



**PUBLIC NOTICE
THE ELOY CITY COUNCIL**

Meets

MONDAY, MARCH 9, 2026

6:00 PM

ELOY CITY COUNCIL CHAMBERS

595 NORTH C STREET

ELOY, ARIZONA 85131

For a

REGULAR MEETING

AGENDA

I. Call to Order

II. Roll Call

III. Moment of Silence

IV. Pledge of Allegiance

V. Public Appearances

Those wishing to **ADDRESS THE CITY COUNCIL** may do so by signing in on a form provided by the City Clerk, identifying the topic(s) or agenda item(s). **ACTION** taken as a result of public comment regarding non agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date.

SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES.

A. Scheduled

B. Unscheduled

VI. Reports and Announcements

A. Mayor's Announcements

B. Council Members' Announcements

C. City Manager's Announcements

1. Police Chief Sergio Banales Council Briefing

2. Quarterly Financial Update for the Period Ending December 31, 2025

VII. Consent Agenda

*A. Approval of Minutes — January 26, 2026, Work Session and February 9, 2026, Work Session

- *B. Adoption of Resolution No. 26-1649, authorizing street name changes to twenty street segments in various Toltec subdivisions.
- *C. Consideration and Ratification of Exhibit A to the First Amendment of the Intergovernmental Agreement (IGA) between Pinal County and the City of Eloy for the Purpose of Continued Participation in the Regional SWAT Team, and Authorize the Mayor and/or Designees to sign Exhibit A to Execute the Amendment.
- *D. Case No. PP2024-002: Daybreak Industrial. A request by Ryan Mortillaro, of Colliers Engineering & Design, Inc., on behalf of Far Marel, LLC, Viel Gluck, LLC, Ben Fatto, LLC, Eloy 660, LLC, and Daybreak 1320, LLC for an 8-lot subdivision containing approximately 118.63 acres, with General Industrial (I-2) zoning.
- *E. Adoption of the following Resolutions and Ordinance finding that the applicable criteria have been met and approving a major General Plan Amendment and an Amendment to the Zoning Map (Rezone) submitted by Julie Vermillion of Coe & Van Loo Consultants on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a property consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street:
 1. Resolution No. 26-1650, approving Case Nos. GPA2025-001: TES Eloy. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use;
 2. Ordinance No. 26-999, approving Case No, RZPAD2025-002. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for an Amendment to the Zoning Map (Rezone) from Single-Family Residential (R1-12) to Mixed Use (MU) and Multiple-Family Residential (R-3) with the Planned Area Development Overlay (PAD)
 3. Resolution No. 26-1651 declaring a public record for that certain document filed with the City Clerk and entitled "RZPAD2025-002: TES Eloy PAD."

VIII. Business: Possible Discussion and/or Action on the Following:

- A. General Plan Update - Status Update and Public Review Period Dan Symer, AICP
- B. Approval of an Employment Contract for Mackenzie Letcher as City Manager including Salary and Benefits. Stephen Cooper

IX. Executive Session

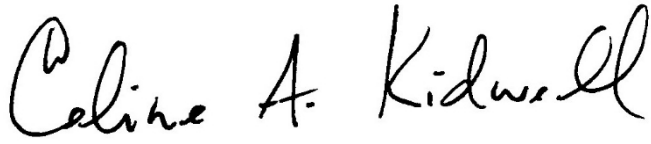
Possible executive session for discussion/consultation for legal advice with the city attorney and/or city staff concerning any of the agenda items, pursuant to A.R.S. §38-431.03 (A) (3) and (4).

X. Adjournment

POSTED BY AT ELOY CITY HALL, ELOY POST OFFICE, AND CITY WEBSITE:

www.elayaz.gov

THE FACILITY WILL BE OPEN TO THE PUBLIC 30 MINUTES PRIOR TO THE START OF THE MEETING AND SEATING WILL BE AVAILABLE FOR “REASONABLY ANTICIPATED ATTENDANCE.”

A handwritten signature in black ink that reads "Celine A. Kidwell". The signature is fluid and cursive, with the first name "Celine" and last name "Kidwell" clearly legible, and "A." as a middle initial.

Celine A. Kidwell, CMC, FCRM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT MICHELLE HALL, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE COUNCIL AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

**CITY OF ELOY
REQUEST FOR COUNCIL ACTION**

Agenda Item: V.A.

Date: 3/9/2026

Date submitted:
01/16/2026

Action: Other

Subject: Scheduled

Date requested:
3/9/2026

TO: Mayor and City Council

FROM:

RECOMMENDATION:

DISCUSSION:

FISCAL IMPACT:

Approved as to Form:



Stephen R. Cooper, City Attorney

**CITY OF ELOY
REQUEST FOR COUNCIL ACTION**

Agenda Item: V.B.

Date: 3/9/2026

Date submitted:
01/16/2026

Action: Other

Subject: Unscheduled

Date requested:
3/9/2026

TO: Mayor and City Council

FROM:

RECOMMENDATION:

DISCUSSION:

FISCAL IMPACT:

Approved as to Form:



Stephen R. Cooper, City Attorney



Fiscal Year 2025 - 2026
Fourth Quarter Financial Report
For the Period Ending December 31, 2025

Presented by Brian Wright, Finance Director

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

INTRODUCTION

The Finance Department has prepared the quarterly financial report to provide the community, Council, and the organization with an overview of financial information and transparency.

The primary information provided in the quarterly report is a comparison of the annual budget amounts to actual revenues and expenditures for operating departments. Also included are prior-year comparisons in some areas. All financial information is preliminary and unaudited, as reported from the municipal financial system as of the report date. Seasonal variations or actual revenue occurrences in municipal operations may affect the proportion of revenues achieved or expenditures incurred to date.

Notable Updates for this quarter include the following:

Personnel -Vacancies

- **Public Safety** - 2 Dispatchers, 1 Police Officer
- **Public Works** – 2 Equipment Operators
- **Community Services** – 1 PT Recreation Leaders
- **Administration** – Management Analysis, Clerical Assistant, City Manager
- **Community Development** – Chief Building Official, Building Inspector, Planner

Departmental Quarterly Highlights

❖ Police Department

	Arrests	DUI Investigations	Traffic Stops	Dispatch Events	Investigations
Oct-Dec 2025	230	21	1,087	2,241	518
Oct-Dec 2024	246	8	538	1,953	663

❖ Community Services

	Senior Meals	Online Activities	Library Programs	Special Events	After-School Program Participants per month
Oct-Dec 2025	867	61	403	10,400	18
Oct-Dec 2024	714	87	396	9,700	26

❖ Community Development

	New Home Permits	Open Code Violations	Closed Code Violations	Number of Inspections
Oct-Dec 2025	25	86	312	1,055
Oct-Dec 2024	53	143	90	759

❖ Finance Department

	Work Orders	Turn-Offs for non-payment	Amount of A/P Checks	Processed Purchase Orders
Oct-Dec 2025	572	249	\$8,911,324	891
Oct-Dec 2024	533	170	\$4,271,175	1,042

- **Grants Section** **Grants Section** – For F.Y. 25-26, there were 13 active grants. 3 – Police, 4 – Finance, 1 – Community Services, 1 – Public Works, and 4 – Airport. During the 2nd quarter, held a public hearing for the CDBG 2026 application, completed construction on the Senior Center, closed out the Airport Master Plan, received an award from Gila River for Police for Emergency Radio Redundancy and Fingerprint Identification System, and completed homes for Calderon and Bridgewater under the Housing Rehab Program.

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Department Quarterly Highlights (continuation)

❖ **Public Works** has conducted the following:

- **Vehicle Maintenance** completed 249 work orders and daily reports on the upkeep of the City Fleet.
- **Streets Department** 47 pothole repairs, installed 43 new signs, graded 264 miles of roadways, 25 landscaping work orders, and 60 work orders removing trash.
- **Water Department** distributed 107 million gallons, repaired 49 water leaks, and received 249 blue stake requests.
- **Wastewater Department** treated 1.5 MG and recharged 1.06 MG million gallons of wastewater along with jet vac 9,000 feet of sewer lines.
- **Sanitation Department** collected 2,869.6 tons of solid waste.

Financial Update *(Please note that figures throughout this report are preliminary and are subject to change during month-end reporting)*

- ❖ As of December 31, 2025, the City's General revenue totaled \$11,204,146, and expenses totaled \$15,739,498. This means the City has a negative variance of \$4,535,352 after transfers-out. Before transfers-out, the General Fund had a positive variance of \$2.8 million.

This negative outcome is primarily due to the transfer of General Fund resources to the Economic Development Fund (\$5,000,000), the Water Fund (\$836,806), and the Wastewater Fund (\$1,507,094). These transfers were approved in the annual budget for capital and the establishment of the Economic Fund.

Several revenue sources have recorded higher-than-expected results, including plan check fees, commercial/residential permits, and interest income. Additionally, the City has saved due to several vacant positions, which has lowered personnel and benefit costs. Management is very mindful of the City's revenue collection efforts and its ability to keep spending under control while maintaining a strong financial position.

- ❖ As of December 31, 2025, the City has collected \$4,493,645 in city sales tax revenue for the current budget year. This amount is approximately \$424,217 more than what was expected through December 2025. The main reason for this positive variance is that construction sales tax collections saw a large uptick in the quarter. Total construction sales tax collected for the quarter was \$1,029,324 compared to \$640,794 in the prior quarter.

Additionally, other tax categories worth noting that have exceeded expectations compared to the prior-year quarter are Manufacturing, up 42.94%; Wholesale Trade, up 48.03%; and Communication/Utilities, up 27.36%.

City staff will continue to closely monitor all sales tax categories to ensure revenues meet budget targets and to track economic trends that could impact future collections.

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

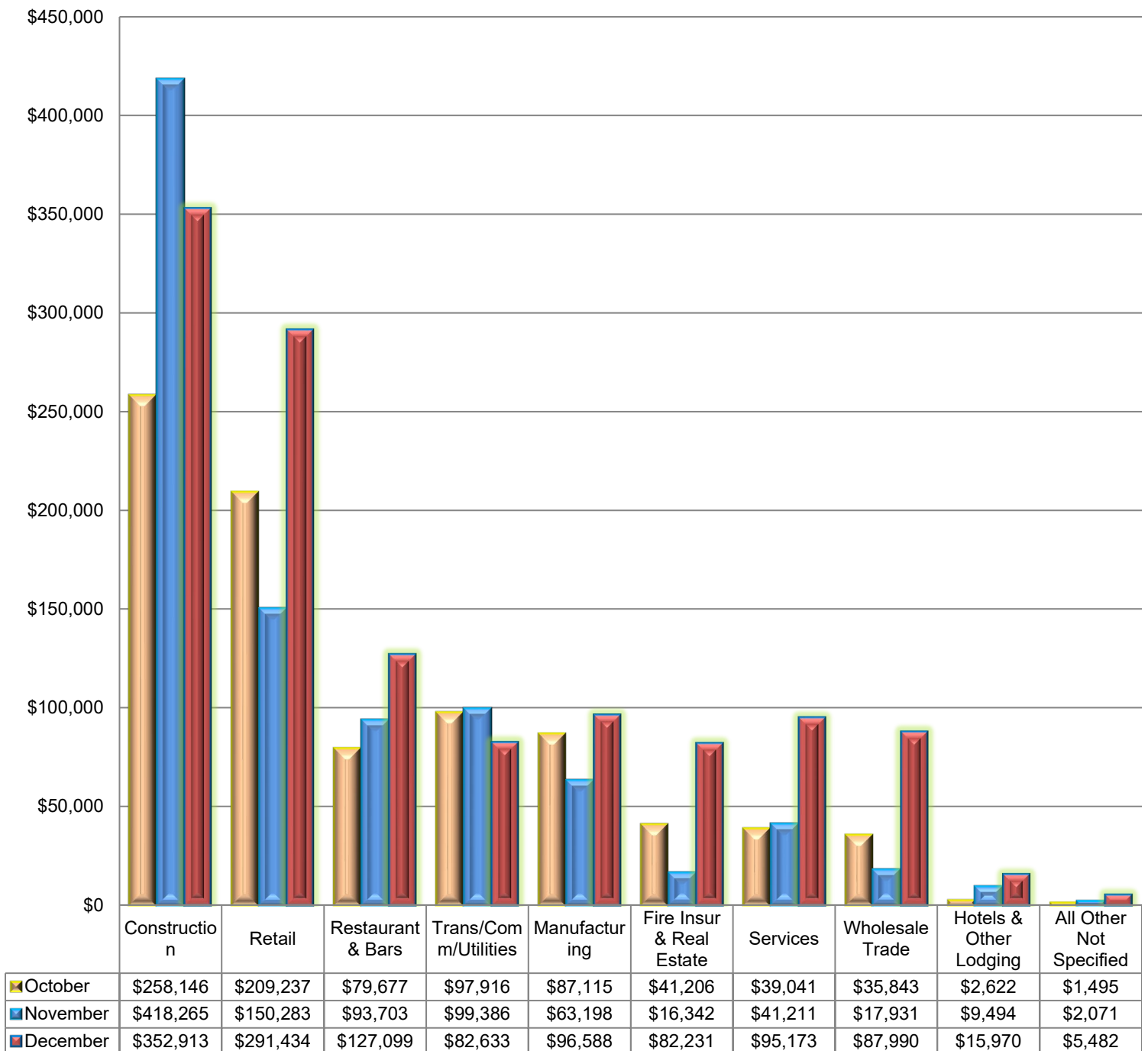
Financial Update (Continuation)

- ❖ State Shared Revenues, which include State Income Tax, State Sales Tax, and Vehicle License Tax, are below budget expectations by \$10,877. The primary reason is due to the incorporation of San Tan Valley in August. San Tan Valley is now receiving state-shared revenue distributions, which means a reduction in revenue for the remainder of the fiscal year.
- ❖ All Special Revenue Funds are operating within the adopted budget's confines.
- ❖ The Enterprise Funds comprise the Water, Sewer, and Sanitation Funds. As of the end of December 2025, all enterprise funds report a positive operating variance. Water sales through December totaled \$1,546,150 compared to \$1,343,440 in the previous year. This increase is primarily due to the rate increase in November 2025. In the Sewer Fund, sewer fees through December were \$880,368 compared to \$832,852 in the previous year. This increase is primarily due to the rate increase in November 2025. The Sanitation Fund hauling fees through December totaled \$931,281 compared to \$797,853 in the previous year. This increase is primarily due to the new hauling contract fees implemented in July.

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

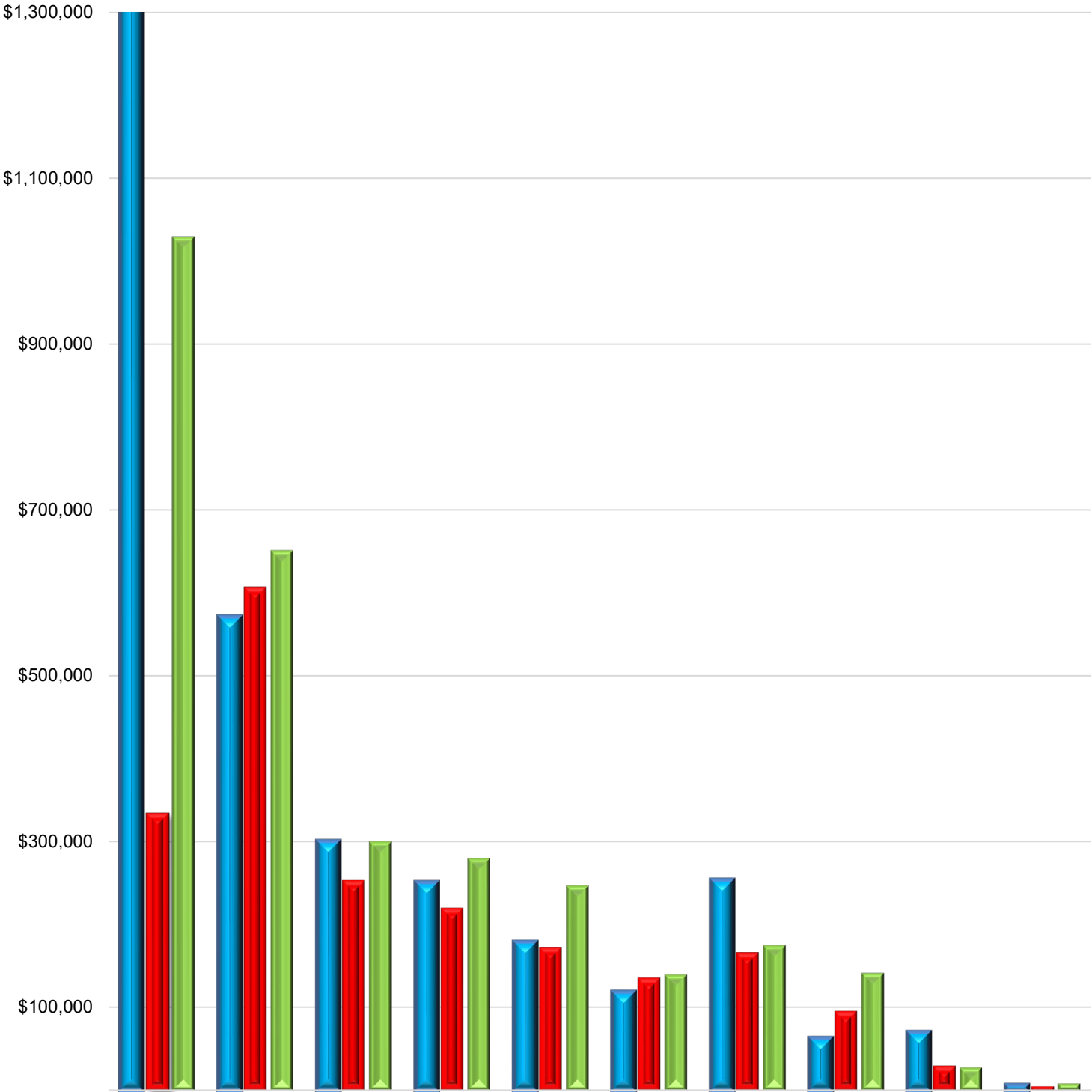
REVENUE	PY 24 - 25 October - December	FY 25 - 26 October - December	FY 25 - 26 Year to Date	FY 25 - 26 Budget	Anticipated Revenue 06/30/2026
10 - General Fund					
Local Sales Tax	\$ 1,867,470	\$ 2,647,258	\$ 3,871,433	\$ 8,700,000	\$ 8,934,076
State Shared Revenues	\$ 2,024,626	\$ 1,913,515	\$ 3,727,702	\$ 8,010,780	\$ 7,847,793
Property Taxes	\$ 718,844	\$ 701,060	\$ 707,653	\$ 1,564,785	\$ 1,540,306
Permits & Fees	\$ 217,261	\$ 1,236,314	\$ 1,633,030	\$ 1,368,000	\$ 2,316,060
Other Revenues	\$ 613,900	\$ 604,279	\$ 1,263,729	\$ 2,176,365	\$ 2,772,544

Local Sales Tax By Category
October 2025 - December 2025



CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

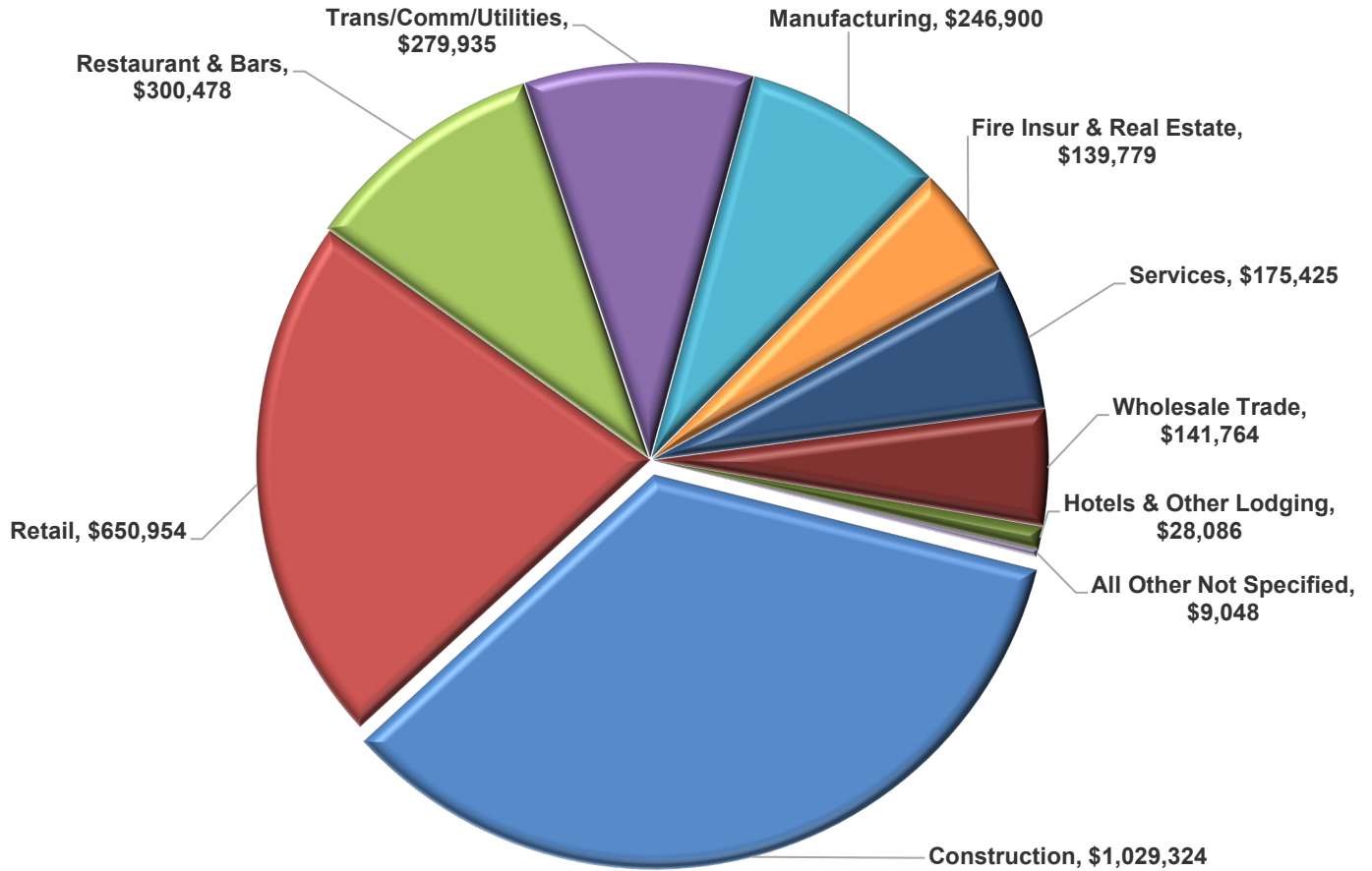
City Sales Tax by Category
Tax Comparison by Quarter



