular County Island, so that we can present those concerns to you for your careful consideration.

History has shown us that past cases that make it past your Department are essentially done deals and we have no chance at a City Council meeting of being heard to the extent that it would make any difference, so **WE IMPLORE YOU TO HEAR OUR VOICES NOW** and postpone the May 4th hearing on these cases for at least a month.

I am also following this email request with pictures of the Installed Notification signage.

Respectfully,
Laurel Brodie (representing many voices from our neighborhood Community)
25657 N. 17th Avenue

City of Phoenix Planning Commission

pdd.planningcomm@phoenix.gov

OBJECTIONS TO APPROVAL

RE: GPA-DV-3-22-1 (Companion Case Z-59-22-1) Items #2 & #3 May 4, 2023

To Whom it May Concern,

I am planning on attending the meeting if I am able to fight my way downtown in time. If I do not make these are my main objections;

First a question, as we were robbed of any possible support from the DVVPC, will you assume we might have had their support, and if so, would that influence your decision in any way?

Assuming from the staff reports I've read that it wouldn't, I'll go on to address one of the main concerns for all, if this is approved, and it's something that doesn't appear to be adequately addressed in your reports, nor the developers. How are you going to protect the Private Roads within our County Island. You are creating a traffic nightmare for our community – we are a small land locked County Island with Private roads that we own, pay taxes on, and have to maintain.

Not only did we get brought to the table in the 11th hour and denied our first opportunity that we were aware of to object to or weigh in on, we have now also discovered through the developers open house on May 1st, (the first we were ever invited to or informed of btw) that a traffic nightmare is going to be created at Happy Valley & 17th Avenue, on top of the likelihood that the current ingress/egress plan will encourage and likely push traffic onto the private roads within our County Island neighborhood .

Their "main" entrance plans to go through a parking lot that contains a daycare facility and that parking lot also has an egress/ingress directly onto 17th Avenue as well as on to Happy Valley Road. They also indicate a "secondary" entrance on 17th Avenue. There have already been numerous accidents and near miss accidents from the multiple left turns people are trying to make across traffic in that area, and if you end up putting a median in on Happy Valley that would not allow them to turn east, you likely will then be back to forcing them to try and go North on 17th Avenue and onto our private roadways. Anyway I see it, it's a disaster waiting to happen.

What is your plan to stop public traffic from entering onto our private roadways and how do you plan to stop gridlock at Happy Valley & 17th Avenue ?? We should not have to be burdened with a situation created by the City. We are a landlocked triangular piece of County land. The roads within are private and essentially go nowhere due to the CAP. It is a travesty and extremely inappropriate to burden us with having to deal with the traffic (auto or foot) that will be inevitable with these projects.

We like our R-43 rural zoning and private roads, this is why we are here. The onus is on you and the developers to find adequate means for these developments to have strict access directly from either Happy Valley Road or 19th Avenue exclusively. We saw nothing in your report or the developers that addressed that issue.

Beyond the traffic comes the height and density issues which I'll only touch lightly on.

It seem like suddenly it has become critical to completely disrupt or abolish the zoning in which we securely built our homes, families, and lives in. So now it is not enough to have this type of development of the outskirts of our neighborhood, now they seek to come within, to the heart of our County Island. For years the DVVPC assured us of the goal to maintain the "character" "certainty" and "continuity" of the area that many have invested a lifetime into. As our representatives you should live up to those past commitments, assure us that we weren't misled all these years, make sure any changes made truly are "compatible buffers" to what already is. Let us maintain that sense of certainty so that we can continue to invest in our surroundings, not feel that we need to run from them

Also, in case there is any doubt that the vast majority of owners/dwellers within this County Island all feel the same about drastically changing zoning/density. Please refer to all of the signatures on petitions for the last 2 projects (Toll Brothers/Bungalows) that we all put much time and effort into to stop, only to be marginalized thru "Virtual Meetings" that were fraught with "technical errors" and which ended up silencing the cumulative voices asking for common sense to see that projects of 52.5 acres with 665 housing units is hardly a "buffer" nor compatible with the R-43 property it directly borders – we are weary of fighting over and over again for the same thing when it is obvious that we are considered irrelevant to the "grand scheme of things" .

Hopefully you will agree to postpone this meeting to allow us to rally the troops once again. That is always a challenge as people have lives that can't just come to a stop every time someone wants to make money through changing what exists. That is how most developers win I believe. That is their livelihood, whereas for us it is actually our day to day lives which we must continually "find more time in" to dispute those who are being paid to disrupt our day to day lives and our futures which now sadly always seem to be uncertain. Hopefully our turn out will be strong even if we are weary, but if not please also keep that aspect in your thoughts.

Also, please refer to my 3rd sheet to gain some perspective on what we have been, and are, going thru.

