

TOWN OF FLORENCE SPECIAL MEETING AGENDA

Mayor Tara Walter
Vice-Mayor John Anderson
Councilmember Bill Hawkins
Councilmember Kristen Larsen
Councilmember Karen Wall
Councilmember Michelle Cordes
Councilmember Judy Hughes



Florence Town Hall
775 N. Main Street
Florence, AZ 85132
(520) 868-7500
www.florenceaz.gov
Meet 1st and 3rd Mondays

Monday, June 17, 2019

4:30 PM

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Town of Florence Council and to the general public that a Special Meeting of the Florence Town Council will be held on Monday, June 17, 2019, at 4:30 p.m., in the Florence Town Council Chambers, located at 775 N. Main Street, Florence, Arizona. The agenda for this meeting is as follows:

1. CALL TO ORDER

2. ROLL CALL: Tara Walter __, John Anderson __, Bill Hawkins __, Karen Wall ____, Kristen Larsen ____, Michelle Cordes __, Judy Hughes __.

3. ADJOURNMENT TO EXECUTIVE SESSION

For the purposes of discussions or consultations with designated representatives of the public body and/or legal counsel pursuant to A.R.S. Sections 38-431.03 (A)(3), (A)(4) and (A)(7) to consider its position and instruct its representatives and/or attorneys regarding:

- a. Town's position and instruct its attorneys regarding pending litigation in Maricopa County Superior Court: Town of Florence v. Florence Copper, Inc. CV2015-000325, including counterclaims.
- b. Town's position and instruct its attorneys regarding Arizona Department of Environmental Quality proceedings, related to Water Quality Appeals Board Case No. 16-002, including appellate proceedings to reviewing courts.
- c. Town's position and instruct its attorneys regarding permitting, constructing and accepting of irrigation wells and National Environmental Policy Act 26 ("NEPA") and the Administrative Procedure Act ("APA").

4. ADJOURNMENT FROM EXECUTIVE SESSION

5. MOMENT OF SILENCE

6. PLEDGE OF ALLEGIANCE

7. CALL TO THE PUBLIC

Call to the Public for public comment on issues within the jurisdiction of the Town Council. Council rules limit public comment to three minutes. Individual Councilmembers may respond to criticism made by those commenting, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Council shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

8. PRESENTATIONS

- a. **Presentation to introduce** the Town of Florence's inaugural Community Emergency Response Team. (David Strayer)
- b. **Presentation on the** Active Transportation Plan. (Bryan Hughes)
- c. **Presentation by Tim** Kanavel, Pinal County Economic Development Program Manager, on the Pinal County High Technology Corridor. (Brent Billingsley)
- d. **Presentation on the** Internet of Things. (Trent Shaffer)
- e. **Presentation on the** Strategic Plan Update. (Ben Bitter)

9. CONSENT: All items on the consent agenda will be handled by a single vote as part of the consent agenda, unless a Councilmember or a member of the public objects at the time the agenda item is called.

- a. **Appointment of an Ad** Hoc Sign Committee of the following members: Mayor Walter, Councilmember Larsen, Councilmember Cordes, Larry Johnson from the Greater Florence Chamber of Commerce, Harold Christ from the Windmill Winery, Becca Doughty from Bailey Street Bed and Breakfast, Manuel Perez-Cerros from Lidia's Cocina @ Old Pueblo Restaurant and staff liaison Larry Harmer. (Lisa Garcia)
- b. **Table discussion regarding** the Sign Code until the Ad Hoc Sign Committee issues a report and makes recommendations to the Town Council. (Lisa Garcia)
- c. **Approval of entering into** a Professional Services Agreement with the Greater Florence Chamber of Commerce for the term of July 1, 2019 through December 31, 2020. (Jennifer Evans)
- d. Approval of the **April 15, May 6,** and **May 20, 2019** Town Council Meeting minutes.
- e. Receive and file the following board and commission minutes:
 - i. **April 11, 2019** Arts and Culture Commission Meeting minutes
 - ii. **April 18, 2019** Florence Youth Commission Meeting minutes
 - iii. **March 27, 2018** Historic District Advisory Commission Meeting minutes
 - iv. **March 7, April 18,** and **May 16, 2019** Planning and Zoning Commission Meeting minutes

10. NEW BUSINESS

- a. **Discussion/Approval/Disapproval** of accepting a \$2,000 donation from the Michelle Gallagher Foundation. (Bryan Hughes)
- b. **Ordinance No. 678-19:** Discussion/Approval/Disapproval of AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING A LOCAL ALTERNATIVE EXPENDITURE LIMITATION FOR THE TOWN FOR THE FISCAL YEAR 2019-2020 AND DECLARING AN EMERGENCY. (Rey Sanchez)
- c. **Resolution No. 1701-19:** Discussion/Approval/Disapproval of A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING THE RECOMMENDED TOWN OF FLORENCE FISCAL YEAR 2019-2020 EMPLOYEE COMPENSATION AND CLASSIFICATION PLANS. (Scott Barber)
- d. **Resolution No. 1703-19:** Discussion/Approval/Disapproval of A RESOLUTION OF TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, APPROVING AND AUTHORIZING MAYOR TARA WALTER, TOWN MANAGER BRENT BILLINGSLEY, AND FINANCE DIRECTOR REY SANCHEZ, TO ACT AS SIGNATORIES FOR THE TRANSACTION OF BUSINESS ON THE TOWN OF FLORENCE BANKING ACCOUNTS, AND DECLARING AN EMERGENCY. (Lisa Garcia)

11. MANAGER'S REPORT

12. CALL TO THE PUBLIC

13. CALL TO THE COUNCIL – CURRENT EVENTS ONLY

14. ADJOURNMENT TO EXECUTIVE SESSION

For the purposes of discussions or consultations with designated representatives of the public body and/or legal counsel pursuant to A.R.S. Sections 38-431.03 (A)(1) to conduct the annual review of the Town Manager.

15. ADJOURNMENT FROM EXECUTIVE SESSION


16. ADJOURNMENT

Council may go into Executive Session at any time during the meeting for the purpose of obtaining legal advice from the Town's Attorney(s) on any of the agenda items pursuant to A.R.S. § 38-431.03(A)(3). One or more members of Council may appear for part or all of the meeting including Executive Session telephonically.

POSTED ON JUNE 13, 2019 BY LISA GARCIA, TOWN CLERK, AT 775 NORTH MAIN STREET, FLORENCE, ARIZONA, AND AT WWW.FLORENCEAZ.GOV.

***** PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITIES ACT (ADA), THE TOWN OF FLORENCE DOES NOT DISCRIMINATE ON THE BASIS OF DISABILITY REGARDING ADMISSION TO PUBLIC MEETINGS. PERSONS WITH A DISABILITY MAY REQUEST REASONABLE ACCOMMODATIONS BY CONTACTING THE TOWN OF**

FLORENCE ADA COORDINATOR, AT (520) 868-7574 OR (520) 868-7502 TDD. REQUESTS SHOULD BE MADE AS EARLY AS POSSIBLE TO ALLOW TIME TO ARRANGE THE ACCOMMODATION. ***

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 8a.
MEETING DATE: June 17, 2019 DEPARTMENT: Fire Department STAFF PRESENTER: David Strayer, Fire Chief SUBJECT: Community Emergency Response Team Presentation		<input type="checkbox"/> Action <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <ul style="list-style-type: none"> <input type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input checked="" type="checkbox"/> Partnerships and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Special presentation to introduce the Town of Florence’s inaugural Community Emergency Response Team (CERT).

BACKGROUND/DISCUSSION:

The Community Emergency Response Team (CERT) program educates volunteers about disaster preparedness for the hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. CERT offers a consistent, nationwide approach to volunteer training and organization that professional responders can rely on during disaster situations, which allows them to focus on more complex tasks. Through CERT, the capabilities to prepare for, respond to and recover from disasters is built and enhanced.

A VOTE OF NO WOULD MEAN:

Special Recognition Only

A VOTE OF YES WOULD MEAN:


Special Recognition Only

FINANCIAL IMPACT:

None

ATTACHMENTS:

None

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 8b.
MEETING DATE: June 17, 2019 DEPARTMENT: Community Services STAFF PRESENTER: Bryan Hughes, Community Services Director SUBJECT: Active Transportation Plan Presentation		<input type="checkbox"/> Action <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input checked="" type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Presentation only, no action required.

BACKGROUND/DISCUSSION:

The Town was awarded a grant from the Maricopa Association of Government (MAG) to produce an Active Transportation Plan (ATP). The ATP focuses on bicycle, pedestrian, and trails connectivity in the community.

Michael Baker International (MBI) was selected as the consultant for the study; the consultant team is led by Kevin Kugler. MBI is also the consultant on the Florence Transportation Planning Study, part of the Planning Assistance for Rural Areas (PARA) grant program sponsored by the Arizona Department of Transportation (ADOT), currently being conducted.

A Technical Advisory Committee (TAC) was established to guide and coordinate the consultant’s efforts throughout the course of the Florence Transportation Planning Study process. The Active Transportation Plan will utilize many of the same TAC members.

The project began in August 2018 and included public meetings, online and paper surveys, and presentations to Joint Work Sessions of the Planning and Zoning Commission and the Parks and Recreation Advisory Boards. Additionally, there were presentations to the Town Council, the most recent on May 20, 2019, which highlight s

of existing conditions, recommendations for future connectivity, and policy recommendations for sidewalks, bike lanes and trails.

The final plan is attached for your review. The Active Transportation Plan must be completed by the consultant by June 30, 2019 to comply with the grant, however adoption of the plan can take place after that date and is scheduled for July 1, 2019.

A VOTE OF NO WOULD MEAN:

Not applicable

A VOTE OF YES WOULD MEAN:

Not applicable

FINANCIAL IMPACT:

The Intergovernmental Agreement (IGA) with the Maricopa Association of Governments was for \$94,943.67. MAG funded 80%, or \$75,954.94, and the Town funded a 20% match, or \$18,988.73. No other funding is necessary to complete the Active Transportation Plan.

ATTACHMENTS:

Presentation
Active Transportation Plan
Email Follow-Up 6-6-2019

Florence Active Transportation Plan

Town Council Final Project Briefing



June 17, 2019



What We Reviewed At Our May 20th Council Briefing:

- 1) ATP Plan Objectives
- 2) Trends & Safety Concerns
- 3) Florence Survey Results/ Trends
- 4) Public Open House Meetings
- 5) Preliminary Findings & Recommendations
- 6) Received Council's Input

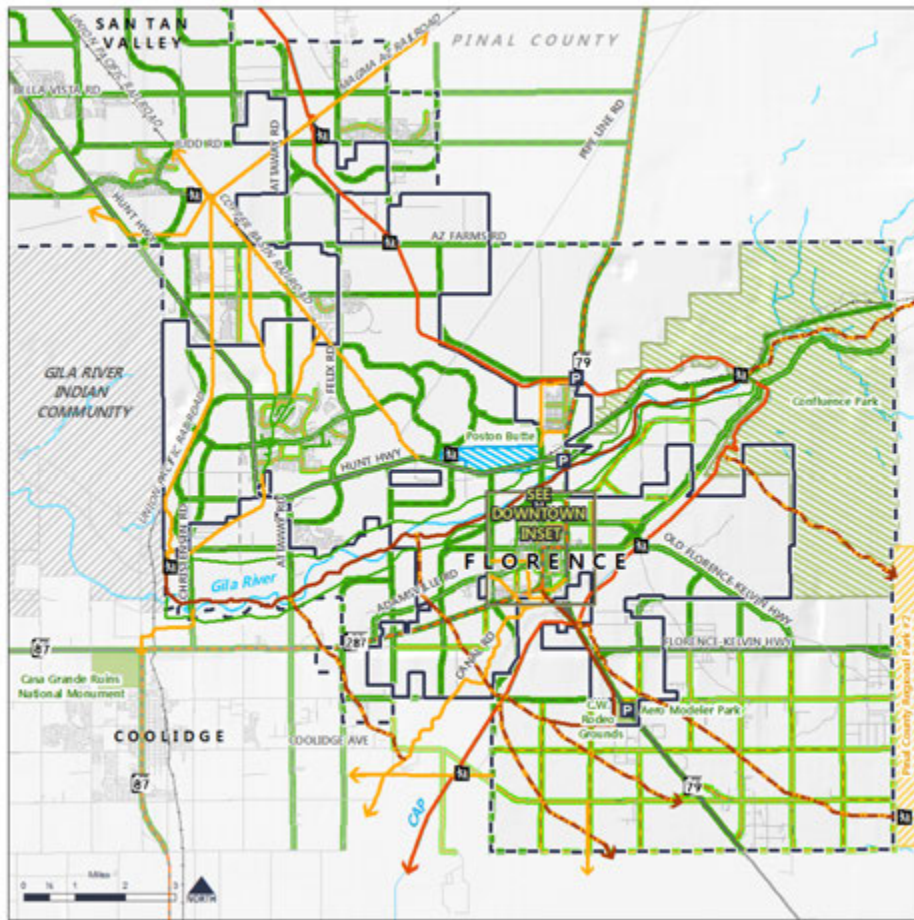


Trail Hierarchy

Existing Hierarchy	Proposed Hierarchy	Approx. Miles in Town Limits
Neighborhood Trail (8')	Multi-Use Path- Paved (8'-10')	29
Town Trail (8'-10')		
Shared Use Paved Path (10'-12')		
Existing/ Planned County Multi- Use Trail Corridor	Multi-Use Trail- Unpaved Decomposed Granite (8'-10')	21
Proposed County Multi- Use Trail Corridor		
Equestrian Trail (8')		
Town Trail (8'-10')		
Neighborhood Trail (8')		
Back Country Trail (3')	Poston Butte Open Space & Trails Development Plan	TBD
Adopted County Trail Corridor	CAP Trail (Unpaved)	6
Town Trail (8'-10')		
Equestrian Trail (3'-4')	Native Trail Natural Surface (3'-5')	13
Town Trail (8'-10')		
4' Shoulder (4')	New Roadway Cross Sections (Florence Transportation Planning Study)	Reference Florence Transportation Planning Study
Shared Use Paved Path (10'-12')		
Neighborhood Trail (8')		



Proposed On & Off-Street Paths and Trails



Legend

- Town of Florence Municipal Limits
 - Town of Florence Municipal Planning Area Boundary
 - U.S. Highway / State Route
 - Local Road
 - Planned Road
 - Railroad
 - Proposed Parks
 - Existing Special Use Parks
 - Proposed Regional Park
 - Poston Butte Park and Trail System
- On Street Facilities**
 - Multi-Use Path, Bike Lanes
 - Sidewalk/Trail*, Bike Lanes
 - Sidewalk/Trail*
 - US Bike Highway Rt.90
- Off Road Facilities**
 - Multi-Use Path
 - CAP Multi-Use Trail
 - Multi-Use Trail
 - Native Trail
 - Native Trail / Multi-Use Trail Combo
- Trailheads**
 - Park and Ride / Trailhead
 - Trailhead

*ADA Compliant Surface
Data Source: Town of Florence, Pinal County, ADOT, AZDCEO Clearinghouse



Facility Cross-Section Example

2. Multi-Use Trail

Multi-Use Trails are planned with low impact design to minimize disturbance of the natural environment. Proposed Multi-Use Trails total approximately 21 miles within the Town's existing boundary (the most of any trail type), seven miles of which includes the Native Trail/ Multi-Use Trail combination type. The goal is to create a seamless network of off-street, unpaved trails that link neighborhoods to other community destinations including *The Florence Gila River Path* and *CAP Canal Trail*. These trails are anticipated to be ADA compliant in surface type and grade and should be maintained as such. Examples of a Multi-Use Trail shown in Figure 54 include the *Albuquerque Bosque Trail* in Albuquerque, NM (left) and *The Arizona Canal Trail* in Phoenix, AZ (right).

Figure 53: Multi-Use Trail Cross Section



Table II: Multi-Use Trail Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Unpaved Trail	Multi	8-10', 12' where use is high or terrain limits visibility.	Stabilized Decomposed Granite	2', 3' near signage or other furnishings*	12'	\$70- \$140**

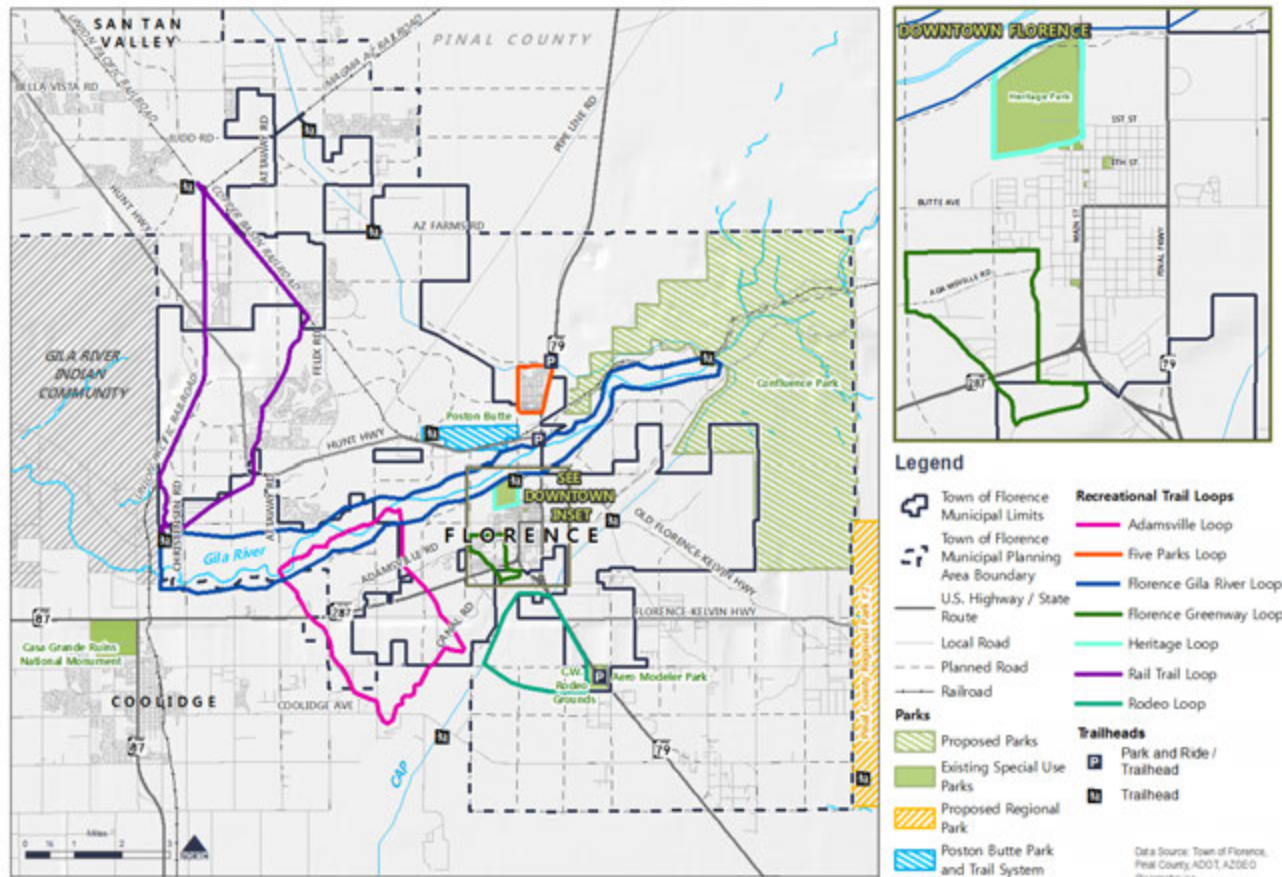
* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 54: Multi-Use Trail Examples





Recreational Trail Loops





Design Standards

Facility/ Feature	FHWA Manual of Uniform Traffic Control Devices (2009)	AASHTO Guide for the Development of Bicycle Facilities (2012)	NACTO Urban Bikeway Design Guide (2012)
Signed Shared Roadway	X	X	X
Marked Shared Roadway	X	X	X
Bicycle Boulevard	-	X	X
Paved Shoulder	X	X	-
Bike Lane	X	X	X
Buffered Bike Lane	-	X	X
Colored Bike Lanes	X ¹	X	X
Combined Bike Lane/ Turn Lane	X	X	X
Bicyclists at Roundabouts	X ²	X	-
Multi-Use Paths (On-Street)	X	X	-
Multi-Use Paths (Off-Street)	X	X	-
Wayfinding Sign Types	X	X	X
Wayfinding Sign Placements	X	X	X
Bike Parking	-	X	-
Roadway Crossings (At-Grade)	X	X	X
Roadway Crossings (Grade Separated)	X	X	-



Action Plan (sample)

Table 13: Action Plan

On-Street Facility Actions			
Actions	Notes	Lead Agency	Term
Construct on-street facilities (multi-use paths, sidewalks, bike lanes, and trails) in concurrence with roadway improvements per the Florence Transportation Planning Study.	As roadways and segments or roadways are necessary to be improved, Town and/or property owner shall construct bicycle and pedestrian facilities per approved roadway cross sections.	Town, ADOT, Property Owner	Short Medium Long
Incorporate ADA compliant bike and pedestrian facilities upon both sides of any bridge crossing of the Gila River to connect to the north and south banks of the Florence Gila River Path. The following grade separated crossings of the Gila River are identified in the Florence Transportation Planning Study; Plant Road, Attaway Road, Christensen Road, Valley Farms Road, Main Street and SR 79.	As bridge crossings of the Gila River become prioritized for construction, ensure that bicycle and pedestrian facilities are incorporated into the bridge design on at least one side, with both sides being preferred.	Town, county, state and/or Federal partners	Short Medium Long
Relocate the existing yellow ladder school crosswalk of Main Street at Aguilar Street south to Brady Street.	Modify location of this important crossing to enhance pedestrian and vehicular safety and reduce congestion at the intersection of Butte Avenue and Main Street (79B) in accordance with the 2019 Florence K-8 SRTS study.	Town, ADOT	Short
Move the white striped crosswalk across Main Street south of Stewart Street at the High School to the north side of the intersection with Stewart Street. Increase pedestrian warning signage.	Modify location of this crosswalk to reduce potential conflict with vehicular turning movements and enhance pedestrian safety.	Town, ADOT	Short
Conduct warrant study for RRFB at the existing school crossing on Butte Avenue at Orlando Street.	A mid-block crossing at this location is recommended to enhance pedestrian safety at this busy pedestrian location connecting businesses, elementary school, residents and large government employers in the area. Conduct required warrant study to confirm appropriate mitigation measures and RRFB crossing apparatus. This recommendation also furthers and is consistent with the SRTS study recommendation for same.	Town, ADOT	Medium
Reconfigure Orlando Street, between Florence Heights Drive and Butte Avenue to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, restrict on-street parking in accordance with the 2019 Florence K-8 SRTS study. (Existing 80-foot ROW; potential to be reduced to 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Short
Conduct warrant study for RRFB at the school crossing on Florence Heights Drive at Orlando Street.	An enhanced mid-block crossing at this location is recommended primarily to enhance student pedestrian safety and deter students from crossing at DeSoto Lane. This recommendation also furthers and is consistent with the SRTS study recommendation for same. Conduct required warrant study to confirm appropriate mitigation measures and crossing apparatus.	Town	Long



Action Plan- Summary

Type of Action	# of Actions
On-Street Facilities	14
Off-Street Facilities	18
Transit	3
Programming	4
Tourism & Events	10
Policies	12
TOTAL	61



Funding Matrix

Funding Source	Design/ Build	Planning	Programming
Local			
MAG Safe Routes to School		X	X
MAG Transportation Improvement Program	X	X	X
MAG Design Assistance	X		
State			
AZ Governor's Office of Highway Safety			X
Arizona State Parks and Trails	X	X	X
Federal			
Federal Highway Administration	X	X	X
Federal Transit Administration	X	X	X
National Parks Service	X	X	
Land and Water Conservation Fund	X	X	
Other			
American Association of Retired Persons	X		
Active Living Research		X	X
Trust for Public Land		X	
People for Bikes	X		
Rails to Trails Conservancy	X		



THANK YOU

FOR

ATTENDING TODAY!

Bryan Hughes

Community Services Director

Town of Florence

(520) 868-7582

Bryan.Hughes@florenceaz.gov

Kevin Kugler

Project Manager

Michael Baker International

(602) 798-7521

kkugler@mbakerintl.com

2019

Town of Florence

Active Transportation Plan



TOWN OF FLORENCE ACTIVE TRANSPORTATION PLAN

Prepared for:



Prepared By:

Michael Baker

INTERNATIONAL

Michael Baker International
2929 N. Central Avenue, 8th Floor
Phoenix, AZ 85012

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Table of Contents

- I. Introduction 1
 - A. Town of Florence Active Transportation Plan Purpose..... 1
 - 1. Objectives of the Florence ATP 1
 - B. Study Area Context 2
 - 1. Town of Florence Incorporated Limits 6
 - 2. Florence’s “Development Islands” and Their Connectivity Challenges..... 6
 - 3. Who are the Town’s Pedestrian and Bicycle Users Today?..... 7
 - C. What is Active Transportation?..... 9
 - D. What are the Benefits of Active Transportation? 9
 - 1. Healthy, Safe & Connected Community..... 9
 - 2. Healthy Wallets..... 9
 - 3. Healthy Market..... 10
 - E. Florence ATP Planning Framework + National Goals & Trends11
 - 1. The 6E’s Framework11
 - 2. Vision Zero11
 - 3. What’s Trending12
- II. Inventory 16
 - A. Previous and Ongoing Studies, Plans and Reports 16
 - 1. Town of Florence Parks, Trails & Open Space Plan 2008..... 16
 - 2. Town of Florence 2020 General Plan.....17
 - 3. Town of Florence Greenway Master Plan20
 - 4. Town of Florence K-8 SRTS Report 201821
 - 5. Town of Florence Anthem SRTS Report 2018..... 22
 - 6. Coolidge-Florence Regional Transportation Plan 2008 23
 - 7. Pinal County Open Space and Trails Master (2007) and 2016 Map Update.... 24
 - 8. CAP Canal Trail Master Plan Pinal County Segment 2015 25
 - 9. ADOT Bicyclist Safety Action Plan Update 2018 27
 - 10. ADOT Pedestrian Safety Action Plan 2017 29
 - 11. Poston Butte Trail Study..... 30
 - B. Land Composition & Development Patterns 31
 - 1. Existing Land Ownership..... 31
 - 2. Existing Land Use & Activity Centers..... 35



Town of Florence Active Transportation Plan

3. Planned Future Land Uses and Florence’s Growth Potential..... 35

4. Existing Zoning..... 37

5. Existing, Approved Planned Unit Developments40

C. Demographics & Socioeconomics..... 41

1. Existing Population..... 41

2. Population Projections..... 41

3. Households 41

4. Title VI Population..... 41

5. Age & Gender 42

6. Zero Vehicle Households..... 42

7. Existing Commuting Patterns 43

D. Existing Roadway Network..... 49

E. Existing & Planned Bicycle and Pedestrian Facilities.....51

1. Existing & Planned Trail Types.....51

2. Existing & Planned Trailheads 54

3. Existing Bicycle Facilities..... 54

4. Bike Parking..... 56

F. Transit Connections..... 58

1. CART..... 58

2. Greyhound 59

3. Give A Lift Program..... 59

G. Traffic & Safety Conditions..... 61

1. Roadway Traffic Counts..... 61

2. Pedestrian and Bicycle Counts..... 63

3. Crash Analysis..... 65

4. Pedestrian and Bicycle Crash Analysis..... 67

H. Existing Active Events..... 70

1. Merrill Ranch Triathlon at Anthem Merrill Ranch..... 70

2. Bicycle Clubs..... 70

3. Annual Florence Historic Home Tour 70

III. Analysis..... 71

A. Survey Results..... 71

1. Demographics..... 71



- 2. Travel Habits71
- 3. Challenges 72
- 4. Sidewalks & Off-Street Trails 73
- 5. Bike Facilities 73
- B. Field Review Findings..... 74
 - 1. Pedestrian Accessibility 74
 - 2. Bicycle Facility Signage/Pavement Markings 75
 - 3. ADA Compliance 75
 - 4. Grassroots Park-and-Rides..... 76
 - 5. Transit..... 76
 - 6. Continuity & Connectivity 77
- C. Gap Analysis80
 - 1. Sidewalks 80
 - 2. Shared- Use Paths..... 80
 - 3. Trails 80
 - 4. Bicycle Facilities 81
- IV. Recommended Facilities..... 82
 - A. On-Street Bicycle and Pedestrian Facilities..... 82
 - 1. Parkway 84
 - 2. Principal Arterial..... 84
 - 3. Minor Arterial 85
 - 4. Enhanced Collector 85
 - 5. Major Collector..... 86
 - 6. Superlocal..... 86
 - 7. Local Streets 87
 - B. Off-Street Bicycle and Pedestrian Facilities 88
 - 1. Multi-Use Path..... 91
 - 2. Multi-Use Trail..... 92
 - 3. Native Trail..... 93
 - C. Design Standards..... 94
 - D. Combined Facilities 94
 - E. Recreational Trail Loops & Event Routes 96
- V. Action Plan..... 99



- A. Tactical Urbanism..... 108
- VI. Policies 109
- VII. Funding Sources 112
 - A. Local..... 113
 - B. State 113
 - C. Federal 114
 - D. Other..... 115
- VIII. Appendices..... 117
 - A. Additional Resources..... 117
 - B. Survey Summary (Retrieved from Survey Monkey: June 6, 2019) 117

List of Tables

- Table 1: Land Ownership..... 31
- Table 2: Existing Land Use 35
- Table 3: Existing & Future Land Use 36
- Table 4: Town of Florence Zoning 37
- Table 5: Existing/Approved Planned Unit Developments (PUDs).....40
- Table 6: Title VI Population 42
- Table 7: Crash Severity Comparison 67
- Table 8: Existing vs Proposed Paths & Trails Hierarchy 88
- Table 9: Multi-Use Path Standards..... 91
- Table 10: Multi-Use Trail Standards..... 92
- Table 11: Native Trail Standards..... 93
- Table 12: Facilities Standards Matrix.....94
- Table 13: Action Plan.....100
- Table 14: Funding Sources Matrix..... 112



List of Figures

Figure 1: Town of Florence Regional Context Map.....	4
Figure 2: Active Transportation Plan Study Area.....	5
Figure 3: Development Islands in the Town of Florence	6
Figure 4: Strava Bicycling Activity Heat Map.....	8
Figure 5: Strava Pedestrian Activity Heat Map.....	8
Figure 6: Positive Impact of Complete Streets Projects	10
Figure 7: Statewide Crash Trend Comparison- People Biking.....	13
Figure 8: Crashes by Bicyclist Position.....	13
Figure 9: Biking Rates by Age Group, 1995-2009.....	14
Figure 10: Growth Rate of Shared Mobility Services.....	15
Figure 11: Town of Florence General Plan Character Areas	18
Figure 12: Florence K-8 Transportation Boundary	21
Figure 13: Anthem K-8 Transportation Boundary.....	23
Figure 14: Pinal County Open Space & Trails Master Plan Update (2016).....	25
Figure 15: CAP Canal Trail Master Plan; Pinal County Segment Map.....	26
Figure 16: Land Ownership.....	31
Figure 17: Land Ownership.....	32
Figure 18: Town of Florence Existing Land Use.....	33
Figure 19: Town of Florence Future Land Use	34
Figure 20: Town of Florence Zoning.....	39
Figure 21: Age & Gender	42
Figure 22: Town of Florence Census Block Groups	44
Figure 23: Population & Household Poverty	45
Figure 24: Population Under 20 & Population 65 Years and Older.....	46
Figure 25: Zero Vehicle Households & Public Transit Commuters	47
Figure 26: Bike Commuters & Pedestrian Commuters	48
Figure 27: Roadway Functional Classification & Planned Unit Development	50
Figure 28: Existing and Planned Parks, Trails and Bicycle Facilities	53
Figure 29: US Bike Route 90.....	55
Figure 30: Existing Bicycle Facilities.....	57
Figure 31: CART Pricing Chart	58
Figure 32: Existing CART Transit Route.....	60
Figure 33: Existing Roadway Traffic Counts & Level of Service.....	62
Figure 34: Pedestrian and Bicycle Count Locations	64
Figure 35: Crash Locations & Injury Severity (2013 - 2017).....	66
Figure 36: Pedestrian/ Bicycle Crash Summary.....	67
Figure 37: Bike/ Pedestrian Related Crash Locations & Injury Severity (2013 - 2017).68	68
Figure 38: Bike Lane Pavement Marking & Bike Lane Signage	75
Figure 40: Downtown Sidewalk Network.....	79
Figure 41: On-Street Bicycle and Pedestrian Facilities (as identified by the Florence Transportation Planning Study)	83
Figure 42: Parkway Cross-Section	84
Figure 43: Principal Arterial Cross-Section (Single Left Turn).....	84

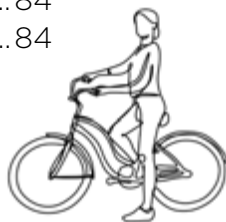


Figure 44: Minor Arterial Cross-Section 85
Figure 45: Enhanced Collector Cross-Section 85
Figure 46: Major Collector Cross-Section..... 86
Figure 47: Superlocal Cross-Section..... 86
Figure 48: 50-Foot Local Cross-Section..... 87
Figure 49: Off-Street Bicycle and Pedestrian Facilities.....90
Figure 50: Multi-Use Path Cross Section..... 91
Figure 51: Multi-Use Path/ Trail Combination Examples 91
Figure 52: Multi-Use Trail Cross Section..... 92
Figure 53: Multi-Use Trail Examples 92
Figure 54: Native Trail Cross Section..... 93
Figure 55: Native Trail Examples..... 93
Figure 56: Combined On and Off-Street Facilities Map 95
Figure 57: Town of Florence Recreational Trail Loops..... 98
Figure 58: Tucson/ Living Streets Alliance Tactical Urbanism Example 108



I. Introduction

A. Town of Florence Active Transportation Plan Purpose

The Florence Active Transportation Plan (ATP) will provide the Town with its first ever plan solely focused on the identifying bicycle and pedestrian facilities within the town limits. The Florence ATP will establish clear bicycle and pedestrian paths, trails and routes that provide safe and enhanced connections to and from existing and planned neighborhoods, parks and open spaces, community gathering centers, downtown, government offices, employment centers and other key destinations in Florence.

The Florence ATP will assist the Town in developing and administering policies and procedures necessary to create an integrated bicycle and pedestrian network with existing and planned town roadways, county and ADOT roadways and incoming master planned communities and employers.

The Florence ATP is made possible through grant funding assistance through the Maricopa Association of Governments (MAG) Bicycle and Pedestrian Master Plan/Updates and local Town of Florence contributions.

1. Objectives of the Florence ATP

In addition to the broad plan purpose of creating a safe and effective network of bicycle and pedestrian facilities in Florence, the Technical Advisory Committee, Parks Board, Planning Commission and Florence staff collectively identified and discussed the following plan needs and objectives of this ATP. Plan objectives include (in no particular order):

- 1) Focus on establishing off-street and on-street trail connections from Anthem and Florence Gardens to downtown Florence (specifically provide connection for the youth to the Community Center/ Aquatic Center, and the High School).
- 2) Evaluate the overall mobility potential for the SR 79 corridor, particularly between its intersection with SR 287 and Butte Avenue. Place emphasis on improving pedestrian connectivity from Florence High School to the Community Center, including evaluating the potential for bike lanes.
- 3) Develop an updated hierarchy of trails and paths with detailed cross sections for each.
- 4) Identify a network to accommodate people on road bikes and mountain bikes that are not necessarily desiring the same trail type.
- 5) Identify an appropriate all-weather crossing for OHV trails.
- 6) Establish policies and procedures to limit the improper/illegal use of OHV's on paths and trails that prohibit OHVs.



- 7) Establish policies and procedures to ensure that the future construction/improvement of existing and planned bridge facilities incorporate facilities for people walking and biking.
- 8) Evaluate and recommend path/trail connections from the existing rodeo grounds along SR 79B to downtown Florence.
- 9) Evaluate CART transit stops and offer recommendations for improved accessibility, trail connections and bicycle parking.
- 10) Evaluate and recommend trail connections from all schools to the Community Center.
- 11) Conduct a survey of Florence residents to solicit their input on desired bicycle and pedestrian needs and priorities.
- 12) Evaluate and recommend trail connections to the regional CAP trail.
- 13) Establish policy recommendations to require the incorporation of five-foot sidewalks and bike lanes in all new or “refreshed” Planned Unit Development (PUD) communities.
- 14) Incorporate Crime Prevention Through Environmental Design (CPTED) principals in all relevant plan recommendations.
- 15) Evaluate and recommend appropriate trail connections to the planned regional park southeast of Florence.
- 16) Evaluate the existing mid-block crossing of SR 79B near Florence High School and recommend modifications as needed.
- 17) Develop plan recommendations that can leverage existing and planned paths and trails to promote community events and showcase tourism activities.
- 18) Come into compliance with recently completed Safe Routes to School Studies at Florence K-8 and Anthem K-8.

B. Study Area Context

Florence is located in central Arizona along the Gila River, at the junction of State Route (SR) 287 and SR 79. Florence is the county seat of Pinal County and is generally considered a focal point in Pinal County for government services, employment and cultural activities. A large percentage of the jobs in Florence are government and detention related positions. It is located midway between the two largest metropolitan areas in Arizona: Phoenix is approximately 61 miles to the northwest and Tucson is approximately 70 miles to the south. See **Figure 1** for additional reference.

The Town of Florence is generally surrounded by unincorporated Pinal County and San Tan Valley to the northwest, the Gila River Indian Community (GRIC) to the west and the City of Coolidge to the southwest. The northern, eastern and southern boundaries of Florence are bordered by a combination of State Trust land, Bureau of Land Management land and privately-owned unincorporated county lands. The Arizona National Guard/Military Reserve owns land north and east of Florence, see **Figure 17** for additional reference.



Major natural landmarks in the area are the Gila River, which flows in a westerly direction north of Downtown, and Poston Butte, which is located northwest of Downtown and is commonly known as “F Mountain”.

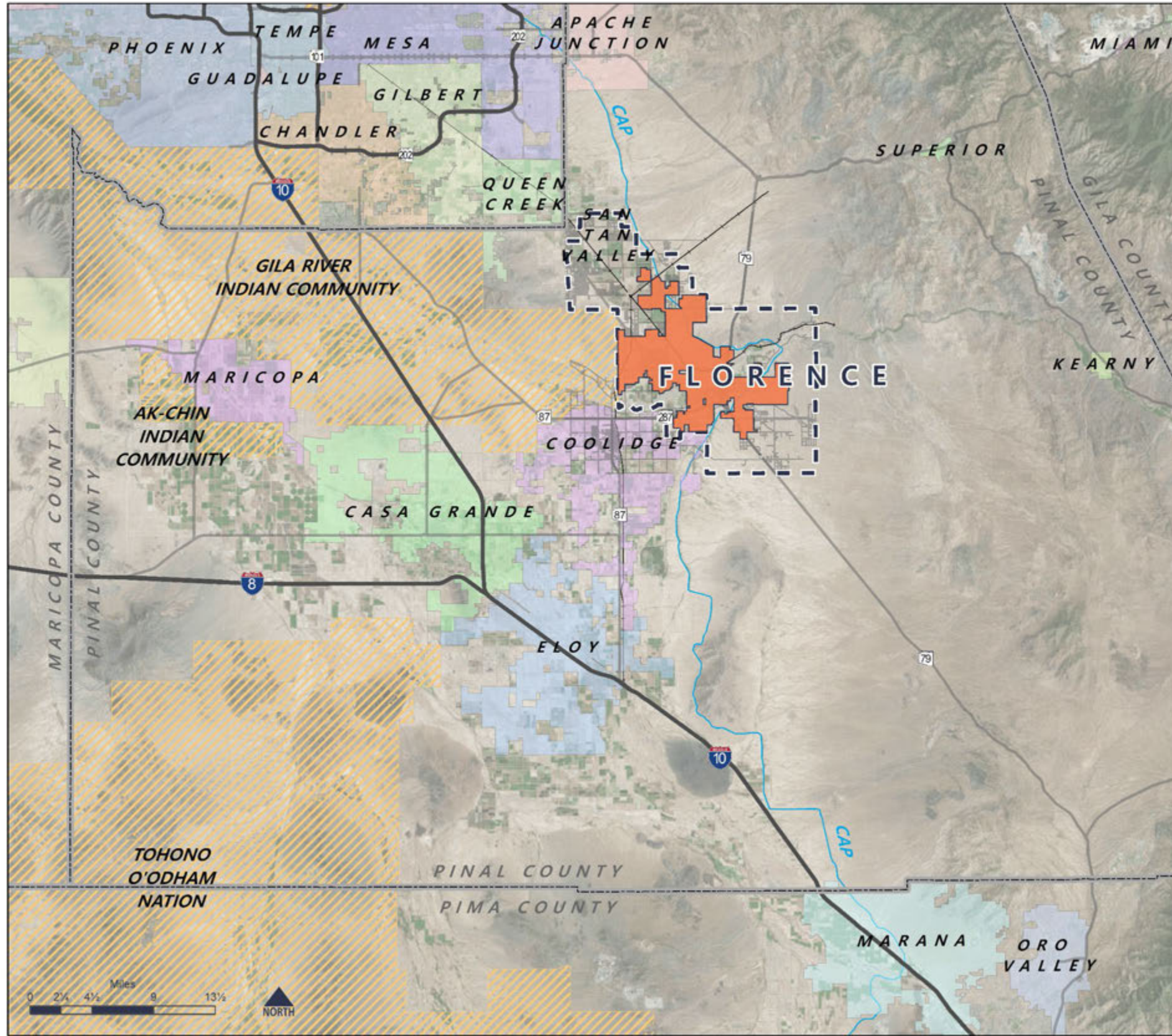
The Town has three distinct residential developments that are geographically separated - Anthem at Merrill Ranch, Florence Gardens area and the “Old Florence” downtown/ Historic District area.



Figure 1: Town of Florence Regional Context Map

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Planning Boundary
- U.S. Highway / State Route
- Interstates
- Railroad
- Counties
- Cities/Towns
- Indian Reservation

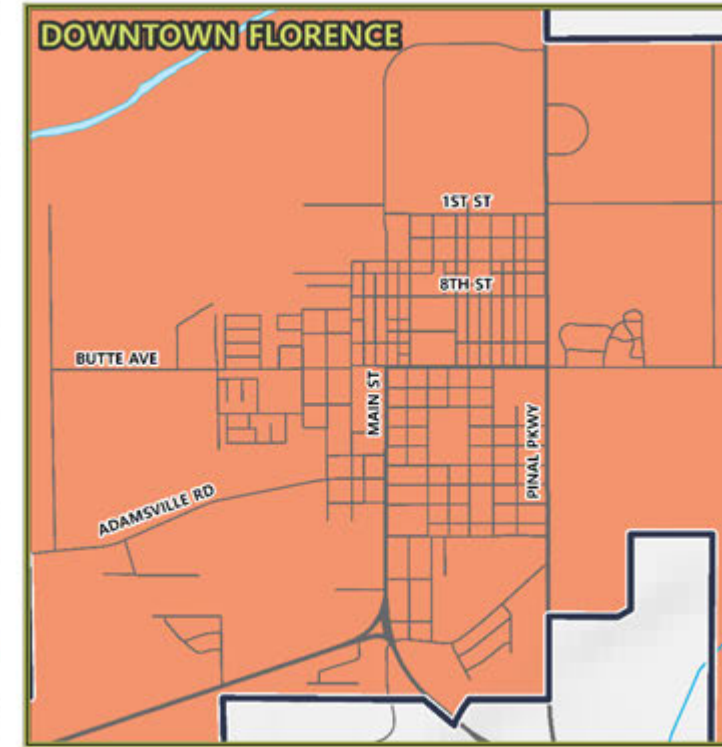
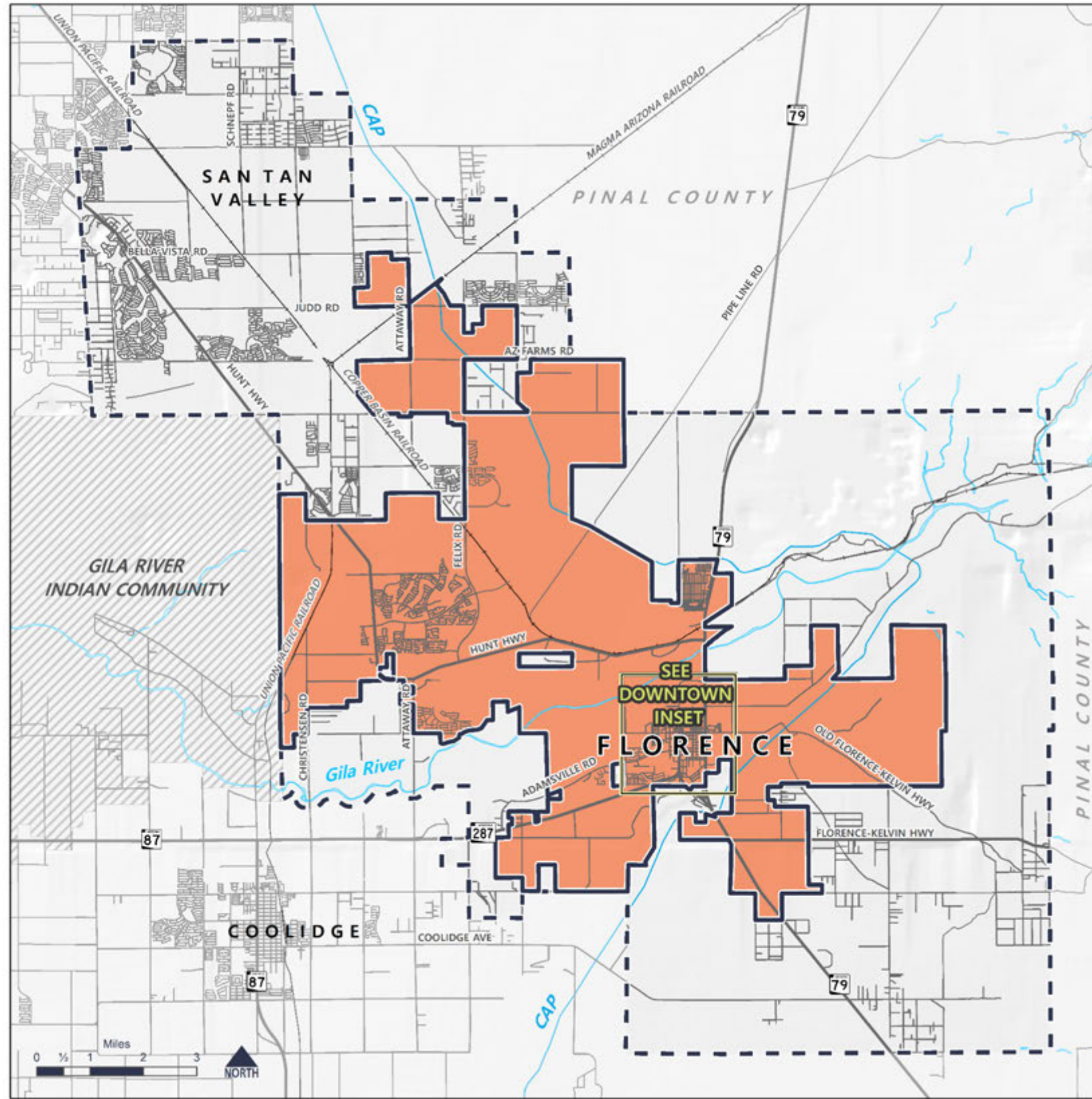
Data Source: Town of Florence, AZGEO Clearinghouse, 2018 TIGER/Line Shapefiles



Figure 2: Active Transportation Plan Study Area

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



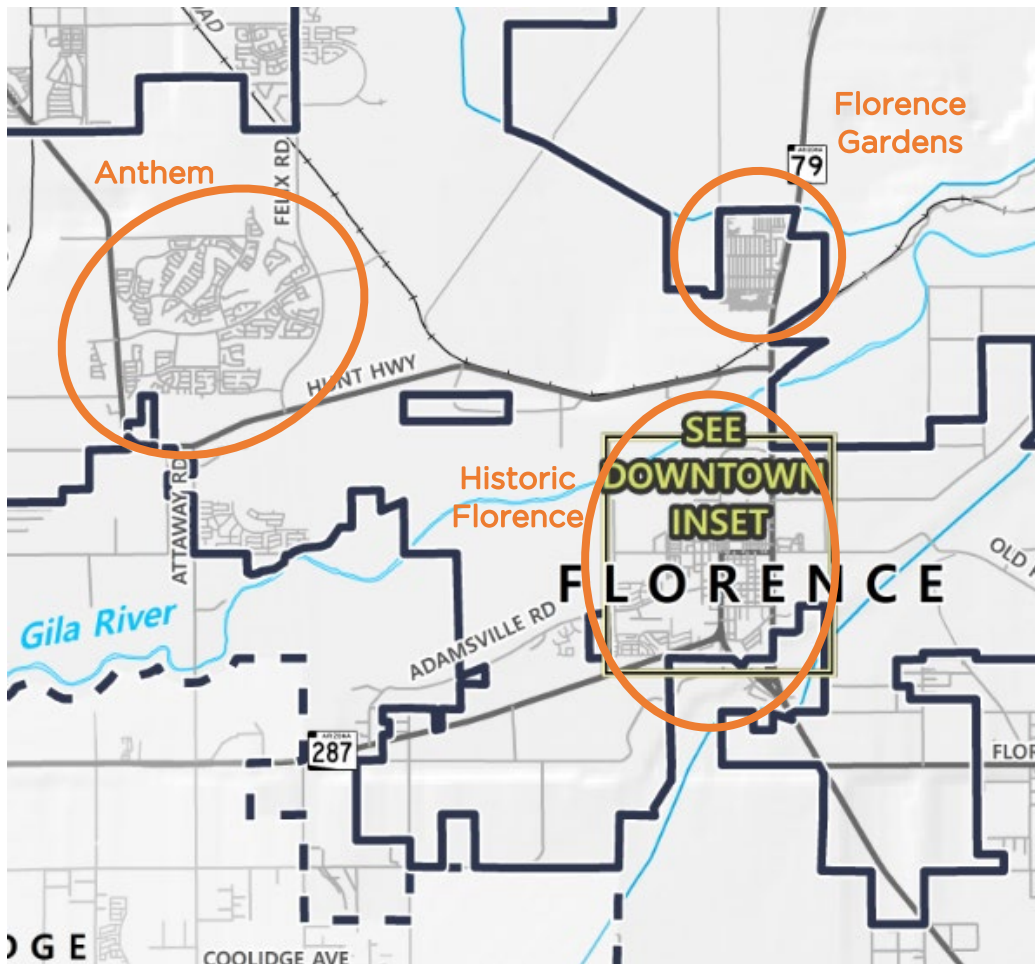
1. Town of Florence Incorporated Limits

As illustrated in **Figure 2** above, the Active Transportation Plan study area includes the 62.7 square miles within the Town of Florence incorporated limits, most of which is vacant, undeveloped property.

2. Florence's "Development Islands" and Their Connectivity Challenges

One of the key objectives of the Florence ATP is to develop recommendations to promote greater bicycle and pedestrian connectivity between Florence's three primary development areas - or "islands". As a community with extraordinary growth potential (vacant lands) and perhaps only 10% built out, it is not uncommon for communities such as Florence to have individual "development islands" that initially lack interconnectivity, but over time as the community grows, the Florence ATP will identify locations where enhanced connectivity should occur as Florence grows in population and employment.

Figure 3: Development Islands in the Town of Florence



These “islands” include Anthem at Merrill Ranch, Florence Gardens and the Florence downtown historic core and townsite neighborhoods. The vast majority of Florence’s existing population base reside in these three areas. One of the primary objectives of the Florence ATP is to evaluate and recommend bicycle and pedestrian facilities that promote enhanced mobility and connectivity to and from the islands while also being cognizant of how future developing master planned communities will tie into this planned network as well.

3. Who are the Town’s Pedestrian and Bicycle Users Today?

The recent transit survey conducted by the Town identified that over 4% of Florence residents responded that walking or bicycling is the most commonly use form of transportation. Only 1.3% responded that they do not have access to a vehicle. Another 34% responded they travel less than 10 miles to work or school, and 62% of all respondents are age 65 and older.

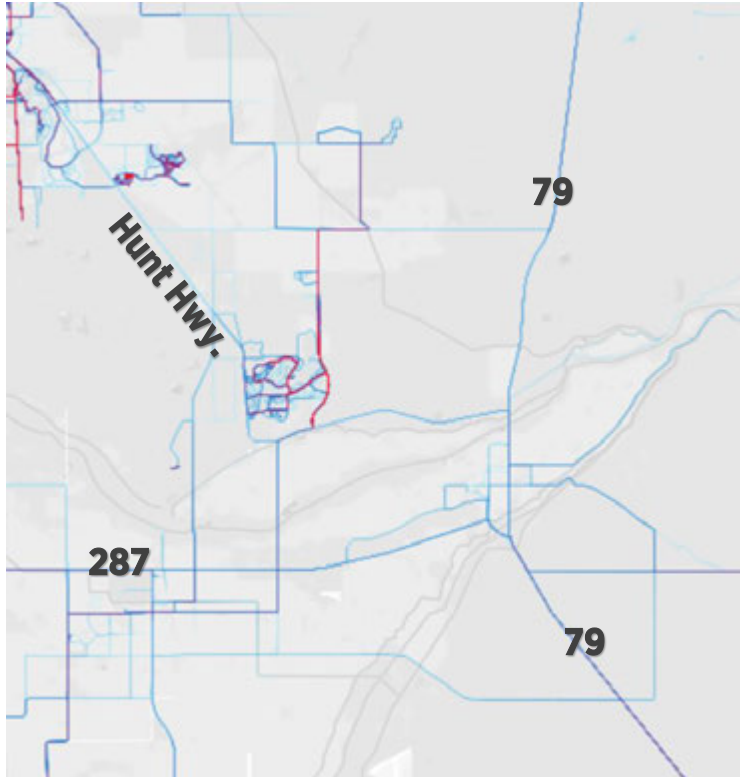
Nationally, according to the Pedestrian and Bicycle Information Center, one in 12 households are “no vehicle” households, yet 10.9% of all trips are made by walking. While this statistic is skewed by densely populated areas such as New York City where driving a car is increasingly less common, it does highlight that when there are destinations to walk to, people generally prefer to walk. According to the National Travel Survey, nearly 40% of all trips are less than two miles which is equivalent to a 30-minute walk or a 10-minute bicycle ride.

Figure 4 and **Figure 5** below show the level of bicycle and pedestrian activity as heat maps within the Town of Florence. The data provided by Strava is derived from their smart phone app users that have allowed them access to their bicycle and pedestrian travel patterns over the last two years and is updated monthly. Anthem at Merrill Ranch clearly experiences the most frequent bicycle and pedestrian activity in Florence. It is also interesting to note that existing bicycle use on regional roadways is more frequent on SR 79 north and south of Town, and less frequent on Hunt Highway.

Citylab has warned Strava data users of equity concerns since the data is sourced from a social network of athletes that are likely higher income with technology access. This may present data anomalies across rural or lower-income areas where people may be riding, but without smart phones or watches to capture their ride. The state of Florida considers Strava’s data captures approximately 10% of the total trips taken. Strava data, while valuable, cannot equitably be the sole basis for design or routing of facilities but is worth identifying for information purposes.

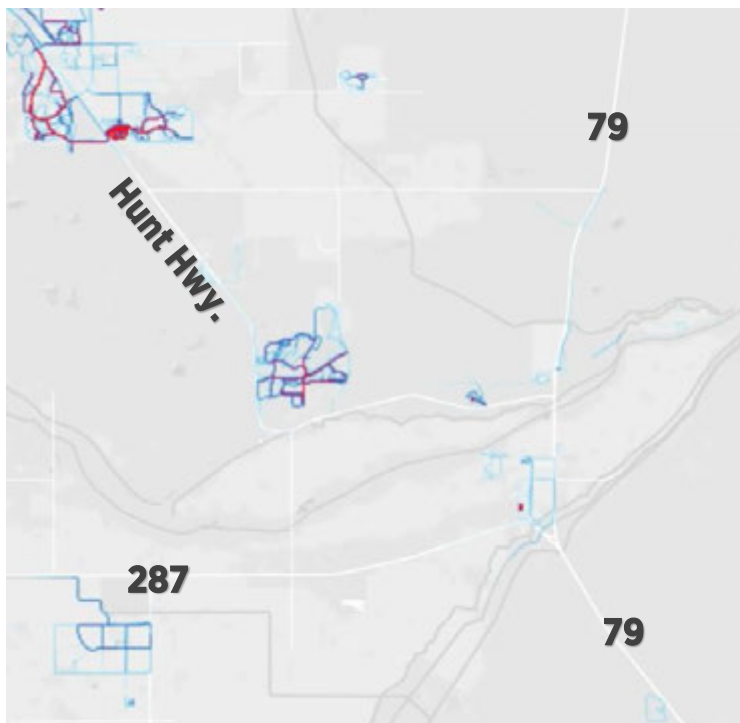


Figure 4: Strava Bicycling Activity Heat Map



SOURCE: STRAVA GLOBAL HEAT MAP

Figure 5: Strava Pedestrian Activity Heat Map



SOURCE: STRAVA GLOBAL HEAT MAP



C. What is Active Transportation?

Active Transportation is generally defined as human powered movement such as walking and bicycling or using an assistive mobility device. What was once referred to as ‘non-motorized transportation’ has now taken on a new title to capture those that walk and bike to and from destinations, not just those that walk and bike for recreation. What works for recreation, does not always work for destination-based travel. For example, recreational trails often do not connect major employers, nor connect community to community. Both non-motorized recreational use facilities and destination-based non-motorized transportation facilities are part of a successful Active Transportation Network.

D. What are the Benefits of Active Transportation?

1. *Healthy, Safe & Connected Community*

America continues to fight an obesity crisis, and the percentage of the overweight or obese population is continually increasing across all genders, races, and income levels. According to the *Bicycling and Walking in the United States 2016 Benchmarking Report* created by the League of American Bicyclists, over 65% of the adult population had a body mass index “above a healthy level for their height and weight” in 2013, and nearly 30% were at or above the level of obesity.

While physical health is an obvious benefit from an active lifestyle, the above report states that bicycling and walking have been shown to produce a greater sense of well-being over other transportation modes. One study mentioned in the report stated that walking was perceived as less stressful than driving or taking transit, and 67% of bicycling and pedestrian commuters reported enjoying their commute versus 58% of vehicle commuters.

As noted above, Florence will experience tremendous incremental growth over the next few decades and now is the time to plan and provide policy guidance to establish bicycle and pedestrian connectivity between existing and planned residential, employment and recreational areas. A handful of various real estate surveys of prospective homebuyers have suggested that paths and trails are frequently pointed to as the most desirable amenity when looking for a new home.

2. *Healthy Wallets*

The personal automobile in America once meant freedom and status, but vehicle costs can be burdensome, and behaviors are changing as a result. According to the U.S. Department of Labor’s U.S. Bureau of Labor Statistics (September 2018), the average vehicle costs \$9,576 per year to own and operate (\$4,054 for purchasing, \$1,968 in gasoline and motor oil expenses, and \$3,554 in other vehicle-related costs). During the last recession, bicycle commuting saw a major increase as people driving opted for a

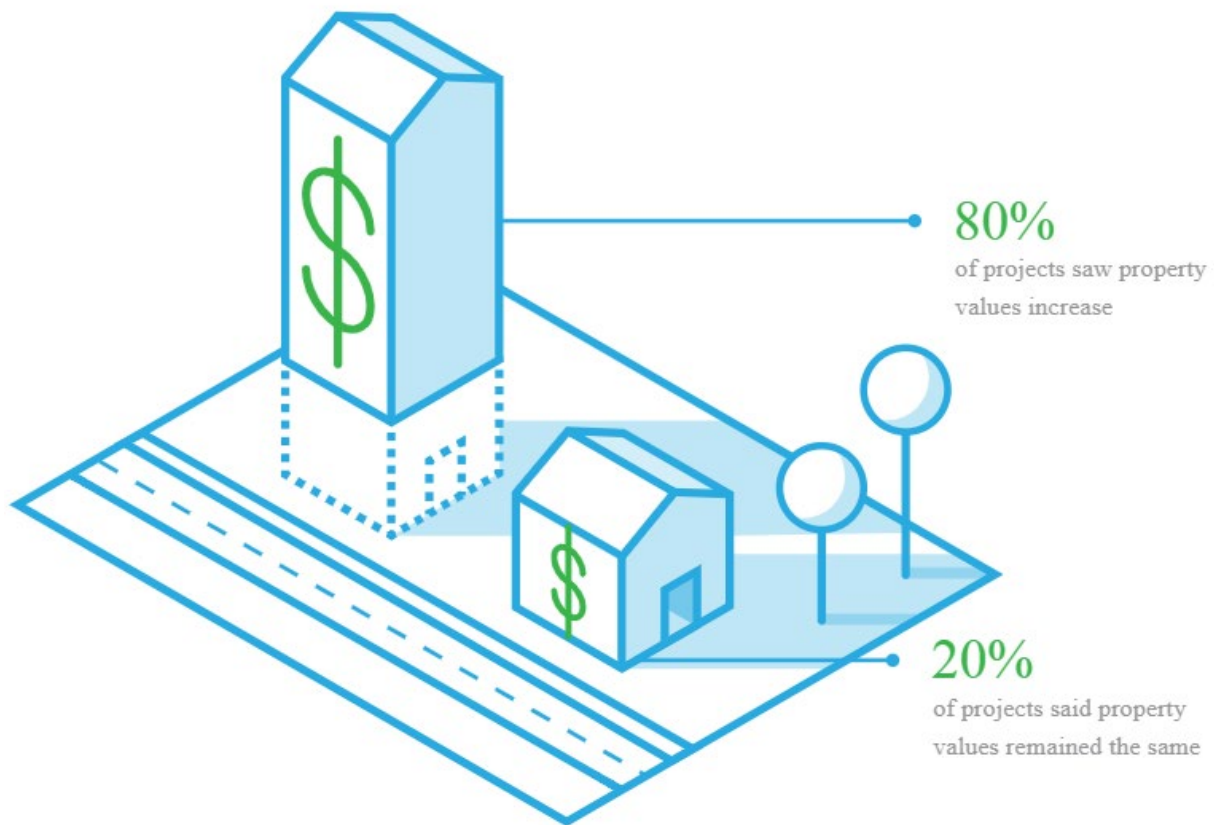


less expensive form of travel. Using alternative modes including transit saves money but riding a bike or walking can save vehicle costs as well as fitness related expenses resulting in an increased savings for the user. As personal vehicle and individual health costs decrease, disposable income increases allowing for more money to be funneled back into the local economy.

3. Healthy Market

Communities with strong Active Transportation Networks typically have a strong tourism economy, attract higher profile employers and a talented, educated workforce, benefit from increased property values, and maintain a strong small business culture. Complete Streets projects are specifically reported as having improved property values at a rate of 80%, while the remaining 20% maintained their property values. There have been no reported losses of property value regarding these popular street improvements (see **Figure 6**).

Figure 6: Positive Impact of Complete Streets Projects



SOURCE: BICYCLING AND WALKING IN THE UNITED STATES 2016 BENCHMARKING REPORT



E. Florence ATP Planning Framework + National Goals & Trends

1. The 6E's Framework

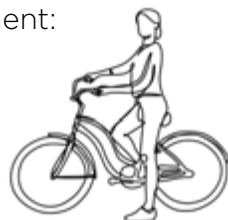
The following framework is a comprehensive approach to active transportation planning. As unequal access has been discovered as a significant factor in a user's commute, "Equity" was recently added to the once 5 E's. The now 6 E's are as follows:

- **Engineering-** Create pedestrian and bicycle improvements throughout communities and neighborhoods that provide safety and connectivity, keeping in mind that physical environment is key to use. Provide options for all non-motorized users and level of skill, as well as bike parking.
- **Education-** Provide bicycle safety education classes at the community level to ensure knowledge and confidence in all ages. Inform the community about their multi-modal options (maps/ ad campaigns) and educate the community about pedestrian and bicycle friendly driving habits.
- **Encouragement-** Host event-based walking and bicycling promotion such as a walk-a-thon or ciclovía. Open Streets events attract participants of all ages and encourage local spending. National events provide an easy opportunity for encouragement through schools and employers such as National Walk to Work Day (April), National Bike to Work Day (May) and National Walk and Bike to School Day (October).
- **Enforcement-** Ensure law enforcement training is current and increase law enforcement in areas of conflict to enforce traffic and safety laws. Ensuring there is accurate and ample signage in place for people walking and biking is also key.
- **Equity-** Work to support safe, active, and healthy opportunities in underrepresented and vulnerable communities. Ensure facilities are designed for all ages and abilities. Incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safe and equitable outcomes.
- **Evaluation-** Like equity, this step is applied to all other E's throughout the process. From gathering existing conditions data to conducting surveys gauging community perception, the issues and challenges must first be understood. Trends must be monitored throughout the process, and the success of outcomes must be measured.

2. Vision Zero

Vision Zero is a global effort that began in Sweden to reduce the number of fatalities and serious injuries in highway incidents to zero. This concept has been taken a step further across the United States and now aims to reduce the number of fatalities and serious injuries in all traffic incidents. Prioritizing safety above all else is now at the forefront of transportation safety policies in many cities and towns. Tempe is the only city in Arizona that is currently a Vision Zero city.

According to the Pedestrian and Bicycle Information Center located in Chapel Hill, North Carolina, there are five fundamental aspects of a strong Vision Zero Commitment:



1. Recognize traffic deaths and severe injuries can be prevented.
2. Focus on protecting human life and health across the transportation system.
3. Create transportation systems that accommodate human error.
4. Prioritize systemic changes rather than individual behavior changes.
5. Recognize and emphasize speed as the main factor of crash severity.

3. What's Trending

Safety Trends

Bicycle Crashes Across America Are on the Rise

The number of fatalities amongst people biking reached a national low in 2010, according to data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS). Since 2010 however, the number of fatalities amongst people biking has increased to 840 in 2016, an increase of 32.6%. Between 2013 and 2014 the country saw a 3% decline in fatalities amongst people biking, but without accurate data for rider behaviors, it can't be known what the cause truly is. The Federal Highway Administration (FHWA) created the Course on Bicycle and Pedestrian Transportation. Based on a sampling across the nation, they found that people on bikes were at fault in nearly half of crashes with motor vehicles. People on bikes across the country need education about laws and safety. The most cited factors in bicycle related crashes sampled were: failure to yield, riding against traffic, stop sign violations, and safe movement violations. Younger people on bikes were also found to be more likely at fault. People driving were more likely to be at fault when older riders were involved in crashes.



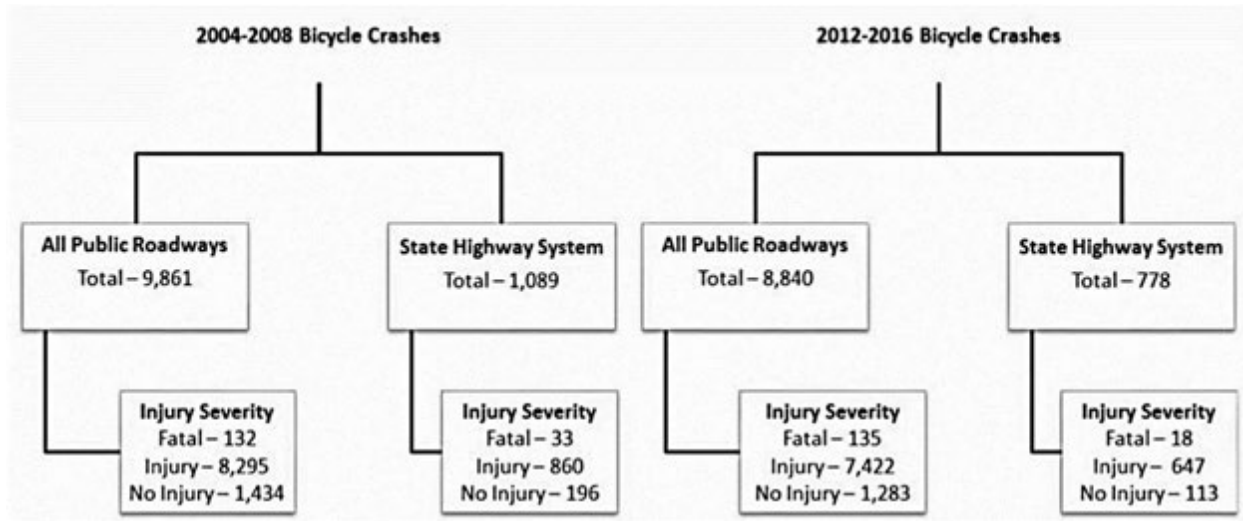
Arizona is Improving

According to ADOT's Bicyclist Safety Action Plan 2018 in 2015, the most recent year of published data, Arizona had the 9th highest number of fatalities from bicycle motor vehicle crashes in the United States. However, as shown in the following data and **Figure 7** below, Arizona is making progress in Bicyclist safety.

- 8,840 crashes involving people biking (all public roadways) were reported from 2012 to 2016, a 10.4% reduction as compared to the 2004 to 2008 period.
- 778 crashes involving people biking were reported on the State Highway System from 2012 to 2016, a 28.6% reduction from the 2004 to 2008 period.
- Fatalities among people biking decreased from 33 (2004 to 2008 period) to 18 (2012 to 2016 period), a 45.4% reduction.



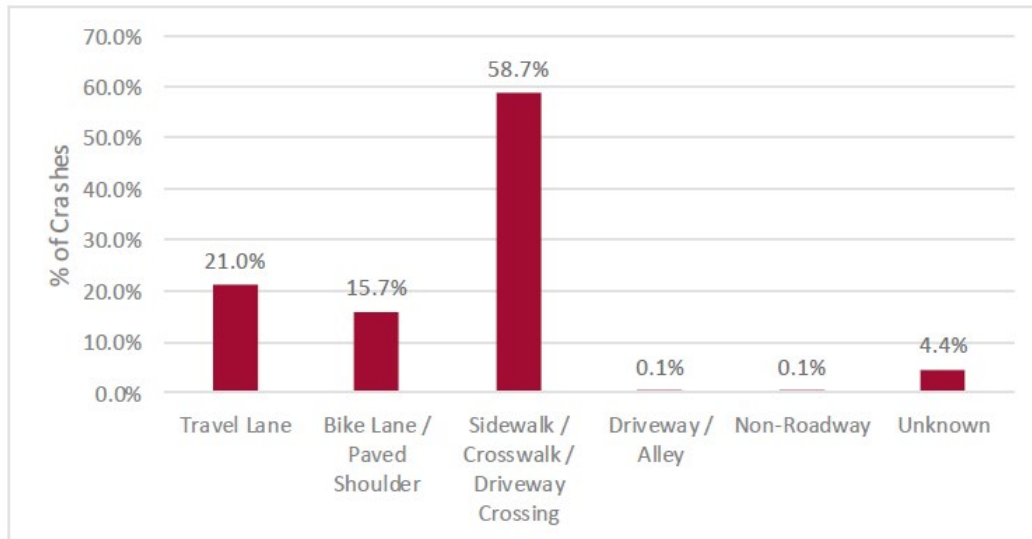
Figure 7: Statewide Crash Trend Comparison- People Biking



SOURCE: ADOT BICYCLIST SAFETY ACTION PLAN 2018

Despite the changes seen across the state, the issues at the national level are reflected locally as well in the causes of and circumstances involved in crashes. While riders are expected to ride with traffic, 49.5% of all bicycle related crashes in Arizona between 2012 and 2016 were people riding bikes facing traffic. Another 58.7% of crashes were involving the sidewalk/ driveway or crosswalk crossing (see *Figure 8*). This reflects a similar need for bicyclist education.

Figure 8: Crashes by Bicyclist Position



SOURCE: ADOT BICYCLIST SAFETY ACTION PLAN 2018

While safety appears to be increasing for people biking in Arizona, it has been steadily decreasing for people walking. The National Transportation Safety Board ranked Arizona 5th in the nation for pedestrian related deaths, while ADOT’s Pedestrian Safety Action Plan reports pedestrian deaths have only increased near the State Highway



System. In September 2018, the City of Phoenix reported 69 pedestrian deaths for that nine-month period.

User Trends

Supporting Women

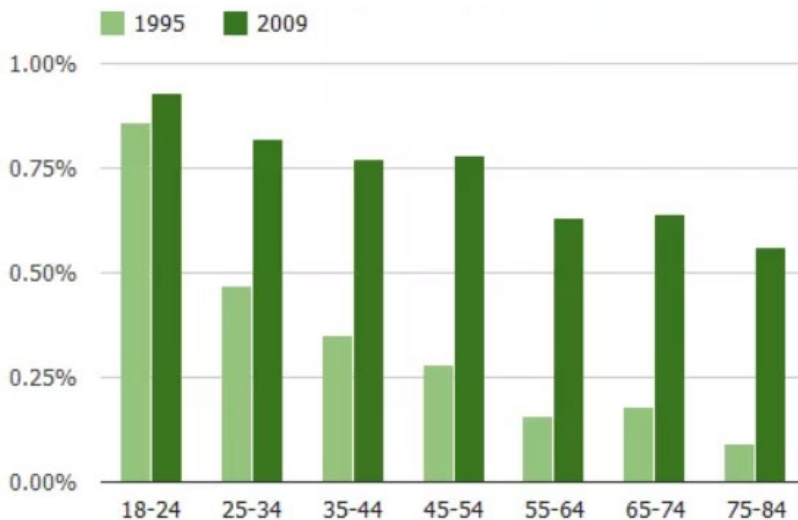
The Census Bureau reports that the rate of males commuting by bicycle is more than double that of females. However, in 2011, according to the League of American Bicyclists report *Women on a Roll*, 1.9 million women regularly commuted to work by bike and overall the number of female bike commuters increased 56% between 2007 and 2011. Overall, women are the most underrepresented demographic group of people on bikes, but in an effort to change that, the League of American Bicyclists recommends the following 5 C’s:

1. Comfort- bicycling should feel safe and be enticing
2. Convenience- women have a unique role in the household and with childcare. This should be considered with access, as well as facility type (i.e. stroller and child friendly)
3. Confidence- provide the right instruction and support.
4. Consumer Products- women make up 50% of consumers, and 50% of all women are in control of their household finances.
5. Community- creating a social network for women can ensure their participation.

Supporting Age

The US Department of Transportation’s National Household Survey reported that people 50 years and older completed 830 million bike rides (2.6 billion miles) in 2009, up from 175 million rides (400 million miles) in 1995. In addition, a survey conducted by PeopleforBikes suggested that those 55 years and older ride more (road cycling and trail riding) more than any other adult age group. With more free time, this demographic is eager for safe facilities to maintain an active lifestyle through retirement.

Figure 9: Biking Rates by Age Group, 1995-2009



SOURCE: NATIONAL HOUSEHOLD TRAVEL SURVEY



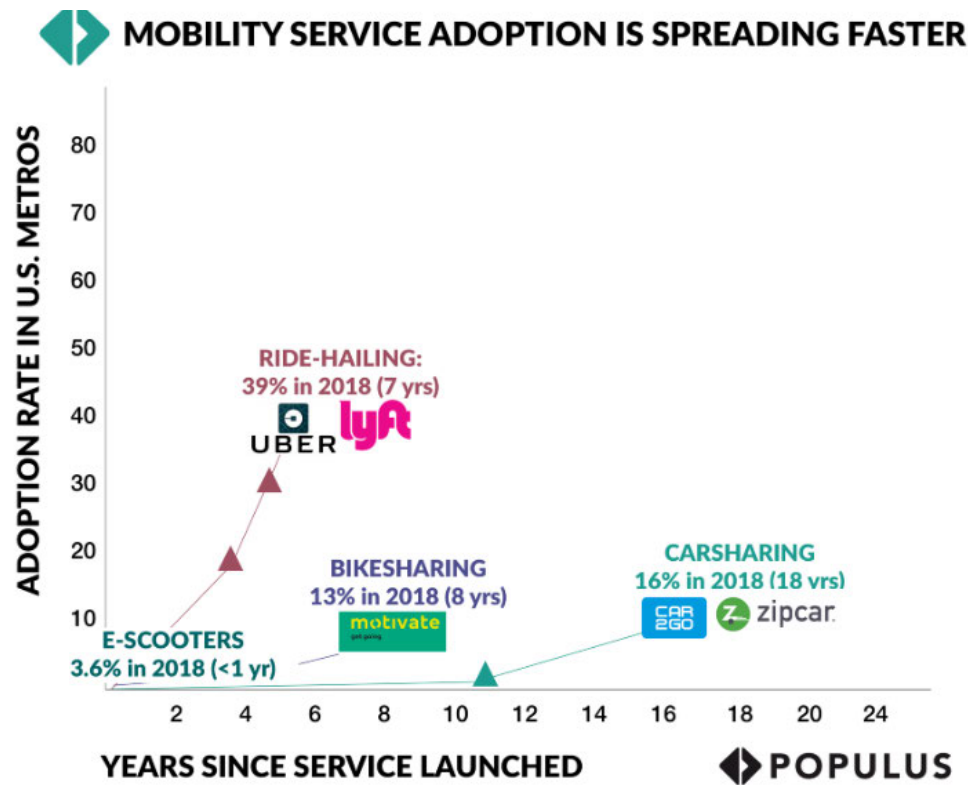
Conversely, our youth are hitting the streets in greater numbers due to the success of the National Safe Routes to School (SRTS) Program. Florence recently completed Safe Routes to School studies at Anthem K-8 and Florence K-8, which provided them with a list of recommendations for the future. The Center for Disease Control reported that over a 3-year period, schools involved in a SRTS program increased walking from 7% - 8% to 15% - 16% and bicycling from 1% - 2%. Not only does this result in safer street and community design, it can reduce traffic and congestion around schools as parents reduce personal vehicle trips during pick-up and drop-off times. When facilities and communities are designed with our most sensitive groups in mind, they become safer for all users.

Tech Trends

Shared Active Transportation Devices/ Micro-Mobility

Millennials, the largest generation to date, are changing the world in many ways, but the advent of rideshare and other shared active transportation devices may be their greatest impact so far. A 2018 report by Populous entitled *The Micro-Mobility Revolution* delves into the phenomena that is changing transportation faster than policy can keep up. While these shared mobility devices are not available in all communities and may never be, they are introducing more and more travelers and younger generations to a concept thought to be left behind in their childhood.

Figure 10: Growth Rate of Shared Mobility Services



SOURCE: POPULOUS REPORT- THE MICRO-MOBILITY REVOLUTION



II. Inventory

A. Previous and Ongoing Studies, Plans and Reports

There are a variety of existing studies and reports that influence and inform the preparation of the Florence ATP. The following studies were reviewed for applicable bicycle and pedestrian facilities, planned parks and regional open spaces, development requirements, design standards, and existing alignments and designations of pedestrian and bicycle routes and facilities in and around Florence.

1. *Town of Florence Parks, Trails & Open Space Plan 2008*

The Florence Parks, Trails and Open Space Master Plan, adopted in 2008, provides information and standards relating to parks and recreation facilities, special use parks, paved and unpaved trails, and trail heads. The report does not address bicycle facilities. Given rapid urbanization and growth within the County, the plan recognizes the importance of preserving large tracts of the Sonoran Desert (the world’s most flora-diverse desert). The plan seeks to improve the Town’s quality of life by providing recreational opportunities, preserving existing resources, defining the open space character, and contributing to the well-being of its communities.



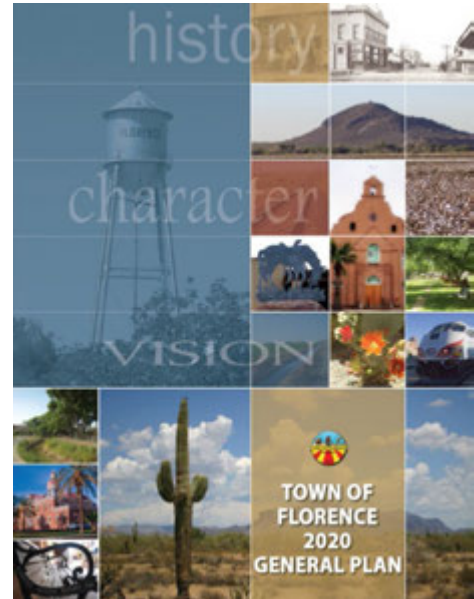
Relative to trails, corridors and connectivity considerations are key to achieving alternative and active transportation mobility throughout the Town. The Master Plan establishes existing and proposed trail types and alignments as well as design guidelines for each trail type and trailhead type. Please see section II.E.1 for additional description of the existing and planned trails in Florence.



2. Town of Florence 2020 General Plan

The guiding principles related to pedestrian and bicycle needs include:

- “Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, bicyclists and pedestrians.”
- “Expand and improve existing pedestrian paths and bikeways to promote health, recreation and connectivity among neighborhoods.”
- “Provide a variety of transportation choices that serve as alternatives to the automobile, including walking, bicycling and transit.”



The Land Use Element, Community Character Element, Circulation Element and the Parks, Trails, and Open Space Element are the only 4 elements that address pedestrian and bicycle needs.

Land Use Element

The Land Use Element clearly promotes connectivity as Florence grows and develops via pedestrian and bicycle facilities that fit the local landscape and character. Levels of pedestrian and bicycle service as well as access are described in the following land use types:

1. Neighborhood Commercial (NC)- “NC centers should provide convenient pedestrian and bicycle access from adjacent neighborhoods into the center. NC uses should be designed at a pedestrian scale and be supportive of non-vehicular oriented business.”
2. Commercial Centers- “Commercial projects should provide for convenient pedestrian and bicycle access from adjacent neighborhoods into the shopping centers.”
3. Downtown Mixed Use- “Typical uses within this more pedestrian-oriented land use category include retail, entertainment, professional services, restaurants, parks and mid-to-high density residential projects that are part of mixed-use developments.”
4. Freeway Mixed Use Overlay- “Elements in this category include the encouragement of high density commercial, office and residential uses and creating attractive views from the freeway and along streets through building placement, quality architecture, pedestrian-oriented design and pleasant landscaping.”

Community Character Element

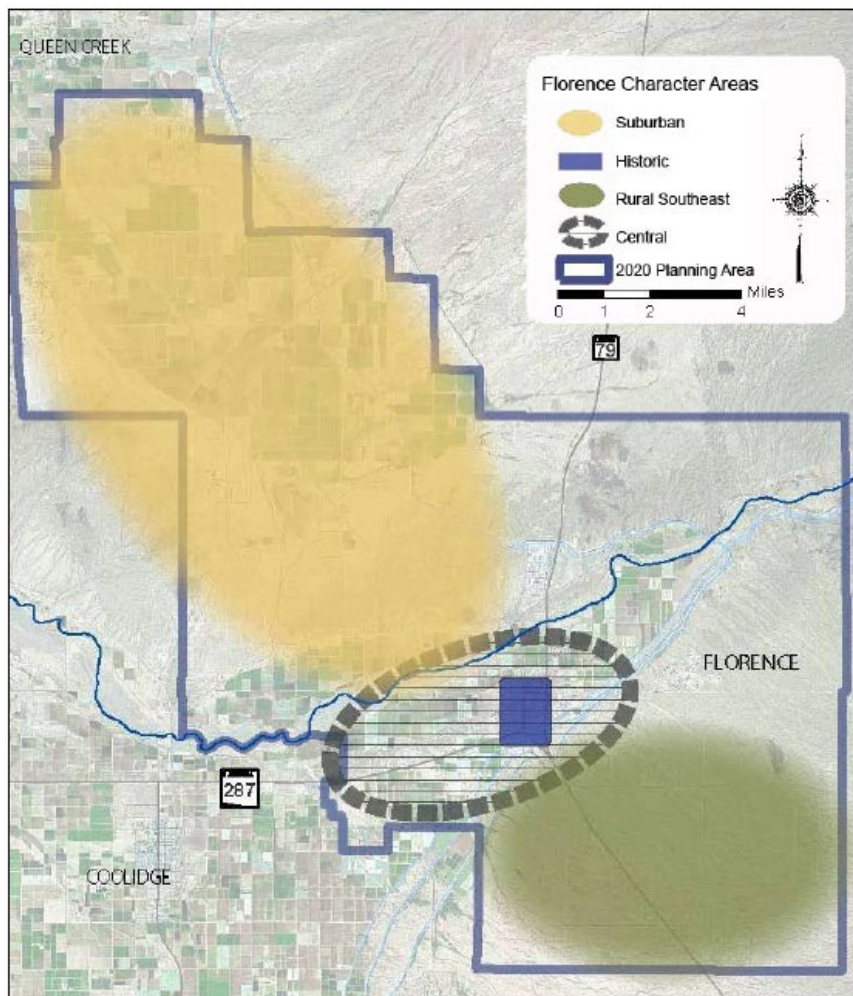
Within the General Plan Community Character Element, there are four recognized character areas with various desired attributes defined.

1. Historic Florence is described as “intended to be discovered on foot, with automobile traffic paying deference to pedestrians.”



2. “While intended to be safe, interesting and attractive for pedestrians, Central Florence is intended to have a balanced mix of transportation modes and accommodate automobile-oriented businesses as long as parking is relegated to the side and rear of buildings.”
3. “Connectivity should be provided to facilitate walking within and between developments in Suburban Florence. Pedestrian, bicycle and equestrian connectivity between Suburban Florence and other parts of town should also be provided through a network of trails. Buildings should be placed close to the sidewalk to create attractive and interesting street frontages that attract pedestrian traffic. Where possible, commercial developments should be placed close to and connected with residential developments to allow for and encourage walking to and from business.”
4. Rural Southeast Florence does not address pedestrian provisions, but instead promotes only the preservation of the dark night sky, as well as the desert landscape allowing only for minimal physical obstructions.

Figure 11: Town of Florence General Plan Character Areas



SOURCE: TOWN OF FLORENCE 2020 GENERAL PLAN



Circulation Element

Pedestrian and bicycle facilities are referred to as “local in nature” and the CAP canal is described as the only “continuous” facility within the Town. Florence is described as generally lacking in designated routes and paths. This element calls for the encouragement of non-motorized transportation alternatives and refers to AASHTO’s 1999 Guide for the Development of Bicycle facilities, FHWA’s 2000 Manual on Uniform Traffic Control Devices & ADOT’s standards to be followed where applicable. The Element also states that ADA design standards “should” be followed and that the Town is considering adopting a Complete Streets Policy.

Sidewalk expectations in urban areas are described as follows:

- 4 ft. sidewalks “should” be present on both sides of local streets.
- 5 ft. sidewalks “should” be present on both sides of arterial and collector roadways except...
- 6 ft. sidewalks “should” be present both sides of roadways in commercial districts.

Bike Lane expectations are as follows:

- One-way lanes with a combination of signage and striping signifying the designated space.

Bike Route expectations are as follows:

- Designated only with signage signifying the shared space.

Shared Use Paths are defined as a paved bike facility used by all non-motorized modes. Paths are to be 10 ft. minimum (where visibility is limited or there is a high volume of use and mix of users, paths should be 12 ft. minimum) and while concrete is preferred, asphalt is acceptable. Paths are required to be ADA accessible where grades are less than 5%. Routes should provide regional and local connections as well as a variety of loops connecting neighborhoods to destinations and to unpaved trails. There are two types of shared use path described- the Side Path and the Off- Street Path; expectations are as follows:

- Side Path- a physically separated from roadway via open space or physical barrier in either the roadway right-of-way (ROW) or another easement. Sidewalk may be constructed in addition to but is not required.
- Off-Street Path- 10 ft. minimum paved, independent corridor (utility, railroad, canal, wash) requiring special attention at roadway crossing (i.e. enhanced signage and/or lighting, underpass/ overpass treatments, etc.)

Parks, Trails, and Open Space Element

While the Town’s Parks, Trails, and Open Space Plan of 2008 summarized above goes into much further details regarding trail type and location, the General Plan acknowledges only Unpaved Trails, Backcountry Trails, and Shared Use Paths (section repeated from Circulation Element above). In addition, this element describes Open Space as undeveloped (natural desert) or developed (golf course, retention basin) and



separates parks into three categories: Neighborhood Parks, Community Parks, and Special Use Parks. At the time of its adoption the Town had 6 public parks, 11 parks maintained by private developers, and 84 new parks proposed.

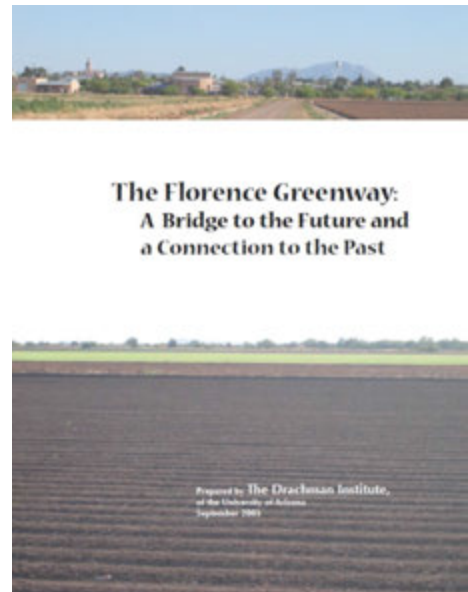
The objectives in this Element that influence the Florence ATP are as follows:

- Develop an on and off-street multi use path and trail system throughout the Town.
- Implement on-street bike lane system throughout town.
- Require private developments to maintain paths and trails to connect the system throughout the Town.
- Monitor progression of path and trail connections to avoid gaps.
- Provide paths and trails in parks and open space owned or leased by Town.
- Develop Town Trail Planner role.
- Develop facilities that enhance historical and cultural attributes of Town and Region.
- Coordinate interconnected path and trail system through area surrounding river for pedestrian and equestrian use.

3. Town of Florence Greenway Master Plan

This plan was created by the Drachman Institute at the University of Arizona in 2005. While it has since been superseded by the above Town of Florence Parks, Trails and Open Space Plan of 2008, there was some useful information to be gleaned from the report.

This Master Plan introduced the concept of a greenway loop around the Town's core that would connect to Adamsville, Florence Gardens, and the community south of Florence-Kelvin Highway while preserving the rural and ecologically sensitive setting. The institute highlighted the significance of the canal system in Florence for active transportation use and called out archaeologically sensitive sites to be mindful of when considering recreational uses and access.



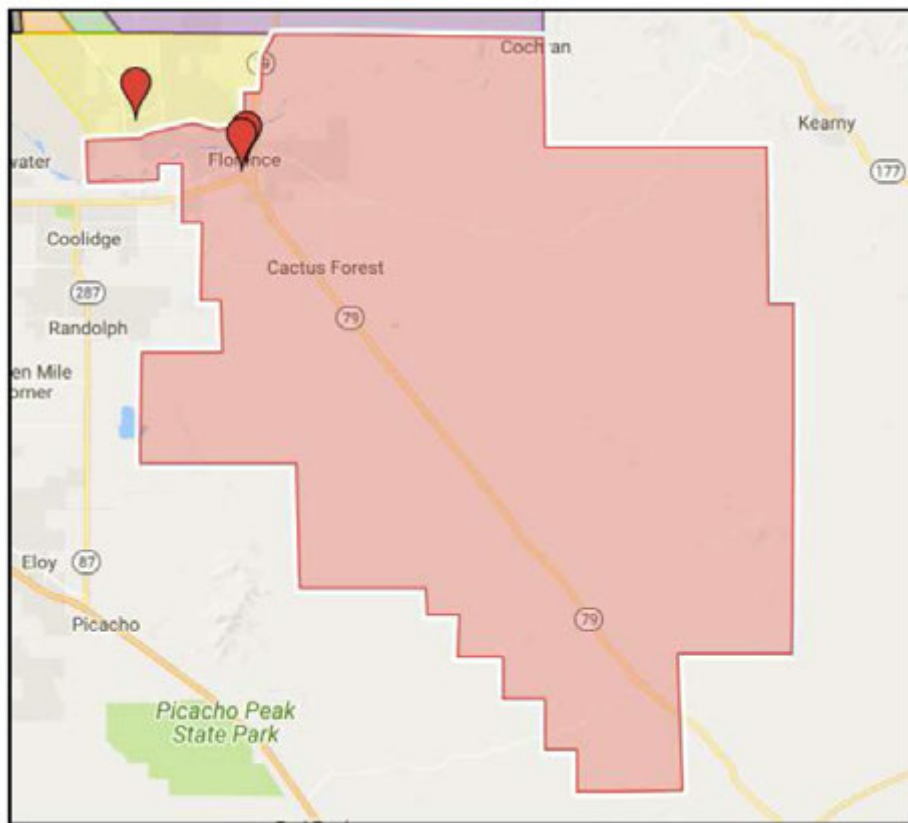
4. Town of Florence K-8 SRTS Report 2018

Maricopa Association of Governments retained Amec Foster Wheeler and Greenlight Traffic Engineering to conduct a Safe Routes to School study for two schools in the Town of Florence.



Located downtown, students walking and/ or bicycling to Florence K-8 school face a variety of challenges; the lack of bicycle lanes, illegal parking by parents obstructing safe pick-up and drop-off procedures, expansive street widths, speeding automobiles, and insufficient ADA facilities are among the most impactful. In addition, the school does not have a school crossing agreement with the Town which can result in a disconnect. Approximately 15% of students walk to school, 2% bike/skateboard/scooter to school, 28% ride the school bus, and 55% are driven to school (family vehicle/car pool).

Figure 12: Florence K-8 Transportation Boundary



SOURCE: FLORENCE K-8 SAFE ROUTES TO SCHOOL REPORT



Completed in May 2018, this study provided the following recommendations to the Town:

- Conduct sign inventory and replacement,
- Restripe existing crosswalks,
- Consider enhanced crossings across Butte Ave. and Main Ave.,
- Move the crosswalk at Main St. to Duron St.,
- Redesign parking facilitates on Orlando St.,
- Install bike facilities on Orlando St. and Park St.,
- Conduct needs assessment of pedestrian facilities on Florence Heights Dr.,
- Install speed feedback signs on Butte Ave. and Main St.
- Facilitate walking and bicycling school buses,
- Ensure crossing guard education and supplies,
- Organize volunteer Police Officers to enforce laws surrounding school,
- Conduct curb inventory and improvements, and
- Implement various encouragement and education activities.

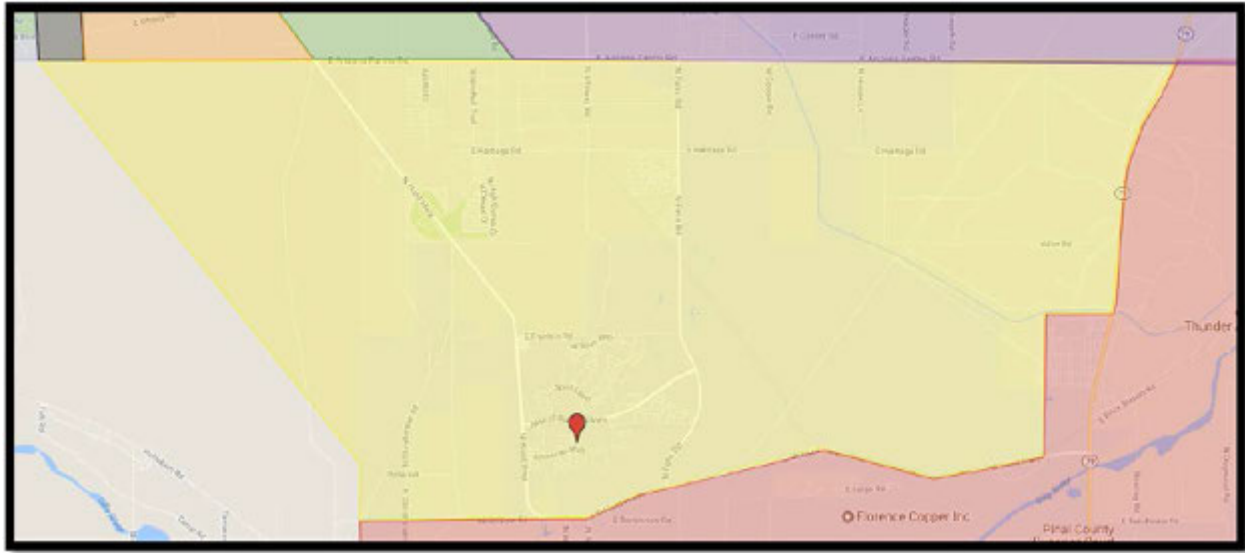
5. Town of Florence Anthem SRTS Report 2018

Maricopa Association of Governments retained Amec Foster Wheeler and Greenlight Traffic Engineering to conduct a Safe Routes to School study for two schools in the Town of Florence.

Students walking and/ or bicycling to the Anthem K-8 school in Anthem at Merrill Ranch are challenged with lacking signage at crosswalks adjacent to the school (and throughout the community), vehicles queuing in both directions on Anthem Way and parents dropping off along Anthem Way in “No Parking Zones”. In addition, the school does not have a school crossing agreement with the Town which can result in a disconnect. Approximately 13% of students walk to school, 8% bike/skateboard/scooter to school, 51% ride the school bus, and 29% are driven to school (family vehicle/car pool).



Figure 13: Anthem K-8 Transportation Boundary



SOURCE: ANTHEM K-8 SAFE ROUTES TO SCHOOL REPORT

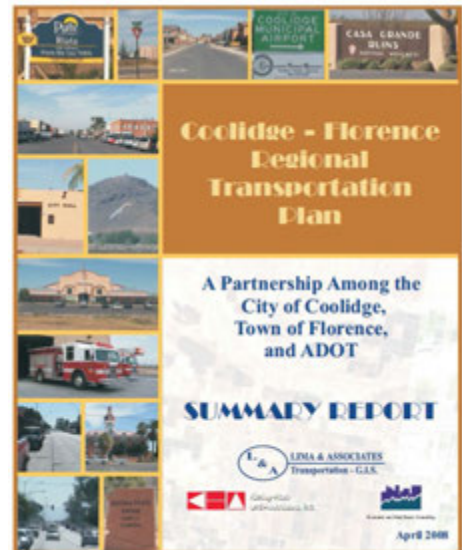
Completed in May 2018, this study provided the following recommendations to the Town:

- Ensure crossing guard education and supplies,
- Implement various encouragement and education activities,
- Add times to school speed limit signage,
- Provide pedestrian and bicycle education,
- Add times to school speed limit signage,
- Utilize a speed feedback trailer,
- Organize volunteer Police Officers to enforce laws surrounding school using radar,
- Restripe lane markings and crosswalks,
- Install stop bars at crosswalk approaches, and
- Update signage.