	Constructi on	Retail	Restauran t & Bars	Trans/Co mm/Utilitie s	Manufactu ring	Fire Insur & Real Estate	Services	Hotels & Other Lodging	All Other Not Specified	Wholesale Trade
2023-2024	\$1,349,08	\$571,416	\$300,715	\$251,056	\$179,141	\$118,642	\$253,919	\$63,137	\$70,577	\$6,576
2024-2025	\$334,587	\$606,653	\$253,108	\$219,806	\$172,727	\$135,872	\$166,553	\$95,769	\$30,368	\$5,374
2025-2026	\$1,029,32	\$650,954	\$300,478	\$279,935	\$246,900	\$139,779	\$175,425	\$141,764	\$28,086	\$9,048

**CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025**

**City Sales Tax By Category
FY 2025 - 2026
(October - December)**



City Sales Tax Distribution by Business Class Code
Figures Based on Collections from October - December
(Numbers based on when the tax is received by the City)

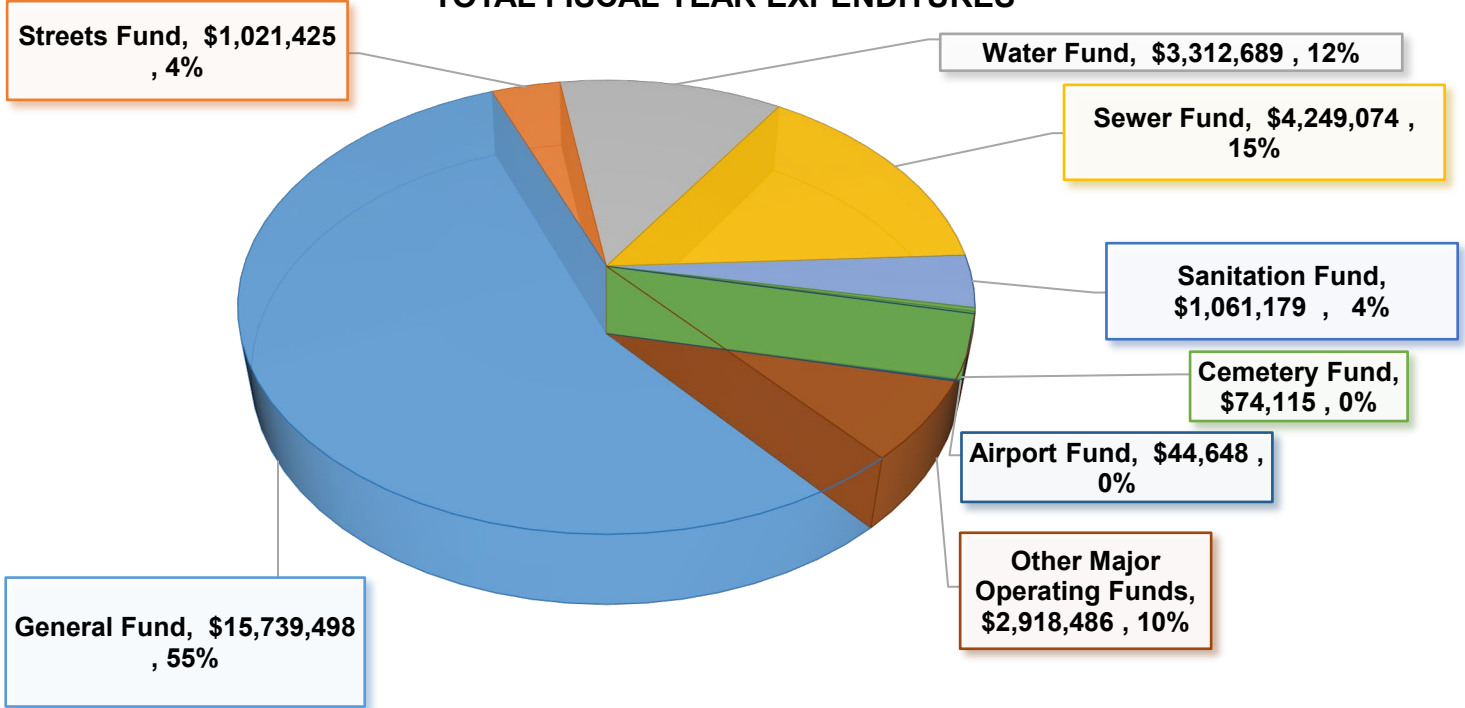
	Actual FY 22-23	Actual FY 23-24	Actual FY 24-25	Actual FY 25-26
CONSTRUCTION	\$1,384,878	\$1,349,081	\$334,587	\$1,029,324
RETAIL TRADE	\$614,391	\$571,416	\$606,653	\$650,954
RESTAURANTS & BARS	\$344,034	\$300,715	\$253,108	\$300,478
TRANS/COMM/UTILITIES	\$231,634	\$251,056	\$219,806	\$279,935
MANUFACTURING	\$214,238	\$179,141	\$172,727	\$246,900
FIRE INSUR & REAL ESTATE	\$101,180	\$118,642	\$135,872	\$139,779
SERVICES	\$228,815	\$253,919	\$166,553	\$175,425
WHOLESALE TRADE	\$74,533	\$63,137	\$95,769	\$141,764
HOTELS & OTHER LODGING	\$64,643	\$70,577	\$30,368	\$28,086
ALL OTHERS NOT SPECIFIED	\$4,487	\$6,576	\$5,374	\$9,048
PUBLIC ADMINISTRATION	\$0	\$0	\$0	\$0
	\$3,262,832	\$3,164,262	\$2,020,818	\$3,001,693

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

REVENUE	PY 24 - 25 October - December	FY 25 - 26 October - December	FY 25 - 26 Year to Date	FY 25 - 26 Budget	Anticipated Revenue 06/30/2026
15 - Streets Fund					
HURF	\$ 377,611	\$ 343,443	\$ 605,129	\$ 1,836,285	\$ 1,502,309
1/2 Sales Tax-Pinal	\$ 475,433	\$ 506,997	\$ 856,901	\$ 1,780,350	\$ 1,869,602
Other Revenue	\$ 86,576	\$ 714,923	\$ 886,298	\$ 200,500	\$ 1,019,242
16 - Streets One-Time Fund					
Local Taxes	\$ 55,550	\$ 251,688	\$ 423,952	\$ 435,000	\$ 635,928
19 - Economic/Development Fund					
Local Taxes	\$ 115,227	\$ 121,806	\$ 236,145	\$ 510,375	\$ 472,290
(21- 27) - Impact Fee Funds					
Impact Fees	\$ 109,433	\$ 193,976	\$ 336,796	\$ 564,750	\$ 673,591
(28 - 29) - Police Special Funds					
Impound and Officer Safety Fees	\$ 627	\$ 2,173	\$ 4,829	\$ 4,800	\$ 6,761
33 - Grants Fund					
Police Grants	\$ 144,897	\$ 118,605	\$ 158,140	\$ 748,930	\$ 393,140
Housing Grants	\$ 64,506	\$ 55,000	\$ 247,102	\$ 1,725,000	\$ 550,251
Airport Grants	\$ 101,161	\$ 53,804	\$ 61,354	\$ 856,300	\$ 652,142
Other Grant Revenue	\$ 10,021	\$ 23,261	\$ 23,261	\$ 9,515,200	\$ 143,250
(38 - 39) - Court Funds					
Court Revenue	\$ 4,322	\$ 6,561	\$ 10,922	\$ 25,525	\$ 16,383
42 - Smart and Safe Fund					
Prop 207 Revenue	\$ -	\$ -	\$ 31,831	\$ 72,310	\$ 63,662
46 - WIFA Fund					
WIFA Revenue	\$ -	\$ -	\$ -	\$ 13,000,000	\$ -
50 - Water Fund					
Water Sales	\$ 642,806	\$ 736,070	\$ 1,546,150	\$ 2,715,350	\$ 3,092,300
Water Rights - Surprise	\$ 129,200	\$ 209,400	\$ 349,000	\$ 650,000	\$ 698,000
Other Revenue	\$ 101,443	\$ 129,070	\$ 248,539	\$ 3,081,940	\$ 2,725,025
53 - Sewer Fund					
Sewer Revenue	\$ 412,159	\$ 455,140	\$ 880,368	\$ 1,807,565	\$ 1,821,452
Other Revenue	\$ 480,600	\$ 1,557,340	\$ 1,582,475	\$ 11,186,300	\$ 10,580,250
56 - Sanitation Fund					
Residential/Commercial Fees	\$ 401,813	\$ 467,530	\$ 931,281	\$ 1,958,590	\$ 2,012,563
Landfill Fees	\$ 51,284	\$ 133,864	\$ 296,358	\$ 865,000	\$ 711,259
Other Revenue	\$ 1,144,707	\$ 121,938	\$ 192,652	\$ 900,175	\$ 385,304
57 - Cemetery Fund					
Burial Fees	\$ 34,020	\$ 23,500	\$ 54,735	\$ 162,500	\$ 131,364
Other Revenue	\$ 20,806	\$ 22,417	\$ 43,941	\$ 96,000	\$ 87,883
58 - Airport Fund					
Hanger Rental	\$ 25,074	\$ 30,441	\$ 60,882	\$ 102,500	\$ 121,764
Other Revenue	\$ 5,362	\$ 4,848	\$ 11,319	\$ 55,000	\$ 22,638

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

TOTAL FISCAL YEAR EXPENDITURES



GENERAL FUND
As of December 31, 2025

Division/Department	P.Y. 24 - 25	F.Y. 25 - 26	FY 25 - 26 Budget	Forecasted
				Expenditures thru 6/30/26
Economic Development	\$ -	\$ 71,208	\$ 353,990	\$ 294,831
City Council	\$ 183,043	\$ 156,379	\$ 320,800	\$ 307,757
Human Resources	\$ 178,639	\$ 220,794	\$ 453,550	\$ 441,589
G.I.S.	\$ 22,218	\$ 22,388	\$ 63,420	\$ 51,276
Animal Control	\$ 35,410	\$ 37,393	\$ 200,000	\$ 99,785
City Clerk	\$ 262,252	\$ 233,833	\$ 467,010	\$ 455,666
Magistrate	\$ 274,655	\$ 260,080	\$ 680,650	\$ 644,191
City Manager	\$ 219,762	\$ 256,705	\$ 565,660	\$ 523,410
Finance	\$ 538,716	\$ 522,012	\$ 1,196,645	\$ 1,193,935
Legal	\$ 79,185	\$ 78,875	\$ 214,845	\$ 200,589
Comm. Develop	\$ 479,225	\$ 1,022,561	\$ 2,243,250	\$ 2,145,123
Park Maint	\$ 296,281	\$ 294,787	\$ 647,240	\$ 619,574
Recreation Programs	\$ 445,765	\$ 426,235	\$ 1,005,530	\$ 967,188
Library	\$ 138,807	\$ 134,608	\$ 296,260	\$ 283,500
Comm. Service Admin	\$ 249,286	\$ 254,173	\$ 624,930	\$ 571,828
Police Admin.	\$ 833,214	\$ 944,435	\$ 1,961,655	\$ 1,948,869
Field Operations	\$ 2,063,801	\$ 2,063,001	\$ 4,249,090	\$ 4,126,002
Vehicle Maint	\$ 118,511	\$ 128,537	\$ 277,200	\$ 262,073
Facility Maint	\$ 185,169	\$ 201,329	\$ 507,370	\$ 465,839
P. W. Admin	\$ 58,191	\$ 81,883	\$ 134,140	\$ 131,013
PSPRS Unfunded	\$ -	\$ -	\$ 200,000	\$ 200,000
Transfers	\$ 1,659,108	\$ 7,854,902	\$ 19,802,390	\$ 18,000,000
Debt	\$ 283,998	\$ 313,291	\$ 1,004,600	\$ 944,600
Contingency/Robson	\$ 330,178	\$ 160,092	\$ 3,027,095	\$ 625,250
Total Expenditures	\$ 8,935,414	\$ 15,739,498	\$ 40,497,320	\$ 35,503,887

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025
OTHER MAJOR OPERATING FUNDS
As of December 31, 2025

Division/Department	P.Y. 24 - 25	F.Y. 25 - 26	FY 25 - 26 Budget	Forecasted Expenditures thru 6/30/26
Streets Fund	\$ 945,450	\$ 1,021,425	\$ 4,403,020	\$ 1,171,425
Streets One-Time Fund	\$ -	\$ 309,260	\$ 1,835,000	\$ 309,260
Economic/Development Fund	\$ -	\$ 209,236	\$ 2,422,380	\$ 209,236
Capital Projects Fund	\$ 253,630	\$ 748,097	\$ 3,166,515	\$ 798,097
Economic Incentive Fund	\$ -	\$ -	\$ 5,000,000	\$ -
Water Fund	\$ 1,329,204	\$ 3,312,689	\$ 8,466,010	\$ 3,612,689
Sewer Fund	\$ 659,545	\$ 4,249,074	\$ 15,013,435	\$ 4,499,074
Sanitation Fund	\$ 1,858,376	\$ 1,061,179	\$ 3,723,765	\$ 1,086,179
Cemetery Fund	\$ 84,582	\$ 74,115	\$ 414,170	\$ 99,115
Airport Fund	\$ 10,402	\$ 44,648	\$ 408,000	\$ 49,148
Impact Fees	\$ -	\$ 445,504	\$ 3,900,410	\$ 445,504
LTAF	\$ -	\$ -	\$ 11,565	
Police	\$ 13,030	\$ -	\$ 11,500	\$ -
Grants				
Police	\$ 567,842	\$ 90,599	\$ 823,930	\$ 393,140
Housing	\$ 3,973	\$ 480,993	\$ 1,500,000	\$ 550,251
Library	\$ 64,914	\$ -	\$ 75,000	\$ 2,500
Airport	\$ 96,798	\$ 530,102	\$ 856,300	\$ 652,142
Miscellaneous	\$ 59,544	\$ 98,248	\$ 9,340,200	\$ 143,250
Smart and Safe	\$ 21,371	\$ 4,460	\$ 195,310	\$ 179,460
WIFA	\$ -	\$ -	\$ 13,000,000	\$ -
Water Allotment Fund	\$ -	\$ -	\$ 85,250	\$ -
Court	\$ 12,303	\$ 1,989	\$ 216,995	\$ 1,989

Total City-Wide Expenditure Category Breakdown

Expenditure Category	P.Y. 24 - 25	F.Y. 25 - 26	F.Y. 25 - 26 Budget	Amount Unexpended
Salary	\$ 4,265,928	\$ 4,557,228	\$ 9,607,550	\$ 5,050,322
Benefits	\$ 1,833,698	\$ 1,895,940	\$ 4,549,840	\$ 2,653,900
Operating Expenditures	\$ 1,174,993	\$ 1,460,587	\$ 7,624,245	\$ 6,163,658
PSPRS Unfunded Liability	\$ -	\$ -	\$ 200,000	\$ 200,000
Utilities	\$ 462,789	\$ 435,737	\$ 1,126,150	\$ 690,413
Travel and Training	\$ 58,458	\$ 59,350	\$ 206,950	\$ 147,600
Equipment Repair and Maintenance	\$ 410,212	\$ 350,850	\$ 676,825	\$ 325,975
Street Repair and Maintenance	\$ 50,863	\$ 49,342	\$ 1,423,000	\$ 1,373,658
Utility System Repair and Maintenance	\$ 193,647	\$ 145,297	\$ 671,700	\$ 526,403
Sanitation Contractual Service	\$ 761,207	\$ 669,931	\$ 2,291,250	\$ 1,621,319
Incentive Agreements	\$ 190,538	\$ 133,868	\$ 1,400,000	\$ 1,266,132
Contractual Services	\$ 743,999	\$ 1,215,027	\$ 2,582,390	\$ 1,367,363
Community Funding	\$ 82,769	\$ 70,435	\$ 132,260	\$ 61,825
CAP Water Expenditures	\$ 521,963	\$ 565,113	\$ 1,050,000	\$ 484,887
Debt/Depreciation Expenditures	\$ 373,438	\$ 2,728,174	\$ 2,308,415	\$ (419,759)
Transfer to Other Funds	\$ 1,659,108	\$ 7,854,902	\$ 19,811,140	\$ 11,956,238
Grants	\$ 756,539	\$ 1,116,437	\$ 12,579,500	\$ 11,463,063
Impact Fees Expenditures	\$ -	\$ 445,504	\$ 3,900,410	\$ 3,454,906
Economic Incentive	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
Capital Expenditures	\$ 1,232,719	\$ 4,667,391	\$ 43,467,950	\$ 38,800,559
	\$ 14,772,869	\$ 28,421,115	\$ 120,609,575	\$ 92,188,460

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Projected Fund Balance as of December 31, 2025

Fund	Unassigned	Assigned	Committed	Restricted	
General	\$ 18,988,987	\$ 18,877,390	\$ -	\$ -	\$ 37,866,377
Streets	\$ -	\$ -	\$ -	\$ 7,387,700	\$ 7,387,700
Streets One-Time	\$ -	\$ -	\$ 1,449,534	\$ -	\$ 1,449,534
Econ/Comm Develop	\$ -	\$ -	\$ 2,106,568	\$ -	\$ 2,106,568
Economic Incentive	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Grants	\$ -	\$ -	\$ 4,583,737	\$ -	\$ 4,978,841
Capital Projects	\$ -	\$ 2,500,549	\$ -	\$ -	\$ 2,500,549
Impact Fees	\$ -	\$ -	\$ -	\$ 3,366,333	\$ 3,366,333
Court	\$ -	\$ -	\$ -	\$ 194,054	\$ 194,054
LTAF	\$ -	\$ -	\$ -	\$ 11,525	\$ 11,525
Smart and Safety	\$ -	\$ 152,354	\$ -	\$ -	\$ 152,354
Economic Incentive	\$ -	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
Water	\$ -	\$ 3,621,005	\$ -	\$ -	\$ 3,621,005
Sewer		\$ 1,645,805	\$ -	\$ -	\$ 1,645,805
Sanitation	\$ -	\$ -	\$ -	\$ -	\$ -
Airport	\$ -	\$ -	\$ 897,856	\$ -	\$ 897,856
Cemetery	\$ -	\$ -	\$ 403,487	\$ -	\$ 403,487
Perpetual Care	\$ -	\$ -	\$ -	\$ 217,894	\$ 217,894
	<u>\$ 18,988,987</u>	<u>\$ 31,797,103</u>	<u>\$ 14,441,182</u>	<u>\$ 11,177,506</u>	<u>\$ 76,404,778</u>

***** Please note these are primarily figures and will change with the closing of the fiscal year *****

Restricted - Is reported when constraints are placed on the use of resources are either externally imposed by

creditors, grantors, or laws or regulations of other governments.

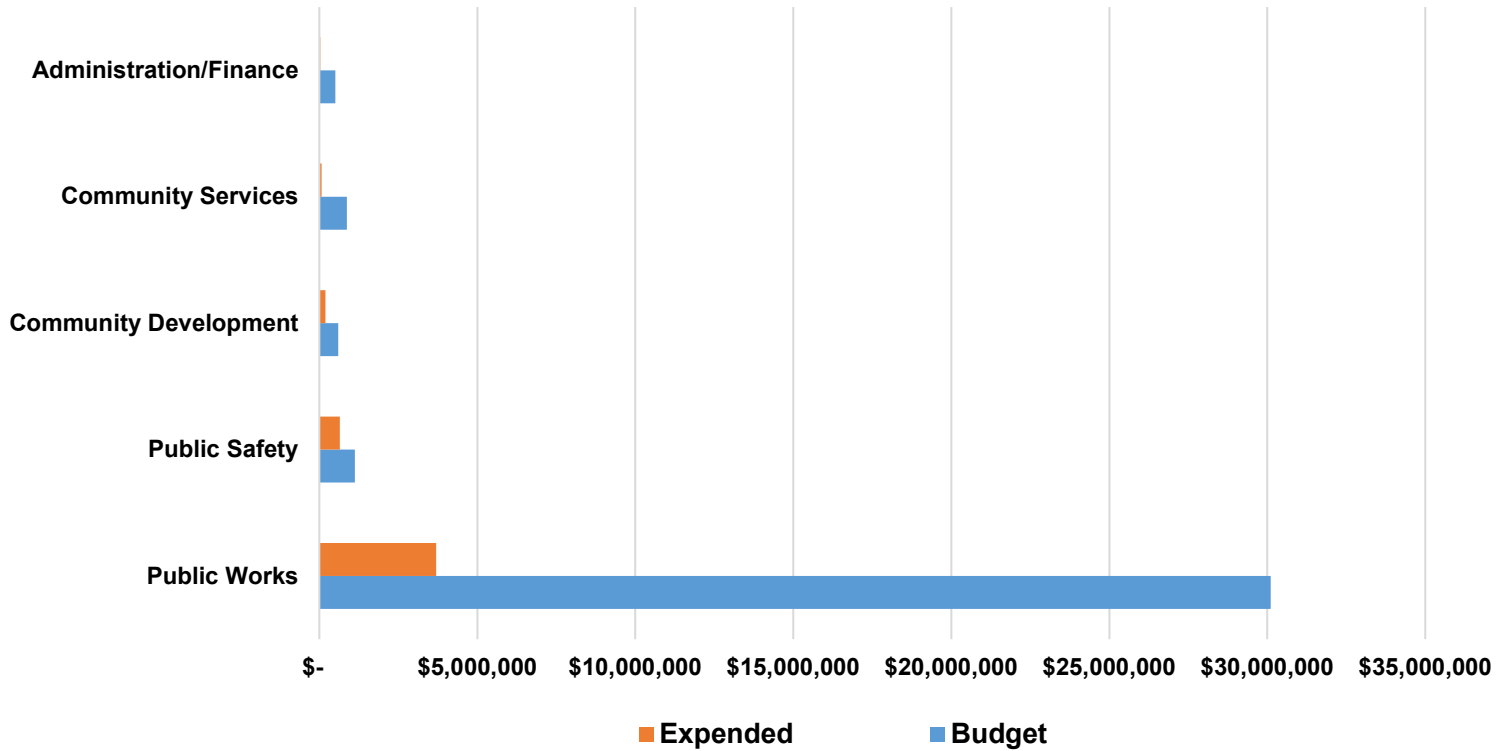
Committed - Can only be used for specific purposes pursuant to constraints imposed by formal action of the City Council. A resolution or ordinance are equally binding actions for the City Council for this commitment.