Respectfully and still Hopeful,

Richard & Laurel Brodie

Richard & Laurel Brodie

25657 N. 17th Ave

Phoenix, AZ 85085

Resident since 1988

laurel@clearskies.com

PS – I really always do try to keep these brief – lol – but its hard to condense a lifetime and circumstances into one paragraph, sorry and thanks for your tolerance if you read this far.

ATTACHMENT FOR THE DISCUSSIONS OF

GPA-DV-3-22-1 (Companion Case Z-59-22-1):

Please consider our realities on this matter – these are "rough" numbers

Original triangular County Island with R43 zoning - (bound by 19th Avenue - Happy Valley Rd - CAP) Roughly 366 +/- acres - (Note: - which is also essentially a land locked parcel of land with most roads going nowhere and with no outlets - That leaves Parsons Rd. and ALL North-South Avenues crossing Parsons at a HUGE risk for detrimental traffic impact if this project is approved

Acreage still zoned residential R-43/S-1 but, owned by Churches (which brings in large volumes of outside traffic and is set to increase with the building of a school on 15th Ave ?) 48 acres

Acreage approved by the City for High Density Housing - 52.5 acres - This new development on 17th Ave would bring that to 60.5 acres

Acreage owned and used by commercial businesses - 23.5 acres (all on Happy Valley Road)

Vacant acreage on 19th Ave at risk of being targeted for re-zoning - 10 acres

So in essence our land locked County Island has already lost over 1/3 of our acreage to non-conforming zoning

If this new site on 17th is approved we have gone from an area that would max have maxed out at 1,464 actual residents to an area that will now look like this -

224 R-43 zoned acres (est 896 people)
60.5 high density PUD zoned acres (proposals indicate a total of 901 UNITS) - (est 2,408 people)

for a total of 3,872 people
PLUS
48 acres (churches) with a high traffic impact that is about to become a daily issue with the building of a school on their grounds

"Neighborhoods", not just immediate neighbors, should deserve some respect and consideration for the extreme changes being proposed

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:30 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM
Attachments: IMG_3230.jpg; IMG_3234.jpg; IMG_3231.jpg; IMG_3235.jpg

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Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

1st picture is of the Completely fenced 5 acre S-1 parcel
2nd picture show footage from that corner to sign
3rd picture is the view of the sign standing on the SE corner of that parcel looking south

Get Outlook for iOS [aka.ms]






GPA & ZONING HEARING
GPA Case No: GPA-DV-3-22-1
Change From: Residential 3.5 to 5 dwellingunits/acre and Mixed Use (Commercial / Commerce/Business Park)
To: Residential 15+ dwelling units/acre
Acreage: 8.00 Location: Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Proposal: Minor General Plan Amendment to allow multifamily residential.
Rezoning Case No: Z-59-22-1 (Home at Happy Valley PUD) Change From: S-1 and C-2 To: PUD
Acreage: 8.00 Location: Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
Proposal: Planned Unit Development to allow multifamily residential; Change of Maximum Dwelling Units Allowed From: 47; To: 226
INFORMATIONAL MEETING
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
February 9, 2023
6:00 P.M.
Meeting will be held virtually. To participate, see the instructions on the agenda available on the Public Meeting Notices website: https://www.phoenix.gov/cityclerk/publicmeetings/notices
FOR RECOMMENDATION
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
April 20, 2023
6:00 P.M.
Meeting may be held at the Deer Valley Community Center, Multi-purpose Room (2001 W. Wahalla Lane) or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/notices
PLANNING COMMISSION
May 4, 2023
6:00 P.M.
Meeting may be held at the City Council Chambers (200 W. Jefferson St.) or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/notices
IF APPEALED FROM PLANNING COMMISSION
CITY COUNCIL
May 31, 2023
2:30 P.M.
Meeting may be held at the City Council Chambers (200 W. Jefferson St.) or virtually. For more information, please see: https://www.phoenix.gov/cityclerk/publicmeetings/city-council-meetings
PLEASE CALL TO CONFIRM INFORMATION / POR FAVOR LLAME PARA CONFIRMAR LA INFORMACIÓN (602) 262-7131 #6
FURTHER INFORMATION AVAILABLE AT: https://www.phoenix.gov/pddsite/pages/mr-community-map.aspx PLEASE CALL 602-229-5200
or at Phoenix City Hall, 200 West Washington Street, 2nd Floor - Zoning Counter, Phoenix, Arizona 85003 FOR SIGN REMOVAL

Racelle Escolar

From: Laurel Brodie <laurel@clearskies.com>
Sent: Tuesday, May 2, 2023 1:32 PM
To: PDD Planning Commission; Racelle Escolar
Cc: Alison McKee; Melissa Crawford
Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM
Attachments: IMG_3239.jpg; IMG_3256.jpg; IMG_3240.jpg; IMG_3259.jpg; IMG_3260.jpg

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Subject: Pictures RE: Urgent - GPA-DV-3-22-1 (Companion Case Z-59-22-1) Request for Postponement of the Planning Committee meeting scheduled May 4, 6 PM