6. Coolidge-Florence Regional Transportation Plan 2008

The RTP identifies several challenges, the solutions for which form the basis of Florence’s transportation plan:

- Considering and preparing for future regional bus, excursion rail and modern streetcar service (By 2025 Florence will have population and employment densities to support commuter rail service along a route between Phoenix and Tucson).
- Setting aside space for community transit center.



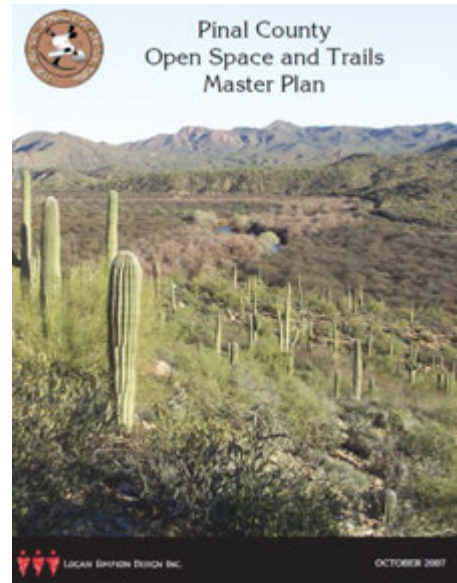
- Facilitating new development in a manner that will support use of transit within the community (Transit Oriented Development).
- Promoting use of rideshare options (vanpools or carpools).
- Preserving adequate rights-of-way for widening of existing roadways and development of new roadways.
- Supporting the Pinal Rides program, participating in the Advisory Council and providing funding.
- Addressing the need to conduct a Transit Feasibility and Implementation Study.

The RTP recommends that implementation of the following transit modes be pursued over the long-term: Dial-A-Ride paratransit service; deviated fixed-route service; regional bus and rail service; commuter rail and excursion rail service. It also recommends the continued coordination with the appropriate organizations and public agencies in the pursuit of inter-regional transit service.

A key element of the RTP influencing this Florence ATP are the Recommended Functional Road Classifications (Figure 4) that, in tandem with the Florence General Plan, identify and formally establish the Town of Florence Roadway Functional Classification System currently guiding the Town’s policy and development guidance decisions. Please refer to Figure X for additional illustration of various bicycle lane and sidewalk facilities associated with each Town of Florence roadway cross section.

7. Pinal County Open Space and Trails Master (2007) and 2016 Map Update

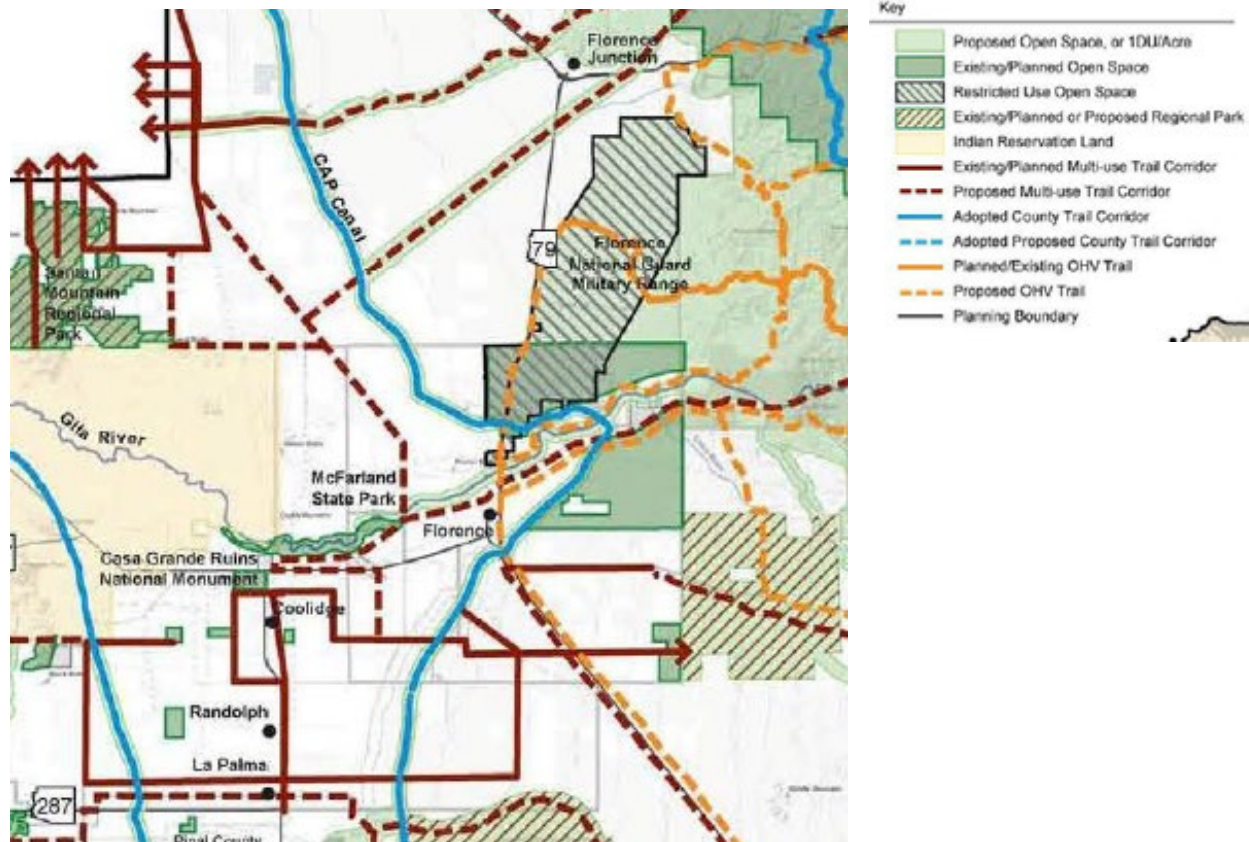
Figure 14 below shows the final master plan for open space and trails. The plan links existing and planned trail networks to open space areas and corridors throughout the community and adjacent counties. In addition, open space buffers around areas such as Ironwood Forest National Monument and Coronado National Forest will separate roadways from non-motorized trail networks, and designs are intended to enhance the overall safety of the multimodal network, guide growth, and preserve the County’s desert and open land. Within the study area, the plan proposes two regional parks and multi-use trail corridors which connect to open space areas and follow the existing transportation and drainage features. The multi-use trail system presented in this plan will guide open space and trail connectivity throughout the County and adjacent recreation areas.



Within the Town of Florence, this Plan identifies the CAP canal as a county trail corridor, a proposed OHV trail along SR 79 (connecting to existing and planned OHV trails east of SR 79), and a proposed multi-use trail corridor along the south bank of the Gila River providing connection to the Casa Grande Ruins National Monument and McFarland State Historic Park.



Figure 14: Pinal County Open Space & Trails Master Plan Update (2016)



8. CAP Canal Trail Master Plan Pinal County Segment 2015

The Master Plan for the Pinal County Segment of the Central Arizona Project CAP National Recreation Trail, conducted by McGann & Associates in association with Kittelson & Associates, was completed in November 2015. With Maricopa County and Pima County already having CAP Trails Master Plans established, Pinal County's CAP plan advances the development of the CAP Trails in Pinal County by:

- Defining a specific trail alignment.
- Identifying appropriate points of access.
- Establishing basic standards for trail construction.
- Identifying partners to assist Pinal County with trail construction and maintenance.

Designated by Secretary of the Interior on June 5th, 2003, this 336-mile National Recreation Trail will span from the California/ Arizona border to Pima County. The CAP Trail will also link to other



Prepared by
McGann & Associates, Landscape Architects
in association with
Kittelson & Associates, Civil Engineers

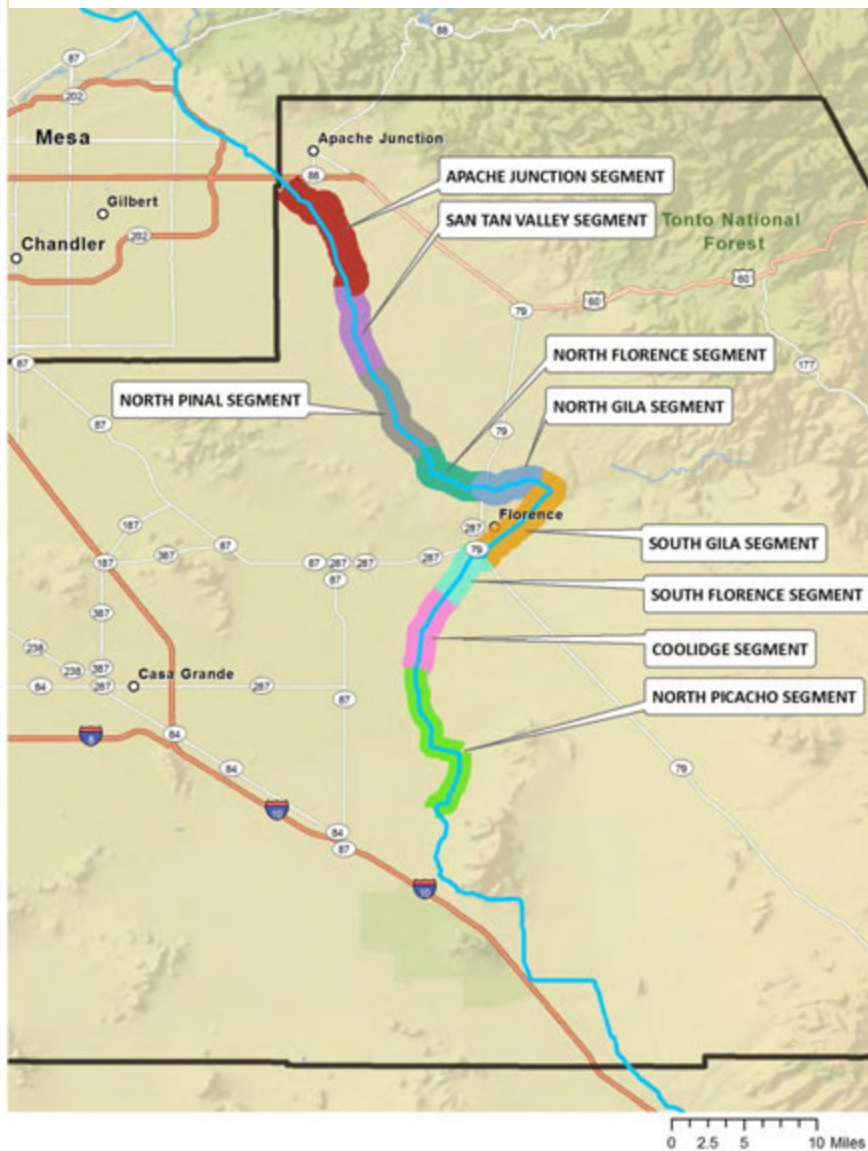


significant trails in their local surroundings including the Sun Corridor Trail, a trail that extends over 1,000 miles from the U.S./ Mexico border to Las Vegas, NV.

While the plan covers all 9 segments of the CAP Canal within Pinal County, 5 segments are within the Town of Florence limits:

- North Pinal Segment (6.2 miles)
- North Florence Segment (5.3 miles)
- North Gila Segment (3.8 miles)
- South Gila Segment (7.2 miles)
- South Florence Segment (3.9 miles)

Figure 15: CAP Canal Trail Master Plan; Pinal County Segment Map



SOURCE: MASTER PLAN FOR THE PINAL COUNTY SEGMENT OF THE CAP NATIONAL RECREATION TRAIL



Each segment will have unique plans and partners for the construction of each segment. The designated segments each have a varying level of complexity. In some locations, the trail is largely in place (doubling as a maintenance roadway), requiring only fencing and gate improvements. Other segments are more challenging due to physical impediments or other features.

The Town of Florence will likely be the lead agency for segments within Town limits according to the plan. While the Town's Parks, Trails, and Open Space Plan suggests the CAP trail is a combination of paved and unpaved segments depending on location and proximity to other amenities such as parks and trailhead access points.

In a January 2019 phone conversation with Kent Taylor, Pinal County Parks and Trails Director, construction is currently underway on the North Picacho Segment (12 miles long) south of the Town of Florence near the Pinal County/ Pima County border that extends north to Park Link Rd. Construction of this trail segment will be completed in the summer of 2019. The next segment that will be constructed will be from Park Link Dr. north to Highway 79 at the southern border of the Town of Florence and is currently undergoing the required environmental clearances prior to construction.

9. ADOT Bicyclist Safety Action Plan Update 2018

The 2018 Bicycle Safety Action Plan (BSAP) consists of an update to the 2012 BSAP that results in a strategic action plan that effectively focuses resources on making the changes that reduce the greatest number of severe injury and fatal bicycle-motor vehicle crashes. ADOT recognizes that the focus of the BSAP identifies and evaluates only a small percentage of the total number of crashes involving people on bikes.

that occur in the state of Arizona because it does not include any crashes off the State Highway System that ADOT owns and operates. The BSAP observes that other agencies and jurisdictions in Arizona will develop their own bicycle safety action plans to meet their respective needs.



The following objectives guide the 2018 BSAP Update development:

- Evaluate the strategies, progress, and effectiveness of the 2012 BSAP to reduce the frequency of bicycle crashes.
- Collect and analyze bicycle crash data on the SHS for the most recent five years available (2012- 2016). Identify crash types and review contributing factors to the crashes.
- Identify high-priority crash locations involving people biking.



- Identify specific steps, actions, and potential countermeasures that, upon implementation and over time, will measurably reduce bicycle crashes, injuries, and fatalities on the SHS.

This study is extensive in nature and includes the following additional topics for discussion and evaluation:

- State Highway System bicycle crash locations
- Bicycle Crash potential assessment
- Priority locations and potential countermeasures
- Evaluation of high crash locations and future possible ADOT five-year Transportation Facilities Construction program
- Funding sources for bicycle infrastructure and programs

Specific to Florence, none of the top priority crash high crash locations (intersections and/or roadway segments in analysis years 2012-2016) on the ADOT SHS occur within the Town of Florence. The closest is in Coolidge at SR 87 and Coolidge Avenue.

Through the bicycle crash potential assessment process conducted by the BSAP, it determined that analysis of high crash potential locations in the future, mileposts 134 to 136.4 on SR 79 in Florence was identified as a high crash potential segment. This segment is adjacent to the downtown along Pinal Parkway.

Additional information of interest to the Florence ATP includes:

- 1) 62.7% of all vehicle-bicycle crashes on the ADOT SHS have no presence of a bicycle facility on the roadway and that there were more crashes in instances where the paved shoulder is greater than/equal to 4 feet (27.2%) versus those roadways with shoulders 4 foot or less (5.5%).
- 2) Nearly 80% of all people on bikes involved in crashes on the ADOT SHS were males.
- 3) The most prominent violation for motorists was failure to yield the right-of-way (20.6 percent) For people on bikes, the most prominent violation was driving/riding in the opposing traffic lane (25.1 percent) and disregarding traffic signals (12.7 percent).
- 4) The BSAP analysis concluded through its investigations the person riding their bike was primarily at fault in nearly 43 percent of the reported crashes. The motorist was judged to be primarily at fault in almost 39 percent of the reported crashes. Both were at fault in 7.7% of the crashes, and fault could not be determined or was not reported in 8.5% of the person riding/person driving crashes.
- 5) Over 58 percent of the reported bicycle crashes occurred when the person biking was riding along the sidewalk, riding in the crosswalk, or crossing a driveway. Twenty-one (21) percent of the crashes included the person riding in the general travel lane (no bicycle lane present).



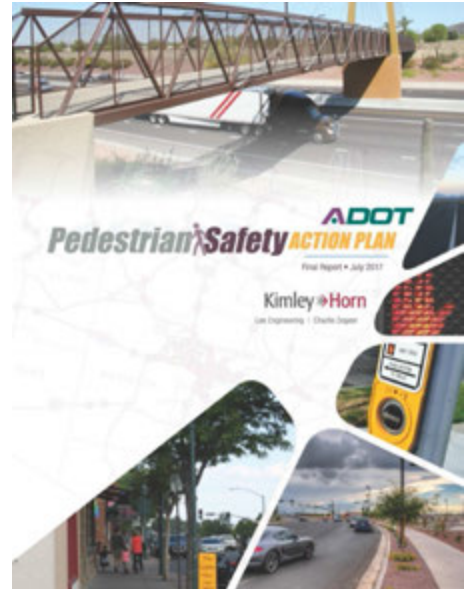
- 6) The crash analysis identified many crashes that occur on the state highway system occur at interstate interchanges with local arterials.

10. ADOT Pedestrian Safety Action Plan 2017

The 2017 Pedestrian Safety Action Plan (PSAP) serves as an update to the 2009 PSAP that provides a strategic action plan that effectively focuses resources to reduce the greatest number of severe injury and fatal pedestrian-motor vehicle crashes on the Arizona State Highway System (SHS).

Like the BSAP, the PSAP addresses only a small percentage of the total number of pedestrian crashes that occur in the state of Arizona. The PSAP was developed under the following objectives:

- Evaluate the framework, strategies, progress, and effectiveness of the 2009 PSAP.
- Collect and analyze pedestrian crash data for the five most recent years available (2011-2015) for crashes that occurred within the ADOT-maintained state highway right-of-way.
- Identify specific steps, actions, and potential countermeasures that, upon implementation, will measurably reduce pedestrian crashes, injuries, and fatalities on the SHS.



A summary of some key findings of the PSAP include:

- 1) Overall, pedestrian-vehicle crashes saw an increase on the SHS in 2011-2015 from analysis years 2002-2006 to 2011. Total pedestrian crashes were on the SHS were up 6.9% on average.
- 2) In an analysis and identification of high priority pedestrian crash roadway segments on the 4 SHS, none are located in the town of Florence.
- 3) Crossing-at-intersection or midblock crashes were the most prevalent crash types in terms of crash frequency.
- 4) The other common crash type fell within the “unusual circumstances” description. It was found that these crashes were the result of a person stepping out of a possibly disabled vehicle on the side of the highway/freeway and getting struck by a vehicle. Nearly 15% of all crashes were categorized in this class and had a 52% severe injury percentage.
- 5) 53% of pedestrian crashes occurred during nighttime or dark conditions. 41% of pedestrian crashes occurred in daylight conditions. Injury severity was increased for crashes occurring at nighttime.



- 6) With Respect to evaluating a pedestrian crash risk assessment of the probability of future pedestrian crashes, no highway segments in the town of Florence were identified as high-risk locations.

11. Poston Butte Trail Study

Poston Butte is a 160-acre open space area with hiking trails to the summit of the butte, where Charles D. Poston, “Father of Arizona,” is entombed. The Town of Florence is currently working with the Bureau of Land Management (BLM) to acquire another 200+ acres adjacent to the butte to preserve additional open space and expand hiking, biking and equestrian trails for recreation use. Proposed trails in the expansion would connect to all future bicycle/pedestrian access points and corridors.



B. Land Composition & Development Patterns

1. Existing Land Ownership

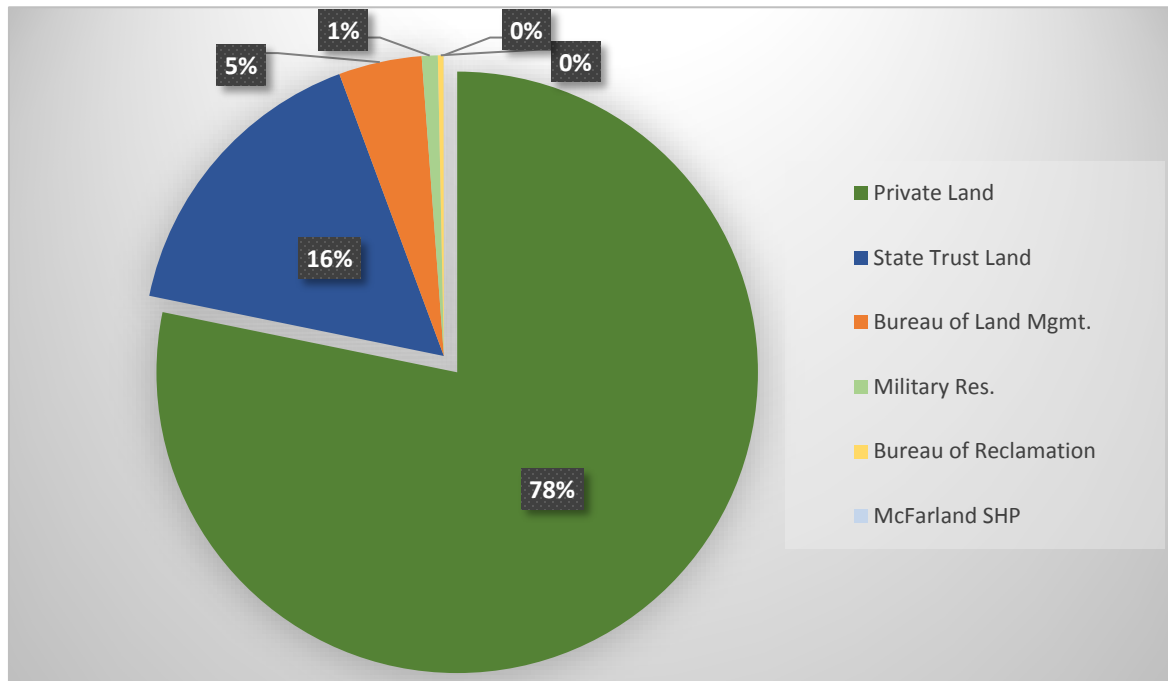
The Town of Florence municipal limits covers approximately 62.7 square miles of land owned and maintained by numerous sources, though privately-owned property is the overwhelming majority covering over ¾ of all properties in the Town limits.

Table 1: Land Ownership

Land Owners	Acreage	Percent
Private Land	31,385.58	78.21
State Trust Land	6,476.07	16.14
Bureau of Land Mgmt.	1,795.19	4.47
Military Res.	344.03	0.86
Bureau of Reclamation	125.20	0.31
McFarland SHP	1.78	0.01
Total	40,127.85	100

SOURCE: BLM 2017

Figure 16: Land Ownership



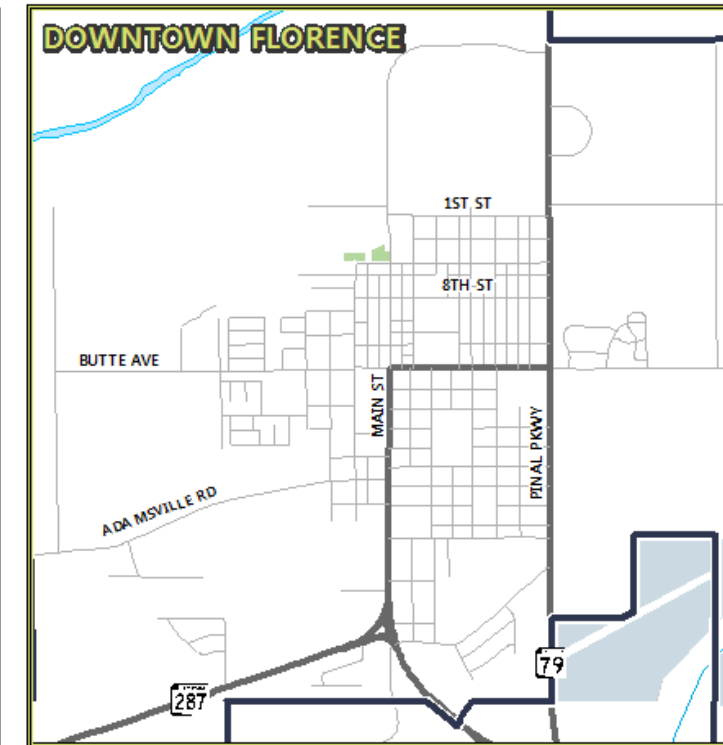
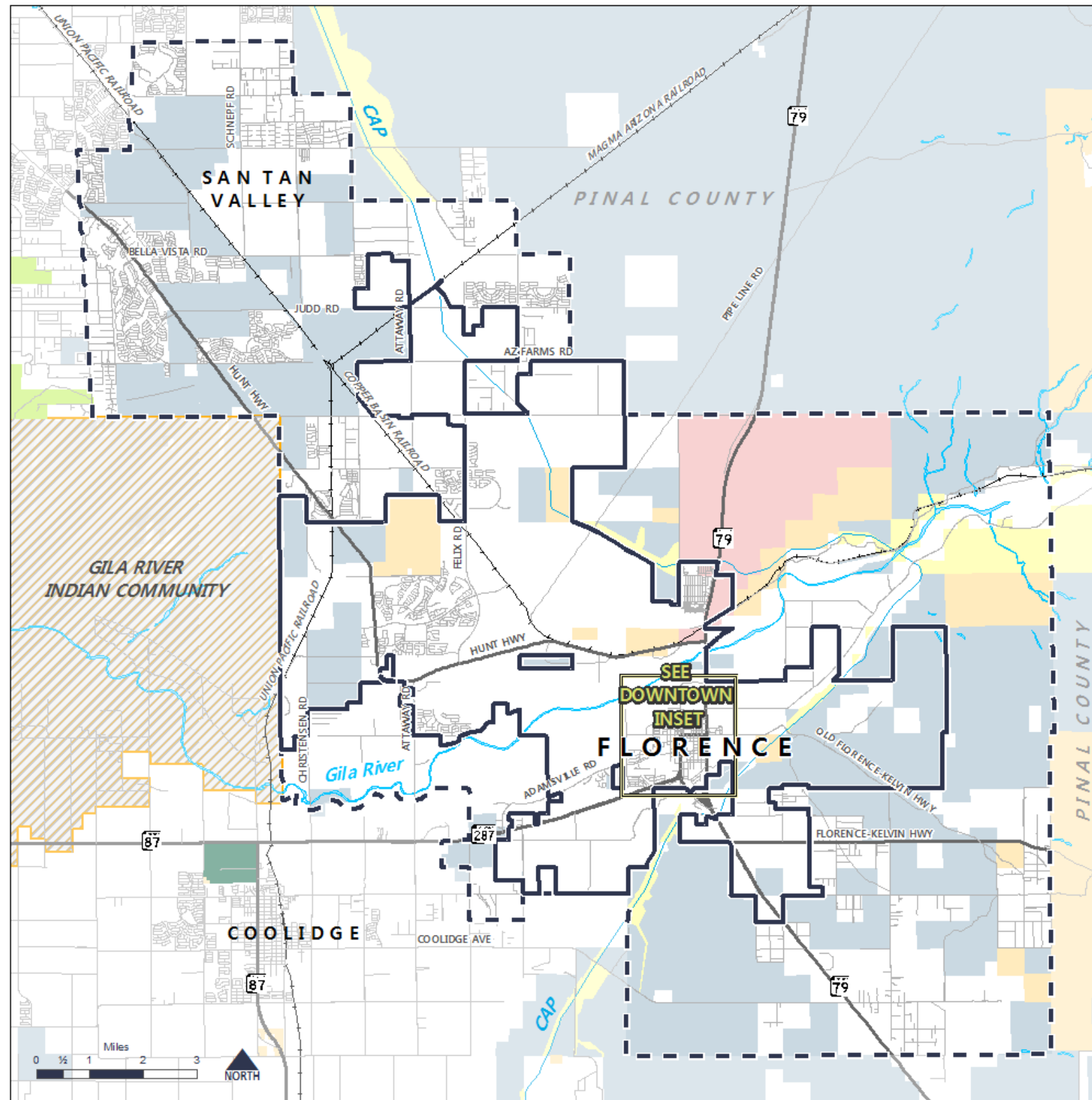
SOURCE: BLM 2017



Figure 17: Land Ownership

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Land Ownership

- Bureau of Land Management
- Bureau of Reclamation
- State Parks
- Tribal Land
- Military
- National Park Service
- County Land
- State Trust Land
- Private

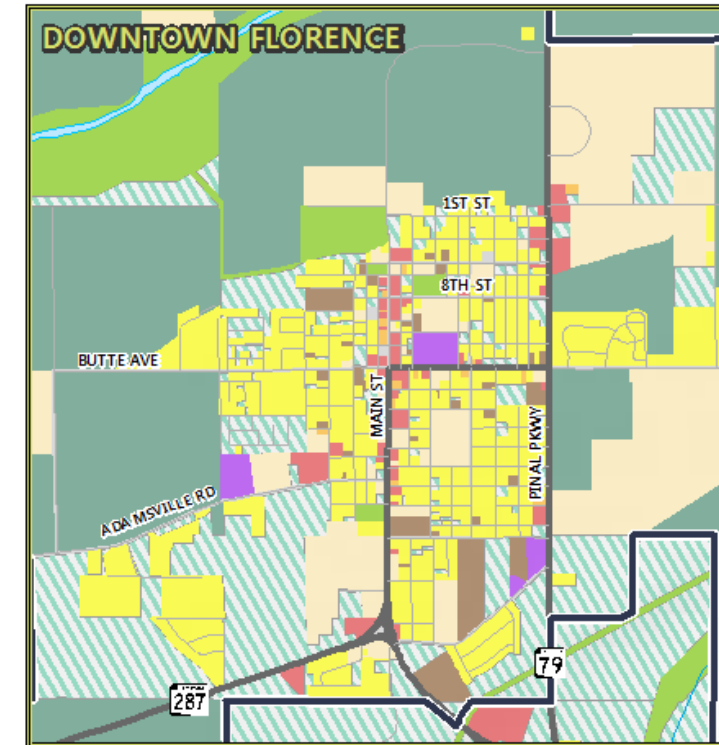
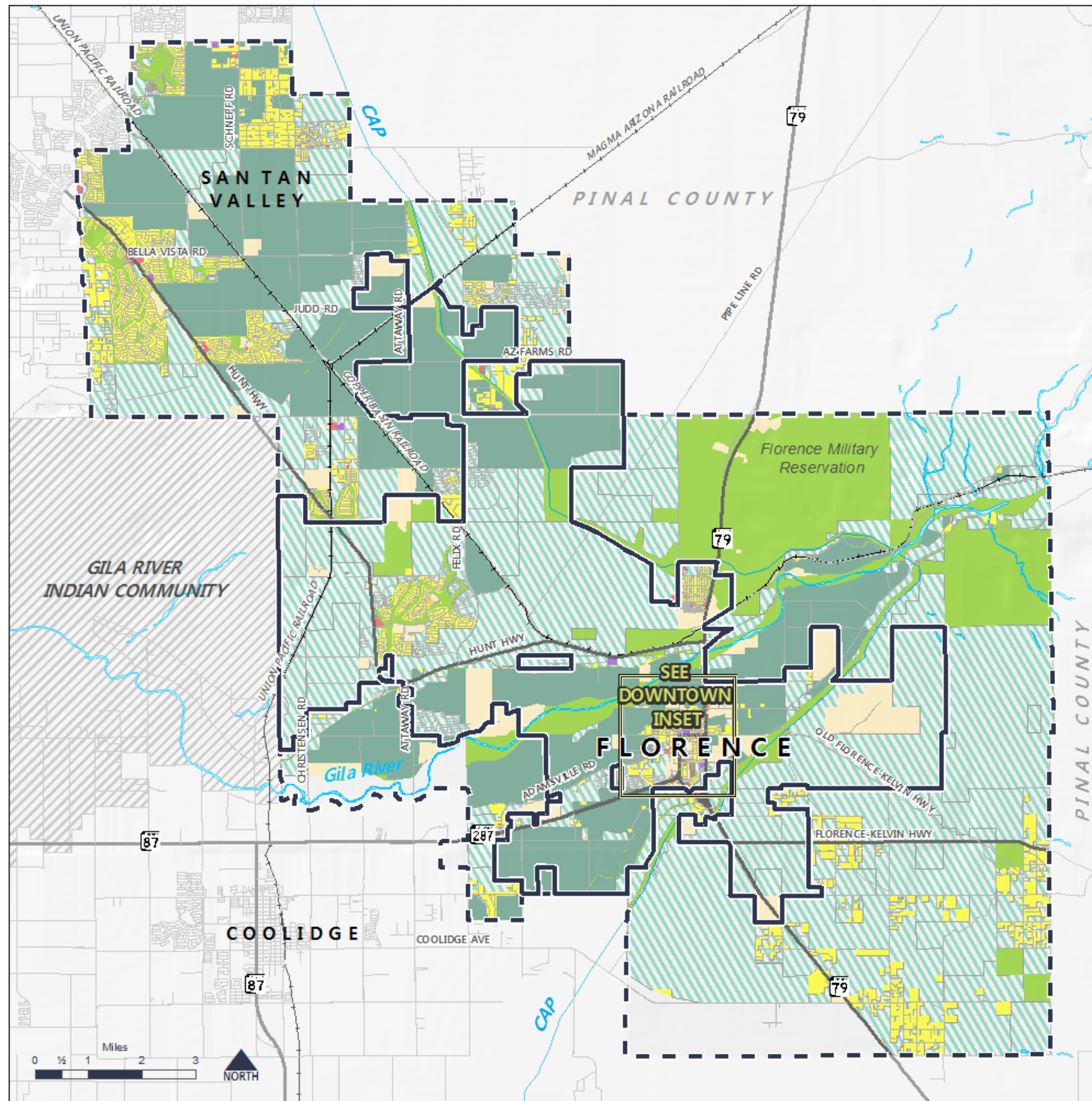
Data Source: Town of Florence, BLM, ADOT, AZGEO Clearinghouse



Figure 18: Town of Florence Existing Land Use

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Existing Land Use

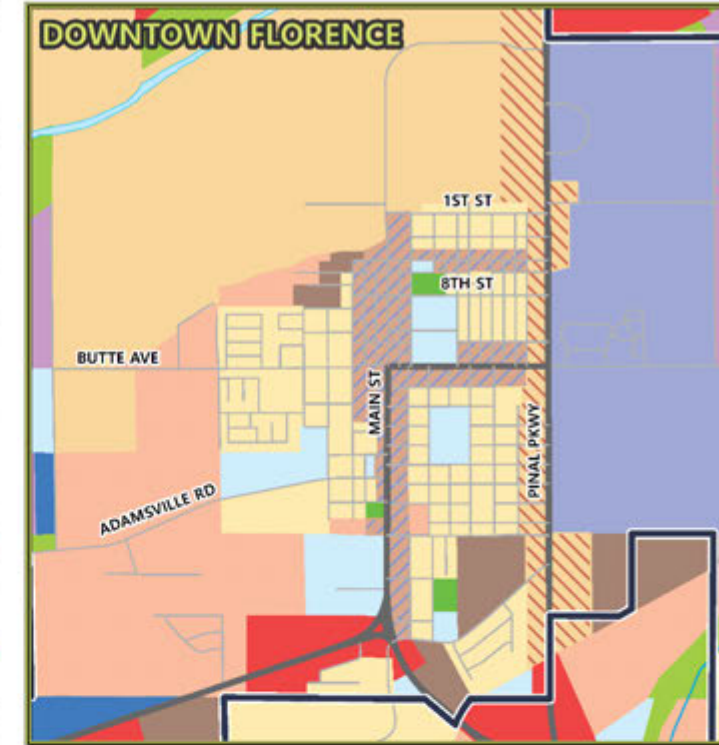
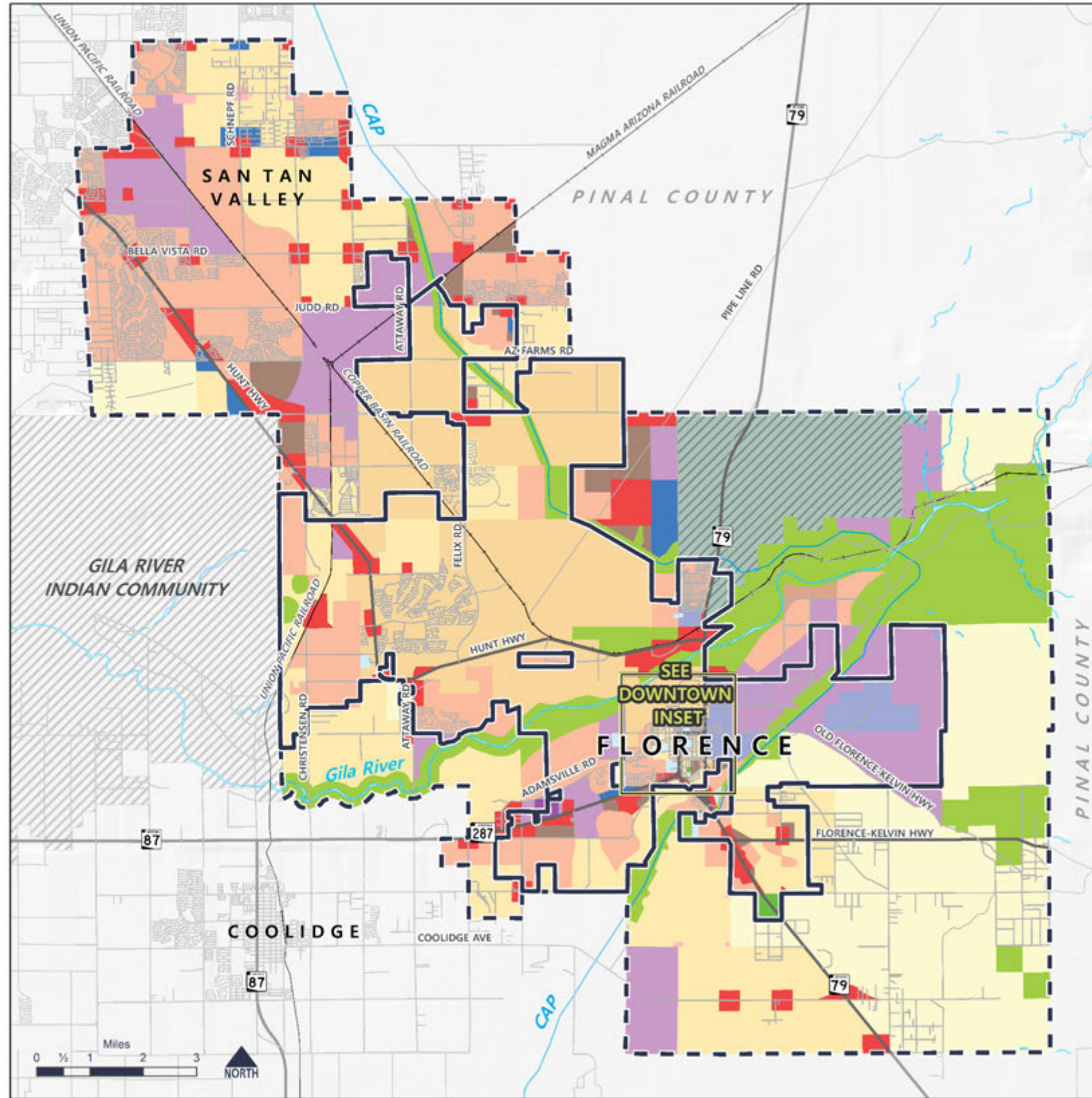
- Agriculture
- Commercial
- Industrial
- Multi Family Residential
- Office
- Open Space
- Other/Public Employment
- Single Family Residential
- Transportation
- Vacant

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



Figure 19: Town of Florence Future Land Use

TOWN OF FLORENCE
Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Florence General Plan 2020 Future Land Use

- | | |
|------------------------------------|---|
| Community Commercial (CC) | Master Planned Community (MPC) |
| Downtown Mixed Use (DMU) | Military Reservation (MR) |
| Employment/Light Industrial (E/LI) | Neighborhood Commercial (NC) |
| High Density Residential (HDR) | Open Space (OS) |
| Heavy Industrial (HI) | Prison (P) |
| Highway Mixed Use (HMU) | Prison/Employment/Light Industrial (P/E/LI) |
| Low Density Residential (LDR) | Public/Governmental (P/G) |
| Medium Density Residential 1(MDR1) | Parks/Recreation (P/R) |
| Medium Density Residential (MDR2) | Professional Office (PO) |
| | Rural Ranchette Residential (RRR) |

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



2. Existing Land Use & Activity Centers

As shown above in **Figure 18** what presently appears as agricultural land and undeveloped desert is primarily privately-owned land containing plans for future master planned communities (or Planned Unit Developments - PUD's). The existing residential areas in the Town of Florence are typically low, or low to medium density residential land uses. Employment is predominantly saturated in the historic core, with some additional employment located in the Anthem at Merrill Ranch community. Anthem at Merrill Ranch is a modern master planned community that currently consists of 2,244 residential dwelling units, and 212,290 sq. ft. of commercial space. Florence Gardens is a manufactured home community platted in the 1960's that contains 800 dwelling units and counting. Florence Gardens is an age restricted community (55 years and older) and reports a winter population of approximately 1,500 with a year-round population of only 350. Please refer to **Table 2** for existing land use areas and percentages.

Table 2: Existing Land Use

Land Use	Existing Area (Ac.)	Existing %
Single Family	9,846.79	8.10%
Multi Family	73.76	0.10%
Commercial	239.74	0.20%
Industrial	119.70	0.10%
Office	38.94	0%
Other Employment	8,755.12	7.20%
Mixed Use	0.00	0%
Transportation	1,273.73	1.00%
Open Space	9,886.25	8.10%
Agriculture	31,694.37	26.10%
Vacant	59,567.93	49.00%
Total Acres	121,496.34	-
Total SQMI	189.84	-

SOURCE: MARICOPA ASSOCIATION OF GOVERNMENTS 2016, BY MUNICIPAL PLANNING AREA (MPA)

3. Planned Future Land Uses and Florence's Growth Potential

Once considered a bedroom community, the Town of Florence's Future Land Use Plan, a product of the Town's 2020 General Plan, was developed in an effort to strike a balance between housing and employment and achieve a level of environmental, economic, and social sustainability. The plan allows for the Town to achieve their goal of becoming a "Town of neighborhoods" allowing them to keep the small-town rural feel, while providing opportunities for education and economic advancement.

The most prominent General Plan land use categories in the Town of Florence include Master Planned Community (MPC), Medium Density Residential (MDR), Low Density



Residential (LDR), and Employment/Light Industrial (E/LI). Existing Community Commercial (CC) land use is predominantly located along Hunt Highway, SR 287, SR 79, and in the Historic downtown core.

Downtown Florence consists primarily of Master Planned Community (MPC), Medium Density Residential (MDR), and Prison (P) land uses primarily east of SR 79, however it also provides for mixed uses within the Downtown Mixed-Use (DMU), Highway Mixed-Use (HMU), and Prison/ Employment/ Light Industrial (P/E/LI) Mixed-Use areas.

Mixed uses are somewhat new in the Town’s planning efforts. The Downtown Mixed-Use (DMU) designation allows for taller buildings and higher densities than what is presently found along Main Street (SR 79B). Highway Mixed-Use (HMU), intended to create revitalization along SR 79 geared towards commuters, along with multistory structures that include residential use. HMU development will be automobile and non-resident focused, while DMU is more pedestrian in scale and resident focused. While no description is provided for the Prison/ Employment/ Light Industrial (P/E/LI) Mixed-Use areas, it can be inferred that the Town now allows for the combination of employment uses.

A breakdown of the various land use designations and their respective acreages are shown in **Table 3**. Please see **Figure 19** above for a map illustrating the Town’s 2020 General Plan Future Land Uses.

Table 3: Existing & Future Land Use

Land Use	Existing Area (Ac.)	Existing %	Future Area (Ac.)	Future %
Single Family	9,846.79	8.10%	59,500.35	49.00%
Multi Family	73.76	0.10%	2,076.65	1.70%
Commercial	239.74	0.20%	4,961.54	4.10%
Industrial	119.70	0.10%	121.54	0.10%
Office	38.94	0%	779.45	0.60%
Other Employment	8,755.12	7.20%	21,563.08	17.70%
Mixed Use	0.00	0%	14,846.88	12.20%
Transportation	1,273.73	1.00%	1,273.85	1.00%
Open Space	9,886.25	8.10%	16,373.15	13.50%
Agriculture	31,694.37	26.10%	0.00	0%
Vacant	59,567.93	49.00%	-	-
Total Acres	121,496.34	-	121,496.34	-
Total SQMI	189.84	-	189.84	-

SOURCE: MARICOPA ASSOCIATION OF GOVERNMENTS 2016, BY MUNICIPAL PLANNING AREA (MPA)



4. Existing Zoning

While the General Plan offers guidance on Florence’s growth for the entire municipal planning area (189 square miles), an evaluation of the existing zoning districts within the town municipal limits (62 square miles) begins to offer a more precise indicator of future mix, density and intensity of land uses that can be expected in the Florence ATP study area.

The Town of Florence currently contains the following zoning district within their Town limits. A breakdown of the various districts and their respective acreages are shown in **Table 4**. Please see **Figure 20** for a map illustrating the existing zoning districts in Florence.

Table 4: Town of Florence Zoning

Zoning Category	Acreage	Percentage
Neighborhood Business	18	0.04%
Downtown and Highway Business	366	0.91%
Downtown Commercial	25	0.06%
Light Industrial	1,135	2.83%
Multiple Family Residential	39	0.10%
Manufactured Home Subdivision	340	0.85%
Neighborhood Office	33	0.08%
Multiple Zoning District	46	0.11%
Public/Institutional	69	0.17%
Planned Unit Development	22,232	55.42%
Neighborhood Multi-Family Residential	2,171	5.41%
Single Family Residential (R1-18)	4	0.01%
Single Family Residential (R1-6)	1,159	2.89%
Single Family Ranchette	1,370	3.42%
Rural Agricultural (RA-4)	8,331	20.77%
Rural Agricultural (RA-10)	1,923	4.79%
Recreational Vehicle Park/Subdivision	57	0.14%
Territory Square	799	1.99%
TOTAL	40,117	100%

As **Table 4** illustrates, over one half of the Town of Florence consists of the Planned Unit Development (PUD). The PUD zoning district is primarily designed to accommodate master planned communities that typically consist of a mixture of land uses. Anthem at Merrill Ranch, Florence’s largest and most active PUD is over 3,000 acres and is approved for approximately 9,000 dwelling units. Please refer to **Table 5** for additional description of the various approved PUD’s in the Town of Florence.

The vast majority of the lands in the western and northern reaches of the Florence Town limits consist of the PUD zoning districts which include the Anthem at Merrill



Ranch, Merrill Ranch, Skyview Farms, Aspen/ Palorossa Farms and Walker Butte PUDs. Rural Agriculture (RA-10) zoning predominately covers the eastern reaches of Florence southeast of the CAP canal. Rural Agriculture (RA-4) and PUD (Johnson Ranch Estates) zoning districts include the southern areas of Florence south of the downtown.

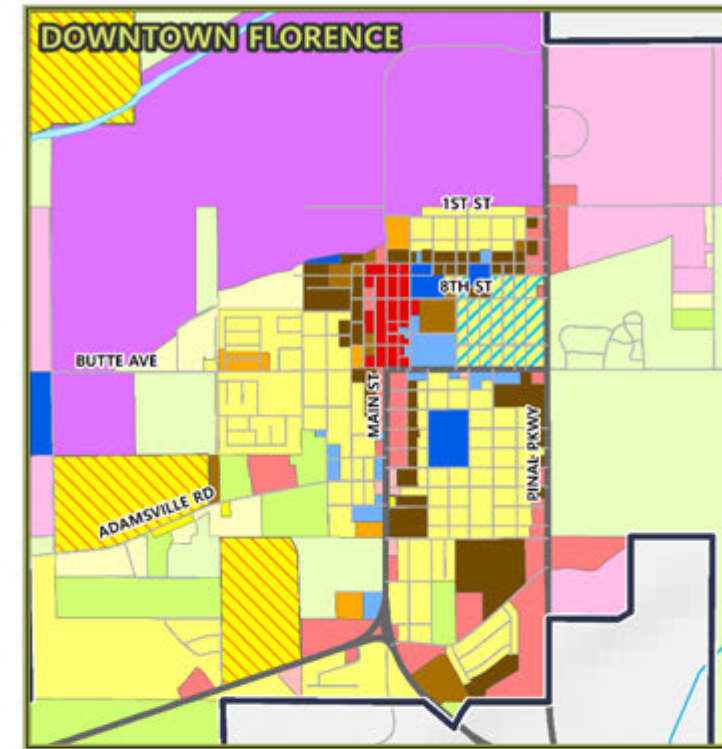
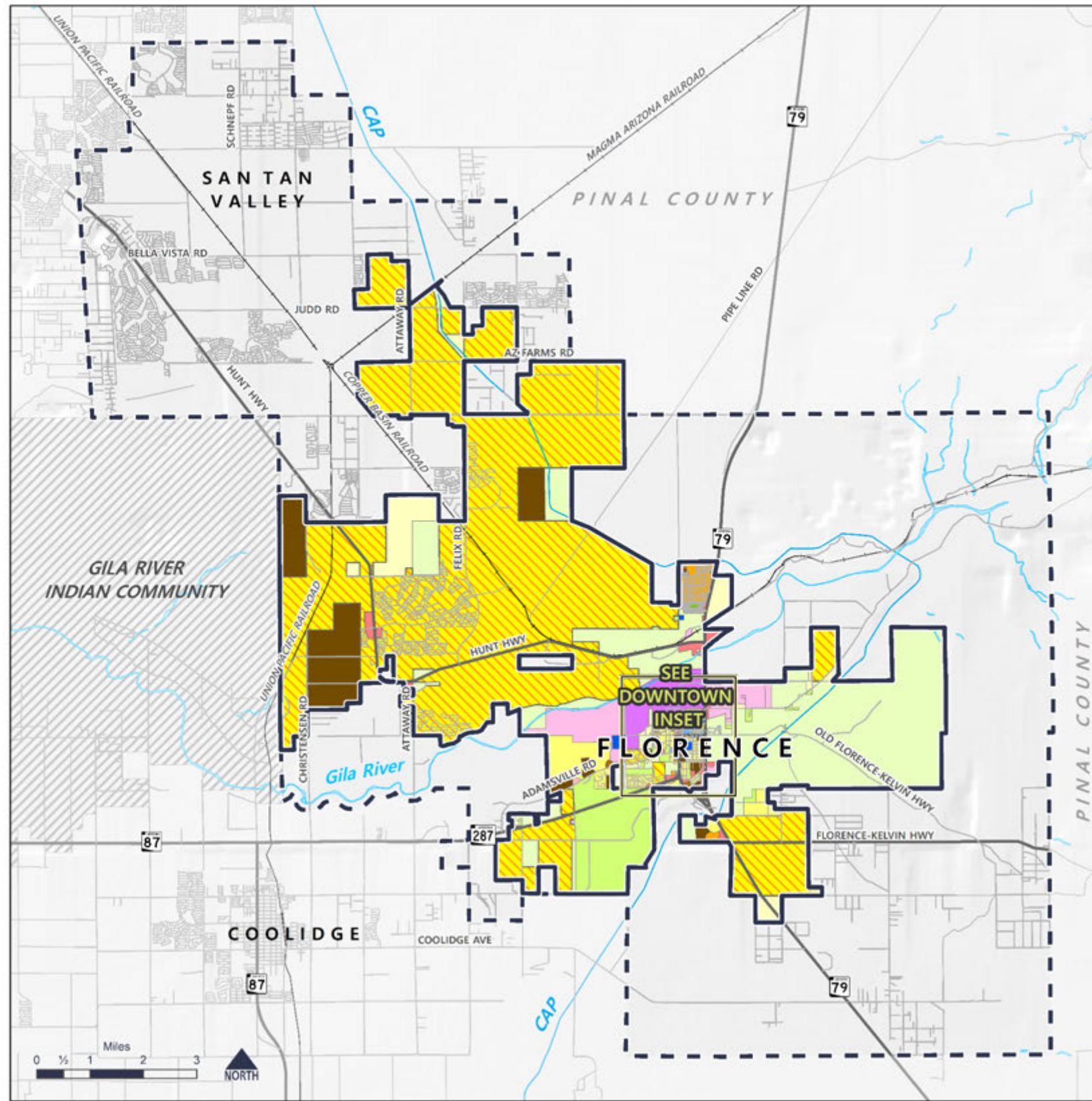
Existing zoning in the downtown area includes a mixture of single family residential (R1-6) for the mature neighborhoods in proximity to Main Street. Existing zoning along the Main Street frontage includes Downtown and Highway Business (B-2)) south of Butte Ave., and Downtown Commercial (DC) north of Butte Ave. Supporting districts in the downtown also include Neighborhood Multi-Family Residential (R-2), Multiple Family Residential (MFR) and Public/Institutional (P/I) that include Pinal County and Town of Florence government buildings and properties. Territory Square (TS) zoning is located along the south bank of the Gila River to approximately Ruggles St. The Territory Square district includes Town Hall, Aquatic Center, Heritage Park and the Community Center and future plans along the river frontage.



Figure 20: Town of Florence Zoning

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Town of Florence Zoning Districts

- | | |
|-------------------------------------|---|
| Neighborhood Business (B-1) | Multiple Family Residential (MFR) |
| Downtown and Highway Business (B-2) | Neighborhood Multi-Family Residential (R-2) |
| Downtown Commercial (DC) | Multiple Zoning District (NO, R-2, R1-6, MHS) |
| Rural Agricultural (RA-10) | Planned Unit Development (PUD) |
| Rural Agricultural (RA-4) | Neighborhood Office (NO) |
| Single Family Ranchette (R1-R) | Public/Institutional (P/I) |
| Single Family Residential (R1-6) | Light Industrial (LI) |
| Single Family Residential (R1-18) | Territory Square (TS) |
| Manufactured Home Subdivision (MHS) | Recreational Vehicle Park/Subdivision |

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



5. Existing, Approved Planned Unit Developments

There are presently 36 approved PUD’s in the Town of Florence which represents over one-half of land area within the Town Municipal Limits. **Table 5** provides a listing of each of the approved PUD’s in Florence. For a map of PUD’s refer to **Figure 27**.

Table 5: Existing/Approved Planned Unit Developments (PUDs)

PUD Name	Acreage	PUD Name	Acreage
Anthem at Merrill Ranch	3318.82	Merrill Ranch	5933.85
Aspen/ Palorossa Farms	1253.20	Mesquite Trails	644.03
Bonnybrooke Solar	318.44	Monterra	916.33
Burnett	0.78	Montessa	30.64
Dobson Farms	1693.53	Nevitt Farms (SRP)	526.79
Dobson Ranch	139.21	Rancho Sendero	41.45
Felix Farms	84.27	Redstone Ranch	29.99
Florence 70	73.04	Rodeo State Land	320.56
Florence Crossing	19.54	Sendera Ranch	398.01
Florence Industrial Park	71.10	Silver State Land	58.48
Freedom Farms	542.42	Skyview Farms	1856.50
Heritage Creek Estates	143.75	SunAire Ranch	107.43
Johnson Ranch Estates	1299.34	Territory Square	812.43
LB Inn	0.69	Twin Peaks State Land	482.93
La Entrada	40.43	Urton Farms	428.68
Magma Ranch (SRP)	72.19	Valley Farms Estate	79.50
Mahoney	9.99	Walker Butte	1700.21
Majestic Ranch	228.98	Western Century	63.33
TOTAL			23,740.86



C. Demographics & Socioeconomics

1. Existing Population

As of July 2017, the Town of Florence has experienced a 2% increase since April 2010 with a total population of 26,074. Included in this total population is an incarcerated population of approximately 16,432 (AZ State Demographer, 2017). The incarcerated population skews other demographic data such as gender, age, population projections and Title VI as seen below in **Table 6** and **Figure 21**. This makes the public participation process of this study more significant. See **Figure 24** for population density.

2. Population Projections

The Arizona State Demographers office (Office of Economic Opportunity) identifies Florence with a current population estimate (July 1, 2018) of 27,507. The 2016 MAG Socioeconomic Projections for Florence estimate the total population for the Florence municipal planning area to reach 82,300 by 2020, 106,000 by 2030, 134,300 by 2040, and 164,500 by 2050.

While the MAG future population forecasts may be a bit ambitious, it stands to reason that Florence will continue to experience growth. Now is the time to plan, invest and develop policies and guidelines to leverage public and private investments to incrementally develop bicycle and pedestrian facilities that will help Florence become a premier community for livability and active transportation.

3. Households

Approximately 5,472 households exist within the Town limits with a median home value of \$112,100 dollars. The median household income is \$48,919 dollars, lower than Pinal County at \$52,555 and Arizona at \$53,558.

4. Title VI Population

To help inform the “Equity” component of the Six E’s throughout the study process, the following information regarding sensitive populations is provided. See **Figure 23**.



Table 6: Title VI Population

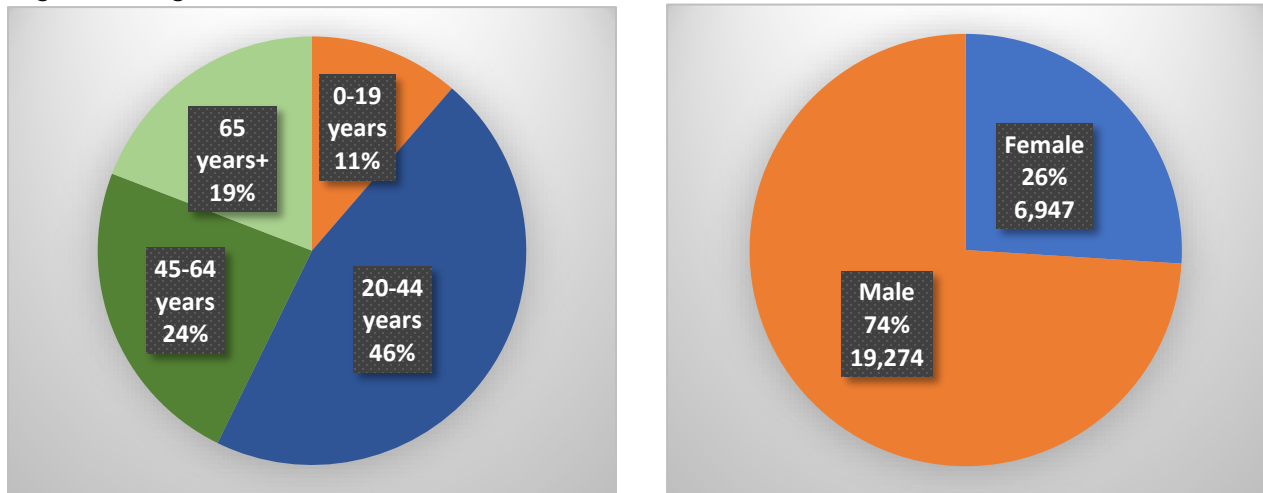
Title VI Population	Number	Percent
Minority	13,233	50.75
Age 65+	5,021	19.26
Female Head of Household (children <18, no husband)	102	0.39
Low Income (persons living below the poverty level)	1,940	7.44
Population with a Disability	1,437	5.51
Limited English Proficient Persons (LEP)	3,760	14.42

SOURCE: UNITED STATES CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2012-2016 5YR ESTIMATES. LEP NUMBERS PROVIDED BY TOWN OF FLORENCE STAFF.

5. Age & Gender

The median age of the population is 40.8 years (higher than Pinal County- 39.2 years and the State- 36 years). For age density see **Figure 24**.

Figure 21: Age & Gender



SOURCE: UNITED STATES CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2012-2016 5YR ESTIMATES

6. Zero Vehicle Households

The vehicle ownership data shown in **Figure 25** reflects residents in Anthem at Merrill Ranch, east Florence (near prisons), south Florence, and the area north of Arizona Farms Road within the Town limits as having 0 to 1% zero vehicle households. Downtown Florence and the Adamsville area residents have 7-11% zero vehicle households, while the remainder of the residents within the Town limits have 2 to 6% zero vehicle households.



7. Existing Commuting Patterns

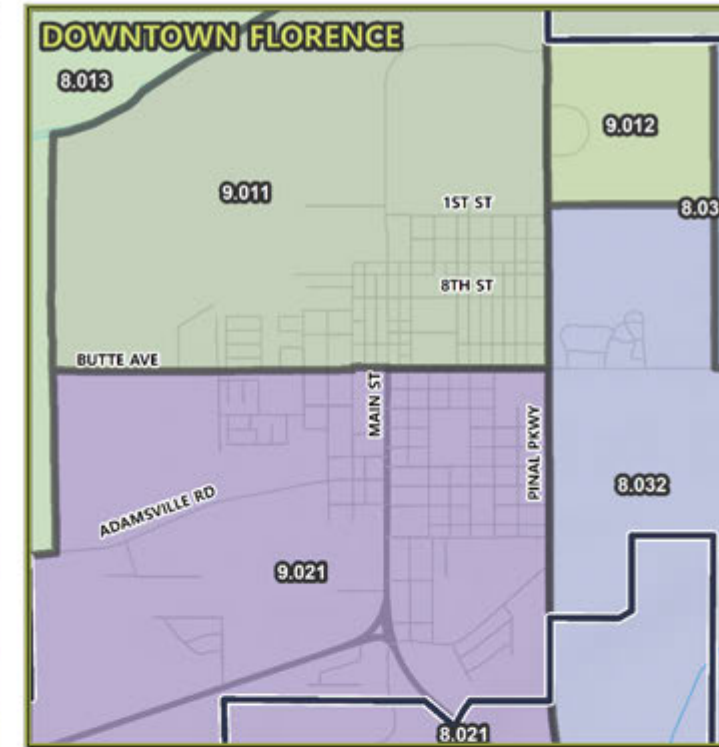
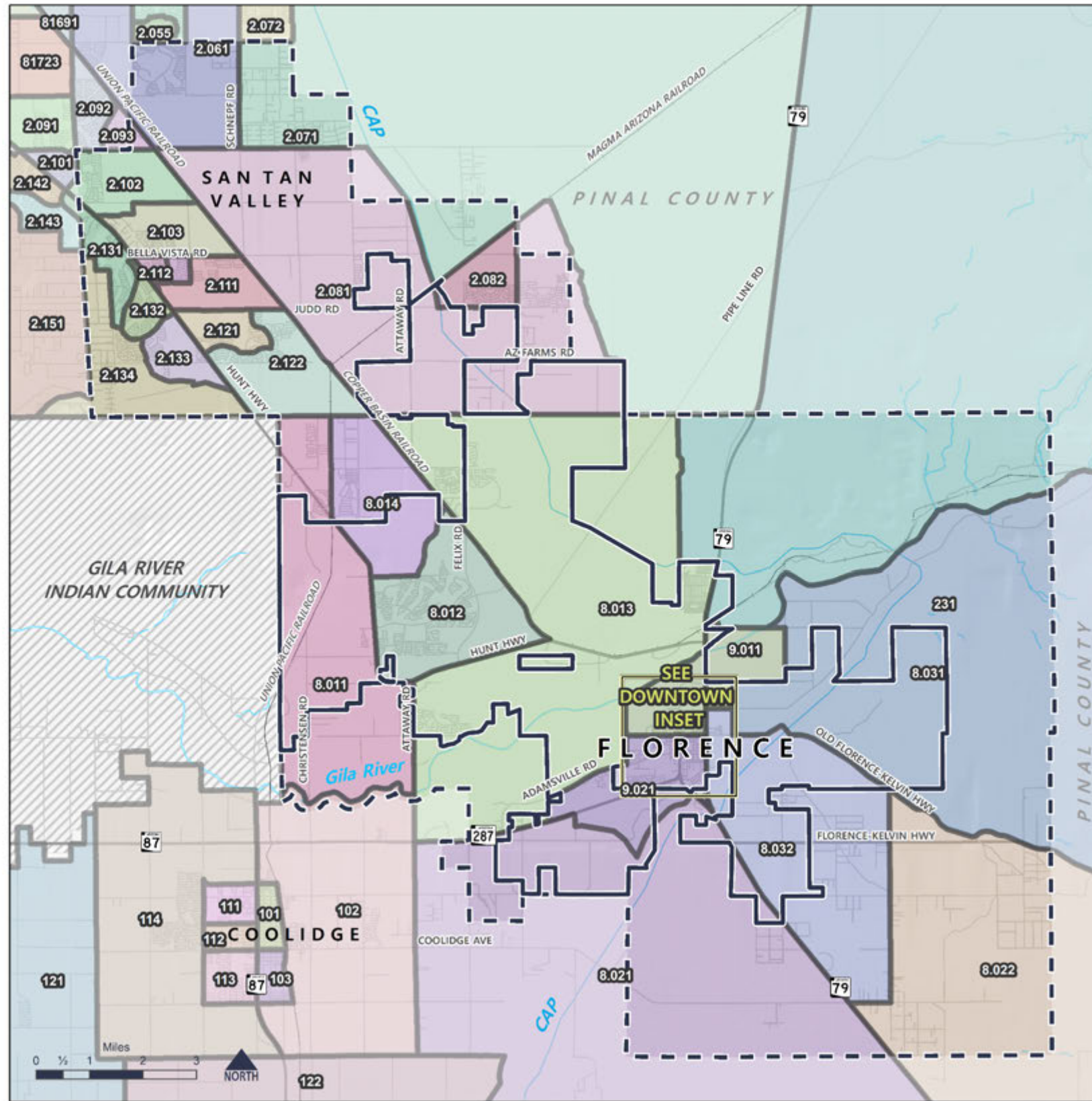
According to the 2015 American Community Survey (ACS), an estimated 4,717 non-resident employees work within the Town of Florence and commute from surrounding areas. A total of 2,509 Florence residents reportedly commute to their employment to areas surrounding the Town of Florence. Only approximately 443 Florence residents work within the Town of Florence. See **Figure 25** and **Figure 26**.



Figure 22: Town of Florence Census Block Groups

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Block Group
- #.### Block Group ID Number

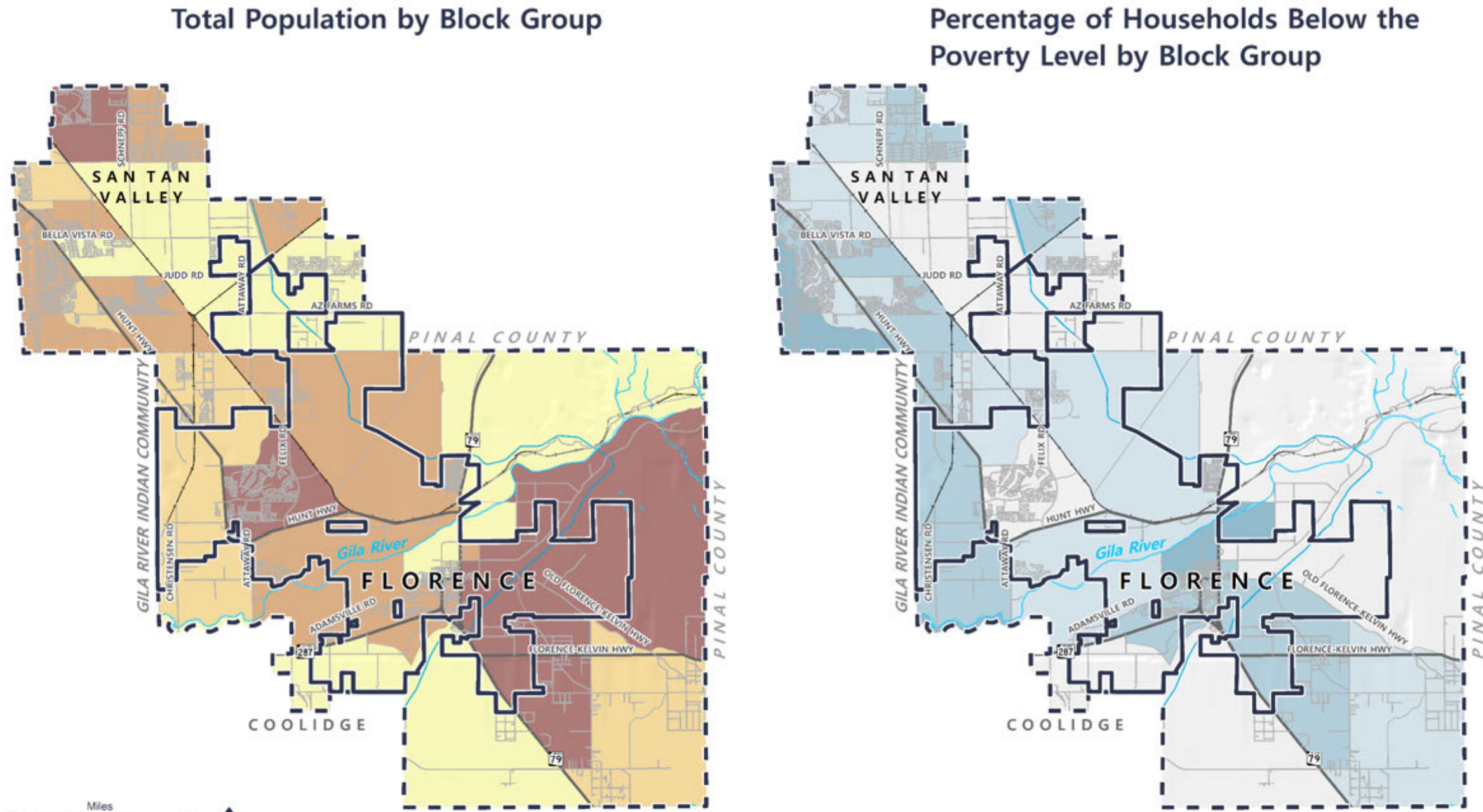
Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



Figure 23: Population & Household Poverty

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Total Population by Block Group

- 597 - 1,699
- 1,700 - 2,728
- 2,729 - 4,253
- 4,254 - 6,884

Percentage of Households Below the Poverty Level by Block Group

- Clear 0% - 7%
- 8% - 17%
- 18% - 32%
- 33% - 51%

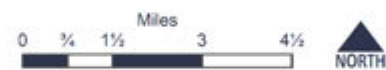
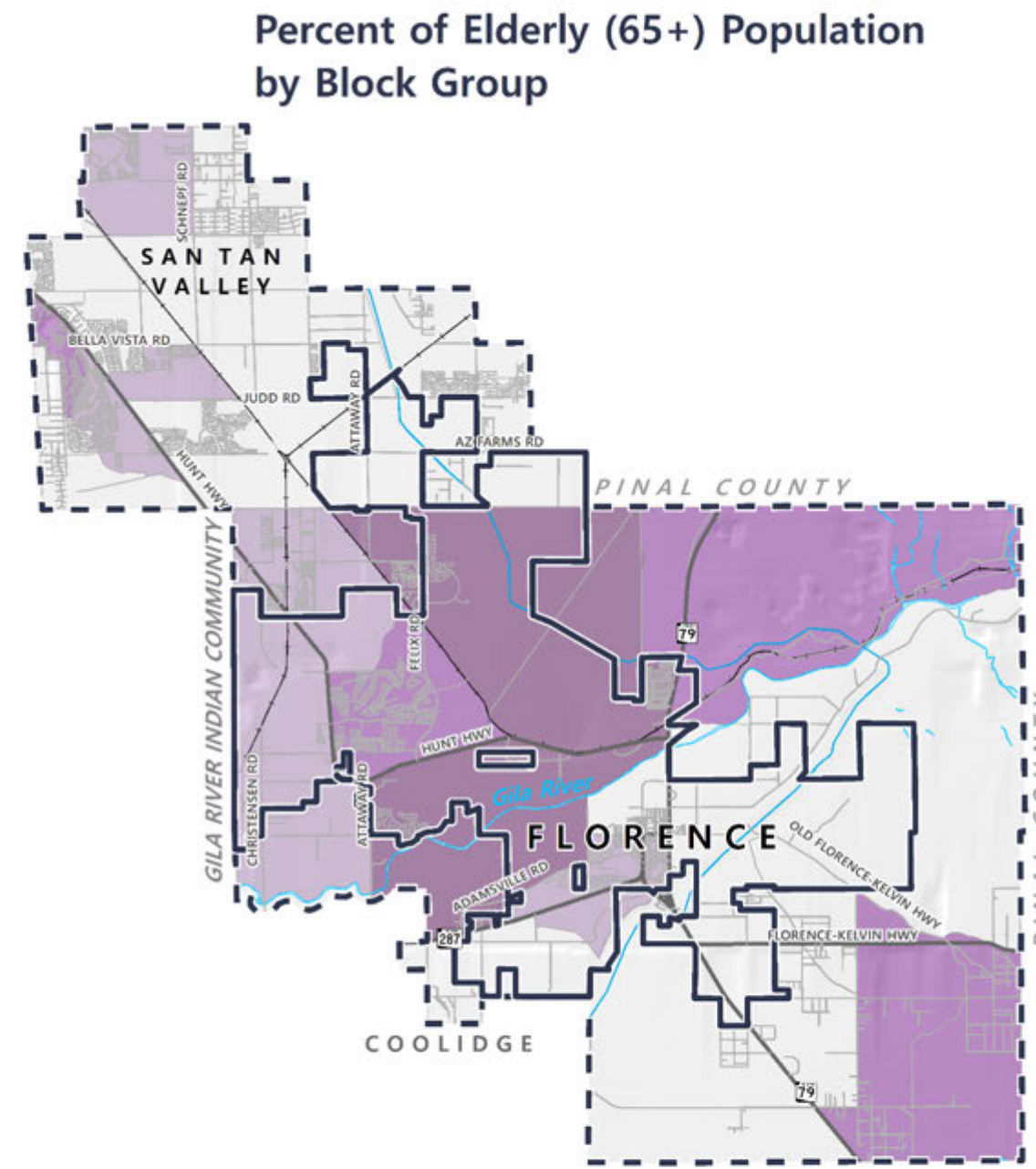
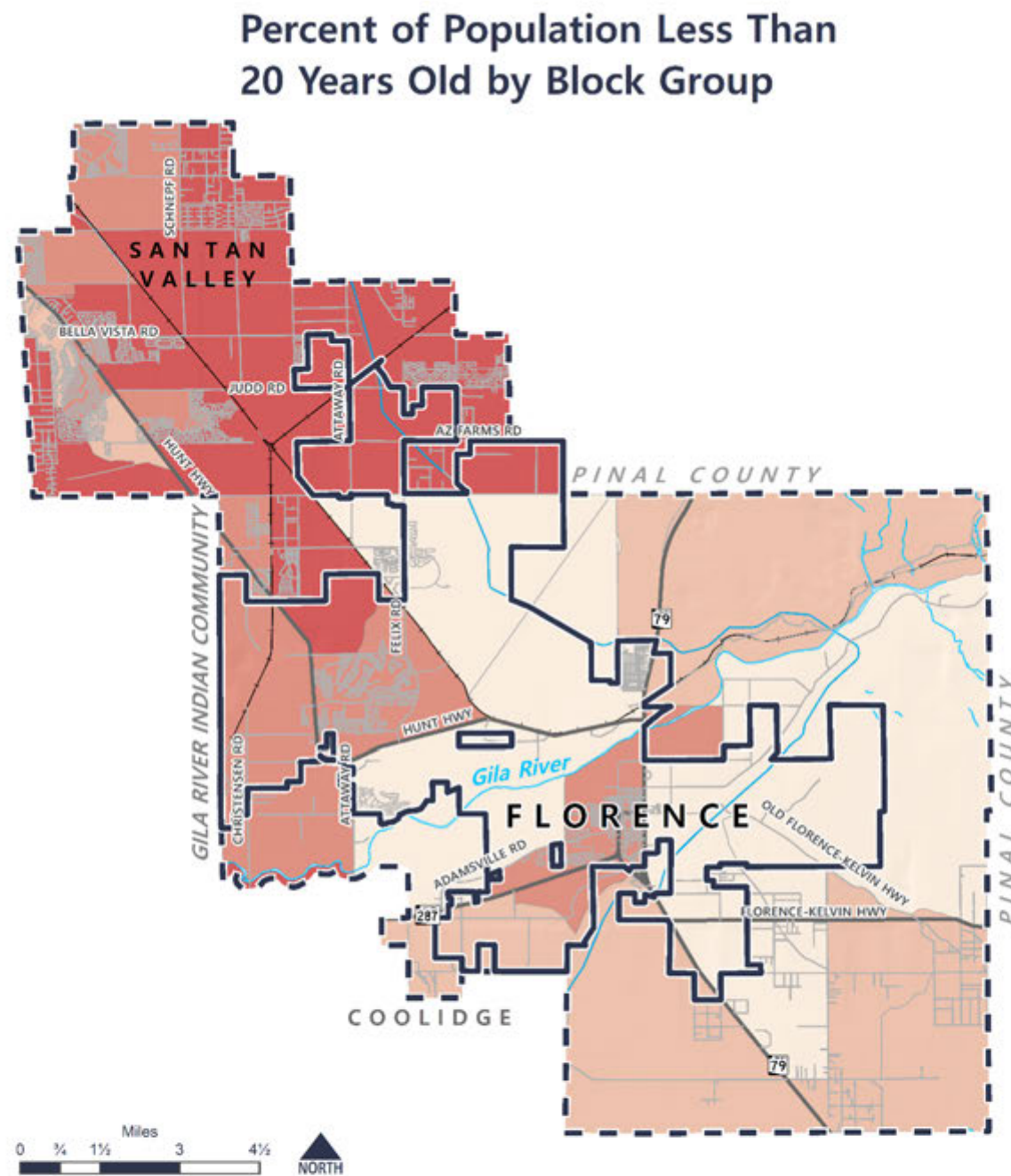
Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



Figure 24: Population Under 20 & Population 65 Years and Older

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Percent of Population <20 Years Old by Block Group

- 0% - 12%
- 13% - 24%
- 25% - 34%
- 35% - 79%

Percent of Elderly (65+) Population by Block Group

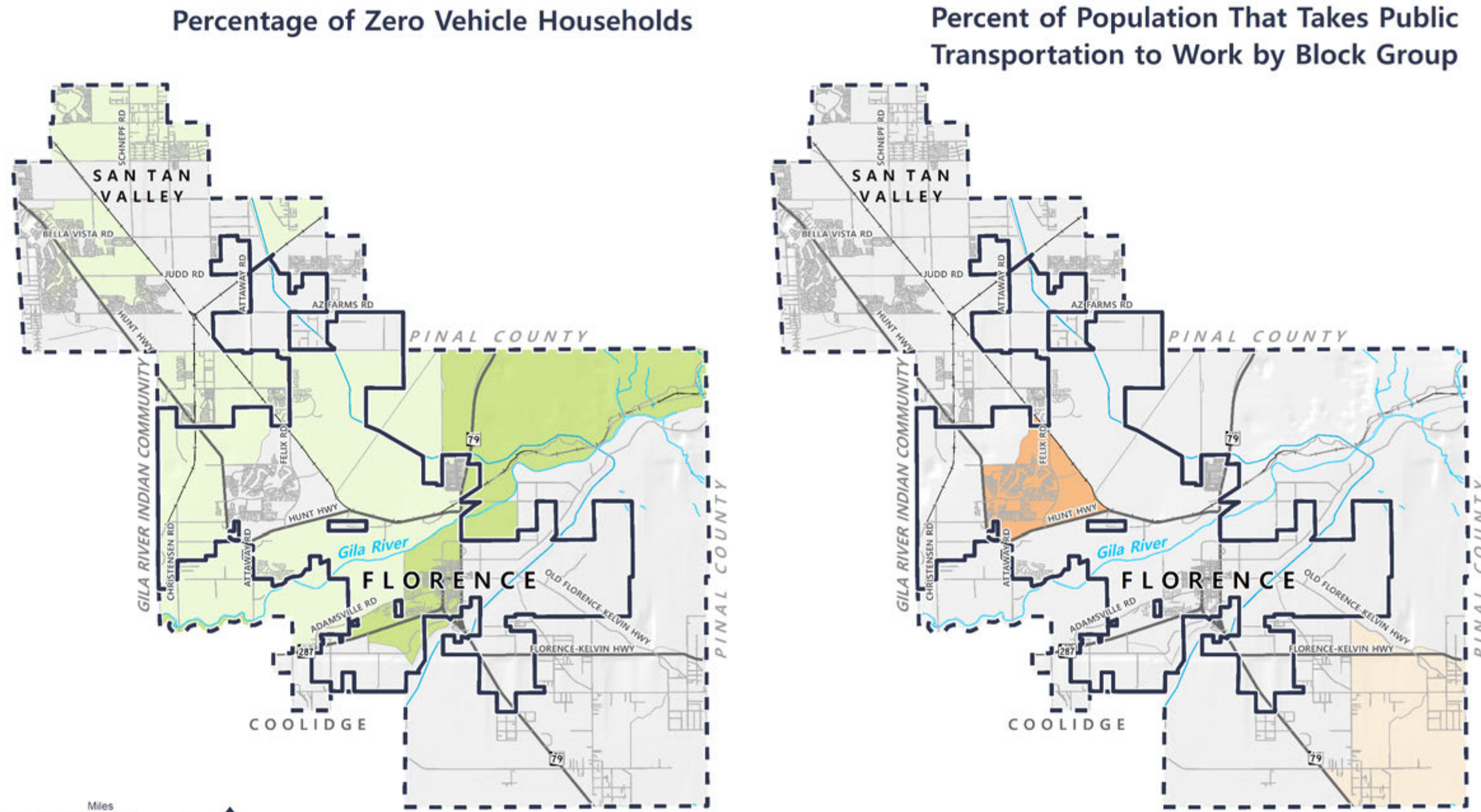
- 1% - 11%
- 12% - 19%
- 20% - 40%
- 41% - 75%

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



Figure 25: Zero Vehicle Households & Public Transit Commuters

TOWN OF FLORENCE
Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Percentage of Zero-Vehicle Households

- Clear 0% - 1%
- 2% - 6%
- 7% - 11%
- 12% - 21%

Percent of Population That Takes Public Transportation to Work by Block Group

- Clear 0%
- 1%
- 2% - 4%
- 5%

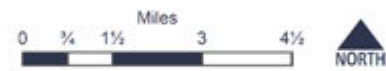
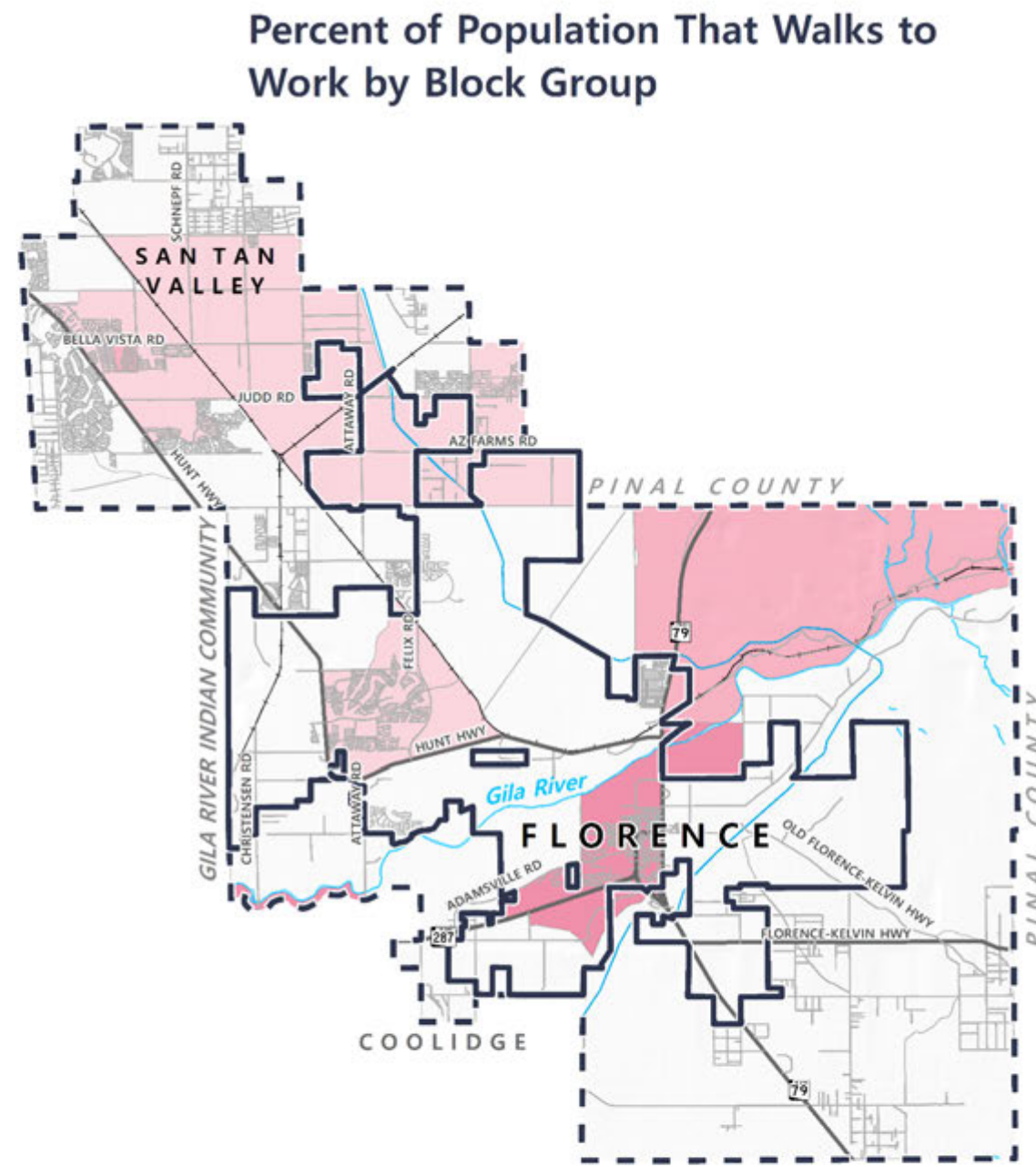
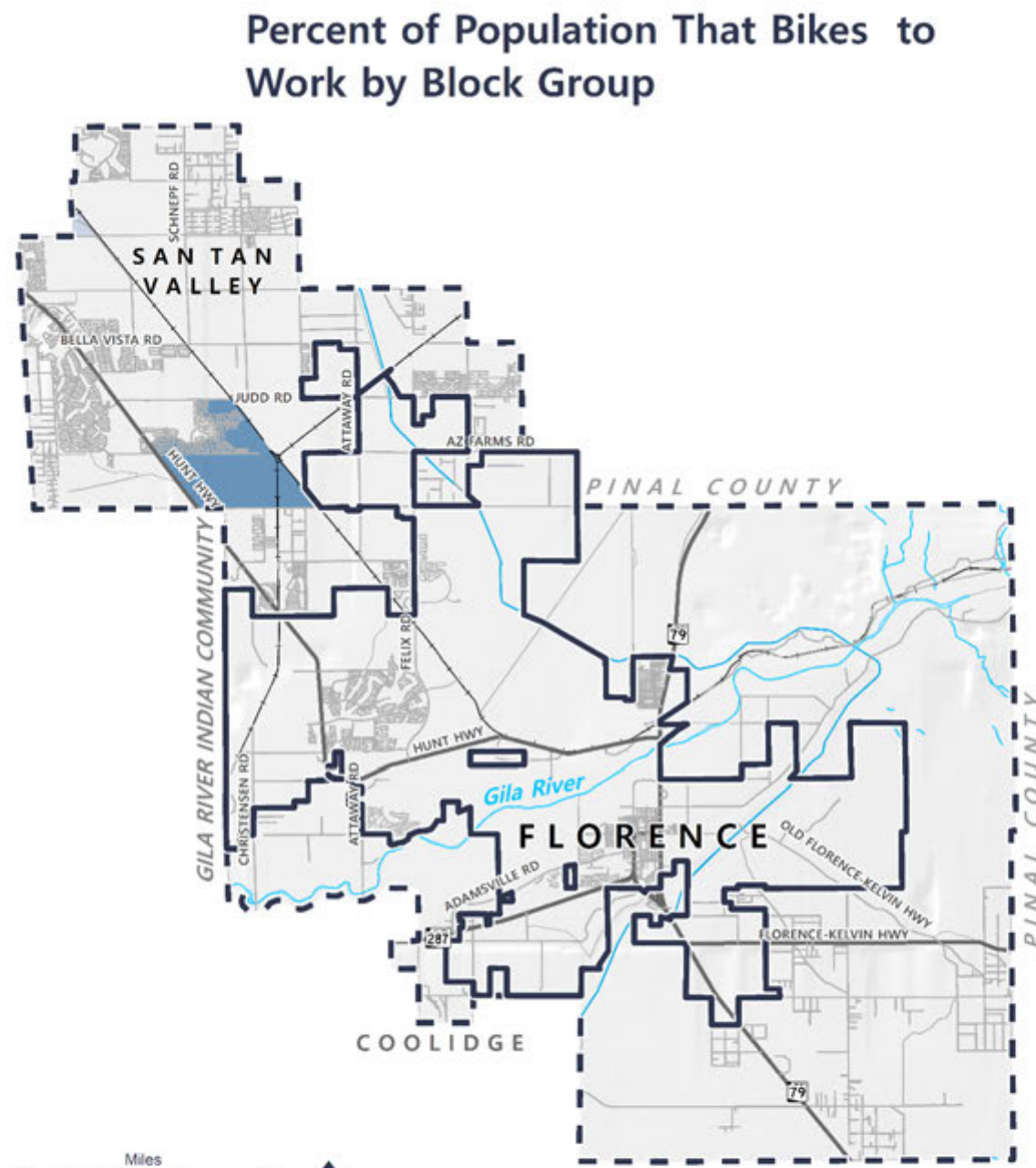
Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



Figure 26: Bike Commuters & Pedestrian Commuters

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Percent of Population That Bikes to Work by Block Group

- Clear 0%
- 1%
- 2%
- 3% - 6%

Percent of Population That Walks to Work by Block Group

- Clear 0% - 1%
- 2% - 3%
- 4% - 7%
- 8% - 14%

Data Source: Town of Florence, Maricopa Association of Governments, ADOT, AZGEO Clearinghouse



D. Existing Roadway Network

As the historical and current County seat and hub for commerce, government centers and area employers, Florence's is largely served by state highways and regional roadways connecting Florence to surrounding communities. For the Florence ATP, State Route (SR) 79, SR 287, SR 79B and the Town's arterial and collector roadway network are important to facilitating on-street bicycle and pedestrian mobility to supplement off-street mobility. These opportunities range from Main Street connectivity in the historic downtown to lengthy stretches of state routes that connect existing and planned residential communities.

Future recommendations of the Florence ATP will include bicycle and pedestrian facilities within existing Florence roadways. As such, it is then important to understand the Functional Classification of Florence's existing and planned roadways. Each Functional Classification identifies Florence's existing standards for right-of-way and expected roadway features that are illustrated in an approved cross section. For the Florence ATP, it is important to understand the town's current roadway requirements as the Florence ATP evaluates and recommends area wide facilities to enhance mobility and connectivity.

The existing Florence General Plan represents the recommended functional classifications that were derived from the Coolidge-Florence Transportation Planning Study of 2008 (see **Figure 27**). The General Plan designated functional classifications for roadways in Florence are described below.

Interstate - reference to Interstate 10 outside the Town limits.

Freeway - reference to the future North-South Corridor.

Principal Major Arterial - proposed six lane facilities along the one-mile grid system serving major local and regional traffic. Examples include SR 79, SR 287, Hunt Highway, Felix Road, Attaway Rd. and others.

Minor Arterial - designed to serve similar mobility needs as Major Arterials but are 4-lane facilities. Examples include Butte Road, Adamsville Road, Merrill Ranch Parkway and the Old Florence-Kelvin Highway.

Major Collector - these roadways can be configured as a 4-lane road or a two-lane road with center turn lane. Examples include Diversion Dam Road, Main Street, and Price Road.

Minor Collector - represent two-lane roads with no center turn lane that typically facilitate connection between internal neighborhoods and adjacent arterial roadways. Examples include Ranchview Road and Bowling Road.

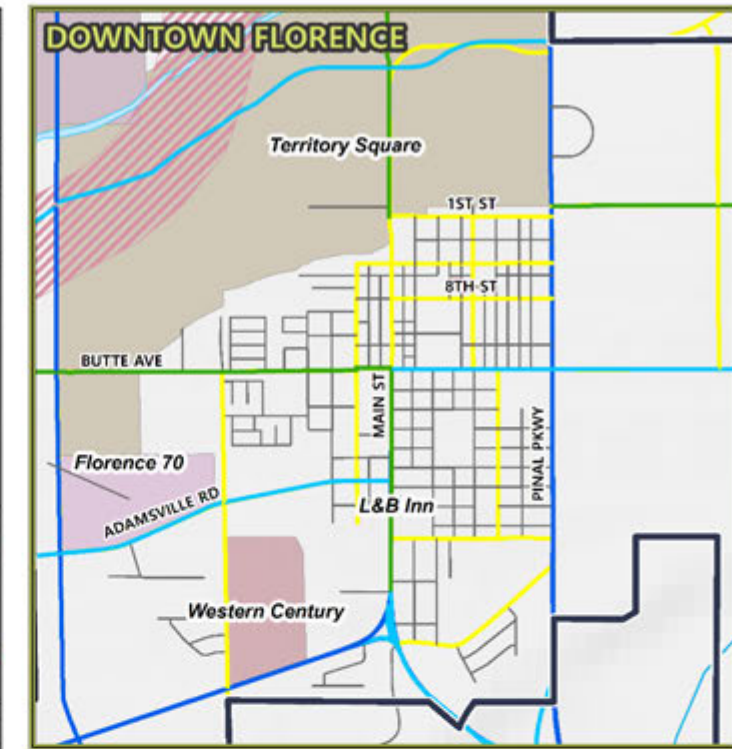
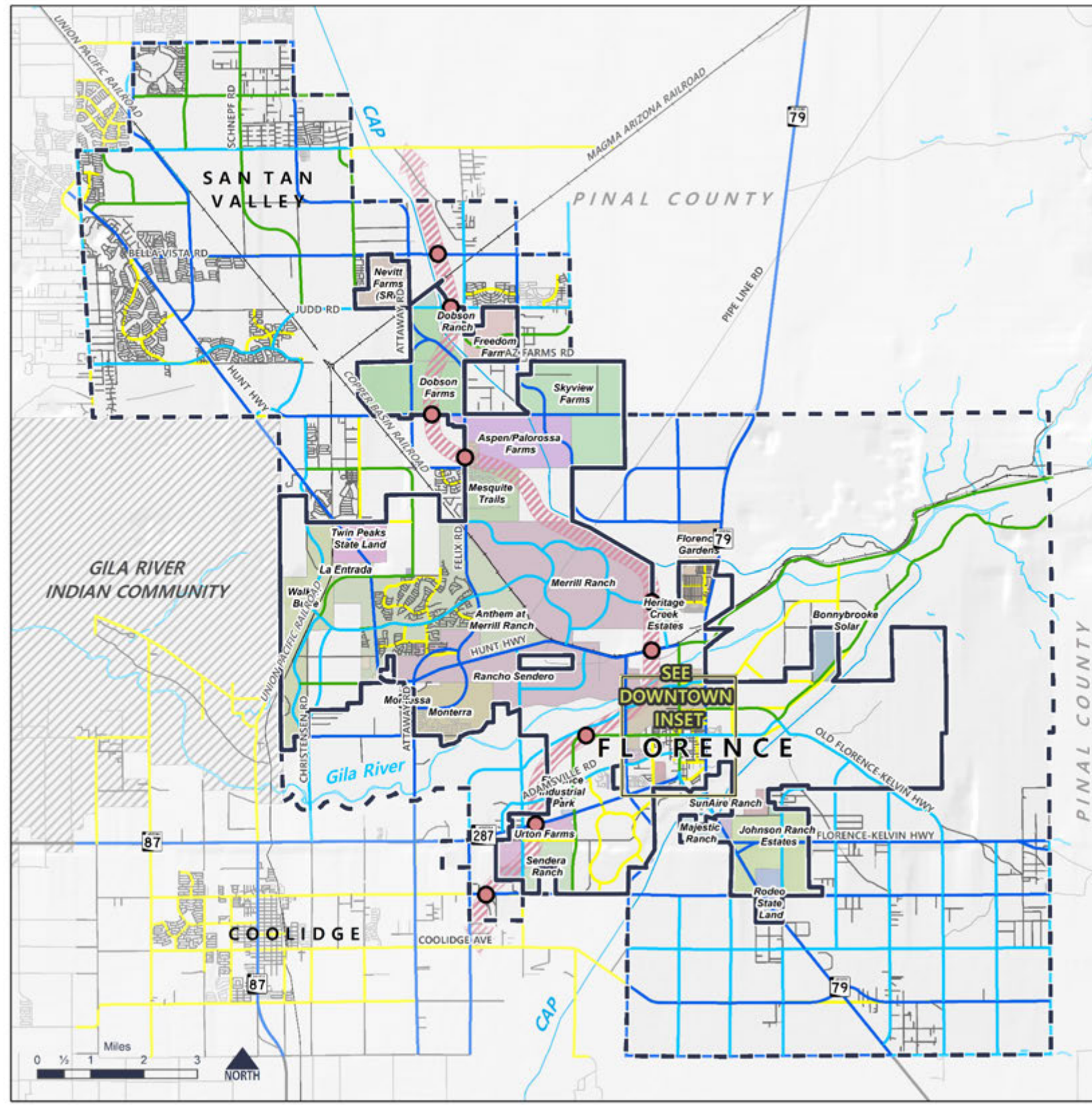
Local Streets - local streets provide access directly to residential properties and are not designed to accommodate through traffic. Examples include Orlando Street, Brady Street etc.



Figure 27: Roadway Functional Classification & Planned Unit Development

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Planned Unit Development
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local/Private/ Unknown
- Proposed Interchange
- Proposed North-South Corridor

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



E. Existing & Planned Bicycle and Pedestrian Facilities

As illustrated in **Figure 28**, there are a variety of existing and planned trails and trailheads in the Town of Florence. There are Pinal County regional trails that traverse the Town of Florence, providing connection to destinations beyond Florence. In addition, there are up to six (6) different trail types that are either existing and/or planned by the Town of Florence that are intended to offer connection to local activity centers and existing/planned parks and open spaces.