Assigned - Is constrained by the government's intent to be used for a specific purposes, but are neither restricted or committed. The City Manager is authorized to assign amounts to a specific purpose in accordance with policy.

Unassigned - Is the residual classification for the General Fund and includes all spendable amounts not contained in the other classifications.

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Fiscal Year 2025-2026 Capital Project Summary
As of December 31, 2025



C - P (Project is Complete) **C - NP** (Project Complete but not Paid) **In - Pro** (Project is in Progress with Future Completion Date)
N - S (No Project Date has been Indicated) **R - O** (Project will be Rolled Over to Next Fiscal Year)

Public Safety Capital Projects List					
Capital Project Description	Budget	YTD Actual	Project Status		
Police Body Worn Camera Upgrade	\$ 569,670	\$ 546,896	Project is Complete		
Veh 14 Unmark Police Vehicle	\$ 70,350	\$ 33,191	Council approved up-fit and equipment of 10/27/25.Vehicle is at MHQ with estimated completion by April 2026.		
Veh 16 Marked Police Vehicle	\$ 70,350	\$ 34,141	Council approved up-fit and equipment of 10/27/25.Vehicle is at MHQ with estimated completion by April 2026.		
Veh 80 Unmark Police Vehicle	\$ 70,350	\$ 29,930	Council approved up-fit and equipment of 10/27/25.Vehicle is at MHQ with estimated completion by April 2026.		
Radio System Repeater Replace	\$ 35,000	\$ -	The project is in progress, and a contract has been received from GRIC. Vendor is getting the quote.		
Replace Automated Fingerprint	\$ 25,000	\$ -	On the January 26th Council agenda for approval. Estimated completion April 2026		
Mobile Laptop for Officers	\$ 50,000	\$ -	Obtaining quotes for computers and anticipating going to Council by March with completion by June 2026.		
Training Facility Upgrade	\$ 170,000	\$ -	Staff is still working with HUD to finalize the purchase of the building before proceeding.		
EOC Technology Upgrades	\$ 60,000	\$ -	Staff has not initiated the project. Looking at the project needs and upgrades.		
Total Capital for Police	\$ 1,120,720	\$ 644,158			

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Community Development Capital Projects List					
Capital Project Description	Budget	YTD Actual	Project Status		
Eloy General Plan Update	\$ 385,000	\$ 164,177	Project is 88% complete with the completion date being December 2026		
Airpark Specific Area Plan	\$ 180,000	\$ 28,057	Contract has initiated with 32% completed with an anticipated completion date of December 2026		
Sunland Visitor Designation	\$ 35,000	\$ -	The project has not been initiated.		
Total Capital for Community Development	\$ 600,000	\$ 192,234			

Community Services Capital Projects List					
Capital Project Description	Budget	YTD Actual	Project Status		
Emergency Generator, City Hall	\$ 350,000	\$ 60,461	The project is near completion and waiting on final invoice.		In-Pro
Bench Replacement in Parks	\$ 15,000	\$ 3,973	Currently obtaining quotes from park equipment vendors with estimated completion by April 2026		In-Pro
Furniture Purchase, Community	\$ 15,000	\$ 7,426	Currently obtaining quotes from vendors for replacement furniture with estimated completion May 2026.		In-Pro
HVAC Replacement Program	\$ 50,000	\$ -	Project underway is completion by June 2026.		In-Pro
Recreation Building Enhance	\$ 15,000	\$ -	Meeting w/contractors to discuss landscape enhancements. Estimated completion is May 2026.		In-Pro
Facility Improve, Troy Thomas	\$ 100,000	\$ -	Met with the contractor. Awaiting bid from contractor for exterior stucco removal & application. Estimated completion April 2026		In-Pro
Chain Link Fence-Heart of Eloy	\$ 10,000	\$ -	Currently obtaining quotes from vendors with estimated completion of May 2026.		In-Pro
Shade Structure-Sunland Park	\$ 65,000	\$ -	City Council approved this in 2025 and working with contractor for construction.		In-Pro
Multizone Lighting	\$ 60,000	\$ -	Obtaining quotes from vendors but waiting for another vendor's quote. Estimated completion is May 2026.		In-Pro
City Parks Sign Replacement	\$ 25,000	\$ -	Currently working with vendor on sign specifications		In-Pro
Backhoe Purchase	\$ 170,000	\$ -	In progress. Have obtained quote via source well coop. will be taking to council in February.		In-Pro
Total Capital for Community Services	\$ 875,000	\$ 71,860			

Administration Capital Projects List					
Capital Project Description	Budget	YTD Actual	Project Status		
Salary Compensation Study	\$ 25,000	\$ 18,200	Salary study is in progress with the estimated completion date of April 2026.		In-Pro
Water Tower Lighting Upgrade	\$ 20,000	\$ 13,475	The project has been initiated with final work being completed in early 2026.		In-Pro
Economic Development Website	\$ 10,000	\$ -	Staff is working with contractor for design with work being completed in early 2026.		In-Pro
Economic Development Brochure	\$ 10,000	\$ -	Staff is working with contractor for design with work being completed in early 2026.		In-Pro
Hanger 1 Demolition	\$ 125,000	\$ -	Staff has received 3 quotes for demolition, but is looking into other options due to the funding for other necessary improvements at the site.		In-Pro
Council Chamber Audio & Visual	\$ 225,000	\$ -	The City Council approved the Exhibit 1 proposal at the November 10, 2025, regular meeting. The contract is signed and E1 is preparing an installation plan and beginning to order equipment.		In-Pro
City Hall Reconfiguration	\$ 50,000	\$ -	Project has not started yet still need to determines core scope of work.		N - S
Housing Feasibility Study	\$ 45,000	\$ -	The project has not been initiated. Staff is evaluating the scope.		N - S
Total Capital for Admin	\$ 510,000	\$ 31,675			

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Public Works Capital Projects List

Capital Project Description	Budget	YTD Actual	Project Status	
Construct Waterline on Houser	\$ 450,000	\$ 419,514	Phase 1 complete.	C - P
Repair Discharge Pipe	\$ 150,000	\$ -	Discharge pipe repair compete. Project was paid for out of Belt Press/Building Line	C - P
3.5 Yard Loader - CAT 938MI	\$ 400,000	\$ 308,825	Ordered loader & trailer but awaiting delivery of trailer .	C - NP
Leeboy Paver 7000	\$ 250,000	\$ 435	Ordered and awaiting delivery of the paver. Complete by November 2025.	C - NP
Design and Construct Apron	\$ 250,000	\$ 16,575	Initiated design by Lochner with estimated completion of October 2026.	In - Pro
Building Improvements-T-Hangers	\$ 606,300	\$ 21,375	Initiated design by Lochner with hangar inspections with completion by October 2026.	In - Pro
Rehab Reservoir at Pump 2	\$ 1,220,000	\$ 409,705	Project is managed by Veregy which includes tank drained. Estimated completion is May 2026.	In - Pro
Repair Well Casing at Well #3	\$ 900,000	\$ 214,362	Project has been initiated and drilling started estimated completion is May 2026	In - Pro
Bar Screen/2nd Screen at WWTP	\$ 815,000	\$ 747,682	Project is managed by Veregy with the screen and control panel installed. Estimated completion May 2026	In - Pro
Belt Press/Building/Holding	\$ 2,600,000	\$ 182,529	Project is managed by Veregy and Sunrise Engineering is currently working on designing odor control. Estimated completion is May 2026.	In - Pro
New Sewer Gravity Main-11 Mile	\$ 6,930,000	\$ 1,323,676	Project is managed by Veregy with construction to begin November 2025 with estimated completion May 2026.	In - Pro
Landfill Master Plan and Rate	\$ 250,000	\$ 27,260	MSW has been progressing with the study and with estimated completion by March 2026	In - Pro
Sunland Gin/Arica State Grant	\$ 5,000,000	\$ 26,130	Still in design phase and proceeding with Tierra for ROWs and property acquisitions - 90% plans - bids expected to be December 2025 - February 2026	In - Pro
Pavement Preservation Project	\$ 1,000,000	\$ -	Council approval on 9/8/25 for Sunland Gin, Toltec, Adams & Tonto. Council approval on 11/24/25 for S. Sunshine. Estimated completion is June 2026. Received quote for Madison & 2nd. Going to council 1/26/26.	In - Pro
Solar Panels at Blue Tank	\$ 1,200,000	\$ -	Project is managed by Veregy is moving as scheduled concurrent with the rehab reservoir at pump 2. Estimated completion May 2026.	In - Pro
Nitrate Treatment Facilities	\$ 100,000	\$ -	Installation underway, including the screening and will also need to upgrade the PLC	In - Pro
Replace Sewer Main on 11 Mile	\$ 1,350,000	\$ -	Project is managed by Veregy with construction to begin November 2025 with estimated completion May 2026.	In - Pro
Scale Hardware and Software	\$ 200,000	\$ -	Staff has initiated design phase. Estimated completion is June 2026	In - Pro

CITY OF ELOY
FISCAL YEAR 2025 - 2026
ENDING DECEMBER 31, 2025

Public Works Capital Projects List

Capital Project Description	Budget	YTD Actual	Project Status	
Automatic Gates, Public Works	\$ 75,000	\$ -	Staff has initiated design phase. Estimated completion is June 2026	N - S
Upsize Sewer Main 11 Mile	\$ 2,500,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Culvert Replacement-Shedd Rd	\$ 75,000	\$ -	Staff is identifying culverts to be replaced will be completed by June 2026	N - S
Toltec Rd - Chip Seal/Dust	\$ 1,000,000	\$ -	Staff obtained a quote from Sunland Asphalt and will be taking it to the city council on 11/24/25. Completion by June 2026.	N - S
Shade Structure - Shop	\$ 10,000	\$ -	Staff is reaching out Sunrise Engineering for a design-only estimate	N - S
Bay Expansion for Shop	\$ 30,000	\$ -	Staff is reaching out Sunrise Engineering for a design-only estimate	N - S
Shedd Road Median Landscape	\$ 1,000,000	\$ -	Continue discussion is on-going	N - S
Chlorine/Chlorinator at Well 3	\$ 75,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Water Line Loop-Section B	\$ 100,000	\$ -	Obtained proposal from Wilson Engineering - will need updated to include easement acquisition	N - S
Water Meter Replacement	\$ 150,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Tumbleweed PRV Station	\$ 100,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Cathodic Protection System	\$ 20,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Sunland Gin Water Line Replace	\$ 170,000	\$ -	Obtained proposal from Wilson Engineering - Staff is evaluating project costs and outline	N - S
Santa Cruz Village -Line Repla	\$ 50,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Rehabilitate Existing Manholes	\$ 20,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
South Aeration Basin Rehab	\$ 100,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Install New Grit Removal	\$ 125,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Portable Sewer Pump	\$ 50,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Evaluate Sewer Manholes	\$ 150,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Lift Stations Inspections	\$ 300,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
New SCADA Workstation	\$ 87,500	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Replace Generator at Headworks	\$ 200,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Install Generator for Blowers	\$ 50,000	\$ -	Staff is determining funding after securing funding source. Funding source should be determined by March 2026.	N - S
Total Capital for Public Works	\$ 30,108,800	\$ 3,698,068		

**CITY OF ELOY
REQUEST FOR COUNCIL ACTION**

Agenda Item: VII.A.

Date: 3/9/2026

Date submitted:
01/16/2026

Action: Formal

**Subject: Approval of Minutes —
January 26, 2026, Work Session and
February 9, 2026, Work Session**

Date requested:
3/9/2026

TO: Mayor and City Council

FROM:

RECOMMENDATION:

DISCUSSION:

FISCAL IMPACT:

Approved as to Form:

A handwritten signature in blue ink, appearing to read "Stephen R. Cooper", is written over a horizontal line.

Stephen R. Cooper, City Attorney



**City of Eloy
Minutes
City Council Work Session Meeting
January 26, 2026 at 5:00 PM
City Council Chambers**

I. Call to Order

Mayor Sutton called the meeting to order at 5:00 PM.

II. Roll Call

Present: Mayor Andrew Sutton
Vice Mayor Michelle Tarango
Council Member Sara Curtis
Council Member JoAnne Galindo
Council Member Jose Garcia - Arrived shortly after
Council Member Daniel Snyder

Excused: Council Member Michael Vodrazka
Staff: Interim City Manager Mackenzie Letcher
City Attorney Stephen Cooper
City Clerk Celine Kidwell

III. Pledge of Allegiance

The Pledge of Allegiance was led by Mayor Sutton.

IV. Unscheduled Public Appearances

There were no unscheduled public appearances.

V. Discussion Items

- A.** Employee Compensation and Classification Study Presentation and Discussion
HR Director Sylvia Lopez introduced the item, after which Igor Shegolev, MSHRM, SPHR, President & Founder of HR Know Consulting, delivered the presentation to the Mayor and City Council. The item was for informational purposes only, with no formal action taken or fiscal impact at this stage.

Study Overview:

HR Know Consulting conducted a comprehensive compensation study comparing the City of Eloy's pay ranges against the relevant regional labor market. Primary comparators included the City of Casa Grande, City of Coolidge, Town of Oro Valley, City of Florence, Town of Marana, and Pinal County, with ERI survey data used for validation.

Key Findings:

Of 90 total City positions, 61 were directly studied. The remaining positions were benchmarked based on their relevance to the studied classifications. The study identified 25 positions falling between 5% and 9.9% below the market range and an additional 25 positions at 10% or more below market, representing a significant competitive gap in the City's current compensation structure. Notably, blue-collar and technical positions experienced the fastest market wage growth, driven by talent scarcity and regional competition.

Recommendations:

HR Know Consulting recommended adjusting the pay structure to establish a minimum of \$15.15 per hour, in compliance with Arizona's minimum wage law (Prop 206), maintaining a fixed 5% grade separation between midpoints, and assigning all positions to pay grades based on labor market data. The consultant also suggested administering market increases of 3%–5%, noting that the Employment Cost Index (ECI) rather than the Consumer Price Index (CPI) should guide wage increase decisions due to the CPI's volatility.

Council Discussion & Direction:

No formal vote or action was taken since the item was informational only. However, the Council engaged in meaningful discussion that provided clear directional feedback:

- Council Member Snyder expressed concern that the recommended 3–5% increase might not be enough given the competitive pressure from the expanding San Tan Valley area, noting that simply catching up to the market today could leave the City vulnerable in the near future. He suggested that the City might need to consider going higher to stay ahead of the curve.
- Vice Mayor Michelle Tarango inquired about the timing of health insurance premium projections, raising concerns that wage increases could be offset by rising benefit costs. HR Director Lopez responded that preliminary numbers were expected within 30–45 days and that the City hoped to keep any increase to single digits.
- Council Member Galindo raised the broader issue of workplace culture and employee retention versus simply chasing wages. Igor Shegolev acknowledged that research consistently shows compensation is not the top reason employees leave, but noted that the study's scope was limited to market data.

The general consensus among council members emphasized the importance of retention—especially for long-tenured blue-collar and technical employees—and recognized that the City's benefits package is a significant competitive advantage that should be actively promoted in recruitment.

Next Steps:

No specific percentage increase was approved at this session. Final figures and formal direction were deferred to the upcoming budget retreat as part of the Fiscal Year budget development process.

VI. Adjournment

With no further business, Mayor Sutton adjourned the work session at 5:44 p.m.

Note: A video recording of the meeting is available for further information in accordance with Arizona Revised Statutes § 38-431.01(E).

BY:

ATTEST:

Andrew Sutton, Mayor

Celine Kidwell, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney



**City of Eloy
Minutes
City Council Work Session Meeting
February 9, 2026 at 5:00 PM
City Council Chambers**

I. Call to Order

Mayor Andrew Sutton called the meeting to order at 5:00 PM.

II. Roll Call

Present: Andrew Sutton, Mayor Michelle Tarango, Vice Mayor
Michael Vodrazka, Council Member
JoAnne Galindo, Council Member
Jose Garcia, Council Member
Daniel Snyder, Council Member

Excused: Sara Curtis, Council Member

Staff: Mackenzie Letcher, Interim City Manager
Present: Stephen Cooper, City Attorney
Celine Kidwell, City Clerk

III. Pledge of Allegiance

The Pledge of Allegiance was led by Mayor Sutton.

IV. Unscheduled Public Appearances

Mayor Sutton announced that unscheduled public appearances would be held following the discussion item.

V. Discussion Items

- A.** Presentation and Discussion on the Proposed Advanced Recycling Facility in Eloy Operated by Freepoint Eco-Systems
The City Council received a presentation from Freepoint Eco-Systems, providing a high-level update on the proposed advanced recycling facility planned for Eloy. The item was informational only, with no formal action taken and no fiscal impact at this stage.

Presenter Jeff Story, Chief Development Officer, Freepoint Eco-Systems

Presentation Summary: Freepoint Eco-Systems operates in the advanced plastic recycling space, using pyrolysis to convert waste plastic back into recycled oil and gas

products, which are then sold to petrochemical companies such as Dow Chemical, DuPont, Exxon, and Shell. The company currently operates a facility in Hebron, Ohio, which has been in operation for approximately one year and serves as the model for the proposed Eloy facility.

Eloy was selected as Freepoint's Southwest hub to serve recycling operations across California, New Mexico, Nevada, and Colorado, with material transported primarily by truck and finished product shipped by rail via Union Pacific. The facility's location within the Eloy industrial park — situated between Phoenix and Tucson with direct I-10 and UP rail access — was cited as a primary factor in site selection.

The proposed Eloy facility would include a 350,000-square-foot warehouse for sortation, contaminant removal, and feedstock preparation, along with four pyrolysis kilns for thermal conversion of plastics into hydrocarbon vapors, and a condensation system to prepare the finished product for rail shipment. The facility is designed to process plastics such as polyethylene, polypropylene, and polystyrene, while excluding oxygenated plastics such as PET. Unrecoverable contaminants would be baled and sent to a landfill, while recoverable materials such as aluminum, cardboard, and PET bottles would be diverted to appropriate recyclers.

The facility is projected to create over 100 jobs, ranging from skilled operators and equipment operators to management, with a majority of positions classified as semi-skilled to highly skilled.

On the permitting front, site plan approval was received in December 2025. An air quality permit, originally filed with Pinal County in 2021, was modified and resubmitted in November 2025 to reflect process improvements learned from the Ohio facility. All regulated emissions — including carbon monoxide, NOx, SOx, and HAPs — are anticipated to fall under a minor source air permit. Both the Arizona Department of Environmental Quality and the Ohio EPA have determined that the facility does not require regulation as a waste combustor.

Additional community benefits noted included new road construction through the industrial park and Union Pacific mainline upgrades that would benefit future industrial park tenants requiring rail access.

Council Discussion Council members engaged in questions following the presentation:

Council Member Galindo asked for clarification on the types of plastics targeted by the facility, noting that a prior meeting with Freepoint representatives left the impression that the facility would focus on industrial manufacturing waste rather than post-consumer materials. Mr. Story clarified that the facility sources both manufacturing scrap and post-consumer materials, including materials that exit the traditional recycling stream and would otherwise go to landfill, citing pharmacy pill bottles and grocery store plastic bags as examples.

Council Member Galindo asked about the disposal of contaminants removed during the sortation process. Mr. Story responded that unrecoverable materials are baled and sent to landfill, but noted that the Eloy facility is being designed to recover and

divert additional materials — including PET bottles, aluminum cans, cardboard, and ferrous metals — to appropriate recyclers, an improvement over the Ohio facility.

Council Member Galindo asked about the skill levels of the projected 100-plus jobs. Mr. Story responded that the workforce would be a mix, with roughly three-quarters of employees in semi-skilled to highly skilled roles — including plant operators, skilled mechanics, and equipment operators such as forklift and skid steer operators — and approximately 15% in lower-skilled quality control and hand-sorting positions, in addition to salaried management staff.

Council Member Galindo suggested the City explore a partnership with Central Arizona College (CAC) to develop workforce training and certifications aligned with the facility's needs. Mr. Story agreed and welcomed the City's assistance in identifying and developing skilled workers locally.

Council Member Galindo raised concerns about railroad crossing congestion, noting that existing rail operations in the industrial park have brought traffic to a standstill as far as Toltec Road, creating challenges for both residents and emergency crews. Mr. Story responded that Freepoint's rail design incorporates a three-track system specifically to allow Union Pacific to perform expedited drop-and-pick operations with pre-loaded tank cars, minimizing crossing delays. He added that UP is also making mainline upgrades to improve switching efficiency, and acknowledged that he and his team could discuss the rail design in greater detail if needed.