1st picture is at the sign looking North towards the 5 acre fenced S! parcel
2nd picture looking west on 17th Ave (notice the debris piles)
3rd picture is the view of the sign looking North
4th picture just emphasizing the amount of obstructions
5th picture shows the corner of the 5 acre lot looking south

Get Outlook for iOS [aka.ms]






GPA & ZONING HEARING
GPA Case No: GPA-DV-3-22-1
Change From: Residential 3.5 to 5 dwellingunits/acre and Mixed Use (Commercial / Commerce/Business Park)
To: Residential 15+ dwelling units/acre
Acreage: 8.00 Location: Approximately 320 feet north of the northwest corner of 17th Avenue and Happy Valley Road
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INFORMATIONAL MEETING
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
February 9, 2023
6:00 P.M.
FOR RECOMMENDATION
VILLAGE PLANNING COMMITTEE
Village: Deer Valley
April 20, 2023
6:00 P.M.
PLANNING COMMISSION
May 4, 2023
6:00 P.M.
IF APPEALED FROM PLANNING COMMISSION
CITY COUNCIL
May 31, 2023
2:30 P.M.
PLEASE CALL TO CONFIRM INFORMATION / POR FAVOR LLAME PARA CONFIRMAR LA INFORMACIÓN (602) 262-7131 #6
PLEASE CALL 602-229-5200
FOR SIGN REMOVAL


GPA & ZONING HEARING



Racelle Escolar

From: Diane Habener <diane@tarescue.com>
Sent: Thursday, May 4, 2023 2:55 PM
To: PDD Planning Commission
Subject: Fwd: GPA-DV-3-22-1 & Z-59-22-1

Sent from my iPhone

Begin forwarded message:

> **From:** Diane Habener <diane@tarescue.com>
> **Date:** May 4, 2023 at 2:37:22 PM MST
> **To:** pdf.planningcomm@phoenix.gov
> **Subject: GPA-DV-3-22-1 & Z-59-22-1**
>
> Please postpone any vote on this project as the Deer Valley Village Planning Commission were not able to listen to neighborhood input or vote as there was no quorum and we neighbors were not heard.
>
> Regarding this proposed high density 4 and 5 story apartments next to minimum 1.25+ acre rural homes, why was this even allowed to be proposed? High density next to rural? You don't have to be Ray Charles to see that that is poor planning! I live on 2.5 acres one parcel away from this and am 1000% against it. Please keep the existing commercial on the south 3 acres and LOW density residential on the other 5 acres with no more than 2 stories allowed. Thank you.
>
> Sincerely,
> Diane Habener
> 25312 N 16th Ave
> Phoenix 85085
> (925)209-6480 cell
>
> Sent from my iPhone

Matteo Moric

Subject: FW: Z-59-22-1 GPA-DV-3-22-1

From: Alison McKee <alisonsmckee@gmail.com>
Sent: Monday, May 22, 2023 2:04 PM
To: Council District 8 PCC <council.district.8@phoenix.gov>
Subject: Z-59-22-1 GPA-DV-3-22-1

District 8 Councilperson,

I'm writing to you today about a matter that is very important to me and to our small, rural community in an unincorporated area of Maricopa County. Rezoning case Z-59-22-1 and the companion case GPA-DV-3-22-1 will be before the city council next week. The rezoning and general plan amendment cases are proposed to make way for a multi-family housing unit, an apartment complex called Home at Happy Valley in District 1. I do hope that the council will vote no on both cases, as this apartment complex is completely inappropriate for the area.

Home at Happy Valley has a five-story building as part of the PUD. There are no five-story apartment buildings in the vicinity. In fact, all of the new apartments on Happy Valley road, 19th Avenue south of Happy Valley, and even on the frontage road of I-17 from Jomax to Dixeleta, are three stories or less. All of the aforementioned apartment complexes abut commercial properties, yet the max height is only three stories. It is not in character of the area and is not appropriate to put a five-story building near rural, single family residences.

Traffic is a huge concern for our rural community, as our roads are private and are maintained by us, the property owners. These are dirt roads that are meant to give right away to people living in our county island. They are not appropriate for the amount of traffic that the proposed PUD, Home at Happy Valley will create. County resident traffic concerns have not been addressed by the city staff or the developer. The developer may have an approved traffic plan, but our private county roads were not involved in the traffic study used to create the plan, and no concrete plan is in place to keep traffic from the proposed PUD from driving on private, dirt roads. Also, no information has been given by staff that would indicate when Happy Valley road to the east of 17th Avenue would be improved to accommodate traffic from this proposed PUD. It is currently one lane each direction with no turn lanes. With two other multi-family housing developments approved in the area, we are going to have more traffic problems in an already congested area. There have been three car accidents in the area of 19th Avenue and Happy Valley Rd. within the past 3 weeks! We cannot afford the traffic of yet another apartment complex.