Below is a description of the existing and planned bicycle and trail facilities as currently defined by the Town of Florence Parks, Trails and Open Space Master Plan (2008), the Pinal County Open Space and Trails Master Plan (2007 with map update in 2016) and the CAP Canal Trail Master Plan: Pinal County Segment (2015). It is worth noting that in review of **Figure 28**, there are select areas where the Pinal County and Town of Florence trails (as currently described/depicted) overlap with each other. One example is the CAP Trail that is shown by Pinal County as an “adopted county trail corridor” and also shown by the Town as a “Town Trail”. These redundancies will be rectified through the Florence ATP process.

1. Existing & Planned Trail Types

The following trail types are currently identified for the Town of Florence. Please refer to **Figure 29** for illustration of the location of each trail type and trailhead in the Town of Florence.

Town of Florence Trail Types

Shared Use (or Paved) Paths

This 10’-12’ wide, paved facility is intended to be used by people walking, biking, skating, pushing strollers, wheelchair users, other non-motorized users, and anyone wanting a smooth and consistent surface. The paved path system includes regional and local connections. Shared Use Paved Paths can be either Side Paths or Off-Street Paths. The system of Paved Paths provides a variety of loops that connect neighborhoods to all types of destinations and unpaved trails. There is a total of 117 miles of existing/planned shared Use Paths in the Town of Florence and are generally identified along the planned North-South Corridor, locations connecting Heritage park to downtown and Adamsville Road and other internal connections from the planned Gila River Town Trail to other locations in Florence.

Town Trails

Existing and planned Town Trails are described as 8’ – 10’ wide, unpaved multi-use pathways that follow regional and major corridors such as the Gila River (along both sides), the CAP, the North-South Corridor, and existing washes in Merrill Ranch and the southeastern portions of the Town. Town Trails are intended to accommodate greater quantities and types of trail users than other unpaved trails such as Neighborhood Trails. There is a total of 54 miles of existing/planned Town Trails in Florence.



Neighborhood Trails

Existing and planned Neighborhood Trails are 5' – 8' wide, unpaved trails that are intended to connect Florence neighborhoods to the larger trail or path system. As currently planned, Neighborhood Trails are those within more rural neighborhoods (southeast portion of town) or those that provide local connections to neighborhood parks and schools. There is a total of approximately 18 miles of Neighborhood Trails existing/planned in Florence.

Back Country Trails

Existing and planned Back County Trails are 3' wide trails located within preserved open space and/or mountainous areas such as Poston Butte. These trails are constructed in context with the natural environment in which they are located. There are approximately 3 miles of Back Country Trails existing/planned in Florence.

Equestrian Trails

Equestrian only trails are intended solely for horseback riding in areas along sandy wash bottoms such as the Gila River. There is approximately 4 miles of Equestrian Trail currently planned in Florence, all located within the Gila River bottom.

Pinal County Trail Types

Adopted County Trail Corridor

Identified as a high priority regional trail throughout Pinal County, the Adopted Trail Corridor within the Town of Florence limits is identified as the planned regional CAP trail. There is a total of 6.5 miles of Adopted County Trail corridor (CAP Trail) in the Town of Florence.

Existing/Planned Multi-Use Trail Corridor

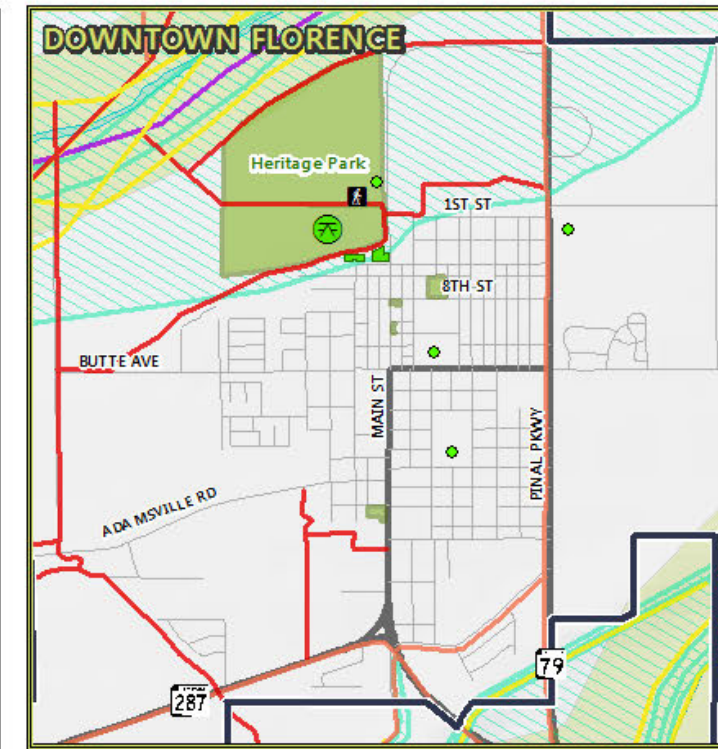
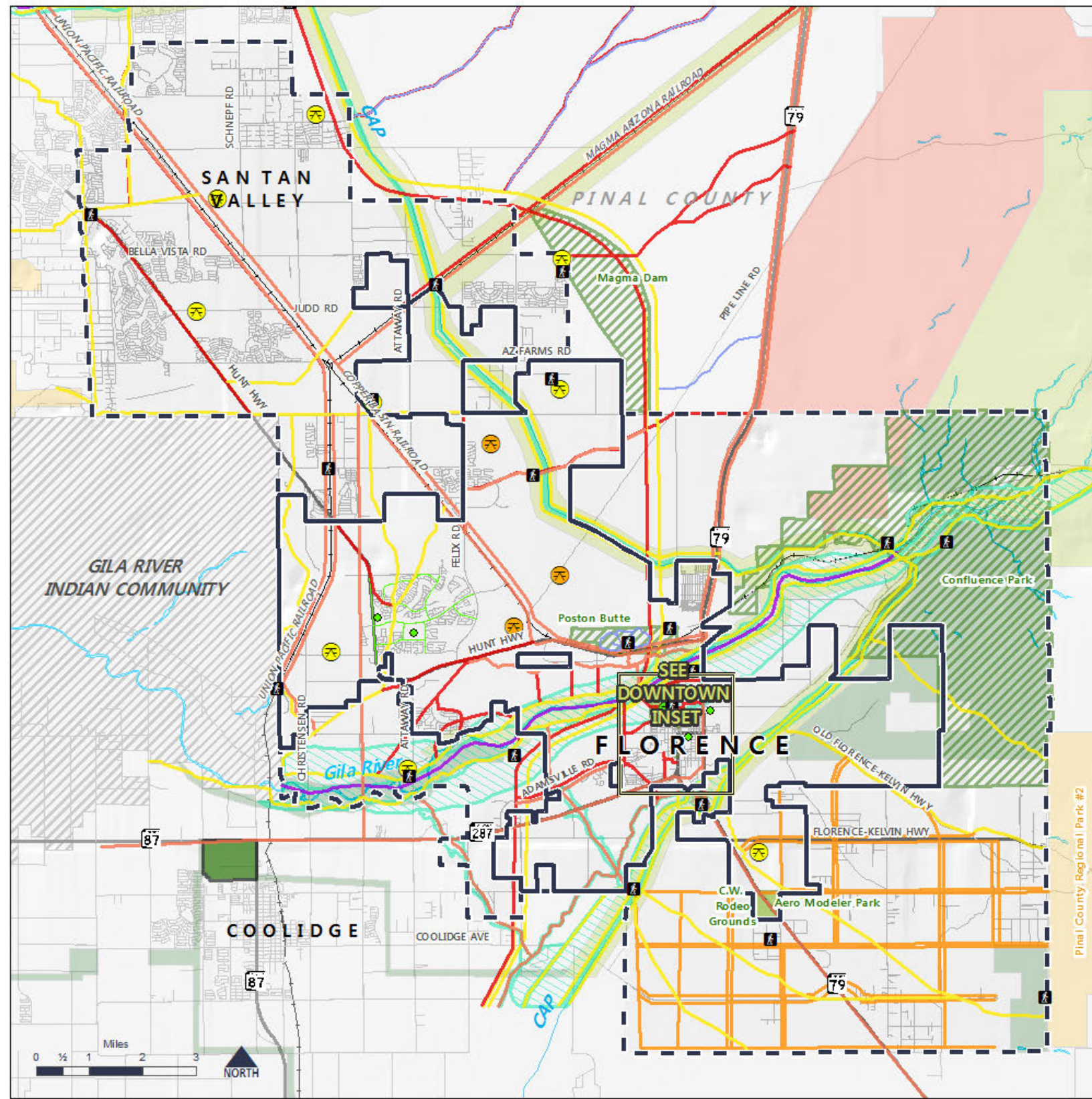
This is a planned county trail that is predominately located along the Gila River. This county trail types is similar/redundant to the Town of Florence planned Town Trail along the Gila River, providing a proposed connection to the Casa Grande Ruins National Monument and other regional open spaces to the east of Florence. There is a total of approximately 10 miles of county planned Multi-Use Trail in the Town of Florence.



Figure 28: Existing and Planned Parks, Trails and Bicycle Facilities

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Bike Lanes
- Bike Parking Areas
- Florence Trails**
 - 4' Shoulder
 - Back Country Trail
 - Equestrian Trail
 - Neighborhood Trail
 - Shared Use Paved Path
 - Town Trail
- Trail Heads
- Pinal County Trails**
 - Adopted County Trail Corridor
 - Existing/Planned Multi-Use Trail Corridor
 - Proposed Multi-Use Trail Corridor
- Florence Special Use Parks**
 - Proposed Special Use Parks
 - Existing Special Use Parks
- Florence Community Parks**
 - Existing
 - Planned
 - Proposed
- Pinal County Open Space**
 - Existing Open Space
 - Proposed Open Space
 - Proposed Regional Park
 - Restricted Use Open Space
 - Case Grande Ruins N.M.
 - McFarland State Park
- River, Canal, Wash Corridors

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



2. Existing & Planned Trailheads

As shown in **Figure 28**, the Town of Florence has 20 planned trailheads within or near the current Florence Municipal Limits. As the Florence Parks, Trails and Open Space Master Plan describes, trailheads are located along all types and levels of trail and path corridors. They provide drive-in as well as non-vehicular access to local and regional destinations and open space areas. There are four levels of proposed standard trailheads, two with equestrian parking and amenities and two without. Many of the planned trailheads provide access to and from the Gila River corridor, Poston Butte and the CAP canal. The currently proposed locations and amenities levels associated with each trailhead will be refined and new recommendations as part of the Florence ATP.

3. Existing Bicycle Facilities

The Florence ATP is Florence's inaugural plan offering guidance to the planning of bicycle facilities in the Town. As such, the 2008 Parks, Trails and Open Spaces Master Plan does not provide guidance for bicycle facilities. Existing bicycle facilities presented here reflect findings observed in both field review and aerial photography.

As **Figure 30** illustrates, existing bicycle lane facilities in the Town of Florence are exclusively located within the Merrill Ranch master planned community and along the ADOT State Routes that serve Florence. No other areas of the Town of Florence contain designated bicycle facilities.

Bicycle Lanes

Striped bike lane facilities are currently located along major collector roadways within the Merrill Ranch community. Striped bike lanes of 4.5 feet in width are located along both sides of the roadway along Merrill Ranch Parkway, American Way, Sun City Blvd., N. Anthem Way, Constitution Way, Spirit Way, Spirit Loop and Independence Way. There is a total of 9.5 miles of existing bike facility in Merrill Ranch. Bike lanes also exist on Hunt Highway south of Franklin Road to approximately 0.4 miles south of American Way.

Paved Shoulders

Although not explicitly promoted as bicycle facilities by ADOT, there are currently 4-foot wide shoulders along Highway's 79, 87 and 287 that offer pedestrian and bicycle mobility options along these key transportation corridors. Generally speaking, ADOT's policy is to construct state roadway facilities with shoulders that offer room for safety pull outs and or bicycle and pedestrian usage. While ADOT's policy is to not explicitly sign their roadways for bicycle use, state law permits bicycle and pedestrian usage of ADOT facilities unless signage prohibits such uses. In fact, recognizing that bicycling along ADOT roadways connects cities and towns across Arizona, ADOT has been proactive in identifying bicycle use on their facilities as represented by the preparation of the Bicycle Safety Action Plan and recent development of the AzBikePed.org website. This website can help people on bikes plan routes, providing information on shoulder widths, grades and traffic volume information.



US Bicycle Route 90

This is a 573 mile east-west route spanning from New Mexico to California through Tucson and Phoenix. Route 90 is comprised of paved shoulders along Arizona State Highways, shared use paths, and local streets. Town of Florence (see **Figure 30**) provides a crucial connection to US 90 bicycle route from Interstate 10 to US 60. Riders exit Interstate 10 at SR 87 to follow SR 87 north to SR 287, travel east on SR 287 to SR 79 and travel north on SR 79 to US 60.

Figure 29: US Bike Route 90



SOURCE: ADVENTURE CYCLING ORGANIZATION

Gila River Bridge

Preliminary construction design plans from ADOT call for the reconstructed Gila River Bridge to include a 6-foot sidewalk on the west side of the bridge. This sidewalk is intended to be used by people walking and biking. A concrete barrier will be constructed to protect users from motor vehicles, and a concrete barrier with railing will be constructed to protect users from the bridge edge. This new bridge design is currently under design and programmed to be completed by 2022.



4. *Bike Parking*

Below is a summary of what was observed during field work and other research. Additional field review may be necessary throughout the process to create a complete bike parking inventory.

Bike parking coverage exceeded expectations. All Town of Florence facilities such as Town Hall, the Community Center, the Fitness Center, Padilla Park and the Aquatic Center offer bike parking. The Pinal County Superior Court, the Administrative Complex, and the new Pinal County Federal Credit Union provide bike parking. Florence K-8 and Anthem Elementary School both offer racks to students. Nearly all amenities in Anthem at Merrill Ranch provided bike parking, though not all were visible from the road. In addition, both McDonald's locations, Subway, Sonic, Taco Bell, the Giant gas station, Dollar General and the U.S. Post Office all provide bike parking (see **Figure 30**).

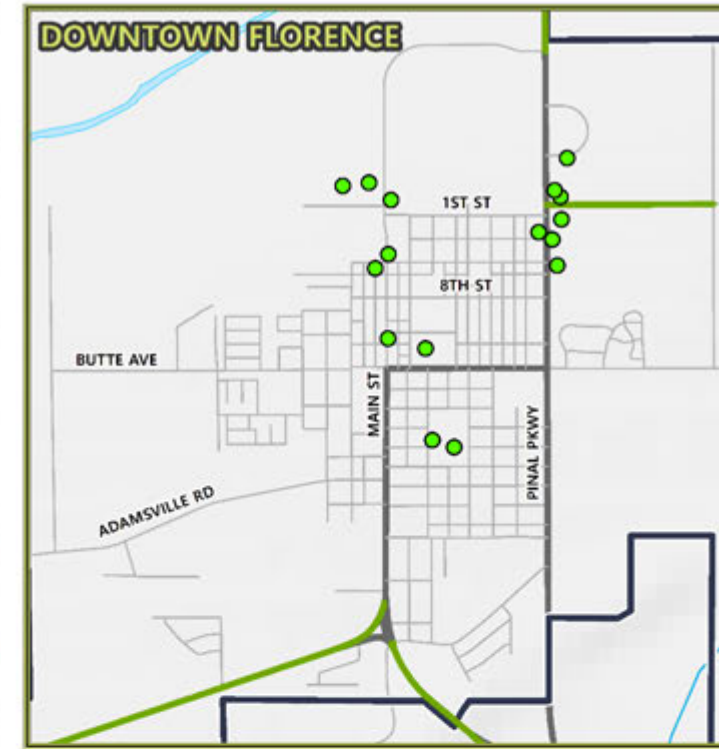
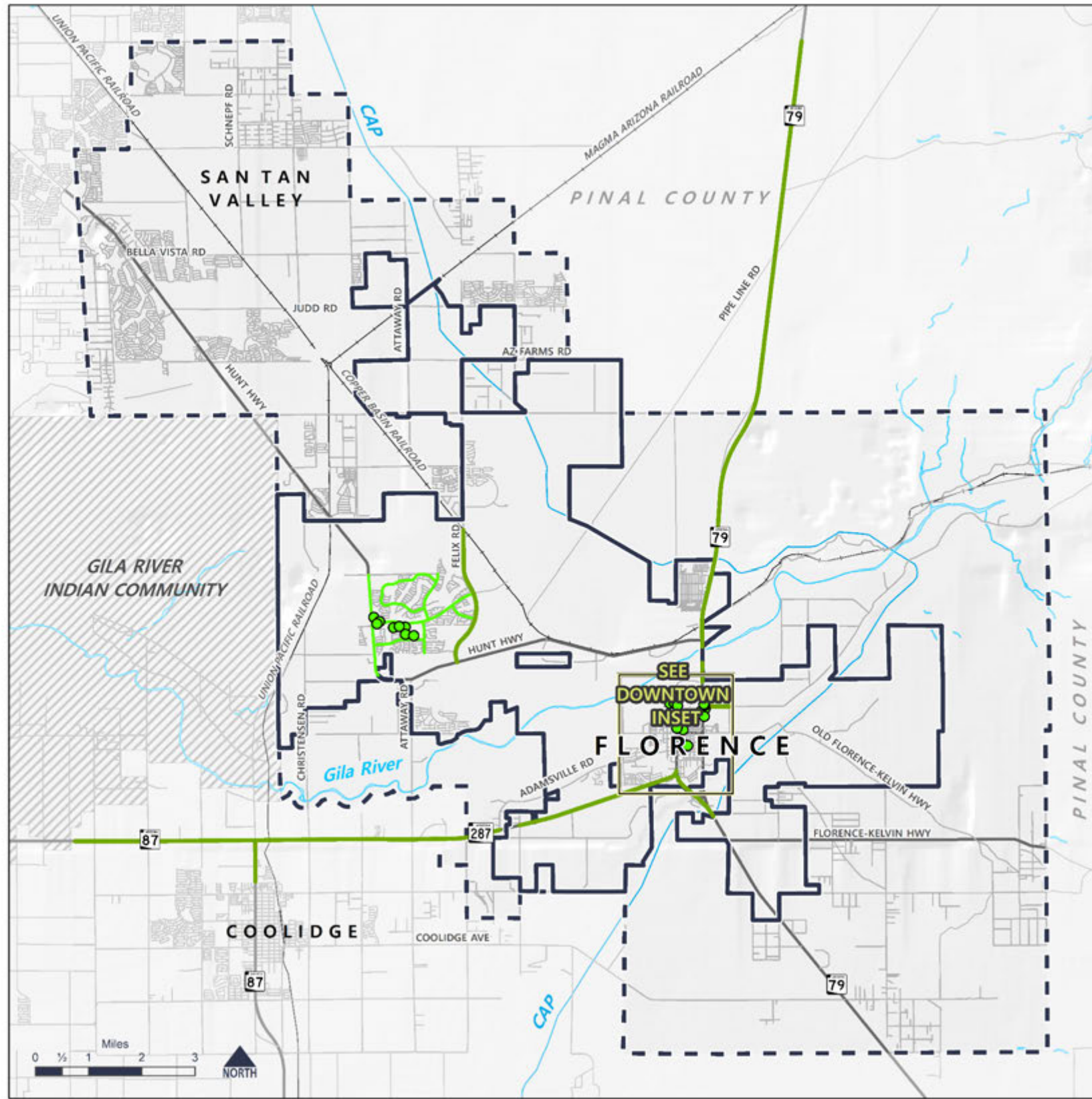
Bike parking could not be identified at Florence High School, Heritage Park, Florence Senior Center & Dog Park, Main Street Park or McFarland State Historic Park. While Anthem at Merrill Ranch provided bike parking at their community facilities, there was an inconspicuous rack behind Chen's Chinese Bistro on Merrill Ranch Parkway was hidden near a truck loading parking spot and was only visible from the off-street trail the travels behind the shopping center.



Figure 30: Existing Bicycle Facilities

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Bike Parking Facilities
- Paved Shoulders
- Bike Lanes

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



F. Transit Connections

1. CART

The Central Arizona Regional Transit (CART) bus system is a fixed route service connecting Coolidge, Casa Grande, Central Arizona College and the Town of Florence. The CART bus system provides regional route services to neighboring communities for employment, medical and personal trips, as well as to Greyhound service. CART also connects to the Cotton Express at the Wal-Mart Transit Stop in Coolidge. From Wal-Mart, Florence residents can connect to additional needs via The Cotton Express which provides two circulator routes around Coolidge. There is also the potential for expansion into the Anthem area of Florence.

CART does not currently connect to any paths, trails, or bikeways. CART is funded by the FTA, ADOT, Central Arizona College, City of Coolidge, Pinal County and Town of Florence. The CART system operates both in the eastbound and westbound directions beginning service in Florence at 5:15 AM and ending in Florence at 7:09 PM. The entire loop is 2.5 hours round trip. The fares for riding the CART are “exact fare only” and range from two to four dollars for the day, with monthly passes available. Dial- A- Ride service also exists as a county provided service throughout the Town of Florence.

Figure 32 illustrates the CART Service Route, the following stop locations are all within downtown Florence, although arrangements can be made to be picked up at other locations along the route.

- Florence Pool/ City Complex (*shelter planned*)
- Adamsville Rd. & Main St.
- Stewart St. & Orlando St.
- Pinal County Administrative Complex (*shelter planned*), and
- Pinal County Courts (*existing shelter*)
-

Figure 31: CART Pricing Chart

Fare	One-Way Fare	Daily Fare	Month Fare	Local & CART Daily	Local & CART Month
Children 12 & Under or Students	\$1.00	\$2.00	\$30.00	\$3.00	\$60.00
Adult 13-54	\$2.00	\$4.00	\$60.00	\$6.00	\$90.00
Senior/ Disabled 55 & Up	\$2.00	\$4.00	\$60.00	\$6.00	\$90.00



2. Greyhound

Greyhound once operated a bus stop at the Pinal County Complex but never conducted ticket sales at this location. Tickets were available online or at a terminal only. Route options from this location included destinations along the way to Tucson and Phoenix. Once at these locations, passengers could travel in any direction throughout the United States.

Presently, the Greyhound bus stop is not in operation. Service at the Pinal County Court Complex has unfortunately been discontinued, however there are plans to implement a Greyhound bus stop at the Love's truck stop in Eloy. This stop will be served by CART.

3. Give A Lift Program

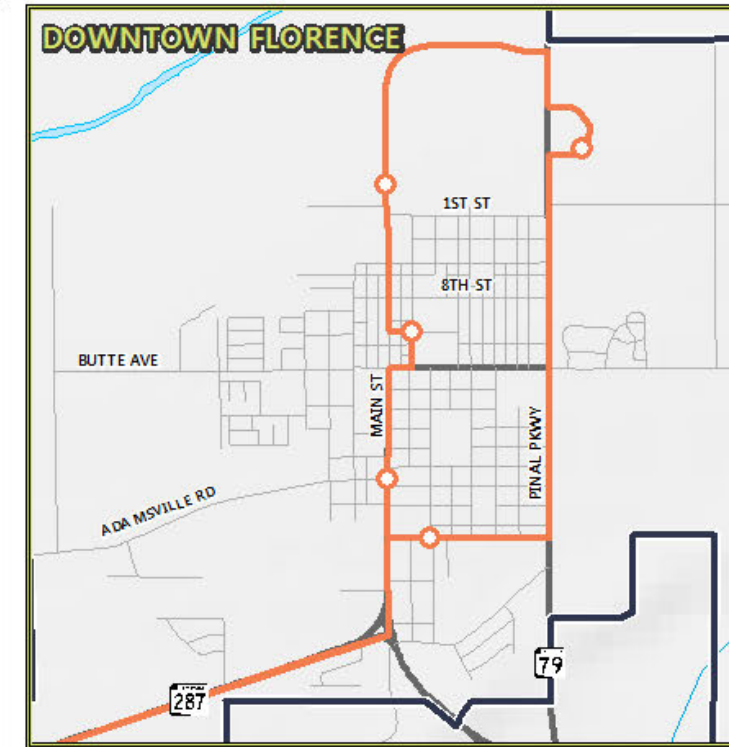
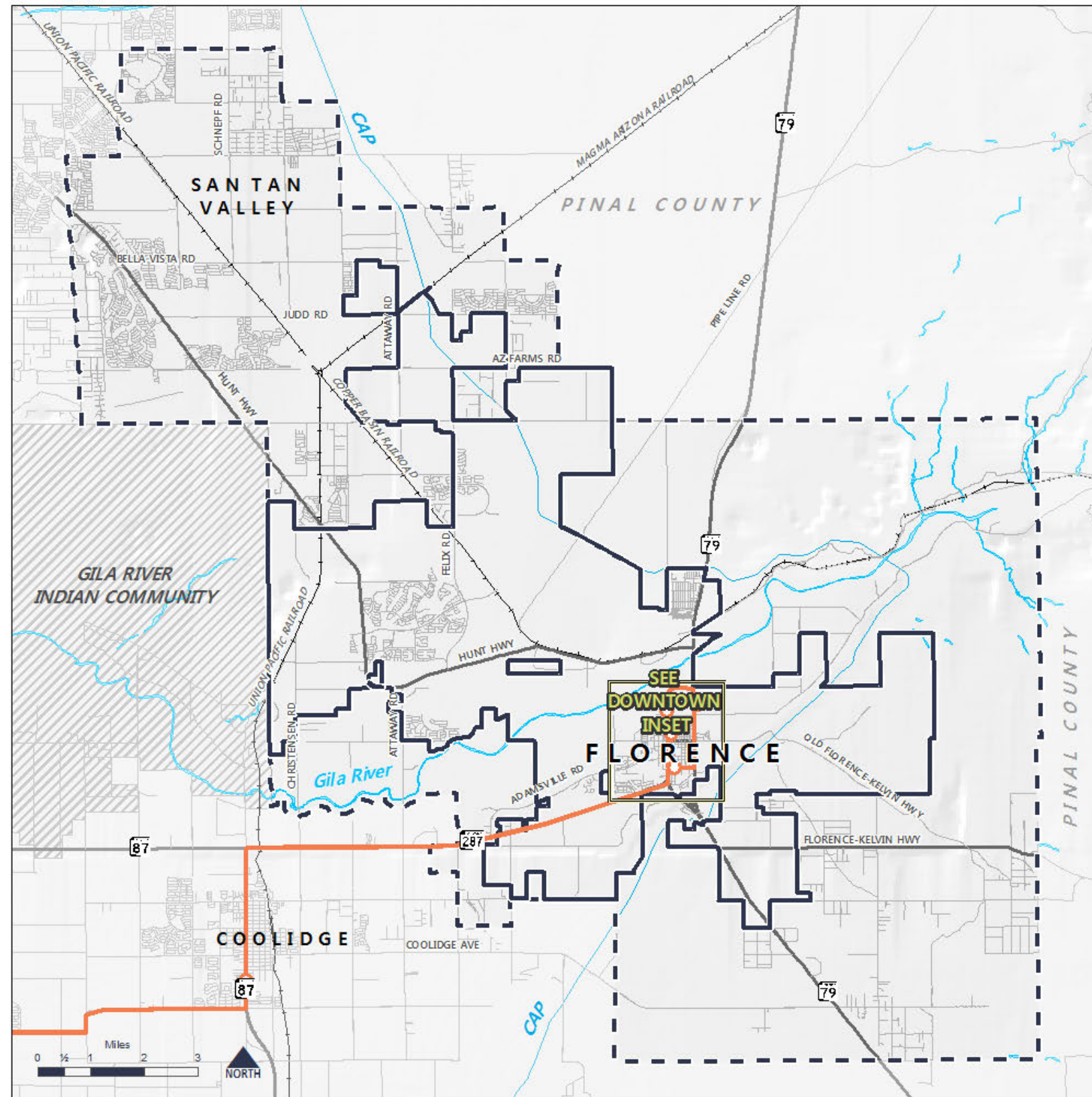
The Town of Florence Give-A-Lift program is dedicated to promoting independence and enhancing the quality of life to seniors and people with disabilities. Florence residents by providing a no cost means of transportation to medical appointments. The program is available to Florence residents who are at least 55 years old and those with disabilities. All drivers are volunteers who have agreed to use their own vehicles to provide medical appointment transportation services. The program is funded in part through an Arizona Department of Transportation (ADOT 5310 grant).



Figure 32: Existing CART Transit Route

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Bus Stop
- Central Arizona Regional Transit (CART)

Data Source: Town of Florence, CART



G. Traffic & Safety Conditions

Traffic volume and crash data information on existing roadways in Florence is critical to understanding the existing roadway operations and level of service and how those operations may influence current and future safety consideration, bicycle comfort levels and pedestrian preference. This analysis will help inform possible recommended bicycle and pedestrian facilities along Florence roadways. These facilities could include the construction of new facilities or a reconfiguration of signing and/or pavement markings or other improvements within the existing right of way. The Pinal County Safety Study is in progress and further efforts for this plan will be coordinated to achieve regional continuity.

1. Roadway Traffic Counts

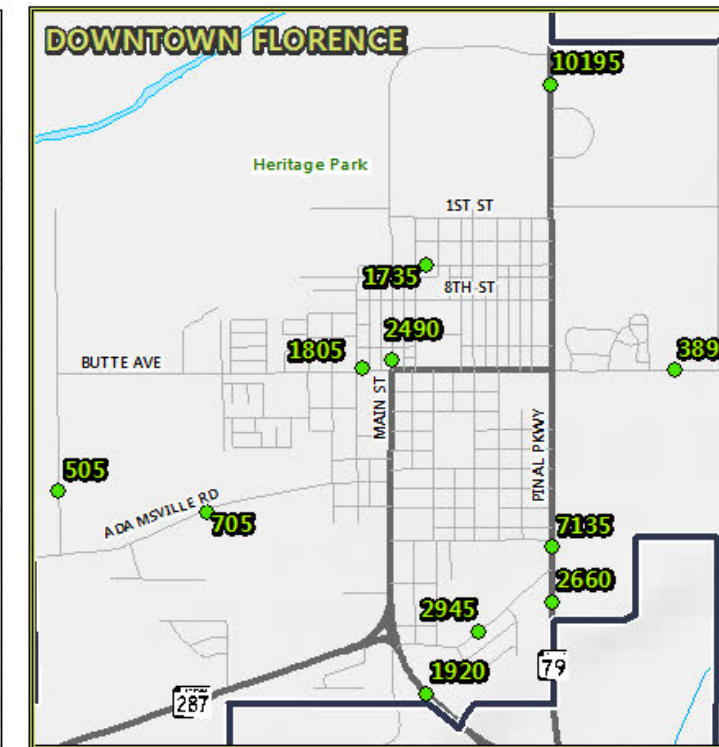
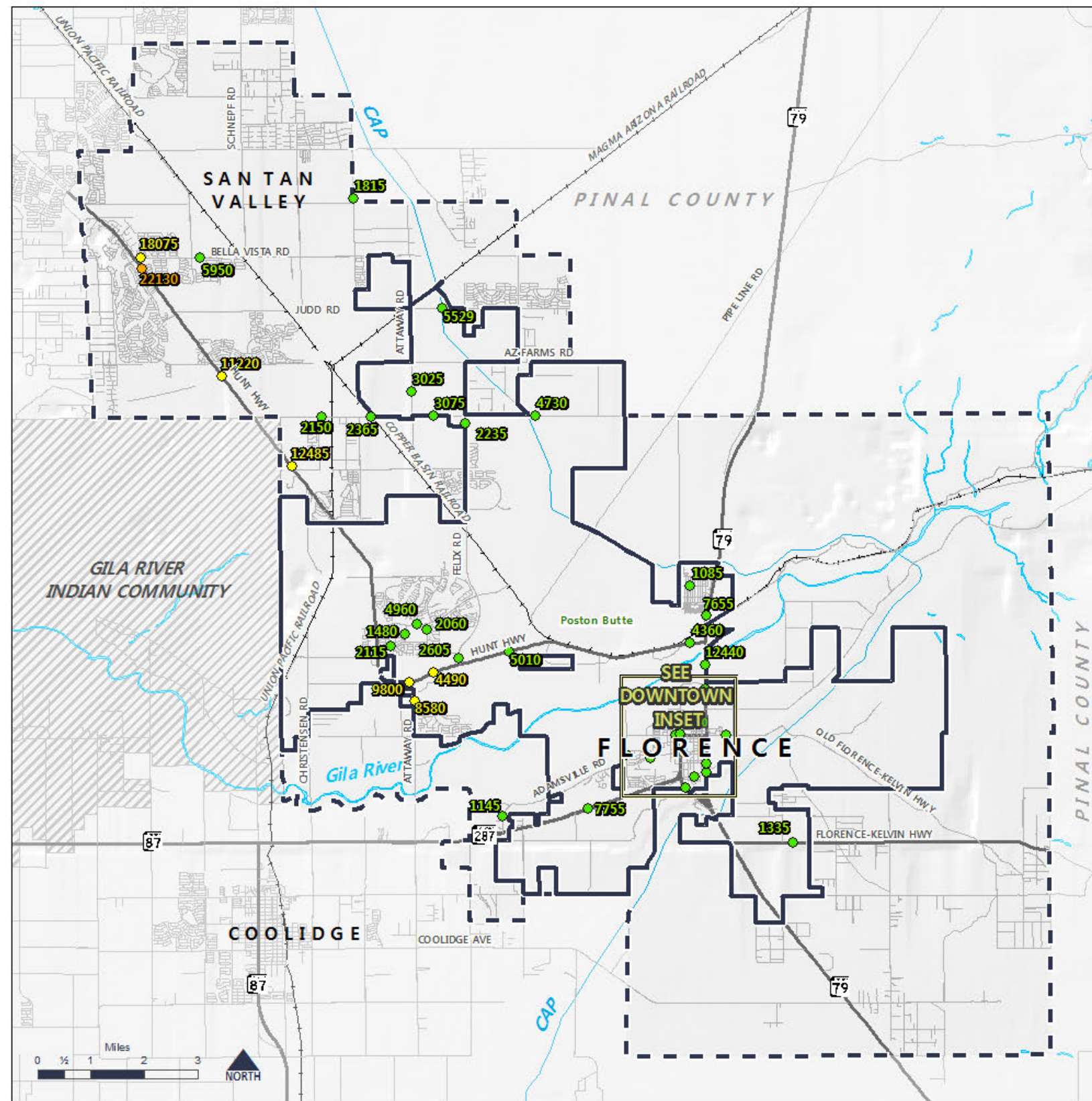
Average Daily Traffic (ADT) counts for the roadways within the study area shown in **Figure 33** displays the ADT counts obtained from the Town of Florence are also supplemented by the counts obtained from the Maricopa Association of Governments (MAG) and ADOT Traffic Data Management System (TDMS) website. The ADT counts were collected during the years 2016, 2017 and 2018. The ADT values shown next to each roadway segment are color-coded by the agency the count was taken by and the year the count for that segment was conducted.

The highest traffic volumes within the study area occur on portions of State Highways. The highest traffic volume within the Town of Florence Planning boundary is on Hunt Highway between Bella Vista and Judd Road is 22,130 in the year 2017. Within the Town of Florence limits, the highest volumes identified include 12,440 along SR 79 at the Gila River bridge, 9,800 along Hunt Highway at its intersection with Attaway Road, 8,580 on Attaway Road south of Hunt Highway, and 7,755 on SR 287 west of downtown. In downtown Florence, on Main Street just north of Butte Ave., approximately 2,490 vehicles per day on average travel these roadways.



Figure 33: Existing Roadway Traffic Counts & Level of Service

TOWN OF FLORENCE
Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Traffic Count Location Level of Service (LOS)

- A - B LOS, **AA**DT
- C LOS, **AA**DT
- D LOS, **AA**DT

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



2. Pedestrian and Bicycle Counts

The Florence ATP conducted bicycle and pedestrian counts at five (5) strategic locations in Florence (see **Figure 34**). The intent of the bicycle and pedestrian counts are to evaluate targeted locations where there are known levels of high bicycle and pedestrian activity. These locations were determined through discussions with town staff and analysis by the consultant to determine the priority locations. Traffic Research and Analysis, a sub consultant to Michael Baker for the Florence ATP project, collected 24-hour bicycle and pedestrian turning movement counts in fifteen-minute intervals at the following locations on November 1, 2018:

1. Main Street at Ruggles Street,
2. Existing crosswalk on Main Street approximately 185 feet south of Stewart Street,
3. East Virginia Street at Orlando Street,
4. Merrill Ranch Parkway at Anthem Way, and
5. American Way at Anthem Way.

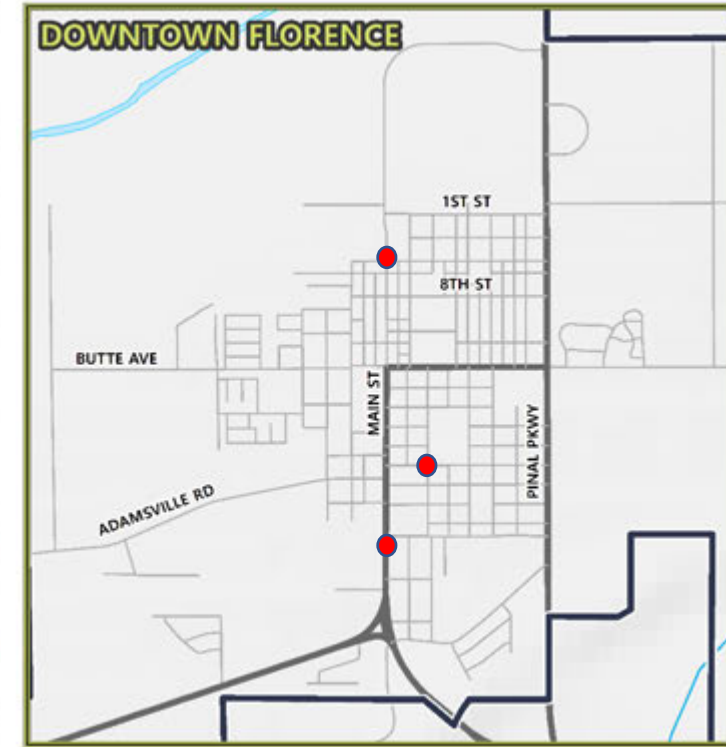
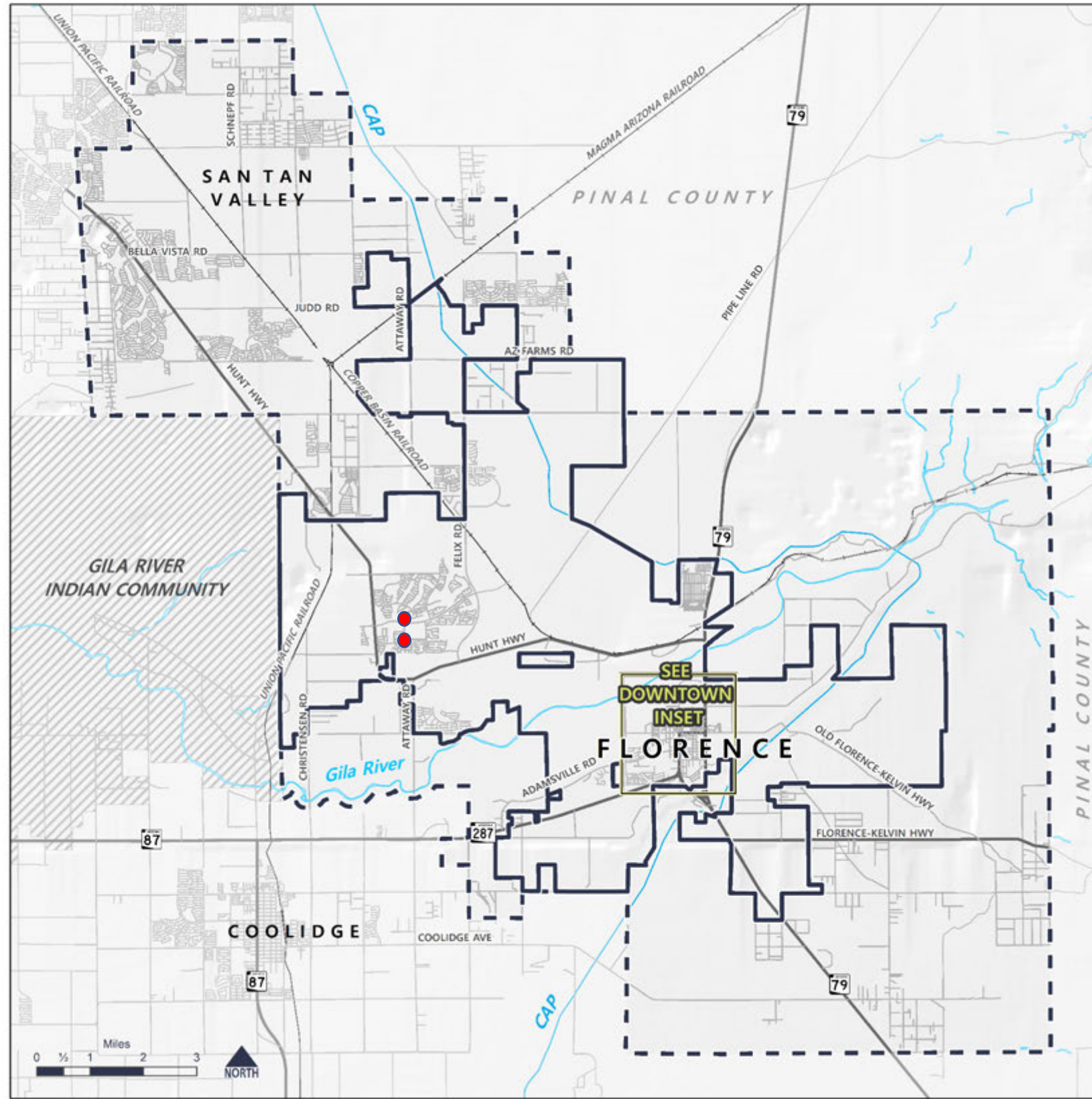
Pedestrian and bicycle counts at the above-mentioned locations were collected on the roadways and also within the existing crosswalks.



Figure 34: Pedestrian and Bicycle Count Locations

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Count Locations

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



3. Crash Analysis

An analysis of all crashes, with particular attention to bicycle and pedestrian crashes was performed for the Florence ATP. A thorough analysis of the crash data will identify if there are any identifiable trends, patterns, predominant crash types and if there are any locations for re-occurring crashes that trigger notable bicycle and pedestrian safety concerns.

Crash data for the five-year period from January 1, 2013 to December 31, 2017 was obtained from the Town of Florence. During the five-year period, a total of 958 crashes were reported within the Town of Florence limits. Based on the crash data obtained from Town of Florence, there was one fatality reported within the Town of Florence limits in the year 2014 at the intersection of Highway 79 and Florence-Kelvin Highway. 246 of 958 crashes (26%) within the study corridor resulted in an injury crash whereas 711 of 957 crashes (74%) resulted in a no injury crash. Due to the limited nature of the crash data set provided by the Town of Florence, the crash summaries were restricted to the number of crashes per year and injury type only, and therefore supplemental crash data was obtained from ADOT Traffic Records Section for the five-year period from January 1, 2013 to December 31, 2017.

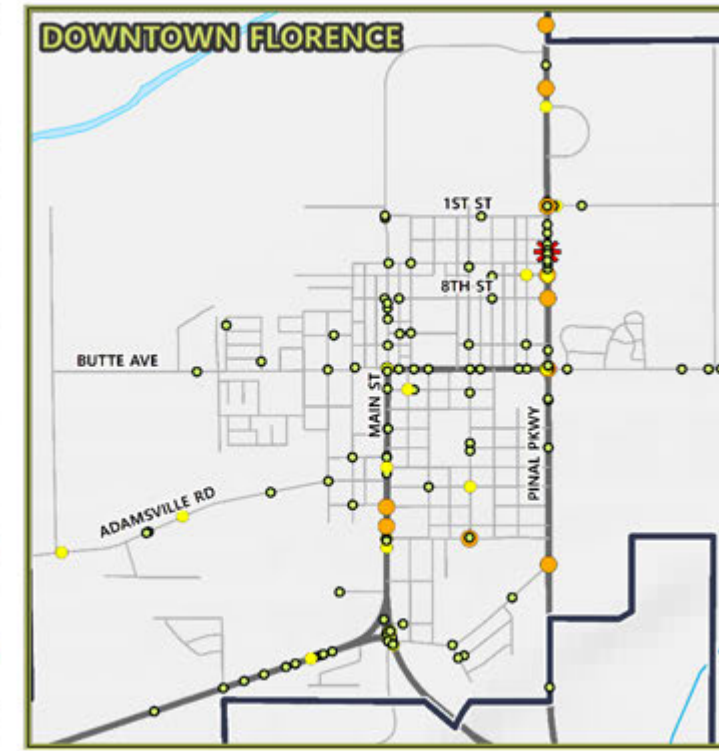
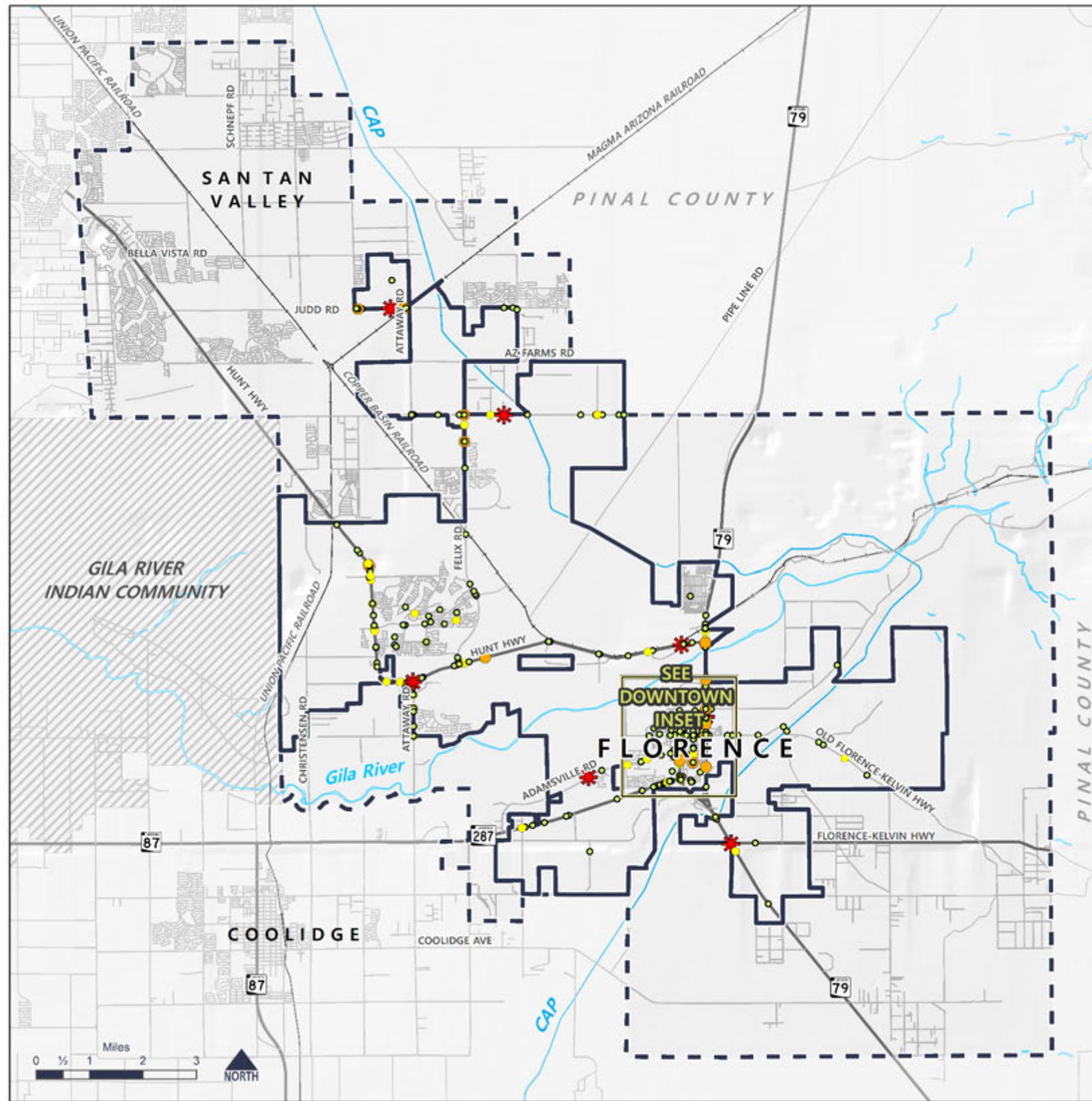
ADOT crash data (which also includes local and county roadways) for the five-year period from January 1, 2013 to December 31, 2017 within the Town of Florence limits was analyzed as part of this study. During the five-year analysis period, 437 total crashes occurred within the Town of Florence. Eight of the 437 crashes resulted in a fatality, 21 were serious injury crashes, 58 were minor injury crashes and 350 resulted in a no injury crash (see **Figure 35**). Seven crashes of the 437 total crashes (1.6%) were reported as bicycle and/pedestrian related crashes (see **Figure 37**). The following sections discuss the crashes within the study area for the five-year analysis period.



Figure 35: Crash Locations & Injury Severity (2013 - 2017)

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Florence Municipal Limit Crash Data 2013-2017 (Totals)

- No Injury/Possible Injury (350)
- Non-Incapacitating Injury (58)
- Incapacitating Injury (21)
- Fatal (7)

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse

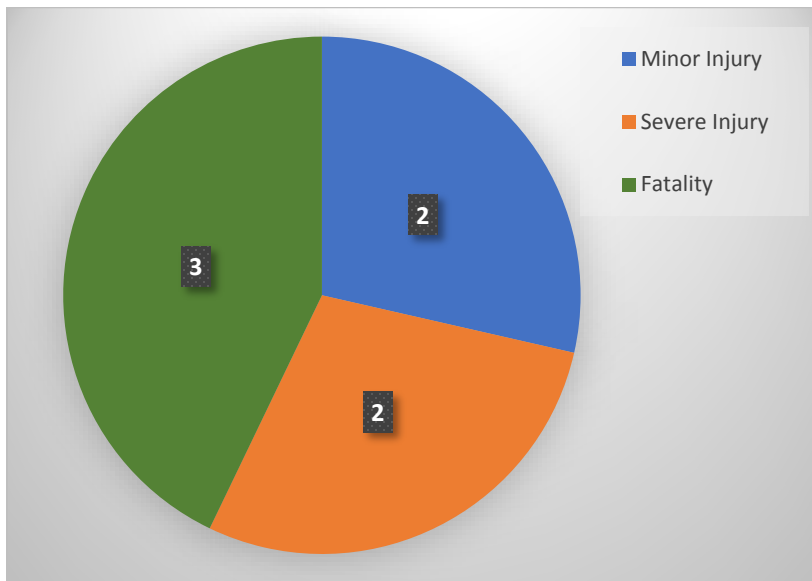


4. Pedestrian and Bicycle Crash Analysis

Based on the crash data, of the total 436 crashes reported within the study area during the five-year analysis period, seven (1.4%) were pedestrian/pedal cycle related collisions.

Three of the seven pedestrian/bicycle related crashes (43%) resulted in fatalities which is greater than the statewide pedestrian/bicycle related fatalities for the analysis years 2013 to 2017 (7%); one in 2013 and one in 2015. One of the two pedestrian/bicycle related fatality occurred during the daylight condition and the other two occurred during the dark-not-lighted condition. Drugs was a factor in one of the reported fatalities. Of the remaining pedestrian/bicycle related crashes, two resulted in a non-incapacitating injury and the remaining two resulted in an incapacitating injury.

Figure 36: Pedestrian/ Bicycle Crash Summary



A comparison of pedestrian/bicycle related crashes that occurred within the study area in the five-year analysis period and the Statewide average is shown in **Table 7**.

Table 7: Crash Severity Comparison

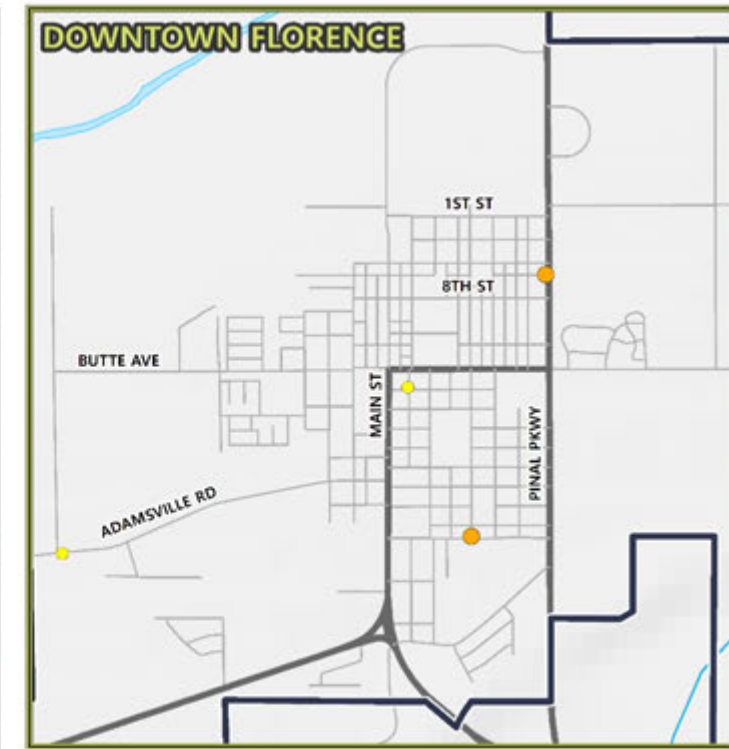
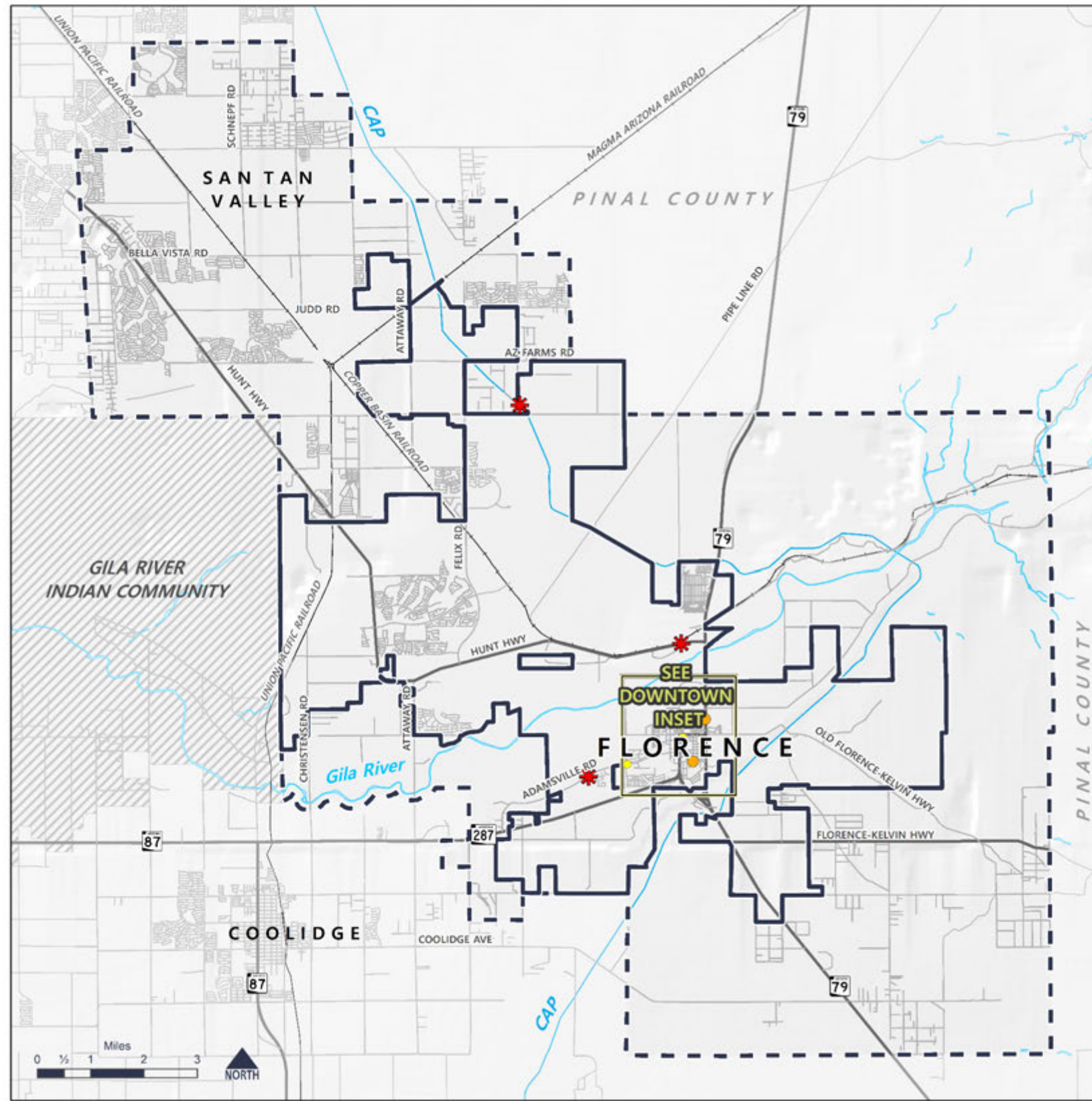
Crash Severity	Number	Florence %	Statewide Average %*
Fatal	3	43%	7%
Injury	4	57%	85%
Property Damage Only	0	0%	8%

*Average of Pedestrian/Bicycle Related crashes from 2013-2017



Figure 37: Bike/ Pedestrian Related Crash Locations & Injury Severity (2013 - 2017)

TOWN OF FLORENCE
Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Florence Pedestrian/Bicycle Crash Data 2013-2017 (Totals)

- No Injury/Possible Injury (0)
- Non-Incapacitating Injury (2)
- Incapacitating Injury (2)
- Fatality (3)

Data Source: Town of Florence, ADOT, AZGEO Clearinghouse



Figure 37 illustrates the locations of the pedestrian/pedal cycle related crashes within the Town boundary.

A detailed description of those crashes is outlined below:

1. Year 2013 - Bicycle related crash

- Injury Severity - Fatal.
- Location of Crash - on Adamsville Road near NTO Village Road, not intersection related.
- Roadway Classification - Minor Arterial,
- No bicycle facilities present in the roadway.
- Lighting Condition - Daylight

2. Year 2015 - Pedestrian related crash

- Injury Severity - Fatal.
- Location of Crash - on Hunt Highway west of Highway 79, not intersection related.
- Roadway Classification - Major Collector,
- Walking with the traffic, no pedestrian facilities present in the roadway.
- Lighting Condition - Dark-not-lighted

3. Year 2015 - Pedestrian related crash

- Injury Severity - Minor injury.
- Location of Crash - on Adamsville Road at Plant Road, intersection related.
- Roadway Classification - Minor Arterial,
- Walking against the traffic, no pedestrian facilities present in the roadway.
- Lighting Condition - Daylight

4. Year 2016 - Pedestrian related crash

- Injury Severity - Serious injury,
- Location of Crash - on Pinal Parkway at 6th Street, intersection related,
- Roadway Classification - Local,
- Crossing Pinal Parkway, no pedestrian facilities/crosswalk present in the roadway
- Lighting Condition - Dark lighted

5. Year 2016 - Pedestrian related crash

- Injury Severity - Minor injury,
- Location of Crash - on Aguilar Street at Elizabeth Street, intersection related,
- Roadway Classification - Major Arterial,
- Three pedestrians crossing Aguilar Street, vehicle making a northbound left-turn, crosswalk present in the roadway,
- Lighting Condition - Daylight



6. Year 2017 – Pedestrian related crash

- Injury Severity – Fatal
- Location of Crash – on Cooper Road north of Arizona Farms Road, not intersection related
- Roadway Classification – Minor Arterial,
- Pedestrian walking with traffic in the southbound direction, no pedestrian facilities present in the roadway
- Lighting Condition – Dark-not-lighted

7. Year 2017 – Bicycle related crash

- Injury Severity – Serious injury
- Location of Crash – on Stewart Street at Park Street, intersection related
- Roadway Classification – Minor Collector,
- Bicycle crossing Stewart Street at Park Street, vehicle travelling west on Stewart Street, no bicycle facilities present in the roadway
- Lighting Condition – Dark-not-lighted

H. Existing Active Events

1. *Merrill Ranch Triathlon at Anthem Merrill Ranch*

The 3rd Annual Merrill Ranch Triathlon will be held on Saturday, April 6th, 2019 in and around the Anthem at Merrill Ranch Development in northern Florence. This swim, bike, run event includes use of the neighborhood pool at the Parkside Community Center, as well as the bike lanes and paths throughout the development.



2. *Bicycle Clubs*

The Phoenix Metro Bicycle Club, Arizona Bicycle Club, Southwest Bicycles Cycling Club, and the Southeast Chandler Cycling Club are just a few of the clubs that host group rides which occasionally include Florence as part of their routes. More rides could be planned to include Florence as either a destination or pit stop if services were available to people riding bikes, i.e. bike repair shop.

3. *Annual Florence Historic Home Tour*

Each year the town hosts a historic home tour of over 20 homes. This year is the 34th Annual Tour and, while trolleys are available to ensure equitable access, walking is encouraged. Held in early February, the weather is ideal for physical activity.



III. Analysis

A. Survey Results

A survey consisting of 24 questions was developed to gain insight on the community's needs and concerns in relation to walking and bicycling safety, paths and trails, and behaviors and preferences. On September 17, 2018, the SurveyMonkey survey became live and was shared on the Town of Florence webpage (www.florenceaz.gov/active-transportation-plan). As of January 7, 2019, 36 responses were received. While it is important to note these responses were not statistically significant, nor representative of the population, the information received provided some insight into local behaviors and needs. An exhaustive summary report of the survey can be found in **Appendix B**.

1. Demographics

- Of the respondents, 61% are female, 43% are ages 45-64, 36% are over age 65, and 19% are ages 25-44.
- 85% of respondents have 2 or more people residing in their home, however 25% have only one car, and another 2% have no car. 35% have 2 cars, 26% have 3 cars, and 12% have 4 or more.
- 77% of respondents own a bike, 23% do not own a bike.

2. Travel Habits

- Respondents travel by car to the following destinations the MOST:
 - Retail- 54%
 - Job- 42%
 - Schools- 37%
 - Health Facilities- 34%
- Respondents travel by car to the following destinations the LEAST:
 - Job- 53%
 - Schools- 52%
 - Worship Centers & Libraries- 31%
- Respondents travel by walking to the following destinations the MOST:
 - Other- 35%
 - Parks- 34%
 - Friend or Family Home- 24%
- Respondents travel by walking to the following destinations the LEAST:
 - Job- 87%
 - Schools- 83%
 - Health Facilities- 74%
 - Worship Centers & Libraries- 71%
 - Retail- 60%



- Respondents travel by bike to the following destinations the MOST:
 - Other- 37% (Comments reflect recreational use)
 - Parks- 19%
 - Friend or Family Home- 17%
- Respondents travel by bike to the following destinations the LEAST:
 - Job- 81%
 - Schools- 81%
 - Worship Centers & Libraries- 80%
 - Health Facilities- 71%
 - Restaurants & Coffee Shops- 66%
- When respondents were asked if they would prefer to walk or ride a bike to those destinations that they currently drive to, 78% responded “YES”.
- Of those that responded “NO” to the above question, reasons cited include “poor connections, poor facilities, distances between destinations too long, and traffic speeds. Therefore, if those issues were rectified, they too may prefer to walk or ride a bike than to drive.

3. Challenges

- Streets respondents stated they prefer to avoid when walking or riding a bike are as follows:
 - Hunt Highway
 - Arizona Farms Rd.
 - Felix Rd.
 - Gila River Bridge
 - Pinal Parkway (SR 79)
 - Butte Ave.
 - Poston Butte Loop
 - Main Street (if on a bike)
 - Generally, all major roads
- When asked what the greatest challenges to walking and biking in the Town of Florence are, respondents listed the following:
 - Lack of facilities and connectivity- 38%
 - Traffic- 22%
- When asked to list the challenges faced when attempting to walk and bike in the Town of Florence, respondents listed the following:
 - Destinations are too far- 48%
 - Not enough bike lanes- 41%
 - Street lighting is inadequate- 37%
 - Driver’s excessive speed- 34%
 - Driver’s don’t obey traffic laws- 34%
 - There aren’t enough sidewalks- 33%
 - Not enough shade- 26%
 - Neighborhood streets and bike routes don’t go to desired destinations- 26%



- When asked what would make it easier, safer, or more convenient when attempting to walk, bike, or take transit in the Town of Florence, respondents listed the following:
 - Sidewalk connections- 63%
 - Designated bike lane/ facility- 63%
 - Improved nighttime lighting- 63%

4. Sidewalks & Off-Street Trails

- When asked how safe they feel walking in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
 - 1- 40%
 - 3- 23%
 - 2- 16%
 - 5- 9%
 - 4- 9%
 - Do not walk- %3
- If available, respondents said they would use off-street trails in Florence:
 - Multiple times per week- 39%
 - Once per week- 27%
 - At least once a month- 14%
- If available, respondents said they would use off-street trails in Florence for:
 - Walking/ jogging- 74%
 - Bike riding (traditional/ road biking)- 55%
 - Walking a pet- 52%
 - Mountain biking- 30%
 - Equestrian use- 6%
- When asked how safe they feel using an off-street trail in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
 - 1- 29%
 - 2- 19%
 - Do no use off-street trails- 21%
 - 4- 14%
 - 3- 10%
 - 5- 8%

5. Bike Facilities

- When asked how they feel about bicycling on existing streets in Florence, respondents replied:
 - Interested, but only with bike lanes and slow speeds- 38%
 - Interested, but concerned about safety, nearly never ride on streets- 24%
 - Do not ride a bike- 16%
 - Enthusiastic and confident while riding on the streets- 10%



- When asked how safe they feel riding a bicycle in Florence or where they live on a scale of 1 to 5 (1 being safest), respondents replied:
 - 3- 29%
 - 2- 24%
 - 5- 15%
 - Do not ride a bike- 16%
 - 1- 18%
 - 4- 5%

B. Field Review Findings

Over a span of four weeks, field reviews were conducted across the Town of Florence with varying focus. The field work reviewed transit stops, accessibility and connectivity, a cursory overview of ADA deficiencies, trails and trailheads, sidewalks and multi-use paths, bike facilities, pedestrian and bicycle crash locations, street widths and lighting. In addition, driver, pedestrian and bicyclist behavior was observed and documented.

1. *Pedestrian Accessibility*

The community of Anthem at Merrill Ranch appears to have excellent bicycle and pedestrian accessibility by design. Largely a reflection of being a newer master planned community with modern amenities, most community destinations a resident would want to access are accessible on foot or by bike in Merrill Ranch.

As **Figure 40** shows, the downtown area is largely accessible in that there are continuous sidewalks on the majority of roadways. Sidewalk typically include 8' to 10' sidewalks along both sides of Main Street, and 4' to 5' sidewalks elsewhere in the downtown area. It is worth noting that some apartment homes (such as Saguaro Gardens, Pinal Parkway and Big Horn Ranch) do not have viable bicycle and pedestrian connectivity beyond their complexes. Florence Heights Dr. isolates the residents to the south from access to the north. There are crosswalks with pedestrian signage present across Florence Heights Dr., however there are no sidewalks on either side. SR 79/ Pinal Parkway Ave. is lacking sidewalks which limits connectivity to many of the major employers in the Town, as well as residences, businesses, and services.



2. Bicycle Facility Signage/Pavement Markings

Generally speaking, bicycle facility signage and/or pavement markings are lacking in Florence. Throughout Merrill Ranch specifically, there are no pavement markings nor signage for bike lanes (see **Figure 38**). In downtown, there are occasions where there are pedestrian crossing signs in locations where there is no sidewalk or destination to cross to. There was no signage from Hunt Highway alerting people driving to the Poston Butte trailhead- neither for safety nor for wayfinding. There is also no signage for the US Bike Highway Route 90. Consistent with ADOT’s policy, there is no signage along the highway suggesting that people may ride their bikes on the shoulder.

Figure 38: Bike Lane Pavement Marking & Bike Lane Signage



3. ADA Compliance

While a detailed evaluation of ADA compliance/non-compliance of existing facilities is beyond the scope of the Florence ATP, a broad assessment was conducted to identify any obvious ADA shortcomings, particularly in the downtown area. Many of the downtown sidewalks appear to meet current ADA requirements, many of the ramps appear to not meet requirements. The primary challenges for people with disabilities in the downtown area are the utility poles located within the ramps and sidewalks, and gaps in sidewalk coverage. At first glance it appears that new buildings and adjacent pedestrian facilities are within ADA compliance, but the Town’s Community Center has a wide path that leads to a street curb and no ramp is provided (see below).



4. Grassroots Park-and-Rides

Locals in Florence have identified preferred locations for park-and-rides by simply using vacant dirt lots near intersections. This was observed at Arizona Farm Rd. and SR 79 (outside Town limits) as well as Hunt Highway and SR 79, both on the east side of SR 79.

Arizona Farms & SR 79



Hunt Highway & SR 79



5. Transit

While Greyhound service has departed from downtown Florence to nearby Eloy, the CART is still providing service to Florence and its neighbors (see **Figure 32**). The CART brochure currently depicts six (6) stops within downtown Florence, yet the schedule lists five (5) stops. No signs or other bus stop identifiers could be located for the following stops: Florence Pool/ City Complex (*shelter planned*), Adamsville Rd. & Main St., Stewart St. & Orlando St.



Pinal County Courts Bus Stop

From this transit stop, riders can head east or west on the route. The stop was visible upon entering the property, there was ample shade, seating was provided, CART brochures were in place, and a trash can was located adjacent to the stop. Bike parking was not located at the stop, however, there was one located on the west side of the building's entrance approximately 200 feet away.



While the property itself appears ADA compliant, there is limited safe access as a person walking or biking. There is no sidewalk or shoulder along SR 79/ Pinal Parkway Ave., and the speeds traveled appeared to be higher than the posted speed limit. This bus stop can also be accessed via Diversion Dam Rd., however there is no sidewalk present along this roadway and therefore it is not a viable ADA accessible route.

Pinal County Administrative Complex

This bus stop location is a bit inconspicuous. It was identified by its sign located at the end of a sidewalk. There were no CART brochures in place, no seating, and no shade. The ramps of the surrounding sidewalks are not currently ADA compliant, however the access through the Administrative Complex is ADA compliant. A new bus shelter is planned here, at an accessible location closer to the entrance.



6. Continuity & Connectivity

The greatest challenge to connectivity and continuity by far is the separation of the Town's three most developed areas. The development "islands" within the Town of Florence include Anthem at Merrill Ranch, Florence Gardens and the Florence downtown historic core. Each of these "islands" have varying levels of pedestrian and bicycle mobility internal to their development areas.

Merrill Ranch (as discussed above) is a modern master planned community that overall contains sidewalks and bike lanes/trails within the community. Florence Gardens however, which dates to the 1960's, does not have bike lanes or sidewalks. What



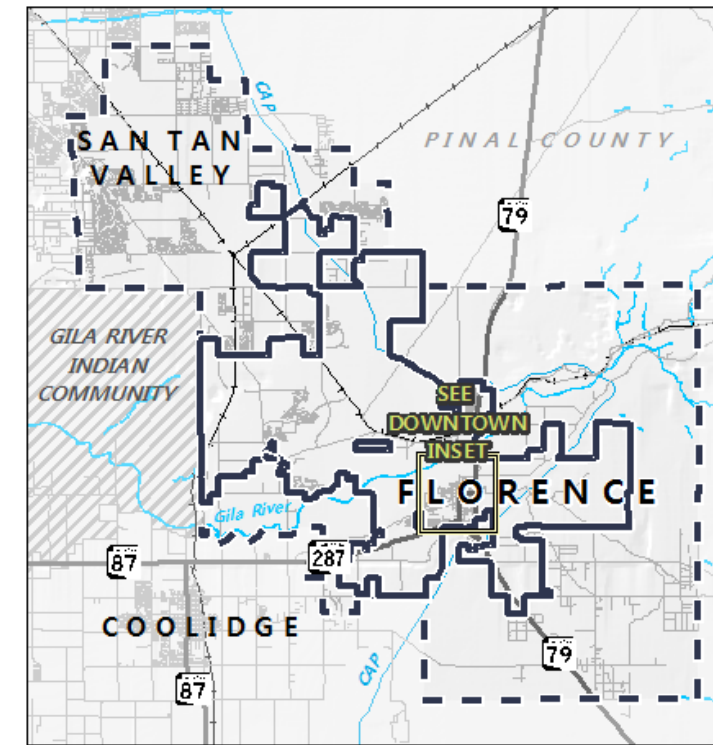
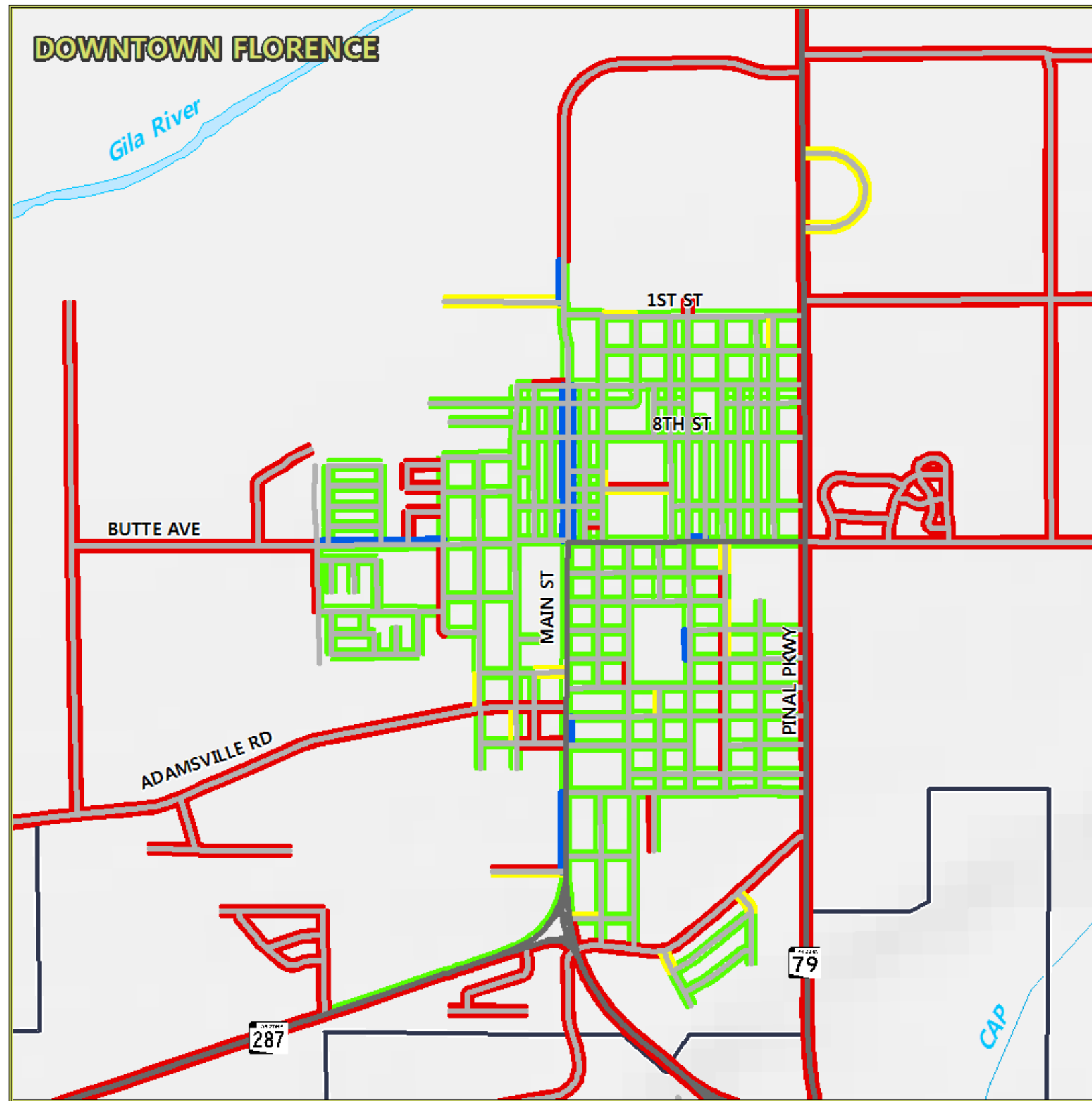
Florence Gardens does have is a combination of dirt shoulders, 32-foot wide pavement sections and limited vehicle trips which makes internal mobility relatively safe and efficient. The downtown historic core does not have bike facilities, but the sidewalk connectivity is nearly uninterrupted, and many of the streets are low volume and low speed making it comfortable to ride a bike in the street. The challenge (and key objective of the Florence ATP) with these three communities is what is lacking between them; bicycle and pedestrian facility connections.



Figure 39: Downtown Sidewalk Network

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Planning Boundary
- U.S. Highway / State Route
- Local Road
- Railroad

Downtown Sidewalks

- Sidewalks 8' - 10'
- Sidewalks 4' - 5'
- Intermittent/Inaccessible Sidewalks
- No Sidewalks

Data Source: Town of Florence, Pinal County, ADOT



C. Gap Analysis

1. Sidewalks

While the Anthem at Merrill Ranch Community has created a functional network of sidewalks, there are major gaps leading to and from the various access points of the development.

In the downtown core, the Town has provided sidewalks at a minimum of 4 ft. on nearly all streets, and occasionally 5 ft., 8 ft., and 10 ft. sections appear. On the retail section of Main St. there are raised and covered 10 ft. sidewalks which elevate the pedestrian's comfort level.

The primary gaps, or largest gaps, are those along SR 79 between Florence Gardens and Downtown, Downtown and Adamsville, Downtown and the apartment complexes south of Stewart St., and Anthem at Merrill Ranch to Florence Gardens and Downtown. Additionally, the Gila River bridge has been a pinch point between the downtown users and users to the north. ADOT is constructing a new bridge over the Gila River complete with buffered space for people walking and biking allowing for facilities to create further connections. Another standout gap is the disconnect between downtown's sidewalk system and the major employers on the east side of Pinal Parkway Ave.

2. Shared- Use Paths

In the Anthem at Merrill Ranch Community meandering multi-use paths/sidewalks in 6 ft., 8 ft. and 10 ft. widths are present throughout the community on major roadways such as those with bike lanes as well as Hunt Highway between Franklin Road and approximately 0.4 miles south of American Way (8 ft.).

Paved 5 ft., 6 ft., 8 ft. and 10 ft. wide off-street paths throughout the Anthem at Merrill Ranch Community connect neighborhoods, amenities, and a retail center. These paths were lighted, however frequency changed based on proximity to roadway, amenities (such as playgrounds and community center), and path intersections. No other shared use paths are present in the Town of Florence

3. Trails

The only established trail observed during the field analysis was the Poston Butte Trail. There appears to be two trails leading from the Poston Butte Trailhead; one that is a wide and maintained trail to the top, and the other is a narrow path leading around the north side of Poston Butte before making its way to the top, essentially creating a loop option for hikers. All other trails may be physically usable by people walking, mountain biking and riding horses, however they appear to be for OHV use primarily. This is apparent by the visible tire ruts made by the OHV's, the random placement of the trails (grassroots creation), lack of signage and wayfinding, lack of a map or trailhead, and the rough, inconsistent, unmaintained surfaces.



The New Poston Butte Park Conceptual Plan is underway with new access points, parking and amenities on recently acquired land. Connections to this park and will be decided as part of the Town's upcoming Parks, Trails, and Open Space Master Plan update.

Additional unofficial off-road trails exist along Hunt Highway, the railroad, and the Gila River Bed (OHV trails are not included in this study however). These trails could also physically be used people walking, mountain biking and riding horses, however they are again they are not user friendly.

4. Bicycle Facilities

Aside from the facilities in place in Anthem at Merrill Ranch and along Hunt Highway's curve, the paved shoulders along ADOT's roadways, the unsigned US Bike Highway 90, and the planned Gila River Bridge, there are no bike facilities within the Town of Florence. This provides a nearly blank slate to create the network necessary to connect the Town's development islands.



IV. Recommended Facilities

The recommendations set forth are made in response to the public survey findings and stakeholder feedback, as well as existing conditions both researched and observed. Recommendations are separated into On-Street Facilities and Off-Street Facilities. The On-Street Facilities were determined separately from this study; however, considerations were made for the Off-Street Facilities network.

A. On-Street Bicycle and Pedestrian Facilities

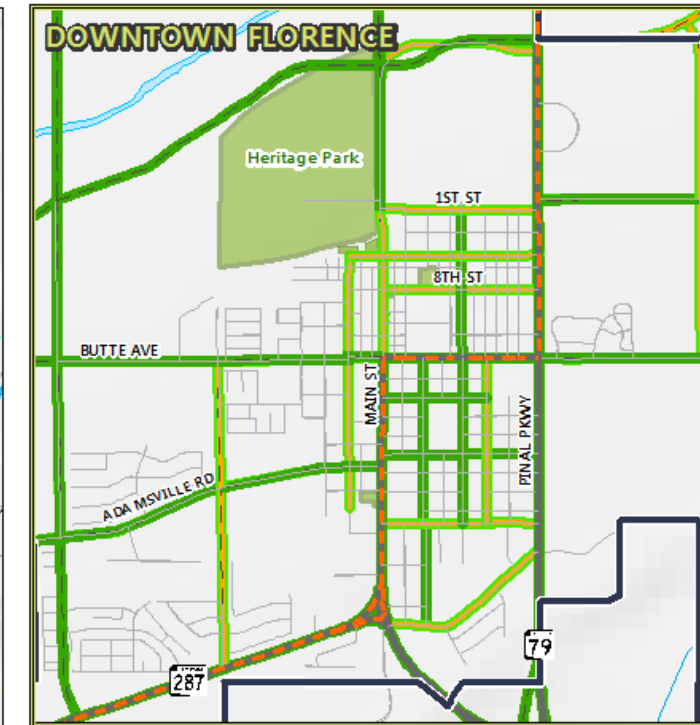
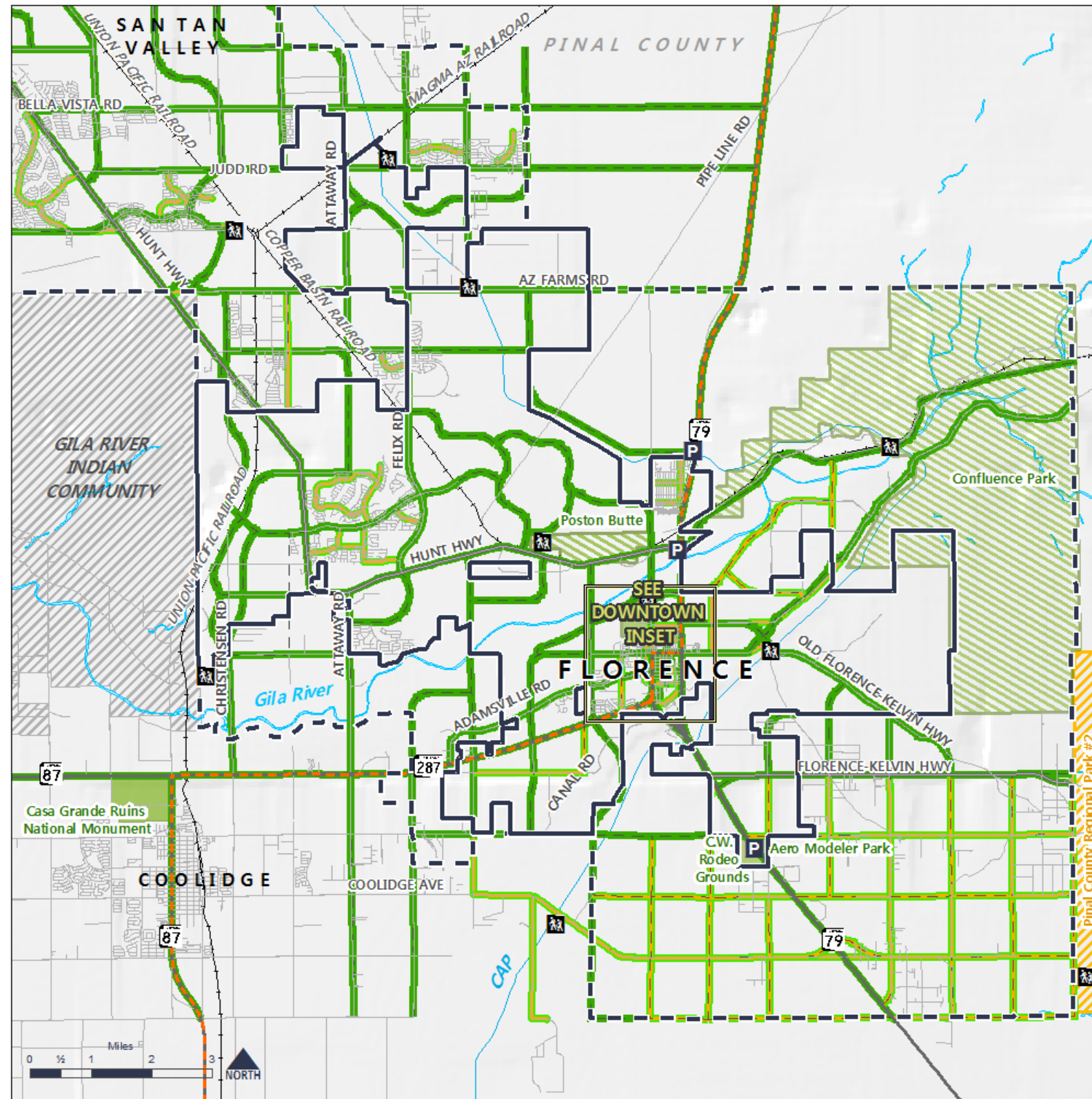
The following sections outline in detail the on-street bicycle and pedestrian facility types, design standards, and cross sections. These on-street facilities were determined as part of a concurrent study; the Florence Transportation Planning Study. This study focused primarily within the Town Limits and resulted in a significant downgrading of numerous roadways laying the groundwork for an extensive on-street network. The proposed bike and pedestrian facilities located in or adjacent to the roadway are shown in **Figure 41**.



Figure 40: On-Street Bicycle and Pedestrian Facilities (as identified by the Florence Transportation Planning Study)

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Planned Road
- Railroad
- Parks**
- Proposed Parks
- Existing Special Use Parks
- Proposed Regional Park
- On Street Facilities**
- Multi-Use Path, Bike Lanes
- Sidewalk/Trail*, Bike Lanes
- Sidewalk/Trail*
- US Bike Highway Rt.90
- Trailheads**
- Park and Ride / Trailhead
- Trailhead

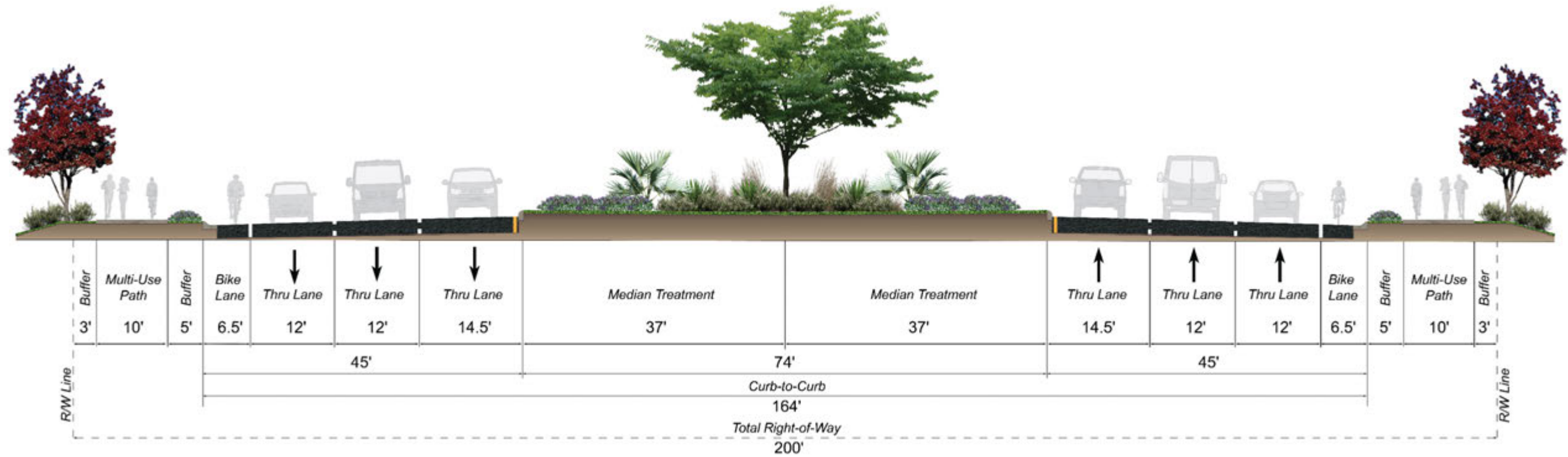
*ADA Compliant Surface
Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



1. Parkway

Also known in Arizona as the “Arizona Parkway”, this roadway is a divided roadway that can accommodate greater volumes of vehicles traveling at higher speeds. One of its most notable features are the detached Multi-Use Paths and Bike Lanes. The posted speed limit for these roadways is 55 mph.

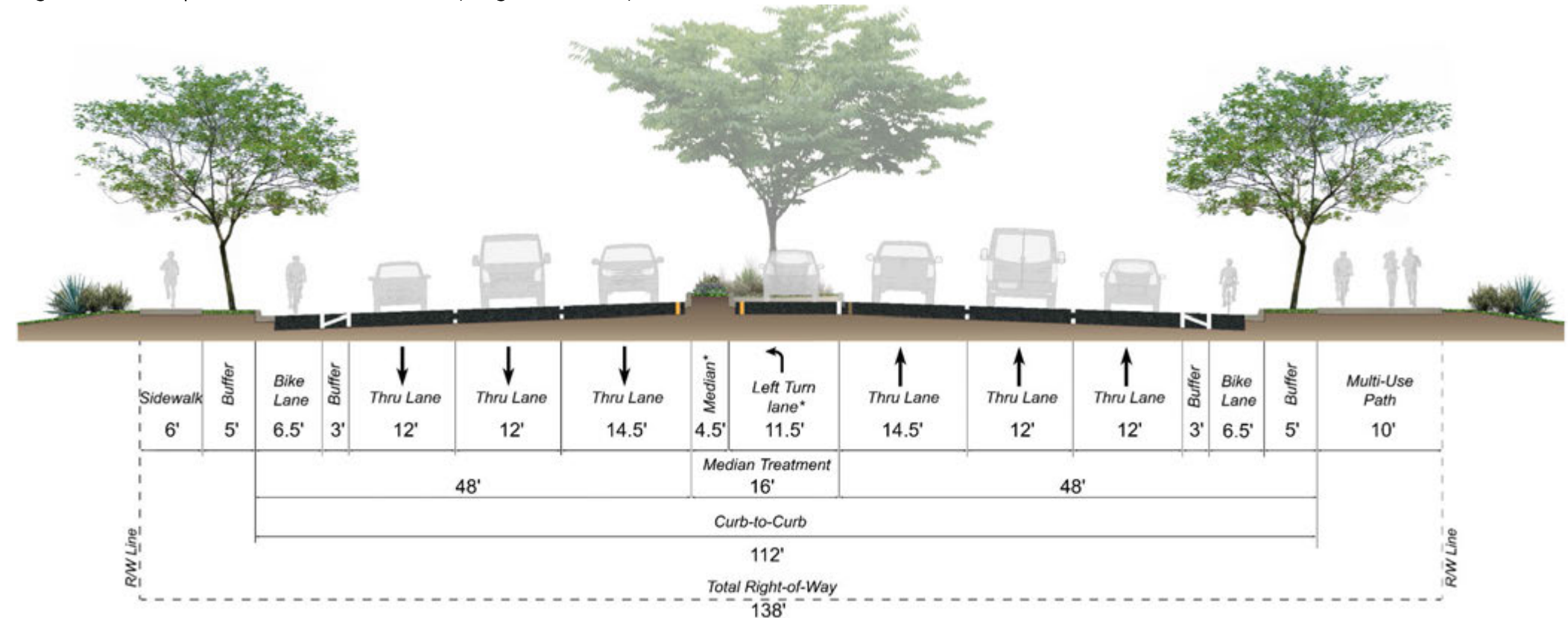
Figure 41: Parkway Cross-Section



2. Principal Arterial

The Principal Arterial is often the most significant classification in that it carries the highest proportion of traffic in conventional urbanized areas. In a small urban area context like Florence however, these facilities can be limited in number and extent. A Principal Arterial often supports the largest volumes of traffic at higher speeds, but also serves through travel and to large employment of activity centers. These trip characteristics tend to be longer trip lengths. Principal Arterials are either fully or partially access controlled. This Principal Arterial provides a Multi-Use Path, oversized sidewalk, and buffered bike lanes and speed limits of 40-45mph.

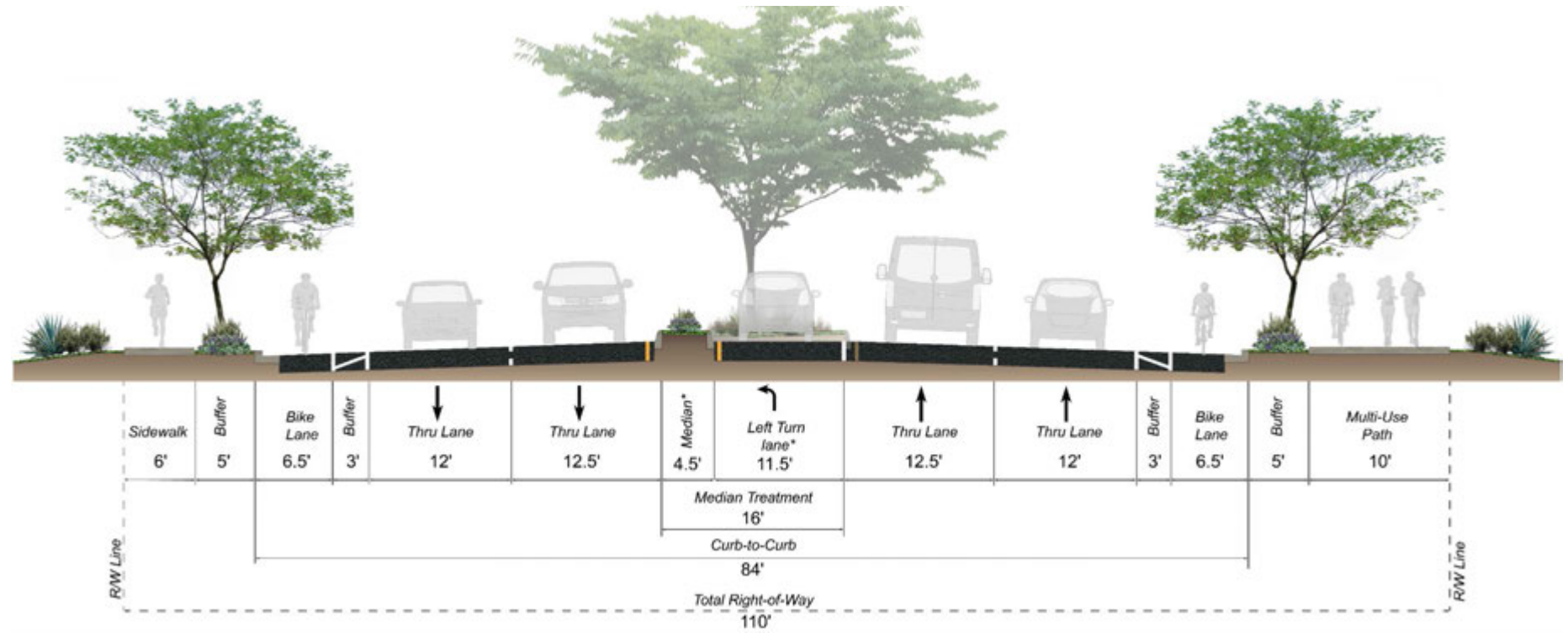
Figure 42: Principal Arterial Cross-Section (Single Left Turn)



3. Minor Arterial

The Minor Arterial augments the Principal Arterial by serving moderately high daily traffic over shorter trip lengths. The Minor Arterial is a 4-lane facility. These roadways have more frequent driveway access to adjacent land uses and interconnect with collector roadway systems, serving trips of moderate length. Minor Arterials are the primary roadways on the Florence Functional Classification Plan 2040. These roadways include a detached Multi-Use Path, oversized sidewalks, and buffered bike lanes and speed limits of 35mph.