Council Member Snyder asked about the form in which raw materials arrive at the facility and whether loose trucks posed any concern. Mr. Story confirmed that the vast majority of inbound material arrives baled in enclosed 53-foot trailers, offloaded directly at warehouse dock doors with no open outdoor handling, and that all residue leaving the facility is similarly baled and transported in enclosed trailers.

Council Member Snyder asked about the anticipated daily truck volume. Mr. Story estimated approximately 30 inbound trucks per day, with outbound volume varying, all routing via I-10 access through the industrial park.

Council Member Snyder asked about kiln operating temperatures and what occurs during a shutdown. Mr. Story noted that internal reaction temperatures reach approximately 500–600 degrees Celsius and that the kilns are designed for continuous operation. He explained that a cold shutdown requires a multi-day process to ensure all plastic is fully pyrolyzed before the kilns cool, as hardened plastic remaining in the equipment creates significant operational challenges.

Public Appearances

Three members of the public, who agreed to share a combined 10-minute allotment, addressed the Council with concerns about the proposed facility:

- Ralph Atchue (local resident) expressed concern about truck traffic near a residential subdivision and characterized the facility as a chemical plant rather than a recycling operation, urging the Council to err on the side of caution in protecting community health and safety. He also requested a copy of

Freepoint's full presentation.

- Kevin Greene (Stop Waste Tucson, Tucson, AZ) raised concerns based on Freepoint's compliance record at its Hebron, Ohio facility, citing at least three Notices of Violation issued by the Ohio EPA, including repeated bypassing of vapor combustors on 79 separate occasions between February and June 2025. He also cited broader industry challenges, including technical failures, facility closures, and questions about whether pyrolysis oil is being used for new plastic production versus fuel blending. He requested that the Council conduct a thorough, independent review with meaningful input from community and environmental experts, and offered to distribute an informational packet that includes copies of the Ohio NOV's.
- Rita O'Connell (National Organizer, Beyond Plastics, New Mexico) noted that of 11 recently operational chemical recycling facilities nationwide, only 9 remain in operation, with many running below capacity and facing ongoing compliance issues. She raised concerns about the integrity of ISCC certification, citing ongoing fraud investigations in the European Union and the United Kingdom. She also highlighted that mass balance accounting practices allow facilities to label plastic products as recycled even when recycled content is a small fraction of the total feedstock. She further noted that Eloy already ranks in the 94th percentile nationally on the Environmental Justice Index for ozone, and expressed concern that the facility's permitted allowance of up to 100 tons of volatile organic compounds annually could exacerbate existing community health disparities, particularly for children.

VI. Adjournment

Mayor Sutton thanked all presenters and members of the public, acknowledging that the discussion provided the Council with significant material to consider and research. The work session was adjourned at 5:53 p.m., with the regular City Council meeting to follow after a brief recess.

BY:

ATTEST:

Andrew Sutton, Mayor

Celine Kidwell, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney

CITY OF ELOY

REQUEST FOR COUNCIL ACTION

Agenda Item: **VII.B.**

Date: **3/9/2026**

Date submitted:
02/17/2026

Action: Resolution

Subject: Adoption of Resolution No. 26-1649, authorizing street name changes to twenty street segments in various Toltec subdivisions.

Date requested:
3/9/2026

TO: Mayor and City Council

FROM: Kory Fewell, GIS Coordinator

RECOMMENDATION:

Staff recommends approval of the proposed street renaming actions in order to eliminate duplicate and noncompliant street names and to bring the City's addressing system into conformance with current City of Eloy and E-911 addressing standards.

DISCUSSION:

City staff have conducted a comprehensive review of the City's existing and proposed street names and addresses. This review identified duplicate and confusingly similar street names, instances of address duplication, and street names that do not comply with City of Eloy and E-911 addressing standards and policies.

Much of the Toltec area was originally platted in the 1960s and 1970s. In subsequent years, some of these originally platted street names were reused in later developments, including Robson Ranch. While this practice was permitted at the time, it has resulted in addressing inconsistencies that no longer align with current City of Eloy and E-911 standards.

To address these issues, staff has identified twenty street segments—primarily located in undeveloped portions of Toltec—that should be renamed prior to the issuance of any future development permits. Streets recommended for renaming were selected based on the number of lots affected, with particular consideration given to whether the lots are currently developed.

The proposed changes will affect a total of 569 addressed lots and will require readdressing. However, only one of the affected lots is currently developed, which minimizes impacts to existing residents and emergency services.

FISCAL IMPACT:

Approximately \$500 (Postage for 261 letters, and replace 5 street name signs).

Approved as to Form:

A handwritten signature in blue ink, appearing to read "Stephen R. Cooper". The signature is fluid and cursive, with the first name "Stephen" and last name "Cooper" being the most legible parts. There is a horizontal line drawn across the signature.

Stephen R. Cooper, City Attorney

RESOLUTION NO. 26-1649

A RESOLUTION OF THE COUNCIL OF THE CITY OF ELOY
AUTHORIZING THE CHANGE OF NAMES OF VARIOUS
STREETS WITHIN THE CORPORATE LIMITS; AND
DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ELOY AS FOLLOWS:

Section 1. AUTHORIZATION FOR CHANGE OF NAMES

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Pioneer Street** in Townsite of Toltec Subdivision from W Coolidge Ave to W Hunt Ave is hereby changed to and shall be known as **N Chesley Street**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Palo Verde Drive** in Toltec Unit 6 Subdivision from N Grand Ave to N Mesa St is hereby changed to and shall be known as **W Ironwood Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Indian Trail Road** in Toltec Unit 5, 24, 25 & 26 Subdivisions from W Houser Rd to I-10 is hereby changed to and shall be known as **N Overfield Road**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Country Club Road** in Toltec Unit 4, 10, 11, 13 & 27 Subdivisions from W Beverly Dr to N Hughes Dr is hereby changed to and shall be known as **N Toltec Buttes Road**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Spring Circle** in Toltec Unit 33 Subdivision from N Sierra Vista Rd to W Shedd Rd is hereby changed to and shall be known as **N Henderson Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Palomino Drive** in Toltec Unit 25 & 26 Subdivisions from W Charleston Rd to W Coolidge Ave is hereby changed to and shall be known as **N Pomona Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Spring Circle** in Toltec Unit 25 Subdivision from N Sierra Vista Rd to N Overfield Rd is hereby changed to and shall be known as **W Spring Street**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Spring Circle** in Toltec Unit 24 Subdivision from N Overfield Rd to W Shedd Rd is hereby changed to and shall be known as **N Duncan Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Pinalero Drive** in Toltec Unit 21 Subdivision from W Buckskin Dr to W Acoma St is hereby changed to and shall be known as **N Miami Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Yuma Drive** in Toltec Unit 21 Subdivision from N Estrella Rd to N Maya Rd is hereby changed to and shall be known as **W Palomino Avenue**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Cibola Circle** in Toltec Unit 17 Subdivision from N Valley Rd to N Estrella Rd is hereby changed to and shall be known as **W Impala Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Chrum Drive** in Toltec Unit 16 Subdivision from N Zapotec Ave to N Zapotec Ave is hereby changed to and shall be known as **N Rincon Circle**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Aztec Street** in Toltec Unit 1, 2, 15, 16, 17, 18 & 23 Subdivisions from N Arlington Rd to N Zapotec Ave is hereby changed to and shall be known as **W Hayden Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **S Bush Lane** in Toltec Palms Estates Unit 1 Subdivision from W Laprade Rd to W Alsdorf Rd is hereby changed to and shall be known as **S Valley Road**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **S Toltec Palms Loop** in Toltec Palms Estates Unit 1 Subdivision from W Laprade Rd to W Toltec Palms Ln is hereby changed to and shall be known as **S Marilee Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Toltec Palms Loop** in Toltec Palms Estates Unit 1 Subdivision from S Burmeister Ln to S Marilee Dr is hereby changed to and shall be known as **W Toltec Palms Lane**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Coahuila Street** in Toltec Equestrian Estates, Toltec Unit 20 & 21 Subdivisions from N Toltec Rd to N Maya Rd is hereby changed to and shall be known as **W Buckskin Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Mustang Drive** in Toltec Equestrian Estates Subdivision from W Palomino Ave to W Adobe Dr is hereby changed to and shall be known as **N Golden Street**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Apaloosa Avenue** in Toltec Equestrian Estates Subdivision from N Toltec Rd to N Valley Rd is hereby changed to and shall be known as **W Adobe Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **N Gadsden Place** in Toltec Unit 10 Subdivision from W Yolo Dr to W Houser Rd is hereby changed to and shall be known as **N Gadsden Drive**.

It is hereby authorized by the Council of the City of Eloy that the street previously known as **W Aztec Road** in Midway City Subdivision) from W Outer Dr to N Pearce St is hereby changed to and shall be known as **W Midway Drive**.

Section 2. EMERGENCY CLAUSE

WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Eloy, Arizona, an emergency is declared to exist, and this resolution shall be effective immediately upon its passage and adoption.

PASSED AND ADOPTED by the Council of the City of Eloy, Arizona this 9th day of March, 2026.

APPROVED this 9th day of March 2026 by the affirmative vote of three-fourths of the members of the Council of the City of Eloy, Arizona.

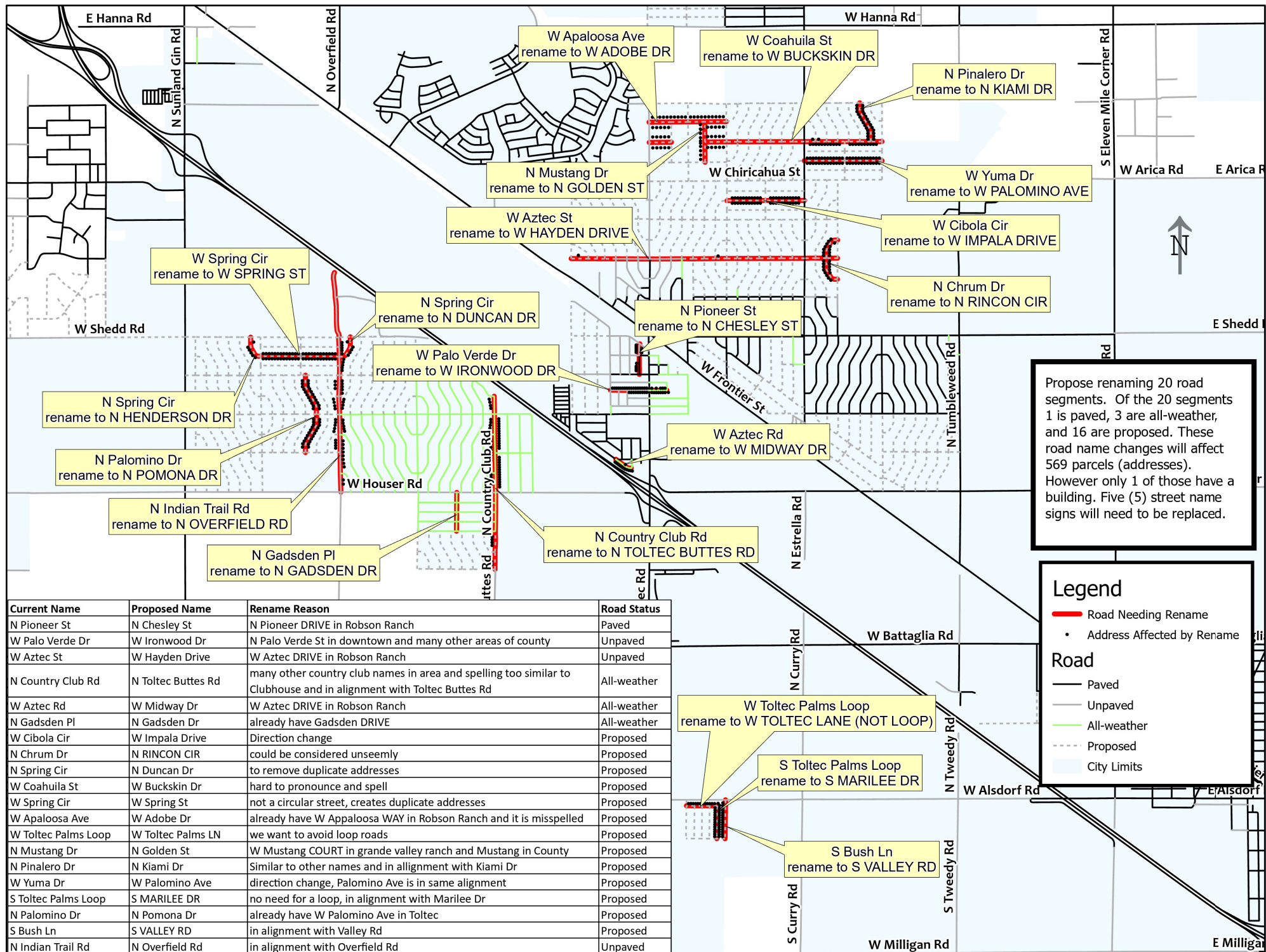
MAYOR OF THE CITY OF ELOY

ATTEST:

CITY CLERK OF THE CITY OF ELOY

APPROVED AS TO FORM:

CITY ATTORNEY OF THE CITY OF ELOY



CITY OF ELOY

REQUEST FOR COUNCIL ACTION

Agenda Item: **VII.C.**

Date: **3/9/2026**

Date submitted:
02/25/2026

Action: Formal

Subject: Consideration and Ratification of Exhibit A to the First Amendment of the Intergovernmental Agreement (IGA) between Pinal County and the City of Eloy for the Purpose of Continued Participation in the Regional SWAT Team, and Authorize the Mayor and/or Designees to sign Exhibit A to Execute the Amendment.

Date requested:
3/9/2026

TO: Mayor and City Council

FROM: Brian Jerome, Captain

RECOMMENDATION:

Council consider and ratify Exhibit A to the First Amendment of the Intergovernmental Agreement (IGA) between Pinal County and the City of Eloy, on behalf of the Eloy Police Department, for continued participation in the Pinal County Regional Special Weapons and Tactics (SWAT) Team, and Authorize the Mayor and/or Designees to sign Exhibit A to execute the Amendment.

DISCUSSION:

On March 21, 2025, the City Council approved an Intergovernmental Agreement (IGA) between the City of Eloy and Pinal County for continued participation in the Pinal County Regional SWAT Team.

Pinal County has since provided Exhibit A to the First Amendment of the IGA for ratification by participating agencies. The amendment does not alter the structure, governance, supervision, liability allocation, insurance requirements, or operational framework of the existing agreement.

The primary substantive modification is the addition of a defined annual contribution amount per assigned SWAT team member, beginning in Fiscal Year 2026-2027. The contribution schedule is as follows:

- FY 2026-2027: \$3,500 per assigned SWAT team member
- FY 2027-2028: \$3,500 per assigned SWAT team member
- FY 2028-2029: \$3,500 per assigned SWAT team member
- FY 2029-2030: To be determined

- FY 2030-2031: To be determined

Currently, the Eloy Police Department does not have a SWAT operator assigned to the regional team. As such, there is no immediate fiscal impact associated with this amendment. Should the Department assign a SWAT team member in the future, the applicable annual contribution would be incorporated into the Police Department's operating budget.

Participation in the regional SWAT model continues to provide Eloy with access to specialized tactical resources, equipment, and trained personnel for high-risk incidents, without the substantial cost of maintaining an independent SWAT unit.

FISCAL IMPACT:

There is no immediate fiscal impact as the Eloy Police Department currently has no personnel assigned to the SWAT team. If a SWAT operator is assigned in the future, the City would be responsible for the annual per-member contribution as outlined above, in addition to salary and associated personnel costs already contemplated in the original IGA.

Approved as to Form:



Stephen R. Cooper, City Attorney

**INTERGOVERNMENTAL AGREEMENT FOR MULTI-AGENCY
SPECIAL WEAPONS AND TACTICS (SWAT) TEAM**

This Intergovernmental Agreement (**IGA**) is made and entered into this 30th day of April, 2025 by and between Pinal County, a political subdivision of the State of Arizona (**COUNTY**), on behalf of the Pinal County Sheriff's Office (**PCSO**) and the City of Eloy, a municipal corporation of the State of Arizona, for participation in the Pinal County Regional SWAT Team. County and City may also be referred to herein after as "Party" individually and "Parties" collectively.

RECITALS

WHEREAS, A.R.S. §§ 11-951, *et seq.* authorizes public agencies to enter into intergovernmental agreements for the provisions of services or for cooperative action; and

WHEREAS, the Parties desire to establish a multi-agency special weapons and tactics team to provide an appropriate law enforcement response by a team of officers having specialized operational tactics training, skill, abilities and resources required in extraordinary situations, as determined by the Sheriff and/or Chief of Police of the Department.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and provisions contained in this IGA and other good and valuable consideration, the adequacy of which is hereby acknowledged, the Parties agree as follows:

I. Definitions.

1. Department means a police department in a city or town incorporated in Pinal County or a Native American community or reservation in Pinal County, Arizona.
2. Officer means a Deputy Sheriff or Police Officer certified by the Arizona Peace Officers Standards and Training Board (POST).
3. SWAT Team means the Pinal County multi-agency special weapons and tactics team.
4. Commander means the person designated by the Sheriff to command the SWAT Team during SWAT Team training or SWAT Team operations.
5. Medic means a paramedic holding a current State paramedic certification in Arizona.
6. Users Group means the group that includes the Pinal County Sheriff and the chief of police of each department then participating in this IGA, or that department head's designee.

II. Purpose. The purpose of this IGA is to provide an appropriate law enforcement response by a team of officers having specialized operational tactics training, skills, abilities and resources required in extraordinary situations (SWAT Team), as determined by the Sheriff and/or Chief of Police of the Department.

III. Duration and Termination. This IGA shall be in duration for a period of five years from the date of signature by the Parties. Unless terminated prior, this IGA shall be automatically renewed for one additional five-year period unless otherwise terminated in writing. Either Party to the agreement may terminate its participation in the agreement by giving the other Party 30-days' written notice of its intent to terminate participation. However, periodic or temporary withdrawal of an Officer, Paramedic or employee from participation shall not constitute termination.

IV. Control and Supervision. The Users Group shall meet as needed to review training, equipment, operational, financial, supervision and other matters affecting the control and supervision of the SWAT Team and may recommend agreed upon changes to any training, equipment, operational, financial or supervisory aspects of the SWAT Team's function or operations.

By written appointment, the Sheriff, or the Sheriff's designee, shall appoint the SWAT Commander from among Arizona POST Certified PCSO employees. Upon advice of the SWAT Commander, the Sheriff may in his sole discretion decline, refuse or revoke the participation of an individual officer's membership in the SWAT Team.

The SWAT commander shall direct and supervise all team member selection, training and operational activities during actual SWAT team activities or operations as provided in the PCSO SWAT Standard Operating Manual.

V. **Finances.** Each Party agrees to pay the salary, employee related expenses, overtime, equipment, transportation and other expenses required for its employee's participation on the SWAT Team. Grant funding and Anti-Racketeering (RICO) funds, when available, may be used to finance the SWAT Team training and operational activities and/or specialized equipment acquisition, as permitted by the terms of the grant or RICO distribution to the SWAT Team.

VI. **Equipment.** Each Party will assure that its participating SWAT Team Officers, Paramedics, or employees, are supplied with or issued the equipment specified in the PCSO SWAT Standard Operating Manual.

The Parties agree to avoid using the other Party's materials and/or equipment for purposes not directly associated with the purpose and intent of this IGA without the prior express written consent from the Party to whom the equipment and/or materials belong. However, this provision shall not be construed to prohibit any use of materials or equipment of another Party that is merely nominal and incidental, or on an emergency basis.

VII. **Investigations.** If any investigation is necessary, communication and cooperation among PCSO and all involved participating agencies is paramount, and the decision-making process should promote the best interests of all departments involved. PCSO, through the SWAT Commander, will work closely with each agency that has involved SWAT personnel in the handling of any incident requiring investigation. If a criminal investigation or administrative investigation involving the actions of a Pinal Regional SWAT team member is appropriate and necessary, the Pinal County Sheriff, in consultation with the Users Group, will take charge of any criminal investigation. The Sheriff shall determine which department, including the officer's employing department, shall be responsible for the administrative investigation. The Pinal County Sheriff, in consultation with the Users Group, may refer either type investigation to an outside agency or department if the matter involves personnel from more than one department, certain expertise is needed, or the scope exceeds the capability of the participating departments.

VIII. **Responsibility for Damages.** Each Party shall be responsible and liable for any liabilities caused by the acts or omissions of such Party's officers, paramedics or other employees during that Party's participation in the SWAT Team and/or during the course of rendering mutual SWAT Team law enforcement assistance, medical assistance, and otherwise, as provided by law.

IX. **Insurance.** Each Party shall obtain and maintain at its own expense, during the entire term of such Party's participation in this IGA, the following type(s) and amounts of insurance:

- A. Commercial General Liability in the amount of at least \$2,000,000 Combined Single Limit, per occurrence.
- B. Comprehensive Automobile liability coverage for owned, non-owned and hired vehicles used in the performance of this IGA with limits in the amount of at least \$2,000,000.00 combined single limit per occurrence.
- C. Worker's Compensation coverage, including employees' liability coverage, as required by law.

X. Indemnification and Joint Defense.

A. To the maximum extent permitted by law, each Party (as "**Indemnitor**") agrees to indemnify, defend and hold harmless the other Party, its officers, officials, agents, employees, or volunteers from and against any and all claims, losses, liability, costs or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as "**Claims**") arising out of actions taken in performance of this IGA to the extent that such Claims are caused by the acts, omissions, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers. If a Claim or Claims by third parties becomes subject to this Section, the governmental parties to this IGA that are the subject of the Claim or Claims shall expeditiously meet to agree upon a common and mutual defense pursuant to **Subsection (B)** below, including proportionate liability and proportionate payment of litigation fees, expenses and damages.