The entrance and exits of the proposed PUD are also a great concern to our community. Of course, we have the traffic issues, as mentioned above, on our dirt roads. But even more concerning is what the developer is touting as their main entrance. This entrance is to be through the parking lot of a child care/preschool! Residents in the area cannot think of a more inappropriate place to increase traffic.

Lastly, but what I feel is the most important fact to point out in these rezoning and general plan amendment cases, is that the proposed multi-family housing development completely goes against the City of Phoenix's own zoning ordinance and general plan goals. Section 603 of the municipal zoning codes states that the city will protect and preserve low density areas and their present and desired character, and that these areas may be maintained "without the impairment of higher density residential development." The proposed multi-family housing development also undermines goals of the general plan. While I do understand that the general plan must morph and change as the city grows and changes, the goals within the general plan should always remain constant. In part III of the general plan under certainty and character, the goal clearly states, "Every neighborhood and community should have a level of certainty.

Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood."

In conclusion, I would like to point out that our community did have the support of some members of the planning commission. The planning commissioners that were against the rezoning and general plan amendment, and the proposed PUD, Home at Happy Valley, were the commissioners that took the time to come and see the property in question and the surrounding rural community. We hope that you will do the same, come out and visit our area! This email includes a personal invitation to come visit my rural property, all of my animals and I will happily show you around the area, including the preschool/daycare where the developer proposes to have the main entrance to this apartment complex. I do believe that if you accept my invitation, you will understand the issues that this multi-family housing development will cause, not only for our rural community, but for your city as well.

Kindest regards,

Alison McKee
1219 W Parsons Rd.
Phoenix, AZ 85085
602-702-3676
****

Racelle Escolar

From: Kathy Doucette <kathy@skytechdrilling.com>
Sent: Tuesday, May 23, 2023 4:16 PM
To: Mayor Gallego
Cc: PDD Planning Commission; Racelle Escolar; PDD Deer Valley VPC; Matteo Moric; Chairman Hickman; Supervisor Gallardo; Supervisor Galvin; Supervisor Gates; Vice Chairman Sellers
Subject: GPA-DV-3-22-1 (Companion Case Z-59-22-1)

Dear Ms. Gallego,

I live in the Maricopa County Island that will be extremely negatively affected by the Proposed high density PUD apartment complex at 17th Ave and Happy Valley. **Please vote no on the Re-Zoning Application.**

The roads in our County Island are private roads that we own and are responsible for maintaining. This is no small task with the current traffic we have in our community and the increased traffic of populating the proposed apartment complex would be a nightmare and **significantly compromise the safety** of all that travel the roads. For example, it took over a year to collect funds from neighbors just to get Briles road repaired recently. It is a community effort and expense that **would not be supported by apartment complex residents** and would be left to us homeowners to manage.

In addition, both Happy Valley Road and 19th Ave, in this area are not adequately able to handle this proposed traffic increase. Access and traffic flow currently present safety concerns/ issues as frustrated drivers try to pull out into never ending lines of cars. The inability of these public roads to absorb the additional traffic will most definitely send drivers to our private roads!

I urge you to respect the needs and safety of our Maricopa County Island and **VOTE NO ON THE RE-ZONING APPLICATION**.

Sincerely,
Kathy Doucette
26223 N 17th Dr.
Phoenix, AZ 85085
928-587-4269

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 177

Consideration of Citizen Petition by Ismael Morales

This report provides the City Council with information in response to a citizen petition was submitted by Ismael Morales at the April 19, 2023, Formal City Council meeting regarding public comment (**Attachment A**).

Summary

The petition requests the City Council revise the Rules of Council Proceedings, Rule 9, to state "The Mayor or Presiding Officer, and Councilmembers will not make motions that limit public comment to no public comment. That includes for all items, new and continued, except for public hearings that are time certain that are opened and closed by the Mayor or Presiding Officer." Upon review by the Law Department, the request was determined to qualify as a Citizen Petition because it is an action within the purview of the City Council.

On March 6, 2023, a special Community and Cultural Investment (CCI) City Council Subcommittee was held with one agenda item on Mobile Home Park Displacement Options. During the special subcommittee meeting, City staff provided information on potential options to assist residents facing displacement from the Periwinkle, Las Casitas and Weldon Court mobile home parks. Additionally, the special subcommittee meeting provided the opportunity for concerned residents to provide several hours of public comment and testimony on the issue.

During the March 22, 2023, Formal City Council meeting, the City Council considered recommendations from the special CCI subcommittee meeting on March 6, 2023. The recommendations related to the mobile home parks were made available for public comment, which continued for over five hours.

On April 4, 2023, three members of the City Council submitted a letter to the City Manager to add an item on the April 5, 2023, Formal City Council meeting to consider a moratorium on the development of the Periwinkle, Las Casitas and Weldon Court mobile home parks. The consideration of a moratorium on the development of the three mobile home parks was added as Item 93 to the April 5, 2023, Formal City Council meeting. In light of the hours of testimony and public comment that was previously provided during the two meetings discussed in this report and multiple other

prior Council meetings, the City Council voted to not hear further public comment during the April 5, 2023, Formal City Council meeting.