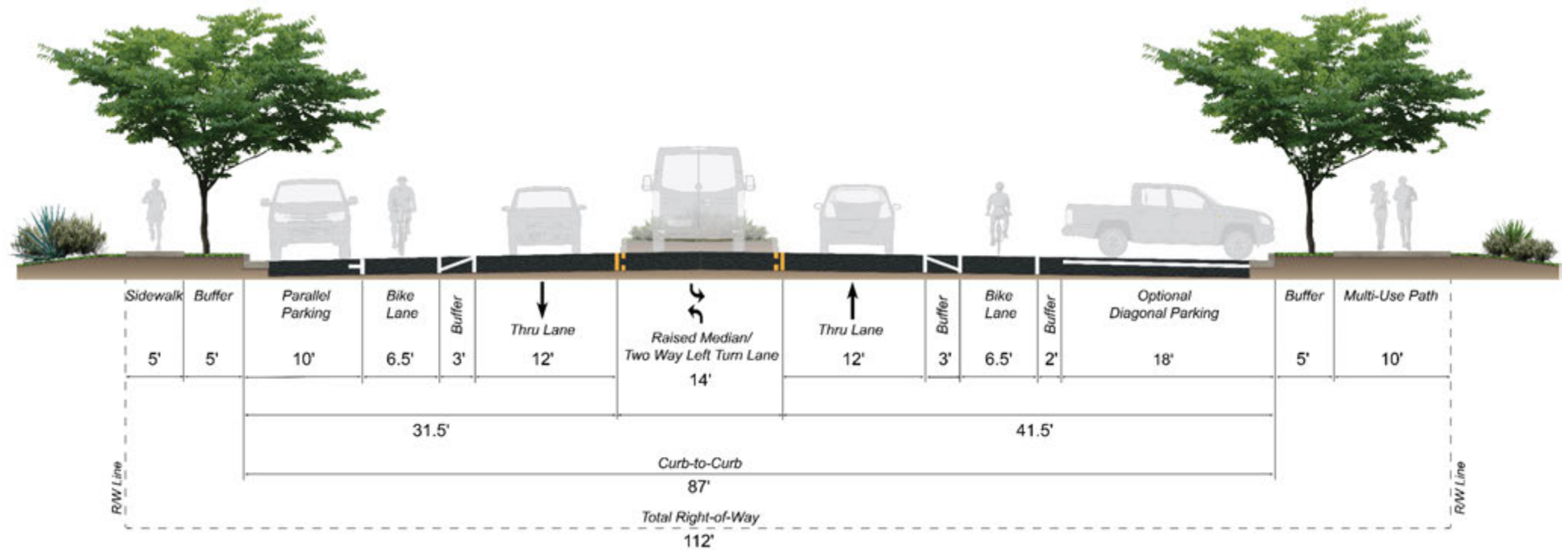
Figure 43: Minor Arterial Cross-Section



4. Enhanced Collector

As the name implies, the Enhanced Collector is applicable to serving residential and/or commercial land uses whereby there is an added need or emphasis on enhanced or expanded mobility needs. These include oversized shared use paths, bicycle lanes/buffers, and on-street parking. Land uses being served by an Enhanced Collector may offer a commercial core area, village, central business district, business park or other development project with mixture of land uses at higher densities/intensities and/or may be seeking a unique character of place through the enhanced use of street trees, hardscaped plazas, public art and mobility options. These roadways are expected to have a 25mph speed limit posted.

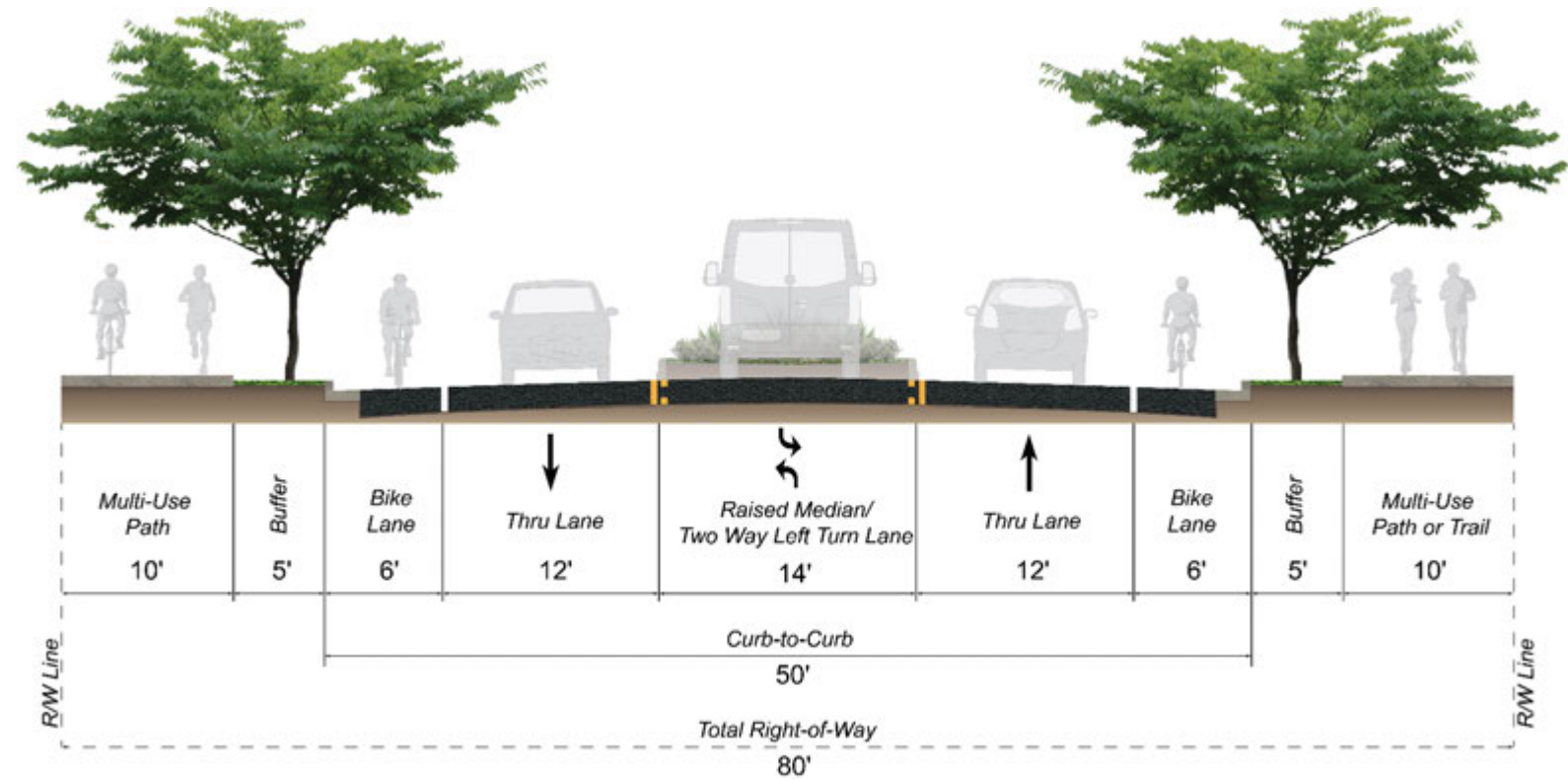
Figure 44: Enhanced Collector Cross-Section



5. Major Collector

A conventional Major Collector roadway at 80-feet in right-of-way width provides connection from arterial streets to local streets over short distances and direct access to non-residential properties. This roadway type is complete with multi-use paths, as well as an optional multi-use trail based on context, as well as bike lanes. The anticipated speed for these roadways in 25 mph.

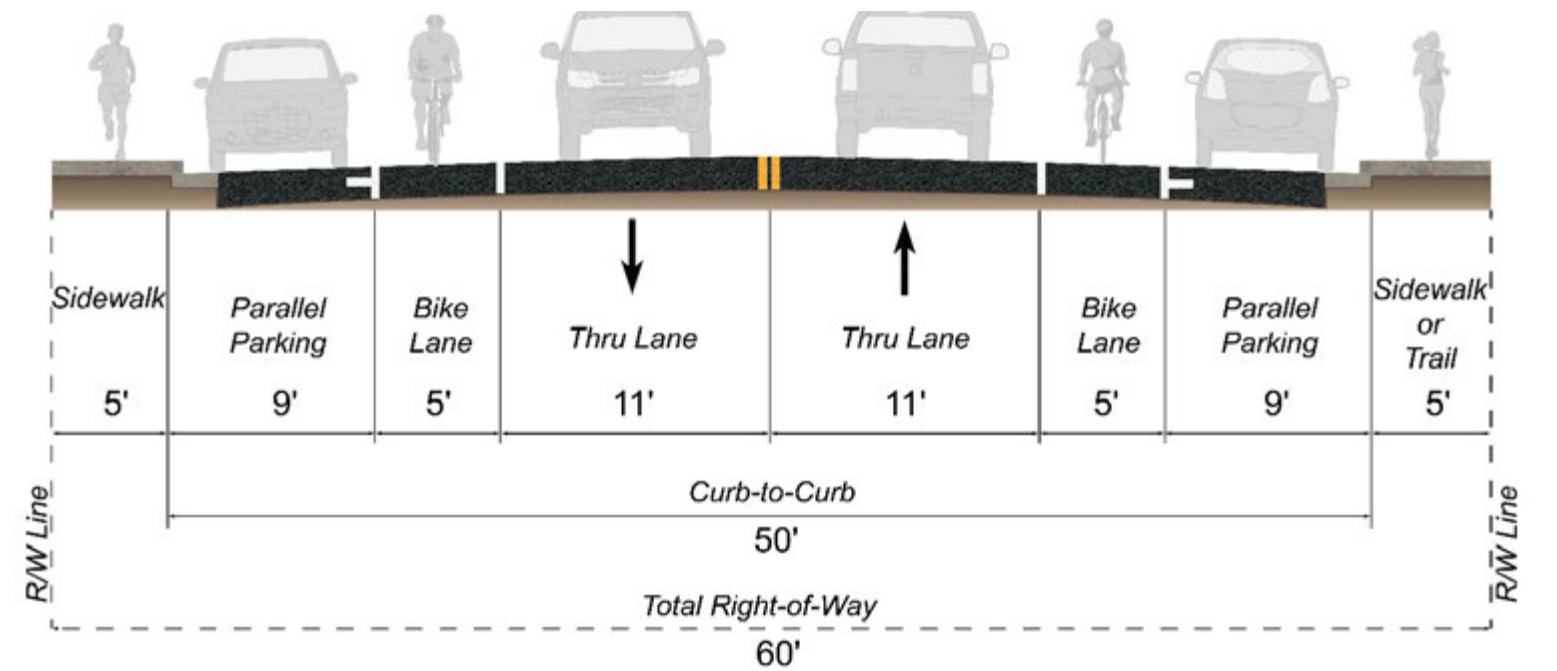
Figure 45: Major Collector Cross-Section



6. Superlocal

The Superlocal is primarily intended to serve short trips, provide direct access to private properties, and accommodate on street parking. In comparison to the Major Collector roadway, the Superlocal contains bicycle lanes and sidewalks (trail option available based on context), travel lanes are 11-feet rather than 12-feet in width, landscaping areas are reduced, and there is no median area provided. The speed limit for this roadway is anticipated to be 25mph.

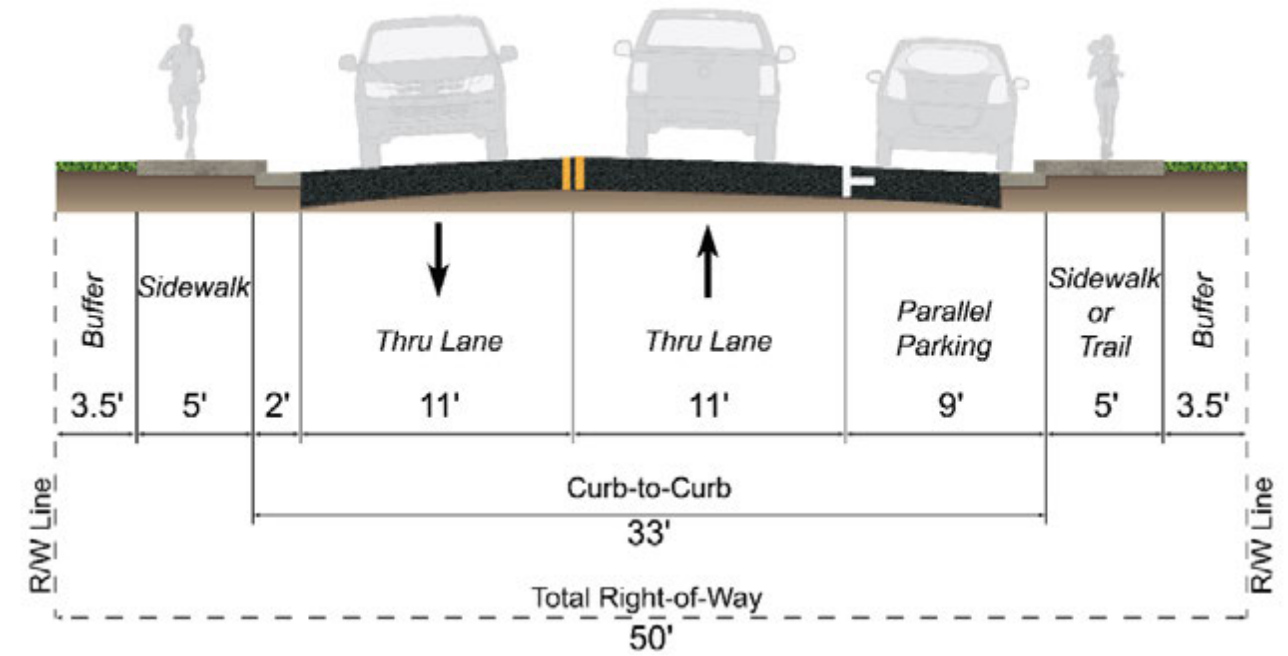
Figure 46: Superlocal Cross-Section



7. Local Streets

Local roadways are the most abundant type of road and is specifically designed to have high accessibility and to connect to collector and arterial roadways. Local roads are also typically designed to support slow speed travel and to discourage through traffic. Local roads typically only serve residential land uses and accommodate on street parking within the curb-to-curb pavement section. There are typically no on street bicycle facilities on local roads due to the slower travel speeds of the vehicles. The speed limit for both cross-sections is anticipated to be 25mph. The 50-foot local road is not intended to support long distance travel or high-speed vehicles. This local road is designed to provide direct access to adjacent land uses as the origin or destination. The 50-foot local road is designed to only accommodate on street parking on one side of the roadway. This type of local road would be applied when residential land uses only exist on one side of the road.

Figure 47: 50-Foot Local Cross-Section



B. Off-Street Bicycle and Pedestrian Facilities

The Town of Florence established a trail hierarchy within the 2008 Parks, Trails, and Open Space Plan. This hierarchy was streamlined into a more functional and easier to administer hierarchy to provide clear guidance and flexibility in applying context sensitive rural and urban applications of the trail types. For comparison purposes and historical context, the existing adopted Town and County paths and trail types are shown in the column on the left (Pinal County trails in white, and the Town of Florence in grey) while the new proposed Florence ATP hierarchy is identified in the column in the middle, and the approximate mileage within the Town limits is shown in the column on the right.

Table 8: Existing vs Proposed Paths & Trails Hierarchy

Existing Hierarchy	Proposed Hierarchy	Proposed Miles (Appx.)
Neighborhood Trail (8')	Multi-Use Path- Paved (8'-10')	11
Town Trail (8'-10')		
Shared Use Paved Path (10'-12')		
Existing/ Planned County Multi- Use Trail Corridor	Multi-Use Trail- Unpaved Decomposed Granite (8'-10')	21
Proposed County Multi- Use Trail Corridor		
Equestrian Trail (8')		
Town Trail (8'-10')		
Neighborhood Trail (8')		
Back Country Trail (3')	Poston Butte Open Space & Trails Development Plan	TBD
Adopted County Trail Corridor	CAP Trail (Unpaved)	7
Town Trail (8'-10')		
Equestrian Trail (3'-4')	Native Trail Natural Surface (3'-5')	13
Town Trail (8'-10')		
4' Shoulder (4')	New Roadway Cross Sections (Florence Transportation Planning Study)	Reference Florence Transportation Planning Study
Shared Use Paved Path (10'-12')		
Neighborhood Trail (8')		



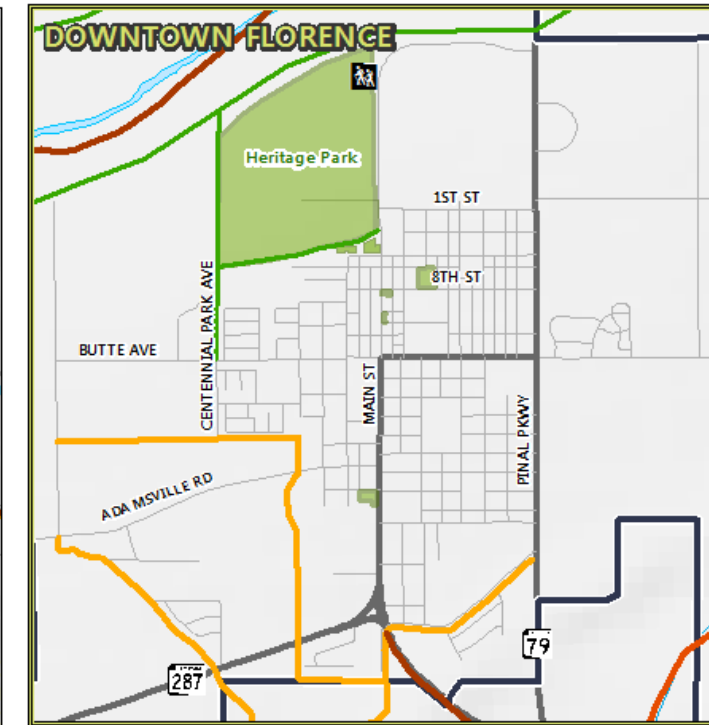
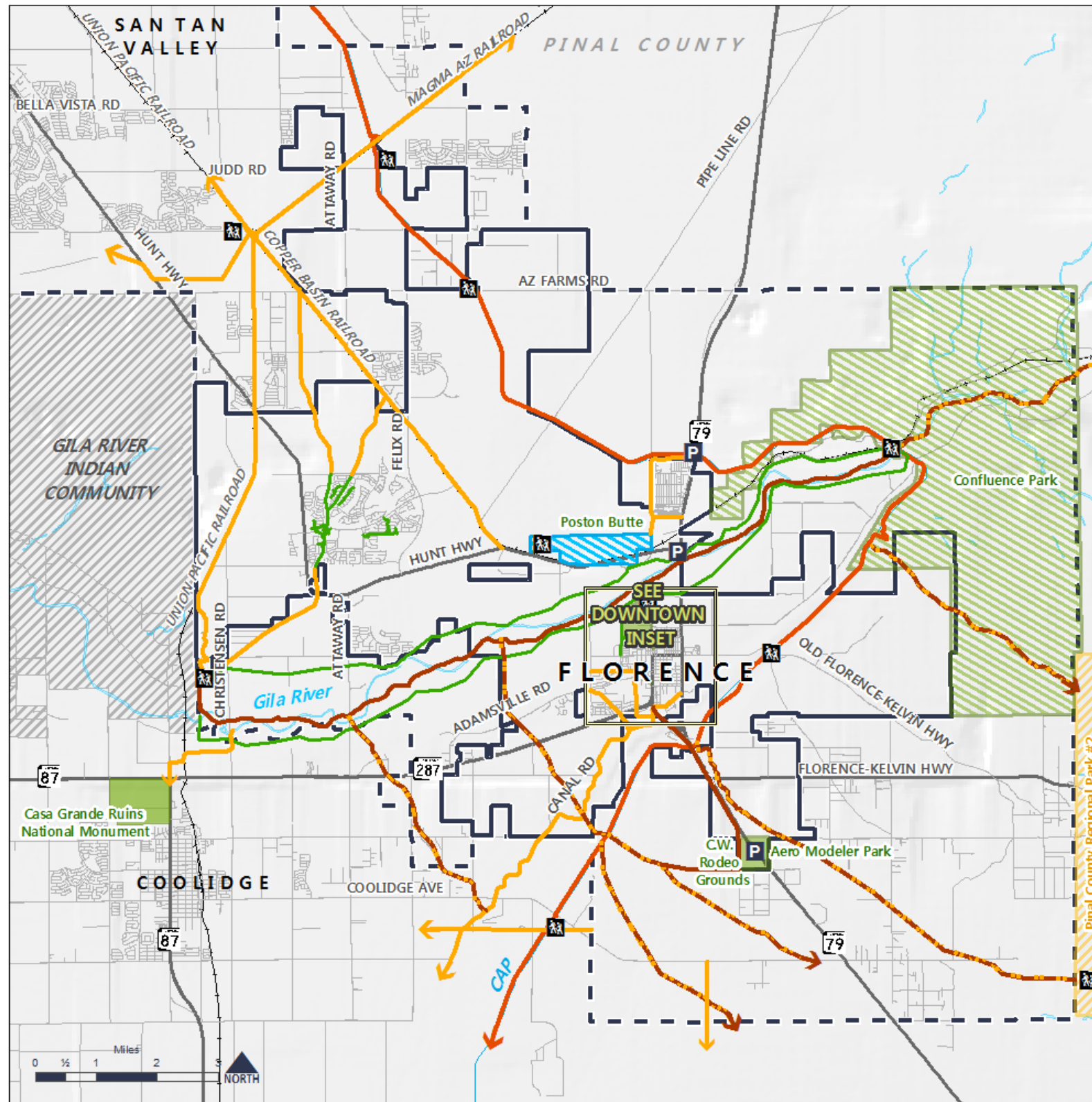
The following sections outline in detail the recommended off-street bicycle and pedestrian facility types, design standards, and cross sections. The trail type and location/alignment of each off-street facility was influenced by existing and proposed land uses and park facilities identified Town of Florence Parks and Open Space Plan of 2008 and 2020 General Plan. Off-street facility connections with planned on-street facilities proposed in the Florence Transportation Planning Study were also evaluated.



Figure 48: Off-Street Bicycle and Pedestrian Facilities

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Railroad
- Trailheads**
- Park and Ride / Trailhead
- Trailhead
- Off Road Trail and Path Classification**
- Multi-Use Path
- CAP Multi-Use Trail
- Multi-Use Trail
- Native Trail
- Native Trail / Multi-Use Trail Combo
- Parks**
- Proposed Parks
- Existing Special Use Parks
- Proposed Regional Park
- Poston Butte Park and Trail System

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



1. Multi-Use Path

To respect the existing rural character of the Town and leverage its proximity to the Gila River, there are only two Multi-Use Paths planned; the *Florence Gila River Path* and the *Heritage Loop*. When developed, these paths are anticipated to be the most utilized active transportation facilities in Florence. The proposed *Florence Gila River Path* is comprised of approximately 26.2 miles (8 miles of which are within existing Town Limits), while the Heritage Loop is approximately 3.1 miles. Wayfinding along the path is expected to be more advanced and frequent than on other trails, particularly near intersections with roadways and other trails and amenities. The use of the path/trail combination is dependent upon context, such as in **Figure 51** which highlights two possible variations of the same trail type. The image on the left is a straight section of path, requiring a minimum width and providing a soft shoulder for equestrians or joggers. The image on the right reflects the need for widening the path through a series of curves, as well as an optional decomposed granite path adjacent to the asphalt. Other examples include the Indian Bend Wash Path in Scottsdale, and the Paseo Trail (Consolidated Canal Path in Chandler).

Figure 49: Multi-Use Path Cross Section

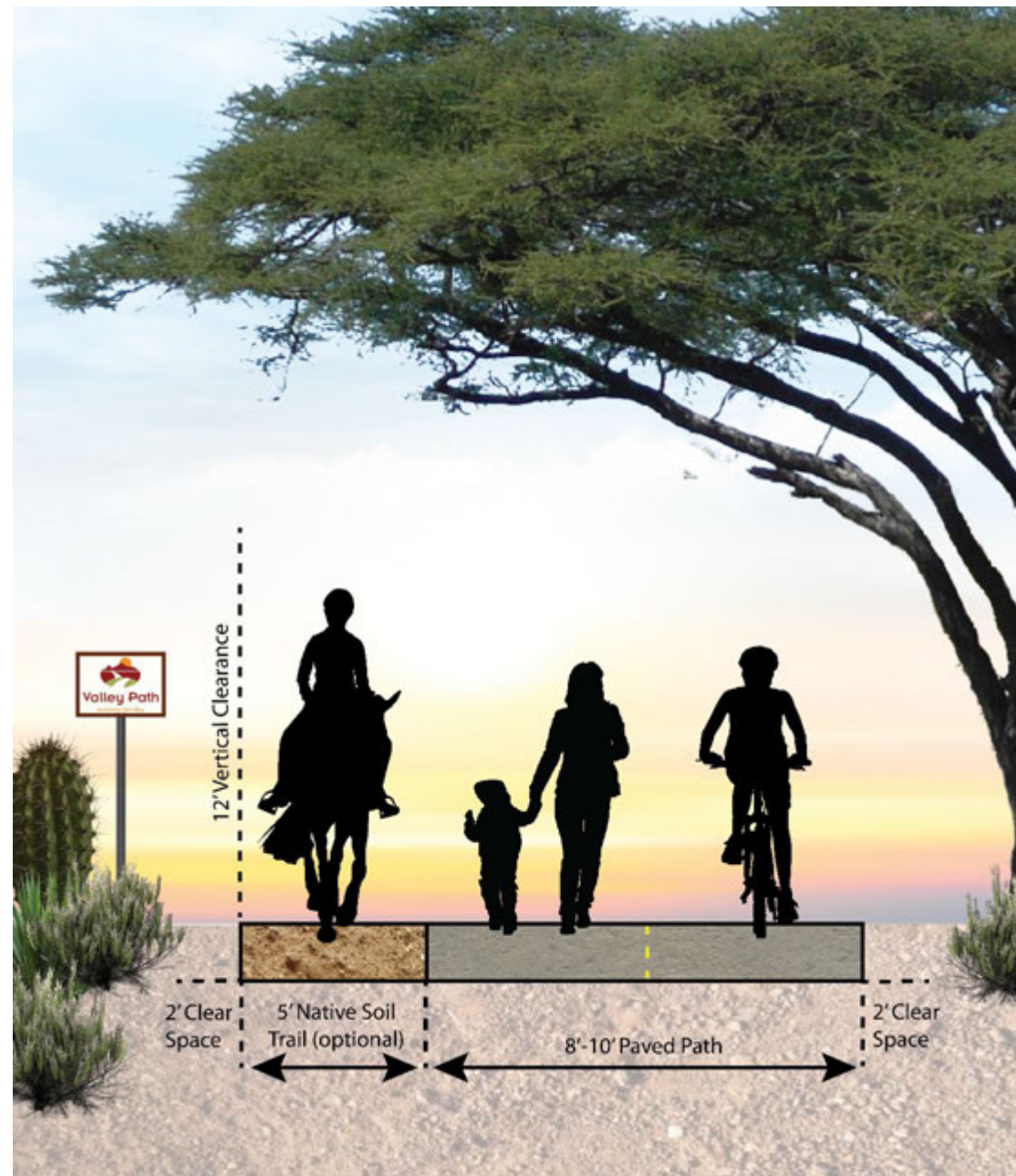


Table 9: Multi-Use Path Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Paved Path	Multi	8-10', 12' where use is high or terrain limits visibility (separated in half by dashed yellow striping).	Concrete or asphalt	2', 3' near signage or other furnishings*	12'	\$140- \$152**
Paved Path/ Trail Combination	Multi	8-10', 12' where use is high or terrain limits visibility (separated in half by dashed yellow striping). Additional 3-5' trail depending upon surface desired.	Concrete or asphalt with Native Soil (3') or Decomposed Granite (5') Trail adjacent	2', 3' near signage or other furnishings*	12'	\$150- \$175**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 50: Multi-Use Path/ Trail Combination Examples



2. Multi-Use Trail

Multi-Use Trails are planned with low impact design to minimize disturbance of the natural environment. Proposed Multi-Use Trails total approximately 21 miles within the Town’s existing boundary (the most of any trail type), seven miles of which includes the Native Trail/ Multi-Use Trail combination type. The goal is to create a seamless network of off-street, unpaved trails that link neighborhoods to other community destinations including *The Florence Gila River Path* and *CAP Canal Trail*. Examples of a Multi- Use Trail shown in **Figure 53** include the Albuquerque Bosque Trail in Albuquerque, NM (left) and The Arizona Canal Trail in Phoenix, AZ (right).

Figure 51: Multi-Use Trail Cross Section



Table 10: Multi-Use Trail Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Unpaved Trail	Multi	8-10', 12' where use is high or terrain limits visibility.	Stabilized Decomposed Granite	2', 3' near signage or other furnishings*	12'	\$70- \$140**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 52: Multi-Use Trail Examples



3. Native Trail

The Town of Florence Native Trail is intended for equestrian use but can also accommodate hiking and mountain biking. This trail is not constructed, but rather is cleared and maintained, with minimal signage installed. Many of the Native Trails will be located within wash corridors and provide soft sand terrain, while others closer to development may have a harder clay-like surface. There are over 13 miles of proposed Native Trail within Florence Town limits (7 miles of which are included in the Native Trail/ Multi-Use Trail combination type). Examples of a Native Trail shown in **Figure 55** include a trail in the McDowell Mountain Preserve, Scottsdale, AZ (left) and the Apache Wash Trail in Cave Creek, AZ (right). To keep users safe, signage should be provided at trailheads to educate people mountain biking on equestrian etiquette. This symbiotic behavior can be reinforced through steps lined out in the **Action Plan**.

Figure 53: Native Trail Cross Section



Table 11: Native Trail Standards

Facility Type	Use	Width	Surface	Horizontal Clearance	Vertical Clearance	Cost/Linear Foot
Native Trail	Multi	2-5' based on conditions, 3-5' preferred.	Natural Soil	2', 3' near signage or other furnishings*	12'	\$30- \$55**

* MUTCD standards **Pricing variation causes can include terrain, construction challenges, etc.

Figure 54: Native Trail Examples



C. Design Standards

Paths, wayfinding, and bicycle facilities standards for the treatments recommended in this document are found within the publications denoted in **Table 12**. An “X” marking in the table indicates the inclusion of a particular treatment within the respective national design guidance document. A “-” marking indicates a treatment may not be specifically identified but can be considered compliant assuming MUTCD signage and markings are applied. While AASHTO and the MUTCD standards are the leading standards, NACTO serves as an additional beneficial resource. Where conflict exists between AASTHO and the MUTCD and local standards (such as county or regional), follow local standards. Above all, engineering judgment is recommended to ensure that the application fits the context of each treatment, given the many complexities of evolving roadways and users.

Table 12: Facilities Standards Matrix

Facility/ Feature	FHWA Manual of Uniform Traffic Control Devices (MUTCD) (2009 Edition)	AASHTO Guide for the Development of Bicycle Facilities (2012, 4 th Edition)	NACTO Urban Bikeway Design Guide (2012, 2 nd Edition)
Signed Shared Roadway	X	X	X
Marked Shared Roadway	X	X	X
Bicycle Boulevard	-	X	X
Paved Shoulder	X	X	-
Bike Lane	X	X	X
Buffered Bike Lane	-	X	X
Colored Bike Lanes	X ¹	X	X
Combined Bike Lane/ Turn Lane	X	X	X
Bicyclists at Roundabouts	X ²	X	-
Multi-Use Paths (On-Street)	X	X	-
Multi-Use Paths (Off-Street)	X	X	-
Wayfinding Sign Types	X	X	X
Wayfinding Sign Placements	X	X	X
Bike Parking	-	X	-
Roadway Crossings (At-Grade)	X	X	X
Roadway Crossings (Grade Separated)	X	X	-

¹Interim approval granted.

²Bicycle lanes shall not be provided on the circular roadway of a roundabout.

D. Combined Facilities

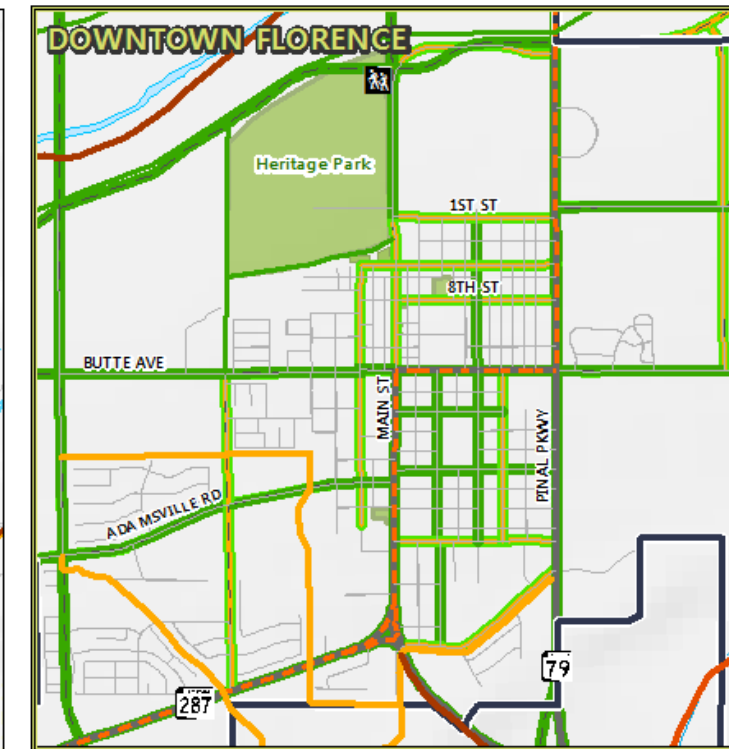
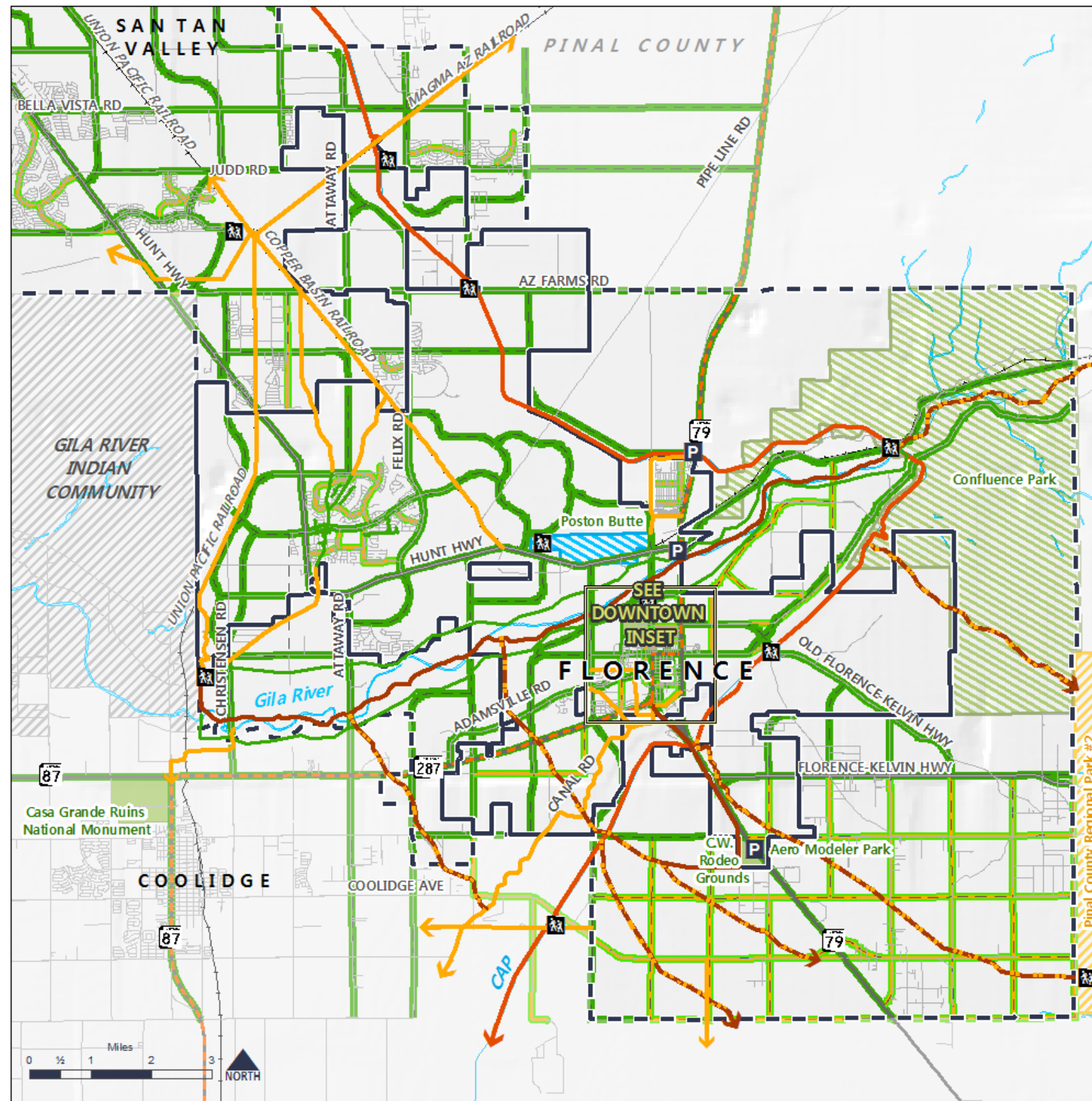
The following map shows the combined on and off-street facilities recommended for the Town of Florence both in this study, and within the Transportation Planning Study.



Figure 55: Combined On and Off-Street Facilities Map

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
 - Town of Florence Municipal Planning Area Boundary
 - U.S. Highway / State Route
 - Local Road
 - Planned Road
 - Railroad
 - Proposed Parks
 - Existing Special Use Parks
 - Proposed Regional Park
 - Poston Butte Park and Trail System
 - Park and Ride / Trailhead
 - Trailhead
-
- On Street Facilities**
 - Multi-Use Path, Bike Lanes
 - Sidewalk/Trail*, Bike Lanes
 - Sidewalk/Trail*
 - US Bike Highway Rt.90
 - Off Road Facilities**
 - Multi-Use Path
 - CAP Multi-Use Trail
 - Multi-Use Trail
 - Native Trail
 - Native Trail / Multi-Use Trail Combo
 - Trailheads**

* ADA Compliant Surface
 Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



E. Recreational Trail Loops & Event Routes

The proposed facilities are intended by design to form looped connections throughout the town. Looped facilities can help promote tourism, attract homebuyers and employers, increase property values, and provide opportunities for hosting active events. While Anthem at Merrill Ranch has had success with triathlons, the proposed facilities within this document lend themselves to the expansion of active events for the Town.

At roughly 26.2 miles long, the following events can be accommodated using the paved Florence Gila River Loop:

- Sprint Triathlon bike ride (12.4 miles)- short of half of the loop
- Half Triathlon run (13.1 miles)- half of the loop length
- Half Marathon run (13.1 miles)- half of the loop length
- Triathlon/ Ironman run (26.2 miles)- entire loop
- Marathon run (26.2 miles)- entire loop
- Half Triathlon bike ride (56 miles)- just over two trips around the loop
- Triathlon/ Ironman bike ride (112 miles)- just over four trips around the loop
- Half Century (50 miles)- nearly two trips around the loop
- Metric Century Ride (62.137 miles)- nearly two and one-half trips around loop
- Century Ride (100 miles)- nearly four trips around the loop

At approximately 3 miles in length, the following events can be accommodated using the paved Heritage Loop, the unpaved Florence Greenway Loop, and/or the unpaved Five Parks Loop:

- Sprint Triathlon and 5K runs (3.1 miles)- entire loop

At roughly 13 miles in length, the following events can be accommodated using the unpaved Adamsville Loop:

- Half Triathlon run (13.1 miles)- entire loop
- Half Marathon run (13.1 miles)- entire loop

At approximately 7 miles long, the following events can be accommodated using the unpaved Rodeo Loop:

- Half Triathlon run (13.1 miles)- nearly two trips around the loop
- Half Marathon run (13.1 miles)- nearly two trips around the loop

At roughly 17.5 miles, the following events can be accommodated using the unpaved Rail Trail Loop:

- Triathlon/ Ironman run (26.2 miles)- nearly twice the loop
- Marathon run (26.2 miles)- nearly twice the loop



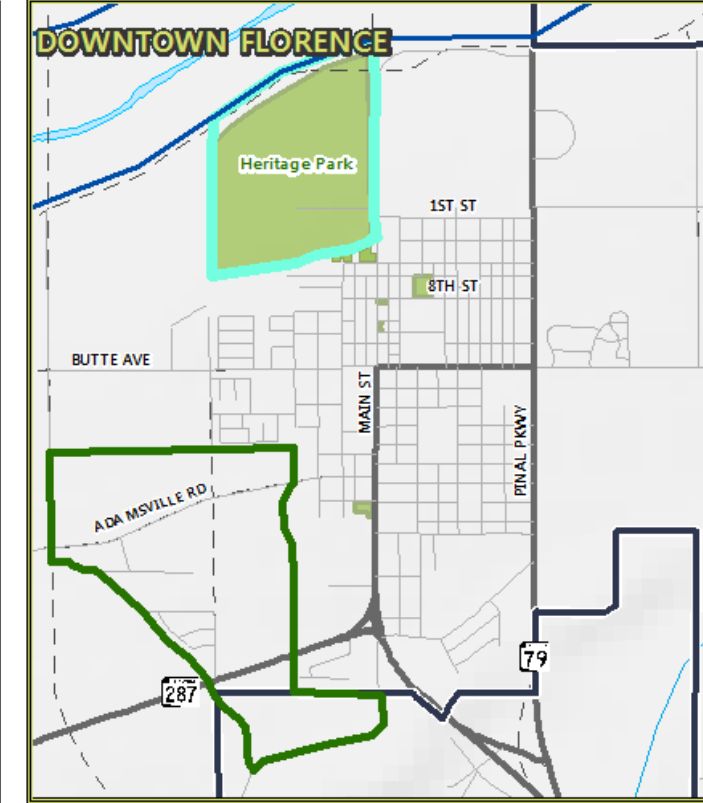
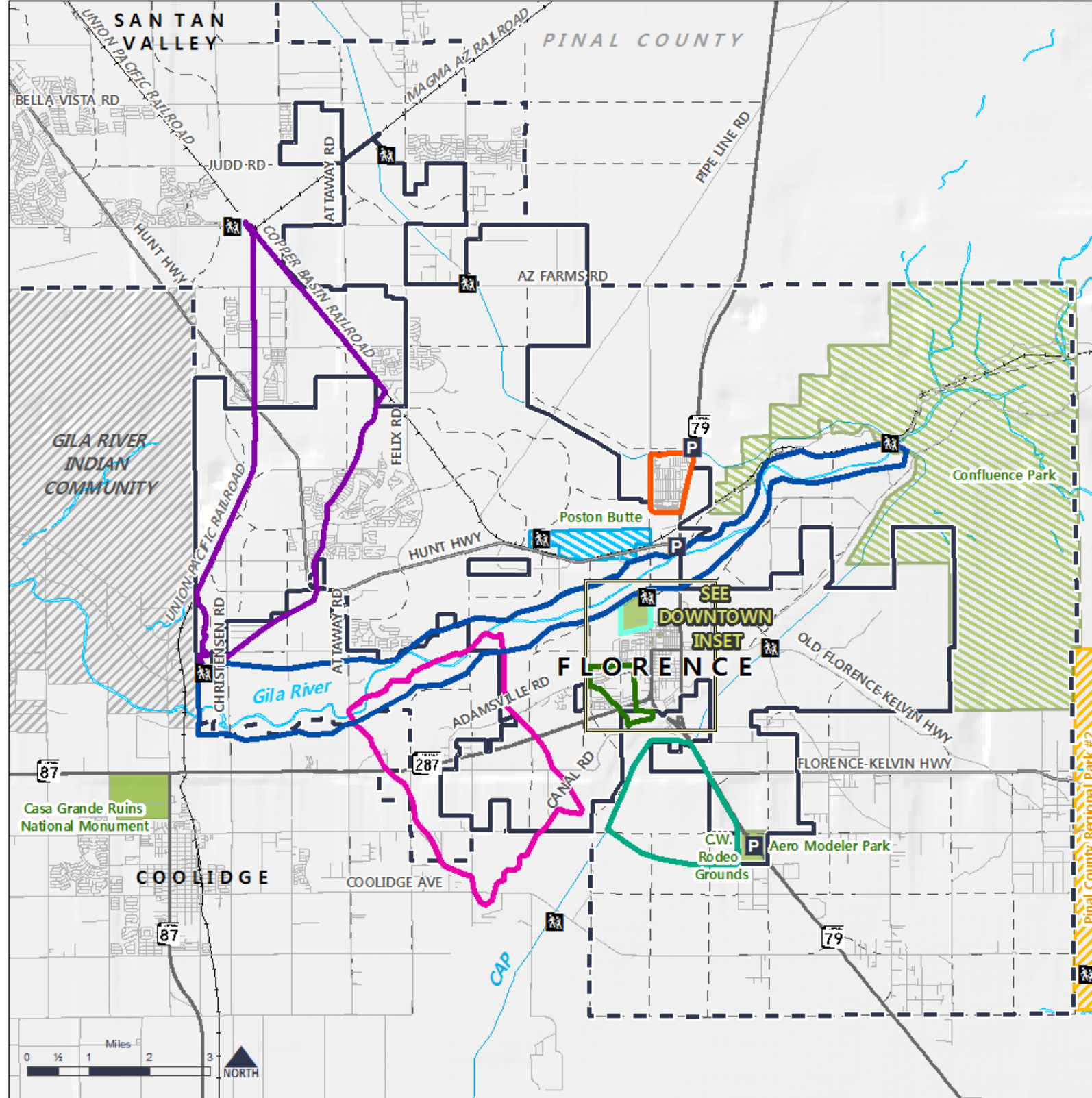
The CAP National Recreation Trail, while not a loop, can also be utilized for segments of various active events, however special event permits may need to be attained from the United States Department of the Interior and/or Bureau of Reclamation.



Figure 56: Town of Florence Recreational Trail Loops

TOWN OF FLORENCE

Active Transportation Plan



Legend

- Town of Florence Municipal Limits
- Town of Florence Municipal Planning Area Boundary
- U.S. Highway / State Route
- Local Road
- Planned Road
- Railroad
- Proposed Parks
- Existing Special Use Parks
- Proposed Regional Park
- Poston Butte Park and Trail System
- Recreational Trail Loops**
 - Adamsville Loop
 - Five Parks Loop
 - Florence Gila River Loop
 - Florence Greenway Loop
 - Heritage Loop
 - Rail Trail Loop
 - Rodeo Loop
- Parks**
- Trailheads**
 - Park and Ride / Trailhead
 - Trailhead

Data Source: Town of Florence, Pinal County, ADOT, AZGEO Clearinghouse



V. Action Plan

The Action Plan found in **Table 13** is separated into the following series of suggested actions:

- On-Street Facility Actions,
- Off-Street Facility Actions,
- Transit Actions,
- Programming Actions, and
- Tourism & Event Actions.

The actions listed within these categories are assigned a lead agency and a prescribed term (short, medium, or long).



Table 13: Action Plan

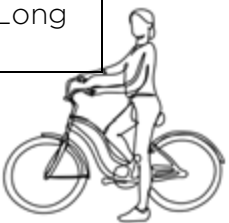
On-Street Facility Actions			
Actions	Notes	Lead Agency	Term
Construct on-street facilities (multi-use paths, sidewalks, bike lanes, and trails) in concurrence with roadway improvements per the Florence Transportation Planning Study.	As roadways and segments or roadways are necessary to be improved, Town and/or property owner shall construct bicycle and pedestrian facilities per approved roadway cross sections.	Town, ADOT, Property Owners	Short Medium Long
Incorporate ADA compliant bike and pedestrian facilities upon both sides of any bridge crossing of the Gila River to connect to the north and south banks of the Florence Gila River Path. The following grade separated crossings of the Gila River are identified in the Florence Transportation Planning Study; Plant Road, Attaway Road, Christensen Road, Valley Farms Road, Main Street and SR 79.	As bridge crossings of the Gila River become prioritized for construction, ensure that bicycle and pedestrian facilities are incorporated into the bridge design on at least one side, with both sides being preferred.	Town, county, state and/or Federal partners	Short Medium Long
Relocate the existing yellow ladder school crosswalk of Main Street at Aguilar Street south to Brady Street.	Modify location of this important crossing to enhance pedestrian and vehicular safety and reduce congestion at the intersection of Butte Avenue and Main Street (79B) in accordance with the 2019 Florence K-8 SRTS study.	Town, ADOT	Short
Move the white striped crosswalk across Main Street south of Stewart Street at the High School to the north side of the intersection with Stewart Street. Increase pedestrian warning signage.	Modify location of this crosswalk to reduce potential conflict with vehicular turning movements and enhance pedestrian safety.	Town, ADOT	Short
Conduct warrant study for RRFB at the existing school crossing on Butte Avenue at Orlando Street.	A mid-block crossing at this location is recommended to enhance pedestrian safety at this busy pedestrian location connecting businesses, elementary school, residents and large government employers in the area. Conduct required warrant study to confirm appropriate mitigation measures and RRFB crossing apparatus. This recommendation also furthers and is consistent with the SRTS study recommendation for same.	Town, ADOT	Medium
Reconfigure Orlando Street between Florence Heights Drive and Butte Avenue to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, restrict on-street parking in accordance with the 2019 Florence K-8 SRTS study. (Existing 80-foot ROW; potential to be reduced to 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Short
Conduct warrant study for RRFB at the school crossing on Florence Heights Drive at Orlando Street.	An enhanced mid-block crossing at this location is recommended primarily to enhance student pedestrian safety and deter students from crossing at DeSoto Lane. This recommendation also furthers and is consistent with the SRTS study recommendation for same. Conduct required warrant study to confirm appropriate mitigation measures and crossing apparatus.	Town	Long



Reconfigure Park Street between Stewart Street and Butte Avenue to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (Existing 80-foot ROW; potential to be reduced to 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking. Roadway important connector between Florence K-8 school, government employers and surrounding neighborhoods.	Town	Short
Reconfigure Park Street between Butte Avenue and 1 st Street to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Reconfigure East Virginia Street between Main Street and SR 79 to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Reconfigure Brady Street between Main Street and San Carlos Street to include two 11-foot travel lanes, 6-foot bike lanes with a 3-foot buffer and 10-foot multi-use paths, Restrict on-street parking between the hours of 7 AM and 6 PM, Monday through Friday. (No change to the existing 60-foot ROW).	Leverage surplus right-of-way and excessive pavement width by repurposing roadway to enhance multimodal function, reduce vehicular speeding and improve function and safety for people walking and biking.	Town	Medium
Add bike lanes to both sides of Main Street (SR 79) between Butte Avenue and Van Haren Street. Per ADOT's requirements, conduct a traffic study to reduce the travel lane widths and attain approval from the State Traffic Engineer and the District Engineer.	Existing roadway along most segments consist of 20-foot travel lanes, providing sufficient width to incorporate bike lanes to enhance connection between Florence High School and the Community Center/Library. Work with ADOT District Engineer and State Bicycle Coordinator to finalize approval of bike lanes on Main Street. If not approved, stripe a 4' shoulder on this section of the roadway and provide "3-feet please" signage.	Town, ADOT	Short Medium
Coordinate with ADOT to provide a multi-use path (6' minimum width) on both sides of the Gila River bridge on SR 79 north of downtown.	To accommodate existing and future bicycle and pedestrian movements connecting downtown to Florence Gardens and other planned land uses, encourage ADOT to enhance the bridge design to incorporate a six-foot multi-use path on both sides of the bridge.	ADOT, Town	Short
Conduct an ADA self-evaluation by department within the Town and develop an ADA Transition Plan to be addressed in concurrence with roadway improvements per the Florence Transportation Planning Study.	Title II of the Americans with Disabilities Act (ADA) applies to the operations of State and local governments. It requires municipalities with 50 or more employees to conduct a self-evaluation of its current services policies, and practices and their accessibility to, and usability by people with disabilities. The self-evaluation identifies programmatic and structural barriers and makes recommendations to correct those policies and practices that are inconsistent with Title II's requirements as part of an ADA Transition Plan.	Town, Federal partners	Long



Off-Street Facility Actions			
Actions	Notes	Lead Agency	Term
<p>Construct the CAP Canal Trail and provide wayfinding in accordance with the Pinal County Segment CAP Trail Master Plan. At the time of this report the North Picacho Segment is under construction (to be completed Summer 2019). A total of 6.8 miles of the CAP Trail are within existing Town Limits. The following order is prescribed in the Town of Florence within the aforementioned plan:</p> <ol style="list-style-type: none"> 1. South Florence Segment (3.9 miles, south/east bank) 2. South Gila Segment (7.2 miles, south/ east bank) 3. North Gila Segment (3.8 miles, south bank) 4. North Florence Segment (5.3 miles) (north bank west of SR 79, south bank east of SR 79) 5. North Pinal Segment (6.2 miles, north bank) 	<p>Focus phasing and implementation from south to north in conjunction with Pinal County implementation plans. Each segment has unique plans and partners, as well as a varying level of complexity. While many segments utilize an existing maintenance roadway, others present more unique design challenges.</p>	<p>Town, County, BOR</p>	<p>Short Medium Long</p>
<p>Construct the Florence Gila River Path and provide wayfinding and signage. A total of 8 miles of the Florence Gila River Path are within existing Town Limits (primarily within phases 1-4). The following phases are in recommended order:</p> <ol style="list-style-type: none"> 1. Plant Road to SR 79 (south bank) 2. Plant Road to SR 79 (north bank) 3. Valley Farms to Plant Road (north bank) 4. Valley Farms to Plant Road (south bank) 5. Attaway Road to Valley Farms Road (north bank) 6. Attaway Road to Valley Farms Road (south bank) 7. Christensen Road to Attaway Road (north bank) 8. Christensen Road to Attaway Road (south bank) 9. east of SR 79 (north bank) 10. east of SR 79 (south bank) 	<p>It is anticipated that the Native Trail for the Gila River would be the initial, short term trail that should be developed first to provide trail amenities within/along the Gila River.</p> <p>Following the Native Trail development, the phases should be carried based on proximity of residential development and amenities which may change over time. At this time, the phases are outlined (to left), but this order is flexible.</p>	<p>Town, Property Owners, Pinal County Flood Control District, BOR, USACE, other Federal partners, Grant funding</p>	<p>Short Medium Long</p>
<p>Construct Mixed-Use Trail along Union Pacific Railroad (UPRR). Provide connection to Magma Railroad Trail, Copper Basin Railroad Trail</p>	<p>To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with UPRR and seek grant funding and volunteer organizations to construct trail in incremental segments.</p>	<p>Town, UPRR, volunteer equity</p>	<p>Short Medium Long</p>
<p>Construct Mixed-Use Trail along Magma Railroad. Provide connection to Union Railroad Trail, Copper Basin Railroad Trail</p>	<p>To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with Florence Copper and seek grant funding and volunteer organizations to construct trail in incremental segments.</p>	<p>Town, Florence Copper, volunteer equity</p>	<p>Short Medium Long</p>
<p>Construct Mixed-Use Trail along Copper Basin Railroad (CBRY). Provide connection to Magma Railroad Trail, Union Pacific Railroad Trail, and Poston Butte Park.</p>	<p>To enhance off street regional trail connectivity in and around the Florence area, utilize existing railroad rights-of-way. Coordinate with Copper Basin Railroad (CBRY) and seek grant funding and volunteer organizations to construct trail in incremental segments. For connection to Poston Butte Park, refer to the Poston Butte Open Space and Trails Development Plan.</p>	<p>Town, CBRY/ local mining company, volunteer equity</p>	<p>Short Medium Long</p>



<p>Construct Multi-Use Path from The Florence Gila River Path to Heritage Park and Butte Avenue along Centennial Park Place, as well as along the southside of Heritage Park to the Community Center and Main Street. Construct prior to first phase of The Florence Gila River Path.</p>	<p>This path can provide a “Lunchtime Loop” for employees in the downtown area, as well as lend itself to competitive event uses such as a Triathlon.</p>	<p>Town</p>	<p>Short Medium</p>
<p>Construct Multi-Use Trail along the Florence Canal from Cactus Forest Road north to SR 79 (provide connection to the Native Trail along the west side of SR 79), and along Florence Heights Road.</p>	<p>This trail will enhance off street trail connectivity with perpendicular Native Trails within this region and to downtown and the Gila River. Coordinate with irrigation and drainage district for access and liability indemnification measures.</p>	<p>Town, San Carlos Irrigation and Drainage District (SCIDD)</p>	<p>Long</p>
<p>Construct Multi-Use Trail connection from the Florence Canal Trail to SR 287 along the drainage ditch southwest of Campbell Road. Continue along drainage ditch behind Florence High School, across Adamsville Road along Bush Street to Butte Avenue.</p>	<p>This will provide a connection from the CAP Canal Trail and the C.W. Rodeo Grounds to downtown and to the high school. This trail, in part with the on-street system, will function as part of the Florence Greenway Loop. Coordinate with irrigation and drainage district for access and liability indemnification measures.</p>	<p>Town, SCIDD</p>	<p>Long</p>
<p>Construct Multi-Use Trail along the drainage ditch southwest of Adamsville Road and Plant Road, across SR 287, south to the Florence Canal Trail.</p>	<p>This trail, in part with the on-street system, will function as part of the Florence Greenway Loop.</p>	<p>Town, SCIDD</p>	<p>Medium Long</p>
<p>Develop a Native Trail within the Gila River Bed. There are three recommended phases for this action:</p> <ol style="list-style-type: none"> 1. West of SR 79 2. East of SR 79 to the CAP Canal (connecting to Pinal County’s proposed Confluence Park) 3. E of the CAP Canal 	<p>This natural trail to accommodate people walking, mountain biking, and riding horses is intended to complement the more formal Multi-Use Path suggested for the upper banks of the future channelized Gila River. There is potential for Multi-Use Trails to be added to the banks of the Gila River, east of the CAP Canal Trail as development dictates.</p>	<p>Town</p>	<p>Short</p>
<p>Develop Native Trails south of Town in the following recommended order:</p> <ol style="list-style-type: none"> 1. Rodeo Park north to the CAP Canal and to downtown Florence on the west side of SR 79 2. Wash west of Rodeo Park to the CAP Canal Trail, as well as south along wash. 3. Wash east side of SR 79 and Rodeo Park with connection to CAP Canal Trail and connection to Pinal County’s proposed Confluence Park. 4. Wash east of Old Florence-Kelvin Highway with connection to CAP Canal Trail. 5. Wash through Adamsville to CAP Canal Trail and the Canal Road Trail 6. Wash southwest of the Gila River to the Canal Road Trail 	<p>Recommendation for these Multi-Use Trails to be added to the banks of the existing large washes by encouraging the preservation of these washes throughout town as private development occurs adjacent to these washes incrementally over time. Modify the Town Development Code to require multi-use trails along preserved wash banks and consider density exchanges for provision of wash facilities.</p>	<p>Town policy and code requirements of private property owners</p>	<p>Short Medium Long</p>
<p>Construct the Poston Butte Park path and trail system in accordance with the Poston Butte Open Space and Trails Development Plan, while providing connections to the paths and trails outlined in this plan.</p>	<p>Consider connections to the Florence Gardens Area, the CAP Canal Trail, and the Copper Basin Railroad Trail.</p>	<p>Town</p>	<p>Medium Long</p>



Construct Multi- Use Trail around the Florence Gardens Area.	Provide connection to the CAP Canal Trail and Poston Butte Park trail system, as well as internal to the residential developments along the McFarland Boulevard alignment.	Town, adjacent property owner	Short Medium
Construct Multi-Use Trails north of Merrill Ranch providing connections to the Copper Basin Railroad Trail. Construct the eastern alignment first, followed by the western alignment.	Utilizing existing washes in the area to enhance regional trail connectivity from Merrill ranch to other planned trail facilities as incoming private development occurs.	Town, adjacent property owner	Short Medium
Construct Multi-Use Trail south of Merrill Ranch providing connections to the Union Pacific Railroad Trail and the Florence Gila River Path.	Utilizing existing wash in the area to enhance regional trail connectivity from Merrill Ranch to other planned trail facilities as incoming private development occurs.	Town, adjacent property owner	Medium Long
<p>Construct Trail Heads at the following locations in order of trail development:</p> <ul style="list-style-type: none"> • The intersection of the Union Pacific Railroad Trail • The Magma Railroad Trail • The Copper Basin Railroad Trail • The CAP Canal and Arizona Farms Road • CAP Canal and Judd Road • The Florence Gila River Path intersection with the Union Pacific Railroad Trail • CAP Canal and The Florence Gila River Path intersection • Pinal County Regional Park entrance proposed in Pinal County's Open Space and Trails Master Plan of 2016 • Old Florence-Kelvin Highway and the CAP Canal • The CAP Canal and Cactus Forest Road. <p>For the Poston Butte Trailhead, refer to the Poston Butte Open Space and Trails Development Plan.</p>	Trailhead designs may vary based on available area and physical characteristics/constraints, but amenities should include the following: vehicular parking, equestrian parking with hitching posts (where equestrian use is expected), accessible pathways to the amenities and Multi-Use Paths or Trails from the parking areas, restrooms, ADA accessible water fountains (with spigots for equine needs), shade (natural or man-made), trash receptacles, picnic tables, electrical outlets, and air pumps or tools (where high bicycle use is expected).	Town, Pinal County, adjacent property owners, grant funding	Long
<p>Construct Park-and-Ride/ Trail Head Combos at the following locations in order of trail development:</p> <ul style="list-style-type: none"> • Hunt Highway and SR 79 • Rodeo Park and SR 79 • CAP Canal and SR 79 	Designs may include the above amenities, however the needs of trail users as well as commuters should be considered. Traffic volumes, noise, number of restrooms, and amount of shade coverings should likely be enhanced from a standard trail head.	Town, Pinal County, MAG, Federal funding	Short Medium Long
Locate user counters at trail heads as paths and trails are constructed.	This practice can project future maintenance needs, assist in prioritization of future paths and trails, as well as gain funding leverage for future projects.	Town, MAG	Long



Transit Facilities Actions			
Actions	Notes	Lead	Term
Provide ADA compliant bike and pedestrian access to and from transit stops to other facilities both off and on-street (sidewalks, paths, and trails).	While the CART system is currently in a state of flux, as new stops are decided upon, access and equity must be considered in each location.	Town, CAG	Medium Long
Ensure construction of transit stops in accordance with MAG's Bus Stop Design Guidelines.	Clear space for wheelchairs to get on and off of the bus, as well as turn around, and get to and from the stop is of the utmost importance. Ensuring these standards are met, all users will be benefited.	Town, CAG	Medium Long
Provide bike parking at all transit stops.	Regardless whether bus stops are sheltered, or simply signed, bike parking should be available at each stop location.	Town, CAG	Medium Long
Programming Actions			
Actions	Notes	Lead	Term
Establish an Adopt- A- Trail/ Path program	Partner with local volunteer and advocacy groups to maintain trail and litter abatement for local priority trail segments.	Town, volunteer organizations	Short Medium
Establish Student Trail Club teaching skills to youth and establishing annual trail projects and goals.	Depending upon age, skill, and level of commitment, Club can assist in trail construction, maintenance, issue reporting, and environmental stewardship.	Town, volunteer organizations	Short Medium
Establish volunteer Trail Patrol group. Involve cyclists, joggers, parents, equestrians, and police to add extra eyes and ears to the maintenance needs of trails as they are developed. This group can later serve as stakeholders and future design resources.	Consider creating OHV branch of Trail Patrol to report on OHV trails, and to work with Town preventing OHV use on non-OHV trails.	Town, Police Department, volunteer organizations	Short Medium
Establish a Town Bike Shop. Create student bike mechanics training program, prisoner bike mechanics training program, and bike refuse/ recycling program.	Offer public maintenance services and do-it-yourself stations for tourists and visitors, as well as bike rentals. Public/ Private Partnerships can include local detention centers. Town can also partner with schools, waste management, and bike clubs.	Town, Public/ Private Partnerships	Medium



Tourism & Event Actions			
Actions	Notes	Lead	Term
Work with local horse and buggy operators to finalize Carriage Routes and procedures for operating on multi-use trails and paths.	Proposed Carriage Route is as follows: Main Street from Stewart north to Heritage Park, west along the southside of Heritage Park, north along Centennial Park Place, east on Florence Gila River Path, then south on Main Street. Paths around the park and the small section of the Florence Gila River Path north of Heritage Park would require wider widths and increased signage. Surface, widths, signage, and times of operation should be considered.	Town	Short Medium Long
Establish and provide incentives for local residents/business owners to establish active transportation friendly tourism businesses (i.e. bike and hiker hostels, bed and breakfasts or cafes along paths and trails, outdoor outfitters, and trail riding guiding companies).	As regional path and trail facilities are developed, consider a reduction in Town permit fees and/or expedited plan reviews to incentivize these businesses in Florence.	Town	Short Medium Long
Install US Bike Highway Route 90 signage (MUTCD: M1-9 sign, green) throughout the Town and post "Welcome Cyclists" signs at the entrance into downtown from the north and south.	Work with the Adventure Cycling Association to secure signage for the route and promotional resources. Add extra signage to highlight tourism opportunities as they develop.	Town, Adventure Cycling Association	Short Medium Long
Hold a "Bike to Work and School Day". Advertise and promote the event, provide incentives and encourage employers and schools to provide incentives. Create beverage and snack stations along popular routes. Involve police and fire.	Utilize Safe Routes to School resources as well as the League of American Bicyclists to determine practices and ensure success. Provide community maps of locations for refreshments and consider t-shirts with annual designs selected competitively.	Town, MAG	Short Medium
Create annual walk-a-thon and roll-a-thon events to raise funds for paths and trails maintenance and extensions.	As paths and trails gain popularity, students and residents can participate in an active fundraising event on an existing facility to highlight what their money will build. Can be done in one day, or over the span of a weekend.	Town	Short Medium Long
As paths and trails are completed, hold "Opening Day" ceremonies with activities to highlight their completion such as inviting children to stamp their handprints into the concrete, holding races and sidewalk chalk art competitions, as well as sunset walks.	Celebrate the success of added trail segments and leverage this opportunity to support community events to emphasize the value and importance of trails ion the community.	Town, volunteer organizations	Short Medium Long
Create public map of on and off-street facilities and update annually. Highlight connections to transit and park and rides.	Provide online as well as hard copies at the Library, fitness center, and courthouse.	Town	Medium Long
Develop a Cycle the Arts/ Cycle the Past/ or Cycle the Tunes annual event with a developing route of highlights from around the community.	Routes can incorporate the existing Historic Home Tour route or a newly determined art route, as well as offer short, medium, and long distances. Routes can be altered annually if desired. Schools students and other residents can get involved through art competitions. Cycle the Tunes is a ride/ walk event that encourages musicians to play on their porches while visitors stop and listen along a predetermined route.	Town, Historic Preservation & Arts Groups and Committees	Short Medium



<p>Develop a monthly Open Street Day in the downtown area. Prohibit vehicular traffic and organize games and entertainment and allow local vendors to set up along 8th Street.</p>	<p>Consider one Saturday or Sunday each month along 8th Street between Park Street and Main Street.</p>	<p>Town</p>	<p>Short Medium Long</p>
<p>Develop annual Ciclovía around Downtown. A Ciclovía is similar to an Open Street Day as it closes a street to vehicles, but it differs specifically as a bike-centric event.</p>	<p>Can be held in tandem with a community event such as prior to a parade or during a market or car show on adjacent roadways.</p>	<p>Town</p>	<p>Medium Long</p>



A. Tactical Urbanism

It is important to note that while there are detailed recommendations, the Town of Florence can “test drive” these individually to analyze their effectiveness, as well as gauge community buy in. Tactical Urbanism provides an incremental path to success and is described in “Tactical Urbanism Vol. 1” (see **Appendix A**) as:

- “A deliberate, phased approach to instigating change;
- The offering of local solutions for local planning challenges;
- Short-term commitment and realistic expectations;
- Low-risks, with a possibility of a high reward; and
- The development of social capital between citizens and the building of organizational capacity between public-private institutions, non-profits, and their constituents.”

Tucson recently had success with this approach when they partnered with the Living Streets Alliance and utilized tactical urbanism to reallocate roadway space for human use. The roadway is now being redesigned by removing a lane and one access point.

Figure 57: Tucson/ Living Streets Alliance Tactical Urbanism Example



VI.Policies

With the preparation of this Florence Active Transportation Plan, the Town is in an ideal position to adopt policies to promote Active Transportation. While predominately a rural community, continued urbanization through the growth of master planned communities and employment core is imminent, and the Town has a prime opportunity to incorporate bicycle and pedestrian facilities into the community fabric and thus prevent the need for expensive retroactive solutions in the future.

Vision Zero Policy- Create a Vision Zero Policy and attach a date; recommended 2040 (consistent with the plan horizon of the Florence Transportation Planning Study). Vision Zero was created to reduce traffic related pedestrian deaths, with the ultimate goal of zero.

Complete Streets Policy- The term “Complete Streets” refers to the practice of designing streets so that people of all ages and abilities can choose and use their travel mode safely (i.e. take transit, use a wheelchair or other mobility device, drive a car, walk, ride a bicycle) and not be confined to one choice. The Town should adopt a Complete Streets policy to ensure that all users are considered, if not accommodated, with each opportunity for changing streets within Florence Town Limits. Some recommended aspects of such policy include, but are not limited to:

- Parking located in the rear of buildings
- Drinking fountains/ water bottle fillers (dogs too!) and trash receptacles
- Shade (art, landscaping, architecture)
- Lighting and seating
- Wayfinding

Maintenance Procedures & Best Practices- Establish operation and maintenance procedures and budget line items to establish acceptable response timeline, and annual frequency. Identify best practices for all implemented facilities regarding striping, sealing, reconstruction, and environmental damage repair. Utilize volunteer and community service organizations for trail maintenance and litter abatement activities on a quarterly basis.

Parking- Excessive on and off-street parking requirements can create urban landscapes that are dominated by parking lots and pavement. Consider the creation of a shared use parking agreement/ordinance to allow for highly used daytime lots to be utilized at night by neighboring nighttime uses, or to allow lots with high weekday use to be utilized on the weekend by neighboring weekend uses.

Master Planned Communities (MPC's) and Planned Unit Developments (PUD's)- The average American feels most comfortable walking or riding a bike off of the roadway, particularly with children in-tow. For this reason, residential PUD's or MPC's should be required to improve bicycle and pedestrian facilities within new subdivisions as well as



connection between subdivisions (or residential communities) in the subdivision platting submittal and review process. In addition, pedestrian connections should be made to cul de sacs, and around (not through) retention and detention basins. All connections should be complete with equitable ADA transitions and signage providing access for all abilities. Additional considerations should be made to incorporate a “Behind the Wall” trail system/design connecting neighborhoods and amenities including Town-planned Paths and Trails

Crime Prevention Through Environmental Design (CPTED)- In collaboration with the Town of Florence police department, Florence should create a policy requiring certain CPTED principles within various types of developments addressing “natural surveillance, natural access control, territorial reinforcement, and maintenance”. Example of these objectives related to Active Transportation include: enhanced lighting (natural preferred), the removal of hiding spots, planting of defensive species (thorny plants), resilient materials (i.e. light coverings), and increased maintenance (to prevent repeated graffiti or continued public facility damage).

Activate Canal Space- Town should formulate policy to consider access and ways to activate the space along canals with all incoming developments with adjacency to a canal.

Town Development Code Updates - Update the existing Town of Florence Development Code to modify or eliminate any existing development standards that may be in potential conflict with the development standards and design guidance presented herein.

Micro Mobility- Whether the Town desires, or does not desire, a bike share or scooter share company it has become commonplace for companies to operate where policies are not in place. Create an ordinance that either allows or disallows private companies from operating a bike or scooter share in the Town of Florence. If desired, the Town’s ordinance can serve as an attractor to such companies.

Bike Parking- The Town should continue to ensure bicycle racks are placed in public areas and pedestrian activity centers. These areas include, but are not limited to parks, civic uses, churches, and schools. These efforts should consist of the Town placing bike racks or working with other public institutions to have them placed on site. The Town should add minimum bike parking requirements to their zoning codes for private developments. Typically bike parking requirements should be 10% to 20% of the number of off-street spaces that are required with a minimum of two bike parking spaces provided on-site (one inverted U rack). This provision could be waived if public facilities are available nearby. The inverted U is the preferred bike rack.

Wayfinding- The Town should establish wayfinding standards relevant to local character and branding. The Town should also incorporate wayfinding technologies to provide enhanced access using the Global Positioning System [GPS] and provide coordination with online mapping tools and databases of bike and trail facilities (i.e. AllTrails, Strava, and GoogleMaps). These platforms should be updated immediately after completion of facility to reduce user confusion.



Off-Highway Vehicle (OHV) Separation- Create an ordinance to prohibit illegal uses on the path and trail systems and establish fines that serve as a substantial deterrent. Require removable Bollards at entrances to all Multi-Use Paths to prevent OHV's from entering and to provide access for maintenance vehicles.



VII. Funding Sources

The appropriate funding opportunity for each unique project in the Action Table can be identified quickly using **Table 14**. Detailed descriptions of each funding source can be found following the table.

Table 14: Funding Sources Matrix

Funding Source	Design/ Build	Planning	Programming
Local			
MAG Safe Routes to School		X	X
MAG Transportation Improvement Program	X	X	X
MAG Design Assistance	X		
State			
AZ Governor's Office of Highway Safety			X
Arizona State Parks and Trails	X	X	X
Federal			
Federal Highway Administration	X	X	X
Federal Transit Administration	X	X	X
National Parks Service	X	X	
Land and Water Conservation Fund	X	X	
Other			
American Association of Retired Persons	X		
Active Living Research		X	X
Trust for Public Land		X	
People for Bikes	X		
Rails to Trails Conservancy	X		



A. Local

Maricopa Association of Governments (MAG)- Safe Routes to School Funds

Each year MAG budgets approximately \$400,000 for non-infrastructure projects related to Safe Routes to School. In fall of 2017, a call for applications occurred and 39 projects were awarded. While much of the money has been allocated, there is two million dollars remaining for projects through fiscal year 2022, specifically for Priority 2- SRTS Support Activities.

MAG- TIP Modal Applications (Transportation Alternatives)

Bicycle-Pedestrian non-infrastructure Safe Routes to School projects and bicycle and pedestrian infrastructure projects are both eligible for Federal Highway Administration funds allocated via MAG via the following programs: Congestion Mitigation and Air Quality Improvement Program (CMAQ-2.5), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (Infrastructure and Non-infrastructure) (TA-MAG), and Surface Transportation Block Grant Program (STBGP-MAG). Total funding available as of September 2017 was estimated at \$42.8 million.

MAG- Design Assistance Program

The MAG Design Assistance Program was created to assist communities by funding infrastructure projects related to bike, pedestrian, and shared-use facilities such as multi-use paths. A request for projects for Design Assistance funding is released by MAG in May each year. Types of projects that are eligible for Design Assistance funding include: projects that facilitate safe crossings and access to bike/pedestrian facilities, bike and pedestrian access to transit, and bike and pedestrian facility construction and improvements (sidewalk improvements, bike lanes and shoulders, safety improvements, and signing, marking and wayfinding). Applicants interested in using design assistance funds must create preliminary scoping documents for each project.

B. State

Arizona State Parks and Trails (ASPT)

Motorized and Non-Motorized Grant Program funds can be allocated for trail development and maintenance (equestrian, pedestrian, and bicycling uses included ADA access needs), off-road vehicle trails and law enforcement of OHVs, and trail education and safety programs and materials. There is an additional OHV Supplemental Program which can be utilized for repairs to OHV trails due to weather and/ or vandalism, constructing and maintaining trails, and law enforcement. ASPT provides Safety and Environmental Education (SEE) funds for trail programs and educational aspects of projects.



Arizona Governor's Office of Highway Safety (GOHS)

The Arizona Governor's Office of Highway Safety places a special emphasis on projects that enforce pedestrian and bicycle safety laws, as well as school-based education programs. Their funding can be applied to supporting "Bicycle Safety Month" and "Back to School Safety Month" efforts, bicycle helmet distribution programs (specifically to low-income areas), the coordination of "Safety Fairs", comprehensive school-based pedestrian and bicycle safety education outreach, and the CARE fair (Children's Assistance and Resource Event) which distributes bicycle helmets to children and provides safety education. AGOHS grant funding is based on the Federal fiscal year calendar (October 1 - September 30). Grants for the 2020 Federal fiscal year are awarded for a one-year period. Applying for a GOHS grant begins with submission of a proposal and signed cover letter. Grant applications are available for download in PDF format on the GOHS website beginning January 21, 2019.

C. Federal

The Federal Highway Administration (FHWA)

There are multiple funding sources available for bike and pedestrian projects through the FHWA. Funding programs include: The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Federal Lands Access Programs (FLAP), the Surface Transportation Block Grant Program (FAST Act), and Transportation Alternatives (TA).

Each program has different requirements to receive funding. For example:

- CMAQ funds must be used for projects that benefit air quality;
- HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem;
- NHPP-funded projects or activities must be associated with an NHS facility; and
- FLAP funds could be used for bicycle and pedestrian accommodations on, adjacent to, or within Federal lands;
- TAP funds can be used for capital costs related to bike share, educational programs, lighting and environmental resiliency for bike and pedestrian facilities, project planning, and land acquisition for bike and pedestrian facilities;
- FAST Act funds can be used for recreational trails and pedestrian and bicycle projects, safe routes to school projects, bridge and tunnel projects, as well as improvements to roadways from the minor collector functional classification to the principal arterial.
- Recreational Trails Program (RTP) funds can be applied using a "user pay/benefit" model that uses a small portion of fuel sales tax from non-highway trail users (OHVs) to build trails (motorized trails, and non-motorized multi-use trails).



The Federal Transit Administration (FTA)

FTA funding may also be utilized for bike and pedestrian improvements adjacent to transit projects through the Capital Investment Grant Program (Section 5309), the associated transit improvements component of the Urbanized Area Formula Program (Section 5307), and the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310). Transit funds may be used to improve bicycle lanes and sidewalks if they provide direct access to transit and Section 5310 funds can be used to construct accessible connections to a bus stop, as well as signage and wayfinding.

The National Park Service (NPS)

NPS offers community assistance through the Rivers, Trails, and Conservation Assistance Program (RTCA). RTCA funds can be used to create recreation opportunities, preserve and improve access to rivers, and design parks and trails. This program has a rotating deadline of June 30th.

Land & Water Conservation Fund (LWCF)

This funding source can be used to construct trail projects as well as recreation (including playgrounds) and conservation projects. It can be utilized for land acquisition, the protection of fish and wildlife habitat and preserving public access for recreation uses.

D. Other

American Association of Retired Persons (AARP)

AARP provides funding to communities through their competitive Annual Community Challenge. The goal of the challenge is to make immediate improvements for long-term progress helping residents of all ages improve their quality of life. The “quick-action” solutions can include transportation and public spaces improvements.

Active Living Research (ALR)

Grants can be procured through ALR for various types of projects benefiting human activity, environmental improvements, researching health needs, and more.

The Trust for Public Land

Previously known as The Conservation Campaign, The Trust for Public Land’s Action Fund can be used to assist in land conservation efforts and the creation of public parks. They offer legal assistance with ballot measures and provide legislative advocacy.



People for Bikes

The People for Bikes Community Grant Program awards funding to projects that advance bicycling such as trails and paths (including rail trails and mountain bike trails), and bike and BMX parks. They have an alternating grant schedule, with odd years supporting bike park and pump track projects only.

Rails To Trails Conservancy (RTC)

The Rails to Trails Conservancy offers an annual competitive grant program titled the Doppelt Family Trail Development Fund. Funds can be used to build to improve multi-use trails.

The Town of Florence

The Town of Florence can include a variety of items in their Paths & Trails funding toolbox. The Town can utilize Development Impact Fees, sell path and trail naming rights, utilize severance fees from the various operations surrounding the Gila River, sell Bonds, and seek funds from the General Fund when available. School Zone speeding fines can also be allocated to the construction and maintenance of paths and trails. There are opportunities for fundraising and campaign drives, trail sponsorship funds, corporate donations, and the use of volunteers to save money.



VIII. Appendices

- A. Additional Resources
- B. Survey Summary (Retrieved from Survey Monkey: June 6, 2019)



Appendix A: Additional Resources

Additional Resources:

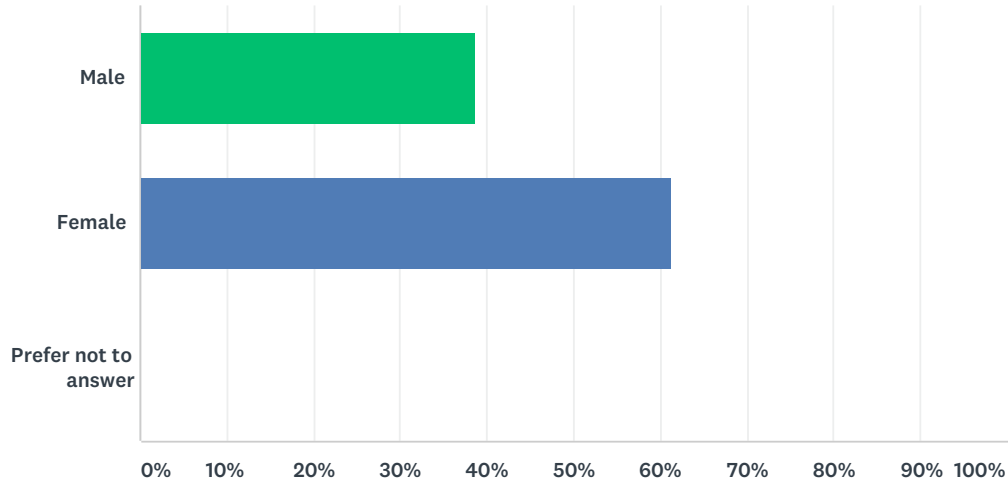
- Bicyclists Safety Action Plan, 2018, ADOT
- Pedestrian Safety Action Plan, 2017, ADOT
- Bicycle and Pedestrian Plan Update, 2013, ADOT
- An Economic Impact Study if Bicycling in Arizona- Out of State Bicycle Tourists & Exports, 2013, ADOT
- Recreational Trails Program Annual Report, 2019, FHWA
- Women on a Roll, 2013, The League of American Bicyclists
- Shared Micromobility in the US, 2018, NACTO
- Don't Give Up at the Intersection, 2019, NACTO
- Bicycle and Pedestrian Pathway/ Railroad Crossing Recommendations, 2014, MAG
- Regional Active Transportation Plan Toolbox, awaiting release 2019, MAG
- National Park Service Active Transportation Guidebook, 2018, NPS
- Building Blocks, 2019, SRTS National Partnership
- Investing in Health, 2019, SRTS National Partnership
- The Economic Benefits of Open Space and Trails in Pinal County, Arizona, 2012, The Trust for Public Land
- Guide for Development of Bicycle Facilities, 2012, AASHTO
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2011, AASHTO
- Designing for All Ages & Abilities, 2017, NACTO
- Nature Based Placemaking, 2017, Pennsylvania Department of Conservation and Natural Resources and the Pennsylvania Downtown Center.
- Bicycling and Rumble Strips, AARP
- Dangerous By Design, 2019, Smart Growth American and National Complete Streets Coalition
- Accessible Shared Streets, 2017, FHWA
- THE PARK(ing) DAY MANUAL, 2011, Rebar Group Inc.
- THE PARK(ing) DAY MANIFESTO, 2011, Rebar Group Inc.
- Tactical Urbanism Vol 1., The Street Plans Collaborative, & NextGen
- Tactical Urbanism Vol 2., The Street Plans Collaborative, & NextGen
- Tactical Urbanists Guide to Materials and Design Version 1.0, 2016, The Street Plans Collaborative
- Small Town and Rural Multimodal Networks, 2016, FHWA
- Roadmap to Livability Collection (6 books), 2018, AARP
- Walk Audit Tool Kit, 2016, AARP

Appendix B:

Survey Summary

Q1 What is your gender?

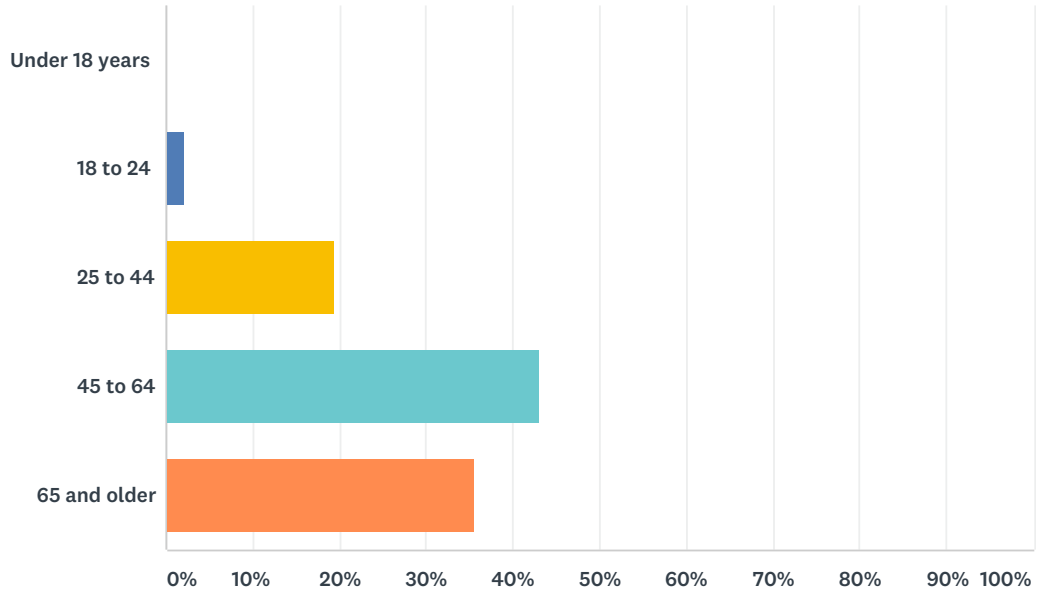
Answered: 93 Skipped: 0



ANSWER CHOICES	RESPONSES	
Male	38.71%	36
Female	61.29%	57
Prefer not to answer	0.00%	0
TOTAL		93

Q2 Which best describes your age group?

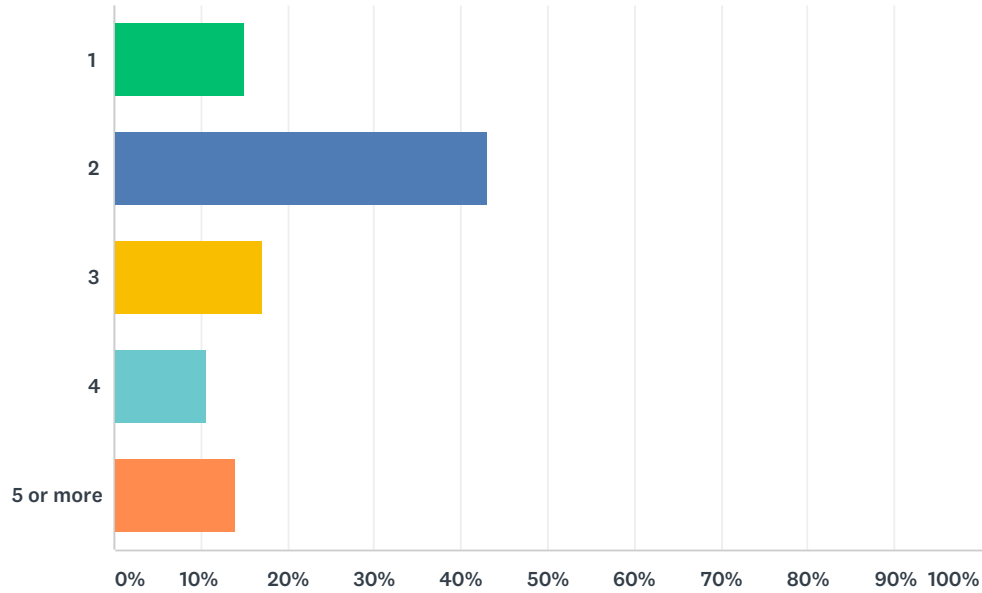
Answered: 93 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18 years	0.00%	0
18 to 24	2.15%	2
25 to 44	19.35%	18
45 to 64	43.01%	40
65 and older	35.48%	33
TOTAL		93

Q3 How many people reside in your household (including yourself)?

Answered: 93 Skipped: 0



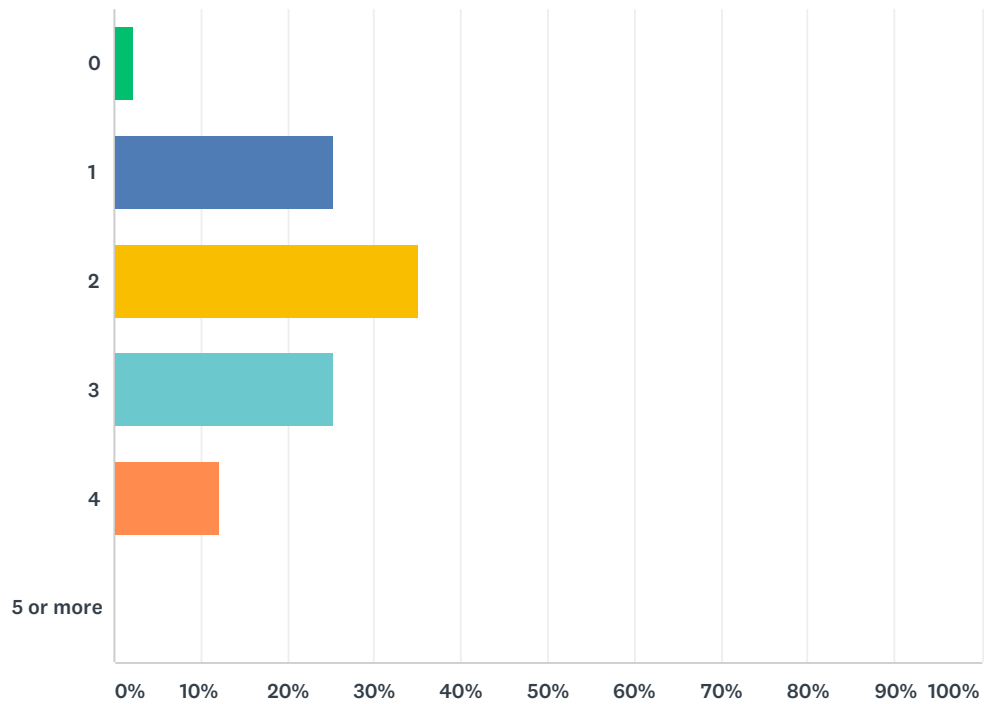
ANSWER CHOICES	RESPONSES	
1	15.05%	14
2	43.01%	40
3	17.20%	16
4	10.75%	10
5 or more	13.98%	13
TOTAL		93

Q4 What is the nearest street intersection to your residence?

Answered: 89 Skipped: 4

Q5 How many vehicles do you have as a household? (owned or leased) (cars, trucks, motorcycles, etc.)

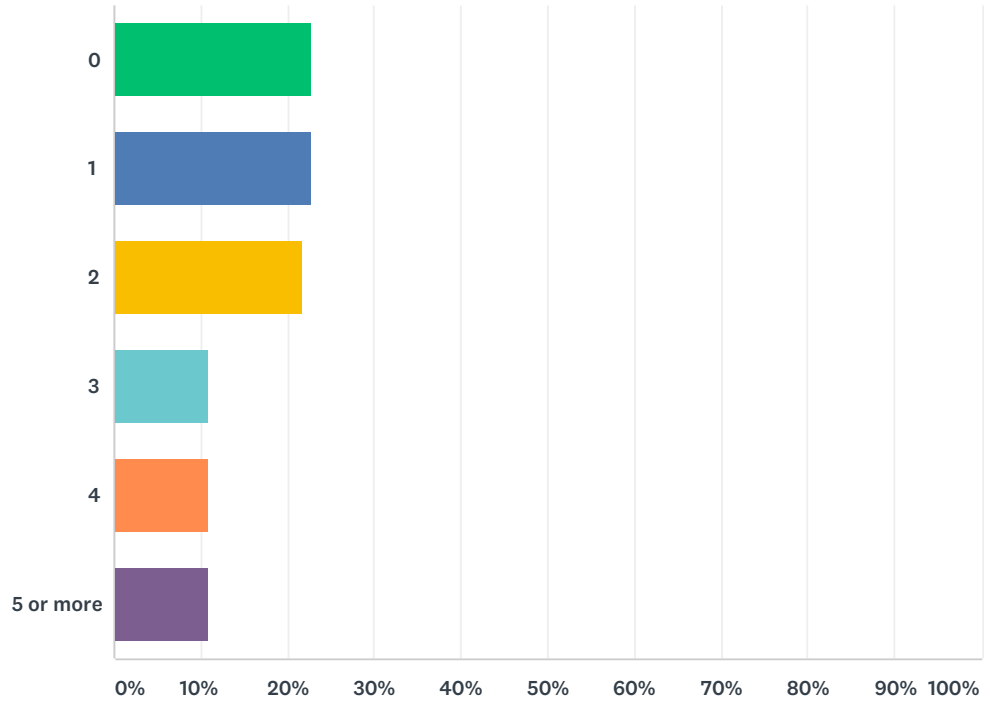
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
0	2.20%	2
1	25.27%	23
2	35.16%	32
3	25.27%	23
4	12.09%	11
5 or more	0.00%	0
TOTAL		91

Q6 How many bicycles do you have as a household?

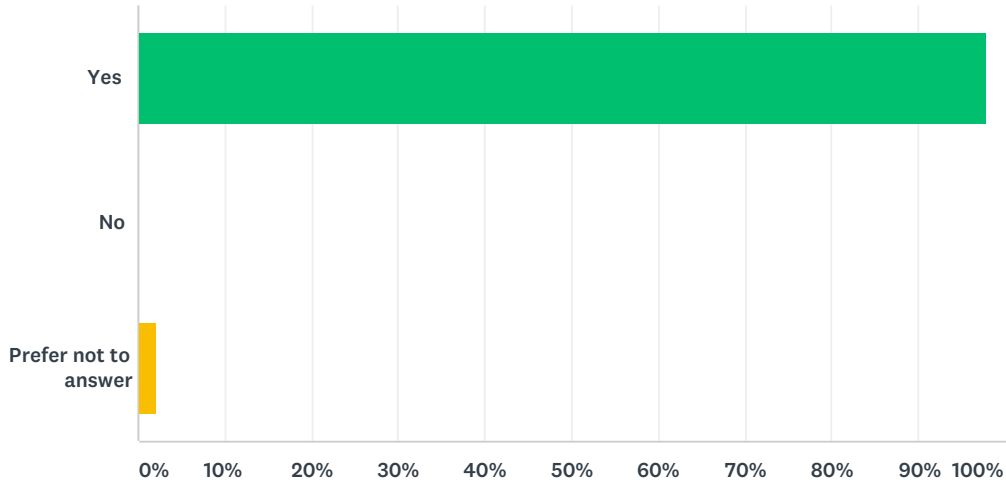
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
0	22.83%	21
1	22.83%	21
2	21.74%	20
3	10.87%	10
4	10.87%	10
5 or more	10.87%	10
TOTAL		92

Q7 Do you possess a currently valid driver's license?

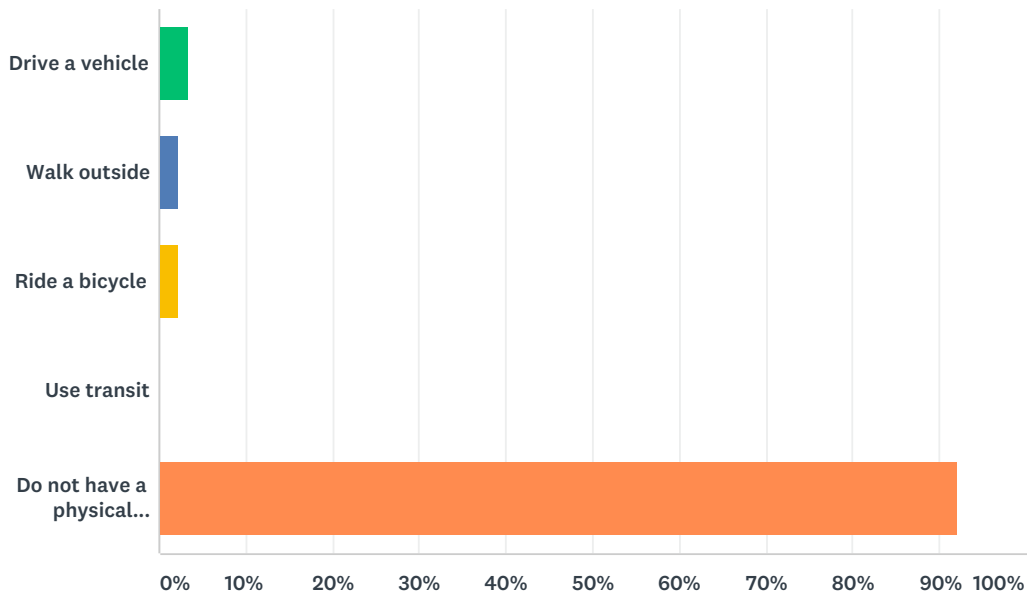
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	97.83%	90
No	0.00%	0
Prefer not to answer	2.17%	2
TOTAL		92

Q8 Do you have a physical condition that limits or prevents your ability to do any of the following?

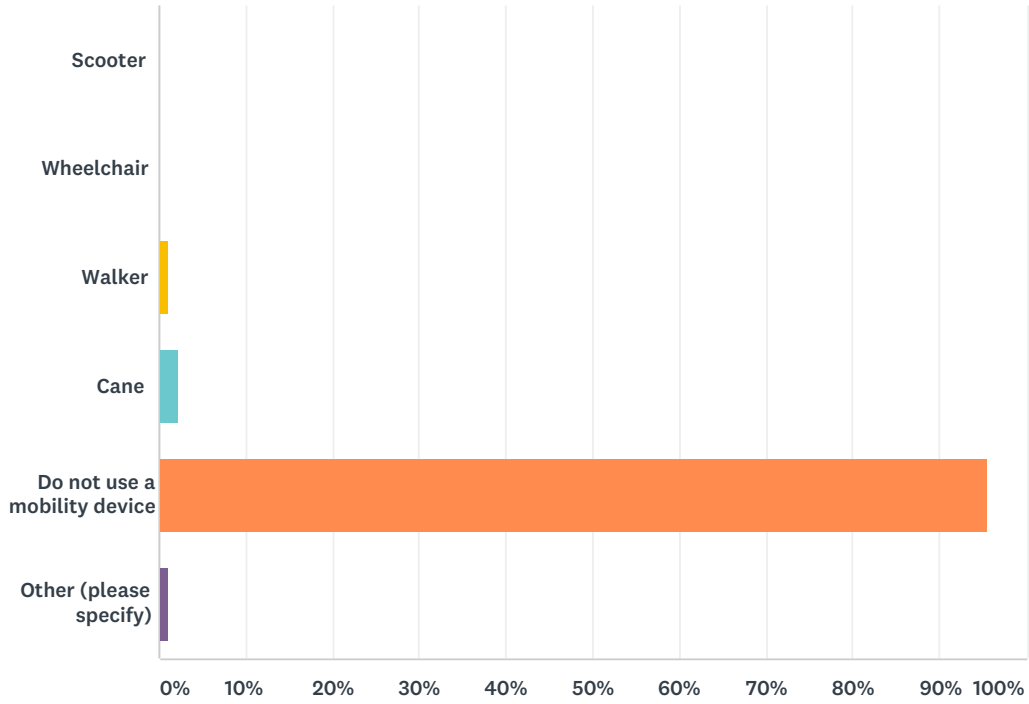
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Drive a vehicle	3.37%	3
Walk outside	2.25%	2
Ride a bicycle	2.25%	2
Use transit	0.00%	0
Do not have a physical condition that limits mobility	92.13%	82
TOTAL		89

Q9 Do you use a mobility device?