B. The Parties when involved in a Claim or Claims brought by a third-party have a common interest in a coordinated defense in any lawsuit. In the absence of a conflict, the Parties agree to have one lawyer jointly represent the defendants in the lawsuit. To the extent applicable, the Parties agree to abide by the Memorandum of Understanding Regarding Joint Defense ("**MOU**") between the Arizona Counties Insurance Pool ("**ACIP**")

and the Arizona Municipal Risk Retention Pool (“AMRRP”). If applicable, each Party acknowledges that it has received a copy of the MOU from either ACIP or AMRRP.

- C. The obligations under this Section shall survive the termination and/or expiration of this IGA.

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XI. General Terms

- A. NOTICES: Any notices to the other Party required under this Agreement shall be in writing and sent to the following personnel:

If to City: Chief of Police
Eloy Police Department, City of Eloy
630 N. Main Street
Eloy, Arizona 85131

If to County: Chief Deputy
Pinal County Sheriff's Office
P.O. Box 867
Florence, Arizona 85132

- B. RELATIONSHIP OF THE PARTIES: Each Party shall act in its individual capacity and not as an agent, employee, partner, joint venturer, associate, or any other representative capacity of the other party. Each Party shall be solely and entirely responsible for its acts or acts of its agents and employees during the performance of this Agreement. This Agreement shall not be construed to imply authority to perform any tasks, or accept any responsibility, not expressly set forth herein. This Agreement shall be strictly construed against the creation of a duty or responsibility unless the intention to do so is clearly and unambiguously set forth herein. Nothing contained in this Agreement confers any right to any person or entity not a party to this Agreement.
- C. WAIVER OF TERMS AND CONDITIONS: The failure of either Party to insist in any one or more instances on performance of any of the terms or conditions of this Agreement or to exercise any right or privilege contained herein shall not be considered as thereafter waiving such terms, conditions, rights or privileges, and they shall remain in full force and effect.
- D. GOVERNING LAW AND VENUE: The terms and conditions of this Agreement shall be governed by and interpreted in accordance with the laws of the State of Arizona. Any action at law or in equity brought by either Party for the purpose of enforcing a right or rights provided for in this IGA 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.
- E. NONASSIGNMENT: This Agreement has been entered into based upon the personal reputation, expertise and qualifications of the Parties. Neither Party shall assign its interest in this Agreement, in whole or in part, without the prior written consent of the other Party. Neither Party shall assign any monies due or to become due to it hereunder without the prior written consent of the other Party.
- F. SEVERABILITY: If any part, term or provision of this Agreement shall be held illegal, unenforceable or in conflict with any law, the validity of the remaining portions and provisions hereof shall not be affected.
- G. 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.
- H. OTHER DUTIES IMPOSED BY LAW: Nothing in this Agreement shall be construed as relieving the involved public agencies of any obligation or responsibility imposed on it by law.
- I. COMPLIANCE WITH CIVIL RIGHTS: The Parties agree to comply with A.R.S. Title 41, Chapter 9 (Civil Rights), [Arizona Executive Order 2009-09](#), [Arizona Executive Order 2023-01](#) and any other federal or state laws relating to equal opportunity and non-discrimination, including the Americans with Disabilities Act.
- J. E-VERIFY, RECORDS AND AUDITS: To the extent applicable under A.R.S. § 41-4401, the Parties and their

respective subcontractors warrant compliance with all federal immigration laws and regulations that relate to their employees and compliance with the E-verify requirements under A.R.S. § 23-214(A). The Parties' or a subcontractor's breach of the above-mentioned warranty shall be deemed a material breach of the Agreement and may result in the termination of the Agreement by either party under the terms of this Agreement. The Parties each retain the legal right to randomly inspect the papers and records of each other Party and each other Party's subcontractors who work under this Agreement to ensure that the other party and its subcontractors are complying with the above-mentioned warranty. The Parties warrant to keep their respective papers and records open for random inspection during normal business hours by each other Party. The Parties and their respective subcontractors shall cooperate with each other Party's random inspections including granting the inspecting Party entry rights onto their respective properties to perform the random inspections and waiving their respective rights to keep such papers and records confidential.

- K. ISRAEL BOYCOTT: To the extent required by law, the Parties hereby acknowledge and affirm that, pursuant to A.R.S. §§ 35-393 *et seq.*, each party is not currently engaged in, and for the duration of this agreement will not engage in, a boycott of Israel.
- L. INTERPARTY DISPUTE RESOLUTION: If a dispute between the Parties arises out of or relates to this Agreement, and if the dispute cannot be settled through negotiation within sixty (60) days, the Parties agree first to try in good faith to resolve the dispute by mediation before resorting to litigation. The Parties shall mutually agree upon a mediator. Each party agrees to bear its own costs of mediation, and to split the mediator fee. If mediation fails, any claim or action arising out of this Agreement shall be brought in the Pinal County Superior Court in Florence, Arizona.
- M. WORKER'S COMPENSATION: Each Party shall comply with the notice of A.R.S. § 23-1022(E). For purposes of A.R.S. § 23-1022, each Party shall be considered the primary employer of all personnel currently or hereafter employed by that Party, irrespective of the operations of protocol in place, and said Party shall have the sole responsibility for the payment of Worker's Compensation benefits or other fringe benefits of said employees.
- N. COMPLIANCE WITH LAWS AND POLICIES: The Parties shall comply with all federal, state and local laws, rules, regulations, standards and Executive Orders, without limitation to those designated within this Agreement. The laws and regulations of the State of Arizona shall govern the rights of the Parties, the performance of this Agreement and any disputes hereunder. Furthermore, the Parties agree to abide by each Party's policies to the extent appropriate and required or permitted by law.
- O. NO JOINT VENTURE: It is not intended by this Agreement to, and nothing contained in this Agreement shall, be construed to, create any partnership, joint venture or employment relationship between the Parties or create any employer-employee relationship between the Parties' employees. Neither Party shall be liable for any debts, accounts, obligations or other liabilities whatsoever of the other Party, including, but without limitation, the other Party's obligation to withhold Social Security and income taxes for itself or any of its employees.
- P. NO THIRD PARTY BENEFICIARIES: Nothing in this Agreement is intended to create duties or obligations to or rights in third parties not Parties to this Agreement or affect the legal liability of either Party to the Agreement by imposing any standard of care with respect to the maintenance of public facilities different from the standard of care imposed by law.
- Q. HEADINGS: The section headings throughout this Agreement shall not be used in the construction or interpretation hereof as they have no substantive effect and are for convenience only.
- R. MODIFICATION: This Agreement shall not be modified or extended except by a mutually signed written agreement.
- S. ENTIRE AGREEMENT: This Agreement, including by this reference the PCSO SWAT Standard Operating Manual constitutes the entire agreement between PCSO and each Department, and may not be modified except by written addendum.

(signatures on following page)

IN WITNESS WHEREOF, the parties have executed this IGA by signing their names on the day and date first written above.

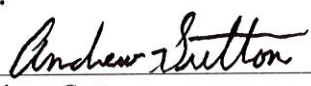
For Pinal County:

By: 
Chair, Pinal County Board of

Supervisors

04/30/2025
Date

For City:

By: 
Andrew Sutton
Mayor, City of Eloy

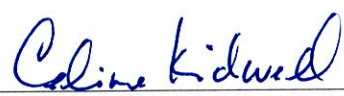
3/21/25
Date

Attest:


Clerk of the Board

04/30/2025
Date

Attest:


Celine Kidwell
City Clerk, City of Eloy

03. 21st 2025
Date

Approve:

By: 
Pinal County Sheriff

Approve:

By: 
Sergio Banales
Chief of Police, City of Eloy

Approve pursuant to A.R.S. § 11-952(D):


Deputy County Attorney

Approve pursuant to A.R.S. § 11-952(D):

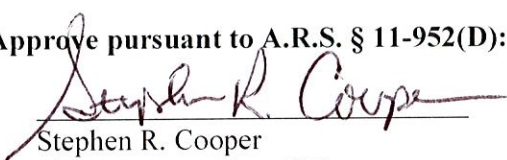

Stephen R. Cooper
City Attorney, City of Eloy

EXHIBIT A
TO THE FIRST AMENDMENT OF THE
INTERGOVERNMENTAL AGREEMENT FOR MULTI-AGENCY
SPECIAL WEAPONS AND TACTICS (SWAT) TEAM

This Intergovernmental Agreement (IGA) is made and entered into this 7th day of January, 2026 by and between Pinal County, a political subdivision of the State of Arizona (COUNTY), on behalf of the Pinal County Sheriff's Office (PCSO) and El Oj Police Department (MUNICIPALITY), a municipal corporation of the State of Arizona, for participation in the Pinal County Regional SWAT Team. County and Municipality may also be referred to herein after as "Party" individually and "Parties" collectively.

RECITALS

WHEREAS, A.R.S. §§ 11-951, *et seq.* authorizes public agencies to enter into intergovernmental agreements for the provisions of services or for cooperative action; and

WHEREAS, the Parties desire to establish a multi-agency special weapons and tactics team to provide an appropriate law enforcement response by a team of officers having specialized operational tactics training, skill, abilities and resources required in extraordinary situations, as determined by the Sheriff and/or Chief of Police of the Department.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and provisions contained in this IGA and other good and valuable consideration, the adequacy of which is hereby acknowledged, the Parties agree as follows:

I. Definitions.

1. Department means a police department in a municipality (city or town) incorporated in Pinal County or a Native American community or reservation in Pinal County, Arizona.
2. Officer means a Deputy Sheriff or Police Officer certified by the Arizona Peace Officers Standards and Training Board (POST).
3. SWAT Team means the Pinal County multi-agency special weapons and tactics team.
4. Commander means the person designated by the Sheriff to command the SWAT Team during SWAT Team training or SWAT Team operations.
5. Medic means a paramedic holding a current State paramedic certification in Arizona.
6. Users Group means the group that includes the Pinal County Sheriff and the chief of police of each department then participating in this IGA, or that department head's designee.

II. Purpose. The purpose of this IGA is to provide an appropriate law enforcement response by a team of officers having specialized operational tactics training, skills, abilities and resources required in extraordinary situations (SWAT Team), as determined by the Sheriff and/or Chief of Police of the Department.

III. Duration and Termination. This IGA shall be in duration for a period of five years from the date of signature by the Parties. Unless terminated prior, this IGA shall be automatically renewed for one additional five-year period unless otherwise terminated in writing. Either Party to the agreement may terminate its participation in the agreement by giving the other Party 30-days' written notice of its intent to terminate participation. However, periodic or temporary withdrawal of an Officer, Paramedic or employee from participation shall not constitute termination.

IV. Control and Supervision. The Users Group shall meet as needed to review training, equipment, operational, financial, supervision and other matters affecting the control and supervision of the SWAT Team and may recommend agreed upon changes to any training, equipment, operational, financial or supervisory aspects of the SWAT Team's function or operations.

discretion decline, refuse or revoke the participation of an individual officer's membership in the SWAT Team. The SWAT commander shall direct and supervise all team member selection, training and operational activities during actual SWAT team activities or operations as provided in the PCSO SWAT Standard Operating Manual.

V. Finances.

- A. Each Party shall bear the costs of its employees incurred in the implementation of this IGA, including wages (including overtime), health insurance, benefits and workers' compensation. Each Party agrees to pay the salary, employee related expenses, overtime, equipment, transportation and other expenses required for its employee's participation on the SWAT Team. Grant funding and Anti-Racketeering (RICO) funds, when available, may be used to finance the SWAT Team training and operational activities and/or specialized equipment acquisition, as permitted by the terms of the grant or RICO distribution to the SWAT Team.
- B. As a participating agency, each Party agrees to fund each of their participating members in the following manner:

Contract/IGA Year	Contribution per SWAT Team Member
Fiscal Year 2026-27	\$3,500.00
Fiscal Year 2027-28	\$3,500.00
Fiscal Year 2028-29	\$3,500.00
Fiscal Year 2029-30	To Be Determined
Fiscal Year 2030-31	To Be Determined

These costs are subject to change upon mutual written agreement by the Parties.

- C. Each Party will be responsible to acquire a SWAT Operator Kit for each of the Party's participating employees and for all costs thereof. Upon request, the Party will be provided a copy of the list of items comprising the Kit and the respective costs thereof, provided however that the Party shall not disclose this list without the prior written approval of the SWAT Commander.
- D. Grant funds obtained for the Pinal Regional SWAT Team shall be used for the benefit of all participating agencies. In the event a Party withdraws from the Pinal Regional SWAT team pursuant to Section III of this IGA, the withdrawing Party shall not be entitled to any share of grant funds existing at the date of withdrawal, and all such funds shall continue to be used for the benefit of the remaining participating agencies.
- E. In the event any participating agency intends to apply for grant monies to fund that agency's participating employee(s) or any other costs associated with its participation on the Pinal Regional SWAT team (whether partial or full funding), the participating agency shall notify the SWAT Commander at least thirty (30) calendar days before submitting the grant application.

VI. Equipment. Each Party will assure that its participating SWAT Team Officers, Paramedics, or employees, are supplied with or issued the equipment specified in the PCSO SWAT Standard Operating Manual.

The Parties agree to avoid using the other Party's materials and/or equipment for purposes not directly associated with the purpose and intent of this IGA without the prior express written consent from the Party to whom the equipment and/or materials belong. However, this provision shall not be construed to prohibit any use of materials or equipment of another Party that is merely nominal and incidental, or on an emergency basis.

VII. Investigations. If any investigation is necessary, communication and cooperation among PCSO and all involved participating agencies is paramount, and the decision-making process should promote the best interests of all departments involved. PCSO, through the SWAT Commander, will work closely with each agency that has involved SWAT personnel in the handling of any incident requiring investigation. If a criminal investigation or administrative investigation involving the actions of a Pinal Regional SWAT team member is appropriate and necessary, the Pinal County Sheriff, in consultation with the Users Group, will take charge of any criminal investigation. The Sheriff shall determine which department, including the officer's employing department, shall be responsible for the administrative investigation. The Pinal County Sheriff, in consultation with the Users

Group, may refer either type investigation to an outside agency or department if the matter involves personnel from more than one department, certain expertise is needed, or the scope exceeds the capability of the participating departments. The parties agree to comply with A.R.S. § 41-1762, as applicable.

VIII. Responsibility for Damages. Each Party shall be responsible and liable for any liabilities caused by the acts or omissions of such Party's officers, paramedics or other employees during that Party's participation in the SWAT Team and/or during the course of rendering mutual SWAT Team law enforcement assistance, medical assistance, and otherwise, as provided by law.

IX. Insurance. Each Party shall obtain and maintain at its own expense, during the entire term of such Party's participation in this IGA, the following type(s) and amounts of insurance:

- A. Commercial General Liability in the amount of at least \$2,000,000 Combined Single Limit, per occurrence.
- B. Comprehensive Automobile liability coverage for owned, non-owned and hired vehicles used in the performance of this IGA with limits in the amount of at least \$2,000,000.00 combined single limit per occurrence.
- C. Worker's Compensation coverage, including employees' liability coverage, as required by law.

X. Indemnification and Joint Defense.

- A. To the maximum extent permitted by law, each Party (as "**Indemnitor**") agrees to indemnify, defend and hold harmless the other Party, its officers, officials, agents, employees, or volunteers from and against any and all claims, losses, liability, costs or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as "**Claims**") arising out of actions taken in performance of this IGA to the extent that such Claims are caused by the acts, omissions, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers. If a Claim or Claims by third parties becomes subject to this Section, the governmental parties to this IGA that are the subject of the Claim or Claims shall expeditiously meet to agree upon a common and mutual defense pursuant to **Subsection (B)** below, including proportionate liability and proportionate payment of litigation fees, expenses and damages.
- B. The Parties when involved in a Claim or Claims brought by a third-party have a common interest in a coordinated defense in any lawsuit. In the absence of a conflict, the Parties agree to have one lawyer jointly represent the defendants in the lawsuit. To the extent applicable, the Parties agree to abide by the Memorandum of Understanding Regarding Joint Defense ("**MOU**") between the Arizona Counties Insurance Pool ("**ACIP**") and the Arizona Municipal Risk Retention Pool ("**AMRRP**"). If applicable, each Party acknowledges that it has received a copy of the MOU from either ACIP or AMRRP.
- C. The obligations under this Section shall survive the termination and/or expiration of this IGA.

XI. General Terms

- A. **NOTICES:** Any notices to the other Party required under this Agreement shall be in writing and sent to the following personnel:

If to Municipality:

Chief of Police

EL0Y Police Department

630 N. Main St

Mail Address

EL0Y, AZ 85131

City, State ZIP

If to County:

Chief Deputy

Pinel County Sheriff's Office

P.O. Box 867

Florence, Arizona 85132

- B. **RELATIONSHIP OF THE PARTIES:** Each Party shall act in its individual capacity and not as an agent, employee, partner, joint venturer, associate, or any other representative capacity of the other party. Each Party

shall be solely and entirely responsible for its acts or acts of its agents and employees during the performance of this Agreement. This Agreement shall not be construed to imply authority to perform any tasks, or accept any responsibility, not expressly set forth herein. This Agreement shall be strictly construed against the creation of a duty or responsibility unless the intention to do so is clearly and unambiguously set forth herein. Nothing contained in this Agreement confers any right to any person or entity not a party to this Agreement.

- C. WAIVER OF TERMS AND CONDITIONS: The failure of either Party to insist in any one or more instances on performance of any of the terms or conditions of this Agreement or to exercise any right or privilege contained herein shall not be considered as thereafter waiving such terms, conditions, rights or privileges, and they shall remain in full force and effect.
- D. GOVERNING LAW AND VENUE: The terms and conditions of this Agreement shall be governed by and interpreted in accordance with the laws of the State of Arizona. Any action at law or in equity brought by either Party for the purpose of enforcing a right or rights provided for in this IGA 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.
- E. NONASSIGNMENT: This Agreement has been entered into based upon the personal reputation, expertise and qualifications of the Parties. Neither Party shall assign its interest in this Agreement, in whole or in part, without the prior written consent of the other Party. Neither Party shall assign any monies due or to become due to it hereunder without the prior written consent of the other Party.
- F. SEVERABILITY: If any part, term or provision of this Agreement shall be held illegal, unenforceable or in conflict with any law, the validity of the remaining portions and provisions hereof shall not be affected.
- G. 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.
- H. OTHER DUTIES IMPOSED BY LAW: Nothing in this Agreement shall be construed as relieving the involved public agencies of any obligation or responsibility imposed on it by law.
- I. COMPLIANCE WITH CIVIL RIGHTS: The Parties agree to comply with A.R.S. Title 41, Chapter 9 (Civil Rights), [Arizona Executive Order 2009-09](#), [Arizona Executive Order 2023-01](#) and any other federal or state laws relating to equal opportunity and non-discrimination, including the Americans with Disabilities Act.
- J. E-VERIFY, RECORDS AND AUDITS: To the extent applicable under A.R.S. § 41-4401, the Parties and their respective subcontractors warrant compliance with all federal immigration laws and regulations that relate to their employees and compliance with the E-verify requirements under A.R.S. § 23-214(A). The Parties' or a subcontractor's breach of the above-mentioned warranty shall be deemed a material breach of the Agreement and may result in the termination of the Agreement by either party under the terms of this Agreement. The Parties each retain the legal right to randomly inspect the papers and records of each other Party and each other Party's subcontractors who work under this Agreement to ensure that the other party and its subcontractors are complying with the above-mentioned warranty. The Parties warrant to keep their respective papers and records open for random inspection during normal business hours by each other Party. The Parties and their respective subcontractors shall cooperate with each other Party's random inspections including granting the inspecting Party entry rights onto their respective properties to perform the random inspections and waiving their respective rights to keep such papers and records confidential.
- K. ISRAEL BOYCOTTS: To the extent required by law, the Parties hereby acknowledge and affirm that, pursuant to A.R.S. §§ 35-393 *et seq.*, each party is not currently engaged in, and for the duration of this agreement will not engage in, a boycott of Israel.
- L. INTERPARTY DISPUTE RESOLUTION: If a dispute between the Parties arises out of or relates to this Agreement, and if the dispute cannot be settled through negotiation within sixty (60) days, the Parties agree first to try in good faith to resolve the dispute by mediation before resorting to litigation. The Parties shall mutually agree upon a mediator. Each party agrees to bear its own costs of mediation, and to split the mediator fee. If mediation fails, any claim or action arising out of this Agreement shall be brought in the Pinal County Superior Court in Florence, Arizona.
- M. WORKER'S COMPENSATION: Each Party shall comply with the notice of A.R.S. § 23-1022(E). For

purposes of A.R.S. § 23-1022, each Party shall be considered the primary employer of all personnel currently or hereafter employed by that Party, irrespective of the operations of protocol in place, and said Party shall have the sole responsibility for the payment of Worker's Compensation benefits or other fringe benefits of said employees.

- N. COMPLIANCE WITH LAWS AND POLICIES: The Parties shall comply with all federal, state and local laws, rules, regulations, standards and Executive Orders, without limitation to those designated within this Agreement. The laws and regulations of the State of Arizona shall govern the rights of the Parties, the performance of this Agreement and any disputes hereunder. Furthermore, the Parties agree to abide by each Party's policies to the extent appropriate and required or permitted by law.
- O. NO JOINT VENTURE: It is not intended by this Agreement to, and nothing contained in this Agreement shall, be construed to, create any partnership, joint venture or employment relationship between the Parties or create any employer-employee relationship between the Parties' employees. Neither Party shall be liable for any debts, accounts, obligations or other liabilities whatsoever of the other Party, including, but without limitation, the other Party's obligation to withhold Social Security and income taxes for itself or any of its employees.
- P. NO THIRD PARTY BENEFICIARIES: Nothing in this Agreement is intended to create duties or obligations to or rights in third parties not Parties to this Agreement or affect the legal liability of either Party to the Agreement by imposing any standard of care with respect to the maintenance of public facilities different from the standard of care imposed by law.
- Q. HEADINGS: The section headings throughout this Agreement shall not be used in the construction or interpretation hereof as they have no substantive effect and are for convenience only.
- R. MODIFICATION: This Agreement shall not be modified or extended except by a mutually signed written agreement.
- S. ENTIRE AGREEMENT: This Agreement, including by this reference the PCSO SWAT Standard Operating Manual constitutes the entire agreement between PCSO and each Department, and may not be modified except by written addendum.