The City Council voted to limit public comment on Item 93 pursuant to the Rules of Council Proceedings and the Arizona Attorney General's Opinion I99-006 on Arizona's Open Meeting Law (OML), as established in Arizona Revised Statute (ARS) 38-431.09. The Arizona Attorney General's Opinion I99-006 states the City Council has a "right to limit public comment" and that the Law "neither requires nor prohibits" comment by the public and leaves it in the discretion of the public body. The opinion found the Arizona State Legislature's intent when adopting ARS 38-431.09 was to "open the conduct of the business of government to the scrutiny of the public." OML requires that a public body allow the public to attend and listen to open and public meetings, but it does not require the public body to allow people to speak at public meetings. Additionally, the Attorney General recognizes that if a public body allows the public to provide comment, it may put reasonable time, place and manner restrictions on the public comment.

OML is also incorporated into the Phoenix City Council's Rules of Council Proceedings. Council Proceeding Rule 11 states that "citizen comments will be heard for up to 30 minutes." However, Council Proceeding Rule 10 allows the City Council, upon majority vote, to suspend or modify its rules." During the April 5, 2023, Formal City Council meeting, a major of the City Council voted to modify its rules of public comment in accordance with the Rules of Council Proceedings.

Options for Council Action

A. Accept the petition and direct staff to prepare amendments to the City Code and Rules of Council Proceedings.
B. Deny the petition

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Law Department.

Attachment A

From: no-reply@phoenix.gov <no-reply@phoenix.gov>
Sent: Wednesday, April 19, 2023 6:36 AM
To: Mailbox City Clerk Department CLK <mailbox.city.clerk.department@phoenix.gov>
Subject: emcityclerk - Form Submission

FROM : Ismael Morales

SUBJECT : Citizen Petition to the Phoenix City Council 04/19/2023

MESSAGE : Good morning,
I will be reading this citizen petition for the record at today's Formal Meeting of the Phoenix City Council dated 04/19/2023 virtually and during citizen comments. See below for the content of the petition. I will also be emailing council member offices a copy of this petition.

Pursuant to Chapter IV, Section 22 of the Phoenix City Charter, I would like to present a Citizen Petition regarding certain motions limiting Public Comment during meetings of the Phoenix City Council.

Whereas, during the Formal Meeting on April 5, 2023, item 93 was placed on the agenda by three councilmembers regarding a study for a potential moratorium on development of three mobile home parks in the city of Phoenix.

Whereas, a motion was made by Councilmember Stark, seconded by Councilmember O'Brien to have no public comment for item 93 as a similar item was heard at the previous Formal Meeting.

Whereas, item 93 was a different item but served a similar purpose.

Whereas, many residents of those affected mobile home parks were present at the meeting, expected to be heard and speak on that item.

Whereas, on the vote of 5-4, the motion did pass and no public comment was held for that item.

Whereas, as public officials, it is essential for citizens to exercise their 1st amendment right to speak. In that case, given it was a different item, citizens were denied that right.

Whereas, the Phoenix City Council currently has that right to limit public comment according to council rules and procedures. However, it is up to local jurisdictions to implement rules on public comments. In accordance with Arizona Attorney General Opinion I99-006, it states that "while the open meeting law grants members of the public the absolute right to attend public meetings, the Open Meeting Law, neither requires nor prohibits participation by the public in the discussions and deliberations of a public body." This, in turn, leaves it up to discretion by each public body to decide how to handle public participation.

I hereby petition to the Phoenix City Council to revise Phoenix City Code Section 2-60, Rule 9, Decorum-Speaker and Audience and add the following subdivision "The Mayor or Presiding Officer, and Councilmembers will not make motions that limit public comment to no public comment. That includes for all items, new and continued, except for public hearings that are time certain that are opened and closed by the Mayor or Presiding Officer."

The Phoenix City Council should uphold their duty to listen to citizens and take those comments into consideration when hearing an item.
Please act upon this within 15 days according to said Phoenix City Charter code.

Thanks very much. If there are any questions, please contact me at your earliest convenience.
Ismael Morales

INTEMAIL : igmorales87@gmail.com

AREA : 323

PHONE : 493[redacted]

ADDRESS : 3040 E Shea Blvd [redacted]

CITY : Phoenix

STATE : AZ

ZIP : 85028

Submission ID: 450179fea0b9446299d31c37bb2ee46f

Form Submission On : 4/19/2023 6:35:52 AM

Referer: https://phoenix.gov/cityclerk/contactus

This is Not Spam - This message is sent on behalf of the City of Phoenix.
Please handle appropriately.