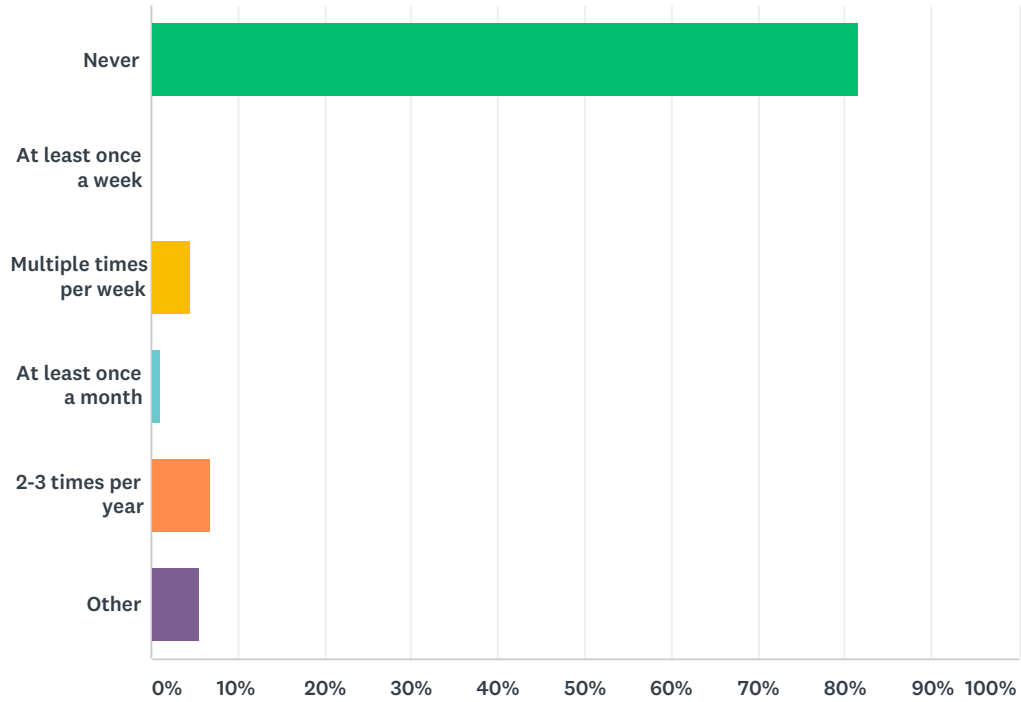
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Scooter	0.00%	0
Wheelchair	0.00%	0
Walker	1.12%	1
Cane	2.25%	2
Do not use a mobility device	95.51%	85
Other (please specify)	1.12%	1
TOTAL		89

Q10 How frequently do you use transit?

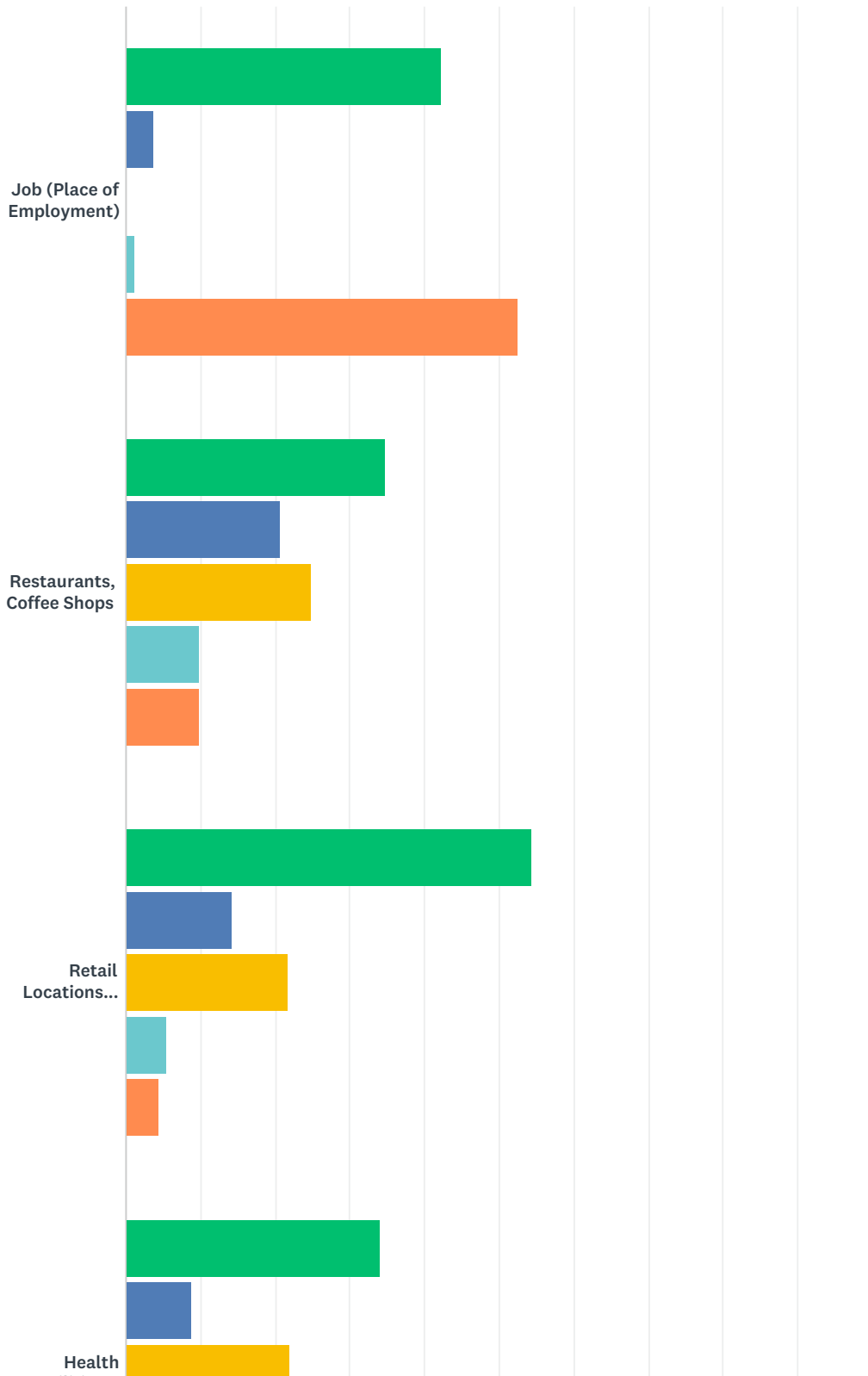
Answered: 87 Skipped: 6



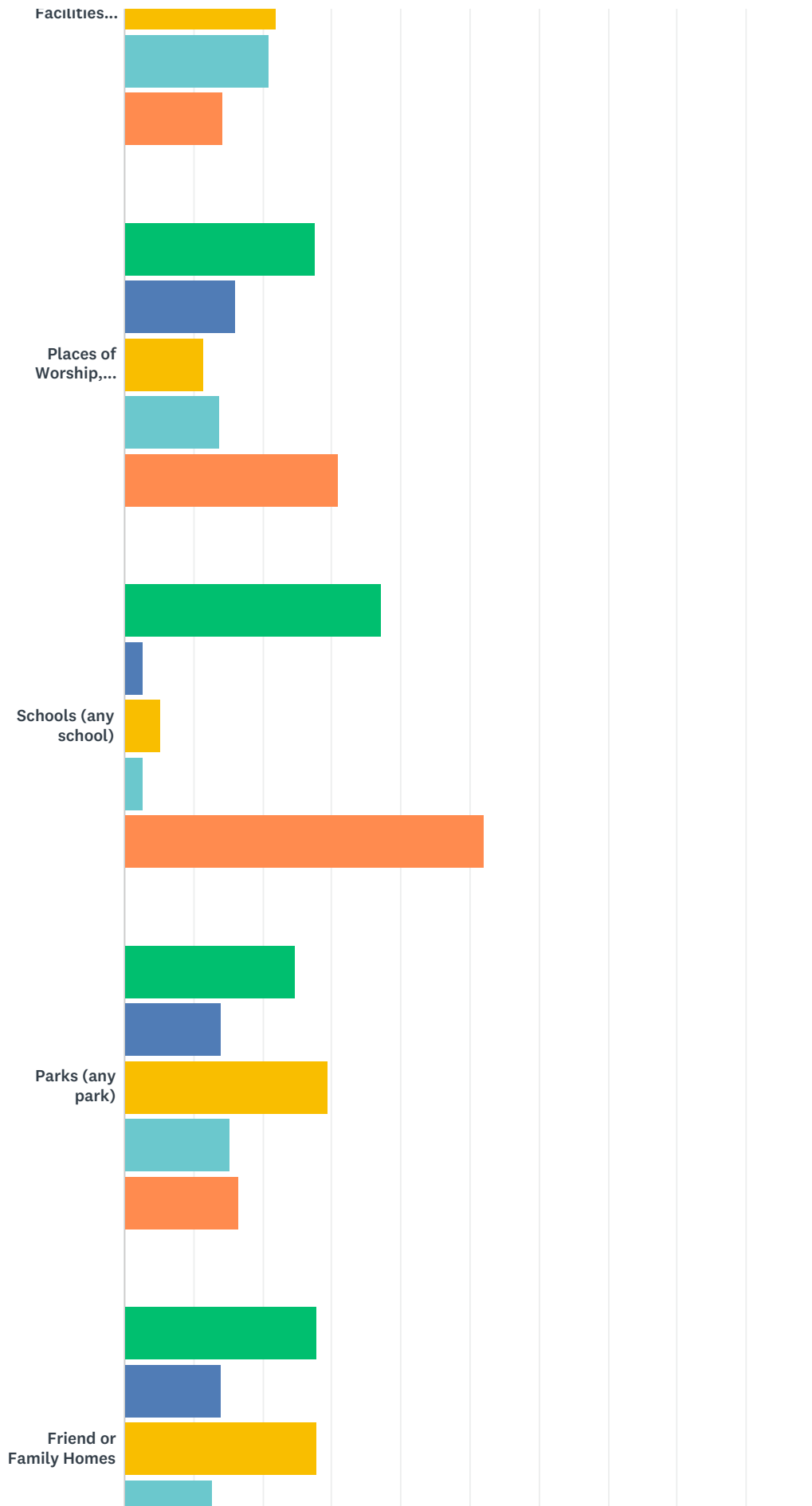
ANSWER CHOICES	RESPONSES	
Never	81.61%	71
At least once a week	0.00%	0
Multiple times per week	4.60%	4
At least once a month	1.15%	1
2-3 times per year	6.90%	6
Other	5.75%	5
TOTAL		87

Q11 How frequently do you travel by vehicle to the following destinations? Use each number (1,2,3,4 or 5) only once. 1 = I go there most often; 5 = I go there least often

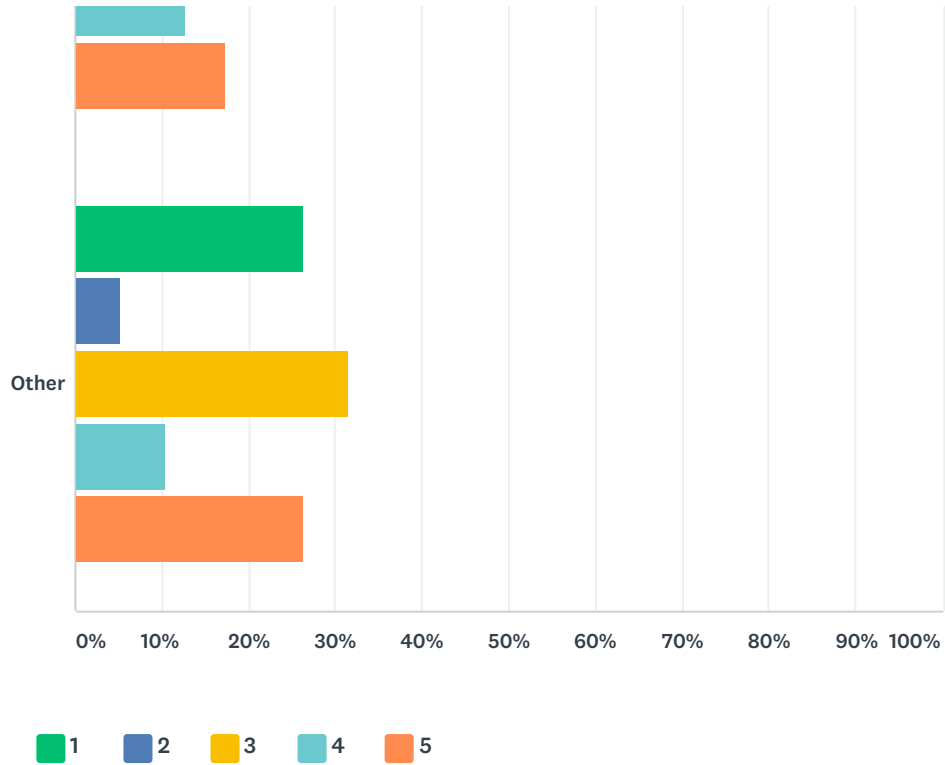
Answered: 92 Skipped: 1



Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



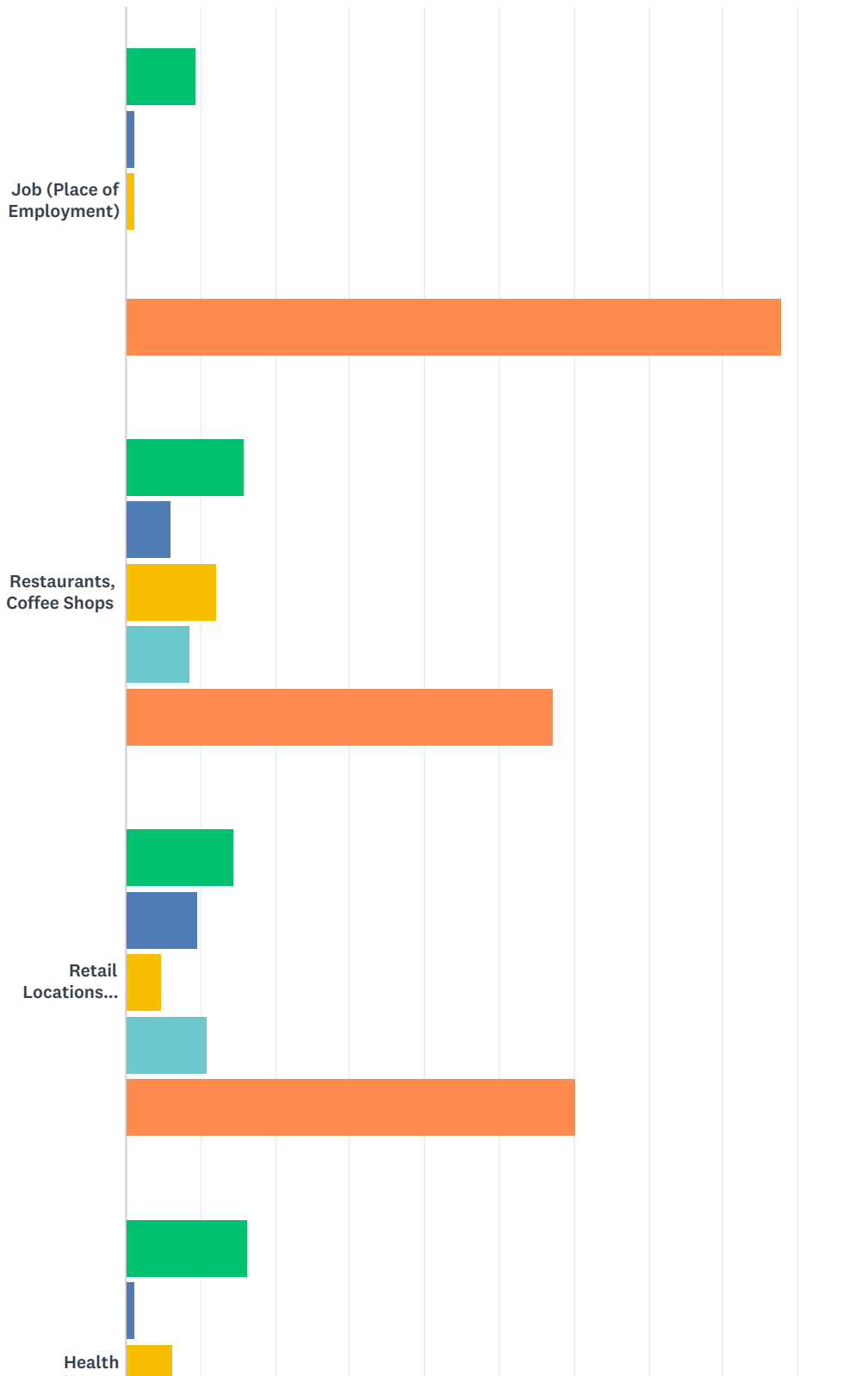
Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



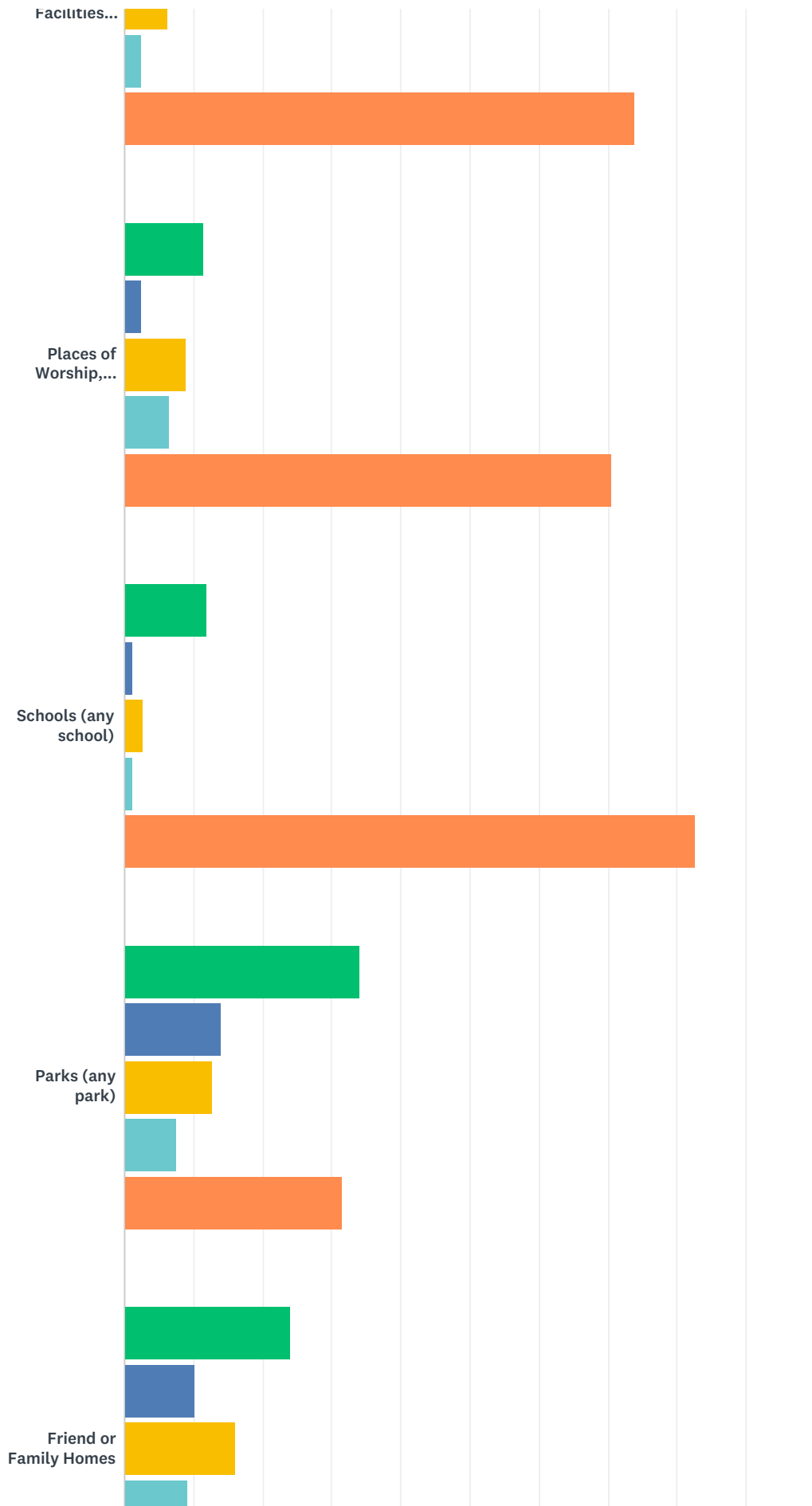
	1	2	3	4	5	TOTAL
Job (Place of Employment)	42.31% 33	3.85% 3	0.00% 0	1.28% 1	52.56% 41	78
Restaurants, Coffee Shops	34.78% 32	20.65% 19	25.00% 23	9.78% 9	9.78% 9	92
Retail Locations (Grocery Stores, Shops, Personal Services)	54.35% 50	14.13% 13	21.74% 20	5.43% 5	4.35% 4	92
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	34.07% 31	8.79% 8	21.98% 20	20.88% 19	14.29% 13	91
Places of Worship, Community Center, Library, Public Services	27.59% 24	16.09% 14	11.49% 10	13.79% 12	31.03% 27	87
Schools (any school)	37.33% 28	2.67% 2	5.33% 4	2.67% 2	52.00% 39	75
Parks (any park)	24.71% 21	14.12% 12	29.41% 25	15.29% 13	16.47% 14	85
Friend or Family Homes	27.91% 24	13.95% 12	27.91% 24	12.79% 11	17.44% 15	86
Other	26.32% 5	5.26% 1	31.58% 6	10.53% 2	26.32% 5	19

Q12 How frequently do you walk to the following destinations? Use each number (1,2,3, 4 or 5) only once. 1 = I walk there most often; 5 = I walk there least often

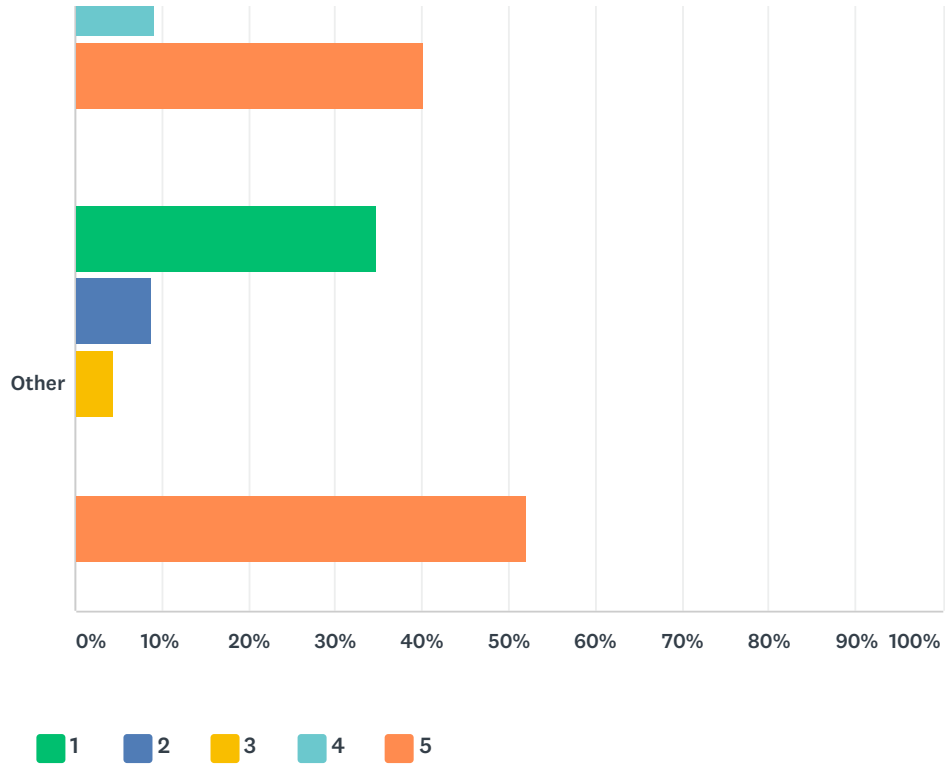
Answered: 90 Skipped: 3



Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



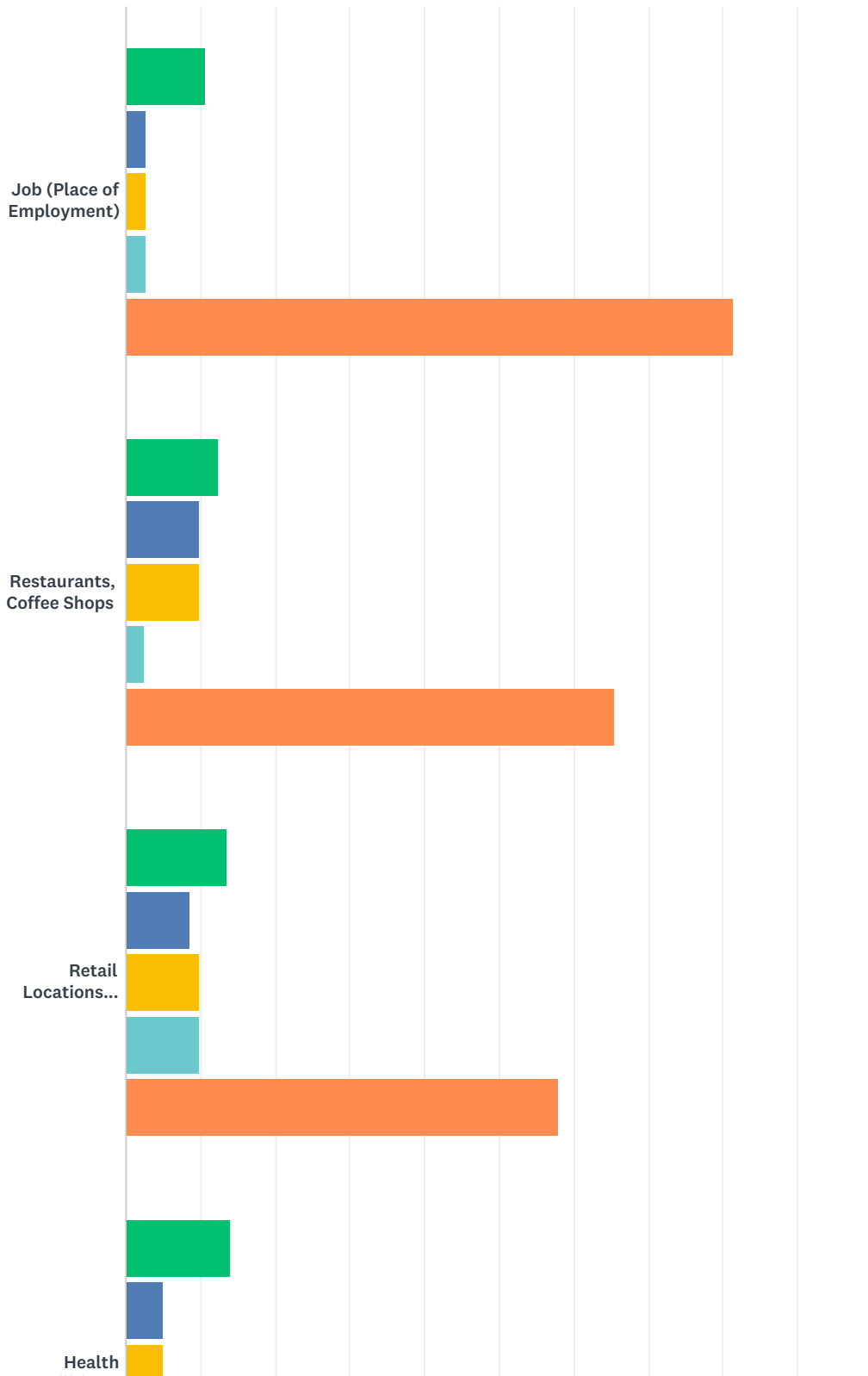
Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



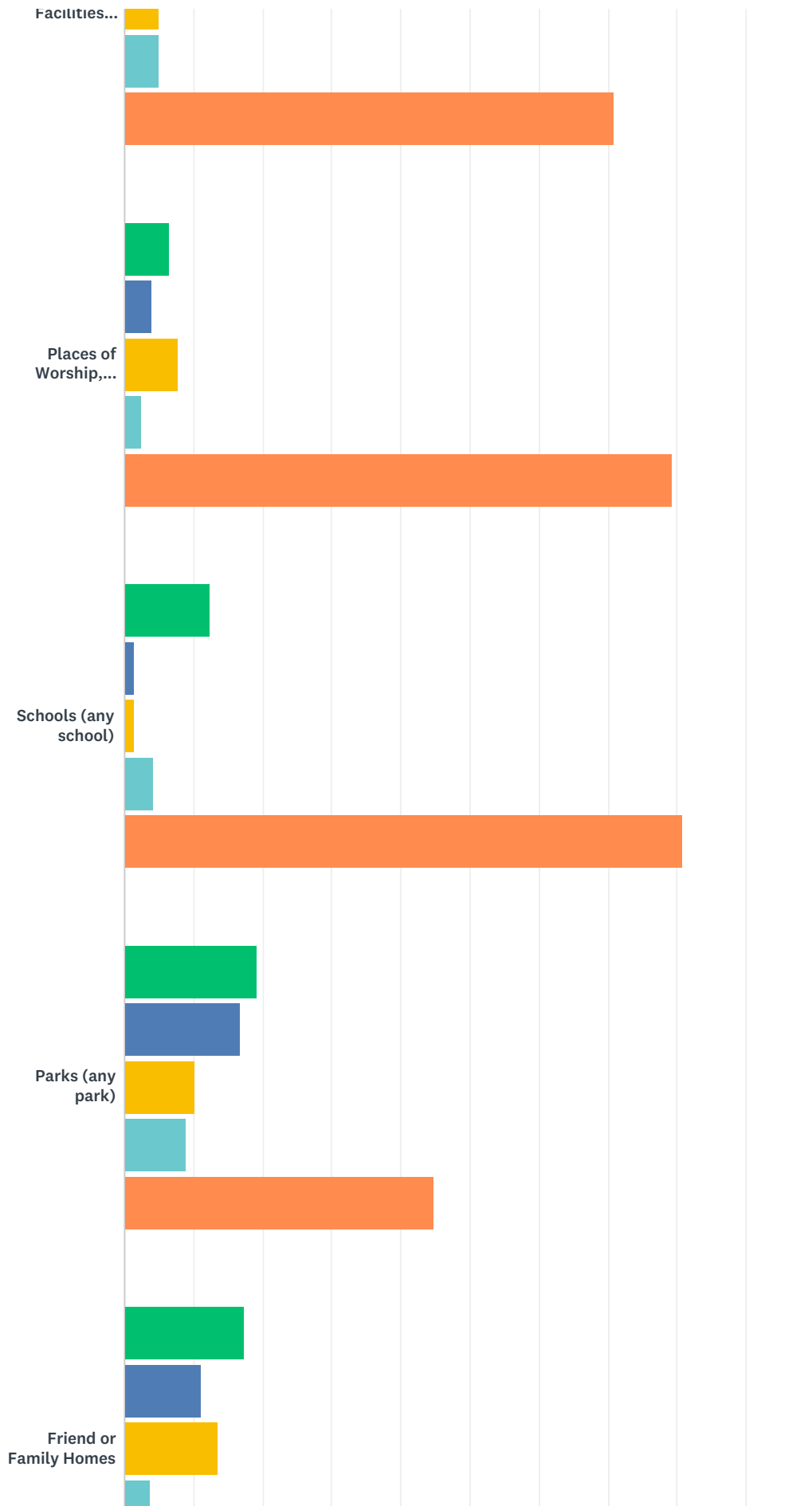
	1	2	3	4	5	TOTAL
Job (Place of Employment)	9.46% 7	1.35% 1	1.35% 1	0.00% 0	87.84% 65	74
Restaurants, Coffee Shops	15.85% 13	6.10% 5	12.20% 10	8.54% 7	57.32% 47	82
Retail Locations (Grocery Stores, Shops, Personal Services)	14.46% 12	9.64% 8	4.82% 4	10.84% 9	60.24% 50	83
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	16.25% 13	1.25% 1	6.25% 5	2.50% 2	73.75% 59	80
Places of Worship, Community Center, Library, Public Services	11.54% 9	2.56% 2	8.97% 7	6.41% 5	70.51% 55	78
Schools (any school)	12.00% 9	1.33% 1	2.67% 2	1.33% 1	82.67% 62	75
Parks (any park)	34.18% 27	13.92% 11	12.66% 10	7.59% 6	31.65% 25	79
Friend or Family Homes	24.14% 21	10.34% 9	16.09% 14	9.20% 8	40.23% 35	87
Other	34.78% 8	8.70% 2	4.35% 1	0.00% 0	52.17% 12	23

Q13 How frequently do you ride a bike to the following destinations? Use each number (1,2,3, 4 or 5) only once. 1 = I ride a bike there most often; 5 = I ride a bike there least often

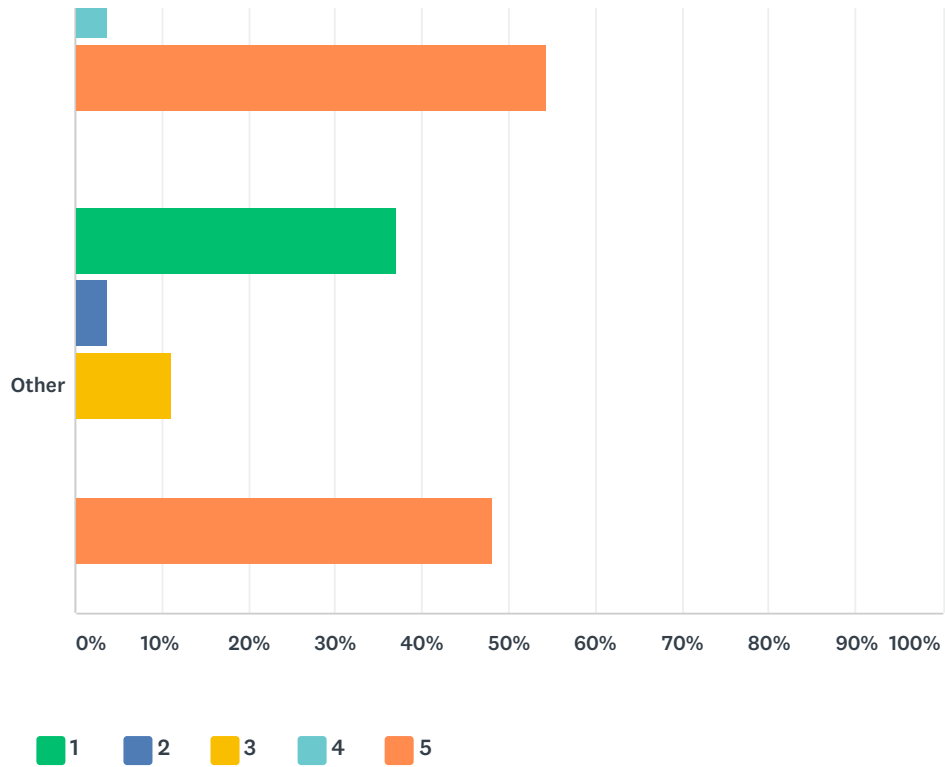
Answered: 88 Skipped: 5



Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



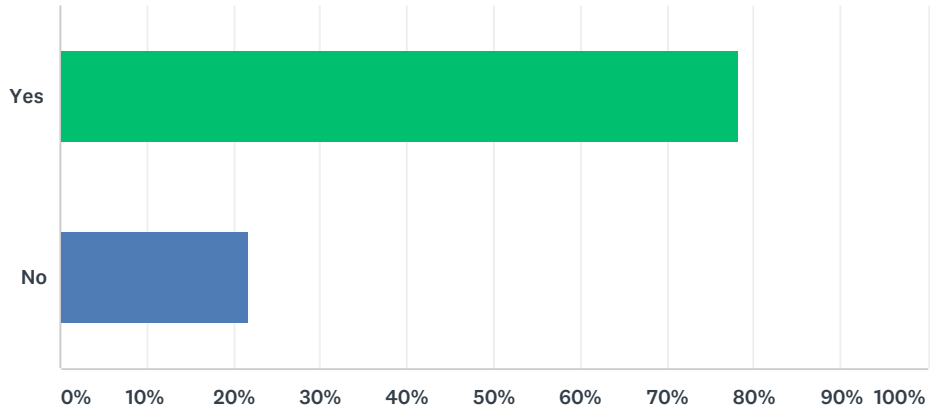
Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan



	1	2	3	4	5	TOTAL
Job (Place of Employment)	10.67% 8	2.67% 2	2.67% 2	2.67% 2	81.33% 61	75
Restaurants, Coffee Shops	12.35% 10	9.88% 8	9.88% 8	2.47% 2	65.43% 53	81
Retail Locations (Grocery Stores, Shops, Personal Services)	13.58% 11	8.64% 7	9.88% 8	9.88% 8	58.02% 47	81
Health Facilities (Doctor's Office, Pharmacy, Urgent Care, Fitness Facility)	13.92% 11	5.06% 4	5.06% 4	5.06% 4	70.89% 56	79
Places of Worship, Community Center, Library, Public Services	6.49% 5	3.90% 3	7.79% 6	2.60% 2	79.22% 61	77
Schools (any school)	12.33% 9	1.37% 1	1.37% 1	4.11% 3	80.82% 59	73
Parks (any park)	19.23% 15	16.67% 13	10.26% 8	8.97% 7	44.87% 35	78
Friend or Family Homes	17.28% 14	11.11% 9	13.58% 11	3.70% 3	54.32% 44	81
Other	37.04% 10	3.70% 1	11.11% 3	0.00% 0	48.15% 13	27

Q14 Would you prefer to walk or bike to any of those destinations?

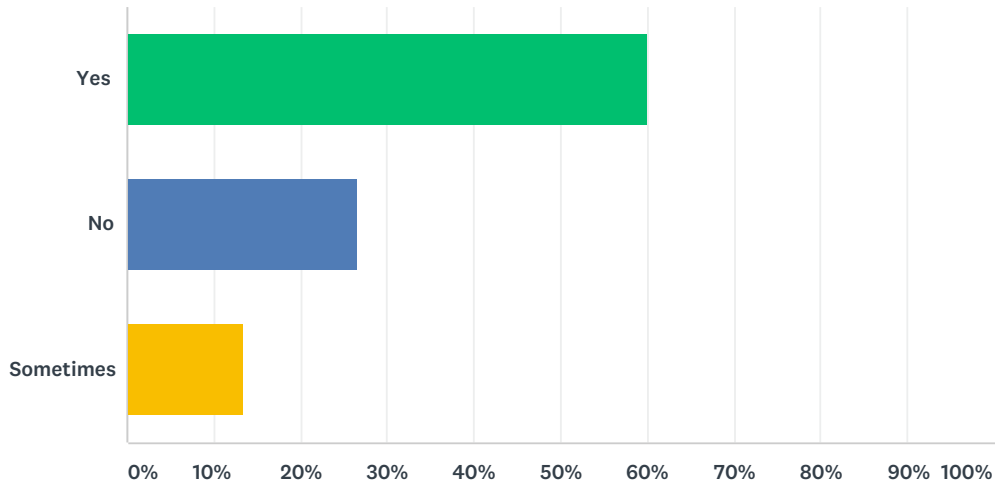
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	78.26%	72
No	21.74%	20
TOTAL		92

Q15 Do you tend to avoid certain streets or sidewalks when walking or biking?

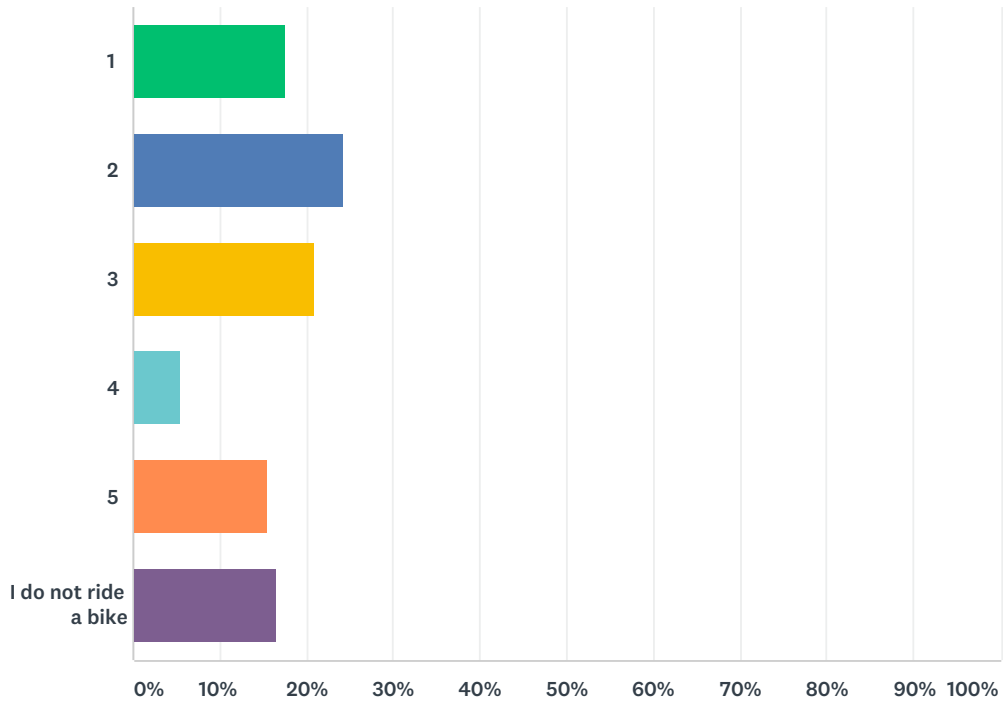
Answered: 90 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	60.00%	54
No	26.67%	24
Sometimes	13.33%	12
TOTAL		90

**Q16 How safe do you feel riding a bicycle in Florence or where you live?
Select a number 1-5: 1 being the safest; 5 being the least safe**

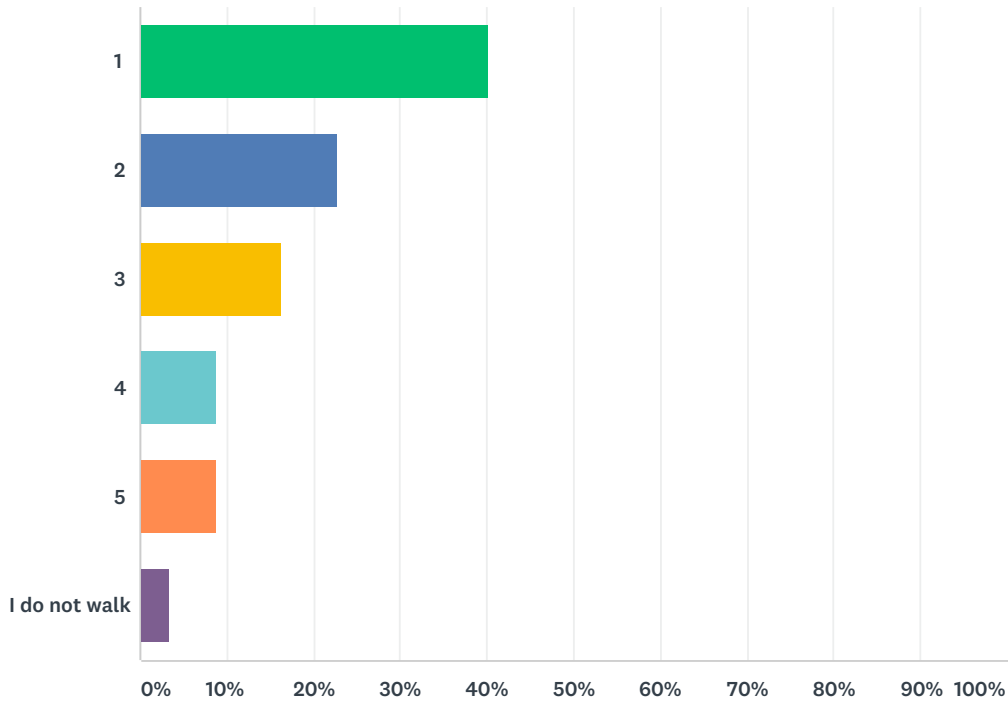
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	17.58%	16
2	24.18%	22
3	20.88%	19
4	5.49%	5
5	15.38%	14
I do not ride a bike	16.48%	15
TOTAL		91

Q17 How safe do you feel walking in Florence or where you live? Select a number 1-5: 1 being the safest; 5 being the least safe

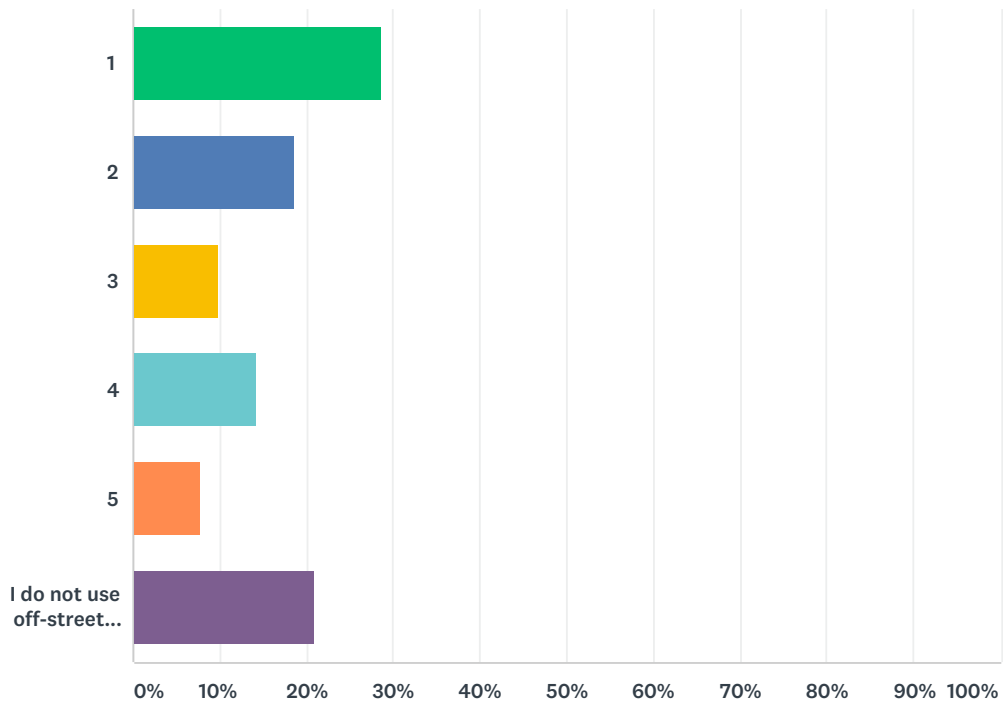
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
1	40.22%	37
2	22.83%	21
3	16.30%	15
4	8.70%	8
5	8.70%	8
I do not walk	3.26%	3
TOTAL		92

Q18 How safe do you feel using an off-street trail in Florence or where you live? Select a number 1-5: 1 being the safest; 5 being the least safe

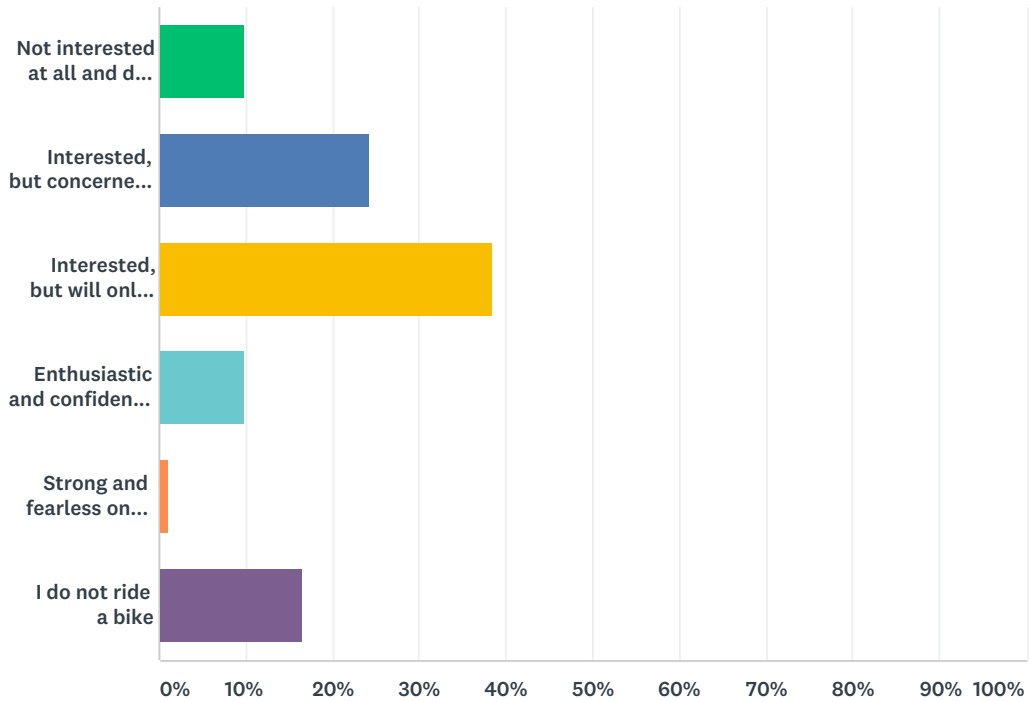
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	28.57%	26
2	18.68%	17
3	9.89%	9
4	14.29%	13
5	7.69%	7
I do not use off-street trails	20.88%	19
TOTAL		91

Q19 Which of the following best describes how you feel about bicycling on existing streets in Florence?

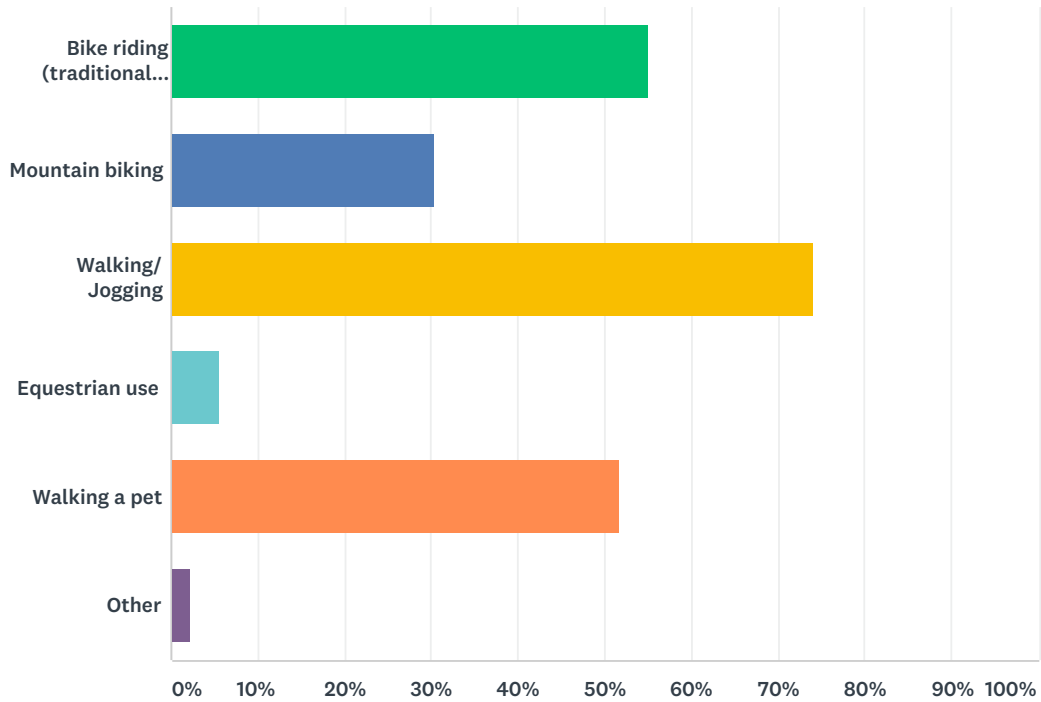
Answered: 91 Skipped: 2



ANSWER CHOICES	RESPONSES	
Not interested at all and do not ride on the streets	9.89%	9
Interested, but concerned about safety, nearly never ride on streets	24.18%	22
Interested, but will only ride on streets with bike lanes and slower speeds	38.46%	35
Enthusiastic and confident while riding on the streets	9.89%	9
Strong and fearless on streets	1.10%	1
I do not ride a bike	16.48%	15
TOTAL		91

Q20 For what purpose do you or would you use off-street trails in Florence? (Check all that apply)

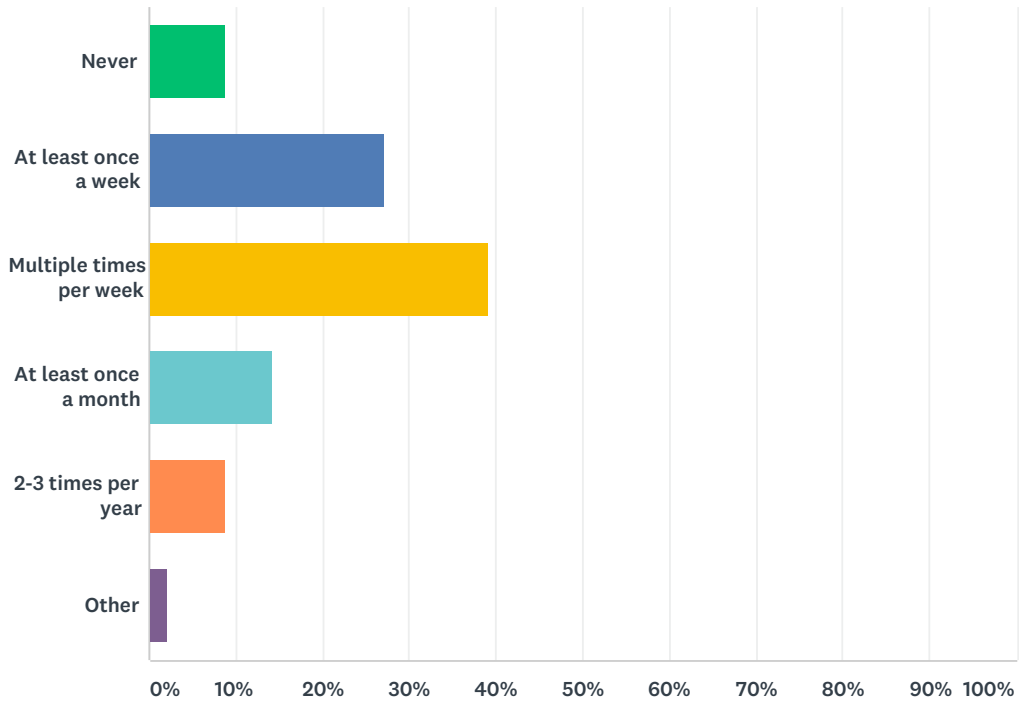
Answered: 89 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bike riding (traditional bike, road bike)	55.06%	49
Mountain biking	30.34%	27
Walking/ Jogging	74.16%	66
Equestrian use	5.62%	5
Walking a pet	51.69%	46
Other	2.25%	2
Total Respondents: 89		

Q21 If available, how frequently would you use off-street trails in Florence?

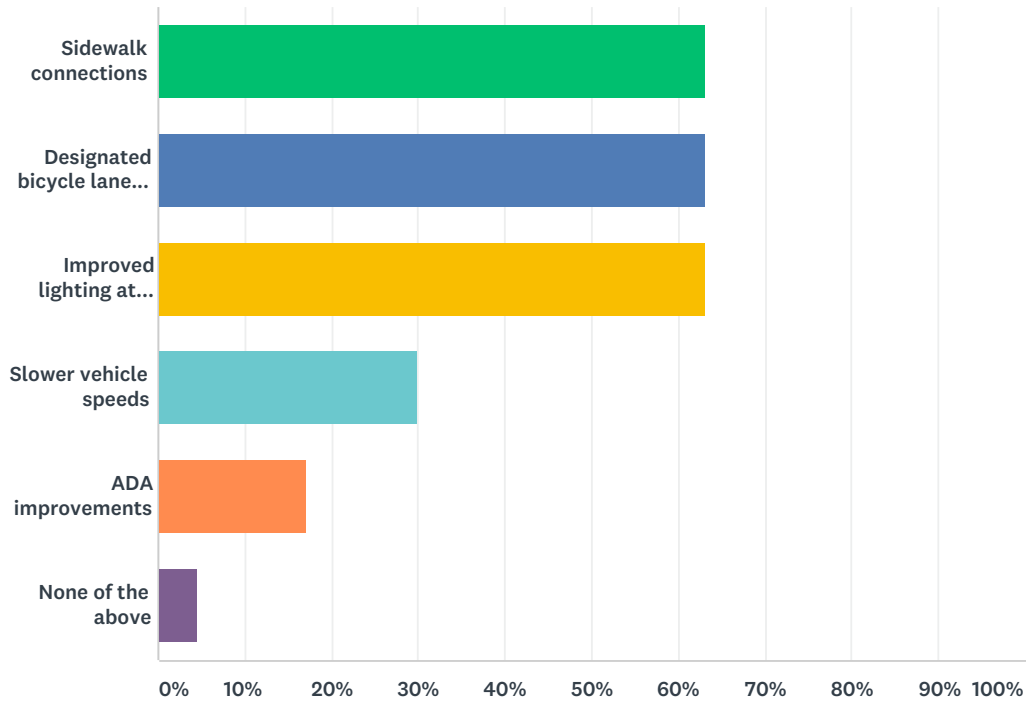
Answered: 92 Skipped: 1



ANSWER CHOICES	RESPONSES	
Never	8.70%	8
At least once a week	27.17%	25
Multiple times per week	39.13%	36
At least once a month	14.13%	13
2-3 times per year	8.70%	8
Other	2.17%	2
TOTAL		92

Q22 What would make it easier, safer, or more convenient for you to walk, bike, or take transit? (Check all that apply)

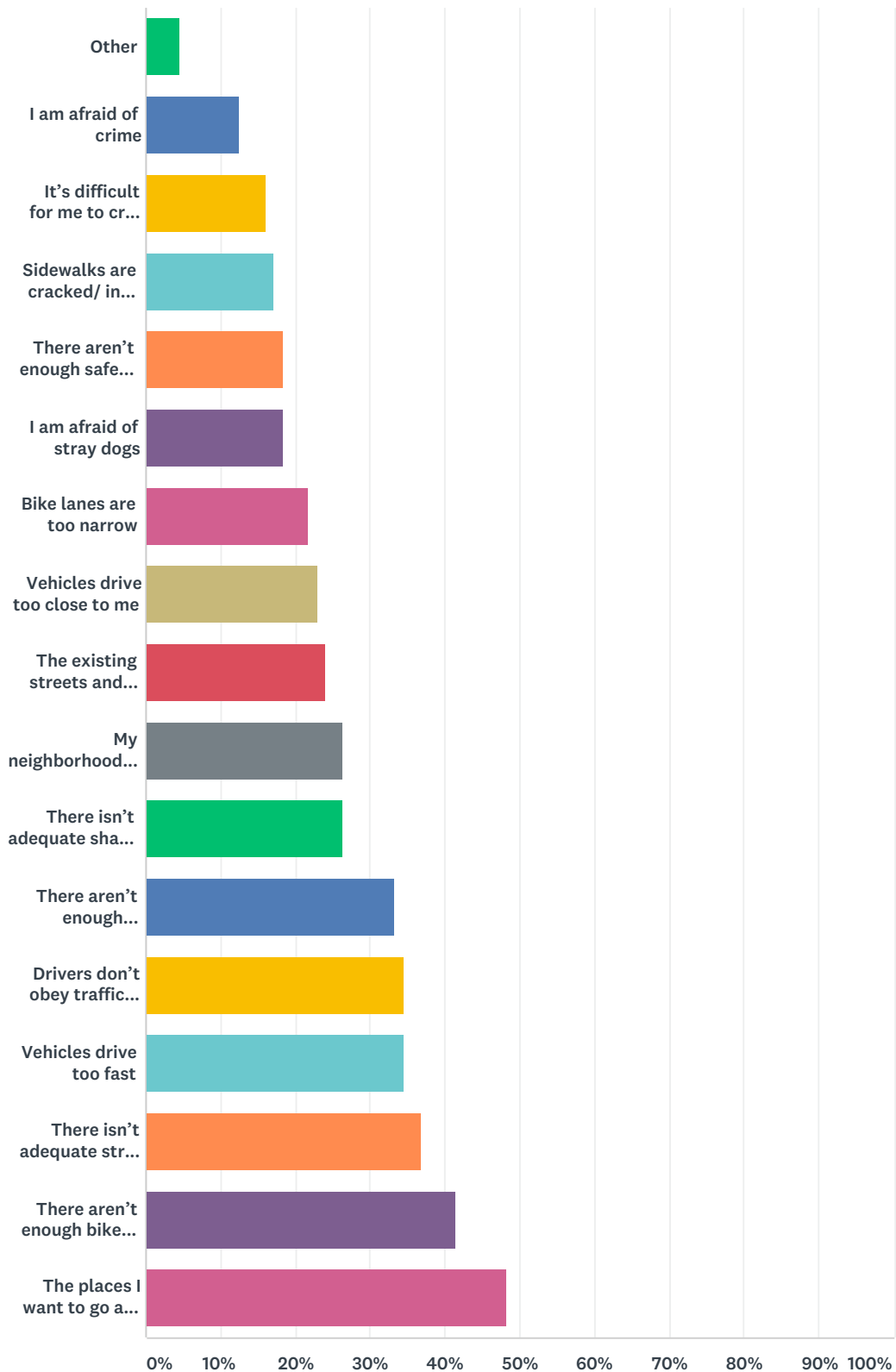
Answered: 87 Skipped: 6



ANSWER CHOICES	RESPONSES	
Sidewalk connections	63.22%	55
Designated bicycle lane or facility	63.22%	55
Improved lighting at nighttime	63.22%	55
Slower vehicle speeds	29.89%	26
ADA improvements	17.24%	15
None of the above	4.60%	4
Total Respondents: 87		

Q23 Select the challenges that you face, if any, when attempting to walk or bike to your desired destinations: (Check all that apply)

Answered: 87 Skipped: 6



Town of Florence: Bicycle, Pedestrian, and Trails Active Transportation Plan

ANSWER CHOICES	RESPONSES	
Other	4.60%	4
I am afraid of crime	12.64%	11
It's difficult for me to cross busy intersections	16.09%	14
Sidewalks are cracked/ in disrepair	17.24%	15
There aren't enough safe places to cross the street between intersections	18.39%	16
I am afraid of stray dogs	18.39%	16
Bike lanes are too narrow	21.84%	19
Vehicles drive too close to me	22.99%	20
The existing streets and sidewalks don't go where I want to go	24.14%	21
My neighborhood streets and bike lanes/routes don't go where I want to go	26.44%	23
There isn't adequate shade (not enough trees)	26.44%	23
There aren't enough sidewalks	33.33%	29
Drivers don't obey traffic laws	34.48%	30
Vehicles drive too fast	34.48%	30
There isn't adequate street lighting (it's too dark)	36.78%	32
There aren't enough bike lanes	41.38%	36
The places I want to go are too far away to walk/bike	48.28%	42
Total Respondents: 87		

Q24 What do you view as the greatest challenge(s) to walking and bicycling (mobility) in Florence?

Answered: 79 Skipped: 14

Bryan Hughes

From: Bryan Hughes
Sent: Thursday, June 6, 2019 4:24 PM
To: Brent Billingsley
Cc: Christopher Salas; Lisa Garcia
Subject: ATP Follow-Up

Brent –

I wanted to provide follow up to the comments/questions that were raised at the May 20th Town Council meeting during the Active Transportation Plan presentation. The comments/questions and responses have been shared with the consultant, who will be making edits to Working Paper #2 and incorporating those edits into the final ATP. We plan to present to the final ATP to the Town Council on June 17th for discussion. Final adoption will be presented for Town Council consideration on July 1st.

Let me know if you have any questions.

Bryan

1. A graphic was requested from the Active Transportation Plan. (Bryan)

MBI will be providing a graphic showing both Proposed Bicycle Facilities – On-Street and Proposed Off-Street Paths and Trails.

2. A request was made to notify citizens of the survey in utility bills. (Bryan)

As the project is scheduled to conclude by the end of June 2019 to comply with the MAG grant, the public comment period is now closed.

3. We need to look into pathway use for wagons. (Bryan)


The Active Transportation Plan is specifically for walking and biking purposes, although the consultant was cognizant of possible equestrian uses on some of the Off-Street Paths and Trails. However, it is not prudent or practical to design paths for potential horse and carriage use, which should be directed to adjacent roadways.

4. We need to look into OHV vehicle impacts, due to construction of multiuse pathways. (Bryan)

The OHV paths mentioned along Hunt Highway will eventually be eliminated by the expansion of the roadway to four lanes of traffic including bike/ped facilities. The remaining right-of-way would no longer be able to accommodate OHV trails. OHV's wishing to travel along this route would be required to be licensed to travel on the roadway. Again, the Active Transportation Plan is specifically for walking and biking purposes and would not include OHV trails.

5. We need to look into smooth surfaces for roller blades. (Bryan)

Many sections of the Off-Street Paths and Trails will be paved (concrete or asphalt), however it may not be financially feasible to have a paved path connecting the entire distance from Historic Downtown to Anthem Merrill Ranch.

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 8c.
MEETING DATE: June 17, 2019 DEPARTMENT: Administration STAFF PRESENTER: Brent Billingsley, Town Manager SUBJECT: Pinal County Tech Corridor		<input type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input checked="" type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input checked="" type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input checked="" type="checkbox"/> Partnerships and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

No action required, presentation only.

BACKGROUND/DISCUSSION:

Tim Kanaval, Pinal County Economic Development Program Manager will present on the Pinal County Technology Corridor. As recently reported in the Arizona news media and on National Public Radio (NPR), the Pinal County Board of Supervisors have recently initialized an effort to create a technology corridor in Pinal County. This effort is intended to accentuate the presence of existing high-tech companies while at the same time recognizing the recent additions of companies like Nikola Motors and Lucid Motors.

Pinal County’s unique location in the Sun Corridor Megapolitan Area when coupled with research universities both to the north and south is a real strength.

It is Tim Kanaval’s (Pinal County Economic Development Program Manager) hope that the Pinal County High Technology Corridor would create a lot of high-tech employment through new research and development and manufacturing opportunities.

A VOTE OF NO WOULD MEAN:

Not applicable

A VOTE OF YES WOULD MEAN:

Not applicable

FINANCIAL IMPACT:

None

ATTACHMENTS:

None

Pinal County

Arizona Tech Corridor



Pinal County

Mission Statement

Pinal County Government protects and enhances its citizens' quality of life by driving economic development and providing efficient, effective, needed services through talented, motivated employees.

Vision Statement

Pinal County Government leads through innovation and collaboration, which results in vibrant, safe, sustainable communities.



Current Pinal County Economic Data

- ❑ **Current estimated population 457,000 (2050-estimate of 1.5 million)**
- ❑ **3rd most populated County in Arizona – 3.6% growth rate**
- ❑ **Current workforce 183,764 (April 2019)**
- ❑ **Current unemployment rate (April 2019) - 4.5%**
- ❑ **Unemployment rate in September 2009 – 13.2% (historical high)**
- ❑ **Current Poverty Rate at 12.6% - lowest in Arizona**

SOURCE: ADOA - WWW.AZSTATS.GOV

Proposed Arizona Tech Corridor

- ❑ **This initial proposal includes Pinal, Pima and Maricopa counties**
- ❑ **I-10 South and east anchored at the UofA Science & Tech Park**
- ❑ **I-10 North & west anchored at ASU in Tempe/Buckeye***
- ❑ **I-8 to Yuma/Maricopa County boundary line***
- ❑ **Follows the old federally designated Intermountain West/Sun Corridor thru Pinal County**
- ❑ **Pinal County rests in the middle of the Corridor**

* To be decided by Maricopa County

Arizona Tech Corridor – Pinal County Economic Assets

- ❑ **Union Pacific Railroad, Phoenix Spur, Copper Basin RR, SMARCO, Magma Line**
- ❑ **Interstate 10, Interstate 8 and proposed Interstate 11**
- ❑ **Proposed Pinal North/South Parkway**
- ❑ **El Paso high pressure natural gas line**
- ❑ **Kinder-Morgan high pressure natural gas line**
- ❑ **5 major electrical producers: APS, SRP, SCIP, TRICO, TEP**
- ❑ **4 electrical districts**
- ❑ **4 electrical generation peak plants: APS (2), SRP(2)**
- ❑ **Thousands of acres of affordable/developable land**

Arizona Tech Corridor – Pinal County Economic Assets

- ❑ **Pro-economic development leadership at all levels**
- ❑ **Aggressive and award-winning marketing program: regional, national and international**
- ❑ **Location, location. location**
- ❑ **Very high degree of success attracting high tech companies**
- ❑ **Award winning workforce development program**
- ❑ **Various and effective incentive programs**
- ❑ **Foreign Trade Zone**
- ❑ **Opportunity Zones**
- ❑ **New Market Tax Credit Zones**
- ❑ **Florence Smart Cities Initiative**

Arizona Tech Corridor - Pinal County Economic Assets

- ❑ **Lucid Motors**
- ❑ **Nikola Motors**
- ❑ **Attesa**
- ❑ **Green energy: solar projects, bio-gas, ethanol**
- ❑ **Spherium**
- ❑ **Hexcel**
- ❑ **Abbott Labs**
- ❑ **Frito Lay**
- ❑ **Bright Industries**
- ❑ **Bio-ag Monsanto/Cargill**
- ❑ **Subex**

Arizona Tech Corridor – 3 County Assets

- ❑ 2.5 million person workforce
- ❑ UofA, ASU, Grand Canyon College, county community colleges
- ❑ 60 million people within a 450 mile radius of the intersection of I-8 and I-10
- ❑ 3 major international airports
- ❑ Union Pacific and Burlington Northern Santa Fe Rail lines
- ❑ Direct access to California via plane, car, truck and rail
- ❑ Dozens of existing high tech companies already in place creating a “cluster of like industries:” automotive, bio-ag, renewable energy, aerospace, defense, autonomous vehicles, etc..

What's next?

- ❑ Land use study conducted by the UofA Science and Innovation College – for Pinal and Pima counties
- ❑ What companies are best suited for our current assets?
- ❑ What are our current infrastructure's capabilities?
- ❑ What assets do we need to enhance?
- ❑ Public and private buy-in of the proposal – especially local communities
- ❑ Develop a (co)marketing program
- ❑ Seek State & Federal assistance
- ❑ All 3 County Boards of Supervisors support

Pinal County Economic Development

Questions?

Tim Kanavel

timothy.Kanavel@pinalcountyaz.gov

Office: 520-866-6664


Cell: 520-709-4585



PINAL COUNTY

WIDE OPEN OPPORTUNITY



	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 8d.
MEETING DATE: June 17, 2019 DEPARTMENT: Information Technology STAFF PRESENTER: Trenton Shaffer SUBJECT: Internet of Things		<input type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input checked="" type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input checked="" type="checkbox"/> Economic Prosperity <input checked="" type="checkbox"/> Leadership and Governance <input checked="" type="checkbox"/> Partnerships and Relationships <input checked="" type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Presentation only

BACKGROUND/DISCUSSION:

The Internet of things, known as IoT, is the extension of Internet connectivity into physical devices and everyday objects. Embedded with electronics, Internet connectivity, and other forms of hardware (such as sensors), these devices can communicate and interact with others over the Internet, and they can be remotely monitored and controlled.

This presentation will provide insight on the Internet of Things, how it effects our daily lives, and how the Town of Florence is incorporating this exciting technology in to its core services to reduce costs, increase productivity, reduce response times, and improve the overall citizen experience.

A VOTE OF NO WOULD MEAN:

Not applicable

A VOTE OF YES WOULD MEAN:

Not applicable

FINANCIAL IMPACT:

None; presentation only.

ATTACHMENTS:

PowerPoint Presentation



TOWN OF FLORENCE

Internet of Things



WHAT IS THE INTERNET OF THINGS?

The Internet of Things links objects to the Internet, enabling data and insights never available before. (Cisco)

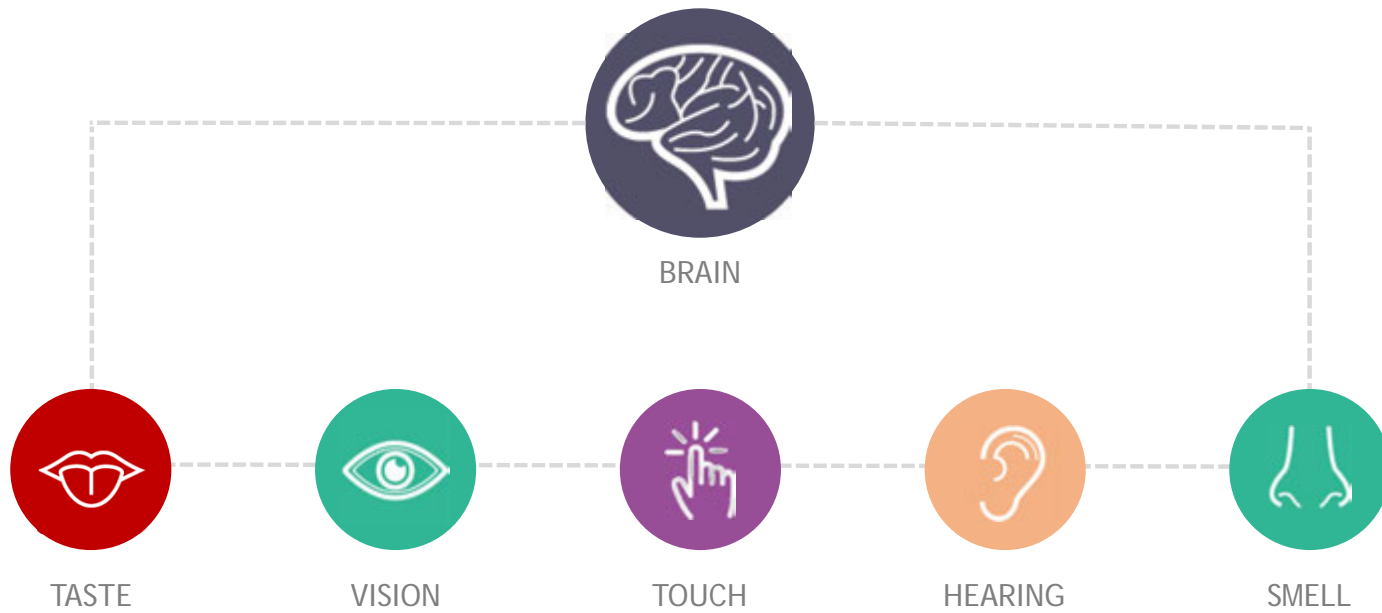
The network of physical objects that contain embedded technology to communicate and sense or interact with their internal states or the external environment. (Gartner)

A global infrastructure for the information society, enabling advanced services by interconnecting (physical and virtual) things based on existing and evolving interoperable information and communication technologies. (IoT-GSI)

IoT describes a world where just about anything can be connected and communicate in an intelligent fashion. In other words, with the Internet of Things, the physical world is becoming one big information system. (Techopedia)

It's a concept of everyday objects – from industrial machines to wearable devices - using built-in sensors to gather data and take action on that data across a network. (SAS Institute)

HUMAN "SENSORS"



THINGS WITH SENSORS



Sensors Everywhere

The average smartphone has at least 10 sensors.
Here are the most common.

Camera

What would you do without your selfies?

Pedometer

More and more phones are including a fitness element. Experts recommend 10,000 steps a day.

Light Sensor

Have you ever turned your phone on in the dark and had it been too bright? Your light sensor may have been malfunctioning.

Thermometer

If you've ever left your phone out in the sun you've most likely seen it turn off due to heat. The thermometer is useful to monitor internal operating temperature.

Fingerprint Sensor

The new fingerprint sensor adds an extra layer of security to your phone.

Microphone

The oldest sensor on any phone. Microphones make it possible for others to hear what you are saying.

Proximity Sensor

This is what keeps you from accidentally pressing buttons with your cheek during calls!

Magnetometer

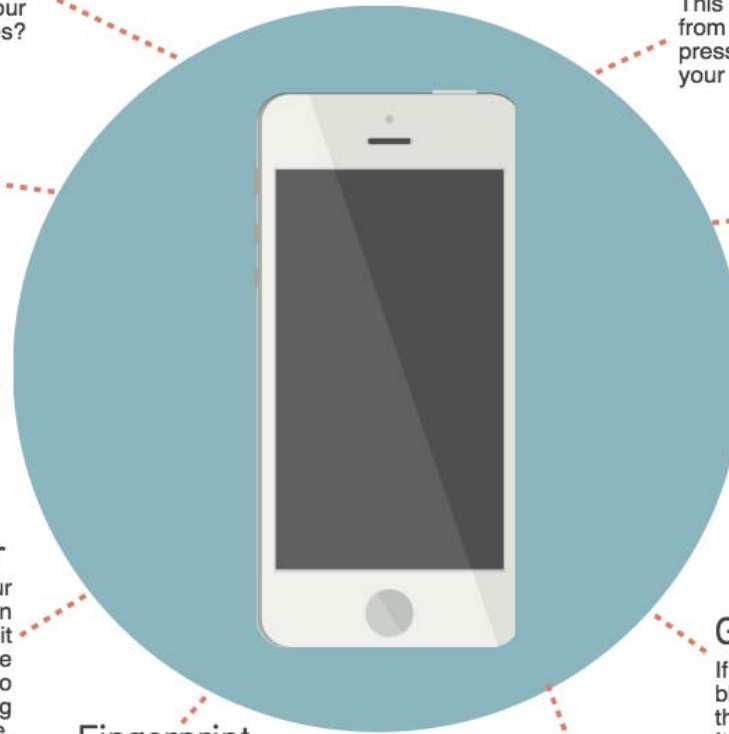
The magnetometer measures the strength of the magnetic field around the device to determine what direction it is moving.

Accelerometer

Have you ever wondered how your phone knows which way you are holding it to display vertically vs. horizontally? The accelerometer is the answer!

Gyroscope

If you like taking non-blurry photos you have the gyroscope to thank. It helps to correct for camera shake.





The Internet of Things Timeline



1999

Kevin Ashton introduces the term
"Internet of Things"

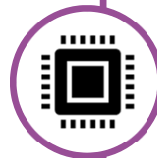
2009



Self-driving cars

Google starts testing self-driving cars.
There are 1 billion devices on the
Internet.

2012



8.7 Billion Devices

Phones, thermostats, cameras,
even refrigerators are connected
to the Internet and sharing data.

2015

18.2 Billion Devices

The number of connected devices
more than doubled in a 3 year
period. Introducing the smart
toothbrush!

The Internet of Things Timeline



IoT ANNUAL REVENUE

IoT market value is expected to reach \$8.9 trillion by 2020. IoT security spending will reach \$3.1 billion by 2021.

42.1 Billion Devices

2019 was a pivotal year for the Internet of Things. Alexa, Ring, and Nest are all household names.

2020

2019

2017

50.1 Billion Devices

This is a conservative number, in 2017 the estimated number of IoT devices for the year 2021 was only 36 billion.

IoT Security

Governments start to think about IoT security. There are roughly 28 billion devices.

INTERNET OF THINGS IN CONNECTED CITIES

TRANSPORTATION CONGESTION SENSORS

1 Smart transportation systems use sensors to detect congestion and bottlenecks in traffic patterns. They also rely on cameras to enforce speed and traffic infractions. In doing so, these tools gather real time information that can be used by city DOTs to make mobility networks safer and more efficient.

WATER AND WASTEWATER MONITORING

2 Monitoring devices can detect leaks as well as changes in water pressure to determine whether water infrastructure is working properly.

PARKING APPS AND KIOSKS

3 Apps coordinate with smart parking meters to inform drivers of where there is parking availability.

BRIDGE INSPECTION SYSTEMS

4 Sensors monitor the structural soundness of bridges and inform city engineers of any issues. Drones are used to inspect hard to reach areas.

SELF-DRIVING CARS

5 Self-driving cars shuttle people in and out of the city, providing rides for others and making deliveries while their owners are occupied with work or other activities.

WASTE MANAGEMENT SENSORS

6 Sensors detect the amount of garbage in receptacles around the city so that sanitation workers can maximize efficiency in their routes.

LIGHTING

7 LED lights are weather adaptive and communications are automatically sent to the Department of Public Works when the bulbs need to be changed.

FIRE DETECTION

8 Sensors monitor conditions in public parks and wooded areas that might be prone to fire. Sensors can also detect fires in buildings and initiate a call to the fire department in an emergency.

ENERGY MONITORING

9 Power plants can be monitored for safety and city officials can be informed of any influx in radiation levels.

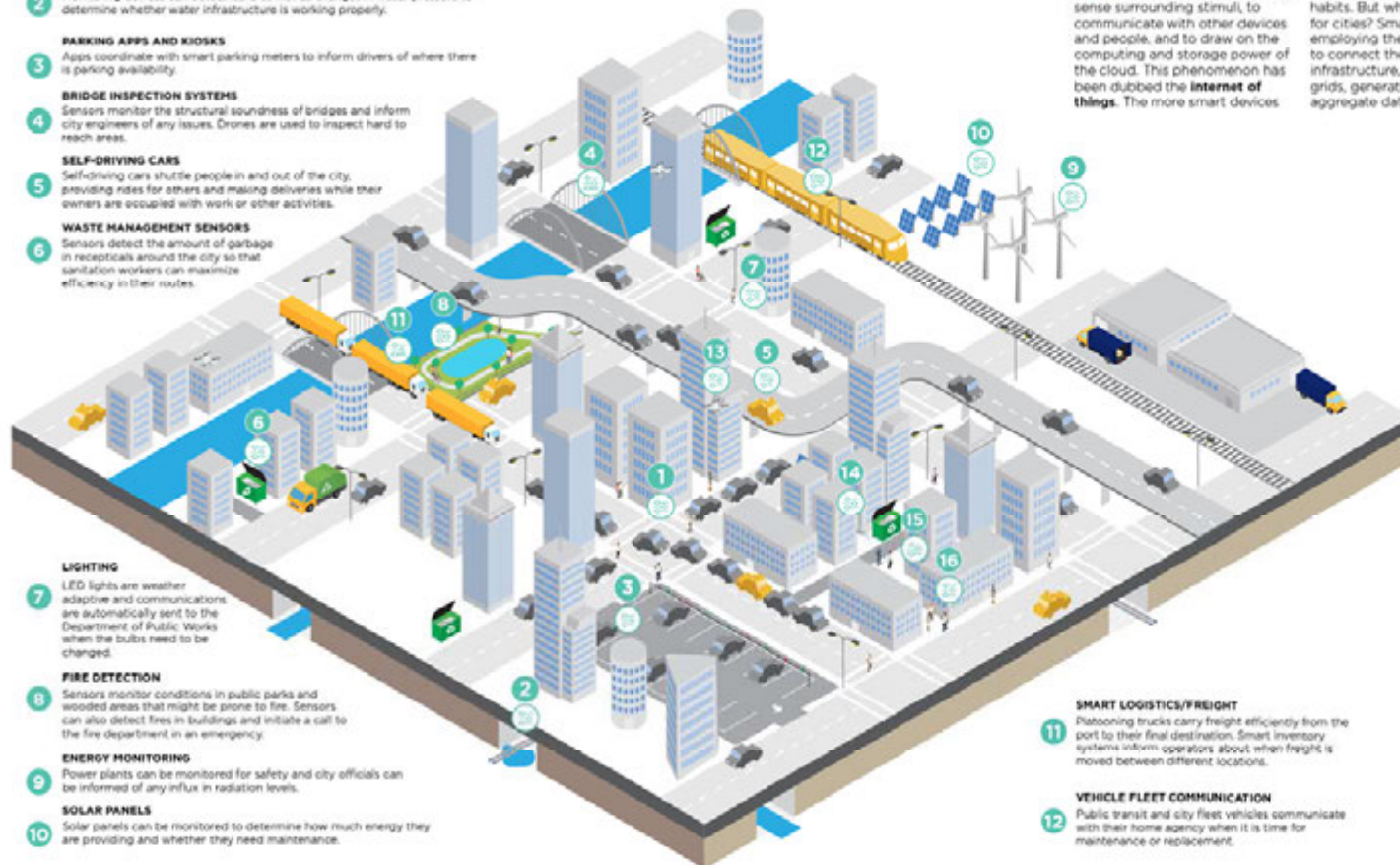
SOLAR PANELS

10 Solar panels can be monitored to determine how much energy they are providing and whether they need maintenance.

Every consumer product and piece of infrastructure increasingly has the ability to sense surrounding stimuli, to communicate with other devices and people, and to draw on the computing and storage power of the cloud. This phenomenon has been dubbed the **Internet of Things**. The more smart devices

and sharing platforms there are, the more data is generated about consumer's preferences and habits. But what does this mean for cities? Smart cities are employing the same technology to connect their disparate utility, infrastructure, and public service grids, generating real-time aggregate data. This, in turn, can

help cities manage their programs and services more effectively and gauge their impact immediately. The city of the future is an interconnected one, where devices communicate with one another in a constant stream of data that provides real-time information to the public and to the municipality.



DRONES

13 Drones can be used for law enforcement and firefighting, as rural ambulances, for infrastructure inspections, and for environmental monitoring. Commercial uses include precision farming, aerial photography, and in the near future, package delivery.

SURVEILLANCE CAMERAS

14 Cameras ensure security by monitoring activity in areas that are not frequented by public safety officers. Areas that are not open to public access can be monitored to keep unauthorized personnel out.

BODY CAMERAS

15 Public safety officers can wear body cameras that capture footage of interactions between themselves and city residents to ensure safety for both parties.

WEARABLE DETECTION

16 Cities can build in smartphone and wearable detection sensors so that people can be an active part of the internet ecosystem, communicating with the city, and with each other.

BROADBAND INFRASTRUCTURE

17 A reliable internet ecosystem is the glue that holds the internet of things together.

SMART LOGISTICS/FREIGHT

11 Platooning trucks carry freight efficiently from the port to their final destination. Smart inventory systems inform operators about when freight is moved between different locations.

VEHICLE FLEET COMMUNICATION

12 Public transit and city fleet vehicles communicate with their home agency when it is time for maintenance or replacement.

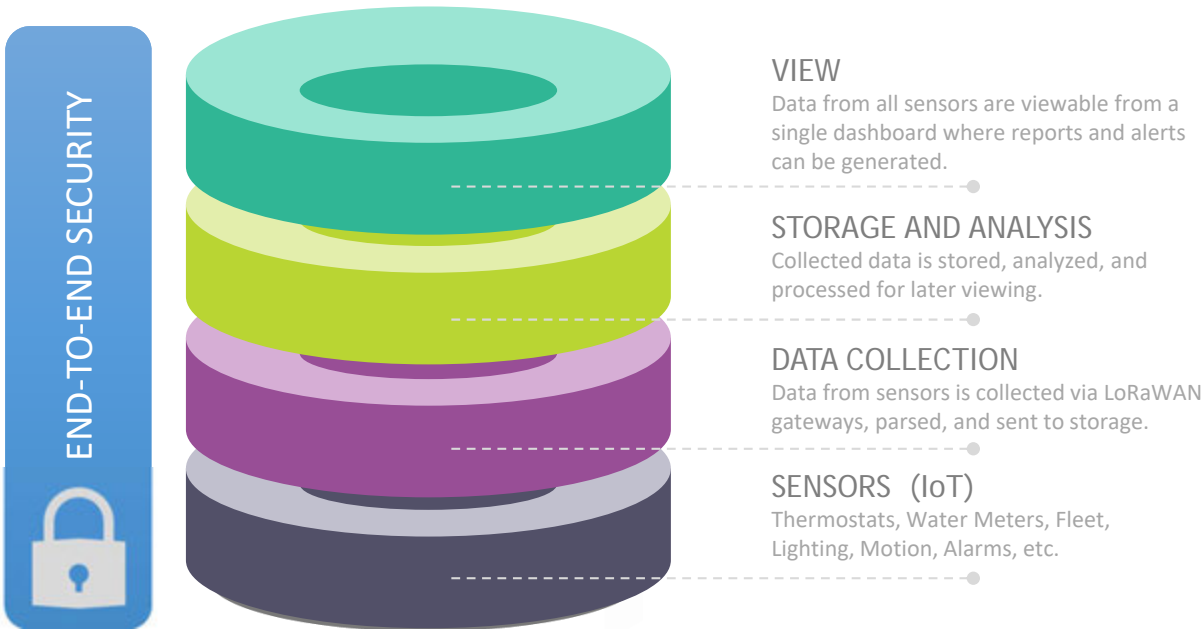


“A smart city is an innovative city that incorporates information and communication technologies (ICT) to enhance the quality and performance of urban services such as energy, transportation and utilities in order to reduce resource consumption, wastage and overall costs.”

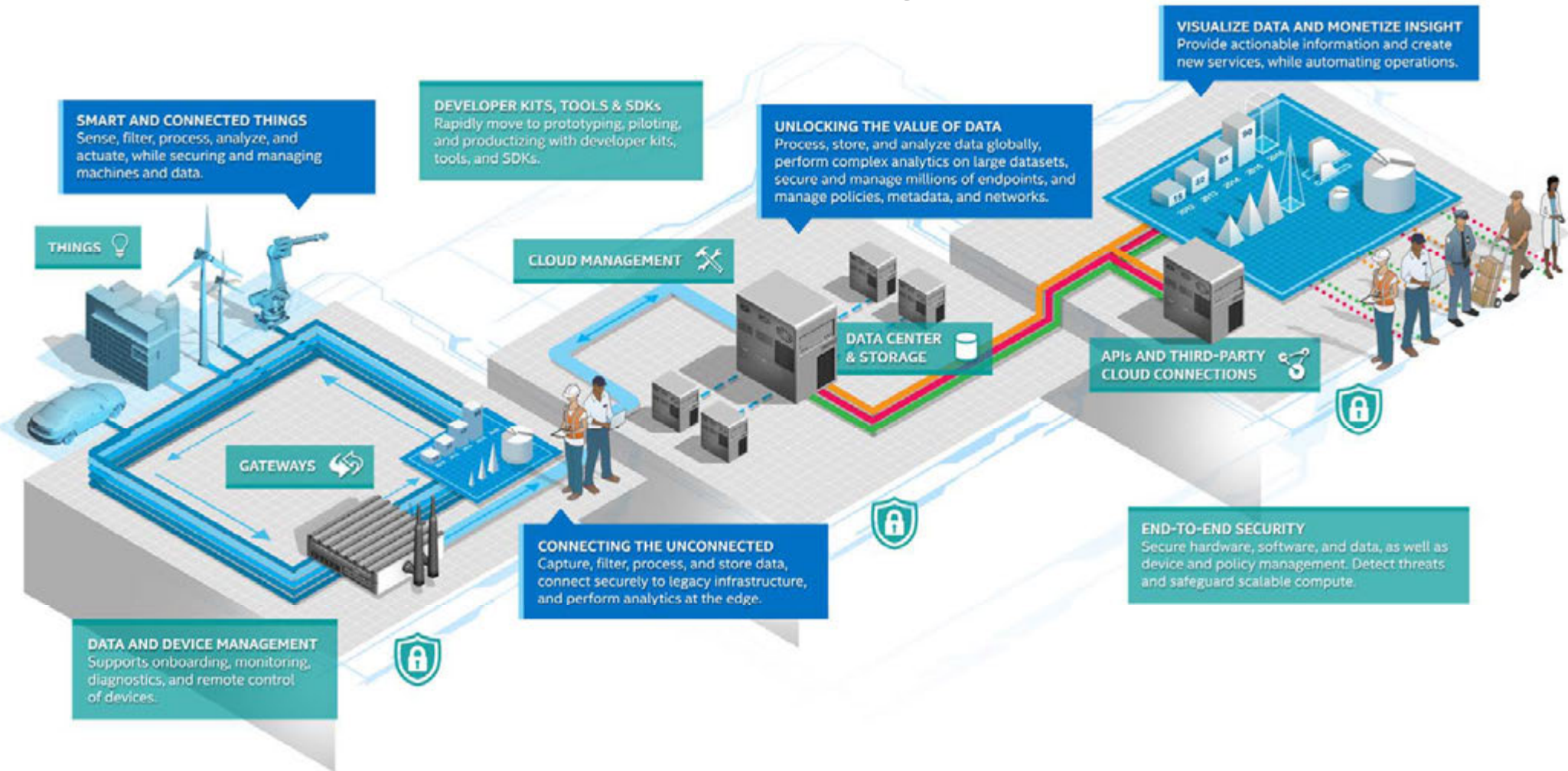
The overarching aim of a smart city is to enhance the quality of living for its citizens through smart technology.

Florence Smart City Platform

Utilizes open architecture, open source software, industry leading security, and best in class cloud storage and machine learning.