(signatures on following page)

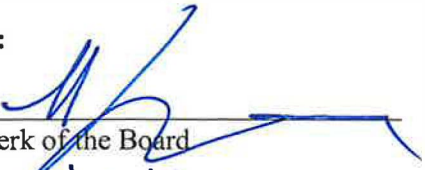
IN WITNESS WHEREOF, the parties have executed this IGA by signing their names on the day and date first written above.

For Pinal County:

By: 
Chair, Pinal County Board of Supervisors

01/07/2020
Date

Attest:


Clerk of the Board
01/07/2020
Date

Approve:

By: 
Pinal County Sheriff

Approve pursuant to A.R.S. § 11-952(D):


Deputy County Attorney

For Municipality:

By: _____

Andrew Sutton, Mayor

Title

March 9, 2026

Date

Attest:

City/Town Clerk

March 9, 2026

Date

Approve:

By: _____
Chief of Police

Approve pursuant to A.R.S. § 11-952(D):

City/Town Attorney

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.D.**

Date: **3/9/2026**

Date submitted:
02/27/2026

Action: Formal

Subject: Case No. PP2024-002:
Daybreak Industrial. A request by
Ryan Mortillaro, of Colliers
Engineering & Design, Inc., on behalf
of Far Marel, LLC, Viel Gluck, LLC,
Ben Fatto, LLC, Eloy 660, LLC, and
Daybreak 1320, LLC for an 8-lot
subdivision containing approximately
118.63 acres, with General Industrial
(I-2) zoning.

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

The staff recommends that the City Council find that the objectives and requirements of the Subdivision provisions of the Eloy Code have been met, and that the City Council approve Case No. PP2024-002: Daybreak Industrial, in accordance with the attached Conditions of Approval.

DISCUSSION:

Preliminary Plat Request (Case No. PP2025-001):

The applicant's request is for an 8-lot subdivision containing approximately 118.63 acres, with General Industrial (I-2) zoning.

General Plan:

The General Plan Future Land Use Map designation of the property is General Industrial. The General Industrial land use designation includes the most intense industrial employment uses and generally consists of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and has open storage areas.

Zoning:

The Zoning Map designation for the property is General Industrial (I-2). The General

Industrial (I-2) is intended to allow for heavy and concentrated fabrication, manufacturing, and processing uses where appropriately screened and landscaped.

Context:

The property is located at the southeast corner of East Date Street and the North La Palma road alignment (approximately 1.2 miles southeast of the southeast corner of North Sunshine Boulevard and East Date Street) and on the north side of Interstate-10 (I-10). The site southeast of the existing National Gypsum / Gold Bond factory, south of the Union Pacific Railroad, and west of the State Route (SR) 87 highway interchange. The General Plan land use map designations, zoning, and land uses of the property abutting and adjacent to the property are identified below.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	General Industrial	General Industrial (I-2)	Vacant Land
North	General Industrial	Pinal County General Industrial (CI-2)	Undeveloped land and Union Pacific Railroad
South	Medium Density Residential and Community Commercial on the south side of I-10.	General Commercial (C-2) and Single Family Residential (R1-6) on the south side of I-10.	I-10 and further south, undeveloped land
East	General Industrial	Pinal County General Residential (GR)	SR 87 and further east is the vacant ADOT borrow pit
West	General Industrial	Light Industrial (I-1)	Undeveloped land

Preliminary Plat Objectives and Requirements:

Staff confirms that the proposed preliminary plat application generally conforms to the provisions of Chapter 15, Subdivisions of the Eloy Code. In accordance with the General Industrial (I-2) property development standards, the property lots range from approximately 8.5 to 18.0 acres, with a minimum of approximately 10.8 acres openspace. In addition, the development will provide approximately 3.9 acres of open space. Water and wastewater will be accessed from the existing lines within East Date Street, and access to the lots will be from East Date Street and an internal loop road. Interim retention basins will be provided to mitigate stormwater impacts, and final basin designs will be constructed with the development of each lot. The common open space areas will be landscaped as the subdivision is developed, and will be required to be maintained by the owner's association. In addition, a perimeter wall will be

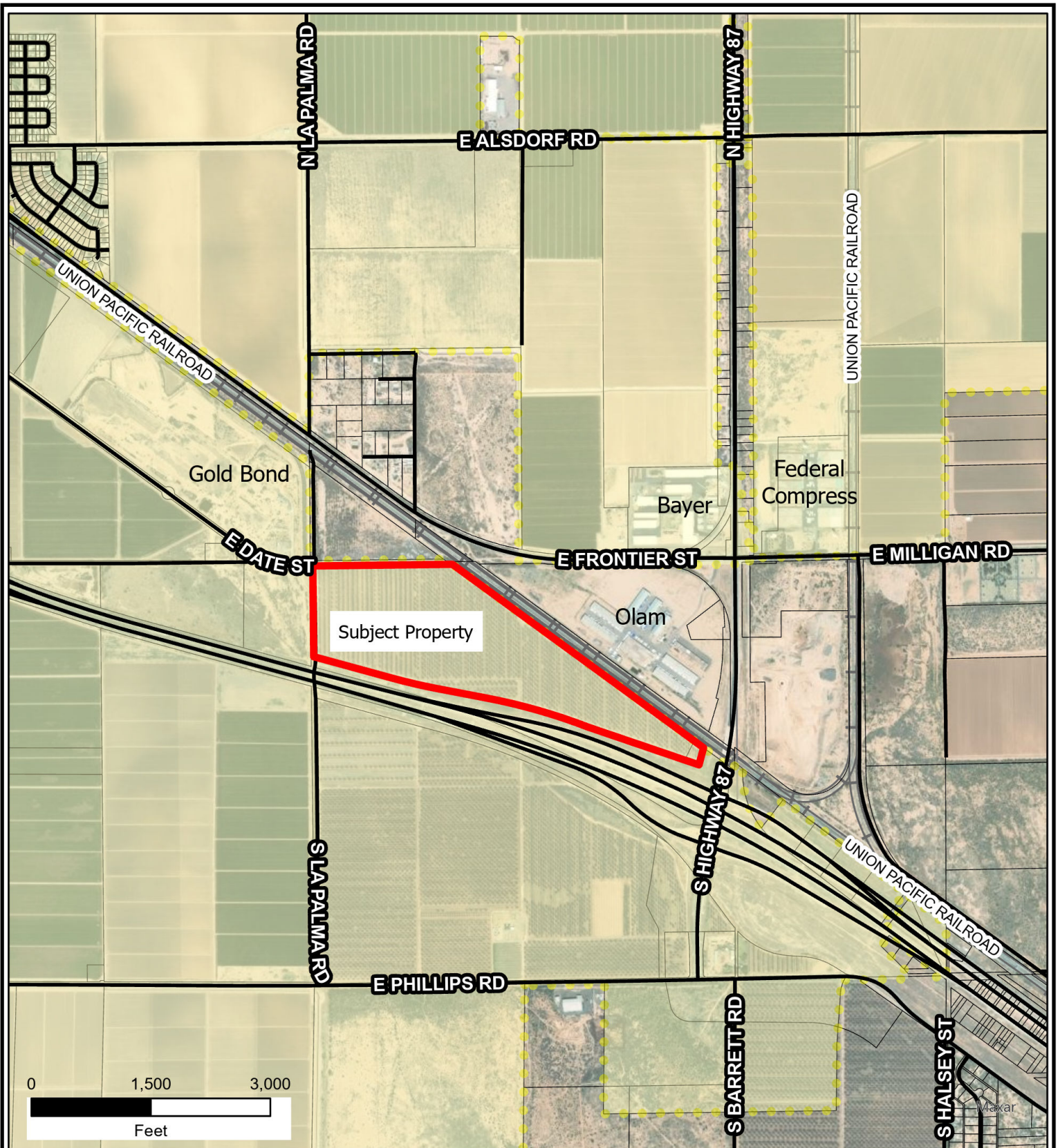
constructed as part of the subdivision development. The developer is required to provide infrastructure improvements with the development of the property as a subdivision.

Planning and Zoning Commission

On February 18, 2026, the Planning and Zoning Commission heard this applications and recommended its approval with a vote of 6-0.

FISCAL IMPACT:

Upon dedication and construction of the public streets, water lines, and wastewater lines, the City will assume maintenance and operation of the infrastructure improvements.



Preliminary Plat Exhibit - Case No: PPLAT2024-002
Daybreak Industrial



Legend

-  Subject Property
-  Eloy City Limits

DAYBREAK INDUSTRIAL

Southeast Corner of La Palma Road and Milligan Road

Eloy, Arizona

Case No. PPLAT2024-002

Preliminary Plat Pre-Application Narrative

May 8, 2025

2nd Submittal



LeSueur Investments



Development Team

Ownership Group:



Cardon Hiatt Investments
Cameron MacDonald
1223 South Clearview Ave., Suite #105
Mesa, AZ 85209



Cardon Bowden Investments
1223 South Clearview Ave., Suite #103
Mesa, AZ 85209



Leseur Investments
3850 East Baseline Rd., Suite #114
Mesa, AZ 85206

Planning & Engineering:



HILGARTWILSON, LLC
Ryan Mortillaro, PE
Joseph Vance
4742 N. 24th St, Suite #270
Phoenix, AZ 85106

TABLE OF CONTENTS

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Drainage Infrastructure	2
Landscaping	3
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TABLES

Table 1	Surrounding Land Uses
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FIGURES

Figure 1	Vicinity Map
Figure 2	Preliminary Plat

Introduction

HILGARTWILSON, on behalf of Cardon Hiatt Investments, Cardon Bowden Investments, and LeSueur Investments (the “Applicant”), is requesting approval of the Daybreak Industrial Preliminary Plat (“Property,” “Project,” “Site”), an approximate 119 gross-acre industrial park within Eloy, Arizona. The Project is generally located at the northwest corner of the Interstate-10 and State Highway 87 interchange within Section 16, Township 8 South, Range 8 East of the Gila and Salt River Meridian, Pinal County, Arizona. See **Figure 1, Vicinity Map**.

Current Site Conditions

The Property is currently agricultural land being utilized as a pecan farm. Several irrigation lines service the agricultural use of the Property and will be removed upon development. The western property boundary lies within FEMA Floodplain Zone AE, which is carrying stormwater flows across the property. The Union Pacific Railroad runs northwest/southeast directly adjacent to the eastern property boundary, and the Interstate-10 runs northwest/southeast directly adjacent to the southern project boundary. The Project is zoned I-2 General Industrial and has a General Plan land use designation of General Industrial and is deemed to be in conformance with the General Plan. The project and surrounding area’s current General Plan designations, zoning, and current land uses are outlined in **Table 1** below.

Table 1: Surrounding Land Uses

Location	General Plan Land Use Designation	Zoning	Current Use
Project Site	General Industrial	I-2 General Industrial	Agriculture
North	General Industrial	CI-2 Single Family Residence (Unincorporated Pinal County)	Southern Pacific Rail Road, Vacant State Land, Anderson Clayton Corporation
East	Light Industrial	GR General Rural (Unincorporated Pinal County)	Highway 87, Industrial
South	Medium Density Residential	R1-6 Single-Family Residential	Interstate 10, Agriculture
West	General Industrial	I-1 Light Industrial	Vacant land, Industrial Users: Gold Bond, BHI, Exceptional Healthcare, Pilot Travel Center

Development Plan

The Project proposes eight subdivided parcels ranging from 8 to 20 acres in size. Refer to **Figure 2, Preliminary Plat**. As parcels are sold and the Property is developed, each development will be required to be developed according to the I-2 General Industrial district development standards. Each development will be required to receive design review and permit approval according to City standards prior to construction.

Location and Accessibility

The Property is currently constrained by the location of the Interstate-10 directly south of the Project and the Union Pacific Railroad directly east of the Project. Date Street is an existing paved two-lane road with 80 feet of Right of Way ("ROW") that will eventually be developed as a collector street to serve the National Gypsum site northwest of the Property. Date Road currently terminates at the northwest corner of the Property but has 33 feet of existing ROW along the northern boundary. La Palma Road is an existing unpaved dirt road with 33 feet of ROW running north-south along the western project boundary.

The Project will dedicate the additional 47 feet of ROW required to construct Date Street along the northern project boundary to reflect the 80-foot collector street dedicated by National Gypsum. An 80-foot industrial collector street continuing from the Date Street alignment along the eastern project boundary parallel to the railroad will provide access to parcels within the project's southeast corner. Individual parcels will be accessed via a looped 80-foot industrial collector street. Emergency fire access will be provided as required by the City.

Water Infrastructure

The existing water infrastructure within the Project includes a 12-inch water main in Date Street that is in Pressure Zone 1. This water main ends at the Date Street and La Palma Road intersection. An existing 12-inch water main is also present along La Palma Road. This water main flows south and north. The proposed water system infrastructure for the Project will consist of looped 8-inch water mains within the driveways. The proposed 8-inch distribution system will connect to the existing offsite 12-inch water main at the Date Street and La Palma Road intersection and to the existing 12-inch water main along La Palma Road. Fire hydrants will be placed along the looped 8-inch main within the collector streets at 1,000-foot spacing between each hydrant per the International Fire Code and 300-foot spacing on each parcel per the City of Eloy city code. Building connections will be provided at appropriate locations to serve the fire flow sprinklers within each facility. It is anticipated that the Project will be constructed in phases. For each phase, sufficient infrastructure shall be built to ensure adequate looping and two points of connection to existing water infrastructure.

Wastewater Infrastructure

The existing wastewater infrastructure adjacent to the Project has been identified from the City of Eloy Quarter Sewer Section Maps. An existing 12-inch sewer main ends at the intersection of La Palma Road and Date Street northwest of the site. This sewer main flows northwest until it reaches Sunshine Boulevard where it connects to a 15-inch main flowing north. The proposed wastewater system infrastructure for the Project will consist of public onsite 8-inch sewer mains. The proposed sewer mains for the Project will generally route wastewater flows north and west to the proposed 8-inch sewer main along Date Street, which will then route flows to the existing 12-inch sewer main in La Palma Road and Date Street. Pipe slopes and inverts shall be refined during the final design as final grades are known.

Drainage Infrastructure

The Project comprises active agricultural fields with flows predominantly draining from the southeast to the northwest. Offsite runoff impacting the southern portion of the Project approaches as sheet flow from the south, primarily conveyed beneath

Interstate 10 through a series of culverts south of the project. Offsite runoff impacting the eastern portion of the Project approaches as sheet flow from the east, primarily conveyed beneath State Route 87 and Interstate 10 through a series of culverts entering the Site. The Property is located within the Federal Emergency Management Agency's (FEMA) Zone X (Unshaded), with the western portion located within a Special Flood Hazard Area (SFHA) Zone AE. The regulatory FEMA SFHA Zone AE over the western portion of the Project will be contained within the proposed channel and minimized through the CLOMR/LOMR process.

When developed, channels safely direct the offsite flows through the Project to their historic outfall locations. Flows generated onsite will be routed to retention facilities via surface flow or storm drains. Typically, the City requires retention of stormwater runoff from the property be collected up to the 100-year, 2-hour return storm event. However, as the Site may require offsite channels to convey regional flows to their historic outfall locations, the Project may request a waiver for a reduced retention requirement for basins in proximity and drain to these channels. The proposed stormwater management throughout the Site will help ensure no adverse impacts to downstream or adjacent properties as a result of development.

Landscaping

The Project shall comply with the City of Eloy's landscaping requirements. Landscaping will be installed along parcel frontages, and with the development of individual parcels. A landscape buffer between the proposed drainage channel that conveys offsite flows, and Interstate-10 will be provided. Onsite landscaping will occur with the development of individual parcels. Collector streets will have landscaped areas within the rights-of-way to the property setback. Use of native vegetation and low-water-plants will be planted in conjunction with an efficient irrigation system.

Utilities and Services

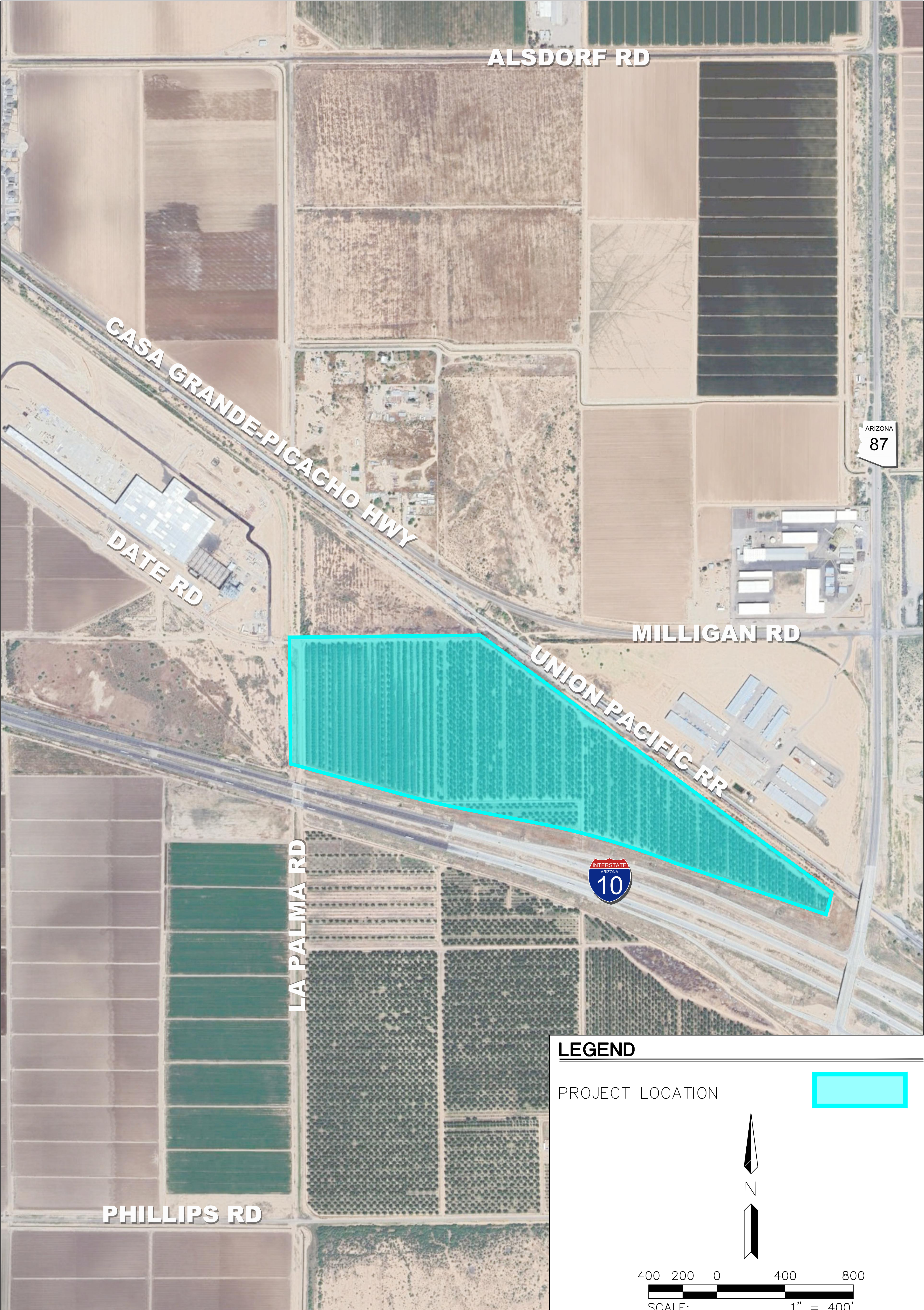
Utilities and Services for the Project are listed below:

- Water City of Eloy
- Wastewater City of Eloy
- Electrical ED4
- Communications Lumen and Sprint
- Natural Gas Kinder Morgan/El Paso Gas
- Refuse Waste Connections of Arizona
- Police City of Eloy
- Fire Eloy Fire District

Summary

The Preliminary Plat for Daybreak Industrial Park launches the development of an industrial development that will provide economic drivers and job creation within the City of Eloy.