City of Phoenix

Report

Agenda Date: 5/31/2023, **Item No.** 178

Consideration of Citizen Petition by Mr. Jeremy Thacker

This report provides the City Council with information in response to a citizen petition submitted by Mr. Jeremy Thacker at the April 19, 2023, Formal City Council meeting regarding the Transit-Oriented Development (TOD) Districts (**Attachment A**).

Summary

The petitioner requests the City Council to consider and enact an ordinance or measure to do two things:

(1) "Prevent developments within the TOD Districts from using entitlements obtained prior to Reinvent PHX that do not support the objectives of the TOD Policy Plans from being approved for permits."

(2) "Create a temporary zoning overlay (Non-TOD) and update "Definitions" in the Phoenix Zoning Ordinance for the TOD Districts to prevent developments containing elements opposing the goals of the TOD Policy Plans for those districts from receiving permits of rezoning approval."

Staff Response

The City of Phoenix has nine adopted TOD Districts (See map in **Attachment B**). The ReinventPHX project referenced in the petition was a community planning effort from 2012 and 2015 funded by a $2.9 million grant from the Unites States Department of Housing and Urban Development. One of the outcomes of the ReinventPHX effort was the formation of five of the City's TOD Districts including Gateway, Eastlake Garfield, Midtown, Uptown and Solano; each with a City Council adopted TOD District policy plan. The ReinventPHX TOD District policy plans served as the model for the development of additional TOD District policy plans for 19 North and South Central. The TOD District policy plans articulate a vision for future development centered around addressing a framework of six planning elements from housing to land use.

The petitioner’s first request asks the City Council to "prevent" those with existing development rights of properties located within a TOD District. A governmental action prohibiting or restricting a property owner’s right to exercise their existing property right

may conflict with Arizona statutes, Arizona Regulatory Bill of Rights (A.R.S. § 9-831 to § 9-842) or Proposition 207 Diminution of Property Value (A.R.S. § 12-1134) (aka Prop. 207).

The petitioner requests City staff to stop issuing permits for projects that comply with all existing regulatory requirements but are not consistent with the City Council's own adopted vision of the TOD policy plans.

The City may adopt ordinances to implement the intent of the TOD policies under the Arizona Regulatory Bill of Rights permits. However, under Prop. 207, the City is required to compensate private property owners if the new ordinance causes the diminution of the value of their property. The City Council adopted the Walkable Urban (WU) Code as Chapter 13 of the Phoenix Zoning Ordinance in 2015. The WU Code was developed to serve as an implementation tool for the TOD District policy plans. Due to Prop. 207 considerations, the City did not unilaterally rezone properties within the TOD Districts to WU Code, but instead has facilitated rezoning of properties to WU Code at the request of individual property owners through the rezoning process.

Under Prop. 207, a municipality must pay private property owners affected by any land use change that causes any reduction in property value if the law reduces the owner's existing rights to "use, divide, sell or possess private property …." If the City Council adopts new regulations prohibiting or restricting the exercise of the existing land use entitlement already acquired by the private property owners, the City will be subject to the diminution of property value claims under Prop. 207.

The City staff cannot determine whether the petitioner's specific request will be subject to a diminution of value claim with specific facts. The City could review the TOD Policy Plans, but will have to research those effects to ascertain colorable claims under the Arizona Regulatory Bill of Rights or Prop. 207.

The petitioner's second request asks the City Council to create a new temporary zoning overlay and other development standards to prevent developments that are inconsistent with the goals of the TOD District policy plans. Creation of a new overlay that would restrict existing zoning entitlements to implement the policy plan will conflict with the Arizona Regulatory Bill of Rights (A.R.S. § 9-831 to § 9-842) or Prop. 207 Diminution of Property Value (A.R.S. § 12-1134) (aka "Prop. 207) and subjects the City to monetary damages.

Options for Council Action

A. Accept the petition and direct the Planning and Development Department to request the Planning Commission initiate a text amendment to the Zoning Ordinance for the

TOD Districts.
B. Accept the petition and direct staff to conduct additional review and study under the 8-Hour Rule for a recommendation to subcommittee or bring back to City Council.
C. Deny the petition.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

CITY CLERK DEPT.
2023 APR 19 PM 6:48

CITIZEN PETITION TO PHOENIX CITY COUNCIL

Date: April 19, 2023

Pursuant to Chapter IV, Section 22 of the Phoenix City Charter, I, Jeremy Thacker, a citizen and resident of the City of Phoenix, hereby petition the City Council to consider and enact within (15) days a resolution, ordinance, or measure to:

1. ***Prevent developments within the TOD Districts from using entitlements obtained prior to Reinvent PHX that do not support the objectives of the TOD Policy Plans from being approved for permits.***
2. ***Create a temporary zoning overlay (NON-TOD) and update "Definitions" in the Zoning Code for the TOD Districts to prevent developments containing elements opposing the goals of the TOD Policy Plans for those districts from receiving permits or rezoning approval.***

BACKGROUND

Carnation and Pierson Place, neighborhoods in Uptown, are experiencing exponential growth. Under construction or in Planning, developments in the half-mile block between Indian School and Camelback and Central and 7th Ave will add almost 5,000 housing units, 10,000 parking spaces, and triple the population in the coming years. Once completed, this small area of Uptown will be the highest density residential area in the City of Phoenix—including Downtown.