Detailed Smart City Platform



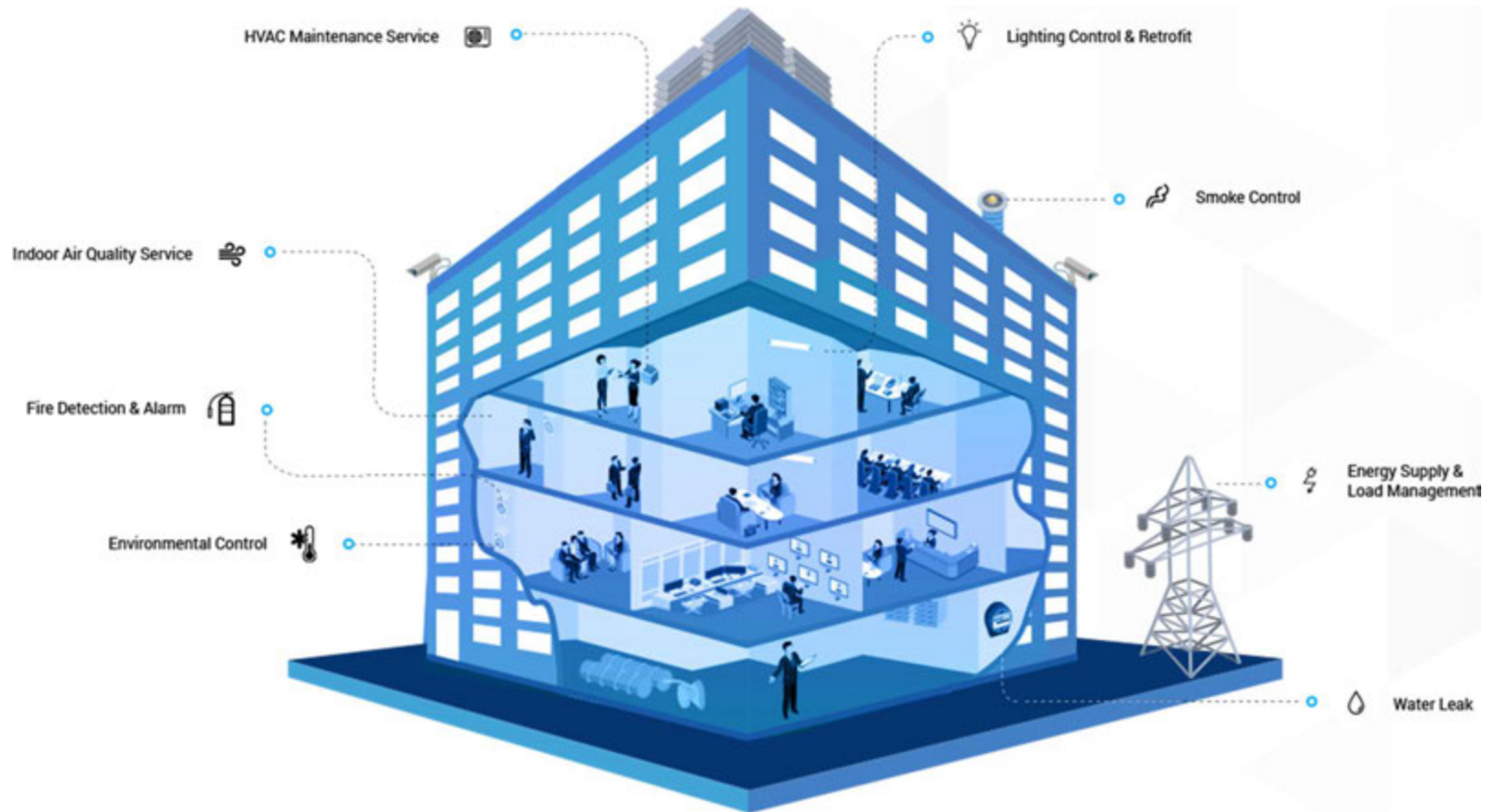
Smart Streets



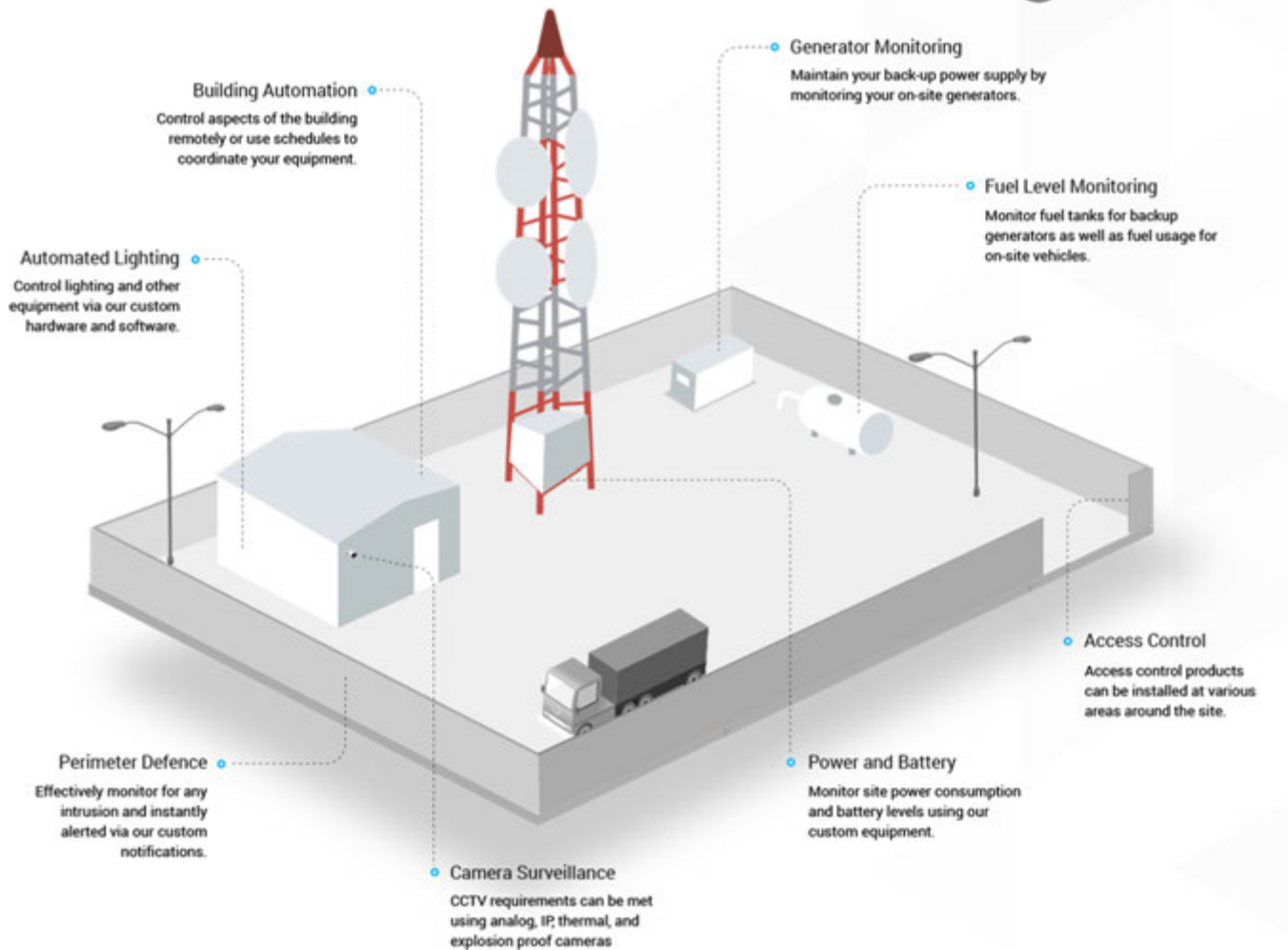
Smart Fleet Management



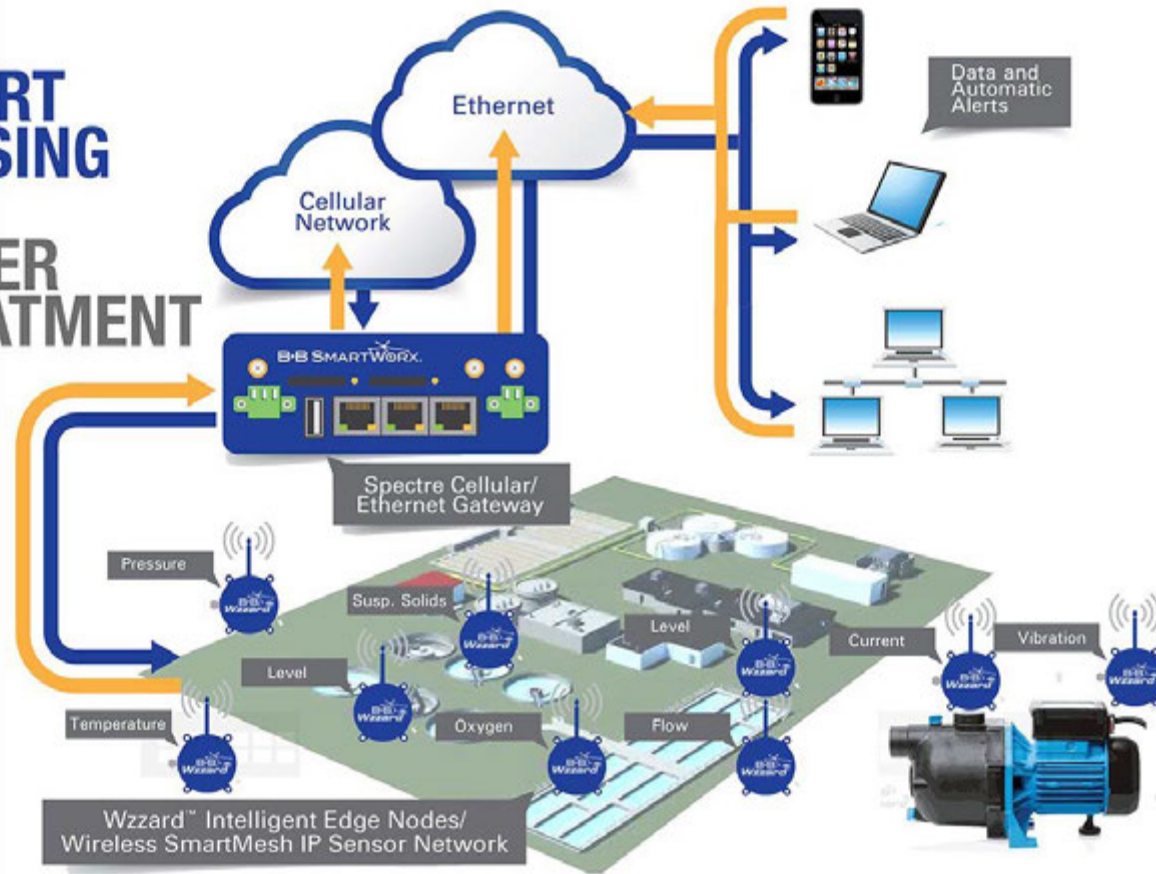
Smart Facilities



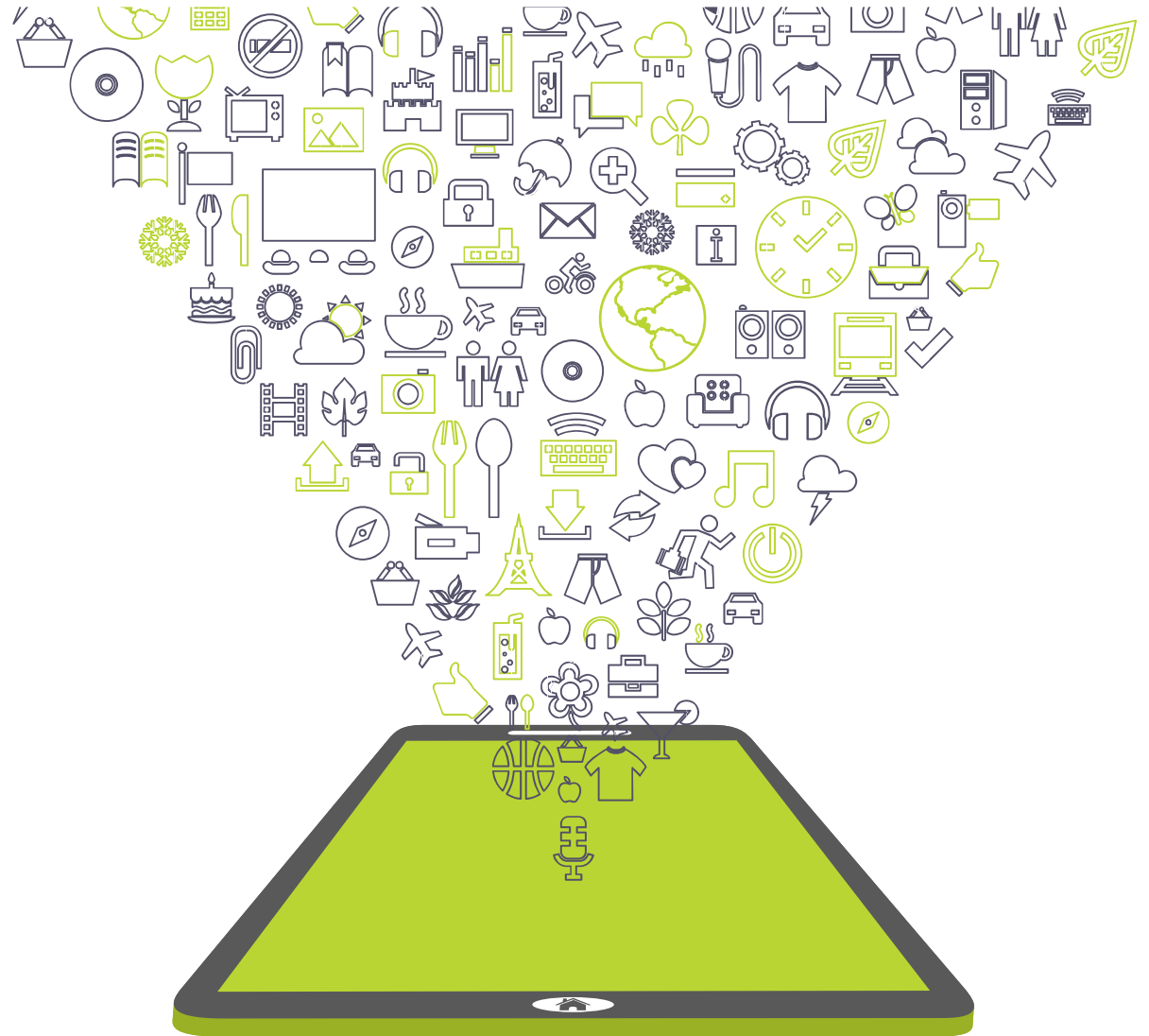
Smart Tower Monitoring




SMART SENSING for WATER TREATMENT



QUESTIONS?



	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 8e.
MEETING DATE: June 17, 2019 DEPARTMENT: Administration STAFF PRESENTER: Benjamin Bitter, Assistant to the Town Manager SUBJECT: Presentation on Town Council Strategic Planning		<input type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input checked="" type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input checked="" type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

This item is for discussion only.

BACKGROUND/DISCUSSION:

The Town Council began a strategic planning process in early 2016 that attempted to provide the Town with a clear vision for the future.

The vision relayed in the 2017 Strategic Plan has helped move the community forward. This presentation will provide meaningful examples of projects that have helped achieve the objectives of the 2017 Strategic Plan.

The presentation will also provide a framework for updating the Council’s vision for the future and ensure that the document is regularly reviewed and updated.

A VOTE OF NO WOULD MEAN:

Not applicable

A VOTE OF YES WOULD MEAN:

Not applicable

FINANCIAL IMPACT:

The Town will have minimal financial impact for undertaking an update of the strategic plan. These funds will come from within existing budgets.

ATTACHMENTS:

Town Council Strategic Planning Presentation

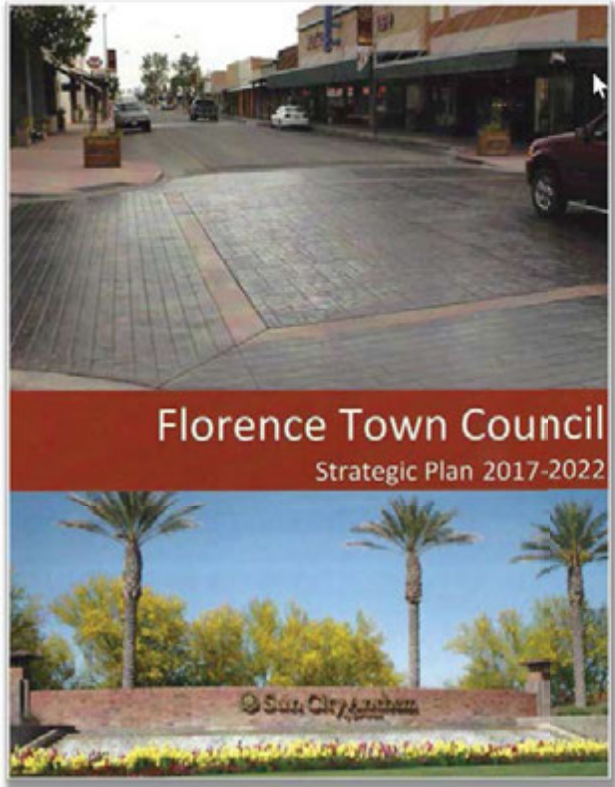


Town Council Strategic Planning

June 17, 2019



Review of 2017 Plan





Review of 2017 Plan

- Community Vitality

- *Quality of Life*

- Additional Concerts in the Park, Car Show, etc.
- Programming partnerships in the Community Center
- 2012 Code Updates
- Development Impact Fee (DIF) update
- Parks/Recreation Master Plan (survey to evaluate current and desired offerings)
- Reduced blight following a fire in a downtown commercial building
- Home Tour used student actors for historical dramatization





Review of 2017 Plan

- Economic Prosperity
 - *Modernizing and diversifying the local economy*
 - Small-business development workshops
 - Economic development symposiums
 - Worked with Pinal County on videos from Moses Inc.
 - (RADIO READ) Water Meters – streamlining government functions
 - Downtown Redevelopment Plan underway
 - New and renovated medical facilities in Florence



Review of 2017 Plan

- Leadership and Governance

- *Creating leaders and doing noteworthy things to enhance the Town*

- Safest City in Arizona
- Veteran's Memorial Fundraiser
- Senate Bill 1086 signed into law by Governor Ducey
- Florence Teen Council and Florence Youth Commission
- Noteworthy graduations and leadership positions
 - First invitee from Florence to FBI National Academy (Sgt. Klix)
 - Northwestern Center for Public Safety Certification (Sgt. Riccomini)
 - Graduates of US Fire Administration's National Fire Academy (Chief, BC Walter, Captain Bruin)
 - Scholarships to national conferences (e.g., GFOA, National Floodplain Mgmt.)
 - Board of Directors for International Institute of Municipal Clerks (Lisa Garcia)



Review of 2017 Plan



• Partnerships and Relationships

• *Working together to build a better Florence/region*

- Partnered with Pinal County for “Florence Alerts” (PENS)
- Hosted the State Transportation Board for quarterly ADOT meeting
- 2020 Census Complete Count Committee consists of clerical, civic, Chamber, and business leaders
- Council sits as liaison on various regional boards and commissions
 - **CAG, MAG** (Mayor); **Pinal County Water Augmentation Authority** (Vice Mayor); **Greater Florence Chamber of Commerce** (Councilmember Wall); **Florence Unified School District** (Councilmember Cordes); **Pinal Partnership** (Councilmember Hughes)
- Staff chairs the Pinal Partnership Government Relations Committee
- Town Staff brought together County, Communities to create a North-South Corridor coalition, and push for resolutions from entities across the County.



iCount
2020





Review of 2017 Plan

• Transportation and Infrastructure

• *Ensuring connectivity and a basic framework for economic growth*

- CART connects Florence to the region
- HURF sweeps have been reduced at the Legislature, and \$200,000 in additional one-time revenues were given as part of the state's FY2020 budget
- Water Recharge Facility is under construction
- Water credits purchased to ensure future water rights
- Proactive involvement at the Arizona Corporation Commission to ensure adequate water and wastewater service delivery for residents
- Regional Transportation Plan is being updated



Moving Forward



- Developing the Town Council's Strategic Plan (2020 Vision)
 - One-on-one Interviews with members of the Town Council
 - Review content from each interview
 - Group discussions (Council, Management, Directors)
 - Review of Citizen Survey results (Summer 2019)



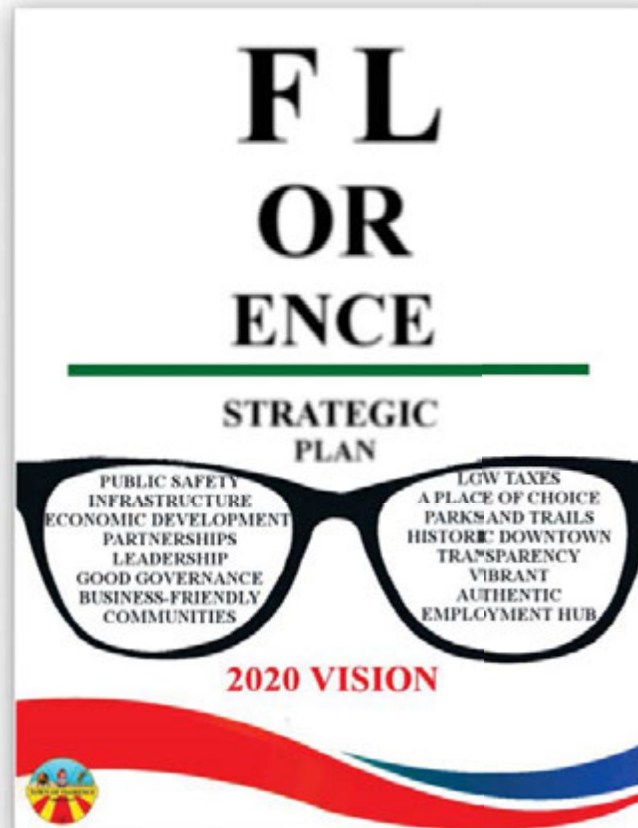



Moving Forward

- Develop document
 - Create themes/designs/layouts for new Plan
 - Obtain photographs and design elements
 - Present Draft
- Anticipated completion: Late Fall 2019



2020 Vision



	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 9a.
MEETING DATE: June 17, 2019 DEPARTMENT: Administration STAFF PRESENTER: Lisa Garcia, Deputy Town Manager/ Town Clerk SUBJECT: Appointment of an Ad Hoc Sign Committee		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input checked="" type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Appointment of an Ad Hoc Sign Committee of the following members: Mayor Walter, Councilmember Larsen, Councilmember Cordes, Larry Johnson from the Greater Florence Chamber of Commerce, Harold Christ from the Windmill Winery, Becca Doughty from Bailey Street Bed and Breakfast, Manuel Perez-Cerros from Lidia's Cocina @ Old Pueblo Restaurant and staff liaison Larry Harmer.

BACKGROUND/DISCUSSION:

On June 3, 2019 the Town Council table the Sign Code item to the June 17, 2019 Meeting. The Council also committed to an Ad Hoc Sign Committee to discuss Sign Code issues.

Staff attended the June 6, 2019 Chamber Mixer and the following business owners volunteered to assist the Town and committed to being part of the Ad Hoc Committee.

Those from the business community are as follows:

- Larry Johnson, Greater Florence Chamber of Commerce
- Harold Christ, Windmill Winery
- Becca Doughty, Bailey Street Bed and Breakfast,
- Manuel Perez-Cerros, Lidia's Cocina @ Old Pueblo Restaurant

Ad Hoc Sign Committee list is attached. Meeting dates and times have yet to be determined.

A VOTE OF NO WOULD MEAN:

The Ad Hoc Sign Committee is not created.

A VOTE OF YES WOULD MEAN:

The Ad Hoc Sign Committee is created.

FISCAL IMPACT:

None

ATTACHMENTS:

Member List

Ad Hoc Sign Committee

Mayor

Tara Walter

2231 N. Smithsonian Drive
Florence, AZ 85132
Home: 520-723-0694
Cell: 480-277-4785

Term Expires: 12/2020

Councilmembers:

Michelle Cordes

6566 W. Desert Blossom Way
Florence AZ 85132
Cell: 303-882-1646

Term Expires: 12/2022

Kristen Larsen

7322 W. Pleasant Oak Way
Florence, AZ 85132
Cell: (605) 376-2048

Term Expires: 12/2020

Chamber

Larry Johnson

Executive Director
Greater Florence Chamber of Commerce
24 W. Ruggles St.
Florence, AZ 85132
(O) (520) 868-9433
(M) (480)363-6411

Business Members

Manuel Perez-Cerros

JMP Cocina Enterprises LLC
dba Lidia's Cocina @Old Pueblo Restaurant
P.O. Box 2197
Florence AZ 85132
itecoc65@icloud.com
(O) 520-868-4784
(C) 520-840-5655

Becca Doughty


Bailey Street Bed and Breakfast
PO Box 1381
Florence, AZ 85132
(O) (520) 509-5827
(C) (520) 450-2731
oraclepebbles@yahoo.com
baileystreetbb@gmail.com

Harold Christ

The Windmill Winery
P.O. Box 2276
Florence, AZ 85132
info@thewindmillwinery.com
(O) 520-868-5610
(C) 480-415-0341

Staff Liaison:

Larry Harmer

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 9b.
MEETING DATE: DEPARTMENT: STAFF PRESENTER: SUBJECT:	June 17, 2019 Administration Lisa Garcia, Deputy Town Manager/ Town Clerk Table sign discussion	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input checked="" type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Table discussions on the Sign Code until the ADHOC Committee provides a recommendation to the Town Council.

BACKGROUND/DISCUSSION:

On June 3, 2019 the Town Council table the Sign Code item to the June 17, 2019 Meeting. The Council also committed to an ADHOC Committee to discuss Sign Code issues.

Staff is requested that this item be tabled until the ADHOC Committee completes their review and makes a recommendation to the Town Council.

Sign Code definitions:

- **Billboard:** A sign which directs attention to a business, commodity, service, entertainment, product or attraction sold, offered or existing elsewhere than upon the property where the sign is located.
- **Snipe Sign:** The industry definition of a Snipe Sign is a sign made of any material and is tacked, nailed, posted, pasted, glued or otherwise attached to trees, poles, fences or other objects. This form of signage is not recommended and is illegal in most municipalities.

- **Bandit Sign:** Bandit or Yard signs are most commonly used in lawns and alongside roads as political advertising, business services promotion, real estate signage and more. This form of sign generally has less than six square feet and are made of a variety of materials such as vinyl, paper, corrugated plastic, poster board, plastic core, cardboard, wood, or plywood; and include signs with wood or wire framing, posts, or stakes.

Many communities have adopted, or allowed, for two specific types of Off-Premise Signs: Kiosk Signs and Wayfinding Signs. These are defined as:

- **Kiosk Signs:** Generally, kiosk signs have been used to identify specific home builders who have projects within a municipality. A few municipalities have expanded their use to include businesses on a first-come, first-serve basis.

Kiosk signs are usually owned by a private sign company who erects, maintains and rents individual sign placards after obtaining an agreement from the municipality. The municipality typically receives a portion of the revenues and may reserve space for civic uses. The Town currently has an inactive kiosk sign program.

- **Wayfinding Signs:** Wayfinding refers to information systems that guide people through a physical environment. Wayfinding is particularly important in environments such as urban centers, healthcare and educational campuses, and transportation facilities.

In general, Wayfinding Signs are owned by the municipality and the municipality controls the content, which is usually generic and at no cost to local businesses or organizations.

A VOTE OF NO WOULD MEAN:

The item will be discussed at the June 17, 2019 meeting.

A VOTE OF YES WOULD MEAN:


The item will not be discussed at the June 17, 2019 meeting.

FINANCIAL IMPACT:

None

ATTACHMENTS:

None

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 9c.
MEETING DATE: June 17, 2019 DEPARTMENT: Administration STAFF PRESENTER: Jennifer Evans, Management Analyst SUBJECT: 2019 Greater Florence Chamber of Commerce Professional Services Agreement		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1 st Reading <input type="checkbox"/> 2 nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input checked="" type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input checked="" type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Approval of entering into a Professional Services Agreement with the Greater Florence Chamber of Commerce for the term of July 1, 2019 through December 31, 2020.

BACKGROUND/DISCUSSION:

Town staff and the Greater Florence Chamber of Commerce Executive Director have agreed to the terms of the Professional Services Agreement as presented to the Town Council. The term of the agreement is from July 1, 2019 through December 31, 2020. The agreement identifies the services the Greater Florence Chamber of Commerce will provide to the Town of Florence to operate the Florence Visitors Center and McFarland State Historic Park. The contract includes the following scope of service:

Florence Visitors Center

General Operations

- a) Operate the Florence Visitors Center during normal hours from October 1 through April 30, Monday through Saturday, 9:00 a.m. to 5:00 p.m. The Visitors Center will operate on a summer hours schedule May 1 through September 30, Monday through Saturday, 9:00 a.m. to 2:00 p.m. The Visitors Center will be open during the days and times listed above with the exception of Thanksgiving Day and Christmas Day.

- b) Provide access to public telephones (local calls only), drinking water, and provision of general information about the Town of Florence, the region, and the State. An information rack will be maintained outside of the Visitor Center to provide information when the Visitor Center is closed.

Marketing

- a) Actively promote Florence to regional and statewide media outlets to encourage positive coverage of the town. Include activities and results in each quarterly report.
- b) Maintain a comprehensive, up-to-date Annual Florence Special Events calendar that is available at the Visitor Center and on a designated page on the Chamber's website. Highlight Chamber of Commerce, Town of Florence, and other community wide events.
- c) Work with the Town of Florence and local business community to develop a strategy to attract visitors to the Town of Florence. Provide written recommendations for visitor attraction to the Town by the end of the second quarter.
- d) Provide up to date tourism information on the Greater Florence Chamber of Commerce website.
- e) Coordinate and promote a Shop Local Shop Small campaign to local residents and visitors. Report results of the campaign in each quarterly report.
- f) Document existing and potential tourism assets in Florence and the region to assist with tourism development efforts. Provide the tourism asset inventory in the second quarter report.

McFarland State Historic Park

General Operations

- a) Operate McFarland State Historic Park consistent with the Florence Visitor Center operation hours.
- b) Provide information to the public on the park and exhibits located within McFarland State Historic Park.
- c) Notify the Town prior to or during any visits to McFarland State Historic Park that are made by Arizona State Parks personnel.
- d) Implement a Junior Ranger program according to Arizona State Parks standards.

Marketing

- a) Actively coordinate and promote at least six (6) cultural programs, special events, or activities at McFarland State Historic Park. A minimum of one program will be conducted each quarter.
- b) Actively advertise the location of the Greater Florence Chamber of Commerce and the Town of Florence Visitor Center at McFarland State Historic Park on print media and the Chamber's website.

A VOTE OF NO WOULD MEAN:

The Florence Chamber of Commerce would no longer operate the Florence Visitors Center and McFarland State Historic Park.

A VOTE OF YES WOULD MEAN:

The Town will continue to contract with the Chamber of Commerce to operate the Florence Visitors Center and McFarland State Historic Park.

FINANCIAL IMPACT:

The fiscal impact of the Professional Services Agreement is \$55,000.00 for Fiscal Year 2019. The total sum of the contract will not exceed \$82,500 for the term of July 1, 2019 through December 31, 2020.

ATTACHMENTS:

Professional Services Agreement
Greater Florence Chamber of Commerce letter requesting funds

**PROFESSIONAL SERVICES AGREEMENT
FOR OPERATIONAL SERVICES OF THE FLORENCE VISITORS CENTER AND
McFARLAND STATE HISTORIC PARK WITH THE
GREATER FLORENCE CHAMBER OF COMMERCE**

THIS AGREEMENT is made and entered into this _____ day of _____ 2019, by and between the **TOWN OF FLORENCE**, an Arizona municipal corporation ("Town"), and the **GREATER FLORENCE CHAMBER OF COMMERCE**, an Arizona non-profit corporation ("Consultant"), for operational services of the Florence Visitors Center and McFarland State Historic Park (" Services"). The Town and Consultant may be referred to in this Agreement collectively as the "Parties" and each individually as a "Party".

WHEREAS, pursuant to Arizona Revised Statutes Annotated ("A.R.S.") § 9-493 and 9-500.11, Town is authorized to appropriate monies from its general fund for the purposes of improving or enhancing the economic welfare of the inhabitants of the Town, encouraging immigration, new industries and investment in the Town, and to print and distribute books, pamphlets and maps advertising the advantages of the Town; and

WHEREAS, Town desires to retain a consultant to provide operational services for the Florence Visitors Center and McFarland State Historic Park and to make payment for the same in accordance with the terms and conditions set forth in this Agreement, including all attachments; and

WHEREAS, Consultant has specialized resources, facilities and skills to perform such work; and

NOW, THEREFORE, Town agrees to retain and does hereby retain Consultant and Consultant agrees to provide the services required according to the terms and conditions and consideration set forth below:

1. **TERM**: The term of this Agreement shall commence on **July 1, 2019** and shall continue through **December 31, 2020**. The Town has the option, in the Town's sole discretion, to renew the Agreement for one (1) additional one-year period ("Term"). If the Agreement is renewed, the total length of the Agreement shall not exceed two (2) years. The one (1) year contract may be unilaterally extended by the Town for a period of thirty-one (31) days.
2. **CONSULTANT'S DUTIES**: Consultant agrees to perform Services as outlined in **Exhibit A** (the "Services") attached hereto and incorporated herein, all to be performed in accordance with all Town codes, ordinances, regulations, policies and procedures.
3. **COMPENSATION AND REPORTING**: In accordance with the terms and conditions of this Agreement, Town shall compensate Consultant for its operational services as

follows:

- a. An aggregate sum not to exceed eighty-two thousand five hundred dollars (\$82,500) during the contract term, provided Consultant meets the tasks identified and the reporting requirements as outlined in this Agreement and the insurance and indemnification requirements described in Sections 8 and 9 of this Agreement.
- b. The Town will provide at no cost to Consultant, office space valued at \$3,000 per year and utilities valued at \$7,000.
- c. The Consultant will report to the Town six (6) times during the contract term. The six (6) written performance reports ("Reports") shall be submitted no later than the following dates:
 - i. October 15, 2019 for the first report
 - ii. January 15, 2020 for the second report and Annual Report
 - iii. April 15, 2020 for the third report
 - iv. July 15, 2020 for the fourth report
 - v. October 15, 2020 for the fifth report
 - vi. January 15, 2021 for the sixth report and Annual Report
- d. For each written performance report deemed satisfactory, the Consultant is to be paid **Thirteen thousand seven hundred fifty dollars (\$13,750)**. The following items must be included:
 - i. Steps taken to achieve the goals and projects during the quarter as outlined in **Exhibit A**
 - ii. Profit and Loss Report and Balance Sheet for the quarter
 - iii. Other noteworthy events related to the Services
- e. The written Annual Report shall be completed by the Consultant and submitted to the Town Manager, or designee, by January 15 of each year. The annual report shall be orally presented to the Town Council during the first quarter of the calendar year. The document must include at least the following items:
 - i. Outcomes of the Services as outlined in **Exhibit A**
 - ii. Complete financial report including balance sheet, profit and loss report and narrative of the current financial situation of the Consultant
 - iii. Goals and objectives for the upcoming year
 - iv. Other noteworthy events related to the Services
- f. If the Consultant is unable to complete the Service by the date identified in Section 3(c), then the Consultant may provide written recommendations for an extension of time to the Town Manager or designee, to request additional time to

complete those Services. The recommendations shall be received by the Town Manager or designee prior to the completion date. Scheduling of Services shall be done by mutual agreement between the Consultant and the Town Manager or designee. In the written request for a time extension, the Consultant shall provide the basis as to why the Services cannot be completed and identify a specific date when the project shall be completed.

The Town shall not compensate the Consultant if the Consultant does not complete the Services during the Calendar Year by **December 31st of each year**, or the Consultant does not provide a request for an extension of time to the Town Manager or designee prior to the completion date identified in this Agreement or other date if determined by the Consultant and the Town Manager or designee.

- a. The Town Manager or designee may refuse to grant a time extension to complete the Service, or dispute the quality of Service provided by the Consultant, if written notice of refusal is provided within ten (10) days of the Consultant's request for a time extension or when an activity is completed. The written notice shall specify the grounds for refusal, and the Consultant is permitted ten (10) days from the written notice of refusal to redress the grounds for refusal. Should the Town Manager or designee disagree that the ground for refusal are properly addressed, the dispute may be brought by the Consultant before an Arbitrator recognized by the Pinal County Superior Court for binding arbitration of the dispute. The prevailing party in such arbitration shall recover all costs including: all arbitration expenses, collection expenses, reasonable attorneys' fees and other costs to be determined by the Arbitrator in such action.
 - g. Exhausting the total amount payable pursuant to Section 3(a) shall not relieve Consultant of its obligations to perform services. Should Town request additional services beyond those specified in Section 2, Consultant shall charge, and Town shall pay for, a rate as negotiated between Town and Consultant and executed in writing.
4. **CONSULTANT BILLING**: Consultant shall submit invoices to the Town for payment upon completion of each phase of work outlined in **Exhibit A**. Payment shall be made to Consultant within thirty (30) calendar days of the date of receipt. The Town's payment shall be made only in the name of the Consultant appearing on this Agreement. For additional services as negotiated per Section 3(i), Consultant shall charge Town on a time and expense basis in a total amount not to exceed the negotiated amount. Town shall pay such billings within thirty (30) calendar days of the date of receipt or as otherwise negotiated.
 5. **CONSULTANT'S STANDARD OF PERFORMANCE**: While performing the Services, Consultant shall exercise the reasonable professional care and skill customarily

exercised by reputable members of Consultant's profession and shall use reasonable diligence and best judgment while exercising its professional skill and expertise. Consultant shall be responsible for all errors and omissions Consultant commits in the performance of this Agreement.

6. NOTICES: All notices and requests to the other party required under this Agreement shall be in writing and sent by first class certified mail, postage prepaid, return receipt requested, addressed to the following personnel:

Town of Florence	Greater Florence Chamber of Commerce
Town Manager	Executive Director
P.O. Box 2670	P.O. Box 929
775 North Main Street	Florence, AZ 85132
Florence, AZ 85132	

7. TERMINATION: This Agreement may be terminated by either party upon sixty (60) days written notice. If this Agreement is terminated, Consultant shall be paid for Services performed to the date of receipt of such termination notice. In the event of such termination, Consultant shall deliver to Town all work in any state of completion at the date of effective termination. The Town has the right to terminate this Agreement for cause or convenience, or to terminate any portion of the Services which have not been performed by Consultant.

8. INSURANCE REQUIREMENTS: The Consultant, at Consultant's own expense, shall purchase and maintain the herein stipulated minimum insurance with companies duly licensed, possessing a current A.M. Best, Inc. rating of "A", or approved and licensed to do business in the State of Arizona with policies and forms satisfactory to the Consultant/Town of Florence.

All insurance required herein shall be maintained in full force and effect during any term of this Agreement; failure to do so may, at the sole discretion of the Town of Florence, constitute a material breach of this Agreement.

The Consultant's insurance shall be primary insurance, and any insurance or self-insurance maintained by the Town of Florence shall not contribute to it. Any failure to comply with the claim reporting provisions of the policies or any breach of an insurance policy warranty shall not affect coverage afforded under the policy to protect the Town of Florence.

The insurance policies required by this Agreement shall name the Town of Florence, its agents, officers, officials, and employees as Additional Insured. Additionally, the State of Arizona must be named as additional insured. The policy shall be endorsed to include the following additional insured language: "The State of Arizona and Arizona State Parks officers, officials, agents, and employees shall be named as

additional insureds with respect to liability arising out of the activities performed by or on behalf of the contractor”.

General Liability: Consultant shall, at Consultant’s expense, maintain a policy of comprehensive public liability insurance with a limit of not less than \$1,000,000 for each occurrence and with a \$2,000,000 General Aggregate Limit.

The policy shall include coverage for bodily injury, broad form property damage, personal injury, and blanket contractual coverage including, but not limited to, the liability assumed under the indemnification provisions of this Agreement.

Such policy shall contain a severability of interest provision, and shall not contain a sunset provision or commutation clause, or any provision, which would serve to limit third party action over claims.

Certificates of Insurance: In the event any insurance policy(ies) required by this Agreement is (are) written on a “claims made” basis, coverage shall extend for two years past the expiration of any term of this Agreement as evidenced by annual Certificates of Insurance.

If a policy does expire during any term of this Agreement, a renewal certificate must be sent to the Town of Florence no later than fifteen (15) days prior to the expiration date.

9. **INDEMNIFICATION:** To the fullest extent permitted by law, Consultant shall defend, indemnify and hold harmless the Town of Florence, its agents, officers, officials and employees from and against all claims, damages, losses and expenses (including but not limited to attorney’s fees, court costs, and the cost of appellate proceedings), relating to, arising out of, or alleged to have resulted either wholly or in part from the acts, errors, mistakes, omissions, work or Services of the Consultant, its agents, employees, contractors or subcontractors in the performance of this Agreement.

Consultant’s duty to defend, hold harmless and indemnify the Town of Florence, its agents, officers, officials and employees shall arise in connection with any claims, damages, losses or expenses that are attributable to bodily injury, sickness, disease, death, or injury to, impairment, or destruction of property including loss of use resulting there from, caused either wholly or in part by Consultant’s acts, errors, mistakes, omissions, work or services in the performance of this Agreement including any employee of the Consultant or any other person for whose acts, errors, mistakes, omissions, work or Services the Consultant may be legally liable

The Consultant will be responsible for primary loss investigation and defense and judgment costs where this indemnification applies. The Consultant’s obligations under this section shall survive the expiration or earlier termination of this

Agreement.

The amount and type of insurance coverage requirements set forth herein will in no way be construed as limiting the scope of the indemnity in this Section.

10. INDEPENDENT CONTRACTOR: Consultant shall at all times during Consultant's performance of the services retain Consultant's status as independent contractor. Consultant's employees shall under no circumstances be considered or held to be employees or agents of Town. Town shall have no obligation to pay or withhold state or federal taxes or provide workers' compensation or unemployment insurance for or on behalf of them or Consultant.
11. GOVERNING LAW AND VENUE: This Agreement shall be governed by and construed in accordance with the substantive laws of the State of Arizona without reference to conflicts of laws and principles. Any action at law or in equity brought by either party for the purpose of enforcing a right or rights provided for in this Agreement shall be tried in a court of competent jurisdiction in Pinal County, State of Arizona. The parties hereby waive all provisions of law providing for a change of venue in such proceeding to any other county. In the event either party shall bring suit to enforce any term of this Agreement or to recover any damages for and on account of the breach of any term or condition in this Agreement, it is mutually agreed that the prevailing party in such action shall recover all costs including: all litigation and appeal expenses, collection expenses, reasonable attorneys' fees, necessary witness fees and court costs to be determined by the court in such action.
12. OWNERSHIP OF RECORDS AND REPORTS: All of the files, reports, documents, information and data prepared or assembled pursuant to the Agreement are to be and remain the property of the Town and are to be delivered to Town before final payment under the Agreement is made to Consultant, or upon termination of the Agreement for any reason.
13. NONASSIGNMENT: This Agreement has been entered into based upon the personal reputation, expertise and qualifications of Consultant. Neither party to this Agreement shall assign its interest in the Agreement, either in whole or in part. Consultant shall not assign any monies due or to become due to it hereunder without the prior written consent of Town.
14. ENTIRE AGREEMENT: This Agreement and any attachments represent the entire agreement between Town and Consultant and supersede all prior negotiations, representations or agreements, express or implied, written or oral. It is mutually understood and agreed that no alteration or variation of the terms and conditions of this Agreement shall be valid unless made in writing and signed by the parties hereto.

15. FUNDS APPROPRIATION. If the term of this agreement or provision of any Services hereunder extends beyond the current fiscal period of the Town and the Town Council does not appropriate funds to continue this Agreement and pay for charges hereunder, the Town may terminate this Agreement at the end of the current fiscal period. The Town agrees, to the extent reasonably practical, to give written notice of such termination pursuant to Section 6 of the Agreement at least 30 days prior to the end of the current fiscal period and will pay to the Consultant approved charges incurred through the end of such period.
16. CONFLICTS OF INTEREST: The provisions of A.R.S. § 38-511 relating to cancellation of contracts due to conflicts of interest shall apply to this Agreement.
17. PROHIBITED BOYCOTT. Pursuant to A.R.S. §35-393.01, the Consultant, by execution of this Agreement, certifies that it is not currently engaged in, and agrees for the duration of the Agreement to not engage in, a boycott of Israel.

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed by their duly authorized representatives as of the day and year first above written.

TOWN OF FLORENCE:

**GREATER FLORENCE CHAMBER OF
COMMERCE:**

Tara Walter, Mayor

Larry Johnson, Executive Director

ATTEST:

Lisa Garcia, Town Clerk

Stacy Gramazio, Board Chair

APPROVED AS TO FORM:

Clifford L. Mattice, Town Attorney

EXHIBIT A

3. Florence Visitors Center

General Operations

- a) Operate the Florence Visitors Center during normal hours from October 1 through April 30, Monday through Saturday, 9:00 a.m. to 5:00 p.m. The Visitors Center will operate on a summer hours schedule May 1 through September 30, Monday through Saturday, 9:00 a.m. to 2:00 p.m. The Visitors Center will be open during the days and times listed above with the exception of Thanksgiving Day and Christmas Day.
- b) Provide access to public telephones (local calls only), drinking water, and provision of general information about the Town of Florence, the region, and the State. An information rack will be maintained outside of the Visitor Center to provide information when the Visitor Center is closed.

Marketing

- a) Actively promote Florence to regional and statewide media outlets to encourage positive coverage of the town. Include activities and results in each quarterly report.
- b) Maintain a comprehensive, up-to-date Annual Florence Special Events calendar that is available at the Visitor Center and on a designated page on the Chamber's website. Highlight Chamber of Commerce, Town of Florence, and other community wide events.
- c) Work with the Town of Florence and local business community to develop a strategy to attract visitors to the Town of Florence. Provide written recommendations for visitor attraction to the Town by the end of the second quarter.
- d) Provide up to date tourism information on the Greater Florence Chamber of Commerce website.
- e) Coordinate and promote a Shop Local Shop Small campaign to local residents and visitors. Report results of the campaign in each quarterly report.
- f) Document existing and potential tourism assets in Florence and the region to assist with tourism development efforts. Provide the tourism asset inventory in the second quarter report.

4. McFarland State Historic Park

General Operations

- a) Operate McFarland State Historic Park consistent with the Florence Visitor Center operation hours.
- b) Provide information to the public on the park and exhibits located within McFarland State Historic Park.
- c) Notify the Town prior to or during any visits to McFarland State Historic Park that are made by Arizona State Parks personnel.
- d) Implement a Junior Ranger program according to Arizona State Parks standards.

Marketing

- a) Actively coordinate and promote at least six (6) cultural programs, special events, or activities at McFarland State Historic Park. A minimum of one program will be conducted each quarter.
- b) Actively advertise the location of the Greater Florence Chamber of Commerce and the Town of Florence Visitor Center at McFarland State Historic Park on print media and the Chamber's website.

6/3/19

Larry Johnson
Executive Director
Greater Florence Chamber of Commerce
24 Ruggles St
Florence, AZ 85132

Town of Florence
775 N Main Street
Florence, AZ 85132

To: Tara Walter
John Anderson
Karen Wall
Michelle Cordes
Judy Hughes
William Hawkins
Kristen Larsen

Cc: Brent Billingsley
Lisa Garcia
Benjamin Bitter
Jennifer Evans

Re: Professional Services Agreement Between the Town of Florence and the Greater Florence Chamber of Commerce

The Greater Florence Chamber of Commerce has overseen operations of the McFarland State Park, the Florence Visitors Center and gift shop. This collaborative has led to a mutually beneficial contract whereas the Town of Florence receives wonderful representation by staff employed and overseen by the Greater Florence Chamber of Commerce. Operating the visitor center six days a week throughout the year only closing for Christmas and Thanksgiving Day, is a significant commitment and something we take tremendous pride in while representing Florence.

In order to increase efficiencies, maximize benefit to the community, and retain quality docents to handle most of the daily operations of the facility, we are requesting some slight revisions to the contract.

The requested amendments increase efficiencies in our processes from utility billing to reporting standards.

The amount we are requesting for fiscal year 2019/2020 is 55,000.00. This is less than the 60,000.00 annually previously agreed upon as we are deducting the average cost of utilities charged to us by the town. This will eliminate the staff billing and collections process (for both the town and chamber) so we can spend our time focusing on our objectives to promote Florence.

We have also eliminated reporting items that has no relevance regarding our ability to fulfill the obligations of McFarland and Visitor Center operations including the sponsors/contribution we receive through the Chamber of Commerce.

While the Greater Florence Chamber oversees McFarland State Park and visitor center operations, our organizational objectives and mission as a Chamber of Commerce mustn't be encumbered by this agreement. While addressing tourism, our visions align; however, the Greater Florence Chamber of Commerce and its mission shall never come second as we advocate for the needs of our business members. We request that you recognize advocacy and policy should never be considered when evaluating efficiency and effectiveness of our organizations ability to fulfil all contractual commitments.

MINUTES OF THE TOWN OF FLORENCE COUNCIL REGULAR MEETING HELD ON MONDAY, APRIL 15, 2019, AT 6:00 P.M., IN THE FLORENCE TOWN COUNCIL CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.

CALL TO ORDER

Mayor Walter called the meeting to order at 6:00 p.m.

ROLL CALL:

Present: Tara Walter, John Anderson, Bill Hawkins, Karen Wall, Kristen Larsen, Michelle Cordes, Judy Hughes.

MOMENT OF SILENCE

Mayor Walter called for a moment of silence.

PLEDGE OF ALLEGIANCE

Mayor Walter led the Pledge of Allegiance.

CALL TO THE PUBLIC

Call to the Public for public comment on issues within the jurisdiction of the Town Council. Council rules limit public comment to three minutes. Individual Councilmembers may respond to criticism made by those commenting, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Council shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

Mr. James Sherwood, Florence Resident, spoke regarding Ordinance No. 668-19 which will only allow for two parked vehicles per residence. It also changes recreational vehicle storage which will now require a six-foot solid wall with a screened gate. His home was constructed 42 years ago on King Street, which is where he raised his family and managed livestock. He no longer has children or animal residing on his property; however, he never received a complaint while they were there as he always kept his yard neat and clean. He has a six-foot chain link fence surrounding the back portion of his property and a three-and-a-half foot fence surrounding the front.

Mr. Sherwood drove around the southern part of Florence and found that there would be 81 residences adversely affected should this ordinance pass. He requested that Council reject Article IV Section C of the proposed ordinance or declare a defined grandfathered clause.

PRESENTATIONS

Women's Club Presentation

Ms. Kathryn Kitchell, President, provided a brief overview of the Women's Club history as well as projects that they do in the community. She introduced the following members:

Town of Florence Council Meeting Minutes

April 15, 2019

Page 1 of 28

Terry Hueber, 1st Vice-President and point of contact for programs and speakers to speak at organizations and clubs
Carolyn Gurney, Secretary
Coylina Wall, Chairman of State Committee and member of the Home Life Committee
Maureen Downney point of contact for the website and Facebook
Mary Battle, Second Vice President
Leslie Rupp, Member

President Kitchell stated that they are an international organization with over 80,000 members. There are approximately 38 clubs in Arizona with 1,000 members. They are a 501(c)3 corporation and most of the money raised is given back to the community.

The Florence Woman's Club also participates in the following community service programs:

- March of Dimes
- St. Jude's Research Hospital
- Hugh O'Brian Youth Leadership
- K-9 Companions for Independence
- Heffer International
- Operation Smile
- Shot at Life
- US Fund for UNICEF
- Support two of the seven projects given to the Woman's Club by the National Organization
 - Supported military with the GI 75th Anniversary
 - Raised approximately \$3,000 in donations for veterans
 - Celebrated Donate a Dr. Seuss Book
 - Will continue to support the programs throughout the year

Ms. Kitchell provided a brief overview of the history of the GFWC Florence Woman's Club

- 1897 Organized as the Village Improvement Society to beautify the Town and help women in the community bet better acquainted
- 1901 Became the Federated Woman's Club of Florence
- 1903 United with five other Arizona Clubs to form GFWC-AZ
- 1916 Chartered as the Woman's Club of Florence. The charter of the Club contains the names of many of the pioneers of Florence. The history of Florence is closely wrapped in the history of the Club.
- 1929 Clubhouse completed
 - Purchased property and built Historic Clubhouse
 - Obtained a \$50 grant to start the project, did fundraising efforts and took out a loan for the purchase of the property and to build the clubhouse.
 - Contracted with the prison to utilize inmate labor to build the clubhouse
- 1984 Renewed incorporation as GFWC Florence Woman's Club, "every woman's club".
- 2013 Designated as a 501(c)3 qualifying donations for tax deductible status

Ms. Carolyn Gurney, Secretary, provided a brief overview of the projects, which included:

- Participate in the Historic Tour because their building has the only Spanish Revival architecture in Florence.
 - On Historic Registry

Town of Florence Council Meeting Minutes

April 15, 2019

Page 2 of 28

- Hold bottled water drive to assist the Police and Fire Departments
- Hold an annual fashion show – fundraiser event
 - Provides scholarships for three graduating seniors
- Support Hugh O'Brian Leadership Organization held at ASU West
 - Provides scholarship for one sophomore to attend
- Partner with the Town library for various events
 - Dr. Seuss Day
 - Assisted with the students in making puppets
 - Bilingual Storytime
 - Will provide free books and sock puppets
 - Assist with literacy by 3rd grade initiative
 - Provided literacy bag which contained a variety of items
 - Read to the head start students
- Calendar Campaign
 - Cost is \$7.00 per calendar
 - Who's Who of Florence businesses place their advertisements in calendar
 - Calendar includes individual birthdays, anniversaries and memorials
 - Calendar lists meeting dates for Town Council and various boards, commissions and organizations

Ms. Kitchell stated that the Greater Florence Women's Club is given reporting areas and at their Central Conference they were provided with First Place Awards for the following:

- Special Program in Domestic Violence Awareness and Prevention
- District Community Services Program and the Arts
- Communications and Public Relations

Ms. Kitchell stated that they received a Second Place Award for District Community Service Program Education. They also received a Special Certificate of Achievement Award for Community Volunteer Service.

Ms. Kitchell stated that as a 501(c)3, all of their proceeds, aside from restoration, preservation and operational expenses, are filtered into the community.

Mayor Walter presented the Greater Florence Women's Club with a Certificate of Appreciation for all that they do for the community. She encouraged everyone to become a member.

Presentation and Discussion/Approval/Disapproval of Accepting the Comprehensive Annual Financial Statement and Expenditure Limitation Report.

Ms. Rebecca Jimenez, Interim Finance Director, stated the Annual Audit, Comprehensive Annual Finance Report, and Expenditure Limitation report have been completed. These reports are sent to various agencies for review and affects the Town's ability to obtain grants, financing and to monitor the Town's financial position and the current and future financial strength for bonding and the ability to repay bonds. It is also a document that investors may use when considering projects or developments within the municipal boundaries. The Annual Audit is incorporated into the Comprehensive Annual Financial Report.

The Expenditure Limitation Report is a report that determines if the Town has stayed within the expenditures set during the budget process that is reported to the State of Arizona, Auditor General. Going over budgeted expenditures without authorization will result in a portion of our allocated state income tax withheld and redistributed to the other incorporated communities in the state. The penalty will be imposed in the fiscal year subsequent to the hearing held by the Auditor General on such a violation. The penalty is calculated by a formula.

Ms. Jimenez stated that the auditors are engaged to evaluate the financial information and verify that the accounting systems, staff and organization are following the guidelines of Generally Accepted Accounting Principles (GAAP) and Government Accounting Standards Board (GASB).

Ms. Jimenez stated that the auditors issue a letter and an Internal Control and Compliance Report to the Mayor and Council.

Mr. Ben Hur, CPA, CGFM, Fester and Chapman, PLLC, stated that this is their first year completing the Town's audit. They provided the Council with the following three reports:

- Report to Honorable Mayor and Council
- Internal Control and Comprehensive Report
- Comprehensive Annual Apprentice Report

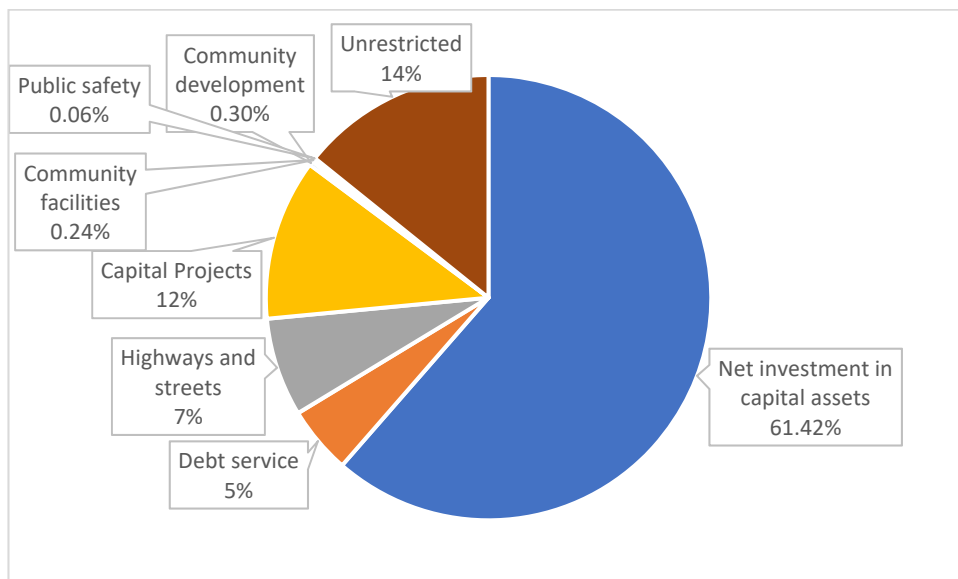
Mr. Hur provided the Town with an Audit Overview presentation, which included:

- Audit Results - Overview
- Financial statements include new post-retirement benefits disclosures for GASB 75 implementation
- Sensitive estimates and disclosures included in financial statements:
 - Estimates of actuarial valuations related to net pension liability (asset), allowance for doubtful accounts, and depreciation expense for capital assets.
 - Disclosure of retirement plans based on actuarial valuations.
- Financial Statement Audit
- Unmodified opinion
 - Financial statements are presented fairly in all material aspects and in accordance with Generally Accepted Accounting Principles (GAAP)
 - Findings reported as Material Weaknesses in Internal Controls:
 - Internal Control over Financial Reporting – Audit adjustments were necessary to properly state year-ending balances.
 - Internal Control over Capital Assets – A prior period adjustment was necessary to properly state the Town's beginning net position and capital assets.
 - Internal Control over Long-term Liabilities – A prior period adjustment was necessary to properly state the Town's beginning net position and long-term liabilities.
 - Internal Control over Special Assessment Billing – Audit adjustments were necessary to properly state special assessment receivable and deferred revenue balances.

- **Financial overview – government-wide**

GOVERNMENT-WIDE NET POSITION JUNE 30, 2018

	Governmental Activities	Business- Type Activities	Total	Change from FY17
Net investment in capital assets	\$ 72,398,506	\$ 15,973,435	\$ 88,371,941	-1%
Restricted	31,839,652	3,206,134	35,045,786	8%
Unrestricted	4,461,196	16,001,790	20,462,986	15%
	<u>\$ 108,699,354</u>	<u>\$ 35,181,359</u>	<u>\$ 143,880,713</u>	3%



- \$4.7 million increase in net position
- Financial overview – governmental funds
 - Net increase in fund balance of \$4.3 M
 - Increases in:
 - General Fund \$603K
 - CFD – Debt Service Fund \$1.1M
 - CFD – Capital Project Fund \$1.7M
 - Impact Fee Fund \$483k
 - Capital Improvement Fund \$1.4M
 - Net Decrease in fund balance:
 - Highways and streets \$1.6 M
- Financial overview – business-type funds
 - Net increase in net position of \$1.3M
 - Increases in:
 - Water Fund, \$894 K
 - Sewer Fund, \$514 K
 - Decreases in net position:

- Sanitation Fund, \$56 K
- Pensions summary
 - Estimates based on actuarial valuations performed by an independent firm.
 - Public Safety Personnel Retirement System
 - Police
 - \$0.9 million net pension liability (decreased by ~ \$325K)
 - Fire
 - \$0.5 million net pension liability (increased by ~ \$149K)
 - Arizona State Retirement System
 - \$8.2 million net pension liability (decreased by ~ \$833K)

Mayor Walter inquired if they assisted the Town in developing the guidelines as listed in the report.

Mr. Hur stated that they would be supporting the established policies and guidelines that are created and approved by the Town.

On motion of Councilmember Wall, seconded by Vice-Mayor Anderson, and carried (7-0) to accept the Comprehensive Annual Financial Statement and Expenditure Limitation Report.

ADJOURN TO COMMUNITY FACILITIES DISTRICT. NO. 1.

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to adjourn to the Merrill Ranch Community Facilities District No. 1.

Discussion/Approval/Disapproval to accept the Merrill Ranch Community Facilities District No. 1 Audit.

Ms. Rebecca Jimenez, Interim District Treasurer, stated the report is for both Community Facilities Districts (CFDs). The auditors did an outstanding job outlining each of the cash balances. She stated that CFDs are very complicated and it is very important to maintain the records accurately due to their complexity.

Mr. Hur stated that the audit of the CFDs was done as part of the Town's Comprehensive Annual Financial Report (CAFR). Due to the importance of the CFDs, they performed a separate audit of the CFDs. It was important to have their own financial records and to have a record of all their transactions. This is the first time that the CFDs have performed their own audit.

Mr. Brent Billingsley, District Manager, stated that the two CFDs have been in existence for 13 years. This is the first time that the CFDs have been audited. The CFDs were audited because the State law changed two years ago. They now have very specific requirements in terms of usage of CFD monies, balances and how the various deals must be managed under State law. The Town must be in compliance by June 30, 2019.

Mr. Billingsley stated that there were three things noted regarding the CFDs and this was due to the CFDs never being audited before.

On motion of Boardmember Wall, seconded by Boardmember Larsen, and carried (7-0) to accept the Merrill Ranch Community Facilities District No. 1 Audit.

ADJOURN FROM COMMUNITY FACILITIES DISTRICT NO. 1.

On motion of Boardmember Wall, seconded by Boardmember Larsen, and carried (7-0) to adjourn from the Merrill Ranch Community Facilities District No. 1.

ADJOURN TO COMMUNITY FACILITIES DISTRICT NO. 2.

On motion of Vice-Mayor Anderson, seconded by Councilmember Wall, and carried (7-0) to adjourn to the Merrill Ranch Community Facilities District No. 2.

Discussion/Approval/Disapproval to accept the Merrill Ranch Community Facilities District No. 2 Audit.

Ms. Jimenez stated that the audit was completed as one audit for both districts. There is no additional information to add.

On motion of Boardmember Wall, seconded by Boardmember Hawkins, and carried (7-0) to accept the Merrill Ranch Community Facilities District No. 2 Audit.

ADJOURN FROM COMMUNITY FACILITIES DISTRICT NO 2.

On motion of Boardmember Wall, seconded by Boardmember Larsen, and carried (7-0) to adjourn from the Merrill Ranch Community Facilities District No. 2.

CONSENT: All items on the consent agenda will be handled by a single vote as part of the consent agenda, unless a Councilmember or a member of the public objects at the time the agenda item is called.

Proclamation declaring April 26, 2019 as Arbor Day.

Motion to approve and ratify an Engagement and Representation Agreement with Sims Mackin, LTD. and Cathy Bowman for legal representation of the Town of Florence in legal matters in connection with *Town of Florence v. ADEQ*, No. LC2017-000466-001 DT; *Town of Florence v. Florence Copper, Inc.* CV 2015-000325; *Town of Florence v. ADEQ*, No. 1 CA-CV 19-01222 (Arizona Court of Appeals), including post-trial motions, appeals and authorization to enter into related common interest agreements (the “appellate proceedings”).

Authorization for the Town Attorney to execute a Consent to Withdrawal on behalf of the Town consenting to the withdrawal of Christopher Kramer and Laura Curry and the firm of Jennings, Strouss & Salmon, P.L.C. as counsel of record for the Town in the matter of *Town of Florence vs. Florence Copper, Inc., et al* No. CV2015-000325.

Approval of the March 4, March 11, March 18, and March 25, 2019 Town Council Meeting minutes.

Receive and file the following board and commission minutes:

February 14, 2019 Arts and Culture Commission Meeting minutes

February 27, 2019 Florence Youth Commission Meeting minutes

February 27, 2019 Historic District Advisory Commission Meeting minutes

On motion of Councilmember Wall, seconded by Vice-Mayor Anderson, and carried (7-0) to approve the Consent Agenda, as written.

UNFINISHED BUSINESS

Ordinance No. 667-19:

Mayor Walter read Ordinance No. 667-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE TOWN OF FLORENCE CODE OF ORDINANCES TITLE XV “LAND USAGE” CHAPTER 150: DEVELOPMENT CODE, SECTION 150.031 “DEFINITIONS” AND REPEALING AND REPLACING “PART 3 SIGN REGULATIONS,” SECTIONS 150.092 TO 150.130 (CASE PZ 18-33 ORD). (Public hearing and first reading held February 19, 2019, second reading held March 4, 2019, Work Session held March 25, 2019).

Mr. Dana Burkhardt, Planning Consultant, stated that the changes requested at the work session have been incorporated, as listed below:

A text amendment to the Sign Regulations of the Development Code with the following amendments (***bold italic*** text is added, text with a strikethrough to be deleted):

- 1) Revise §150.098(I) as follows: “All Signs shall be ~~professionally constructed and installed.~~ ***have a professional appearance and be structurally designed, constructed, erected and maintained in accordance with all applicable provisions and requirements of the town codes and ordinances.***”
- 2) Revise §150.099(E)(2)(h): “A-Frame signs shall ***have a professional appearance and*** be ~~professionally~~ constructed and maintained in a manner free from chipping paint, cracks, gouges, and/or loss of letters.”
- 3) Revise §150.099(D)(10)(b): “One Digital Sign per Site and such Sign shall be considered as one of the allowed Freestanding Signs and be subject to all of the requirements for Freestanding Signs, as well as the requirements set forth in this Section. ***Corner lots with two arterial roadway building frontages may be permitted one digital Freestanding Sign for each building frontage through the Site Plan and Design Review process.***”
- 4) Revise §150.097(A) to add subsection ***(3) No Sign shall be placed on a utility pole, tree, rock, or similar feature.***

Mr. Burkhardt stated that the ordinance exceeds all of the minimum requirements and is ready for Council to make a motion, if it so chooses. On January 17, 2019, the Planning and Zoning Commission forwarded a unanimous recommendation for Council's approval of Ordinance No. 667-19.

Vice-Mayor Anderson stated that he is concerned about the following:

- Height for flagpoles are listed at 25 feet.
 - Flagpoles at the Florence facilities are 35 feet in height which would make the Town out of compliance.
- Verbiage: "having a professional appearance" with regards to signage.
 - Definition is very vague
 - Seems to imply that the signs need to be done by a professional.
- Inability to put a sign on a fence.
 - Florence is a small community and we need to encourage people to do business in a way that they see fit
- Signage for yard sales, lemonade stand, schools having car wash are all violations of the Sign Code.

Vice-Mayor Anderson stated that this is not the right code for Florence.

Mr. Brent Billingsley, Town Manager, stated that with regards to the flagpole and signage, the Town is exempt from the Code and would not be in non-compliance of the Code. He stated that sign spinners and people on the sidewalks holding signs are protected in the State of Arizona and are exempt from the Town Code.

Councilmember Larsen stated that she is concerned about businesses who are unable to put signage away from the property if their business is set back from the frontage road. People will not know that the businesses exist if they are not allowed to have signs. She would like this to be allowed in the Code.

Mayor Walter inquired if the Loveworks Pregnancy Resource Center has a sign on their fence.

Councilmember Cordes stated that the Loveworks Pregnancy Resource Center does not have a sign on their fence. They only have the historical marker and a sign affixed to the building itself.

Vice-Mayor Anderson stated that Philip's Shoe Repair and Tack has his business sign on the fence. He stated there are also signs on residential properties advertising The Windmill Winery.

Mayor Walter inquired about an amendment to allow for signs on fences.

Councilmember Cordes stated that signage is needed for the Windmill Winery because it is set back away from a main road and it is at the outskirts of Town. She inquired if the Town can create a directional sign that identifies how to get to the businesses.

Councilmember Larsen stated that the Desert Rock Church has a daycare and there will be other businesses with similar issues. She likes the idea of the directional signage but worries that some businesses can construe it as favoritism, so they need to be mindful of how this appears.

Mr. Billingsley stated that the Town Council's Code can amend it as they see fit. The signs that go into the ground are called bandit signs and they can be allowed if Council so chooses. They will still be illegal in the State right-of-way. The challenge is with the Mesa and Gilbert findings. Bandit signs are seen as free speech and can be problematic. He would not recommend allowing bandit signage.

Mr. Billingsley stated that the Town has the ability under the Town Code to have a kiosk sign program. The Town previously had a kiosk sign program and the six kiosks were removed due to health and safety concerns because many of them fell or rotted. He stated that staff can bring forth a proposal at a later time for a Kiosk Sign Program should Council desire; however, there will be a cost. The Town would hire a company that specializes in kiosks. The kiosks would be placed in the Town's right-of-way and there will be a monthly cost to place signs on the kiosk. It would be done on a first-come, first serve basis. There may not be enough space for everyone who may want to advertise.

Mr. Harold Christ, The Windmill Winery owner, stated they have been in business for 20 years and it has been a constant battle of trying to get people to find them. He recently tried the bandit signs; however, he does not like them. Bandit signs will ultimately cause more problems than they are worth. There needs to be some methodology for getting people into the businesses. The biggest issue is that no one knows that Main Street exists. There are many customers who come to the Windmill and never knew that they, or Main Street, existed. Kiosks will maintain a professional look and will get away from the bandit and homemade signs. He believes in the saying "A business without a sign, is a sign of no business", and he believes that to be true. He encouraged the Council to find some solution to get people into the business quarters that the Town wants to save and promote. He stated that big things are going to happen for Florene and the Town needs to get ready.

Mayor Walter inquired of the Council their feedback with regards to the kiosk.

Councilmember Cordes stated that she would like to see more information on ways the Town can assist businesses with advertisement in a professional manner that would not disturb the community.

Councilmember Larsen stated that she would like the information to be vague, rather than just researching the option for a kiosk. She would like options for signage for business that are not on the main roads.

Mr. Billingsley stated that they had a conversation with Council approximately 2-1/2 years ago with regards to the old sign code and implementation of the old sign code and off-site signage. The Council made the decision to expend \$35,000 for the sign on the Main Street extension, directing people to the downtown area. The direction provided to staff is that the Town would not advertise individual businesses but rather direct people to locations. There is no funding allotted for signage nor would the Town want to block different site triangles by having multiples of those signs in Town. The kiosk program is more apt to have a positive result without being intrusive.

Councilmember Cordes requested that alternate options be provided to Council for consideration.

Mr. Billingsley asked that Council provide them options that they would like staff to research. Staff will also research options for Council to consider.

Mayor Walter directed Mr. Larry Harmer, Community Development Director, to reach out to businesses and find out what solutions work for them.

Ms. Cathy Adam, Florence Resident, stated that the Historical District Advisory Commission had previously discussed doing a wall mural of a map of the Town on the vacant building at the corner of Main Street and Butte Avenue. The map would earmark the location of the businesses. This would not show favoritism to any specific business but still direct visitors where to go.

Councilmember Larsen stated that murals are not allowed, per the Code.

Mayor Walter stated that there is still conversation that is needed on this item and the item is not ready to be voted on.

On motion of Councilmember Hughes, seconded by Councilmember Cordes, and carried (7-0) to table Ordinance No. 667-19 to a future meeting when offsite signage options are ready to be presented.

Ordinance No. 668-19:

Mayor Walter read Ordinance No. 668-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE TOWN OF FLORENCE CODE OF ORDINANCES TITLE XV "LAND USAGE" CHAPTER 150: DEVELOPMENT CODE, SECTION 150.031 "DEFINITIONS" AND "PART 7 PARKING; LOADING AND UNLOADING," SECTIONS 150.156 TO 150.167 (CASE PZ 18-34 ORD). (Public hearing and first reading held February 19, 2019, second reading held March 4, 2019, Work Session held March 25, 2019).

Mr. Dana Burkhardt, Planning Consultant, stated that the Council requested amendment has been included, which reads:

A text amendment to the Parking & Loading Regulations of the Development Code with the following amendments (***bold italic*** text is added, text with a ~~strike through~~ to be deleted):

- 1) Revise Section II(E) All parking and loading spaces, maneuvering areas, driveways and fire lanes shall be paved with asphaltic concrete; pavers; cement concrete; ~~penetration treatment of bituminous material and seal coat of bituminous binder and a mineral aggregate;~~ and/or a stabilization method approved by the Town ***Engineer***. Through the site plan and design review process, the Town may permit up to 20 percent of the required parking to be of a pervious surface to reduce heat-island and run-off effects. All parking surfaces must be designed to a sufficient thickness to withstand repeated vehicular traffic and receive approval from the Town Engineer.

Mr. Burkhardt stated that the ordinance exceeds the minimum requirements and is ready for Council to make a motion, if it so chooses. On January 17, 2019, the Planning and Zoning

Commission forwarded a unanimous recommendation for Council's approval of Ordinance No. 668-19.

Mayor Walter stated that many residents have contacted her regarding Section IV. Parking Standards for Single Family and 2-Family Residential Uses, Subsection C. Recreational Vehicle Storage. Recreational vehicles, boats, and trailers shall be stored behind a solid six-foot wall with view obscuring gates. She posed several questions regarding, storage, time frames, existing vehicles, enforcement and new builds.

Mr. Burkhardt answered Mayor Walter's questions with regards to the following:

- Storage
 - Keep the existing language and add "as of the Certificate of Occupancy for new construction". Verbiage can be added to have a sunrise date and what it affects.
- Maximum of two vehicles per resident
 - Does not find where it is included in the Code.
 - Could be minimum required parking spaces, which is two off-street parking spaces for single family residence. Through the PAD process, they can approve on-street parking as part of certain developments.

Mr. Sherwood clarified that he no longer has animals or children at his home. His concern is the first part of the ordinance which reads:

"Any proposal for the construction of new off-street parking facilities or the modification of existing off-street parking facilities within the Town shall be subject to the following..." which includes his concerns with regards to Section IV. Parking Standards for Single Family and 2-Family Residential Uses, Subsection C. Recreational Vehicle Storage. Recreational vehicles, boats, and trailers shall be stored behind a solid six-foot wall with view obscuring gates.

Mr. Sherwood stated that he has a large lot, in which he has three boats and two utility trailers and a garden; and can still take his car and truck and hook up with any of the items. One of his boats is a pontoon boat and would still be seen if he had a six-foot brick wall. He stated that it would be a financial burden if he had to install a brick wall. He keeps his property clean.

Mr Billingsley thanked Mr. Sherwood for speaking on the matter.

Mr. Billingsley stated that staff has received several comments regarding people parking on the street or there not being enough parking in front of homes. The Code will require developments to provide a minimum of two off street parking spaces per dwelling units.

Mayor Walter would like the clause regarding recreational vehicles added to the Code.

Councilmember Cordes expressed her concerns regarding storage of recreational vehicles, specifically if they are not being used. She does not want the yards to look like storage yards.

Mr. Burkhardt explained that the current Town Code restricts the storage of junk automobiles or automobiles that are not registered, licensed, or are inoperable.

Councilmember Larsen inquired if this would include boats and recreational vehicles as well.

Mr. Billingsley stated that the Code is less clear with regards to boats and recreational vehicles. There have been three meetings with regards to property maintenance, Code enforcement, appearance of properties and property values. Staff does a lot of Code enforcement, specifically with regards to RVs. Most cities do not allow RVs to be parked at homes. Florence is liberal with regards to RVs and the more unscreened things that are allowed in Florence, the more depressed the property values will be.

Mr. Billingsley stated that the main problems in Florence is that people park their RVs in the right-of-way because they do not have room on their lot and people living in their RVs which is prohibit under the life safety codes.

Mr. Billingsley stated that staff added this provision because every other community either has a screening provision or does not allow it to assist in the look of the community and to help property values.

Councilmember Larsen suggested that that Town have a certification process for existing recreational vehicles, so they will be grandfathered. She also inquired if there is a number of items that can be stored on their property at any one given time.

Mr. Billingsley stated that Council decided not to do proactive Code enforcement unless it is a life safety issue. Staff does reactive Code enforcement when a complaint is submitted. There is nothing in the Code which limits the amount of recreational vehicles that a person can have. He stated that six Councilmembers live in Anthem and it is prohibited in Anthem due to the CC and Rs, and this issue pertains to the Town core.

Councilmember Larsen suggested that a limitation be placed on the number of recreational vehicles a home can have, otherwise they will have to have a screened fence or block wall.

Mr. Billingsley stated that it is very difficult to legislate for every type of situation. He stated that the Town has aerial photography that can be utilized to determine how long a recreational vehicle has been at that specific location. The time frame suggested was six months.

Discussion occurred on various scenarios regarding determination of how long a recreational vehicle has been at the location. Discussion occurred on junk vehicles and how it is handled separately through the Town Code.

Mr. Burkhardt suggested adding a clause that states a certain size of lot that is needed for each recreational vehicle, boat, etc. on the property.

Discussion occurred on scenarios, and issues that may arise, where homes are built in the core area and will be required to follow the limitations outlined in the new Code, but their neighbors will be grandfathered, and they will assume that they have the same privileges.

Mr. Billingsley stated that the parody argument is going to be an issue, specifically, with the Town encouraging infill. He stated that the minimum lot coverage is something that should be considered. Cities prohibit RVs from being parked next to houses because fire and police personnel need access to the home in case of an emergency and RVs are filled with gas and not billed to typical building codes.

Mayor Walter stated that she does not want the Code to be so restrictive that homeowners do not have the freedom to do what they want to do on their property.

Councilmember Hawkins stated that the verbiage should indicate a screening to block the view rather than a solid wall.

Vice-Mayor Anderson stated that the Council should not be giving any staff member a carte blanche approval to change policy, specifically with regards to stabilization methods. The methods should be presented to Council for approval. He requested that the sentence referencing this be deleted from the document (Page 1, Subsection 1, Revise Section 2E and/or stabilization method by the Town Engineer). He expressed his concern regarding a chip seal method being proposed, that he understood not to be approved by the EPA.

Mr. Billingsley stated that the Town Engineer is licensed in the State of Arizona and has the bonding and insurance necessary to make decisions on behalf of the Town. Per State Law, each city/town is required to have a Town Marshall, Town Engineer, and Clerk, and all other employees are not required under State law.

Mr. Billingsley stated that regards to the stabilization, Engineer must ensure compliance with PM10 standards and ADA. He also needs to ensure that the soils engineering and testing that is done on the particular product can meet the requirements that are in the Fire Code regarding the ability to carry the very heavy vehicles that are loaded with water.

Councilmember Hawkins stated that there is no need for Council to approve as it falls under the auspice of the duties of an Engineer.

Discussion occurred on the verbiage pertaining to stabilization methods and the use of products not approved by the EPA. Discussion also occurred on informing the Council of products being used prior to moving forward with a project.

Councilmember Wall stated that Council, as a legislative body, has to rely on its staff to make determinations all of the time on a variety of subjects. If Council is going to start evaluating every single decision that staff makes, it would be time consuming and may not be within the Council's prevue. Council must have the confidence that the staff can make these types of determinations.

Mr. Billingsley stated that it is Council's decision as to what its place is within the policies and staff will enforce the adopted policies. He explained that the method referred to by Vice-Mayor Anderson is indeed an approved method. Staff is not recommending nor implementing anything that is against EPA standards. He stated that there have been several discussions regarding items being forwarded to Council. He feels strongly that the Town has competent staff and are professionals who have the best interest of the Town residents.

Vice-Mayor Anderson recanted his request regarding the sentence referencing stabilization methods be deleted from the document (Page 1, Subsection 1, Revise Section 2E and/or stabilization method by the Town Engineer).

Mayor Walter asked that suggestions be incorporated.

Mr. Billingsley stated that they could not use the work “screening” as it can be defined as landscape and would prefer to use the word “fence or wall”. This would cover the variations without having to encompass screening component.

On motion of Vice-Mayor Anderson, seconded by Councilmember Cordes, and carried (7-0) to adopt Ordinance No. 668-19, striking Item IV. Parking Standards for Single Family and 2-Family Residential Uses (C) Recreational Vehicle Storage.

Discussion/Approval/Disapproval of rescinding the order for demolition of the Cuen Building and instructing the Town Manager to take all action necessary to advertise the Cuen Building for public auction in accordance with A.R.S. § 36-1480 Disposal of Property in redevelopment project area.

Ms. Lisa Garcia, Deputy Town Manager/Town Clerk, stated that Tom and Lynn Smith approached the Council and made a plea to save and restore the Cuen Building. Staff met with Mr. and Mrs. Smith and reviewed the documents with them and explained what is necessary to put the Cuen building back out for bid. The Town must advertise for 30 days and have a sealed bid process. The bids will be brought forward to Council. Council will then choose the bidder who is most likely to proceed with the project.

Ms. Garcia stated that staff and Mr. and Mrs. Smith met with Stephanie Row, Architect, to discuss the potential restoration of the project. To move forward, Council must rescind the order to demolish the Cuen Building and allow the Town Manager to proceed with a public auction.

Ms. Garcia explained that the bid document allows for one year to stabilize the building with a one-time 30-day extension in Phase I. Phase II provides for two years with a 60-day extension. Mr. Smith requested that verbiage be added to stated so long as the bidder is moving forward Council would continue to work with them on the project. She noted that that there is SHPO process that the bidder must go through, historical architects and repair of the glass and skylight that could cause delays. She said the building would be on the market and everyone is able to submit a bid, and there are no guarantees. Staff is grateful to the Smith family and staff would be very happy to see the building restored.

Mr. Jerry Ravert, Florence Resident, stated that he has a vested interest in the Cuen Building, as he was part of the initial auction and raised funds to preserve the building. He has owned a historical home in Florence for 30 years and does not believe the building can be restored in one year.

Mr. Ravert stated that the Council first impression was to demolish the building, which did not show a commitment to historic preservation. His said that you cannot save money with historic preservation. Council needs to commit to saving the historic buildings. Florence has lost three historic buildings and now we have vacant lots on Main Street. He supports having the Smith’s stabilize the building but asked that he be provided leeway with regards to restoration.

Mayor Walter provided a brief history of what has transpired with the Cuen Building and how we are where we are at now. She thanked the Smiths’ for their commitment to the Cuen building and noted that they have restored two other buildings on Main Street. They are affiliated with the Pinal County Historical Museum and revitalization of the downtown area.

Councilmember Hawkins stated that the Town cares about the historical buildings and the historical district. He stated that buildings that were lost on Main Street were due to fires. There are not many people who are willing to step up and assist with historic preservation. Buildings will continue to deteriorate if no one tries to stabilize, and unfortunately, Council may have to make tough decisions if there is blight or life safety issues.

Councilmember Cordes inquired if the successful bidder can utilize whatever contractor they choose.

Ms. Garcia stated that they can utilize whomever they choose.

Councilmember Cordes stated that there is rarely any public who attends the public meeting and the public cannot say that the Council is not doing enough unless the public participates in the process. She stated that the full burden to revitalize the downtown and rehabilitate the historic buildings cannot fall solely on the Council and the taxpayers. It has to start with people speaking with the property owner about preserving their building. If they are unable to preserve their building, they should speak with the Council on ways that they can assist on alternatives on how to preserve the building. She invited the public to attend the Historical District Advisory Commission Meetings and to get involved.

Vice-Mayor Anderson inquired if Mr. and Mrs. Smith agreed with the timeframe.

Ms. Garcia stated that for the first auction of the Cuen Building, the low bid was submitted by Low Mountain; however, the Town offered the building to Ms. Smallridge. The Town is willing to work with the successful bidders through the completion of the project.

Mr. Tom Smith, Florence Resident, stated that the time frame outlined may be problematic, but Ms. Garcia has pointed out that there can be extensions. He stated that they need to meet with SHPO on April 24, 2019 when they come to Florence. The plans need to be revised prior to SHPO's visit.

On motion of Councilmember Hawkins, seconded by Councilmember Cordes, and carried (7-0) to approve rescinding the order for demolition of the Cuen Building and instructing the Town Manager to take all action necessary to advertise the Cuen Building for public auction in accordance with A.R.S. § 36-1480 Disposal of Property in redevelopment project area.

NEW BUSINESS

Resolution No. 1694-19:

Mayor Walter read Resolution No. 1694-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ACCEPTING STREETS WITHIN VISTA HERMOSA COMMUNITY, ARIZONA BOULEVARD FROM THE TOWN'S WEST PROPERTY LINE TO THE INTERSECTION OF IOWA AVENUE, IOWA AVENUE FROM THE ARIZONA BOULEVARD INTERSECTION TO THE NORTH EDGE OF THE ROAD INTO THE TOWN OWN WATER FACILITY FOR PUBLIC ACCESS,

Town of Florence Council Meeting Minutes

April 15, 2019

Page 16 of 28

CIRCULATION, ROADWAY AND PUBLIC UTILITY PURPOSES AND AUTHORIZING EXECUTION BY THE TOWN MANAGER OF SUPPORTING DOCUMENTS.

Mr. Chris Salas, Public Works Director, stated this is an older road, and not one that the Town would typically accept into their maintenance. The road is not built to Town standards, so staff worked with Vista Hermosa to ensure that the road met some type of standard. Staff accesses their water facilities by use of that road. The Streets Department inspected the road to ensure that it met the same technologies that is used in the core.

Councilmember Wall inquired if the roads to the north will be included at a later time.

Mr. Billingsley stated that Vista Hermosa and the Town want the private residential roads to remain private. Vista Hermosa's primary concern is that the public maintain the portion that starts off the hill to where the water tank is located. They were concerned about escalating cost for maintaining the road because of commercial traffic utilizing the road.

Mr. Billingsley stated that Vista Hermosa needed to meet certain criteria before the Town would accept the road and one item was that they needed to do a chip seal on the road. They ensured that the cracks were sealed, and the pavement was in good condition. Vista Hermosa held two elections in order to get to this point. This is a partnership with the Homeowner's Association.

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to adopt Resolution No. 1694-19.

Resolution No. 1695-19:

Mayor Walter read Resolution No. 1695-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, APPROVING THE PURCHASE OF CERTAIN LANDS BELONGING TO DAVID MARTIN AND JANE GEAMPA, LOCATED AT 525 E. RUGGLES STREET, FLORENCE, ARIZONA, TO BE DEDICATED FOR EXCLUSIVE USE BY THE TOWN OF FLORENCE PUBLIC WORKS DEPARTMENT AND OTHER MUNICIPAL PROJECTS AND DECLARING AN EMERGENCY.

Mr. Salas stated that the parcel of land would be designated for a water barn. The project has not been planned yet, and changes could occur. He stated the Public Works yard is comprised of many small buildings and is not conducive to storing water parts. Currently, parts are purchased as they are needed, and this can be problematic if a water break occurs because it causes a delay in getting the repair made in a timely manner. The area is ideal because it is across the street from the Public Works yard and will make it easier for staff to meet rather than to drive across town to do so. A site plan is forthcoming.

Mr. Billingsley stated that the project has been discussed for many years and money has been budgeted for this project in the CIP this fiscal year. Monies will be allocated in the upcoming year for the utility yard and water barn.

Mayor Walter stated that this will help the residents, specifically with the time the water will be off during water breaks.

Mr. Salas stated that there are times when the department does not have the parts to fix a repair and it causes problems; however, this is not always the case.

Mr. Salas stated that having this facility will allow the Town to have asset management which it currently does not have. This will help project cost and is very much needed.

Mr. Billingsley stated that there are significant savings that can be realized when purchasing in bulk. The Town will be able to take advantage of the savings when they are able to purchase in multiples rather than purchase single items because they will now have the space in which to store the supplies. He stated that staff will be forwarding the meter replacement project to Council at an upcoming meeting in which thousands of meters will be ordered. It will be nice to have some place to store the meters that will not be out in the open and exposed to the elements.

On motion of Councilmember Wall, seconded by Councilmember Cordes, and carried (7-0) to adopt Resolution No. 1695-19.

Resolution No. 1696-19:

Mayor Walter read Resolution No. 1696-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, APPROVING THE PURCHASE OF CERTAIN LANDS BELONGING TO DARRELL PETERSON, LOCATED AT 575 E. RUGGLES STREET, FLORENCE, ARIZONA, TO BE DEDICATED FOR EXCLUSIVE USE BY THE TOWN OF FLORENCE PUBLIC WORKS DEPARTMENT AND OTHER MUNICIPAL PROJECTS AND DECLARING AN EMERGENCY.

Ms. Salas stated this lot is east of the lot located at 525 E. Ruggles Street and is adjacent to one another.

Mr. Billingsley stated that the lot would be used as a recycling yard. There are several dumpsters that are located next to the IT facility at the park. Staff has received several comments that the dumpsters are an eyesore. Many non-recyclable items, such as mattresses, are dumped at that location. Staff was challenged to find an appropriate place for the dumpsters because they serve a public interest. The dumpsters would be moved to this lot and will still be easily accessed.

Mr. Billingsley stated that decorative walls, similar to those at the Police Evidence Storage Facility, walls will be erected so that the facility is attractive. This will provide for a similar look when driving down Ruggles Street.

Mayor Walter inquired if access to the dumpsters will be available 24/7 as they are at the park.

Mr. Billingsley stated that the intent is to have the dumpsters available 24 hours per day. He stated that the dumpsters may not be inside the wall, but rather surrounded by screening walls.

Vice-Mayor Anderson inquired if the Town has received any feedback from the neighbors.

Mr. Billingsley stated that the Town would go through the site plan process, similar to what other developers would, and will comply with what is required.

On motion of Councilmember Wall, seconded by Councilmember Larsen, and carried (7-0) to adopt Resolution No. 1696-19.

Resolution No. 1693-19:

Mayor Walter read Resolution No. 1693-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD CERTAIN TECHNICAL CODE DOCUMENTS FILED WITH THE TOWN CLERK AND ENTITLED “2012 INTERNATIONAL BUILDING CODE”, “2012 INTERNATIONAL EXISTING BUILDING CODE”, “2012 INTERNATIONAL FIRE CODE”, “2012 INTERNATIONAL FUEL GAS CODE”, “2012 INTERNATIONAL MECHANICAL CODE”, “2012 INTERNATIONAL PLUMBING CODE”, “2012 INTERNATIONAL PROPERTY MAINTENANCE CODE”, “2012 INTERNATIONAL RESIDENTIAL CODE”, “2012 INTERNATIONAL SWIMMING POOL AND SPA CODE”, “2012 INTERNATIONAL ENERGY CONSERVATION CODE” “2011 NATIONAL ELECTRIC CODE”, AND THE 2009 “ACCESSIBLE AND USABLE BUILDINGS & FACILITIES CODE”

Ms. Garcia stated that Council had a work session on January 29, 2018 to discuss the 2012 Codes. She discussed the following:

- Resolution No. 1693-19, which adopts the Codes by reference,
- First reading of Ordinance No. 674-19 for the adoption of the 21012 Codes
 - Second reading and adoption will be presented at the May 6, 2019 Council Meeting
 - Board of Appeal Update
- Ms. Garcia provided a presentation on the 2012 ICC Code Adoption in which the following was outlined:
 - Background
 - The One Stop Shop team has been actively working towards adoption of the 2012 Technical Codes for 18 months.
 - Council held a Work Session on January 29, 2018 to review the 2012 Codes.
 - Staff is recommending the adoption of the 2012 Technical Codes with an effective date of July 1, 2019.
 - Adopt by reference
 - Resolution No. 1693-19.
 - Adopts the Technical Codes by reference
 - One copy in Clerk’s Office
 - Electronic copy on Town website
 - Adopts the amendments and modification by reference in Exhibit “A”
 - Recommend approval on April 15, 2019
 - Adoption of Technical Codes
 - Ordinance No. 674-19
 - Adopts the Codes by Reference
 - Codifies the Code to include all amendments to the Technical Codes

- Adoption recommended at the May 6, 2019 Town Council Meeting
- Effective date: July 1, 2019
- Must be advertised after adoption and posted in three locations
- Board of Appeal Amendment
 - Ordinance No. 675-19
 - Each Technical Code has an appeal section with independent appeal requirements.
 - Modified so that there is one Appeal Board which will be the Technical Advisors for all technical codes.
 - The amendments strikes the appeal section and refers to Section 150.301 of the Town Code.
 - Suggested amendment includes the following:
 - Decisions of the board must be rendered in writing
 - Special Meetings held when necessary
 - ¾ vote to overturn the Code Official's decision
- Codes being adopted
 - Accessible and Usable Buildings and Facilities ICC A117.1, 2009 Edition Standards
 - International Building Code, 2012 Edition, with Appendix C & I;
 - International Energy Conservation Code, 2012 Edition is voluntary;
 - International Existing Building Code, 2012 Edition;
 - International Fire Code, 2012 Edition, with Appendix B, C, D, E, F, G, H & I
 - International Fuel Gas Code, 2012 Edition;
 - International Mechanical Code, 2012 Edition
 - International Plumbing Code, 2012 Edition
 - International Property Maintenance Code, 2012 Edition;
 - International Residential Code, 2012 Edition, with Appendix G, H & P;
 - International Swimming Pool and Spa Code, 2012 Edition;
 - National Electrical Code, 2011 Edition

Councilmember Cordes inquired about the reinspection fee.

Mr. James Allen, Building Official, stated that the reinspection fees may be assessed if the applicant does not comply with repairing prior items and staff having to go out multiple times for the same issue. The fee may be \$50.

Councilmember Cordes inquired about the revocation of a Certificate of Occupancy after the building has been vacant for 24 months. She inquired if staff communicates with the property owner throughout the 24-month period.

Mr. Allen stated that two of the three items listed in the Code must exist in order for the property to be considered abandoned. He stated that the concern is with buildings that have sat empty and are dilapidated. A process had to be put in place in order to address issues with abandoned buildings. Such flags of an abandoned property include:

- No one has done maintenance to the building
- Trash has built up
- No utilities

Mr. Allen explained that the definition for abandoned is: a building that is no longer used or occupied by its owner for the legally permitted occupant. Evidence of building being abandoned includes any two of the following:

- Lack of visible activity or use
- Overgrown or dead vegetation
- Accumulation of trash, junk or debris
- Absence of furnishings
- Evidence of criminal mischief or criminal trespass
- Evidence of dilapidation
- Decay, damage, or deterioration
- Non-payment or disconnection of utilities

Mr. Allen explained that the definition of vacant is: a building that is no longer used or occupied by its owner or other legally permitted occupants.

Mr. Allen explained that there is no classification for the abandoned building because it has sat vacant, nor is it grandfathered and does not meet the requirements of the Town Code.

Mr. Billingsley stated that code enforcement is separate from what is being discussed. He stated that the building will need to be brought up to Code and will need a new Certificate of Occupancy. The Town is being lenient compared to other municipalities who use six months.

Councilmember Cordes inquired if market conditions are considered when considering a building abandoned.

Mr. Allen stated that the Town is trying to address the buildings that are neglected and those that have absentee owners. There will now be specific definitions and timeline that can be followed to determine if a building is abandoned.

Councilmember Hawkins stated that someone who is actively trying to rent or sell their commercial property will keep their building maintained, so the 24 months is reasonable.

Discussion occurred on how the Code will be applied in various scenarios.

Mr. Billingsley explained how the building needs to ensure that they comply with life safety, that there is fire protection and that people can get in and out safely.

Councilmember Cordes explained her concerns with regards to buildings who maintained their buildings while trying to sell it and are now required to meet the new code because they surpassed the 24-month mark even though it will be the same type of business. She said that it could make it so business don't come because they cannot afford to be in the building.

Mr. Billingsley stated that the existing code is more restrictive than what is being proposed. He stated that ultimately it comes down to life safety. The Town is trying to be less restrictive, be more lenient and allow more flexibility than what the Codes currently allows. The 2012 Codes are more lenient toward historic buildings than the 2006 Codes.

Vice-Mayor Anderson stated that the State adopted the 2012 Codes. He inquired if the Town is to be on the same codes as the State.

Mr. Billingsley stated that the State is on the 2015 Codes and will be adopting the 2018 Codes next year. He stated that it is up to each individual jurisdiction as to what Codes to adopt. The caveat to that has to do with the Fire Code in terms of building where the State is the authority and those buildings need to be up to the State-adopted Code. The inspection of those buildings is done by the State Fire Marshall and all other enforcement that is done is based on the Town-adopted Codes.

Councilmember Larsen stated that she is struggling with how the Code will be applied to buildings who are not occupied, but yet they are maintained and will now be required to add fire suppression which may prevent it from being purchased. This will result in another empty building on Main Street.

Councilmember Hawkins stated that the Town is struggling to keep Main Street alive. He stated that he does not agree with requiring an owner that has a vacant building being required to bring the building up to the new code if they have maintained the building.

Mr. Allen inquired what would be the date to consider for vacant buildings with regards to the buildings needing to be ADA-compliant.

Discussion occurred when a building needs to be brought up to ADA compliancy.

Councilmember Hughes requested that this item be tabled to a work session since Council still has a lot of questions.

Mayor Walter asked for that the differences between the 2006 and 2012 Codes be communicated to the public.

On motion of Councilmember Hughes, seconded by Councilmember Larsen, and carried (7-0) to table Resolution No. 1693-19 to a work session.

Ordinance No. 674-19:

Mayor Walter read Ordinance No. 674-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA ADOPTING THE FOLLOWING PUBLICATIONS WITH APPENDICES AND TOWN OF FLORENCE AMENDMENTS AS LISTED HEREIN ARE ADOPTED BY REFERENCE. REGULATING AND GOVERNING THE CONDITIONS AND MAINTENANCE OF ALL PROPERTY, BUILDINGS AND STRUCTURES; BY PROVIDING THE STANDARDS FOR SUPPLIED UTILITIES AND FACILITIES AND OTHER PHYSICAL THINGS AND CONDITIONS ESSENTIAL TO ENSURE THAT STRUCTURES ARE SAFE, SANITARY AND FIT FOR OCCUPATION AND USE; AND CONDEMNATION OF BUILDINGS AND STRUCTURES UNFIT FOR HUMAN OCCUPANCY AND USE AND DEMOLITION OF SUCH STRUCTURES IN THE TOWN OF FLORENCE, ARIZONA; PROVIDING FOR THE ISSUANCE OF PERMITS AND COLLECTION OF FEES THEREFORE; REPEALING SECTION 150.300 OF THE TOWN OF FLORENCE CODE OF

ORDINANCES AND ALL OTHER ORDINANCES OR PARTS OF LAWS IN CONFLICT THEREWITH.

On motion of Councilmember Hughes, seconded by Vice-Mayor Anderson, and carried (7-0) to table Ordinance No. 674-19 to a work session.

Ordinance No. 675-19

Mayor Walter read Ordinance No. 675-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE TOWN OF FLORENCE CODE OF ORDINANCES BY MODIFYING SECTION 150.301; TITLED BOARD OF APPEALS; BY INSERTING NEW TEXT AS UNDERLINED AND DELETING TEXT BY STRIKETHROUGH.

On motion of Vice-Mayor Anderson, seconded by Councilmember Hughes, and carried (7-0) to table Ordinance No. 675-19 to a work session.

Ordinance No. 673-19:

Mayor Walter read Ordinance No. 673-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE CODE OF ORDINANCE, ARIZONA, TITLE XI BUSINESS REGULATIONS, BY ADOPTING A NEW CHAPTER 111 RELATING TO THE REGULATION OF MOBILE FOOD UNITS; ESTABLISHING A PURPOSE; SETTING FORTH DEFINITIONS; PROVIDING FOR PERMIT REQUIREMENTS; ESTABLISHING OPERATIONAL REQUIREMENTS; SETTING FORTH VIOLATIONS; ESTABLISHING PENALTIES; AND SETTING FORTH AN EFFECTIVE DATE.

Ms. Garcia stated that the House Bill B2371 established a statewide food truck and health safety licensing standards for all mobile food and operation vendors. This ordinance was written by the Arizona League of Cities and Towns and is a model city code and that is where it is sent out to all municipalities. This allows for all municipalities to have the same rules so that the food trucks can operate effectively and efficiently in the municipal boundaries. This will allow for consistency throughout the State.

Ms. Garcia stated that this is the first reading and will be brought back to Council for the second reading and consideration for adoption.

Ms. Garcia stated that the model city tax code states that you cannot have a food truck within 250' of a residential zone and staff is still working on the map to show where food trucks can and cannot go. Food trucks will also be allowed for special events, at Pinal County, at the State prison and the Windmill Winery. Food trucks will also be allowed in parks.

Vice-Mayor Anderson inquired if schools are included.

Ms. Garcia stated that she will need to see the map; however, they will be allowed under a special event.

Councilmember Wall inquired why ice-cream trucks are exempt.

Ms. Garcia stated that they are allowed so they can drive through the neighborhoods.

Discussion/Approval/Disapproval of the Professional Services Agreement with PLAN/et Communities LLC, to update the Town of Florence Redevelopment Plan Update 2019, in an amount not to exceed \$113,115. (Larry Harmer)

Mr. Larry Harmer, Community Development Director, stated that at the last session, the State Legislature adopted changes to the redevelopment section of the Arizona Revised Statutes, so this agreement is to get the Town into compliance.

Mr. Harmer stated that the current plan was adopted in 2009 and is to be updated every 10 years, if not, it becomes null and void after a certain grace period thereafter. This project will be tied in to the General Plan Update.