FIGURES



LEGEND

PROJECT LOCATION



HILGARTWILSON	
PROJ NO.:	2606
DATE:	03/24
SCALE:	
DRAWN:	AB
DESIGNED:	HW
APPROVED:	RM

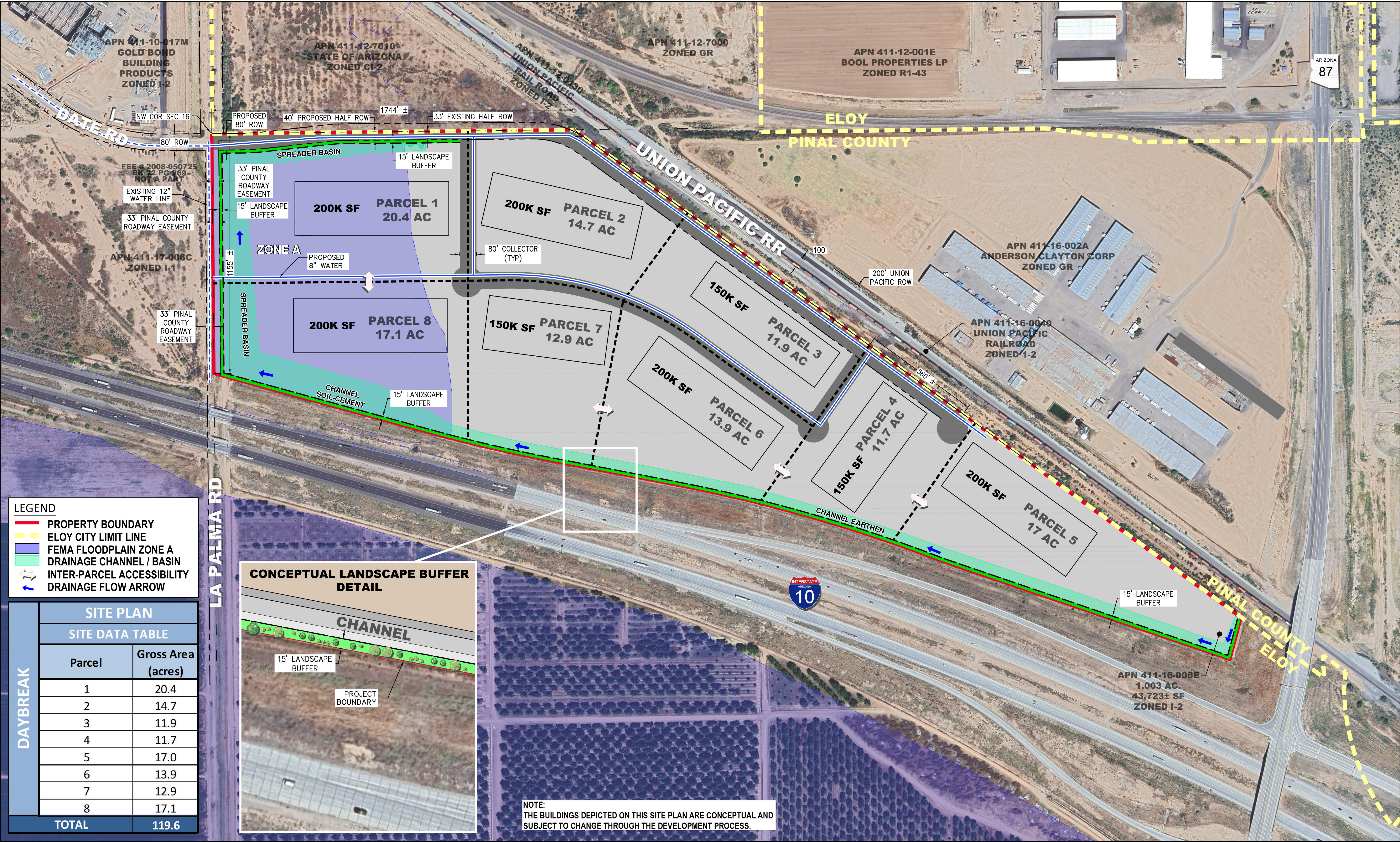
DAYBREAK INDUSTRIAL
E DATE STREET & S LA PALMA ROAD
ELOY, ARIZONA

FIG 1: VICINITY MAP



HILGARTWILSON
HAS JOINED COLLIERS ENGINEERING & DESIGN
2141 E. HIGHLAND AVE., STE. 250 | P: 602.490.0535 / F: 602.368.2436
PHOENIX, AZ 85016 www.hilgartwilson.com

REV.:	



DAYBREAK
PINAL COUNTY, AZ

CONCEPTUAL SITE PLAN 04

LEGAL DESCRIPTION

PARCEL NO. 1:

THAT PART OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, LYING SOUTH AND WEST OF THE RIGHT-OF-WAY LINE OF THE SOUTHERN PACIFIC RAILROAD;

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION RECORDED IN DOCKET 418, PAGE 247, RECORDS OF PINAL COUNTY, ARIZONA; AND

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION, RECORDED IN FEE NO. 2015-034031, RECORDS OF PINAL COUNTY, ARIZONA; AND

EXCEPT THAT PORTION THEREOF, LYING SOUTH AND WEST OF STATE OF ARIZONA, DEPARTMENT OF TRANSPORTATION, INTERSTATE 10 RIGHT-OF-WAY; AND

EXCEPT THAT PORTION THEREOF, BEING THE GORE ENCLOSED BY THE RIGHT-OF-WAY OF THE PHOENIX-TUCSON BRANCH OF THE SOUTHERN PACIFIC RAILROAD COMPANY, THE MAIN LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY AND THE SPUR TRACT CONNECTING THE TWO; AND

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 16; THENCE NORTH 00 DEGREES 01 MINUTES 29 SECONDS WEST, ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 2617.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE NORTH 53 DEGREES 37 MINUTES 46 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 93.17 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 01 MINUTES 29 SECONDS EAST, A DISTANCE OF 302.20 FEET;

THENCE SOUTH 05 DEGREES 24 MINUTES 07 SECONDS WEST, A DISTANCE OF 102.35 FEET;

THENCE WESTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 04 DEGREES 59 MINUTES 25 SECONDS, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 20 DEGREES 57 MINUTES 50 SECONDS WEST, FOR AN ARC DISTANCE OF 130.85 FEET TO A POINT OF TANGENCY; THENCE NORTH 64 DEGREES 02 MINUTES 45 SECONDS WEST, A DISTANCE OF 427.35 FEET TO A POINT OF CURVATURE OF A TANGENT CURVE CONCAVE TO THE SOUTH;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 05 DEGREES 36 MINUTES 54 SECONDS, FOR AN ARC DISTANCE OF 147.00 FEET TO A POINT ON A NON-TANGENT LINE;

THENCE NORTH 26 DEGREES 44 MINUTES 13 SECONDS EAST, A DISTANCE OF 477.82 FEET TO A POINT ON THE SOUTHERLY RIGHTOF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE SOUTH 53 DEGREES 37 MINUTES 46 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 538.64 FEET TO THE TRUE POINT OF BEGINNING

PARCEL NO. 2:

THAT PORTION OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 16; THENCE NORTH 00 DEGREES 01 MINUTES 29 SECONDS WEST, ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 2617.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE NORTH 53 DEGREES 37 MINUTES 46 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 93.17 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 01 MINUTES 29 SECONDS EAST, A DISTANCE OF 302.20 FEET;

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THENCE WESTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 04 DEGREES 59 MINUTES 25 SECONDS, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 20 DEGREES 57 MINUTES 50 SECONDS WEST, FOR AN ARC DISTANCE OF 130.85 FEET TO A POINT OF TANGENCY;

THENCE NORTH 64 DEGREES 02 MINUTES 45 SECONDS WEST, A DISTANCE OF 427.35 FEET TO A POINT OF CURVATURE OF A TANGENT CURVE CONCAVE TO THE SOUTH;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 05 DEGREES 36 MINUTES 54 SECONDS, FOR AN ARC DISTANCE OF 147.00 FEET TO A POINT ON A NON-TANGENT LINE;

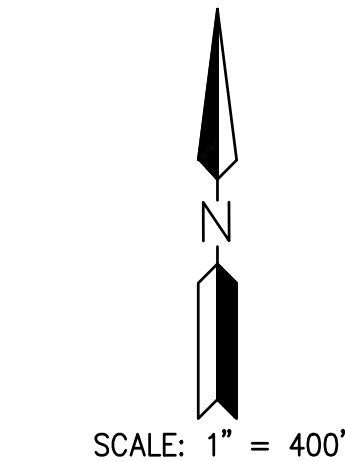
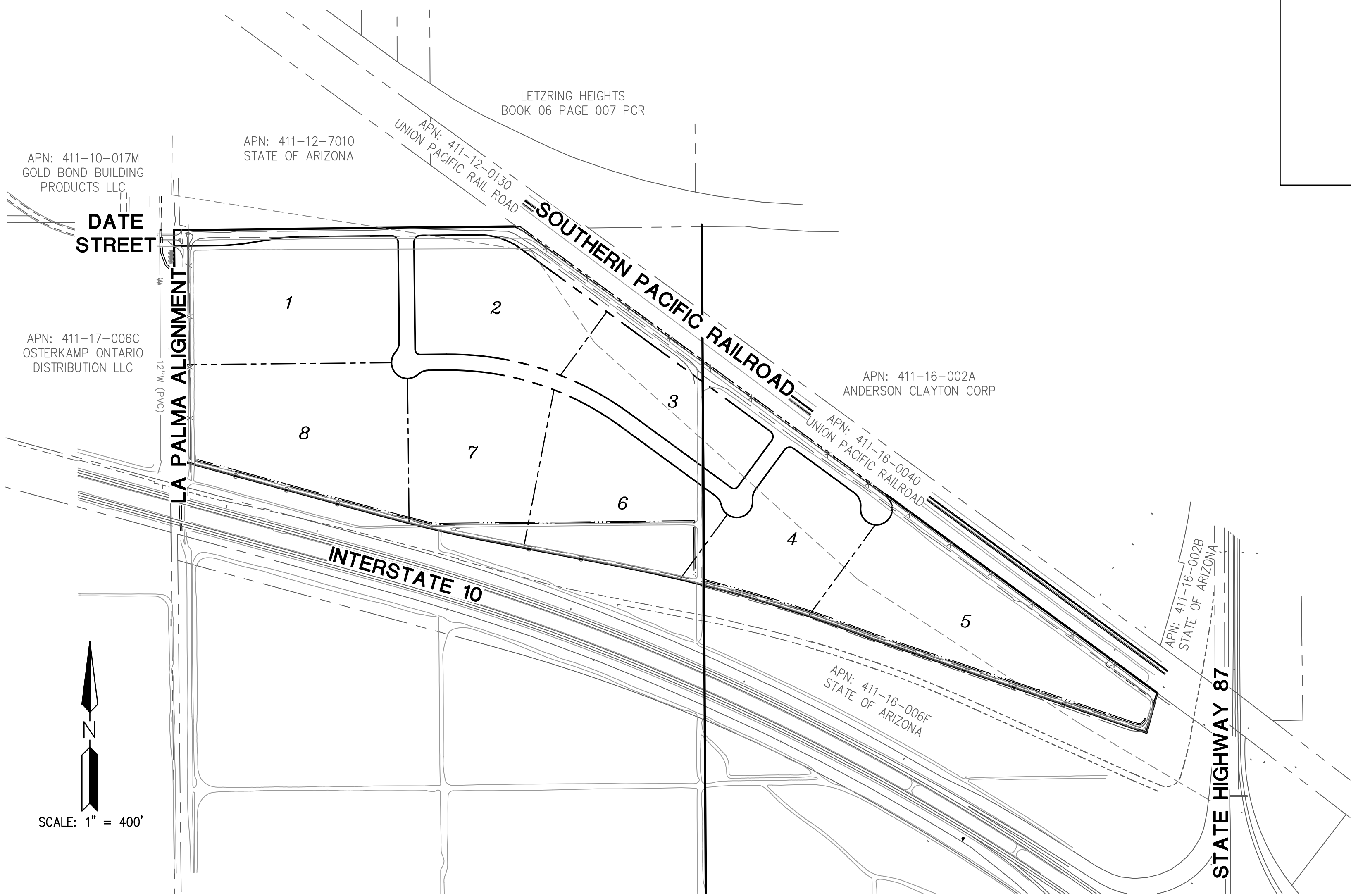
THENCE NORTH 26 DEGREES 44 MINUTES 13 SECONDS EAST, A DISTANCE OF 477.82 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE SOUTH 53 DEGREES 37 MINUTES 46 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 538.64 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION, RECORDED IN FEE NO. 2015-034031, RECORDS OF PINAL COUNTY, ARIZONA.

PRELIMINARY PLAT
DAYBREAK INDUSTRIAL
ELOY, ARIZONA

A PORTION OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA



NOTE:

- THE SUBDIVIDER/DEVELOPER SHALL PROVIDE ALL STREET, WATER, WASTEWATER, STORMWATER DRAINAGE, AND UTILITIES AS PART OF THE SUBDIVISION IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF ELOY REQUIREMENTS AND CHAPTER 15, SUBDIVISIONS, OF THE ELOY CODE, AS AMENDED.
- CONCURRENT WITH THE RECORDATION OF THE FINAL PLAT, THE PROPERTY OWNER SHALL RECORD ALL NECESSARY DOCUMENT AND LEGAL INSTRUMENTS TO CREATE A STREETLIGHT IMPROVEMENT DISTRICT.

PERIMETER WALL NOTE:

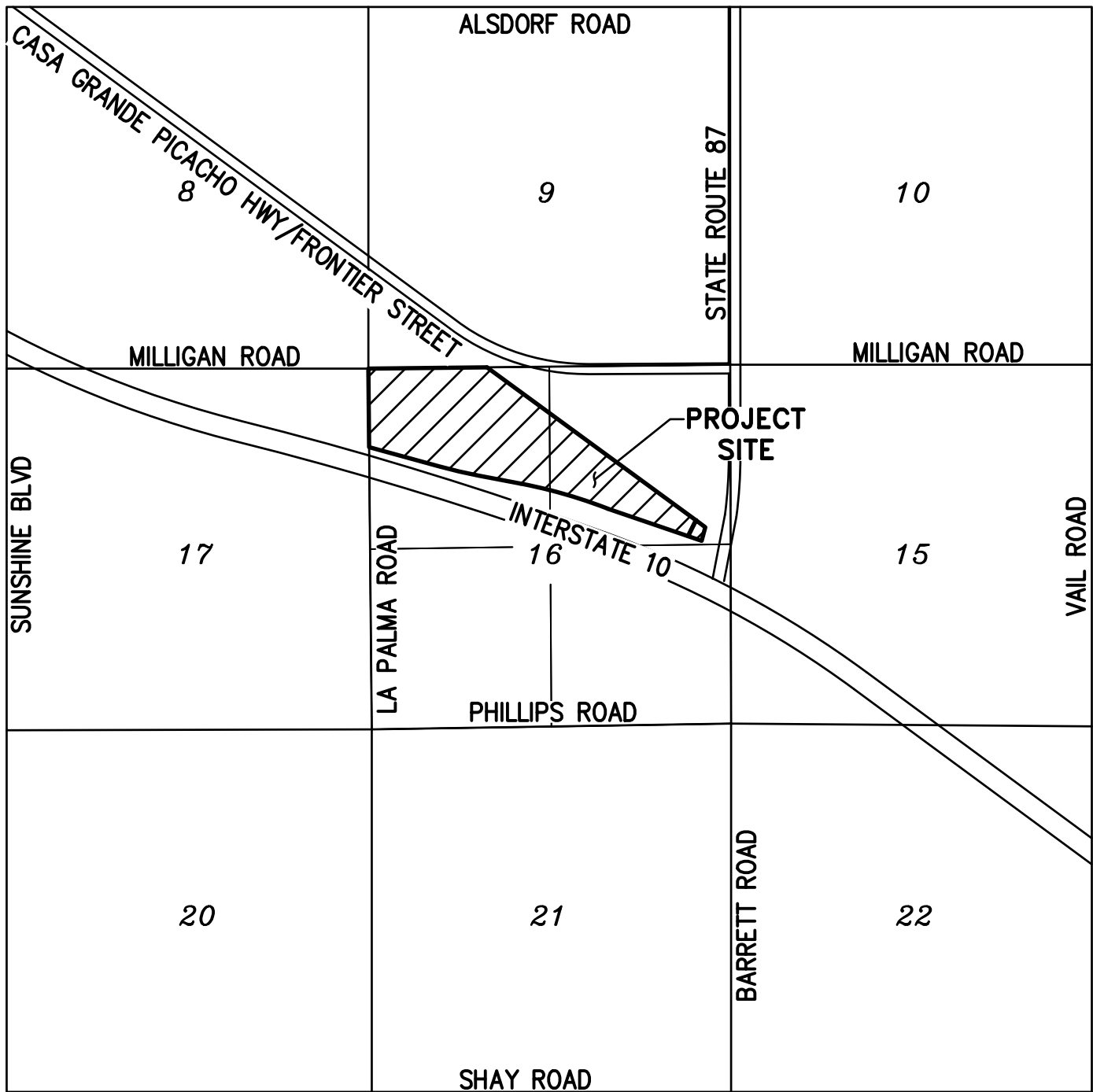
- THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT.

SERVICE PROVIDERS:

UTILITY	COMPANY
SEWAGE DISPOSAL	CITY OF ELOY
WATER SUPPLY	CITY OF ELOY
ELECTRICAL SUPPLY	ED4
NATURAL GAS SUPPLY	SW GAS
TELECOMMUNICATIONS SERVICE	QWEST
GARBAGE SERVICE	CITY OF ELOY

PARCEL AREA TABLE		
NO.	AREA (AC)	AREA (SF)
1	16.1237	702347.79
2	11.1470	485562.36
3	8.5055	370497.80
4	10.1398	441689.52
5	18.0105	784536.77
6	13.3502	581534.54
7	12.4594	542732.00
8	17.1933	748941.26

TRACT TABLE		
TRACT	AREA (ACRES)	USE
ROW	12.2756	
TRACT A	0.4272	



VICINITY MAP
N.T.S.

OWNER/DEVELOPER

CARDON HIATT INVESTMENTS
1223 S CLEARVIEW AVE SUITE 105
MESA, ARIZONA 85209
PHONE: (480)720-4030
CONTACT: CAMERON MACDONALD

ENGINEER

HILGARTWILSON
4742 N 24TH ST SUITE 270
PHOENIX, AZ 85016
PHONE: (602) 490-0535
CONTACT: RYAN MORTILLARO, PE

SHEET INDEX

CV01	COVER SHEET
DT01	DETAILS AND SECTIONS
PP01-PP02	PRELIMINARY PLAT
PG01-PG02	PRELIMINARY GRADING & DRAINAGE PLAN

BASIS OF BEARING

BASIS OF BEARING IS N89°23'29"E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA.

DEVELOPMENT STANDARDS TABLE (I-2)

HEIGHT (MAX.)	56'
FRONT YARD (MIN.)	30'
SIDE YARD (MIN.)	20'
STREET-SIDE YARD (MIN.)	15'
REAR YARD (MIN.)	20'
LOT WIDTH (MIN.)	100'
LOT COVERAGE (MAX.)	60%

PROJECT DATA

APN(S):	411-16-006D, -006E
GENERAL PLAN:	GENERAL INDUSTRIAL (PCA)
EXISTING ZONING:	I-2, GENERAL INDUSTRIAL
GROSS AREA:	118.63 AC
NET AREA:	106.41 AC
LAND USE:	GENERAL INDUSTRIAL

FLOOD PLAIN DESIGNATION

THE SUBJECT PROPERTY LIES WITHIN UNSHADED ZONE "X" AND ZONE "AE". DESIGNATION DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ON FLOOD INSURANCE MAP (FIRM) PANEL No. 04021C1956F AND 04021C1957F WITH IDENTIFICATION DATE OF MAY 16, 2019.

UNSHADED ZONE "X" DEFINED AS AREAS OUTSIDE THE 500-YEAR FLOODPLAINS AND PROTECTED FROM THE 100-YEAR FLOOD BY LEVEES.

ZONE "AE" DEFINED AS AREAS SUBJECT TO INUNDATION BY THE 100-YEAR FLOODPLAINS DETERMINED BY DETAILED METHODS. BASE FLOOD ELEVATIONS ARE SHOWN WITHIN THESE ZONES.