Unlike residents of so many neighborhoods, the residents of Carnation and Pierson Place are not opposing the density and high number of housing units being proposed. The residents of these two neighborhoods agreed to this type of density and growth contingent upon the City ensuring delivery of the remaining elements of Walkable Communities as defined in Reinvent PHX. As shown below, only one side of the agreement is being upheld.

- 12 of 13 developments have no affordable housing included.
- 12 of 13 developments have a combined square footage containing less than 1% commercial/retail--% luxury multi-family. Does less than 1% qualify as mixed-use?
- 12 of 13 developments will not increase ridership on the light rail. Valley Metro's demographic profile of a regular transit rider do not match the demographic that rents a $1,750 per month studio apartment.
- 13 of 13 projects have requested variances of some kind or avoided the WUC altogether using PUD's or decade old entitlements

- 13 of 13 projects are moving forward without the pre-requisites of walkability in place. Sidewalks; protected bike lanes; and traffic calming are foundational elements not afterthoughts—especially with 5,000 students reliant on them daily.

As shown above, the exception is now the rule. While the City and developers will certainly benefit from the density created along the light rail, the repercussions of not delivering on the remaining portions of Reinvent PHX will be the burden of residents.

When done well, density has much to offer. When door poorly by clustering narrow ranges of income groups, household types, and economic activities, it constricts daily life and removes options. In other words, ***density without walkability is inhumane***. The residents of Uptown are headed towards this destination.

Every single seat on every single train sits empty. Instead, every single person parks in a single space in a single-use garage. Without a single place to go, a single thing to do, or a single place to work; every single day and every single night, every single person of a single demographic flees their single-use building heading to their single-file life.

This is the dystopian horror facing Uptown, an area with the motto, "Unique unites us." This petition is requesting that the City take immediate steps, temporary if needed, to prevent the forthcoming disaster.

PETITION 1

Prevent developments within the TOD Districts from using entitlements obtained prior to Reinvent PHX that do not support the objectives of the TOD Policy Plans from being approved for permits.

Using entitlements from zoning approved decades prior, developers have found a way to bypass neighborhood input, VPC and Planning Commission review, and City Council approval on projects that are, at best, inconsistent with the objectives of Reinvent PHX. Allowing a single project using a loophole to derail billions invested in the light rail and Walkable Communities is the epitome of "penny-wise and pound-foolish."

Cresleigh Homes, a 4-acre project on Central Avenue, just north of the entrance to Steele Indian School Park, is the opposite of what was envisioned by Reinvent PHX. After facing stiff opposition initially, Cresleigh abandoned their rezoning application opting instead to use existing entitlements issued prior to the existence of the light rail. The project proposes an auto-centric development with the perimeter gated; permanently restricting access to Steele Indian School Park. Cresleigh knows the development would never receive recommendations from EVPC or the Planning Commission much less approval by the Council. This is the reason for using the antiquated zoning and the reason this Council must take action.

The project would have been subject to the Steele Indian School Park Master Plan had it not been repealed prior. The Council repealed the Master Plan as unnecessary based on the protections offered by the Walkable Urban Code. Ironically, Cresleigh has now circumvented both plans.

This petition makes no recommendations to the mechanism the Council should use to prevent the subversive acts by developers. Attorneys and Planning are better suited for determining the details of how to accomplish the task. This petition just requests that the Council acts on the task. Additionally, this petition focuses on Cresleigh Homes but should include any additional developments like Novel Uptown as well.

PETITION 2

Create a temporary zoning overlay (NON-TOD) and update "Definitions" in the Zoning Code for the TOD Districts to prevent developments containing elements opposing the goals of the TOD Policy Plans for those districts from receiving permits or rezoning approval.

The Walkable Urban Code was created for the specific purpose of ensuring compliance with the goals and objectives outlined in Reinvent PHX. As often happens to even the best organizations, the first attempt at rule creation missed the mark in certain areas. Despite admittance by the City that the WUC does not guarantee the desired outcomes of Reinvent PHX, the WUC has become the standard by which developments are measured instead of the objectives of Reinvent. For some reason, the creation has been promoted over the creator. This cannot be allowed any longer.