Mr. Harmer stated that some flaws in the existing plan that will be rectified are:

- Size
 - Does not get into what is required for a redevelopment plan implementation
 - Plan needs to be implemented
- Data needs to be updated
 - Information is at least 10 years old
 - Statistical data
 - Population data
- Request for qualifications rather than a request for proposals that way staff was able to select who they felt was the best overall team and then negotiated a scope of work and contract amount to follow
- PLAN/et Communities LLC was selected are versed in redevelopment plans and have worked together as a team in other communities. They bring the following to meet the requirements of the statute or redevelopment plan products:
 - Planning
 - Legal review
 - Traffic and engineering
 - Historic preservation
 - Economist

Mr. Harmer stated that a Redevelopment Plan is necessary because it helps the community with acquisitions and dispositions of properties and supports the use of Government Property Excise Tax and helps support CBDG projects in the declaration of slum and blight in the redevelopment area.

Mr. Harmer stated that the focus for the Redevelopment Plan is commercial property along the Main Street corridor. The Historic District Advisory Commission will be involved in the process because a lot of the historic district is included and the Planning and Zoning Commission as it relates to land use planning and projections for the area. He stated the biggest thing that staff

wants to have is meaningful implementation strategies that a private developer or the Town can use to move projects forward.

Councilmember Hawkins asked what the Prohibitive Boycott of Israel Form is.

Mr. Clifford L. Mattice, Town Attorney, stated that the form is a statutory requirement that the form be added in the contracts.

Vice-Mayor Anderson inquired about the cost.

Mr. Harmer stated that \$350,000 has been allocated this fiscal year and \$300,000 next fiscal year to handle the Parks and Recreation Comprehensive Plan and certain site-specific plans. The Redevelopment Plan is included in the overall \$650,000 allocated for all plans. He stated that \$241,000 has already been deducted for the Parks Master Plan. The Redevelopment Plan will cost \$113,115. The balance of \$295,885 will be used for the General Plan.

Mr. Billingsley explained that the staff has worked on updating the General Plan for three years. The General Plan has multiple components. The Town was able to get a grant for the Regional Transportation Plan and Active Transportation Plan (bicycle and pedestrian component). He stated of the money that was originally allocated, there were five studies that needed to be done, and the Town is getting assistance with two of them. The Town did not plan on having to update the Redevelopment Plan as part of the General Plan update. The Town is able to include the Redevelopment Plan and still be within budget because of the grants received.

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to approve the Professional Services Agreement with PLAN/et Communities LLC, to update the Town of Florence Redevelopment Plan Update 2019, in an amount not to exceed \$113,115.

LEGISLATIVE UPDATE

Mr. Benjamin Bitter, Assistant to the Town Manager, stated that they are still in the midst of the budget and there has been very little progress on the bills. There is progress on the budget, as it relates to cities and towns. In April 2018, the Supreme Court of the United States heard the case *Wayfair vs. South Dakota* in which they ruled that states, and by extension cities and towns, are able to tax transactions that occur even outside of state even if there is a tie back to the state. This has been an ongoing discussion since that case was ruled in terms of how Arizona is going to capture that tax revenue. They had expected to do so through the budget but have had unexpected challenges.

Mr. Bitter stated because Arizona uses the model city tax code, which has a retail component, which allows each city and town to decide for themselves what will/will not be taxed, how much will be taxed and how it will be taxed, it is done outside of the legislative purvey. The proposal before the legislature is to remove the retail component from the model city tax code and put it in statute, which means the state would have authority over city and towns local ability to charge tax on retail sales. This is something that cities and town are extremely concerned about and will have a financial impact of approximately \$469,000 annually.

Mr. Bitter stated that they are actively working with its legislatures to ensure that the model city tax code remain status quo.

MANAGER'S REPORT

Mr. Billingsley stated that AMR is rebranding and have added Florence to the sides of their units. The units are different in that they have dual air conditioning.

Mr. Billingsley congratulated Mr. James Allen for receiving his designation of Building Code Specialist and Building Code Official in the State of Arizona.

CALL TO THE PUBLIC

There were no public comments.

CALL TO THE COUNCIL – CURRENT EVENTS ONLY

Councilmember Hawkins stated that the weather was great for the Road to Country Thunder event, in which they had an estimated 3,000 attendees. The Country Thunder event was also a success.

Councilmember Wall stated that she attended the Awards Ceremony for the National Library Week Bookmark Contest. There were over 800 bookmarks submitted by the Florence Unified School District K-12 students. Awards were given in each grade and there was an overall winner. It was well attended and she enjoyed it very much.

Councilmember Hughes stated that she attended Pinal Partnership and the topic of discussion was Opportunity Zones in Pinal. The panel was comprised of three economic specialists from Pinal County, Eloy and Casa Grande, the Superior Town Manager, an opportunity zone fund founder, and an attorney.

Councilmember Hughes stated that there are sustainability fund rates and the rating system was out. She met with Ms. Jennifer Evans, Management Analyst, and they worked with the Federal Reserve Bank and Florence is rated 1 out of 10 because of the challenges we face. She stated that Florene has opportunities to position Florence to move up the chain. She will attend the Nikola event with Mayor Walter and Vice-Mayor Anderson and congratulated Coolidge on having Nikola in their community.

Councilmember Cordes enjoyed the Road to Country Thunder event. She appreciates the work that staff does and working with Council through the agenda items. She stated that sometimes Council just needs more clarification.

Vice-Mayor Anderson stated that Safeway received a lot of business because of Country Thunder. He stated that it is sad news to see the Notre Dame on fire in the news.

Mayor Walter thanked everyone who assisted to make Country Thunder a successful event. The Country Thunder event was awarded a Key to the City. People are taking notice of Florence due to this event.

ADJOURNMENT TO EXECUTIVE SESSION

For the purposes of discussions or consultations with designated representatives of the public body and/or legal counsel pursuant to A.R.S. Sections 38-431.03 (A)(1)(A)(3), (A)(4) and (A)(7) to consider its position and instruct its representatives and/or attorneys regarding:

- a. Town's position and instruct its attorneys regarding Arizona Department of Environmental Quality proceedings, related to Water Quality Appeals Board Case No. 16-002, including appellate proceedings to reviewing courts.**
- b. Town's position and instruct its attorneys regarding pending litigation in Maricopa County Superior Court: Town of Florence v. Florence Copper, Inc. CV2015-000325.**
- c. Discussion or consultations regarding the Town of Florence intervention in the matter of the Arizona Corporation Commission's investigation into the billing practices and water quality issues of Johnson Utilities, LLC before the Commission or in regard to any matters involving the Commission's review, public participation, investigations into the operations of Johnson Utilities, LLC and its affiliates including but not limited to Southwest Environmental Utilities and Case Numbers: WS-02987A-17-0392; WS-02987A-18-0151; WS-0987A-18-0050; WS-20878A-18-0330; WS-02987A-18-0329; WS-02987A-06-0667.**
- d. Possible discussions with government agencies and private entities involving the purchase, sale or lease of real property and other property related to the Town of Florence's water and wastewater systems, including upgrades, expansions, contracts, and/or settlement discussions related thereto.**

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to adjourn to Executive Session.

ADJOURNMENT FROM EXECUTIVE SESSION

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to adjourn from Executive Session.

ADJOURNMENT

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to adjourn the meeting at 10:45 pm.

Tara Walter, Mayor

ATTEST:

Lisa Garcia, Town Clerk

I certify that the following is a true and correct copy of the minutes of the Florence Town Council meeting held on April 15, 2019, and that the meeting was duly called to order and that a quorum was present.

Lisa Garcia, Town Clerk

MINUTES OF THE FLORENCE TOWN COUNCIL MEETING HELD ON MONDAY, MAY 6, 2019, AT 5:00 P.M., IN THE FLORENCE TOWN COUNCIL CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.

CALL TO ORDER

Vice-Mayor Anderson called the meeting to order at 5:02 pm

ROLL CALL:

Present: Tara Walter, John Anderson, Bill Hawkins, Karen Wall, Kristen Larsen, Michelle Cordes, Judy Hughes.

WORK SESSION ON THE 2012 TECHNICAL CODES

Ms. Lisa Garcia, Deputy Town Manager/Town Clerk, stated that staff has been working on the 2012 Technical Code for 18 months. The Technical Codes were reviewed with Council at the April 15, 2019 Town Council meeting. Staff held a work session with the public and Town Council on January 29, 2018. She provided a presentation in which she outlined the following:

- Background
 - The One Stop Shop team has been actively working towards adoption of the 2012 Technical Codes for 18 months.
 - Council held a Work Session on January 29, 2018 to review the 2012 Codes.
 - Staff is recommending the adoption of the 2012 Technical Codes with an effective date of July 1, 2019.
- Adoption by reference
 - Adopts the Technical Codes by reference
 - One copy in Clerk's Office
 - Electronic copy on Town website
 - Adopts the amendments and modification by reference in Exhibit "A"
 - Recommend approval on April 15, 2019.
- Adoption of Technical Codes
 - Ordinance No. 674-19
 - Adopts the Codes by reference
 - Codifies the Code to include all amendments to the Technical Codes
 - Adoption recommended for May 6, 2019
 - Effective day July 1, 2019
 - Must be advertised after adoption and posted in three locations
- Board of Appeal Amendment
 - Ordinance No. 675-19
 - Each Technical Code has an appeal section with independent appeal requirements.
 - The amendments strike the appeal section and refers to Section 150.301 of the Town Code.
 - Suggested amendment includes:
 - Decision rendered in writing
 - Special Meetings held when necessary

- ¾ vote to overturn Code Official decision
- Codes being adopted
 - 2009
 - Accessible and Usable Buildings and Facilities ICC A117.1, 2009 Edition Standards
 - 2012
 - International Energy Conservation Code, 2012 Edition is voluntary
 - International Fire Code, 2012 Edition, with Appendix B, C, D, E, F, G, H & I
 - International Mechanical Code, 2012 Edition
 - International Building Code, 2012 Edition, with Appendix C & I
 - International Existing Building Code, 2012 Edition
 - International Fuel Gas Code, 2012 Edition
- Section 202 Definitions Amend by adding the following definitions as follows:
 - **ABANDONED.** A building that is no longer used or occupied by its owner or other legally permitted occupant and the building does not meet the definition of Unoccupied Structure as determined by the Building Official. Evidence of building being abandoned includes a vacant building with any two of the following: lack of visible activity or use; overgrown or dead vegetation; accumulation of trash, junk or debris; absence of furnishings; evidence of criminal mischief or criminal trespass; evidence of dilapidation, decay, damage, deterioration; nonpayment or disconnection of utilities.
 - **Unoccupied Structure.** A building with a documented Certificate of Occupancy that has maintained the appearance of the building, maintained the utilities as required for fire protection and security, and is actively seeking occupancy either through sale or lease through customary commercial methods. To maintain this status an owner must have owner-initiated inspections and approval from the Town of Florence building officials every 12 months for a period of no longer than 36 months from initial vacancy. If a building has an approved fire alarm or fire sprinkler system, the building may retain the classification of Unoccupied Structure beyond 36 months. Buildings that no longer meet the definition of Unoccupied Structure are either Vacant or Abandoned.
 - **VACANT.** A building that is no longer used or occupied by its owner or other legally permitted occupant. A building that no longer meets the requirement of an unoccupied structure as defined.

Mr. James Allen, Building Official, continued with the presentation, in which he outlined the following:

- Proposed Process of Unoccupied Structure (not included in Code, internal process only)
 - An extended time could be allowed for an Unoccupied Structure if the building complied with the following requirements:
 1. Building must have a documented Certificate of Occupancy (C of O) for the type of occupancy in current existence.
 - A Certificate of Occupancy (C of O)
 - identifies when the building was built
 - What Code it was built under
 - Occupant load - which determines how many exits are required
 - Fire resistance characteristics of how the building will perform in the event of a fire
 - How the walls are roof are constructed and what they are constructed of
 - Use of building.

- A. If an owner does not have a Certificate of Occupancy, one must be obtained prior to the building being vacated. (no permit fees). (This will assist in the Town's voluntary C of O compliance process.)
- B. Owner-initiated inspection with Code Officials and approval by Code Officials (Building and Fire Officials). This inspection will only address existing fire protection and life safety issues. An example would include the following: exit signs operational, exits not blocked or locked, fire extinguishers installed with current certifications, cooking equipment and hood vents and fire suppression systems operational and with current certification if applicable, unsafe exposed electrical, unsafe cords, or power strips, business is operating as permitted. Other items under typical annual inspection such as obvious life or fire safety items.
 - No permit fees – internal process only and there is no document for this process that will be available to the public.
 - Existing businesses that do not have an existing C of O will need to complete an application for a C of O in order to obtain a C of O and the Town's permit fee will be waived for this process only.

Mr. Clifford L. Mattice, Town Attorney, stated that the preference would be for something more than a sign on the building but allow for some flexibility for the owner and building official.

Vice-Mayor Anderson inquired if the signage will be addressed in the design code.

Councilmember Hawkins inquired if this pertains to commercial property only.

Mr. Allen confirmed that this only pertains to commercial buildings.

Mr. Larry Harmer, Community Development Director, stated that real estate signage is addressed in the sign code. He stated that real estate signs are allowed on private property.

Mr. Allen continued with the presentation, in which he outlined the following:

- Utilities required for fire protection and security must remain connected and usable.
- Building must be maintained as if occupied.
- Owner must be actively listing building for lease or sale through customary commercial methods.
 - Discussion occurred on what the minimum requirements are for listing the property for lease or sale (signs in windows, signs on property, listing in newspaper and/or listing with a realty company)
- An annual inspection by the Fire Department, must have been performed within 12 months prior to vacancy and resulting in a passed inspection.
- Owner-initiated inspection upon vacancy resulting in a passed inspection.
- Owner-initiated inspections are required annually by Code Officials and conducted no greater than 12 months between inspections for a period no longer than 36 months from initial vacancy.
- Buildings that does not have an approved fire alarm or sprinkler system and has been continuously unoccupied for more than 36 consecutive months the existing Certificate of Occupancy will be revoked.

- At any point a new tenant occupies the building, under the same occupant type and similar use, the building would require an initial inspection by the Code Officials (Fire and Building).
- If annual inspections of unoccupied buildings are not scheduled and do not remain current, existing Certificate of Occupancy will be revoked.
 - If fire alarm systems are installed, there may be an option to extend the Certificate of Occupancy past the 36 months.
- Important to Note:
 - The Town is continuing the no fee for application for a certificate of occupancy until December 31, 2019. Note: This does not apply to change of occupancy.
 - Buildings that are currently occupied, but do not have a certificate of occupancy, are required to obtain a certificate of occupancy.
 - At any point a buildings occupant classification or use changes the Certificate of Occupancy is revoked and building will be required to meet the required provisions of the adopted technical codes.
 - Anytime alteration work area exceeds 50 percent of the aggregate area of the building the building will be required to meet all provisions of the adopted technical codes.
 - Vacant or abandoned buildings that do not have a certificate of occupancy will require to meet all provisions of the adopted technical codes.
 - Individual cases are just that individual, each building may have varying compliance issues. This is not a one size fits all type of process.

Councilmember Hughes inquired if staff prepared a comparison between the 2006 and 2012 Codes.

Mr. Allen responded that the comparison was done and is included in the packet provided to Council.

Mr. Brent Billingsley, Town Manager, stated that staff worked diligently to provide a Code that was more lenient than the current code. Staff considered all comments that were presented at the last meeting. He thanked the Code Officials for their work in ensuring that the Town found ways to help the people while still staying within the confines of the law.

Vice-Mayor Anderson stated that Council may go into Executive Session at any time during the meeting for the purpose of obtaining legal advice from the Town's Attorney(s) on any of the agenda items pursuant to A.R.S. § 38-431.03(A)(3). One or more members of Council may appear for part or all of the meeting including Executive Session telephonically.

On motion of Vice-Mayor Anderson, seconded by Councilmember Hawkins, and carried (6 - Anderson, Hawkins, Wall, Larsen, Cordes, Hughes; 0- Mayor Walter was not present) to adjourn to Executive Session.

On motion of Vice-Mayor Anderson, seconded by Councilmember Hawkins, and carried (7-0) to adjourn from Executive Session.

MOMENT OF SILENCE

Mayor Walter called for a moment of silence.

PLEDGE OF ALLEGIANCE

Mayor Walter led the Pledge of Allegiance.

Mr. Kevin McGinnis, Pastor of Mosaic Church of the Nazarene, stated that Florence has been his home for 12 ½ years. He has taken a position as the Windward Church of the Nazarene in Kaneohe, Oahu, Hawaii and will be leaving on June 11, 2019. He thanked Florence for welcoming him and the lifelong friendships he has made while here. He spoke highly of Florence and its residents. He said a prayer for the Council and staff for the work that they do.

CALL TO THE PUBLIC Call to the Public for public comment on issues within the jurisdiction of the Town Council. Council rules limit public comment to three minutes. Individual Councilmembers may respond to criticism made by those commenting, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Council shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

Mr. Jerry Ravert, Florence resident, stated that he served as Chairman of the Historic District Advisory Commission from 1985 -1991. He has worked for Arizona State Parks for 34 years. While employed with them he worked at six parks; three of which were historic parks and one of them was the McFarland State Park, where he worked nine of the 34 years. His home has been part of two federal stabilization grants that were sponsored by the Town of Florence.

Mr. Ravert stated that there was also a house on Bailey Street which received the grant, so there was no reason to tear it down. He said since 1983, Florence has lost nine historic buildings, four of which were in the last year. The Town leaves an alteration of the Town's historic Main Street. He inquired how often has the Council asked, listened to, or followed recommendations of the Historic District Advisory Commission. He stated that from his perspective, the Town is not doing what is expected of others to do and the Town needs to lead by example.

Mr. Ravert referenced an article in the Florence Reminder which the State Historic Preservation Officer Chris Cote told Tom and Lynn Smith not to plan too far ahead. He stated that the Town insists on placing an unreasonable deadline for completion of the project. After the building has been purchased and stabilize, the Town should not have any involvement other than support. The proper building permits should be issued as needed. The Town has received the Cuen building twice and both times, the Town's response is to demolish the building. There is now a person who wants to preserve the building and the Town is trying to control the project with a two year deadline, which even the Town could not accomplish.

Mayor Walter responded to Mr. Ravert's criticism by asking him to schedule a meeting with Mr. Benjamin Bitter, Assistant to the Town Manager, as many of his facts are incorrect and to get clarification.

Ms. Cathy Adam, Pinal County Historical Member, stated that the Pinal County Historical Society (PCHS) and Arizona Department of Correction have co-sponsored a special exhibition in celebration of the Arizona Department of Corrections (ADOC) 50th Anniversary from May 21-26, 2019. She invited everyone to learn about Florence's 111-year prison history from the Special

Florence Town Council Meeting Minutes

May 6, 2019

Page 5 of 23

Exhibition showcasing all 12 ADOC sites, which will be displayed in large shadow boxes. PCHS will also dig deep into their archives to display rarely seen items such as contraband, Arizona State Prison Outlaw Rodeo, historic photographs of Stars behind Bars, prison sports and more. She stated that all of the proceeds from the tour will go towards the restoration of the 1937 Mack Jr. Fire Truck. Private tours of the prison will be offered as well.

Mr. Toby Haugen, Florence High School Principal, thanked the Town Council for their \$5,000 contribution towards the Grad Night Lock In, to be held at the Main Event. He stated that the attendance has been smaller the last few years and they hope that moving the event to the Main Event in Tempe, Arizona, will revive the event. He stated that only Florence High School graduates will have access to the event. He stated that the Florence Unified School District appreciated the Town Council's continued support.

PUBLIC HEARING AND PRESENTATION

Public hearing on an application received from Kevin Arnold Kramber, Green Tree Inn & Suites, located at 240 W. Highway 287, Florence, Arizona, for a new motel/hotel liquor license and for Council recommendation for approval or disapproval of said license.

Ms. Lisa Garcia, Deputy Town Manager/Town Clerk, stated that the Clerk's Office received the application and posted it for 20 days, as required by State Statute. The Clerk's Office did not receive any input, either in favor or against, the liquor license. The Clerk's Office and staff are making a recommendation for approval of said license.

Ms. Garcia stated that the members of Green Tree were invited to attend the public hearing.

Mr. Simon Risk, Green Tree Inn and Suites, stated that the Florence location is the sixth hotel that they own in Arizona. Their company started in 2015. He is from Montreal Quebec, Canada. He grew up in a small town as well, so he understands the importance of community and the need to work with the community. Their intent is to get to know all of the businesses in Town and to help Florence grow. It is his understanding the Florence is growing, so purchasing the business was a good choice. He hopes to receive the Council's approval for the liquor license application. He also hopes to enhance service and provide better service than what has been previously done at the hotel.

Mayor Walter opened the public hearing.

Councilmember Wall stated that she read the section of the State Statute regarding licensing and indicates that a hotel or motel would need to have a restaurant where food is served. She inquired if there is a restaurant at the Green Tree Inn and Suites.

Mr. Risk stated that the application is for a Type 12 license. They offer breakfast; however, it is not a full restaurant, and they also have a market, but is not a complete bar. Alcohol is served in the gift market shop. He stated the reason for the license is because of their proximity to the high school and they are limited on what they can serve.

A member of the Green Tree Inn and Suites stated that they also have hot meals that are microwavable and can be purchased for dinner.

Vice-Mayor Anderson inquired about the hotel being so close to a church, and church is held inside the facility on the weekends.

Ms. Garcia explained, that there are requirements of 300 feet within a church, excluding restaurant issues license pursuant to Section A.R.S. 4-205-2, which is the hotel license; that is the exclusion.

Mayor Walter closed the public hearing.

On motion of Councilmember Hawkins, seconded by Councilmember Larsen, and carried (7-0) to forward a recommendation of approval on an application received from Kevin Arnold Kramber, Green Tree Inn & Suites, located at 240 W. Highway 287, Florence, Arizona, for a new motel/hotel liquor license.

Proclamation of Appreciation issued for exceptional service to the Town of Florence.

Mayor Walter read the proclamation in which it outlined the many things that Mr. Kevin McGinnis has done for Florence's residents.

Mayor Walter stated that Kevin McGinnis is an important volunteer of the Town of Florence, making a difference in the lives of both Town employees and its citizens. He has served as Florence Police and Fire Department Chaplain since 2008; has trained Lifeguards through the Red Cross for the City of Casa Grande, Coolidge, and the Town of Florence; and has given his time to teach children and families how to swim and be safe around water. Mr. McGinnis has served on the PTA Board as the Recording Secretary; and is the CEO of the Florence Fudge Shop and Loveworks Pregnancy Resource Center. He has also established a food bank and weekly bread bank. She stated that he is always ready to serve anyone in need.

Mayor Walter stated that Mr. McGinnis and his family are being called to Hawaii to continue their work; and has been a valuable member of our community and will be missed by all.

Mayor Walter proclaimed May 6, 2019, as "Kevin McGinnis Day" and thanked him for all his outstanding volunteerism in the Town of Florence.

Mr. Dee Jones, Florence Resident, stated that Mr. McGinnis has played several roles while serving the community. He has been friends with Mr. McGinnis since 1986 and have an appreciation and love for one another. When he came to Florence, he planned on being highly visible in the community and has done a great job in doing so. He has successfully led his congregation in building a church family and community as well as a beautiful facility.

Mr. Jones stated that he is starting a new mission in Hawaii and there is lots of work to be done there. He congratulated him on a job well done, wished him God speed and offered him prayers for success. He stated that Mr. McGinnis does not like to be recognized for his accomplishments and quoted Mr. McGinnis' saying: "I find my identity in the Lord Jesus Christ". He stated that he will be deeply missed and the Town will never be the same. He will always have the key to come back to a better town than what he found it to be 12-1/2 years ago.

Ms. Lina Austin, Florence Resident, stated that she met Mr. McGinnis 11 years ago. Mr. McGinnis knows how to listen when he is called, which is how he came to Florence. She stated that he was listening when

he was being called to Hawaii, which is justified and something that he needs to do. She stated that there is a saying that talent can be developed in solitude, but your character is only developed in societies, so when you go out into the community to do all of these things, you see if your talent can be put into practice. Mr. McGinnis has done that and he has done this over and over. He signed the Articles of Incorporation of the Future Forward Foundation eight years ago and was one of the original three incorporators and have stayed with the Future Forward Foundation for the full eight years. She stated that Mr. McGinnis being gone will be a huge loss to the Foundation.

Ms. Austin noted that Mr. McGinnis stated that he did it because it is his mission and that his mission extends out into the community to many others. She stated that he is very approachable and has incorporated the community to all facets of his life including vacations, his home and watching his family and children grow.

Ms. Austin read a quote written by nuns about a friend of theirs who feel exactly the way she feels about Mr. McGinnis:

“The sisters said that this gentleman implied a complete offer of intimacy without the slightest imposition of intimacy. He threw down all barriers without ever implying that you should throw yours down. He gave to every circle, the whole man. All his attention, knowledge, courtesy, charity were placed at your disposal. This total offer of himself, but without the tassel claim that so often accompanies such an offer made his friendship the least exacting in the world and explains the surprising width of his contacts. One kept on discovering the most unlikely people that loved him just as much as we did.”

Ms. Austin stated that Mr. McGinnis has been a pillar in the community and will be missed. She asked that he remember the successes he had in Florence and that many will miss him.

Mr. McGinnis thanked everyone for the kind words and will miss everyone.

a. Proclaim May 6 – 11, 2019 as the 50th Anniversary of Municipal Clerk’s Week.

Mayor Walter proclaimed May 6 – 11, 2019 as the 50th Anniversary of Municipal Clerk’s Week.

Ms. Garcia stated that the Town Clerk’s Office is made up of Maria Hernandez, Deputy Town Clerk, whose responsibilities include business licenses and public records requests; and Ms. Patricia Buchanan, Administrative Assistant, whose responsibilities include calendaring appointment for the Town Manager and Town Clerk, as well as scheduling use of the building.

Ms. Garcia stated that she appreciates the team. She stated that instances occurred which prevented them from attending the Council meeting.

Mayor Walter read the proclamation for the record and proclaimed May 6 – 11, 2019 as the 50th Anniversary of Municipal Clerk’s Week.

Presentation on the design concept report for roundabout improvements to State Route 287 and State Route 79B and Discussion/Approval/Disapproval to enter into Amendment No. 1 to the Intergovernmental Agreement, JPA/IGA 12-541, A.G. Contract No P0012012001857, with the Arizona Department of Transportation, for proposed design, right-of-way acquisition and construction of a roundabout at State Route (SR) 287 and SR 79B (CIP T-14).

Mr. Chris Salas, Public Works Director, stated that the town project is being run by the Arizona Department of Transportation (ADOT).

Mr. Trent Kelso, Project Manager for ADOT, provided a presentation on the design concept report for roundabout improvements to State Route 287 and State Route 79B, in which he outlined the following:

- Roundabout State Route (SR) 287 and SR 79B Intersection Improvement Study
 - Purpose and Need, Design Concept Report (DCR) / Environmental Document and Joint Project Agreement
- Background
 - Intersection provides local and regional access from the west along SR 287 and south along SR 79B
 - Intersection is the southern entrance to Florence
 - Rural-type intersection controlled by stop and yield signs that provides vehicular access to Florence
- Purpose and need
 - Address traffic operations – use total intersection capacity and delay as a main measure
 - In 2040, the delay times will be unacceptable if nothing is done
 - Address multi-modal operations
 - New intersection will be more accessible and ADA improvements would be included
 - Address driver expectancy – existing layout presents several unique high-speed conflict points
 - Convert rural type intersection to an urban-type intersection
 - Can handle much more traffic efficiently and effectively
 - Promote economic development
 - Improving travel times in to and out of a region can be a catalyst for attracting development and industry
- Design Concept Report (DCR)
 - Has been prepared by ADOT and Town staff
 - The DCR documents the development/evaluation of alternatives to address the project's purpose and need
 - Existing conditions
 - Environmental impacts
 - Alternatives development/evaluation
 - Recommendation
 - Study area - functional limits of the existing intersection, including Florence Heights Drive
- Alternatives
 - The DCR evaluates five alternatives:
 - No-Build
 - Four build alternatives:
 - Three roundabouts in various configurations
 - One signalized T-intersection
- Alternative #1
 - Single Roundabout
 - Combines main movements from SR287, SR 79B, and Florence Heights Drive into one large, multi-lane roundabout intersection

- Shifts SR 79B 100 feet to the west to allow for correct intersection layout
- Alternative #2
 - One multi-lane roundabout, near the Burger King facility, with a T-intersection at Florence Heights
 - Florence Heights shifted south to create storage area for southbound left-turn movement
- Alternative #3
 - Two Roundabouts
 - One main multi-lane roundabout, near the Burger King facility, and a single lane roundabout at a new intersection between SR 79B and Florence Heights Drive.
 - Florence Heights Drive is shifted further south to provide additional separation between roundabouts
- Alternative #4
 - Signalized T-Intersection, near the Burger King facility, with stop-controlled T-intersection at Florence Heights Drive
 - Florence Heights shifted south to allow extra left-turn storage
- Recommended Alternative
 - Alternative #3 with dual roundabouts
 - Major Decision Factors:
 - Shorter queue lengths
 - Roundabouts allow for more continual movement through an intersection
 - Shorter travel time through intersections
 - Accommodates Projected Year 2040 traffic volumes with less delay than other alternatives
 - Upcoming Tasks
 - Finalize DCR and environmental documents
 - Design
 - Right-of-way acquisition
 - Environmental Data Recovery
 - Construction of dual roundabout alternative to begin in Fiscal Year 2022
- Financial Impacts
 - The additional federal funds will be used for the Design, ROW Acquisition and Construction of the Project, including the construction engineering (CE) and administration cost.

	Federal (94.3%)	Local Match (5.7%)*	Local (100%)	Totals
Scoping/ Design	\$1,075K	\$65K	\$10K	\$1,150K
ROW Acquisition	\$236K	\$14K		\$250K
Construction	\$2,559K	\$155K	\$611K	\$3,325K
Totals	\$3,870K	\$234K	\$621K	\$4,725K

Mr. Kelso stated that \$3.87 million of federal money has been programmed for this; and staff is requesting approval of an additional \$42,750 in local match so ADOT and Town staff can start the design and right-of-way acquisition phase of the project. He stated that once the design and right-of-way acquisition phase is complete, ADOT will invoice the Town for construction local match. The State would advertise, bid, award, and administer the construction of the project.

Discussion occurred on the following:

- Various alternatives
 - T-intersection
 - Four way stops
 - Why is not being considered
 - Cost effective
 - Geometry does not allow for intersections and not considered safe unless you have tangents coming in
 - SR 287 and Florence Heights Drive do not line up and would require the use of the land where the church is located
- Purpose of the roundabouts
 - Causes confusion
 - Not conducive for businesses

Mr. Billingsley stated that volume, in terms of existing and projected amounts, at the intersection of SR 287 and Florence Heights Drive needs to be accommodated. There is also a sizable easement from San Carlos Irrigation and Drainage District which has a tiled canal in the proximity. Access to businesses would also need to be considered.

Mr. Billingsley stated that ADOT has been working on this for a number of years, and staff has presented to Council before. ADOT has done a very detailed study on how to mitigate all of the factors and provide a safe and efficient intersection concept. The analysis and sensitivity analysis, provided by the engineering firm, recommends the preferred alternative, which is what is being presented.

Mayor Walter stated that ADOT has examined this for quite some time for effective and safe travel for the community.

Mr. Billingsley stated that this project has been in the works for 20 + years since they have been working on an improvement for this area. There was a fatality of a local student at the drive access of Burger King, shortly after it was built. Pinal County was asked to assist with a concept and this is when the original analysis was done on a multi-lane roundabout.

Discussion occurred on the preferred alternative

- How will two roundabouts speed up traffic
- How will pedestrians and bicyclists utilize the roundabouts
 - Continual traffic
 - No stop signs, no cross walks
 - Does not seem safer
 - Pedestrian and bike crossings are incorporated into the project
 - Traffic goes slower in roundabouts and drivers pay attention when they enter the roundabouts and yields for pedestrians
- Purpose of roundabouts is to slow traffic down, not speed it up

Vice-Mayor Anderson stated that he prefers Option 4.

Councilmember Larsen stated that she prefers Option 1 or 4. She likes roundabouts; however, she feels that two roundabouts can be confusing.

Councilmember Cordes stated that she is fine with the preferred option.

Councilmember Wall inquired about the cost comparison, as labeled in Table 23. She stated that based on the schematics of the four alternatives, it appears as though the recommended alternative is the most complex of the four, and yet, the estimated cost is less than the others. She also inquired if the Council has a choice as to which alternative is selected.

Mr. Kelso explained how the estimates were derived. He explained that some will have more right-of-way cost, earthwork costs, and others more drainage cost, etc. Council does have a choice as to which option they prefer.

Discussion occurred on the options for Council to consider and how a vote will affect the alternative chosen.

Mr. Billingsley clarified that the motion is to amend the Joint Project Agreement which is the ability to move forward on the design phase. Council is not selecting an alternative. This is an ADOT study on ADOT facilities and it is their choice in terms of the alternative. Council can provide feedback to ADOT. Council is considering to expend \$42,750 for the design phase of the project. The alternatives are concepts, and not the final design.

Councilmember Wall inquired if there will be public input as part of the process.

Mr. Billingsley stated that they can set up public input sessions for the alternatives, should Council choose.

Mayor Walter stated that there were opportunities for public input at the Florence Library and Community Center.

Mr. Billingsley stated that they are both ADOT highways. The deal that the Town made with ADOT, eight or nine years ago, was that ADOT would fund the design, which would include the design concept report, and the Town would be responsible for constructing the alternative. He stated that he believes ADOT would listen to the Town's preference, but ultimately, it is their engineers as well as operations and safety that will make the final decision.

Mayor stated that she cannot support an option that would take away a place of worship.

Mr. Chris Salas, Public Works Director, pointed out the following:

- Duration of project
- Option is determined by extensive analysis
 - Roundabout is determined to be the best possible option
- Major decision factors
 - Safety aspect
 - Alternatives had to be re-analyzed to determine which was best
- Alternative chosen has the highest level of service and safety

- Most efficient
 - By design standards nationally, this is the safest alternative
 - Used accepted criteria
 - Very little subject analysis was used in making the determination
 - Decision was made solely on the numbers of all the criteria including safety, level of service and the 24 alternative
- Councilmember Hawkin's request was analyzed previously
- Because of the geometrics, the church had to be demolished
 - Previous iteration study considered it to be a fatal flaw and was not carried forward

Vice-Mayor Anderson stated that the church can remain status quo in Alternative #4.

Discussion occurred on the various options and possible alternatives.

Mayor Walter stated that the Town will have open meetings for public comment on the design phase.

Mr. Billingsley stated that the request is to move forward on JPA and staff will have options for public comments on some of the alternatives.

On motion of Councilmember Larsen, seconded by Councilmember Cordes, and carried (5 - Walter, Wall, Larsen, Cordes, Hughes; 2: Anderson, Hawkins), to approve entering into Amendment No. 1 to the Intergovernmental Agreement, JPA/IGA 12-541, A.G. Contract No P0012012001857, with the Arizona Department of Transportation, for proposed design, right-of-way acquisition and construction of a roundabout at State Route (SR) 287 and SR 79B (CIP T-14).

UNFINISHED BUSINESS

Ordinance No. 672-19:

Mayor Walter read Ordinance No. 672-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING TITLE XV – LAND USAGE, CHAPTER 150 AMENDING, SECTIONS § 150.280(C) (D) (G) (H) and (K), ADOPTING NEW IMPACT FEES PURSUANT TO ASSUMPTION AND INFRASTRUCTURE IMPROVEMENT PLAN, ADOPTED ON JANUARY 7, 2019, BY APPROVING RESOLUTION NO. 1685-19. (First Reading done on March 18, 2019)

Ms. Garcia stated that staff has worked on this project for two years. If the ordinance is adopted, staff will post in three locations as well as in the local newspaper and will have an effective date of August 1, 2019. This has been presented at three public work sessions, two public hearings and Council has adopted the resolution.

Mayor Walter commended everyone for participating in the public process and for the work went into this done.

On motion of Councilmember Wall, seconded by Vice-Mayor Anderson, and carried (7-0) to adopt Ordinance No. 672-19.

Resolution No. 1693-19:

Mayor Walter read Resolution No. 1693-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD CERTAIN TECHNICAL CODE DOCUMENTS FILED WITH THE TOWN CLERK AND ENTITLED “2012 INTERNATIONAL BUILDING CODE”, “2012 INTERNATIONAL EXISTING BUILDING CODE”, “2012 INTERNATIONAL FIRE CODE”, “2012 INTERNATIONAL FUEL GAS CODE”, “2012 INTERNATIONAL MECHANICAL CODE”, “2012 INTERNATIONAL PLUMBING CODE”, “2012 INTERNATIONAL PROPERTY MAINTENANCE CODE”, “2012 INTERNATIONAL RESIDENTIAL CODE”, “2012 INTERNATIONAL SWIMMING POOL AND SPA CODE”, “2012 INTERNATIONAL ENERGY CONSERVATION CODE” “2011 NATIONAL ELECTRIC CODE”, AND THE 2009 “ACCESSIBLE AND USABLE BUILDINGS & FACILITIES CODE”.

Ms. Garcia stated that his resolution will adopt the Code by reference and Exhibit A, that lists all of the changes, will also be adopted and codified into the Town Code. The first reading of the resolution was conducted in April 2019, and a work session was also held.

Mayor Walter stated that staff has received inquires as to why the Code cannot remain status quo. She stated that the Town is enhancing safety as well as listened to the concerns from citizens and businesses. The proposed changes are less restrictive than the current Code.

On motion of Councilmember Hawkins, seconded by Councilmember Larsen and carried (7-0) to adopt Resolution No. 1693-19.

Ordinance No. 674-19:

Mayor Walter read Ordinance No. 674-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA ADOPTING THE FOLLOWING PUBLICATIONS WITH APPENDICES AND TOWN OF FLORENCE AMENDMENTS, AS LISTED HEREIN, ARE ADOPTED BY REFERENCE. REGULATING AND GOVERNING THE CONDITIONS AND MAINTENANCE OF ALL PROPERTY, BUILDINGS AND STRUCTURES; BY PROVIDING THE STANDARDS FOR SUPPLIED UTILITIES AND FACILITIES AND OTHER PHYSICAL THINGS AND CONDITIONS ESSENTIAL TO ENSURE THAT STRUCTURES ARE SAFE, SANITARY AND FIT FOR OCCUPATION AND USE; AND CONDEMNATION OF BUILDINGS AND STRUCTURES UNFIT FOR HUMAN OCCUPANCY AND USE AND DEMOLITION OF SUCH STRUCTURES IN THE TOWN OF FLORENCE, ARIZONA; PROVIDING FOR THE ISSUANCE OF PERMITS AND COLLECTION OF FEES THEREFORE; REPEALING SECTION 150.300 OF THE TOWN OF FLORENCE CODE OF ORDINANCES AND ALL OTHER ORDINANCES OR PARTS OF LAWS IN CONFLICT THEREWITH. (First reading done on April 15, 2019)

Ms. Garcia stated that this is the second reading of the ordinance, and if adopted, will adopt the Codes by reference. The references are available at the Clerk's Office, the Community Development Department and online for anyone wishing to view them.

On motion of Councilmember Larsen, seconded by Councilmember Cordes, and carried (7-0) to adopt Ordinance No. 674-19.

Ordinance No. 675-19:

Mayor Walter read Ordinance No. 675-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE TOWN OF FLORENCE CODE OF ORDINANCES BY MODIFYING SECTION 150.301; TITLED BOARD OF APPEALS; BY INSERTING NEW TEXT AS UNDERLINED AND DELETING TEXT BY STRIKETHROUGH. (First reading done on April 15, 2019)

Ms. Garcia stated that the Board of Appeals section of the Town Code is being modified to require that all Board of Appeals decisions be done in writing, allows for the Board of Appeals to meet as necessary, and it will now take 2/3 vote to change the Code Official's decision.

Councilmember Cordes inquired if the Council appoints the Board of Appeals.

Ms. Garcia stated that the Council does appoints the Board of Appeals. Members of the Board are allowed to reside outside of the Town limits and is based on technical competency. They are also on the SHPO list so they have an understanding of historical preservation and how technical codes will be applied to a historical structure.

On motion of Councilmember Hawkins, seconded by Councilmember Larsen, and carried (7-0) to adopt Ordinance No. 675-19.

Ordinance No. 673-19

Mayor Walter read Ordinance No. 673-19 by title only.

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AMENDING THE CODE OF ORDINANCE, ARIZONA, TITLE XI BUSINESS REGULATIONS, BY ADOPTING A NEW CHAPTER 111 RELATING TO THE REGULATION OF MOBILE FOOD VENDORS; ESTABLISHING A PURPOSE; SETTING FORTH DEFINITIONS; PROVIDING FOR PERMIT REQUIREMENTS; ESTABLISHING OPERATIONAL REQUIREMENTS; IMPOSING FEES; SETTING FORTH VIOLATIONS; ESTABLISHING PENALTIES; AND SETTING FORTH AN EFFECTIVE DATE. (First reading done on April 15, 2019)

Ms. Garcia stated that the ordinance is part of the Model City Code for food trucks that the League of Cities and Towns prepared for all municipalities. The uniform code will be consistent throughout the State so that mobile food trucks will have an easier time understanding what the rules are.

Ms. Garcia stated that the municipalities are allowed to charge a licensing fee or permit fee. She stated that they are allowed to be inspected by any fire department or health department in the State and it is valid statewide.

On motion of Vice-Mayor Anderson, seconded by Councilmember Larsen, and carried (7-0) to adopt Ordinance No. 673-19.

CONSENT: All items on the consent agenda will be handled by a single vote as part of the consent agenda, unless a Councilmember or a member of the public objects at the time the agenda item is called.

a. Resolution No. 1697-19:

Mayor Walter read Resolution No. 1697-19 by title only.

Approval of A RESOLUTION OF TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, APPROVING AND AUTHORIZING MAYOR TARA WALTER, TOWN MANAGER BRENT BILLINGSLEY, AND FINANCE DIRECTOR REY SANCHEZ TO ACT AS SIGNATORIES FOR THE TRANSACTION OF BUSINESS ON THE TOWN OF FLORENCE BANKING ACCOUNTS, AND DECLARING AN EMERGENCY.

b. Approval to enter into a contract with Continental Flooring Company to purchase flooring for needed replacements at the Senior Center, Town Hall-Administration, Fitness Center, Fire Station No. 1 Day and Dormitory Rooms using the Mohave Contract No. 15S-CFC-0415, in an amount not to exceed \$50,059.64, which includes a 10% contingency.

c. Approval and ratification of the intervention and filing of an Application to Intervene by the Town of Florence (the "Application") in proceedings before the Arizona Corporation Commission (ACC) (Docket No. WS-02987A-18-0329; Docket No. WS-02987A-99-0583; Docket No. W-02234A-00-0371; Docket No. WS-02987A-00-0618; Docket No. W-02859A-00-0774; Docket No. W-01395A-00-0784; Docket No. WS-02987A-06-0077; Docket No. WS-02987A-12-0136) (the "ACC regulatory proceedings") involving Johnson Utilities, L.L.C. and adding the Town of Florence as a party in the ACC regulatory proceedings, including the authorization for the Mayor, the Town Manager, the Attorneys for the Town and other officers of the Town, on behalf of the Town, are authorized and directed, without further order of the Mayor and Council of the Town, to do all such acts and things, including the full prosecution of appeals, and to execute, file and deliver all such notices, certificates, filings, pleadings, correspondence, proceedings, agreements and other documents as may be necessary or convenient to be executed, filed and delivered on behalf of the Town, to evidence compliance with, or further the purposes of, all the terms and conditions of this approval and the consummation of the transactions contemplated by, and may be necessary to carry out the terms and intent of this approval.

d. Adoption of an Interagency agreement between the Town of Florence Police Department and the Host Agency for our participation and response to call outs with the Arizona Child Abduction Response Team. (Dan Hughes)

- e. **Approval of accepting the register of demands ending March 31, 2019, in the amount of \$2,658,857.05.**

On motion of Councilmember Larsen, seconded by Councilmember Cordes, and carried to approve the Consent Agenda, as written with the exception of Item c. and d.

- c. **Approval and ratification of the intervention and filing of an Application to Intervene by the Town of Florence (the “Application”) in proceedings before the Arizona Corporation Commission (ACC) (Docket No. WS-02987A-18-0329; Docket No. WS-02987A-99-0583; Docket No. W-02234A-00-0371; Docket No. WS-02987A-00-0618; Docket No. W-02859A-00-0774; Docket No. W-01395A-00-0784; Docket No. WS-02987A-06-0077; Docket No. WS-02987A-12-0136) (the “ACC regulatory proceedings”) involving Johnson Utilities, L.L.C. and adding the Town of Florence as a party in the ACC regulatory proceedings, including the authorization for the Mayor, the Town Manager, the Attorneys for the Town and other officers of the Town, on behalf of the Town, are authorized and directed, without further order of the Mayor and Council of the Town, to do all such acts and things, including the full prosecution of appeals, and to execute, file and deliver all such notices, certificates, filings, pleadings, correspondence, proceedings, agreements and other documents as may be necessary or convenient to be executed, filed and delivered on behalf of the Town, to evidence compliance with, or further the purposes of, all the terms and conditions of this approval and the consummation of the transactions contemplated by, and may be necessary to carry out the terms and intent of this approval.**

On motion of Vice-Mayor Anderson, seconded by Councilmember Larsen, and carried (7-0) to approve and ratify the intervention and filing of an Application to Intervene by the Town of Florence (the “Application”) in proceedings before the Arizona Corporation Commission (ACC) (Docket No. WS-02987A-18-0329; Docket No. WS-02987A-99-0583; Docket No. W-02234A-00-0371; Docket No. WS-02987A-00-0618; Docket No. W-02859A-00-0774; Docket No. W-01395A-00-0784; Docket No. WS-02987A-06-0077; Docket No. WS-02987A-12-0136) (the “ACC regulatory proceedings”) involving Johnson Utilities, L.L.C. and adding the Town of Florence as a party in the ACC regulatory proceedings.

- d. **Adoption of an Interagency agreement between the Town of Florence Police Department and the Host Agency for our participation and response to call outs with the Arizona Child Abduction Response Team.**

On motion of Councilmember Wall, seconded by Councilmember Larsen, and carried (6-0; Councilmember Hughes recused herself) to adopt an Interagency agreement between the Town of Florence Police Department and the Host Agency for our participation and response to call outs with the Arizona Child Abduction Response Team.

NEW BUSINESS

Discussion/Approval/Disapproval of Fiscal Year 2019-2020 Employee Benefit Program with United Healthcare of Arizona for medical, dental, life and vision insurance; Teladoc for 24/7 physician access benefits; Jorgensen Brooks Group for Employee Assistance Program;

AFLAC for supplemental insurance products; and Infinisource to administer our Section 125 Flexible Benefit Account Plan.

Mr. Scott Barber, Human Resources Director, stated that the Employee Insurance Benefit Package renews on July 1, 2019. The Town is concluding its third year with United Healthcare of Arizona (UHC). Mr. Eric Johnson of Garry L. Johnson & Associates, our employee benefit plan consultant, received initial renewal quotes from the incumbent carrier, UHC. Staff directed Mr. Johnson to ask UHC what they would be willing to do for our renewal if we did not shop the package to other providers. UHC responded with a 1% renewal increase for health and 10% for dental, which yields an overall net increase of approximately 1.4%. Based on that offer, we decided to recommend renewal with UHC. Staff continues to be very appreciative of the work done on behalf of the Town by Eric Johnson and his staff. The overall increase is approximately \$32,000. The plan for medical insurance has a \$1,000 maximum out-of-pocket limit for the employee, and a maximum of \$3,000 for a family. The Town fully pays the employee premium and shares the dependent coverage premium with those employees who need and want dependent coverage on a 78%/22% split.

On Councilmember Wall, seconded by Councilmember Hughes, and carried (7-0) to approve the Fiscal Year 2019-2020 Employee Benefit Program with United Healthcare of Arizona for medical, dental, life and vision insurance; Teladoc for 24/7 physician access benefits; Jorgensen Brooks Group for Employee Assistance Program; AFLAC for supplemental insurance products; and Infinisource to administer our Section 125 Flexible Benefit Account Plan.

Discussion/Approval/Disapproval to enter into a contract with Regional Pavement Maintenance of Arizona, Inc., to mill and replace 2.5” R12 asphalt for CIP T-69 Pavement Preservation, for the amount not to exceed amount \$1,339,285.31 under Job Order Contract (JOC) 2014-007 for the City of Buckeye.

Mr. Salas stated that staff did a price comparison and Regional Pavement Maintenance of Arizona, Inc. was the most economical price, resulting in a savings of approximately \$300,000.

On Councilmember Wall, seconded by Councilmember Cordes, and carried (7-0) to enter into a contract with Regional Pavement Maintenance of Arizona, Inc., to mill and replace 2.5” R12 asphalt for CIP T-69 Pavement Preservation, for the amount not to exceed amount \$1,339,285.31 under Job Order Contract (JOC) 2014-007 for the City of Buckeye.

Ratification and acceptance to Apache Underground Contract for the installation of valves, fire hydrants, tapping sleeves, concrete encased sewer and for replacement of curb, sidewalk and asphalt as necessary, in an amount not to exceed \$721,008.11 for CIP WU-83 Downtown 12” Loop.

Mr. Salas stated that the Council previously approved the contract; however, it was for a lesser amount. Staff is coming before Council for ratification for the increase. The project was not mis-engineered. The Town exported the GIS files, as a shape file, to the engineer; these records were the best document that the Town has, but the information is limited. The Town does not have quarter section maps and there are omissions and errors on the Town’s records. This resulted in the Town having to work with the engineering firm to re-design some lines and have

tie-ins. If not fixed, there would be 35 homes without water. He re-iterated that this was no one's fault.

Councilmember Hughes inquired what is needed in the department to correct the records.

Mr. Salas stated that this is something that just occurs as the project is ongoing. There is no ability to correct the records aside from tearing open all of the streets and exposing every line and resurveying every single thing, which would be a sub-surface investigation, which would cost millions of dollars. It is cost effective to fix them as the issues arise.

Councilmember Larsen inquired if the maps are being updated once the lines are installed.

Mr. Salas explained how the records are updated.

On motion of Councilmember Cordes, seconded by Councilmember Hawkins, and carried (7-0) for the ratification and acceptance to Apache Underground Contract for the installation of valves, fire hydrants, tapping sleeves, concrete encased sewer and for replacement of curb, sidewalk and asphalt as necessary, in an amount not to exceed \$721,008.11 for CIP WU-83 Downtown 12" Loop.

Discussion/Approval/Disapproval of entering into an Associated Partner Agreement with Electrum Foundation.

Mr. Billingsley stated that staff attended the 2019 Smart Cities Connect Conference in Denver, Colorado. During the Smart Cities Exposition staff was able to connect with Petra Dalunde and her team with the Electrum Foundation. The Electrum Foundation has founded Urban ICT Arena in collaboration with Kista Science City AB, corporate ("KSCAB"). Urban ICT Arena is an open testbed and co-creation arena for technical development and innovation in an urban environment where the opportunities of digitalization for the future and society can be developed, tested and showcased.

Mr. Billingsley stated that through our ongoing discussions with the Electrum Foundation and its corporate and educational partners it is clear that the Town of Florence has ideas and partnerships that are of value in the Smart Cities arena. Therefore, a partnership between the two parties may be constructive for both. Staff is currently working on a testing protocol for Electrum partners and has agreed to share data from deployment and testing of our new LaRaWAN network. He explained the process of how the partnership and testing will work.

Mr. Billingsley stated that they work with several corporations, and he met with Sensitive Empowerment, which are also a Swedish corporation who works in the ICT arena and provides Smart Cities Technology. They are also going to engineer LaRaWan sensors for the Town to test for potential use in Europe.

Mr. Billingsley explained what the sensors are and how they are used. The Town has worked with Millandr to install their radios at three different locations. It is similar to WiFi that covers a very large area but does not require the same amount of band width. It is small packets of data that is sent at a time. Because of the way it works, you have a farther reach and have an opportunity for a very long battery life.

Mr. Billingsley stated that sensors can determine a variety of thing and can interface with the application allowing data to be analyzed that can draw conclusions, thus making us smarter and more efficient.

Councilmember Wall inquired if the Town is contemplating a monetary contribution, similar to what is indicated in Item 1.2 of the Agreement, which indicates that Associated Partners contributes to ICT Arena by making a monetary contribution or providing other resources.

Mr. Billingsley stated that the Town will not be making a monetary contribution, nor have they asked for a monetary contribution. They want the Town's data and to test their items, which is more than a monetary contribution.

Councilmember Wall inquired what processes will be in place to ensure the confidentiality of the citizen's data.

Mr. Billingsley stated that the Town would only provide the results of the testing. They are interested in the Town testing their sensors. They are trying to get them licensed for use in the United States and Europe. They would like to show that the sensors work, communicate well and that the data can be received an analyzed. There is no intellectual property loss from the residents' perspective.

Councilmember Wall inquired if the agreement is with a foreign entity, and if so, can the Town legally enter into this type of agreement.

Mr. Clifford Mattice, Town Attorney, stated that he does not foresee any issues. He stated that neither party has any jurisdiction over either party.

Mr. Billingsley stated that Section 6 refers to proceedings by telephone and physical meetings must be in Phoenix Arizona, and the Town complies with Arizona Revised Statutes.

Mayor Walter stated that the Town may terminate the agreement for any reason at any time without any recourse.

Mr. Billingsley stated that they are looking for partners to build a consortium.

Discussion occurred on the opportunities for Florence.

On motion of Councilmember Hawkins, seconded by Councilmember Larsen, and carried (7-0) to enter into an Associated Partner Agreement with Electrum Foundation.

Discussion/Approval/Disapproval of the removal of Kendra Johnson from the Florence Youth Commission.

Ms. Garcia stated that the Town Code states that any board or commission member that misses three meetings be removed from the respective board or commission. The alternate will take the seat of the vacancy.

On motion of Councilmember Hawkins, seconded by Councilmember Larsen and carried (7-0) for the removal of Kendra Johnson from the Florence Youth Commission.

LEGISLATIVE UPDATE

Mayor Walter stated that the Town received an update on Senate Bill 1186, which is Florence's bill to be enabled to transfer excess funds out of the Town's Firefighter's Relief and Pension Fund to the Public Safety Personnel Retirement System (PSPRS) in order to reduce Florence's unfunded liability with PSPRS. The bill passed out of the Senate without objection and was approved in the House 51-8. The bill was transmitted to the Governor on May 1, 2019, where it awaits his signature. The Governor must choose to sign or veto the bill by the close of business on May 7, 2019, otherwise it takes effect without his signature.

Mayor Walter stated that there has been minimal progress on the State's budget until the legislature can agree on a tax cut with the Governor's office. It appears that the legislative session will continue until June. She stated that the per diem amount the legislature receives will be cut in half starting next week, which may help the legislature end quickly.

MANAGER'S REPORT

Mr. Billingsley stated that the Manager's report continues to be revised, based on feedback received and requests. There was a request to utilize the Leadership and Governance section to highlight things that are coming to Council in the near future, which is a new section that was added.

Mr. Billingsley stated that the Town completed the chip seal program for the spring. He stated that the Town is self-insured and belongs to the Arizona Municipal Risk Retention Pool, along with other municipalities. The Pool received a dividend of \$10,000,000 statewide. The Town's portion of the dividend is \$110,541.

DEPARTMENT REPORTS

Community Development

Community Services

Finance

Fire

Police

Public Works

The Department Reports were received and filed.

CALL TO THE PUBLIC

There were no public comments.

CALL TO THE COUNCIL – CURRENT EVENTS ONLY

Councilmember Hughes stated that she is the liaison for the Parks and Recreation Advisory Board and highlighted the upcoming Parks and Recreation events and invited everyone to attend.

Councilmember Cordes stated she is the liaison for the Historic District Advisory Commission, and that SHPO came to Florence and toured many buildings and there were approximately 20 people who toured along with SHPO. It was great to be able to have a one-on-way conversation with the officials. She stated that Florence as a whole, needs to invest in the Town's historical district.

Councilmember Larsen stated that she is the liaison for the Florence Youth Commission and they are requesting a work session with the Council to discuss issues they are facing, such as smoking, bullying, etc. She thanked the Mayor for recognizing Mr. McGinnis and all that he has done for the community.

Councilmember Wall stated that the Town had many appreciation events for staff, Boards and Commission member, and Firefighters. Ms. Chris Reid retired from the Pinal County Historical Museum after 20 years of service and will be deeply missed. She will continue to be part of the Town and contribute to the Town's history. She thanked all of the teachers and the Town Clerk and staff. She stated that she is the liaison for the Chamber of Commerce and invited everyone to their mixer.

Councilmember Hawkins stated that the Silver King repair project has started with painting and the new decking has been ordered. The Town is accepting bids for the egress project. They are trying to minimize the impact on the businesses and worked on the project on the weekend since the businesses are closed on the weekend.

Vice-Mayor Anderson stated that the Pinal County Water Augmentation Authority has been working on the contingency plan and has been approved. It didn't go as well for Pinal County as they had hoped. He stated that Florence has a lot of things happening in the Town and thanked everyone for the invitation to all of the events. He expressed his appreciation to the Town Clerk and her staff.

Mayor Walter stated that she will be attending meetings for Central Arizona Governments and Maricopa Association of Governments.

Mayor Walter thanked all of the educators for what they do.

ADJOURNMENT

On motion of Councilmember Hawkins, seconded by Councilmember Hughes and carried (7-0) to adjourn the meeting at 8:14 pm.

Tara Walter, Mayor

ATTEST:

Lisa Garcia, Town Clerk

I certify that the following is a true and correct copy of the minutes of the Florence Town Council meeting held on May 6, 2019, and that the meeting was duly called to order and that a quorum was present.

Lisa Garcia, Town Clerk

MINUTES OF THE TOWN OF FLORENCE COUNCIL SPECIAL MEETING HELD ON MONDAY, MAY 20, 2019, AT 4:30 P.M., IN THE FLORENCE TOWN COUNCIL CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.

CALL TO ORDER

Mayor Walter called the meeting to order at 4:30 p.m.

ROLL CALL:

Present: Tara Walter, John Anderson, Bill Hawkins, Karen Wall, Kristen Larsen, Michelle Cordes, Judy Hughes

WORK SESSION ON THE 2019-2020 BUDGET

Ms. Becki Jimenez, Budget Analyst, provided an overview of the budget process. She stated that staff is cognizant of their respective budgets as well as the overall budget. They always consider the needs of the community and the departmental budgets. She stated that staff starts the budget process in October, which is well before the Budget Committee meets.

Ms. Jimenez explained what the expenditure limitation is and how the limit cannot be increased once it is set. She noted that the staff is presenting a balanced budget and any additions to this budget will result in deductions in other part(s) of the proposed budget.

Mr. Rey Sanchez, Finance Director; Becki Jimenez, Budget Analyst; and Brent Billingsley, Town Manager, presented the 2019/2020 Town Manager's Recommended Annual Budget and Capital Improvement Program (CIP), in which they outlined the following:

- Outline for Recommended Budget
 - Strategic Budget Goals for 2019/2020
 - Capital Improvement Program
 - 2019/2020 Recommended Operating Budget
- Strategic Budget Goals for 2019/2020
 - Maintain existing service levels.
 - Provide exceptional public safety and community services.
 - Expand the tax base through smart growth and targeted economic development outreach.
 - Secure the Town's long-term water program for future growth.
 - Revitalize the downtown corridor, through beautification and business investment.
 - Make strategic investments in planning for the continued growth of Florence.
- Providing exceptional public safety and community services
 - Police Department
 - Evaluate existing vacant positions and post for immediate hire, fill new position on budget schedule.
 - Partner with the community (e.g., "community policing").
 - Fire Department
 - Evaluate and establish standard operating procedures.

- Review and assess existing staffing to ensure adequate coverage for the Town – Reducing response times is key.
 - Implement strong training program and develop an effective chain of command structure.
- Evaluate fire protection services.
 - Increase public education and community involvement.
- Library
 - Continue to evaluate existing programs and services while increasing membership.
 - Continue to work closely with Florence Unified School District.
- Community Development
 - Evaluate existing properties in the Florence area that may be used for future development, beautification, or zoning modifications.
 - Continue to advocate for proper placement of the North-South Corridor, to facilitate economic development and growth.
 - Continue to make planning and engineering investments for Territory Square project.
 - Continue to provide needed services to developers within the Town limits.
 - Begin work on the General Plan to guide future development and ensure smart growth within the Town of Florence.
- General Government
 - Update Intergovernmental Agreements.
 - Coordinate agreements with Chamber, Arizona State Parks, and other entities to promote Florence and the amenities we enjoy.
- Community Services
 - Review existing services provided to citizens.
 - Work on beautifying the downtown corridor.
 - Retain the planters along Main Street
 - Evaluate existing Town events and build upon them to incorporate a broader involvement from the community.
 - Continue to promote and increase the use of the Community Center.
- Public Works
 - Evaluate and construct CIP projects approved by Council.
 - Continue to improve road and streets within the municipal boundaries.
 - Increase fire flows to meet building and life safety standards.
 - Expand and/or replace utility infrastructure as a means of preparing for and facilitating economic development.
- Expanding the tax base through smart growth and targeted economic development outreach
 - Use the General Plan as the vehicle of the Town’s smart growth.
 - Evaluate any potential annexations around major transportation corridors and planned future development.
 - Develop a clear and distinct message as to which areas are within the Town of Florence, and which are not.
 - Identify businesses that are needed and develop a strategy to approach those organizations.
 - Nurture existing business relationships, and encourage these businesses to grow by providing trainings, assistance, infrastructure, and opportunities for meaningful business connections.

- Develop relationships that could lead to the diversification of our local economy and utilization of our existing strengths.
- Securing the Town's long-term water program for future growth.
 - Complete capital projects approved by Council.
 - Complete evaluation and assessment of existing infrastructure on Town water and sanitation lines.
 - Work with our partners to improve and enhance water and wastewater service that are not Town-owned.
 - Continue acquiring physical water for long-term future growth of Florence.
- Revitalizing the downtown corridor, through beautification and business investment
 - Complete evaluation and assessment of properties in the downtown corridor, which includes:
 - Existing condition of property.
 - Location and use of property.
 - Property ownership.
 - Beautification and business investment
 - Lead by example by investing in the historic downtown.
 - Continue to promote the Façade Program, wireless fire alarms, and fire sprinkler grants, which enhance the safety of downtown and help to preserve its cherished heritage
- Make strategic investments in the planning for the continued growth of Florence
 - Work with major home builders (like Pulte and DR Horton) to encourage additional development.
 - Currently, new home permits in Florence are outpacing many communities in Pinal County.
 - Attract and work with developers that may provide unique home solutions, retail destinations, or restaurants. Encourage mixed-use development, where appropriate.
- 2019/2020 Recommended Budget
 - Staff Positions – Additional/Changes/Transfers
 - Public Safety
 - One new Fire Marshal Position - 75% of Year - Start in October 2019
 - One new Police Sergeant - 75% of Year - Start in October 2019
 - Position was eliminated two years ago and is now being filled
 - Public Works (includes facilities and fleet):
 - Remove Engineering Technician from budget
 - Very conservative approach, with an attempt to remain fiscally conservative by maximizing operations with the lowest practical staffing levels.
 - New projects, programs, and enhancements for 2019/2020
 - CIP
 - Network Server Infrastructure
 - Radio, tablet and taser replacement
 - Building assessment
 - Replacement of utility vehicle
 - Design of a new recreation center
 - Funding set aside for private public partnership
 - Requires additional analysis
 - Riding lawn mower for Parks Maintenance

- Main Street planters
 - Door to door survey completed; result is that they want planters to remain
- Fire Sprinkler System – Revolving Fund
 - Included in draft budget
- North-end Framework Letter of Map Revision (LOMR) Phase 1b
 - Taking property out of the floodplain
 - Move North End Framework Plan forward
- Major repair and maintenance Items
- Replacement of three patrol vehicles
- Replacement truck – Facilities Maintenance
- Streets Projects
 - Main Street Extension – Enhance roadway near State Route 79 and relocate irrigation for neighboring properties.
 - Hunt Highway – Reconstruction of two lanes.
 - Few years before Pinal County widens Hunt Highway
 - Design for four lanes, set center line, fix drainage for four lanes, and build two lanes
 - Adamsville Road – Plant Rd. to Town Limits (AC Pavement)
 - Adamsville Road – Main St. to Plant Rd. (AC Pavement)
 - Replacement of two trucks
 - Pavement preservation
- Water Projects
 - Electronic Water Meter Project
 - 18-24-month project
 - Utility barn/yard
 - River Rd. water line
 - Build water main to support economic development in north end of Florence (south of the river)
 - Water upgrade South of State Route 287
- Wastewater Projects
 - Jetter trailer
 - South Wastewater Treatment Plant odor control/dust abatement
 - North and South Wastewater Treatment Plant Expansion
 - Sanitation
 - Recycling Station
- Employee Compensation
 - Medical/Dental/Vision
 - Overall increase about 4%.
 - 1% to medical and 10% to dental.
 - Minimized impact to employees and Town budgets.
- Merit Increases
 - 2019/2020 Town budgeting up to a 5% merit increases, based upon performance.
 - Estimated cost of merit increase Town-wide is \$187,000.
 - Split into General, Highway User Revenue Fund (HURF), Water, Wastewater and Sanitation Funds
 - As is tradition, any merit increase is awarded on the employee's anniversary date, and not with the start of the fiscal year.

- General Fund Analysis

- General Fund Balance

- Available fund balance, for our use, is the amount of cash available for expenditures.
- This comes from the accumulation of prior years' revenue exceeding expenses.

Fund Balance at	Year End 2016	\$ 8,215,376
	Year End 2017	\$10,451,920
	Year End 2018	\$11,226,195
<i>Projected</i>	Year End 2019	\$11,440,372

- These balances do not include the deduction for reserve which currently is \$1,885,132. The reserve is for financial security within the fund and is changed annually based upon a percentage of revenue set aside. This formula is \$500,000 plus 10% of operating revenues.
- Indicates strong financial health

	Budgeted FY2018/2019	Projected FY2018-2019	Budgeted FY2019/2020
Revenues	\$15,159,070	\$15,769,396	\$16,472,510
Expenses	\$15,229,790	\$15,512,581	\$16,971,110
Total	(\$70,720)	\$256,815	(\$489,600)

*The (\$489,600) is for legal fees. Council changed where the legal fees would be expensed from, which is why it shows as a deficit; however, the funding was budgeted for in the enterprise fund and has been expended from the General Fund. Staff will come before Council later in tonight's meeting requesting to transfer the money from the Enterprise Fund to the General Fund to offset the expense accordingly.

*Revenues do not include any planned transfers to the General Fund from fund balances.

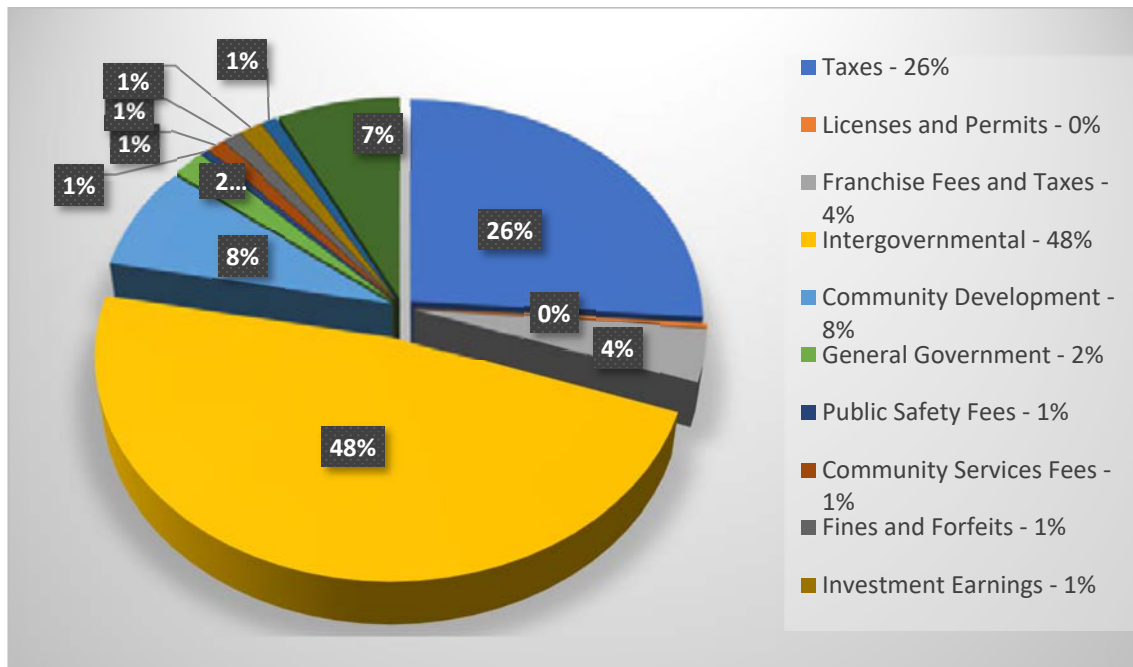
- General Fund Revenue

- Fiscal Year (FY) 2018/2019 Revenue was budgeted at \$15,159,070
- FY 2018/2019 Revenue is projected at \$15,769,396, meaning the Town expects to receive nearly \$600,000 more than it originally forecasted as part of the budget process last May.
 - The increase in Revenue for FY 2018/2019 is due to increases in taxes, franchise fees and taxes, State Shared Revenues, Community Development (due to construction of new homes), General Government charges, and investment earnings.
- FY 2019/2020 revenue is anticipated to be \$16,472,510, or an additional \$700,000 more than what is projected for the current fiscal year.
 - Increase in Revenue for FY 2019/2020 is due to an increase in taxes, State Shared Revenue projections, and Community Development.
- Estimates for revenues are based upon estimates from the State of Arizona as well as an analysis and projection of trends in revenue increases.
- Various comparisons were completed, and the average of all comparisons was used for budget purposes.

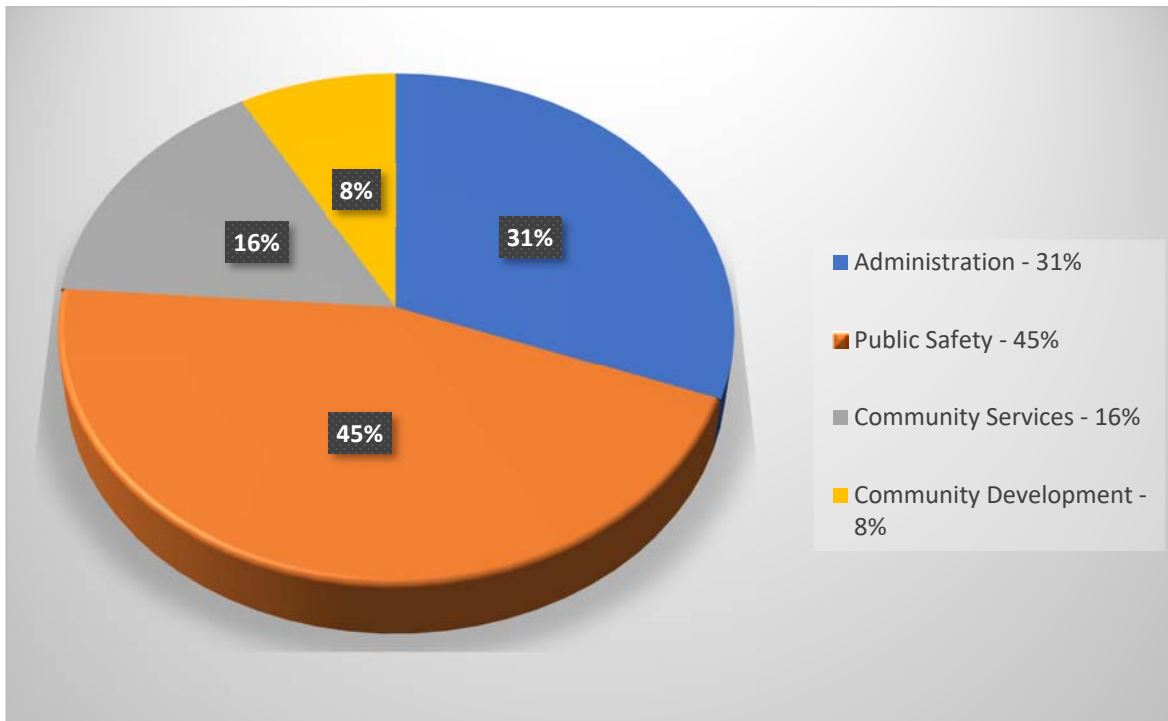
- General Fund Expenditures

- FY 2018/2019 Expenditure was budgeted at \$15,229,790.
- FY 2018/2019 Expenditure is projected to be \$15,512,581.

- Increase in Expense for FY 2018/2019 is largely due to legal fees. Even with this increase in expenses, we still anticipate revenues to exceed expenses for the FY.
 - FY 2019/2020 Expenditure is budgeted at \$16,971,735.
 - Increase in budgeted Expense for FY 2019/2020 is due to an increase in General Government, Public Safety, and Community Services.
 - The increase in both revenues and associated expenditures from FY 2018/2019 to FY 2019/2020 is indicative of a growing community and a healthy economy.
- 2019/2020 Recommended Budget
- General Fund Revenue



- Property tax is a minimal amount of overall budget
 - General Fund Expenditures



- Highway User Revenue Fund

STREET FUND BUDGET SUMMARY				
	2017/2018 Actual	2018/2019 Budget	2018/2019 Projected	2019/2020 Budget
Starting Cash Balance	\$11,586,070	\$11,868,949	\$9,740,578	\$7,181,382
Operational Balance	\$6,540,884	\$6,823,763	\$6,192,858	\$5,148,662
Bond Proceeds	\$ 5,045,186	\$5,045,186	\$3,547,720	\$2,032,720
REVENUE				
Governmental Revenue	\$3,166,088	\$3,163,530	\$3,249,000	\$3,329,471
Other Revenue	\$46,103	\$74,000	\$98,800	\$104,000
Operating Transfers In	\$9,900	\$780	\$780	\$780
Total Revenue	\$3,222,091	\$3,238,310	\$3,348,580	\$3,434,251
EXPENDITURES				
Highway User Operations	\$2,280,143	\$1,461,360	\$1,439,654	\$1,591,095
Engineering	-	\$1,000,000	\$1,770,000	\$1,850,000
Fleet Services	-	\$121,420	\$102,504	\$113,950
Capital Projects	\$1,754,502	\$4,563,000	\$1,768,000	\$1,855,000
Operating Transfers Out	\$261,996	\$283,310	\$283,310	\$396,238

Debt Service	\$49,591	\$486,310	\$486,308	\$486,461
Total Expenditures	\$4,346,231	\$7,915,400	\$5,849,776	\$6,292,744

- Impact Fee Budgets - Growing Balances for Large Projects

Cash Balances	Fund	Actual 2017/2018	Budget 2018/2019	Projected 2018/2019	Budget 2019/2020
Sanitation	501	\$17,302	\$41,670	\$17,402	\$17,452
Transportation	505	\$824,631	\$245,143	\$983,431	\$14,631
Police	508	\$679,715	\$776,106	\$817,515	\$963,515
Fire/EMS	509	\$257,880	\$336,679	\$393,280	\$536,280
Parks	510	\$6,547	\$11,792	\$11,947	\$23,997
Library	511	\$78,058	\$108,320	\$119,158	\$178,158
Florence Water	596	-	-	-	-
Florence Wastewater	597	\$71,222	\$1,296	\$69,892	\$1,146
North Florence Water	598	\$2,677	\$4,209	\$727	\$777
North Wastewater	599	\$5,480	\$6,721	\$530	\$580

- Enterprise Funds

Estimated Starting Cash Balances	Actual 2017/2018	Budget 2018/2019	Projected 2018/2019	Budget 2019/2020
Water	\$7,424,209	\$6,179,736	\$8,087,321	\$7,090,497
Wastewater	\$5,454,712	\$6,414,941	\$5,714,874	\$5,559,852
Sanitation	\$1,162,967	\$1,054,542	\$1,164,736	\$1,163,539
Total Estimated Cash Balance	\$14,041,888	\$13,649,198	\$14,966,931	\$13,813,888
REVENUE				
Water	\$3,155,396	\$3,045,080	\$3,879,219	\$4,326,237
Wastewater	\$3,723,027	\$3,861,650	\$4,318,500	\$4,530,200
Sanitation	\$880,617	\$864,700	\$913,000	\$921,300
Total Revenues	\$7,759,037	\$7,771,430	\$9,110,719	\$9,777,737
EXPENDITURES				
Water	\$2,492,281	\$4,276,360	\$4,876,043	\$7,560,536
Wastewater	\$3,462,865	\$7,823,320	\$4,473,521	\$5,472,821
Sanitation	\$878,847	\$841,290	\$914,197	\$1,279,252
Total Expenditures	\$6,833,993	\$12,940,970	\$10,263,761	\$14,312,609
Estimated Revenue over Expenditures	\$925,044	(\$5,169,540)	(\$1,153,042)	(\$4,534,872)
Estimated Cash Balance Year End				
Water	\$8,087,321	\$4,948,456	\$7,090,497	\$3,856,198

Wastewater	\$5,714,874	\$2,453,271	\$5,559,853	\$4,617,231
Sanitation	\$1,164,737	\$1,077,931	\$1,163,539	\$805,587
Total Estimated Cash Balances	\$14,966,932	\$8,479,658	\$13,813,889	\$9,279,016

(=Estimated starting cash balance + estimated revenue over expenditures)

Vice-Mayor Anderson stated that he requested that the Pinal County Historical Museum (Museum) receive special funding to assist with their expansion and roof project. They provided a very detailed description of what they provide such as offering educational programs, are the historical repository for the Town and promote tourism.

Vice-Mayor Anderson stated that the Museum has received funding in the past. He also requested that they budget for an Economic Developer because the Town is behind other communities with regards to economic development. He does not agree with the budget for the recreation center. He stated that the proposed recreation center will be in the downtown and the majority of the population resides north of the river and will not utilize the facility.

Discussion occurred on gifting money and the legal ramifications associated with doing so. Budgetarily, there are limitations on what the Town can provide.

Mr. Billingsley stated that the request was for \$40,000 and if the money were provided, the Pinal County Historical Museum would need to be in a contract with the Town and provide similar reporting on what the Greater Florence Chamber of Commerce provides indicating that they provide a service to the Town. He stated that the Council can elect to set monies aside and do a grant-type program for Florence’s non-profits. He cautioned that the Town can become involved in their legal issues due to supporting those entities. It also becomes a controversy when the Town can no longer fund the entity. He stated that this information was provided to the Budget Committee and they elected not to move forward with the request.

Mr. Billingsley noted that Council will need to determine what will be removed from the proposed budget should it wish to add anything else. The Budget Committee will then need to meet again to discuss the proposed changes.

Mayor Walter reminded Council that the Budget Committee had previously considered the request and it was denied.

Councilmember Wall stated she is concerned about the gift clause with regards to gifting money to entities. She stated that there needs to be a legitimate, tangible benefit in exchange for funds. She stated that based on the list of services that the Museum provides, those items would be provided regardless if the Town provided funding. Their request is for expansion of the facilities as well as roofing. They have an active fundraising effort, which is ongoing, and they have wide spread support. She is not able to support a sum total donation to the Museum at this time.

Councilmember Hawkins stated that they are an asset to the Town and they should be supported in other ways, such as advertisements and market Florence better.

Councilmember Cordes stated that the Pinal County Historical Museum is important to the Town and Pinal County. She stated that if they struggle, it is one more thing on the lists of things that Florence does not support.

Discussion occurred on tourism and bringing businesses into Florence.

Mayor Walter stated that the Museum can receive tax credit donations since they are a non-profit. The Town could assist in promoting their accepting of donations, as they would for any other non-profit.

Mr. Billingsley stated that there is \$200,000 budgeted towards investments in the Historic District.

Mayor Walter stated that the Council is in the midst of revisiting the Strategic Plan which will dictate where the Town's priorities are. There is no need to bring on an Economic Development Director because their job would be very challenging at this point. Staff and Council has been working on partnerships regarding economic development.

Mayor Walter stated that the proposed recreational facility would be a private-public partnership that would drive the town economically. She stated that the Town is doing several projects that are laying the foundation for the economic development.

Mr. Billingsley outlined the various projects that have been completed, such as the medical facility that opened and the Anthem Hospital that will be opening soon, as well as the ongoing projects that affect economic development. He stated that the Town has limited resources and they are trying to apply those resources where they will have the most impact.

Mr. Billingsley discussed bringing industrial to the community and what will need to be done in order to do so.

Councilmember Cordes inquired who the person is that is being paid the salary budgeted in economic development.

Mr. Billingsley stated that the salary is for the Assistant to the Town Manager position who is assisting with economic development and tying that into communications.

Vice-Mayor Anderson stated that the Economic Development Director position needs to be included in the budget and the salary can be expensed from the monies allocated from the recreational facility that is budgeted for.

Mr. Billingsley stated that there is a dollar amount added to the budget for the initial design of a recreational facility; however, those monies are allocated from Fund 11 – Capital Improvement Projects Fund and not the General Fund. He explained how the private-public partnership would work and how the Town would be paid back for the facility within 20 and 30 years.

Councilmember Cordes inquired about maintenance and utilities for the Brunenkant Building that the Town leases to the attorney. She stated that the maintenance and utilities are outlined in the budget for the Silver King Marketplace, but not for the Brunenkant Building.

Ms. Jimenez explained that the fees for the Brunenkant Building are incorporated into the General Fund. She explained that the Silver King Marketplace is called out in the budget because it has multiple tenants and the Brunenkant Building is a stand alone building.

Councilmember Wall explained that the Economic Development Director position not only encompasses salary and fringe, but you would also need an allowance for promotional material such as travel, conferences, shows, presentations, promotional material etc. All those additional expenses will need to be estimated and included in the budget.

Councilmember Wall would like the Town to cooperate further with Pinal County and other adjacent communities for economic development and to promote the area as a whole.

Mr. Billingsley stated that staff meets frequently with the Pinal County Economic Development Director as well as the neighboring communities to work on economic development.

Councilmember Cordes asked that the Town garner public input when the Town elects to utilize the \$200,000 that is earmarked for the Historic District.

Mr. Billingsley stated that the Town would have public meetings and outlined a list of potential projects that the \$200,000 could be utilized for.

Councilmember Cordes inquired how the \$75,000 was derived that is budgeted for planning of special events,

Mr. Billingsley stated that the \$75,000 is not earmarked to hire an event planner, but rather additional monies allocated to coordinate the events. This money will be used to enhance the events as well as add events.

Mr. Bryan Hughes, Community Services Director, stated that they may utilize some of the funding to contract with a promoter who can generate funds through ticket sales, etc. because large music festivals require outside assistance. They are looking at ways to bring in large events.

MOMENT OF SILENCE

Mayor Walter called for a moment of silence.

PLEDGE OF ALLEGIANCE

Mayor Walter led the Pledge of Allegiance.

CALL TO THE PUBLIC

Call to the Public for public comment on issues within the jurisdiction of the Town Council. Council rules limit public comment to three minutes. Individual Councilmembers may respond to criticism made by those commenting, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Council shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

There were no public comments.

PRESENTATIONS

Proclamation declaring Florence's pride in those who have enlisted in the military and to urge all citizens to continue to support our military service personnel and the families of those who are serving in our armed forces.

Mayor Walter read the proclamation and issued a personalized proclamation to each of the high school graduates who have enlisted in the armed services. She declared Florence's pride in those who have enlisted in the military and urged all citizens to continue to support our military service personnel and the families of those who are serving in our armed forces.

Each of the students explained why they elected to join the armed forces.

Proclamation declaring May 2019 as Historic Preservation Month.

Mayor Walter read the proclamation and proclaimed May 2019 as Historic Preservation Month.

Ms. Christine Reid, Pinal County Historical Society member, invited the public to the Pinal County Historical Society (PCHS) and Arizona Department of Correction Special Exhibition in celebration of the Arizona Department of Corrections (ADC) 50th Anniversary from May 21 -26, 2019. Learn about Florence's 111-year prison history from the Special Exhibition showcasing all 12 ADC sites. PCHS will also dig deep into its archives to display rarely seen items such as contraband, Arizona State Prison Outlaw Rodeo, historic photographs of Stars behind Bars, prison sports and more. As a special bonus, exclusive private tours of the ADC Florence 1908 Administrative Building will be offered to museum visitors. Tickets are \$10 for adults, which includes museum admission and prison tour. Proceeds go toward the restoration of the PCHS Museum's 1937 Mack Jr. Fire Truck.

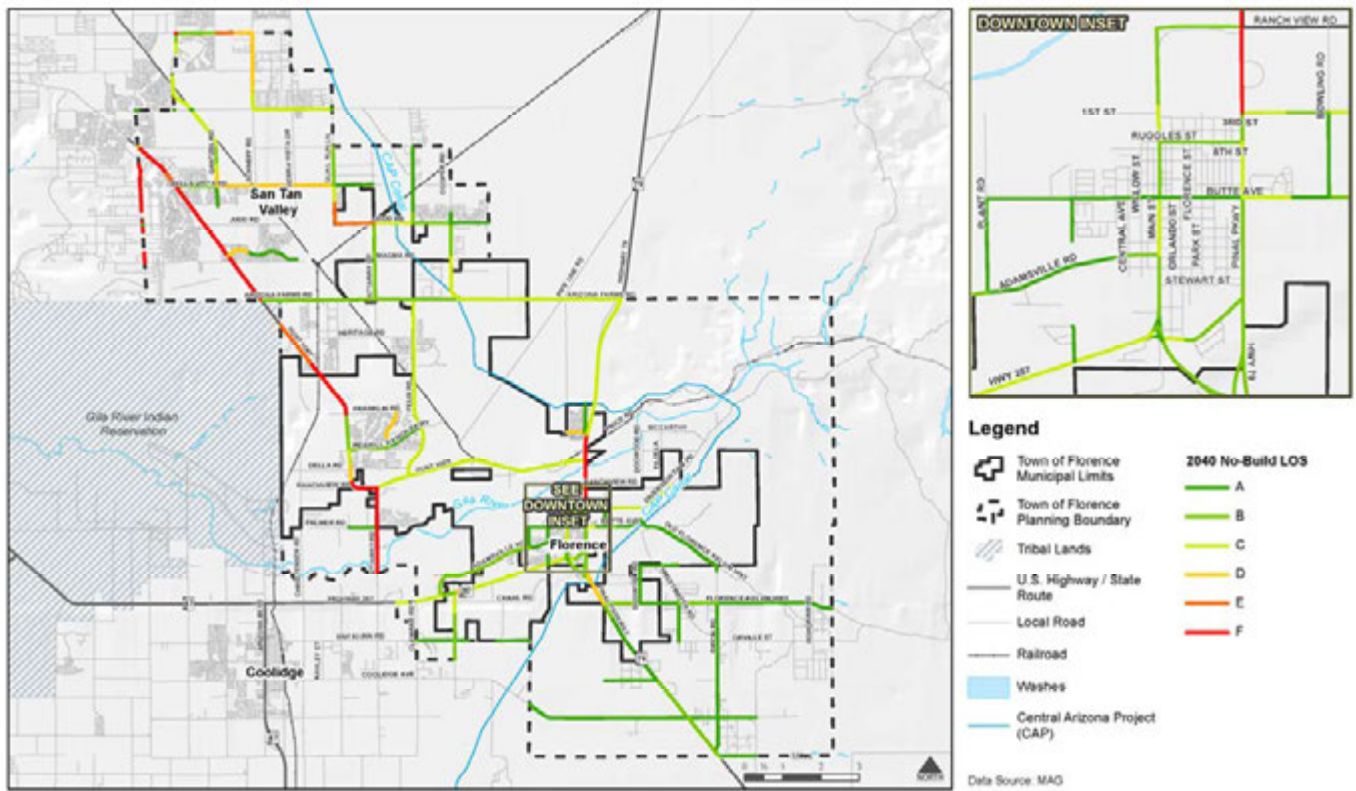
Ms. Reid thanked the Council for recognizing historic preservation.

Presentation on the Transportation Study by Kevin Kugler, Michael Baker International.

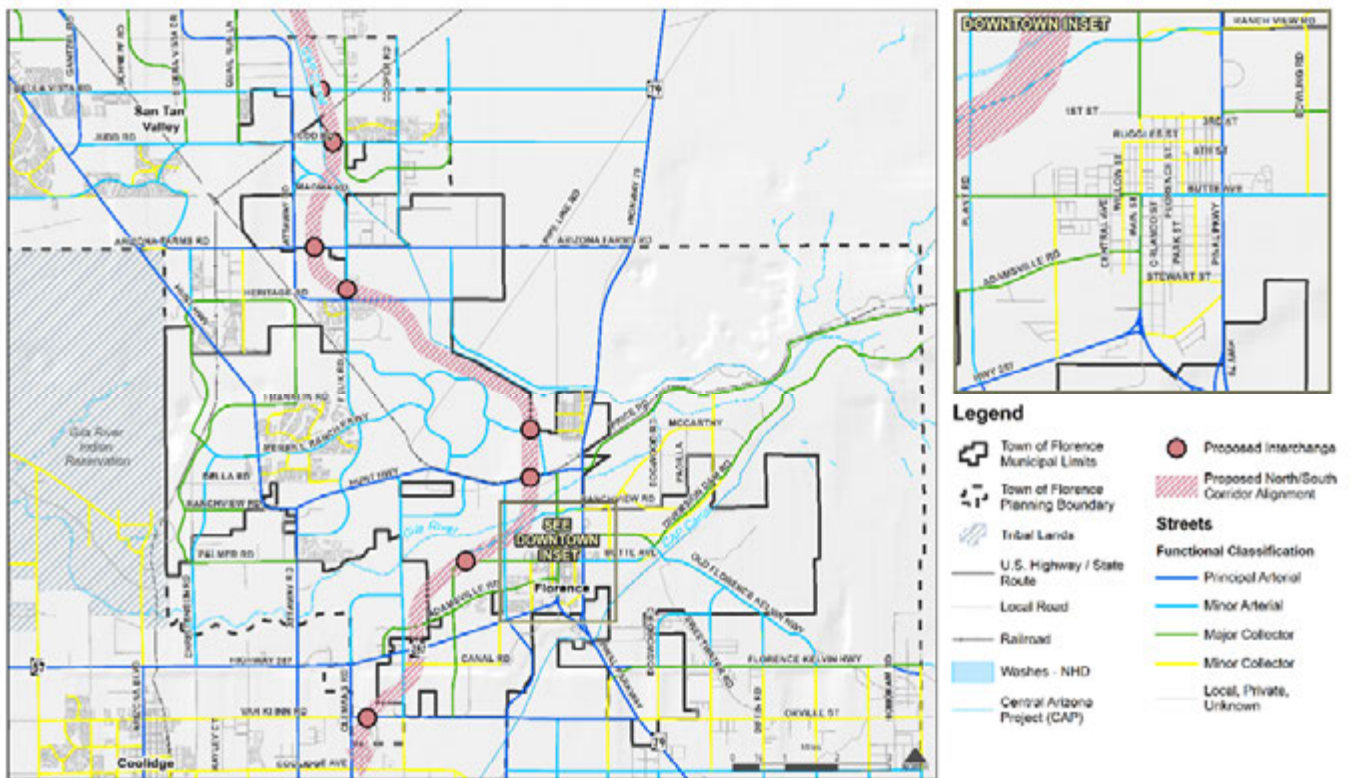
Mr. Billingsley stated that the study is partially funded by the Town, along with the Planning Assistance for Rural Areas (PARA) Grant, administered through Arizona Department of Transportation (ADOT).

Mr. Kevin Kugler, Michael Baker International, provided a presentation on the Florence Transportation Planning Study Council Briefing, in which he outlined the following:

- Transportation Needs and Issues
 - Improve East/West connectivity
 - Functional classifications
 - Roadway cross sections
 - Safety considerations
 - Bike and pedestrian mobility – connection of 3 development islands
 - Town Regulations and Policies – site triangle, bus bay, truck routes



- 2040 Functional Classification Map



- Summary of recommended changes to the 2040 Functional Classification Map

- Approximately 18 adjustments to the existing Functional Classification system – reduction in surplus capacity
 - Current roadways with most daily traffic not changing; State Route (SR) 287, SR 79, Hunt Highway, Attaway Road (Rd.), Arizona Farms Rd.
 - North-South Corridor identified on map
- Recommended roadway improvements
- Capacity related roadway improvements – based upon the results of the travel demand model

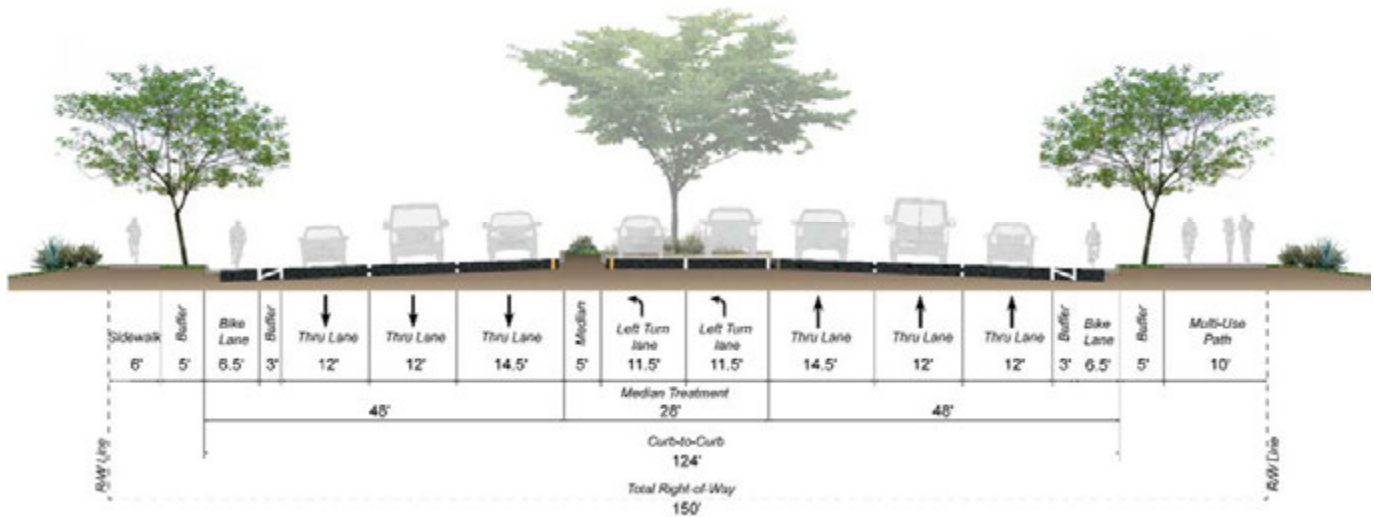
Roadway Segment	2040 No Build		2014 Built	
	# of Lanes	LOS	# of Lanes	LOS
Judd Rd – Quail Run Rd to Attaway Rd	2	E	4	B
Quail Run Rd – Judd Rd to 0.5 miles North	2	E	4	B
Hunt Highway – Stone Creek Dr. to Paseo Fino Way	2	F	6	C
Hunt Highway – Paseo Fino Way to Bella Vista Rd	3	E	6	B
Hunt Highway – Bella Vista to Arizona Farms Rd	2	F	6	B
Hunt Highway – South of Arizona Farms Rd to Mirage Ave	2	E	4	B
Hunt Highway – Mirage Ave to Franklin Rd	2	F	4	C
Hunt Highway – Fire Station #2 to Attaway Rd	2	F	4	C
State Route (SR) 79 – Gila Dr to Hunt Highway	2	F	4	C
SR 79 – Hunt Highway to Ranch View Rd	2	F	4	D
SR 79 – Ranch View Rd to 1 st St	2	F	4	C
Attaway Rd – South of Hunt Highway	2	F	4	C

- Recommended Intersection Safety Improvements

INTERSECTION	CONCERN	RECOMMENDATION
Hunt Highway/Felix Rd	Incomplete Intersection, poor lighting, sight visibility	Install lighting at the intersection, refresh painting, install edge lines, intersection improvements to increase visibility
Hunt Highway/Arizona Farms Rd	Elevated intersection, no lighting, tight radius	Reevaluate radii, install lighting, refresh pavement marking

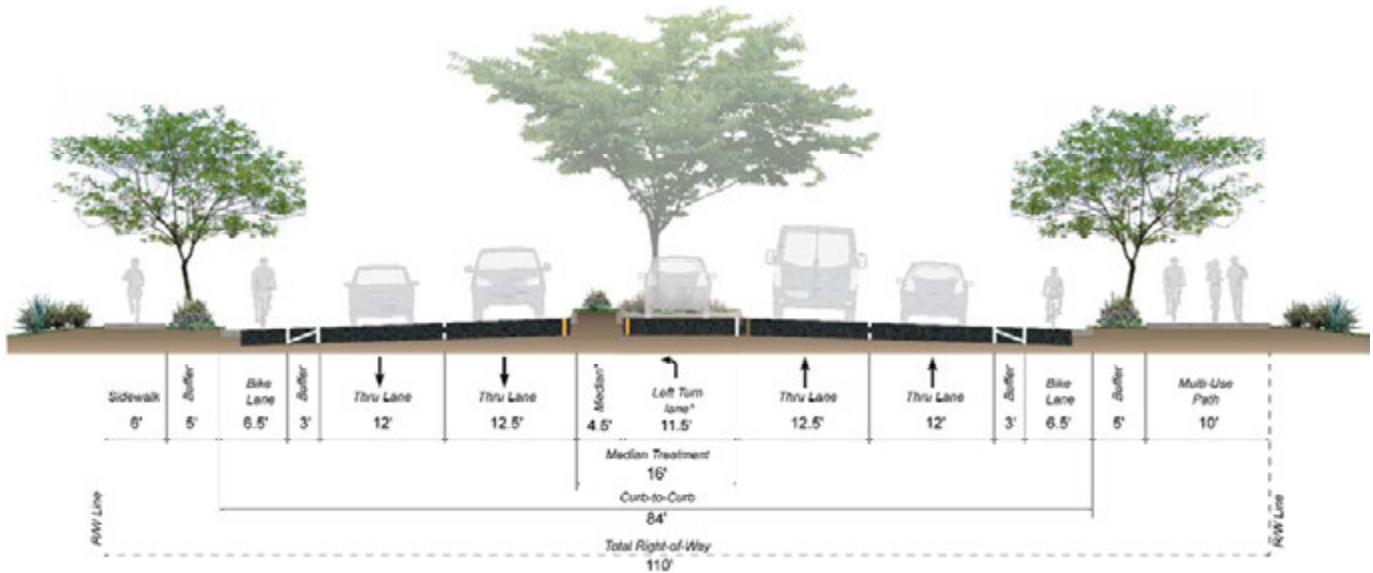
Felix Rd/Judd Rd	Lighting, sight visibility	Intersection improvement to improve sight visibility, lighting on the west side of Felix Rd and on Judd Rd
Hunt Highway/Attaway Rd	Sight visibility, high northbound right-turn volumes	Install a northbound right-turn lane, install stop bars/crosswalks, refresh striping
Hunt Highway/SR 79	Heavy eastbound right-turn traffic volumes, safety	Install an eastbound right-turn lane, install a traffic signal, restripe the intersection, install rumble strips
SR 287/ Attaway Rd	High number of crashes, education and enforcement issues	Complete an RSA
SR 79/SR 287	Capacity issues	Roundabout is in the design phases
Hunt Highway/Bella Vista Rd	Safety - high number of crashes, lot of rear ends and left-turns	Complete an RSA, evaluate left-turn phases, review signal timing and clearance intervals
Bella Vista Rd/Gantzel Rd	Safety – high number of crashes, lot of rear ends	Complete an RSA, review signal timing and clearance intervals

- **Recommended Roadway Cross Sections**
150 Foot Principal Arterial (Double Left Turn)



Typical Design Features				
Right-of-Way Width	Number of Lanes	Average Daily Traffic	Design Speed Limit	Posted Speed Limit
150 feet	6 Lanes (2 Turn Lanes)	45,000 – 50,000 ADT	45 – 55 MPH	40 – 45 MPH

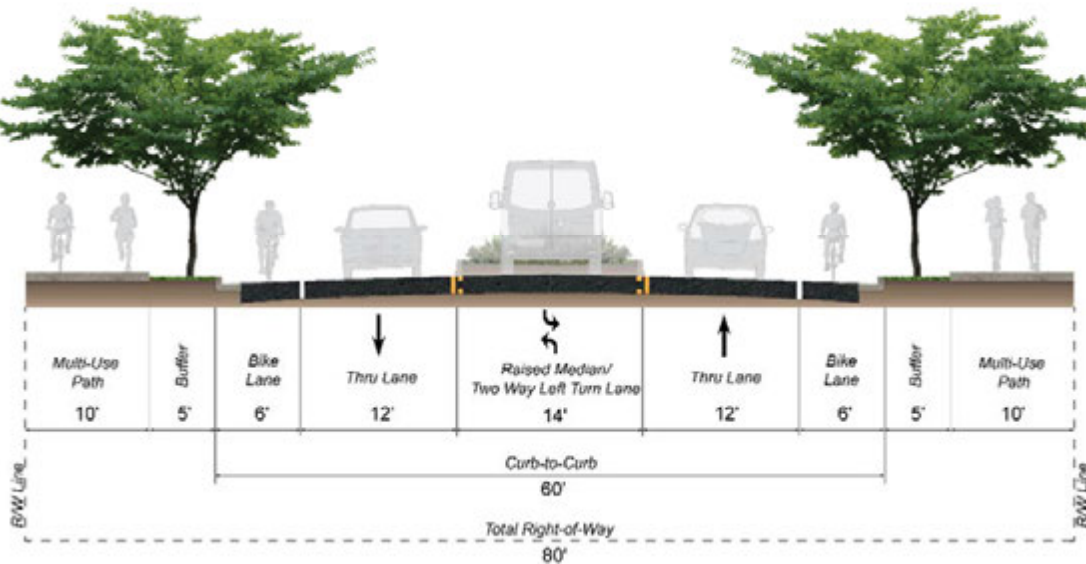
110 Foot Minor Arterial



Typical Design Features

Right-of-Way Width	Number of Lanes	Average Daily Traffic	Design Speed Limit	Posted Speed Limit
110 feet	4 Lanes (1 Turn Lane)	25,000 – 30,000 ADT	45 MPH	35 MPH

80 Foot Major Collector



Typical Design Features

Right-of-Way Width	Number of Lanes	Average Daily Traffic	Design Speed Limit	Posted Speed Limit
80 feet	3 Lanes	15,000 – 17,500 ADT	35 MPH	25 MPH

- Additional Recommendations
 - Site Visibility Triangle
 - Bus Bay Specifications – Maricopa Association of Governments (MAG) and Arizona Department of Transportation (ADOT)
 - Adaptive Streets – low investment aesthetic and traffic operational improvements to surplus right of way (ROW) streets (80-ft vs. 100 ft)
 - Policies to connect existing and planned neighborhoods
- Next Steps
 - Public Meeting #1 – trio of roadshow meetings held on April 18th
 - Florence Gardens
 - Sun City Anthem
 - Library/Community Center
 - Approximately 22 attendees signed in; approximately 10 did not
 - Draft Final Report
 - Plan of Improvements
 - Access Management Guidelines
 - Planning level cost estimates per lane mile
 - Public Meeting #2 - To be determined

Mayor Walter inquired when the report will be ready.

Mr. Kugler stated that the draft report will be ready in mid-July.

Councilmember Wall inquired if this plan is exclusive to Florence.

Mr. Kugler stated that the report is exclusive to Florence.

Councilmember Wall inquired if the display boards presented in the foyer will be available for the public's view after the meeting.

Mr. Kugler stated that they can leave the boards for the public to view as well as provide a digital copy of the maps for the website.

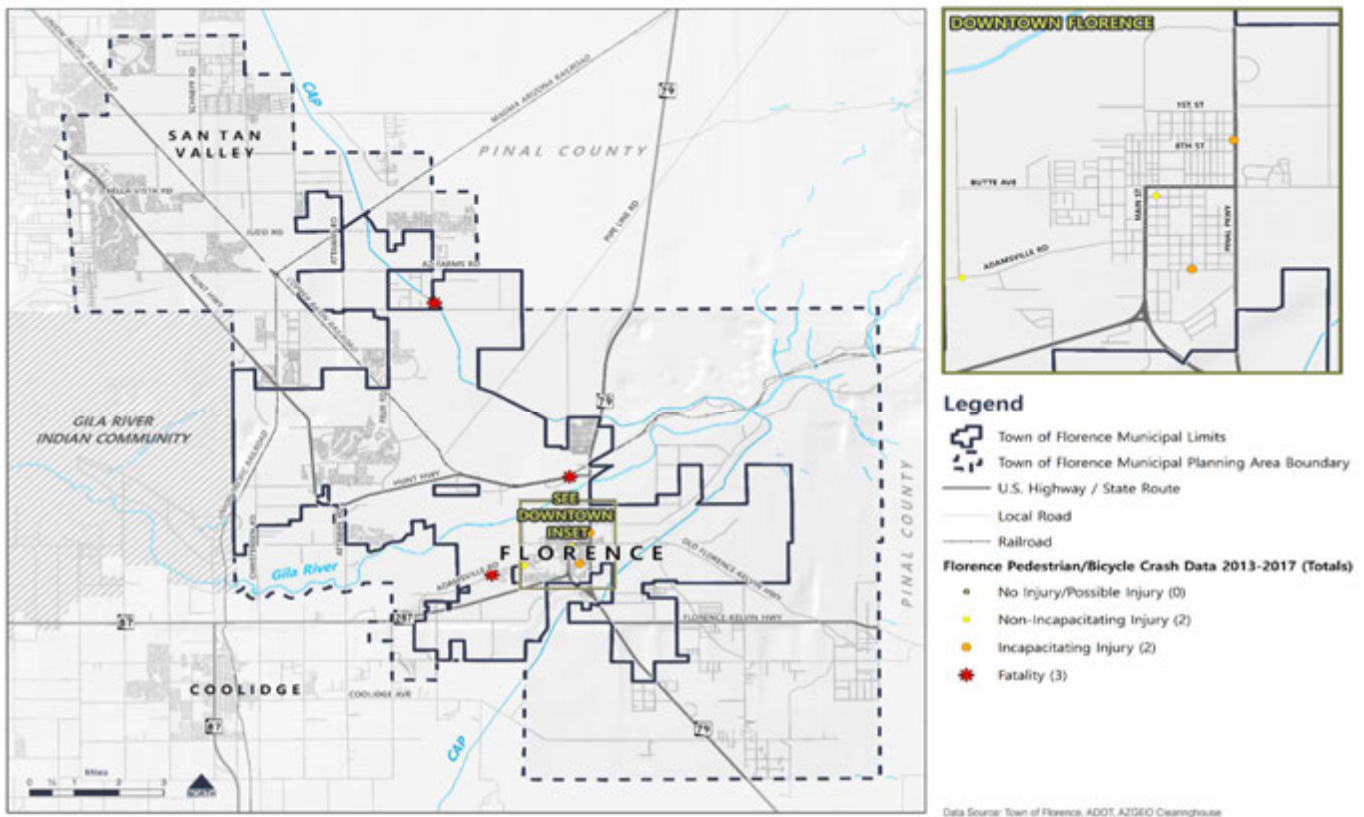
Mr. Billingsley provided a brief history on a previous plan that was done. This new plan has a focus on Florence. He thanked MAG for assisting with the modeling effort and explained the refined model of the study. He also provided an update on the North-South Corridor. He stated that it is up to the sponsoring agency on where the North-South Corridor will be located and is governed by the National Environment Policy Act. There is an ongoing study to determine what the federal government looks at alternative and sub-alternatives. He discussed the possible alignment.

a. Presentation on the Active Transportation Plan by Kevin Kugler, Michael Baker International.

Mr. Kevin Kugler, Michael Backer International, provided a presentation on the Active Transportation Plan, in which he outlined the following:

- Objectives of the Florence Active Transportation Plan (ATP)

- Focus on establishing off street and on street trail connections from Anthem and Florence Gardens to downtown Florence (specifically provide connection for the youth to the Community Center/ Aquatic Center, and the High School).
- Evaluate the overall mobility potential for the SR 79 corridor, particularly between its intersection with SR 279 and Butte Avenue. Place emphasis on improving pedestrian connectivity from Florence High School to the Community Center, including evaluating the potential for bike lanes.
- Develop an updated hierarchy of trails and paths with detailed cross sections for each.
- Evaluate and recommend path/trail connections from the existing rodeo grounds along SR 79B to downtown Florence.
- Evaluate Central Arizona Regional Transit (CART) transit stops and offer recommendations for improved accessibility, trail connections and bicycle parking.
- Conduct a survey of Florence residents to solicit their input on desired bicycle and pedestrian needs and priorities.
- Evaluate and recommend trail connections to the regional Central Arizona Project (CAP) trail.
- Develop plan recommendations that can leverage existing and planned paths and trails to promote community events and showcase tourism activities.
- Florence's current pedestrian and bicycle users
 - 4% of residents said walking or biking is the most commonly used form of transportation
 - 34% travel less than 10 miles to work or school
 - 62% of respondents were 65 years or older
 - Anthem at Merrill Ranch experiences highest frequency of bicycle and pedestrian activity
 - Bicycle use on State R 79 is more frequent than on Hunt Highway
- Safety Trends in Active Transportation
 - Nationally, bicycle fatalities have increased 32% from 2010 to 2016
 - Bicyclists at fault 50% of the time – failure to yield, riding wrong way most common citations
 - AZ had the 9th highest number of bicycle-vehicle crashes in US; ranked 5th in nation for pedestrian related deaths
 - But AZ is improving – 10% reduction in bicycle crashes in 2012-2016 compared to 2004-2008
- Florence Bicycle and Pedestrian Crash Locations

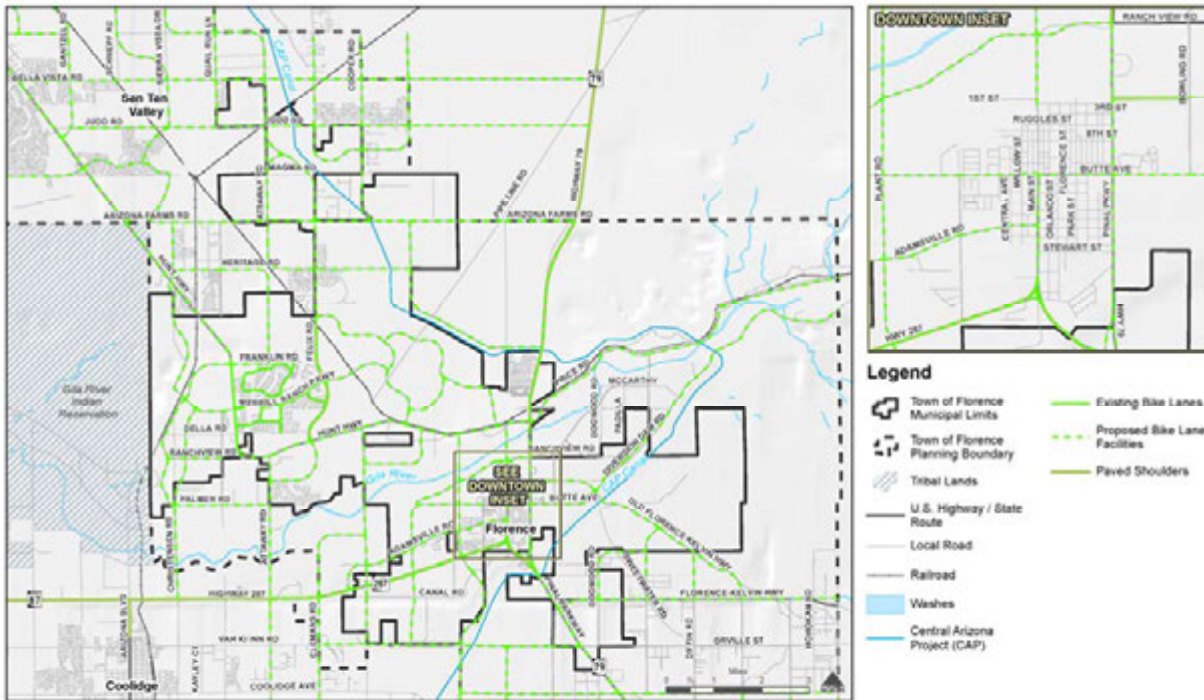


- Survey Findings

- 36 responses received initially, 91 current responses
- Respondents travel by walking to the following destinations the MOST:
 - Parks - 35%
 - Other- 33%
 - Friend or Family Home- 25%
 - Restaurants and Coffee Shops- 16%
- Respondents travel by walking to the following destinations the LEAST:
 - Job- 88%
 - Schools- 82%
 - Health Facilities- 74%
 - Worship Centers and Libraries- 71%
 - Restaurants and Coffee Shops- 57%
 - Retail- 59%
 - Other- 52%
- Respondents travel by bike to the following destinations the MOST:
 - Other- 35% (Comments reflect recreational use)
 - Parks- 19%
 - Friend or Family Home- 18%
- Respondents travel by bike to the following destinations the LEAST:
 - Job- 81%
 - Schools- 81%
 - Worship Centers and Libraries- 79%

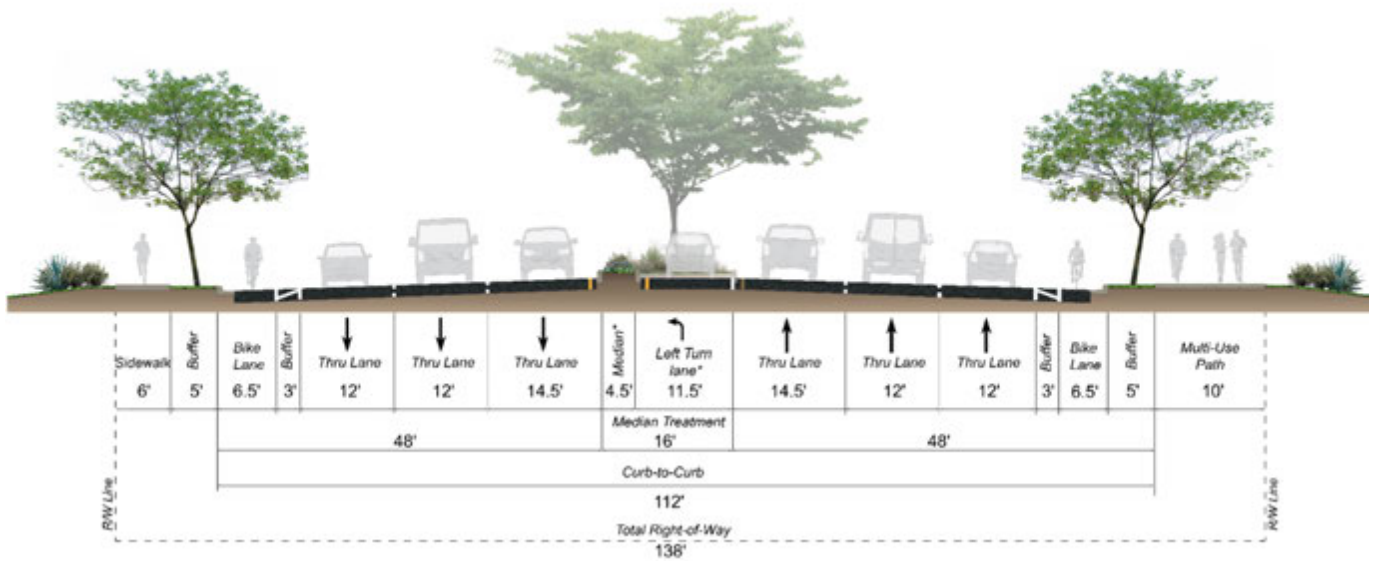
- Health Facilities- 70%
- Restaurants and Coffee Shops- 65%
- When respondents were asked if they would prefer to walk or ride a bike to those destinations that they currently drive to, 80% responded “YES”.
- Of those that responded “NO” to the above question, reasons cited include “poor connections, lack of bicycle parking, poor facilities, distances between destinations too long, and traffic speeds. Therefore, if those issues were rectified, they too may prefer to walk or ride a bike than to drive.
- When asked what the greatest challenges to walking and biking in the Town of Florence are, respondents listed the following:
 - Bike lanes, sidewalks and trails- 51%
 - Traffic and personal safety- 27%
 - Connectivity and distance- 26%
- When asked to list the challenges faced when attempting to walk and bike in the Town of Florence, respondents listed the following:
 - Destinations are too far- 47%
 - Not enough bike lanes- 41%
 - Street lighting is inadequate- 37%
 - Driver’s excessive speed- 34%
 - Driver’s don’t obey traffic laws- 33%
 - There aren’t enough sidewalks- 32%
 - Shade is inadequate- 27%
 - Neighborhood streets and bike routes don’t go to desired destinations- 25%
- When asked what would make it easier, safer, or more convenient when attempting to walk, bike, or take transit in the Town of Florence, respondents listed the following:
 - Sidewalk connections- 64%
 - Designated bike lane/ facility- 63%
 - Improved nighttime lighting- 65%

- Proposed Bicycle Facilities – On Street



- Proposed Bike and Ped Facilities – On Street
 - Principal Arterial

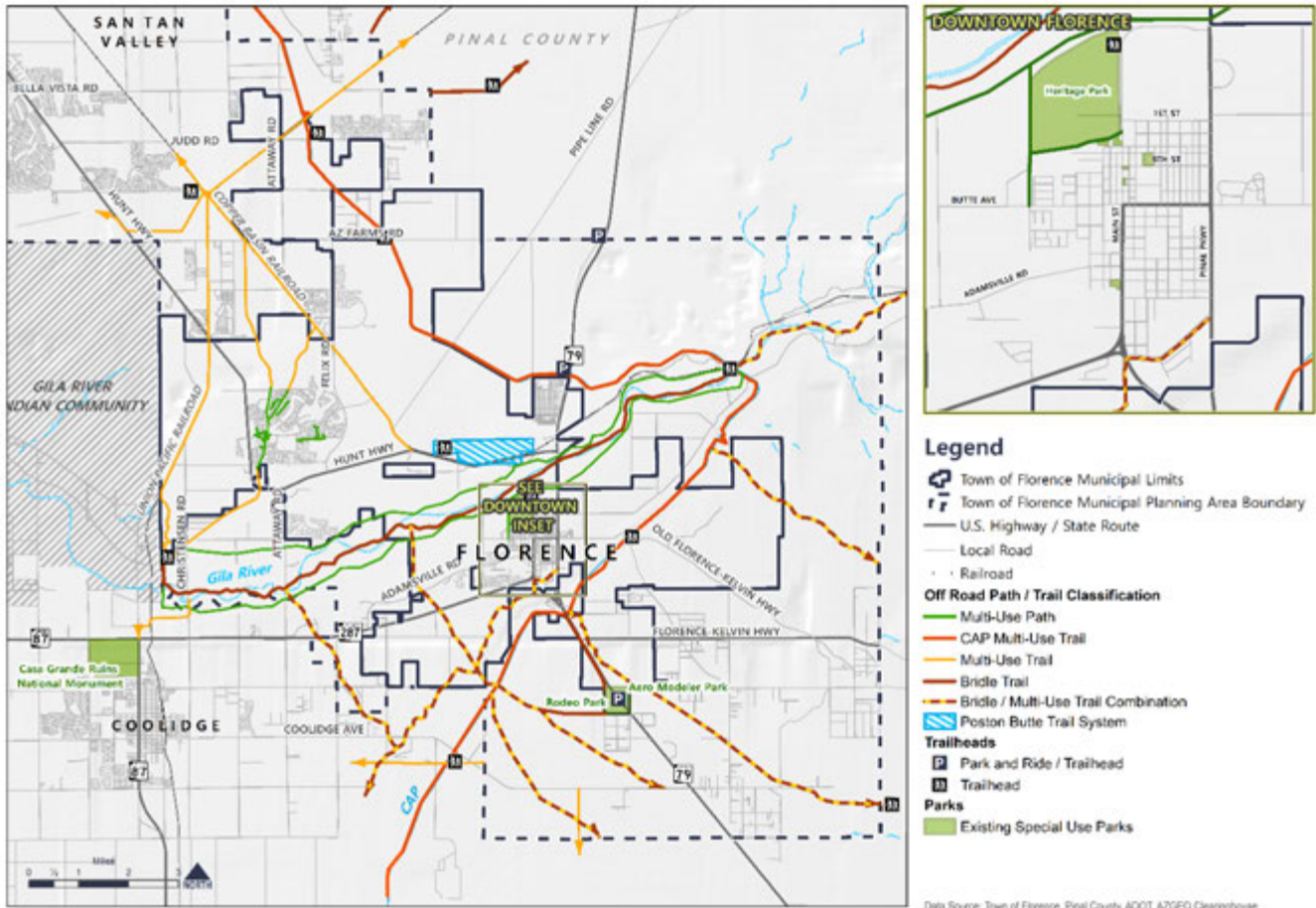
138 - Foot Principal Arterial (Single Left Turn)



- Off Street Paths and Trails – Existing vs. Proposed
- Florence Town Council Meeting Minutes
 May 20, 2019
 Page 23 of 34

Existing Paths & Trails Hierarchy	Proposed Paths & Trails Hierarchy
Neighborhood Trail (8')	Multi-Use Path- Paved (8'-10')
Town Trail (8'-10')	
Shared Use Paved Path (10'-12')	
Existing/ Planned County Multi- Use Trail Corridor	Multi-Use Trail- Unpaved Decomposed Granite (8'-10')
Proposed County Multi- Use Trail Corridor	
Equestrian Trail (8')	
Town Trail (8'-10')	
Neighborhood Trail (8')	Poston Butte Open Space & Trails Development Plan
Back Country Trail (3')	
Adopted County Trail Corridor	CAP Trail (Unpaved)
Town Trail (8'-10')	
Equestrian Trail (3'-4')	Bridle Trail- Native Surface (3'-5')
Town Trail (8'-10')	
4' Shoulder (4')	New Roadway Cross Sections (Florence Transportation Planning Study)
Shared Use Paved Path (10'-12')	
Neighborhood Trail (8')	

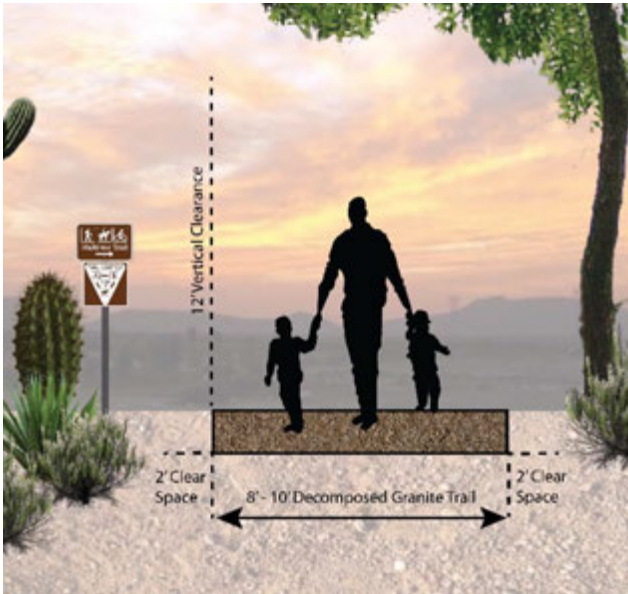
- Proposed Off-street Paths and Trails



- Proposed Off-street Paths and Trails
 - Multi-use path



- Proposed Off-street Paths and Trails
 - Multi-use trail



- Recap of Public Open House Meetings
 - Conducted an “open house roadshow” Thursday, April 18, 2019
 - Florence Gardens – 10:00 AM
 - Anthem Sun City Union Center – 1:00 PM
 - Library/Community Center – 4:00 PM
 - Attendance
 - 22 attendees signed in, a number did not (appx. 10)
- Next Steps
 - Incorporate public and stakeholder input received
 - Prepare Draft Final ATP Plan – end of May 2019
 - Prepare Final ATP Plan – June 2019
 - City Council Adoption – June 17, 2019

Councilmember Hawkins asked if the non-paved paths will be wide enough for stage coaches, as the Town utilizes stage coaches, wagons, or trailers for hay rides.

Mr. Kugler stated that they will add verbiage to include carriages. Both the paved and unpaved lanes are wide enough to accommodate carriages.

Councilmember Cordes inquired if the material being used will allow for ATVs to ride on the trails, as some machines are not licensed for use on the streets. She is concerned about the trails being destroyed.

Mr. Kugler stated that OHVs are not a central focus of the study. Policies will be built into the plan for multi-use trails for pedestrian and bicycle use. OHV use will be prohibited on the trails.

Mr. Billingsley stated that he attended the kick-off meeting for the design of the Gila River Bridge and he requested that bike and pedestrian facilities be provided as part of the bridge replacement, which ADOT has agreed to. They show the facilities on the east hand side of the bridge. It would be conducive to have the facilities on the west side, which is the same side of the communities; otherwise those utilizing the facilities will need to cross the highway use the facilities and then cross again to come in to downtown.

Mr. Kugler stated that it would be appropriate to have the facilities on the west side and he will forward the comments.

Councilmember Larsen inquired if the material to be used on the trails has been chosen. She stated that there is a group of people who roller skate in the Anthem area and they are hoping for a smooth surface so they can roller skate in to the downtown area.

Presentation on Pinal County Community Development Block Grant (CDBG) Entitlement Status.

Ms. Tami Ryall, Grants Administrator, Pinal County, provided a presentation on the recent changes of the Community Development Block Grant Funds, in which she outlined the following:

- How CDBG Worked Under State Plan
 - Arizona Department of Housing Receives Appropriation
 - Retains 13% + \$100,000
 - (10% Colonia -- 2% + \$100,000 Administration -- 1% Technical Assistance)
 - Divides Remaining Funds into two pools
 - 85% (Regional Allocation (formula)
 - Distributes to the Regional Councils of Governments (COG)
 - COG Governing Body Determines Method of Distribution
 - Local Government Receives Allocation From COG
 - 15% (Statewide Special Projects (competitive)
 - State accepts applications, decides and distributes
 - Recipients Receive Funding
- Central Arizona Governments (CAG) Method of Distribution
 - Receive allocation from State
 - Divide by number of members
 - Equal distribution to each agency
 - Allow “partnerships” for locals to combine/rotate years
 - Partnerships may include communities in both counties
 - Distribution is just simple equal division
 - Allocations do not bear a relationship to population
 - Larger agencies subsidize smaller agencies as a result
 - Two counties included, so Pinal County was subsidizing Gila County agencies as well
 - CAG staff prepares applications, Davis Bacon surveys, and environmental reviews for smaller communities and administers their projects so communities are very reliant on this help
- How it will work as entitlement agency
 - Pinal County receives allocation directly
 - State and CAG are bypassed

- Board of Supervisors determines method of distribution
- How Pinal County agencies may benefit after entitlement
 - State is taking 13% + \$100,000 right off the top before distribution to the COGs (for admin and Colonia)
 - State is retaining another 15% of remaining allocation for special projects and only distributing 85% of what is eligible to the COGs
 - CAG receives a percentage from the regional allocation to provide technical assistance to members (may include assisting with public hearings and project identification / development pre-application)
 - Board of Supervisors determines method of distribution and can adjust funding to reflect need and population
 - Program administration by Pinal County will feature less overhead
- Outreach
 - Community outreach and public participation planning focused on:
 - Involving residents
 - Looking for ideas
 - Seeking input from municipalities and non-profits
 - Making it easy to access information and participate
- Public Workshops
 - Hosted seven public meetings in different areas of Pinal County including:
 - Apache Junction
 - Florence
 - Maricopa
 - Coolidge
 - Mammoth
 - Superior
- Agencies and Non-Profits
 - Met with all city and town managers in Pinal County
 - 32 telephone interviews with key stakeholders, governmental agencies, and non-profits
 - Sent out online consultation surveys:
 - Continuum of Care members
 - Other governmental agencies
 - Service providers
 - Invited all groups to participate in the public hearings
- Outreach
 - Created a CDBG website and uploaded all information for easy access
 - Posted all meetings in English and Spanish
 - Advertised public workshops in local newspapers
 - Developed an online citizen survey in both English and Spanish as well and posted on the website
 - 285 completed surveys received
- Developing Consolidated Plan
 - Will present before the Pinal County Board of Supervisors in June.
 - Submittal to HUD will be in mid-August for their funding allocation that is done in October.

Mayor Walter stated that the Town receives approximately \$91,000 every other year as it shares with another community. She inquired how much the Town will receive.

Florence Town Council Meeting Minutes

May 20, 2019

Page 28 of 34

Ms. Ryall stated collectively, they will receive \$1.6 million for the communities who join, which equates to approximately \$720,000. The Pinal County Board of Supervisors will determine how the funds will be distributed so she does not know how much the allocation will be. They have had public meetings to receive feedback on how they would like to see the distribution being done.

Councilmember Wall stated that she has not heard of any public meetings. She inquired if the Town will have an opportunity on how the monies should be focused. They will be meeting with each individual Town Manager. She explained how the funding can be used. She explained how CDBG monies were used for a septic to sewer program in Gilbert Arizona, which ultimately revitalized the downtown area. She explained that CDBG funds were also used for a senior center and Boys and Girls Club in the downtown area.

Councilmember Hawkins is concerned if they utilize population as a distribution method. He would prefer that the money is split equally.

Ms. Ryall stated that Casa Grande is entitled and receive their own allocation, which is approximately \$330,000. She stated that the goal is to benefit all of its members, and not harm any community.

Mr. Billingsley stated that the Town has alternated each year of funding with Winkelman to do projects. He stated the Town will receive more money by going with Pinal County. He stated that they will receive the \$91,000 from CAG this year. He explained the possible benefits, including receiving more funding, by partnering with Pinal County.

CONSENT: All items on the consent agenda will be handled by a single vote as part of the consent agenda, unless a Councilmember or a member of the public objects at the time the agenda item is called.

a. Resolution No. 1698–19:

Mayor Walter read Resolution No. 1698-19 by title only.

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, FURTHER CLARIFYING AND AFFIRMING THE TOWN'S SUPPORT FOR THE ROUTING OF THE NORTH-SOUTH CORRIDOR, AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN, ADOPTED BY THE VOTERS OF PINAL COUNTY, ARIZONA.

b. Ratification of the election of Dan Helsdingen as an employee representative on the Town of Florence Public Safety Personnel Retirement System Police Local Board for a period of four years.

c. Authorization to dispose of the following Town vehicles and equipment that were acquired for town use and have passed their life expectancy and/or have outlived their useful life.

d. Approval of the April 1 and April 11, 2019 Town Council Meeting minutes.

e. Receive and file the following board and commission minutes:

- i. March 14, 2019 Arts and Culture Commission Meeting minutes**
- ii. March 28, 2019 Florence Youth Commission Meeting minutes**
- iii. January 31, 2019 Parks and Recreation Board Meeting minutes**

On motion of Councilmember Wall, seconded by Councilmember Hawkins, and carried (7-0) to approve the consent agenda, as written with the exception of Item a.

- a. Resolution No. 1698–19: Adoption of A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, FURTHER CLARIFYING AND AFFIRMING THE TOWN'S SUPPORT FOR THE ROUTING OF THE NORTH-SOUTH CORRIDOR, AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN, ADOPTED BY THE VOTERS OF PINAL COUNTY, ARIZONA.**

Councilmember Hughes asked Mr. Billingsley to provide an update on the North-South Corridor.

Mr. Billingsley provided an update on the North-South Corridor, which included the following:

- Lots of ongoing planning taking place
- Consultant hired by ADOT who is working on the Environmental Impact Statement
 - Federal required process
 - Draft Environmental Impact Statement will be released in August
- Project is being managed by ADOT
- The following documents to be produced:
 - Draft Environmental Impact Statement
 - Final Environmental Impact Statement
 - Decision Document
 - Record of Decision
 - Public input will be collected by the consultants for each of the reports
 - Will use to determine the preferred alternative
 - ADOT added a new alternative (West Alternative)
 - Meeting held in December 2018
 - Bypasses Florence proper
 - Very different alignment than what has been planned for in the last 20 years
- Voters approved preferred alignment and is being challenged
- ADOT will not build corridor; cities and towns and Pinal County will build the corridor
- Pinal County and surrounding communities have been meeting on monthly basis working on a refined map and that they have solidarity amongst each other

On motion of Councilmember Hughes, seconded by Councilmember Hawkins, and carried (7-0) to adopt Resolution No. 1698-19.

NEW BUSINESS

Discussion/Approval/Disapproval to purchase and install an Advanced Metering Infrastructure System from Ferguson Waterworks. in an amount not to exceed \$1,852,162.98 for CIP WU-90 Advanced Metering Infrastructure System.

Mr. Billingsley stated that the Town has spent approximately one year on this project. Florence is one of the community's in Arizona that does not have auto read meter system. This technology will assist and affect the Town's efficiency. The Town's LaRaWAN network is already up and functioning and has been tested with multiple sensors. He stated that the Town is in partnerships with Ferguson Waterworks and Mueller (hydrants).

Councilmember Hughes inquired if the meters will be read once per day, and what time will the meter be read. She noted that the reads can identify various issues and asked if it will read for those issues at certain times.

Mr. Billingsley explained how the meter read works. He explained the meters can be read at any time; however, the meters will be read once per day on a read schedule so it can use some of the other functionalities that are built in. He explained how the meter reading would work and the life of the battery. They will read the meter once a day and would help with tampering, leaks, etc. It can identify an abnormality in usage.

Discussion occurred on various scenarios and how the system works.

Councilmember Hughes inquired what supplies will be stored at the Town facilities, how much space will be needed for their supplies, and will their insurance policy cover the materials.

Mr. Billingsley explained that they have provided insurance as part of the project.

Mr. Jordan Miller, AMR/AMI Specialist, Ferguson Waterworks, stated that the partnership is for 20 years. They will use Conex boxes to be bring onsite and store their supplies in there. Their supplies are insured.

Mr. Billingsley stated initially the Conex box will be stored at the South Wastewater Treatment Plant and then at the North Wastewater Treatment Plant when they are working on the north side. The items will transition to the new water yard once that is complete.

Councilmember Hughes stated that she is concerned about voiding the warranty if the supplies are not stored correctly.

Mr. Torre Treece, Mueller, stated that they will manage the project and bring in the materials as needed. The products have a 20- year warranty. The installation plan is for 18 months and they will have the supplies on hand as needed but will not have a huge excess.

Councilmember Hughes stated that the warranty starts when the item is shipped. She inquired if the 1% minimum has been ordered. She also inquired if Millandr is charging the Town.

Mr. Billingsley stated that nothing can be ordered until Council approval is received. He stated that there will be charges in the long run; however, not at this time. Millandr has taken all of the risk, installed all of the infrastructure and have done all of the testing.

Vice-Mayor Anderson inquired who will do the installation.

Mr. Billingsley responded that Ferguson oversees all of the aspects and all of the installation is done by them. They will also have trainers that will be available through all phases.

Vice-Mayor Anderson inquired if they will have an interactive app for users.

Mr. Miller stated that an app will be available for users and explained the functions that the user can utilize. You can also use the program called Water Smart and view your account.

On motion of Vice-Mayor Anderson, seconded by Councilmember Larsen, and carried (7-0) to approve the purchase and install an Advanced Metering Infrastructure System from Ferguson Waterworks. in an amount not to exceed \$1,852,162.98 for CIP WU-90 Advanced Metering Infrastructure System.

Discussion/Approval/Disapproval of reallocation of \$500,000 in budget capacity from the Wastewater Fund to the General Fund.

Mr. Sanchez stated that there is a \$500,000 shortfall in the budget and if approved, staff will re-allocate a portion of the budget authority to cover those costs.

On motion of Councilmember Wall, seconded by Councilmember Hughes, and carried to approve the reallocation of \$500,000 in budget capacity from Wastewater Fund to the General Fund.

LEGISLATIVE UPDATE

Mr. Benjamin Bitter, Assistant to the Town Manager, stated that they have received some talking points that are coming out of an agreement between the House, the Senate and the Governor's Office regarding the State's budget, which includes:

- Wayfair (Online Sales Tax)
- \$20 million for Pinal farmers
- \$6.5 million for State Route 24 to help alleviate traffic throughout Pinal County

Mr. Bitter stated that he is confident that the budget will move forward. Budget bills will be pushed through in the next few days.

MANAGER'S REPORT

Mr. Billingsley stated that the carpet will be replaced on the Administrative side of the Town Hall building from Wednesday through Friday of this week. Staff will not be allowed on this Administrative side of the building during the installation. The Town Clerk staff and the Legal Department will work from the Community Services Department, Mr. Bitter and Ms. Evans will work from the Community Development Department, and he will work from the IT building.

CALL TO THE PUBLIC

There were no public comments.

CALL TO THE COUNCIL – CURRENT EVENTS ONLY

Councilmember Hughes thanked Vice-Mayor Anderson for attending the Pinal Partnership Meeting on her behalf. She invited everyone to the Groundbreaking Veteran's Memorial.

Councilmember Cordes congratulated all who promoted from Kindergarten an 8th Grade as well as those who promoted from high school. She invited everyone to enjoy the aquatic center as it recently opened. She will attend the prison tour and is excited to share her experience with Council.

Councilmember Larsen thanked the Greater Florence Chamber of Commerce for their mixer event. It was a great opportunity to meet business owners.

Councilmember Wall stated the next chamber mixer will be June 6, 2019, at the River Bottom. She invited everyone to the Pinal County Historical Museum event. She complimented whomever transcribed the Florence Youth Commission Meeting Minutes of March 28, 2019. They followed Robert's Rules of Order and the business that was transacted. Florence was recognized as one of the hottest housing markets in the west by Sunset Magazine. She read an excerpt from the article.

Councilmember Hawkins stated that Florence is the hottest real estate market in the State, which is great for Florence. He wished everyone a safe and happy memorial weekend. He thanked the Council and staff for their hard work on the budget. The Town has done exceptional work in the community.

Vice-Mayor Anderson stated that staff did a great job in presenting a balanced budget. He stated that it was discussed at the Pinal Partnership Meeting that labor is an issue for homebuilders. Builders are unable to keep up with demand due to the shortage of laborers. CAC has increased its vocation training program to train people faster to be in the trades.

Vice-Mayor Anderson stated that the Pinal Water Augmentation Authority is undergoing changes with regards to membership. Pinal County will take a more active role in the management.

Mayor Walter thanked everyone for attending the Council Meeting.

ADJOURNMENT

On motion of Councilmember Hawkins, seconded by Councilmember Larsen, and carried to adjourn the meeting at 8:18 p.m.

Tara Walter, Mayor

ATTEST:

Lisa Garcia, Town Clerk

I certify that the following is a true and correct copy of the minutes of the Florence Town Council meeting held on May 6, 2019, and that the meeting was duly called to order and that a quorum was present.

Lisa Garcia, Town Clerk

**MINUTES OF THE TOWN OF FLORENCE ARTS AND CULTURE COMMISSION
REGULAR MEETING HELD ON THURSDAY, APRIL 11, 2019 AT 2:30 P.M. IN
RUGGLES ROOM 1, LOCATED AT 778 N. MAIN STREET, FLORENCE, AZ.**

1. CALL TO ORDER

Chair Ann Rankin called the meeting to order at 2:35 p.m.

2. ROLL CALL:

Present: Ed Curran, Doris Hagemann, Ann Rankin

Absent: Neola Bye-Beza

3. PLEDGE OF ALLEGIANCE

4. NEW BUSINESS

a. Discussion/Approval/Disapproval of Minutes from the March 14, 2019 Regular Meeting.

On motion by Commissioner Ed Curran, seconded by Vice Chair Hagemann, and carried (3-0) to approve the Minutes from the March 14, 2019 Regular Meeting, with one correction.

b. Update on Arts and Culture Programming – Spring 2019 (Ann Rankin).

Chair Ann Rankin updated the calendar for the Spring/Summer Arts and Culture Programs and added guitar band for April. Open Studio open one more month and resume in September. The Veteran Memorial dedication is set for Monday, May 27th, 2019, no set time yet.

Fine Art for teens three Fridays June and July, Open Studio attendance has been dropping, thinking of changing day from Tuesday to Wednesday and have a specific them or media to paint with offer instruction or guidance.

Community Services Director, Bryan Hughes stated that Commissioner Neola Bye-Beza may help promote Open Studio with her contacts.

Chair Rankin stated that Commissioner Neola Bye-Beza suggested doing crafts such as weaving, bead work, that can be incorporated in both Open Studio and Fine Art for Teens.

Vice Chair Doris Hagemann mentioned that they would like to rename "Fine Art for Teens" to "Dabbling with the Arts".

Chair Rankin stated that Dabbling with the Arts will be open for both Teens and Adults.

Community Service Director, Bryan Hughes stated that the current brochure has Fine art for Teens so if they change it, it will have to be until the Fall.

Commissioner Ed Curran stated that the Florence Guitar Band will temporarily stop meeting as most of the participants are winter visitors, that have returned home.

Commissioner Curran asked for the Commissions approval for Commissioner Curran to contract both the Desert Choir and Keegan Norman to perform a concert each at the Suter House for the Arts and Culture Commission. Commissioner Curran asked to pay both the Desert Choir and Keenan Norman \$150 each for their performance.

Chair Rankin asked Community Director, Bryan Hughes to add Commissioner Curran's suggestion on next month's meeting agenda.

Chair Rankin also mentioned that the IDA (Florence Industrial Development Authority) may be able to help to put on these types of events.

Community Services Director, Bryan Hughes will ask Alison Feliz to extend an invitation to Chair Ann Rankin to attend the 18-month outlook, so the Arts and Culture Commission will have an idea what dates already have major events going on to not have duplicate or overlapping programming.

Vice Chair Hagemann suggested adding another community project for like the Mural to beautify empty lots.

Community Services Director, Bryan Hughes asked what was left to wrap up the Mural project? Chair Rankin paint the boards and install the tiles.

c. Update on Boards and Commissions Appreciation Dinner. (Bryan Hughes)

Community Services Director, Bryan Hughes reminded the Commissioners about the Board and Commissions Appreciation Dinner.

5. CALL TO THE PUBLIC/BOARD RESPONSE

Ruth Harrison suggested using music groups from Central Arizona College to put on concerts here in Florence.

Ms. Harrison mentioned to the Commission again about hosting a Plein Air event in Florence and suggested contacting a group from Casa Grande she believes is call Sketchers to come to Florence and do an event here.

Call to the Public for Comment is limited to issues within the jurisdiction of the Town of Florence Arts and Culture Commission. Individual commission members may respond to criticism made by those commenting, may ask the staff liaison to review a matter raised, or may ask that a matter be placed on future agenda.

6. CALL TO THE COMMISSION- CURRENT EVENTS ONLY

7. ADJOURNMENT

On motion by Commissioner Curran, seconded by Chair Rankin, and carried (3-0) to adjourn the meeting at 2:53 P.M.

Approved:



Ann Rankin, Chair

MINUTES OF THE TOWN OF FLORENCE YOUTH COMMISSION REGULAR MEETING HELD ON THURSDAY, APRIL 18, 2019 AT 6:00 P.M. IN RUGGLES ROOM 1, LOCATED AT 778 N. MAIN STREET, FLORENCE, AZ.

1. CALL TO ORDER

Chair Vasquez called the meeting to order at 6:06 P.M.

2. ROLL CALL

Present: Cara Roberts, Dolores "Lolita" Vasquez, Grace "Kadin" Diorio and Hannah Earl
Absent: Kendra Johnson

3. PLEDGE OF ALLEGIANCE

4. OLD BUSINESS

a. Discussion/Approval/Disapproval of nomination and election of Commission Vice-Chair.

Following a self-nomination from Commissioner Diorio, members discussed if this vote should wait until next meeting to act upon. Comments were based upon the possibility that alternate member Jayden McMillin may become a regular commission member by the next regular meeting in May. The nomination died without a second.

On a motion by Commissioner Roberts, seconded by Commissioner Diorio, and carried (4-0) to table item 4a. to the May 16, 2019 meeting.

b. Discussion/Approval/Disapproval of Youth Commission Mission Statement.

After a short discussion and consideration of other youth commission mission statements, Staff Liaison Nixon suggested tabling this to the next meeting. He also suggested that members individually send their mission statement preferences to him prior to the next meeting and he will include those with the May 16th agenda. This prior knowledge of sample mission statements is likely to help the commission select its own mission statement.

On a motion by Commissioner Diorio, seconded by Commissioner Roberts and carried (4-0) to table item 4b. to the May 16, 2019 meeting.

5. NEW BUSINESS

a. Discussion/Approval/Disapproval of the March 28, 2019 meeting minutes.

On a motion by Commissioner Earl, seconded by Commissioner Diorio, and carried (4-0) to approve the March 28, 2019 Meeting minutes with the spelling correction of Chair Vasquez's name from Vasequez to Vasquez.

a. Discussion of potential new Youth Programs, including a film festival and arts and culture programming.

A discussion ensued amongst the members about the possibility of teaming up with Florence High School groups/clubs to help develop arts and culture workshops along with a film festival. Chair Vasquez stated she spoke with FHS principal Toby Haugen about hosting a film festival. It was suggested to involve the FHS Film &TV Club in such an endeavor. Public representative Ruth Harrison suggested that the commission research and develop suggestions on a type(s) of film festival to present for youth and teens.

b. Discussion Youth Issues: Text-Talk-Act, vaping/smoking and bullying.

Commission members recalled that there is an online app called Text-Talk-Act which allows teens to access and receive advice on how to handle a variety of issues. The commission was open to developing its own local version of Text-Talk-Act. The discussion then led to the status of the high school band. Ruth Harrison asked if there is a high school orchestra to which Commissioner Kadin replied there is not.

c. Discussion/Approval/Disapproval to request a work session with Town Council.

Chair Vasquez shared with all, the leadership training she received on April 12th through the Youth Empowerment Partners. Many topics of value to teens were discussed and questions arose of how to arrange for a work session with the Town Council. Councilmember Larsen suggested the members decide which specific issues they wish to discuss with the Town Council. Staff Liaison Nixon said he would begin to make the arrangements for a meeting, if the commission so desired.

On motion of Commissioner Diorio, seconded by Commissioner Roberts, and carried (4-0) to request a work session with Town Council.

a. Discussion/Approval/Disapproval to cancel the June 20, 2019 and/or July 18, 2019 regular meetings.

Staff Liaison Nixon suggested to the commission to consider canceling one or both meetings since the June meeting is during summer break and the July meeting is scheduled immediately after the first day of school.

On motion of Commissioner Roberts, seconded by Commissioner Diorio, and carried (4-0) to cancel only the June 20, 2019 meeting.

6. CALL TO THE PUBLIC/BOARD RESPONSE

Call to the Public for Comment is limited to issues within the jurisdiction of the Town of Florence Youth Commission. Individual commission members may respond to criticism made by those commenting, may ask the staff liaison to review a matter raised, or may ask that a matter be placed on future agenda.

Ruth Harrison expressed disappointment that the Youth Commission meeting was scheduled at the same time as another Town meeting: the joint meeting of the Planning and Zoning Commission and the Parks Advisory Board regarding an update of the area's Active Transportation Plan. She urged coordination of future meetings to avoid conflict so citizens would not have to choose which meeting to attend.

7. CALL TO THE COMMISSION- CURRENT EVENTS ONLY

Chair Vasquez praised the leadership training speakers she heard on April 12th, especially about the effects of consuming alcohol and driving.

8. ADJOURNMENT

On motion by Commissioner Roberts, seconded by Commissioner Diorio, and carried (4-0) to adjourn the meeting at 6:48 p.m.

Approved:


Dolores "Lolita" Vasquez, Chair

MINUTES OF THE TOWN OF FLORENCE HISTORIC DISTRICT ADVISORY COMMISSION REGULAR MEETING HELD ON WEDNESDAY, MARCH 27, 2019, AT 6:00 PM, AT THE FLORENCE TOWN HALL, 775 N. MAIN STREET, FLORENCE, ARIZONA.

CALL TO ORDER

Chairman Wheeler called the meeting to order at 6:00 pm.

ROLL CALL

Present: Wheeler, Adam, Smith, Reid, Novotny, Michael and Council Liaison Cordes.

PLEDGE OF ALLEGIANCE

DISCUSSION/APPROVAL/DISAPPROVAL of the meeting minutes for the regular meeting conducted on February 27, 2019.

On motion by Commissioner Novotny, seconded by Commissioner Michael, and carried 6-0, to approve the regular meeting minutes of the February 27, 2019.

NEW BUSINESS

A. Presentation/Discussion/Possible Action

Request by the Town of Florence for review of maintenance and upgrades to the Silver King Hotel. A presentation will be offered by Tom Celaya, Facilities Manager.

Tom Celaya presented a PowerPoint on repairs and improvements for the Silver King Hotel. He said the new budget cycle allowed the Town to upgrade the Silver King. The repairs would be done with modern materials and on the South East Balcony, the North Platform, the North West upper and lower staircases, the North West staircase and landing, and the West deck steps. The wood materials in these areas were consistently exposed to weather, which caused deterioration in some framing, walk areas, decorative attachments, and handrails. The main concern is a pedestrian's heel falling through the slits between the planks.

Mr. Celaya showed pictures of the water rot on the decorative acorns, holes in between planks on the upper and lower decks, and the wear and tear on the wood railings. He recommended several updates:

- All framing attachments should be checked to ensure nothing is loose.
- Decorative acorn caps should be secured firmly to the posts.
- All treads should be removed and re-spaced.

- All risers showing signs of deterioration should be replaced.
- With the exception of the steel handrails, all framing should be; scraped, patched with durable exterior wood and painted with quality paint.
- Replacement of all stringers, risers and tread material.
- Replacement of all wood handrail using metal handrail to match what is existing.
- Replace all wood joist and walking surface including steps with colored stamped concrete.

All materials will replicate original construction materials. The Town wants to replace the entire walking surface with a more durable material called Trex®.

Commissioner Reid said the East and South wall have cut out in the railing that is unique to the Silver King. She asked if the new railing will replicate the design. He said the design is identical to the left-over railing. They will make modifications to the railing for the stairway because it does not reach some openings and width. Commissioner Reid said she would like the whole East side to have that configuration. She asked how long ago they wanted to make updates and how long the materials lasted. He said the materials have been there since maybe 2007 and has been in use for ten years. They hope the upgrades will last more than ten years.

Commissioner Novotny asked where they plan to put the concrete. Mr. Celaya noted the stamped concrete will replace the wood on the Silver King back porch. Commissioner Novotny asked if this will be cheaper than using the Trex. He was not sure of the cost difference. Commissioner Novotny said it was interesting to have concrete on a raised platform. Mr. Celaya said this platform has a stem wall that runs underneath each of the handrails with the columns. It is only a matter of filling everything in. Commissioner Novotny agrees Trex is very durable due to her own experience. He said even in the long run if the Trex is less expensive.

Chairman Wheeler asked if SHPO has been informed of the repairs. Ms. Benitez stated SHPO has been notified and they agreed on the maintenance before Staff submitted the final request.

Commissioner Smith asked about their timeline. Mr. Celaya said it depends on the vendors, but he would like to be done before the end of the fiscal year. Vice-Chair Adam congratulated Mr. Celaya on his work and asked if all the exterior wood and railing was being replaced. Mr. Celaya said some railing was already replaced but yes all of the wooden railing was being replaced. She asked if the public will have access to all of the decking and all of the porches after these updates. He said they should, but that judgement is based on a safety perspective.

Commissioner Novotny asked about the removed wood. Mr. Celaya did not recommend giving it away because he did not own it and planned to throw it away. Chairman Wheeler said the wood was not original to the building and had no historic significance.

Commissioner Michael asked if the wood was Douglas Fir. Mr. Celaya agreed it was and Commissioner Michael said it was durable. Mr. Celaya said the wood had no primer or paint and water damaged it over time. A Commissioner asked if it was pressure treated. He said no.

On motion by Vice-Chair Adam, seconded by Commissioner Reid, and carried 6-0, to approve the recommendation by Staff for the maintenance and upgrades to the Silver King Hotel.

COMMUNITY DEVELOPMENT REPORT

A. Future Agendas

Ms. Benitez stated Staff is drafting a "Vacant Building Registration Program" intended to inventory vacant and abandoned commercial buildings around "Old Town" and along Main Street. She said they hope to model the program around other cities and towns that have passed legislation for it. Staff will be researching programs to build something suited to Florence. Ms. Benitez mentioned Staff will update the Commission regarding the status of recent compliance efforts along Main Street. Every compliance letter sent was acknowledged, but Staff is waiting for follow-up from property owners.

CALL TO THE PUBLIC/COMMISSION RESPONSE:

Ruth Harrison, Florence, AZ, stated she hopes for consistent upkeep on the Silver King Hotel and other properties. She requested the Town videotape the Historic District Advisory Commission and other meetings, so residents can access information from the discussion.

CALL TO THE COMMISSION-CURRENT EVENTS ONLY

Commissioner Reid asked if everything had been exhausted in saving the Cuen building. Ms. Benitez said Staff would talk to Commissioners afterwards about the Cuen building but could not mention anything since the topic was not on the agenda. Staff can put a discussion for the Cuen building on the next agenda. Vice-Chair Adam requested Staff make sure to add certain items on the agenda and continue the updates for the Cuen building.

ADJOURNMENT

Chairman Wheeler adjourned the regular meeting at 6:31 pm.

Maricella Benitez for Betty Wheeler
Betty Wheeler

5-30-19
Date

**TOWN OF FLORENCE
PLANNING AND ZONING COMMISSION**

REGULAR MEETING MINUTES

**MINUTES OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF FLORENCE
MEETING HELD ON THURSDAY, MARCH 7, 2019, AT 6:00 P.M., IN THE TOWN COUNCIL
CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.**

1. CALL TO ORDER

Chairman Pranzo called the meeting to order at 6:00 pm

2. ROLL CALL:

Chairman Pranzo	Present
Vice-Chair Frost	Present
Commissioner Smidt	Present
Commissioner Simmonds	Present
Commissioner Proulx	Absent

Council Liaison Hawkins was absent.

3. PLEDGE OF ALLEGIANCE

4. DISCUSSION/APPROVAL/DISAPPROVAL of the minutes of the regular meetings conducted on January 17, 2019.

On motion by Commissioner Smidt, seconded by Commissioner Simmonds, and carried by a 4-0 vote, to approve the January 17, 2019 Regular Meeting minutes.

5. PUBLIC HEARINGS

- A. PZ-19-15** A Zone Change request by Alfred Celaya to change the zoning on approximately .21 acres, located at the southwest corner of Main Street and 20th Street, from Neighborhood Office (NO) to Highway Business Commercial Zoning District (B-2). (APN 202-09-0010). The Planning and Zoning Commission may recommend Approval/Approval with Conditions/Denial of the request.

Community Development Director Larry Harmer gave a presentation on a request to rezone Mr. Celaya's property from a Neighborhood Office designation to a Highway Business Commercial Zoning. He gave some background on the current use and the current condition of the buildings. He said the building has two empty suites and the rezoning would permit more uses to fill those suites. He said Staff recommends the approval with conditions because the rezoning would help redevelopment and adhere to the General Plan. Mr. Harmer noted that the property owner has yet to sign the Proposition 207 form. He would have the owner sign it before the next Council Meeting.

Chairman Pranzo asked about future ADA parking spaces on the lot. Mr. Harmer said more ADA parking can be added in the future. The Commission agreed the rezoning would help with the value of the property. The Commission asked when the land was zoned for Neighborhood Office. Mr. Harmer said he did not know when the zoning happened, but the current uses are legal non-conforming. Chairman Pranzo opened the floor for a Public Hearing. No residents came forward. He closed the Public Hearing.

On a motion by Vice-Chair Frost, seconded by Commissioner Smidt, and carried by a 4-0 vote, to approve with conditions PZ-19-15 and to forward the Planning and Zoning Commission's recommendation to the Town Council.

6. PRESENTATIONS

A. FUTURE AGENDA ITEMS/INFORMATION ONLY

Staff will inform the Commission of upcoming agenda items.

No agenda items. Mr. Harmer stated several dormant Planned Unit Developments were resurfacing and going through the pre-application process.

7. CALL TO THE PUBLIC/COMMISSION RESPONSE:

Call to the Public for public comment on issues within the jurisdiction of the Planning and Zoning Commission. Individual Commission members may respond to criticisms made, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Commission shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

8. CALL TO THE COMMISSION- CURRENT EVENTS ONLY.

Vice-Chair Frost commented on the success of the Historic Home Tour and how he enjoyed seeing Chairman Pranzo's home, which was on the tour.


9. ADJOURNMENT

On motion by Commissioner Smidt, seconded by Vice-Chair Frost, and carried by a 4-0 vote, to adjourn the meeting at 6:14 pm.

POSTED ON MARCH 22, 2019 BY MARIA HERNANDEZ, DEPUTY TOWN CLERK, AT 775 NORTH MAIN STREET, FLORENCE, ARIZONA, AND AT WWW.FLORENCEAZ.GOV.



Gary Pranzo, Chairman



Date

**TOWN OF FLORENCE
PLANNING AND ZONING COMMISSION
PARKS AND RECREATION ADVISORY BOARD**

JOINT WORK SESSION MINUTES

MINUTES OF THE PLANNING AND ZONING COMMISSION AND PARKS AND RECREATION ADVISORY BOARD OF THE TOWN OF FLORENCE JOINT WORK SESSION HELD ON THURSDAY, APRIL 18, 2019, AT 6:00 P.M., IN THE TOWN COUNCIL CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.

1. CALL TO ORDER

Chairman Pranzo called the meeting to order at 6:00 pm

2. ROLL CALL:

Planning and Zoning:

Chairman Pranzo	Present
Vice-Chair Frost	Absent
Commissioner Smidt	Present
Commissioner Simmonds	Present
Commissioner Proulx	Present

Parks and Recreation Advisory Board:

Chairman Smith	Present
Vice-Chair Stinson	Present
Board Member Hild	Present
Board Member Williams	Absent
Board Member Woolridge	Present

Council Liaison Hawkins and Council Liaison Hughes were absent.

3. PLEDGE OF ALLEGIANCE

4. PRESENTATIONS

- A.** The Planning and Zoning Commission and the Parks and Recreation Advisory Board will receive a presentation on the Active Transportation Plan, including existing conditions, summary of survey findings and preliminary bike and pedestrian facility recommendations. There will be an opportunity to offer comments and ask questions.

Parks and Recreation Director Bryan Hughes introduced the Active Transportation Plan and commented on the information and the involved grants. A Consultant of Michael

Baker International, Kevin Kugler, prepared an update on the process. Community Development Director Larry Harmer stated that Commissioner Frost's comments and questions were forwarded to the consultant before the meeting.

Mr. Kugler stated the update was mostly about establishing goals and presenting the main areas of concern. Some of the major goals were trail connectivity, multi-modal mobility, and a survey on Town priorities. He discussed the current pedestrian and bicycle situation and what areas had the most access to bicycle and pedestrian amenities. Mr. Kugler mentioned that bike fatalities increased over the years and Arizona has one of the highest bike fatalities. Commissioner Proulx asked if Pinal County had a similar average to the State. Mr. Kugler said yes and displayed a map of bike accidents in Florence. He mentioned a recent ten percent decrease in bike fatalities.

Mr. Kugler stated the public survey was available at the Community Center and on the Town's website. Chairman Pranzo asked how many took the survey. Mr. Kugler said thirty-six people took the survey. Chairman Pranzo requested further outreach to the public, possibly through the water bill. Mr. Hughes responded that Staff can place ads in the newspaper, send the link to a subscriber list, and send the link in a social media blast. He would look into sending the survey link in the water bills.

Mr. Kugler cited that the survey found different modes of transportation were preferred based on the place. People enjoyed walking and bike riding to parks and the Community Center but preferred to drive to work and school. He said the main hardship facing bike riders was the lack of facilities and traffic. He showed images of possible street designs for a principal arterial and major collector roads with bike lanes, mixed-use paths, and buffers.

He discussed the existing plan and went over a hierarchy of trail types. Mr. Kugler summarized the various trails crisscrossing the Town. Mr. Kugler recommended proposals for off-street trails and paths. A question was asked about the trail that led to the rodeo grounds near Highway 79. Mr. Kugler said they have identified the path on the map. It was pointed out that most of the trail passed inside the highway right of way and Mr. Kugler confirmed the trail was in the right of way. Chairman Pranzo asked if the trail was equestrian. Mr. Kugler said yes.

Mr. Kugler said the current interconnectivity allowed some great opportunities. If they put a trail along the Gila River or the railroad tracks, this sets up walking loops, or a marathon trail. Chairman Pranzo asked that the maps be posted on the Town website. He said this would be beneficial to the public. Mr. Kugler said they plan to post the presentation on the website after the meeting. Mr. Harmer mentioned he will send the presentation electronically to the Commission members.

Chairman Smith asked what plans were there to connect Florence Gardens to the Downtown area. A Commissioner pointed out a person could come out the backside of the community by the sewer plant and walk towards Poston Butte. Chairman Smith asked

about the plan for parking lots and trails for Poston Butte and the ability to place a trail across Highway 79. Mr. Hughes stated that the Parks and Recreation department had a drafted design document for the Poston Butte trail. They wanted to add that plan into the Active Transportation Plan and expand the trail system to Florence Gardens, the 79, and other areas.

Mr. Harmer asked if some of the equestrian trails will have places to tie up horses or park trailers. Mr. Hughes said some of the parking area in Poston Butte is set aside for trucks, trailers, and horses. Depending on the design, there are several locations that could have places for trucks and trailers. Chairman Pranzo said this was a great opportunity for the trail system and asked if signage for the trails is part of the grant. Mr. Hughes said signage would be considered separate from the plan. Mr. Harmer said Community Development is researching wayfinding signage for the downtown, but it can also be used on the trails. Chairman Pranzo inquired if the plan will interfere with the General Plan update. Mr. Harmer noted these plans provide information for the General Plan.

Commissioner Proulx asked how the trail system connected to Anthem. Mr. Kugler described that recent public meetings in different parts of the Town gave them a better idea of community needs and wants. Mr. Kugler said the next steps are to expand the survey and receive more comments from interest groups. They hope to take the final draft to Council on June 17th.

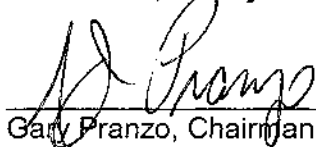
5. CALL TO THE PUBLIC/COMMISSION/BOARD RESPONSE:

Call to the Public for public comment on issues within the jurisdiction of the Planning and Zoning Commission and the Parks and Recreation Advisory Board. Individual Commission or Board members may respond to criticisms made, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Commission and Board shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

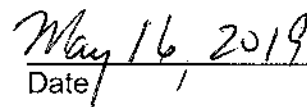
Christian Collins, Project Manager for the Town of Florence Public Works Department, clarified that the current iteration of ADOT's bridge widening plans on Highway 79 are planned to occur sometime in 2021. He said the road will include two twelve-foot traffic lanes, two eight-foot shoulders, and a six-foot pedestrian/bike path.

6. ADJOURNMENT

On motion by Chairman Pranzo, seconded by Commissioner Smidt, and carried by a 4-0 vote, to adjourn the meeting at 7:02 pm.



Gary Pranzo, Chairman



Date

**TOWN OF FLORENCE
PLANNING AND ZONING COMMISSION**

REGULAR MEETING MINUTES

MINUTES OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF FLORENCE REGULAR MEETING HELD ON THURSDAY, MAY 16, 2019, AT 6:00 P.M., IN THE TOWN COUNCIL CHAMBERS, LOCATED AT 775 N. MAIN STREET, FLORENCE, ARIZONA.

1. CALL TO ORDER

Chairman Pranzo called the meeting to order at 6:00 pm

2. ROLL CALL:

Chairman Pranzo	Present
Vice-Chair Frost	Present
Commissioner Smidt	Present
Commissioner Simmonds	Absent
Commissioner Proulx	Present

Council Liaison Hawkins was absent

3. PLEDGE OF ALLEGIANCE

- 4. DISCUSSION/APPROVAL/DISAPPROVAL** of the minutes of the Joint Meeting with the Parks and Recreation Advisory Board meeting conducted on April 16, 2019.

On motion by Commissioner Smidt, seconded by Commissioner Proulx, and carried by a 4-0 vote, to approve the April 16, 2018 Joint Meeting minutes.

5. NEW BUSINESS

a. Presentation and Discussion of the Development Code Reorganization and Schedule

Planning Consultant Mr. Dana Burkhardt stated the purpose of reorganizing the Development Code was to correct discrepancies, address statutory changes, and to make it easier to add new sections. There will be no regulatory changes. He noted this will help new developers find regulations and make the code more user friendly.

Mr. Burkhardt went over the existing outline structure. The purpose is to make things easier to cite. He mentioned the technical codes will be referenced along with impact fees, but they are separate entities from the code. Mr. Burkhardt stated inconsistencies will be removed. One example is two different diagrams showing two

different site visibility triangles. He noted most definitions and terms should stay the same, but the State has been redefining certain terms such as group homes. He reiterated that there will be no regulatory changes unless necessary.

Mr. Burkhardt said there will be four modules. He went over the modules and what each one focuses on. Mr. Harmer said this can clarify the subdivision section, which does not address lot splitting or merging. Mr. Burkhardt showed a timeline for public outreach along with the possible dates. Staff have a couple of outreach resources and want to encourage participation. Outreach will include citizen review and joint work sessions between Commission and Council.

Commissioner Smidt asked if this reorganization of the code would help new business owners. Mr. Harmer said Community Development has been working on a one-stop-shop system. Staff has worked on formalizing preapplication meetings, courtesy walkthroughs, and the permitting process. The code organization is one part that helps the process go smoother. Chairman Pranzo asked about the Downtown area and how this relates to the code. Mr. Harmer mentioned the part on the Downtown will be reviewed during the process.

Mr. Burkhardt took the Commission through some of the notable changes. Vice Chair Frost asked a question about the dates in section 150.003. Mr. Harmer clarified this as a historic date. Mr. Burkhardt explained the other dates are past changes. Vice-Chair Frost asked about a section in the Board of Adjustment. Mr. Harmer clarified the role of the Commission in the Board of Adjustment and appeals.

Mr. Burkhardt said Staff plans to review the modules within the next meetings. Chairman Pranzo stated that the plan was to start with what was introduced, then go over the information, and bring forward changes and be introduced to the next module. Mr. Burkhardt agreed that this was the process. He explained each meeting will start by covering the module the Commission received previously and Staff will go through the comments and questions.

Chairman Pranzo said he is concerned about knowing which part of the code is up to date. He suggested that when parts are changed, to distribute the new pages in hard copy. He encouraged the date of all final revisions show on the page. Staff agreed the goal was to track all changes in the final product, maybe through an index. Vice-Chair Frost asked about plot plans for certain developments and Staff said they could make a note of the item.

Chairman Pranzo asked if this will be presented to Council in tandem with the Planning and Zoning Commission's work. Mr. Harmer said the Council will get basic information, but the Commission will be doing their part separately. Chairman Pranzo reviewed the possible timeline. He asked if the Commission could get a finished, non-red lined packet after their review. He asked each module come back unmarked, so the Commission can review a clean copy.

6. PUBLIC HEARINGS

No New Items

7. PRESENTATIONS

a. Redevelopment Plan Update and Planning and Zoning Commissions Role

Mr. Harmer introduced the Redevelopment Plan. He said the current Redevelopment Plan was long and had obsolete data. Chairman Pranzo mentioned the first Redevelopment Plan was made in the infancy of the Planning and Building departments. Mr. Harmer said the intent is to keep the plan short, practical, meaningful and realistic. He showed the existing Redevelopment Area, and he said the area will stay the same. Mr. Harmer stated the plan will take into account the new roadway construction. Vice-Chair Frost asked if the construction was a roundabout. Mr. Harmer said yes. He discussed the public review process and introduced the consultant team, Plan/et.

b. Future Agenda Items/Information Only

Staff has three public hearings. One from Florence Gardens, one from Caliente, and one is a rezoning for a parcel in the South. He said the hearings are tentative for June 20th. He mentioned an Infill Incentive request came in for a property on Willow. This may come forward in the next meeting.

CALL TO THE PUBLIC/COMMISSION RESPONSE:

Call to the Public for public comment on issues within the jurisdiction of the Planning and Zoning Commission. Individual Commission members may respond to criticisms made, may ask staff to review a matter raised or may ask that a matter be put on a future agenda. However, members of the Commission shall not discuss or take action on any matter during an open call to the public unless the matters are properly noticed for discussion and legal action.

8. CALL TO THE COMMISSION- CURRENT EVENTS ONLY.

Vice-Chair Frost stated his appreciation for code compliance on weeds within the Town.

9. ADJOURNMENT


On motion by Vice-Chair Frost, seconded by Commissioner Smidt, and carried by a 4-0 vote, to adjourn the meeting at 7:11 pm.



Gary Pranzo, Chairman



Date

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 10a.
MEETING DATE: June 17, 2019 DEPARTMENT: Community Services STAFF PRESENTER: Bryan C. Hughes, Community Services Director SUBJECT: Michelle Gallagher Foundation Youth Scholarship Donation		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input checked="" type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input checked="" type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Acceptance of a donation of \$2,000 from the Michelle Gallagher Foundation.

BACKGROUND/DISCUSSION:

On March 2nd, the 5th Annual Michelle Gallagher Co-Ed Softball Tournament was held at Heritage Park. The tournament honors the memory of Michelle Gallagher and proceeds from the tournament benefit the Michelle Gallagher Youth Scholarship Fund.

From the Michelle Gallagher Softball Tournament Facebook Page:

“Michelle was an 18-year employee of the Pinal County Sheriff’s Office before passing away in January 2014. She had a great passion for youth, investing countless hours coaching for over a decade. Help us carry on Michelle’s tradition of engaging young people in sports who would not otherwise have the financial means to participate in organized sports. All tournament proceeds support youth scholarships.”

Last year, Denise Smith, Michelle’s sister, approached the Town about donating funds to be used for recreation scholarships for youth. On April 2, 2018, Ms. Smith attended the Town Council meeting and announced that the Michelle Gallagher Foundation would be donating \$2,000 to Parks and Recreation for youth scholarships. Staff developed criteria for scholarships so disadvantaged youth can participate in youth sports or other programs and the process has been a success. The Foundation has pledged another \$2,000 for the scholarship program this year.

A VOTE OF NO WOULD MEAN:

The Town would not accept the donation.

A VOTE OF YES WOULD MEAN:


The Town would receive the generous donation.

FINANCIAL IMPACT:

Funding to assist disadvantaged youth to participate in youth sports or other programs.

ATTACHMENTS:

None

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 10b.
MEETING DATE: June 17, 2019 DEPARTMENT: Finance STAFF PRESENTER: Rey Sanchez, Finance Director SUBJECT: Ordinance No. 678-19: Adoption or Expenditure Limitation		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input checked="" type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Adopt Ordinance No. 678-19: AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING A LOCAL ALTERNATIVE EXPENDITURE LIMITATION FOR THE TOWN FOR THE FISCAL YEAR 2019-2020 AND DECLARING AN EMERGENCY.

BACKGROUND/DISCUSSION:

The tentative budget has been delivered to Town Council. It is required that an expenditure limitation be filed because the Town has adopted an Alternative Expenditure Limitation (Permanent Base Adjustment) which allows municipalities to set its own expenditures within the annual calculation of maximum allowable expenditure limitation.

Once the Expenditure Limitation is adopted, the proposed budget cannot be increased any further, it may only be decreased.

A VOTE OF NO WOULD MEAN:

Staff would take the budget back for reconsideration.

A VOTE OF YES WOULD MEAN:

A maximum allowable expenditure would be set.

FINANCIAL IMPACT:

The total budget is estimated at \$45,251,331 with exclusions of \$16,312,939 as allowed by Permanent Base Adjustment. The expenditure limitation is \$28,938,392.

ATTACHMENTS:

Ordinance 678-19
Schedule A of the Town of Florence Summary Schedule of Estimated Revenues and Expenditures/Expenses.

ORDINANCE NO. 678-19

AN ORDINANCE OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING A LOCAL ALTERNATIVE EXPENDITURE LIMITATION FOR THE TOWN FOR THE FISCAL YEAR 2019-2020 AND DECLARING AN EMERGENCY.

WHEREAS, the provisions of Resolution No.1657-18, dated the 19th day of March 2018, as approved by a majority of the Town's qualified electors at the Town's Primary Election held on August 28, 2018 authorized the Mayor and Council to adopt annually by ordinance a local budget for the ensuing fiscal year; and

WHEREAS, the Town Council has conducted the required public hearings, at which the citizens of the Town had an opportunity to comment on the proposed expenditure limitations; and

WHEREAS, the Town Council and Town Manager have prepared a tentative budget for the Town and set forth estimated available revenues from existing revenue sources from which the Town may operate and provide services.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Florence, Arizona as follows:

Section 1: An expenditure limitation in the total sum of **\$28,938,392** is hereby adopted to apply to the Town's budget for the Fiscal Year 2019-2020. The sum is derived from estimated available revenues, from existing revenue sources.

Section 2: Notwithstanding any provisions of Section 1 above to the contrary, the Town may make expenditures in excess of said expenditure limitation to the extent that such excess sums are derived as follows:

1. Revenues received from the issuance of bonds or other long-term obligations. Bond principal and interest payments are also exempt
2. Revenues received as payment of dividends or interest.
3. Trust and agency accounts.
4. Federal grants and aid of any type.
5. Other grants, aid, contributions of any type.
6. Amounts received from the state that is included under the state's own appropriations limitation.
7. Interagency or interdepartmental transfers that are funded with monies already subject to the expenditure limit.
8. Amounts or property accumulated for the purchase of land, buildings. Or improvements or for constructing buildings or improvements, if the voters have approved such accumulation and purpose.
9. Amounts received from the HURF over and above that received in FY 1979-1980.
10. Revenues received from another political subdivision pursuant to an intergovernmental contract as long as the other entity includes the payments under their expenditure limit, if applicable.

11. Amounts expended for the construction, reconstruction, operation or maintenance of a hospital financially supported by a city or town prior to January 1, 1980.
12. Amounts to pay off warrants issued prior to July a, 1979.
13. Refunds, reimbursements or other recoveries of amounts expended that were already included once under the expenditure limit or otherwise excluded from the limit.
14. Capital improvements from utility revenues and/or from excise taxes levied for a specific purpose.

Section 3: No expenditure may be made by the Town in violation of the provision of the Ordinance.

Section 4: The provisions of the Ordinance are hereby declared to be severable, and if any of its sections, provisions, sentences, phrases, or parts be held unconstitutional or void by any court of competent jurisdiction the remaining portions of the Ordinance shall continue in full force and effect; it being the legislative intent now hereby declared that this Ordinance would have been included therein.

Section 5: The immediate operation of this Ordinance is necessary for preservation of the public peace, health and safety of the Town of Florence, and an emergency is hereby declared to exist; and this Ordinance shall be in full force and effect from the date of passage and approval by the Mayor and Council or the Town of Florence and publication as required by the laws of the State of Arizona, and as a result this ordinance is hereby declared to be exempt from the referendum provision of the constitution and laws of the State of Arizona.

PASSED AND ADOPTED by the Mayor and Council of the Town of Florence, Arizona, the 17th of June 2019, by the affirmative vote of **three fourths (3/4)** of the members of the Town Council of the Town of Florence, Arizona.

Tara Walter, Mayor

ATTEST:

APPROVED AS TO FORM:

Lisa Garcia, Town Clerk

Clifford L. Mattice, Town Attorney

TOWN OF FLORENCE
Summary Schedule of Estimated Revenues and Expenditures/Expenses
Fiscal Year 2020

Fiscal Year	S	c	h	FUNDS							
				General Fund	Special Revenue Fund	Debt Service Fund	Capital Projects Fund	Permanent Fund	Enterprise Funds Available	Internal Service Funds	Total All Funds
2019	Adopted/Adjusted Budgeted Expenditures/Expenses*	E	1	15,685,620	13,255,695	164,025	1,477,836	12,900	12,440,970	0	43,036,848
2019	Actual Expenditures/Expenses**	E	2	15,512,581	6,602,450	157,593	1,162,980	6,000	9,353,382	0	32,794,966
2020	Fund Balance/Net Position at July 1***		3	11,440,372	15,884,798	0	6,943,281	314,996	18,737,171	0	53,320,618
2020	Primary Property Tax Levy	B	4	1,166,611		0			0		1,166,611
2020	Secondary Property Tax Levy	B	5	0	22,000				0		22,000
2020	Estimated Revenues Other than Property Taxes	C	6	14,128,067	6,804,687	0	1,890,000	22,000	9,777,737	0	32,622,491
2020	Other Financing Sources	D	7	0	0	0	0	0	0	0	0
2020	Other Financing (Uses)	D	8	0	0	0	0	0	0	0	0
2020	Interfund Transfers In	D	9	1,217,872	780	69,748	363,000	0	0	0	1,651,400
2020	Interfund Transfers (Out)	D	10	0	760,798	0	69,748	0	820,854	0	1,651,400
2020	Reduction for Amounts Not Available:		11								
LESS:	Amounts for Future Debt Retirement:										0
	Future Capital Projects										0
	Maintained Fund Balance for Financial Stability			1,885,132	477,696				4,923,282		7,286,110
											0
				0							0
2020	Total Financial Resources Available		12	26,067,790	21,473,771	69,748	9,126,533	336,996	22,770,772	0	79,845,610
2020	Budgeted Expenditures/Expenses	E	13	17,012,550	10,278,828	69,748	4,384,450	14,000	13,491,755	0	45,251,331

EXPENDITURE LIMITATION COMPARISON

1	Budgeted expenditures/expenses
2	Add/subtract: estimated net reconciling items
3	Budgeted expenditures/expenses adjusted for reconciling items
4	Less: estimated exclusions
5	Amount subject to the expenditure limitation
6	EEC expenditure limitation


	2019	2020
1	\$ 43,036,848	\$ 45,251,331
2	(4,400,000)	(16,312,939)
3	38,636,848	28,938,392
4		
5	\$ 38,636,848	\$ 28,938,392
6	\$	\$

The city/town does not levy property taxes and does not have special assessment districts for which property taxes are levied. Therefore, Schedule B has been omitted.

* 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).

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 10c.
MEETING DATE: June 17, 2019 DEPARTMENT: Human Resource STAFF PRESENTER: Scott Barber, HR Director SUBJECT: Resolution No. 1701-19: FY 2019/20 Employee Compensation and Classification Plans		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Property <input checked="" type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnership and Relationships <input type="checkbox"/> Transportation and Infrastructure <input type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Motion to adopt Resolution No. 1701-19: A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING THE TOWN OF FLORENCE FISCAL YEAR 2019-2020 EMPLOYEE COMPENSATION AND CLASSIFICATION PLANS.

BACKGROUND/DISCUSSION:

Every year as part of the fiscal budget consideration and approval process, Council is requested to approve the Employee Classification and Compensation Plans for the upcoming year. This reflects any new position classifications that are included in the budget proposal and the pay ranges assigned to them, deleting any classifications no longer needed/in use, and also any position classification title changes. The proposed plans reflect no changes from last year. The Compensation Plan provides for an up to 5% pay adjustment for employees based on the annual performance evaluation.

FY2019-2020 COMPENSATION/CLASSIFICATION STRUCTURE

The recommended Employee Classification Plan (Pay Range Order) identifies in descending pay range order, positions by job title and the pay range Minimum, Midpoint and Maximum. It also includes information on:

- Fair Labor Standards Act (FLSA) coverage status
 - E = Exempt/Salaried Position
 - NE = Non-Exempt/Hourly Position, eligible for overtime
- Classified/Unclassified Position status
 - C = Classified – appeal rights under Town Policy
 - UC = Unclassified – position is “at-will”

A VOTE OF NO WOULD MEAN:

Proposed Employee Classification and Compensation Plans for FY19/20 would not be adopted and implemented.

A VOTE OF YES WOULD MEAN:

Proposed Employee Classification and Compensation Plans for FY19/20 would be adopted and implemented for the pay period which includes 7/1/19. Eligible employees would receive an increase of up to 5% on or about their annual performance review date, depending on the performance evaluation rating score.

FINANCIAL IMPACT:

The fiscal impact of this recommendation is reflected in the departmental budget proposals for the upcoming fiscal year.

ATTACHMENTS:

Resolution No. 1701-19
Town of Florence FY2019-2020 Classification Plan
Town of Florence FY2019-2020 Pay Schedule

RESOLUTION NO. 1701-19

A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, ADOPTING THE RECOMMENDED TOWN OF FLORENCE FISCAL YEAR 2019-2020 EMPLOYEE COMPENSATION AND CLASSIFICATION PLANS.

WHEREAS, it has been brought to the attention of the Mayor and Council that it is necessary and desirable that the Town of Florence approve the FY 2019-20 Salary Schedule; and

WHEREAS, it has been brought to the attention of the Mayor and Council that it is necessary and desirable that the Town of Florence approve the FY2019-20 Employee Classification Plan; and

WHEREAS, it has been brought to the attention of the Mayor and Council that it is recommended that the Town of Florence provide for all eligible staff members to receive up to a 5% Merit Increase, based on performance, for FY 2019-2020.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Council of the Town of Florence, Arizona, that they hereby adopt the recommended Employee Compensation and Classification Plans for Fiscal Year 2019-2020.

PASSED AND ADOPTED by the Town Council this 17th day of June 2019.

Tara Walter, Mayor

ATTEST:

APPROVED AS TO FORM:

Lisa Garcia, Town Clerk

Clifford L. Mattice, Town Attorney

Town of Florence
FY 2019-20 Classification Plan
(Pay Range Order)

Position Classification	Pay Range	Minimum	Midpoint	Maximum	FLSA	Classified/ Unclassified
Town Manager			Contract			
Town Attorney			Contract			
Town Magistrate			Contract			
Deputy Town Manager	73	\$93,785	\$121,799	\$149,813	E	UC
Police Chief	69	\$84,964	\$110,343	\$135,722	E	UC
Fire Chief	68	\$82,892	\$107,652	\$132,412	E	UC
Public Works Director/Town Engineer					E	UC
Finance Director	67	\$80,870	\$105,027	\$129,183	E	UC
Community Development Director	66	\$78,898	\$102,465	\$126,032	E	UC
Community Services Director	64	\$75,097	\$97,528	\$119,959	E	UC
Human Resource Director					E	UC
Town Clerk	60	\$68,033	\$88,355	\$108,676	E	UC
Assistant Town Manager	59	\$66,375	\$86,201	\$106,027	E	UC
Cmns & Intergovernmental Relations Manager					E	UC
Deputy Public Works Director					E	UC
Information Technology Mgr					E	UC
Police Lieutenant					E	C
Senior Civil Engineer	57	\$63,176	\$82,047	\$100,918	E	UC
Fire Battalion Chief	55	\$61,304	\$78,094	\$94,884	E	C
Accounting Manager	51	\$55,538	\$70,749	\$85,960	E	C
Senior Planner					E	C
Police Support Services Mgr					E	C
Building Official	50	\$54,183	\$69,023	\$83,863	E	C
GIS Coordinator					E	C
Library Manager					E	C
Police Sergeant					NE	C
Public Works Superintendent					E	C
Assistant to the Town Manager	49	\$52,862	\$67,340	\$81,818	E	C
Fire Captain	48	\$51,527	\$65,697	\$79,822	NE	C
Public Works Project Manager					E	C
Utility Superintendent					E	C

Position Classification	Pay Range	Minimum	Midpoint	Maximum	FLSA	Classified/ Unclassified
Budget Analyst Grants Coordinator Management Analyst	47	\$50,315	\$64,095	\$77,875	E	UC
Associate Engineer	46	\$49,088	\$62,532	\$75,976	NE	C
Parks Maintenance Supt. Recreation Superintendent	45	\$47,890	\$61,006	\$74,122	NE E	C C
Planner	44	\$46,722	\$59,518	\$72,314	NE	C
Court Administrator Senior Building Inspector	43	\$45,583	\$58,067	\$70,551	E NE	UC C
Fire Engineer Police Officer Public Safety Communications Supervisor	42	\$44,471	\$56,651	\$68,831	NE NE NE	C C C
Accountant Facilities Manager Police Recruit	40	\$42,328	\$53,921	\$65,515	NE NE NE	C C C
Finance Project Analyst Crime Analyst	39	\$41,296	\$52,606	\$63,916	NE NE	C C*
Firefighter Fleet Services Supervisor Information Technology Tech. Maintenance Foreman	38	\$40,289	\$51,323	\$62,357	NE NE NE NE	C C C C
Deputy Town Clerk Human Resource Coordinator	37	\$39,305	\$50,070	\$60,835	NE NE	C C
Building Inspector Field Foreman Parks Maintenance Foreman	36	\$38,346	\$48,849	\$59,352	NE NE NE	C C C
Engineering Technician Senior Treatment Plant Opr	35	\$38,841	\$47,658	\$56,475	NE NE	C C
Public Safety Dispatcher – Lead Recreation Coordinator	34	\$37,893	\$46,496	\$55,098	NE NE	C C
Librarian Payroll Specialist	33	\$36,970	\$45,362	\$53,754	NE NE	C C
Code Compliance Officer Maintenance Worker III Mechanic Police Evidence Technician Sanitation Worker III	32	\$36,068	\$44,255	\$52,442	NE NE NE NE NE	C C C C C

Position Classification	Pay Range	Minimum	Midpoint	Maximum	FLSA	Classified/ Unclassified
Engineering Technician Assistant	30	\$34,330	\$42,123	\$49,916	NE	C
Public Safety Dispatcher					NE	C*
Senior Court Clerk					NE	C
Utility Billing Supervisor					NE	C
Administrative Assistant	29	\$33,492	\$41,095	\$48,698	NE	C
Permit Specialist					NE	C
Wastewater Treatment Plant Opr					NE	C
Water Plant Operator					NE	C
Accounting Technician	28	\$32,676	\$40,093	\$47,510	NE	C
Assessment Specialist					NE	C
Facilities Maintenance Specialist					NE	C
Utility Services Representative					NE	C
Utility Systems Operator	27	\$31,880	\$39,116	\$46,352	NE	C
Maintenance Worker II	26	\$31,101	\$38,161	\$45,221	NE	C
Sanitation Worker II					NE	C
Recreation Programmer	25	\$30,343	\$37,231	\$44,119	NE	C
Court Clerk	24	\$29,603	\$36,323	\$43,043	NE	C
Police Records Clerk					NE	C*
Utility Services Operator					NE	C
Maintenance Worker I	22	\$29,386	\$34,572	\$39,758	NE	C*
Sanitation Worker I					NE	C
Customer Service Representative	21	\$28,670	\$33,729	\$38,788	NE	C
Library Assistant					NE	C
Office Assistant					NE	C*
Mechanic Assistant	19	\$27,288	\$32,104	\$36,920	NE	C
Custodian	16	\$25,340	\$29,812	\$34,284	NE	C
Library Aide	15	\$24,434	\$28,746	\$33,058	NE	C*

*All part-time positions in these classifications are unclassified

Guidelines for Temporary Positions (hourly):

Position Classification	Minimum	Maximum
Fitness Trainer	\$12.7990	\$17.7587
Pool Manager	\$12.1899	\$16.4923
Heat Lifeguard Recreation Leader III	\$11.0000*	\$13.8730
Lifeguard II Recreation Leader II	\$11.0000*	\$11.9629
Lifeguard I Recreation Leader I Student Trainee	\$11.0000*	\$10.8375

*will be \$12.00 on 1/1/20 per state law


Part-Time Fire Department Positions (hourly):

Position Classification	Minimum	Maximum
Part-Time Firefighter	\$13.25	\$20.51
Part-Time Fire Engineer	\$14.63	\$22.64

Town of Florence FY 2019-2020 Salary Range Table

BAND C 45% WIDTH: MUNICIPAL, PROFESSIONAL, AND TECHNICAL								
	81.50%		90.75%	100%	109.25%		118.50%	
35	\$38,841	\$43,249	\$43,250	\$47,658	\$52,065	\$52,066	\$56,475	35
34	\$37,893	\$42,194	\$42,195	\$46,496	\$50,797	\$50,798	\$55,098	34
33	\$36,970	\$41,165	\$41,166	\$45,362	\$49,558	\$49,559	\$53,754	33
32	\$36,068	\$40,160	\$40,161	\$44,255	\$48,349	\$48,350	\$52,442	32
31	\$35,188	\$39,181	\$39,182	\$43,176	\$47,170	\$47,171	\$51,164	31
30	\$34,330	\$38,226	\$38,227	\$42,123	\$46,019	\$46,020	\$49,916	30
29	\$33,492	\$37,293	\$37,294	\$41,095	\$44,896	\$44,897	\$48,698	29
28	\$32,676	\$36,383	\$36,384	\$40,093	\$43,802	\$43,803	\$47,510	28
27	\$31,880	\$35,497	\$35,498	\$39,116	\$42,734	\$42,735	\$46,352	27
26	\$31,101	\$34,630	\$34,631	\$38,161	\$41,691	\$41,692	\$45,221	26
25	\$30,343	\$33,786	\$33,787	\$37,231	\$40,674	\$40,675	\$44,119	25
24	\$29,603	\$32,962	\$32,963	\$36,323	\$39,683	\$39,684	\$43,043	24

BAND D 35% WIDTH: BUSINESS SUPPORT, LABOR, TRADES, ENTRY LEVEL								
	85.00%		92.50%	100%	107.50%		115.00%	
23	\$30,121	\$32,777	\$32,778	\$35,436	\$38,094	\$38,095	\$40,751	23
22	\$29,386	\$31,978	\$31,979	\$34,572	\$37,165	\$37,166	\$39,758	22
21	\$28,670	\$31,198	\$31,199	\$33,729	\$36,259	\$36,260	\$38,788	21
20	\$27,970	\$30,437	\$30,438	\$32,906	\$35,374	\$35,375	\$37,842	20
19	\$27,288	\$29,695	\$29,696	\$32,104	\$34,512	\$34,513	\$36,920	19
18	\$26,622	\$28,970	\$28,971	\$31,320	\$33,669	\$33,670	\$36,018	18
17	\$25,973	\$28,264	\$28,265	\$30,557	\$32,849	\$32,850	\$35,141	17
16	\$25,340	\$27,575	\$27,576	\$29,812	\$32,048	\$32,049	\$34,284	16
15	\$24,434	\$26,589	\$26,590	\$28,746	\$30,902	\$30,903	\$33,058	15
14	\$24,117	\$26,244	\$26,245	\$28,373	\$30,501	\$30,502	\$32,629	14
13	\$23,529	\$25,604	\$25,605	\$27,681	\$29,757	\$29,758	\$31,833	13
12	\$22,689	\$24,690	\$24,691	\$26,693	\$28,695	\$28,696	\$30,697	12
11	\$22,395	\$24,370	\$24,371	\$26,347	\$28,323	\$28,324	\$30,299	11
10	\$21,848	\$23,775	\$23,776	\$25,704	\$27,632	\$27,633	\$29,560	10
9	\$21,315	\$23,195	\$23,196	\$25,077	\$26,958	\$26,959	\$28,839	9
8	\$20,796	\$22,630	\$22,631	\$24,466	\$26,301	\$26,302	\$28,136	8
7	\$20,289	\$22,078	\$22,079	\$23,869	\$25,659	\$25,660	\$27,449	7
6	\$19,564	\$21,290	\$21,291	\$23,017	\$24,743	\$24,744	\$26,470	6
5	\$19,311	\$21,014	\$21,015	\$22,719	\$24,423	\$24,424	\$26,127	5
4	\$18,839	\$20,501	\$20,502	\$22,164	\$23,826	\$23,827	\$25,489	4
3	\$18,380	\$20,001	\$20,002	\$21,624	\$23,246	\$23,247	\$24,868	3
2	\$17,932	\$19,514	\$19,515	\$21,097	\$22,679	\$22,680	\$24,262	2
1	\$17,495	\$19,037	\$19,038	\$20,582	\$22,126	\$22,127	\$23,669	1

	TOWN OF FLORENCE COUNCIL ACTION FORM	<u>AGENDA ITEM</u> 10d.
MEETING DATE: June 17, 2019 DEPARTMENT: Finance STAFF PRESENTER: Lisa Garcia, Deputy Town Manager/ Town Clerk SUBJECT: Resolution No. 1703-19: Signatories on Accounts		<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information Only <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Regulatory <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Other
STRATEGIC PLAN REFERENCE: <input type="checkbox"/> Community Vitality <input type="checkbox"/> Economic Prosperity <input type="checkbox"/> Leadership and Governance <input type="checkbox"/> Partnerships and Relationships <input type="checkbox"/> Transportation and Infrastructure <input checked="" type="checkbox"/> Statutory <input type="checkbox"/> None		

RECOMMENDED MOTION/ACTION:

Adoption of Resolution 1703-19: A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AUTHORIZING MAYOR TARA WALTER, TOWN MANAGER BRENT BILLINGSLEY, AND FINANCE DIRECTOR REY SANCHEZ, TO ACT AS SIGNATORIES FOR THE TRANSACTION OF BUSINESS ON ALL TOWN OF FLORENCE BANK ACCOUNTS, AND DECLARING AN EMERGENCY.

BACKGROUND/DISCUSSION:

A resolution must be adopted naming staff authorized to sign on the Town’s bank accounts. New signature cards need to be completed. This resolution will add Finance Director as the appointed signatories for banking functions.

The following accounts are included: Account. This resolution will be effective June 17, 2019.

1. National Bank of Arizona - General Checking and Investment Accounts
2. National Bank of Arizona Payroll Checking Accounts
3. Zions Bank – Community Facilities District Accounts
4. Zions Bank – First Excise Tax Purchase Agreement
5. Wells Fargo – Communities Facility District Accounts
6. State of Arizona Local Governmental Investment Pool-All Accounts
7. Stifel, Nicolaus & Company, Inc. Investment Accounts
8. PFM Investment Accounts

A VOTE OF NO WOULD MEAN:

A no vote would mean that the Town of Florence would not have a financial signatory for banking purposes.

A VOTE OF YES WOULD MEAN:

A yes vote would mean that Town of Florence would have three signatories for banking.

FINANCIAL IMPACT:

None

ATTACHMENTS:

Resolution No. 1703-19

RESOLUTION NO. 1703-19

A RESOLUTION OF TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, APPROVING AND AUTHORIZING MAYOR TARA WALTER, TOWN MANAGER BRENT BILLINGSLEY, AND FINANCE DIRECTOR REY SANCHEZ, TO ACT AS SIGNATORIES FOR THE TRANSACTION OF BUSINESS ON THE TOWN OF FLORENCE BANKING ACCOUNTS, AND DECLARING AN EMERGENCY.

WHEREAS, The Town of Florence has appointed Rey Sanchez as Finance Director. The Town requires he be added as signatory to all Town banking accounts, and

WHEREAS, The Town Council must approve new signature authorizations for the Town's bank accounts.

NOW, THEREFORE BE IT RESOLVED, that Mayor Tara Walter, Town Manager Brent Billingsley, and Finance Director Rey Sanchez, are authorized as signatories for the following bank accounts:

1. National Bank of Arizona - General Checking and Investment Accounts
2. National Bank of Arizona Payroll Checking Accounts
3. Zions Bank – Community Facilities District Accounts
4. Zions Bank – First Excise Tax Purchase Agreement
5. Wells Fargo – Community Facilities District Accounts
6. State of Arizona Local Governmental Investment Pool-All Accounts
7. Stifel, Nicolaus & Company, Inc. Investment Accounts
8. PFM Investment Accounts

BE IT FURTHER RESOLVED, that the immediate adoption of this resolution is necessary for preservation of the public peace, health and safety of the Town of Florence, and an emergency is hereby declared to exist; and this resolution shall be in full force and effect from the offer of its passage and adoption by the Mayor and Council of the Town of Florence, Arizona, with an effective date of June 17, 2019.

PASSED AND ADOPTED BY the Mayor and Council of the Town of Florence, Arizona, this 17th day of June 2019.

Tara Walter, Mayor

ATTEST:

APPROVED AS TO FORM:

Lisa Garcia, Town Clerk

Clifford L. Mattice, Town Attorney