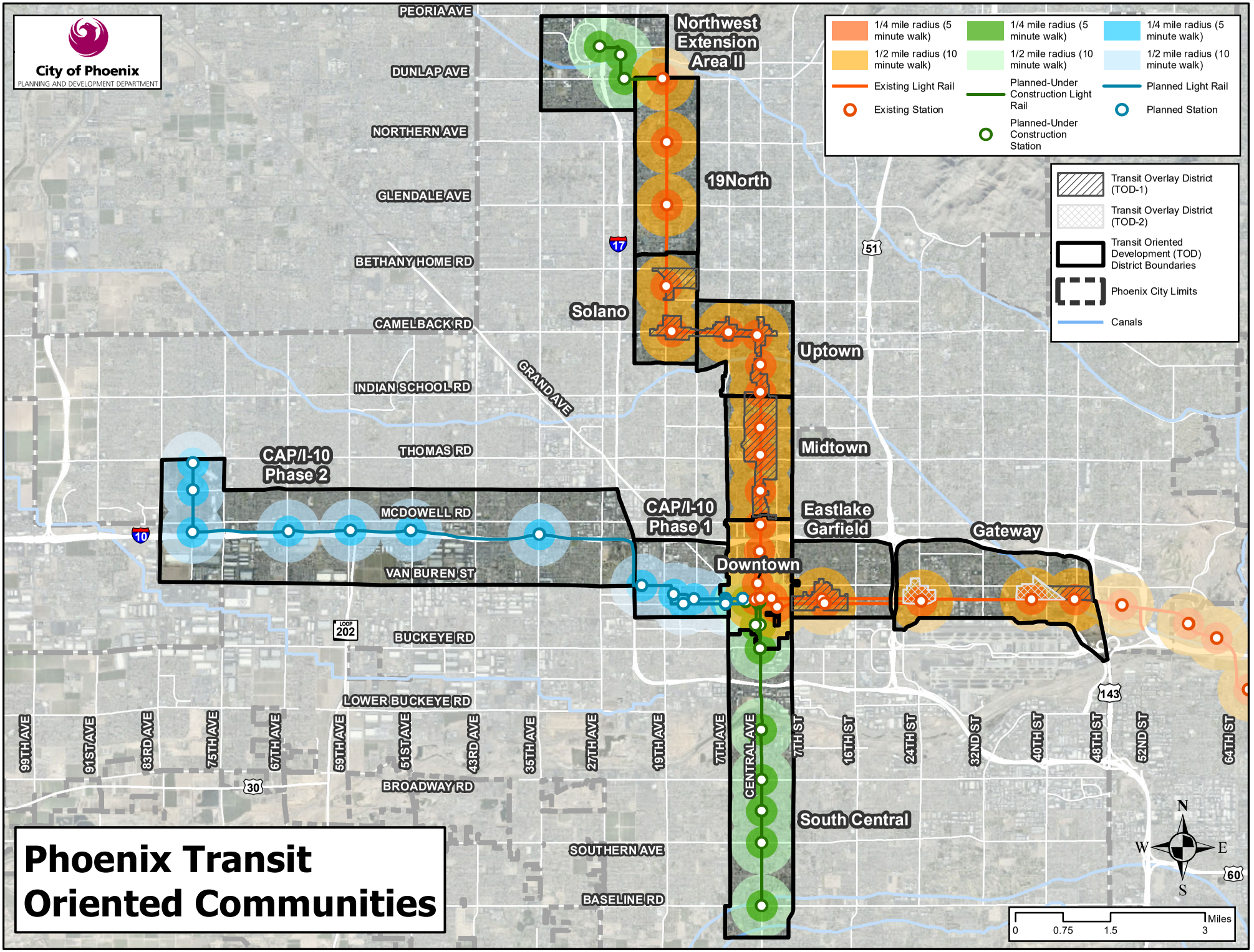
When the light rail was being constructed, the City decided to implement TOD-1(2) as temporary zoning overlays to prevent developments not supporting the purpose of the light rail from undermining the project. The City now faces a similar situation in the TOD Districts as developers are exploiting holes in the WUC for their own profits. In the interim before the WUC is updated, this petition requests a NON-TOD (Not Optional Near Transit-Oriented Developments) temporary zoning overlay as outlined below.

- **Developments in the TOD Districts should not be allowed that contain or create any of the following[1]:**
  1. Large Block Sizes *(> 300' in Width)*
  2. Gated Developments
  3. Surface Parking Lots
  4. Free Parking
  5. Multi-Family Without Either
     5.1. Affordable Housing (*10% or More*); or
     5.2. Commercial / Retail (*5% of Total or 100% of 1st Floor*)
  6. Private Streets Not Guaranteed for Public Use

- **Definitions of the Code must be updated for the following:**
  - **"Mixed-Use" Qualifications** --Spaces used exclusively to serve only the development, or the private residents are not "mixed-use". [Examples: Gyms; Leasing Offices; Package Storage]
  - **"Public Open Space"** --Spaces open only to private residents of the development are not "public" open spaces. A "public open space" must, at all times, maintain the same availability to the general public as to the private residents.

[1] Experts in the fields of urban planning and walkability are in consensus regarding the items outlined above.

ATTACHMENT B



M:\Projects\TOD_Area_Maps_Joel\MXD\All_TOD_Areas_Oct2020.mxd