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY PLAT

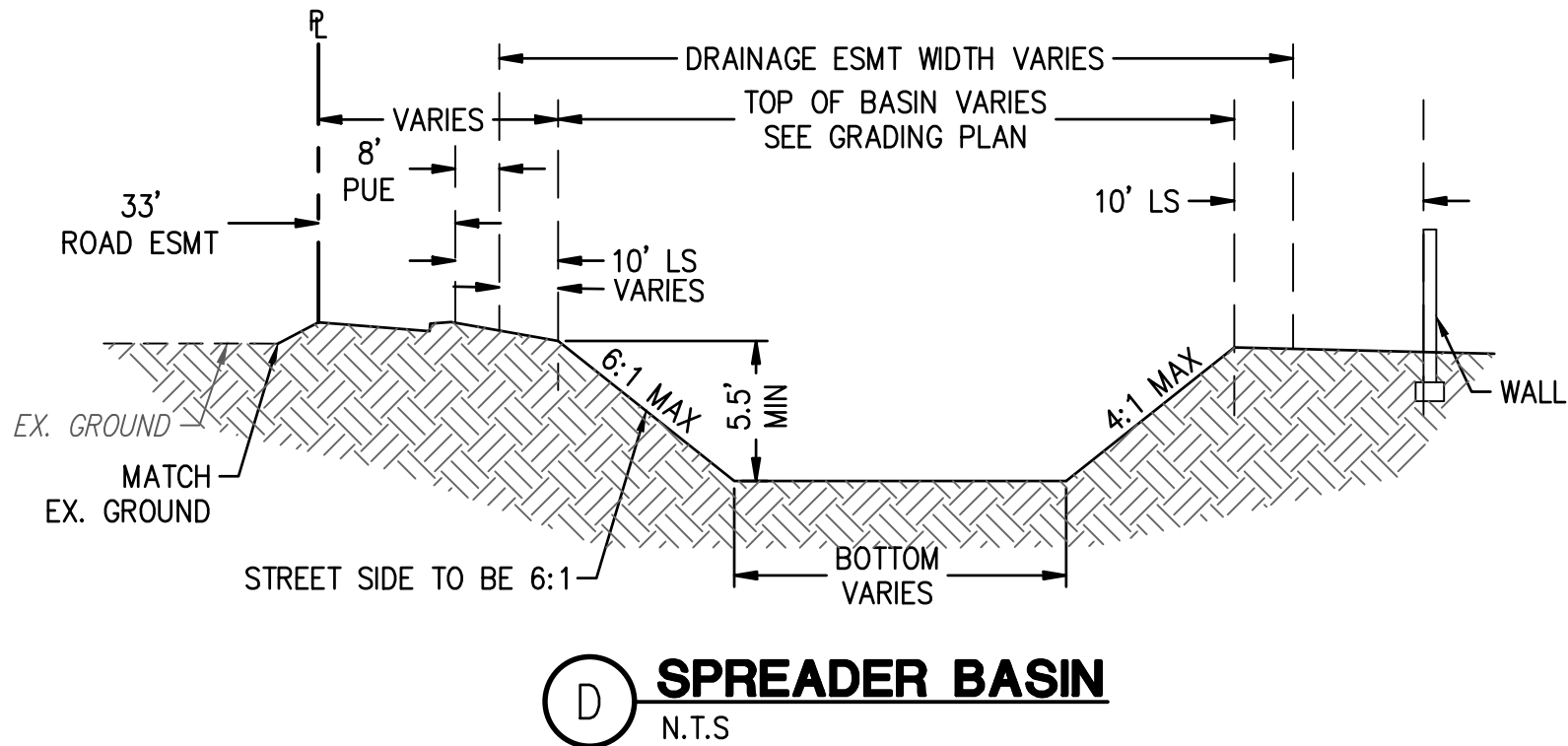
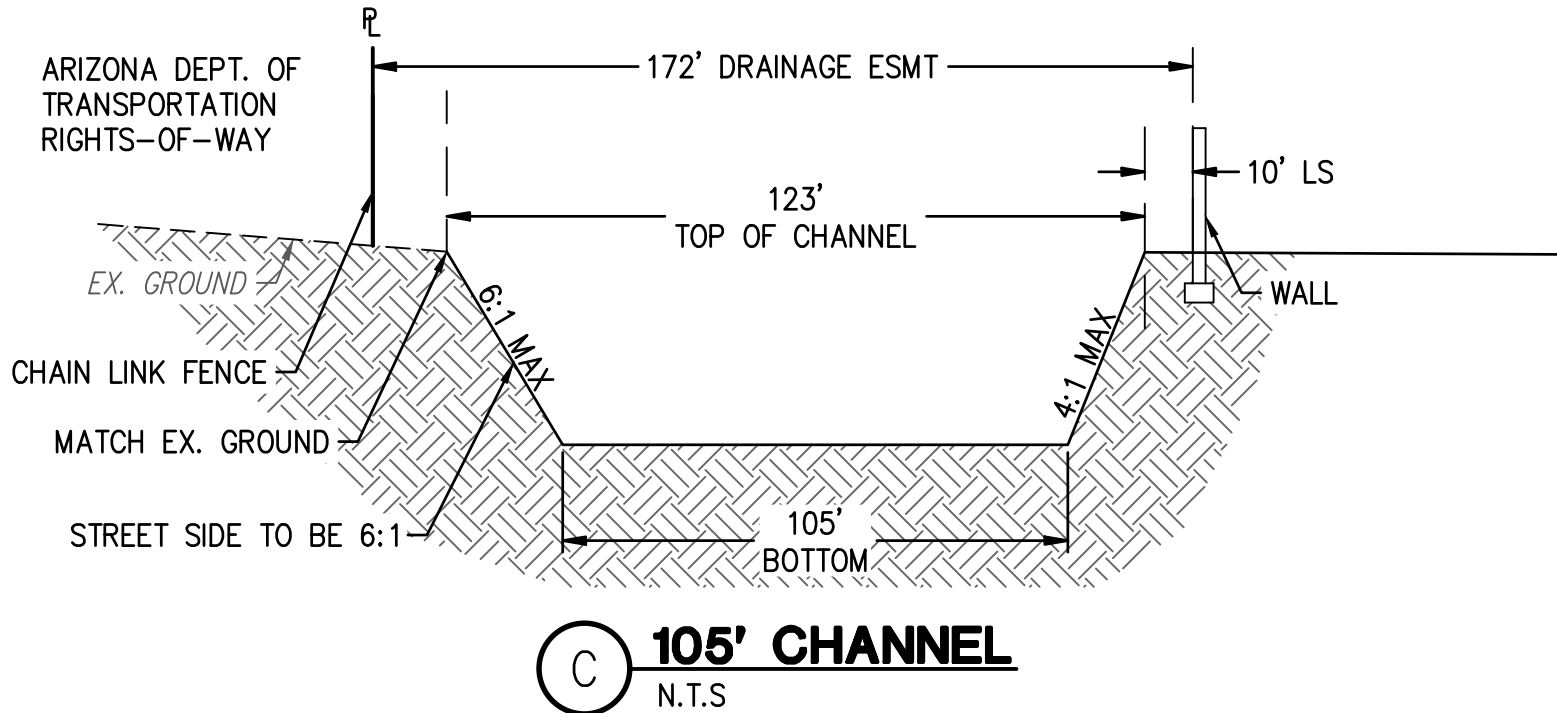
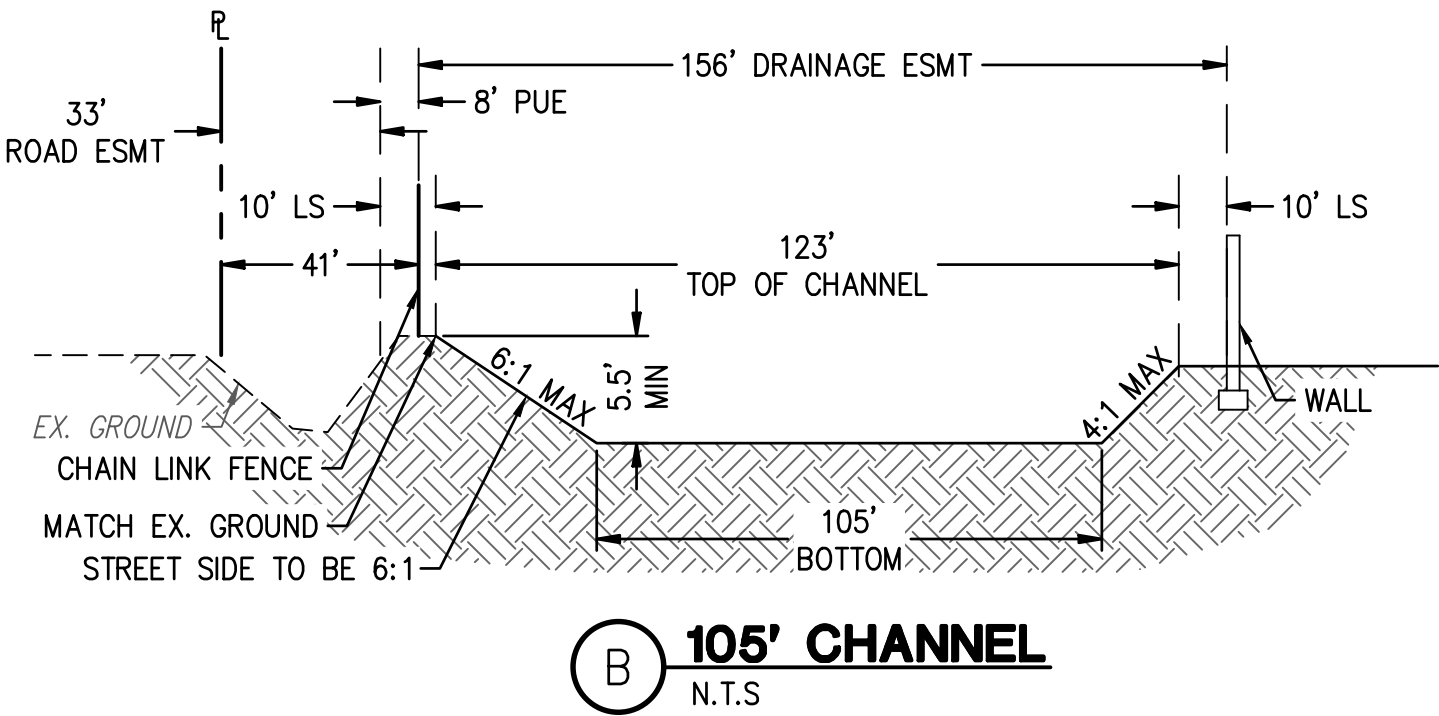
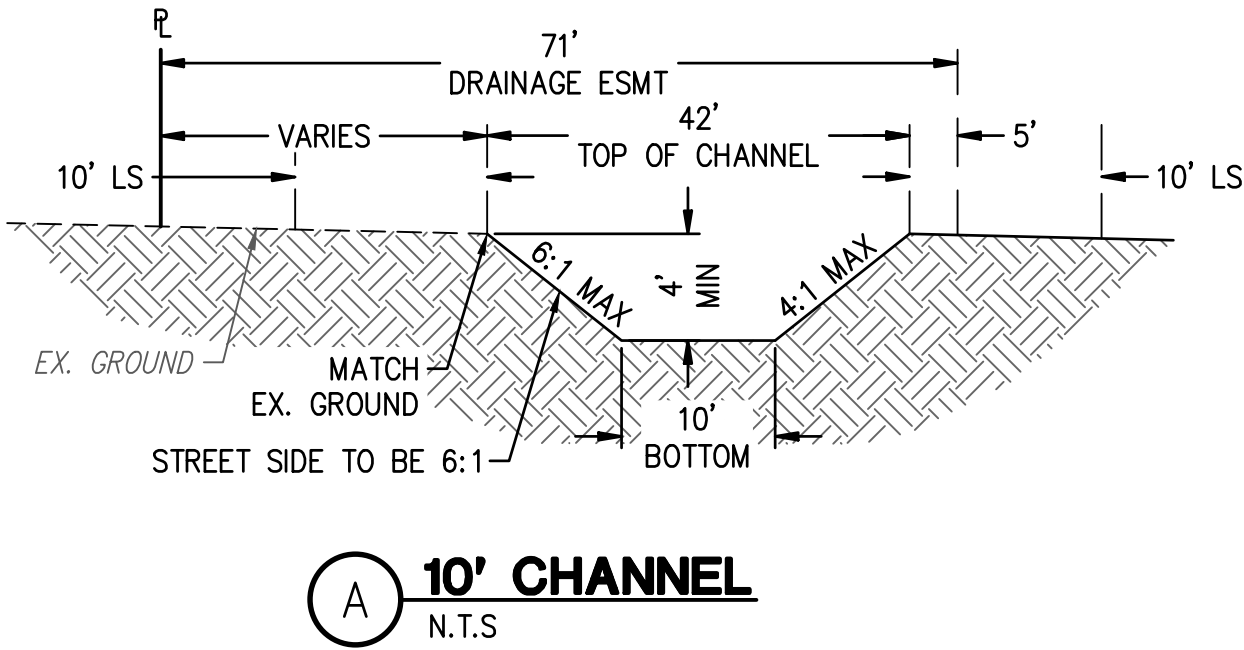
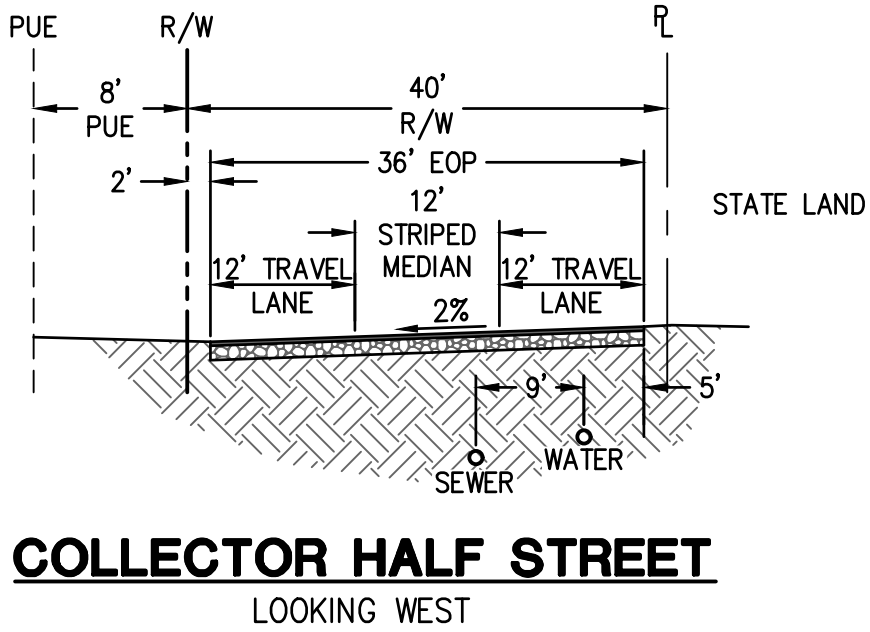
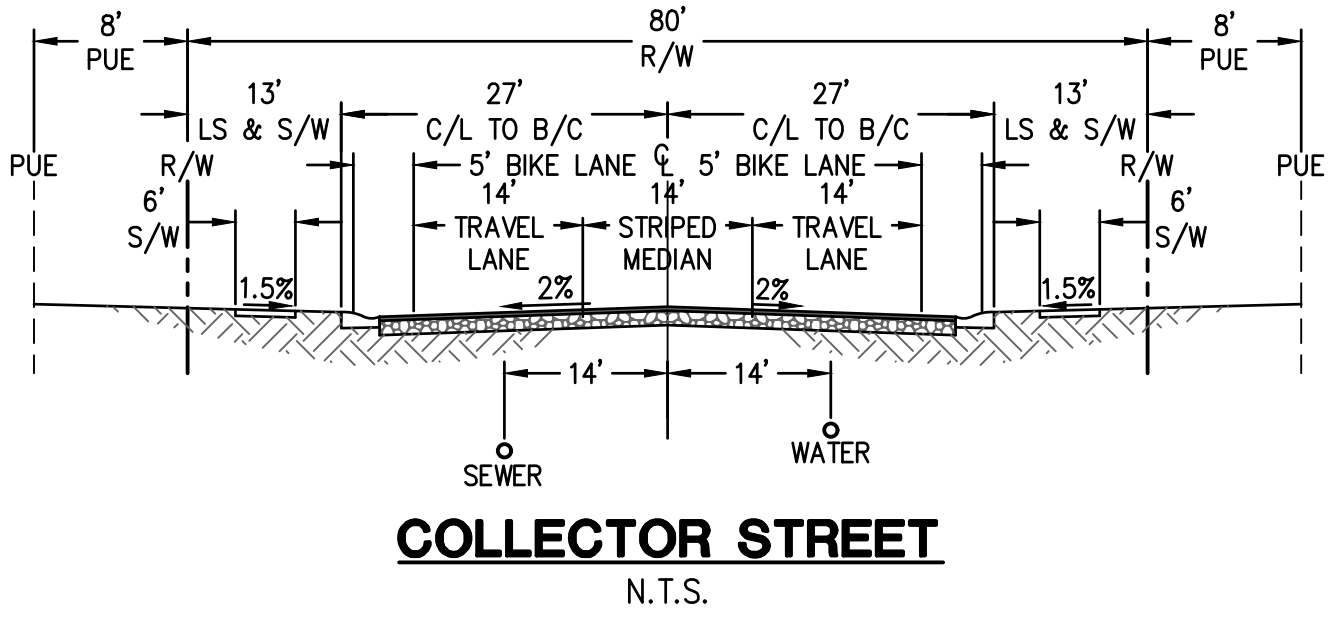
	PROJ NO.: 2606	DWG. NO. CV01
	DATE: MAY 2025	
	SCALE: NTS	
	DRAWN: RD	
	DESIGNED: RD	APPROVED: RM
	11/4/2025 3:23 PM	

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ABBREVIATIONS	
ABC	AGGREGATE BASE COURSE
AC	ASPHALTIC CEMENT OR CONCRETE
BC	BACK OF CURB
BOT	BOTTOM OF BASIN
BRW	BOTTOM OF RETAINING WALL
BSW	BOTTOM OF SCOUR WALL
BW	BOTTOM OF WALL AT FINISH GRADE
C	CONCRETE
C/L OR CL	CENTERLINE
CB	CATCH BASIN
CR	CURB RETURN
CY	CUBIC YARDS
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DTL	DETAIL
E	EAST OR EASTING
EA	EACH
ESMT	ESMT
EX	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FP	FINISH PAD
FS	FINISH SURFACE
FT	FOOT OR FEET
FUT	FUTURE
G	GUTTER
GB	GRADE BREAK
GL	GAS LINE
GFF	GARAGE FINISH FLOOR
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HORIZ	HORIZONTAL
HP	HIGH POINT
HT	OVERALL RETAINING WALL HEIGHT
HW	HIGH WATER ELEVATION
INV	INVERT OR INVERSE
LF	LINEAR FEET
LP	LOW POINT
LT OR L	LEFT
MAG	MARICOPA ASSOCIATION OF GOVERNMENT
PCR	FINAL COUNTY RECORDER
MH	MANHOLE
ML OR M/L	MONUMENT LINE
MIN	MINIMUM
MUTE	MULTI-USE TRAIL EASEMENT
N	NORTH OR NOTHING
NTS	NOT TO SCALE
P	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PH	PHASE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
R/W	RIGHT OF WAY
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RR	RAILROAD
RT OR R	RIGHT
S	SOUTH OR SEWER LINE
SCIP	SAN CARLOS IRRIGATION PROJECT
SL	SEWER LINE
SW	SIDEWALK
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SEC	SECTION
SF	SQUARE FEET
SHT	SHEET
SPEC	SPECIFICATION
STA	STATION
STD	STANDARD
SY	SQUARE YARDS
TC	TOP OF CURB
TRANS	TRANSITION
TF	TOP OF FOOTING
TG	TOP OF GRATE
TL	TRUE LENGTH
TRW	TOP OF RETAINING WALL
TS	TRUE SLOPE
TSW	TOP OF SCOUR WALL
TW	TOP OF WALL
TYP	TYPICAL
VERT	VERTICAL
VG	VALLEY GUTTER
VNAE	VEHICULAR NON ACCESS EASEMENT
VP	VOLUME PROVIDED
VR	VOLUME REQUIRED
W	WEST OR WATER LINE

LEGEND

---	RIGHT OF WAY LINE
---	SECTION LINE
---	PROPERTY LINE
---	EX. CONTOURS
---	PROP. CONTOURS
---	PROP. STORM DRAIN
---	EX. FENCE
---	PROP. CHAIN LINK FENCE
---	WALL
---	BASIN HIGH WATER
---	BASIN BOTTOM
---	DRAINAGE DIRECTION
---	ULTIMATE SITE OUTFALL (USO)
---	EX. 8" S
---	8" S
---	EX. 12" W
---	8" F
---	4" W
---	2" W
---	FIRE HYDRANT (FH)
---	WATER VALVE
---	WATER METER
---	SEWER MANHOLE (MH)
---	SEWER CLEANOUT (CO)
---	33'X33' SIGHT VISIBILITY TRIANGLE



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

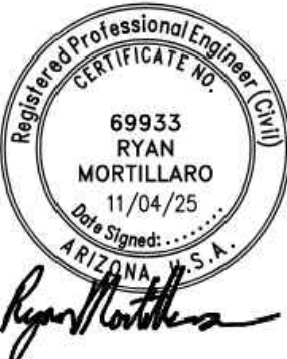
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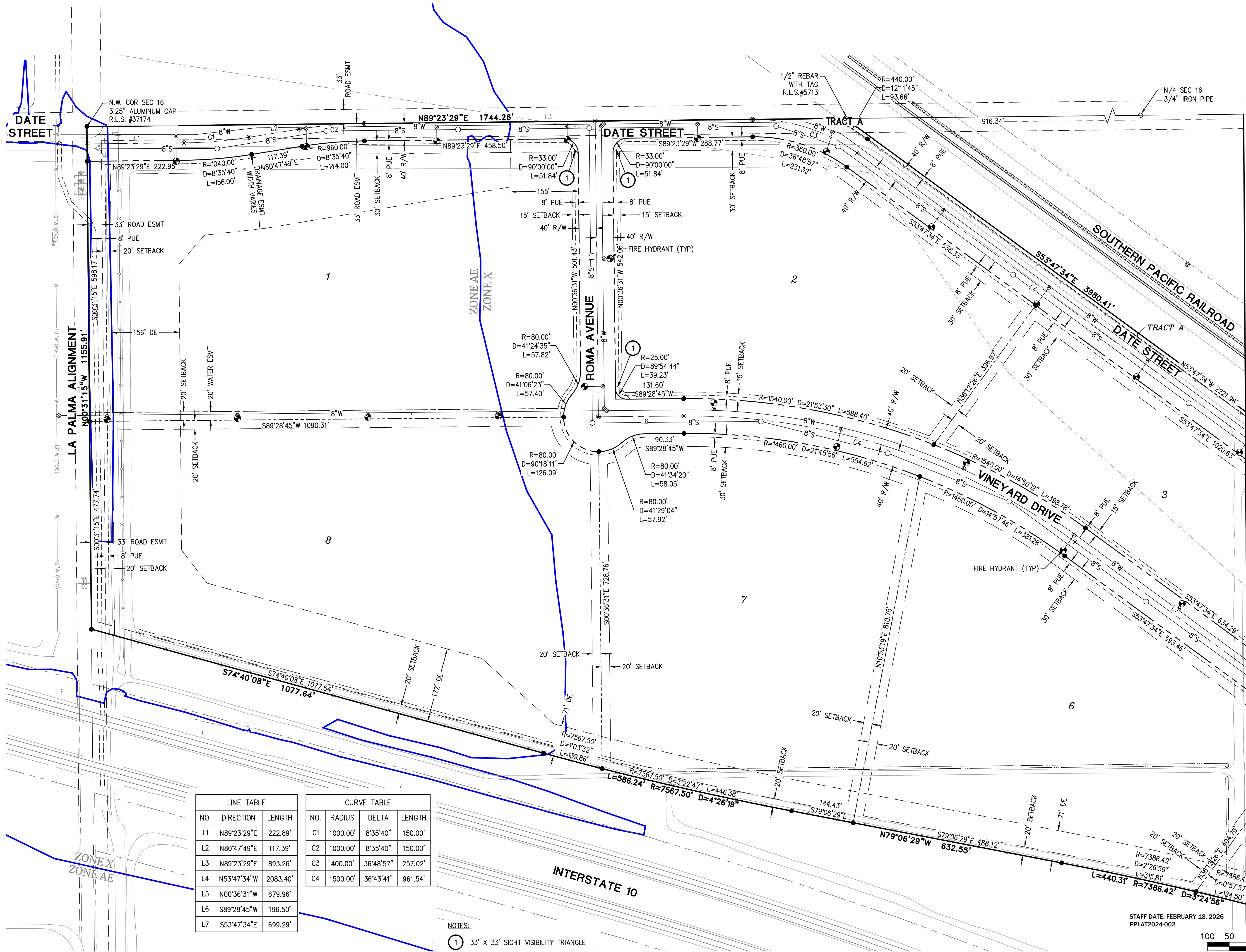


DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

DETAILS AND SECTIONS

HILGARTWILSON	PROJ NO.:	2606
	DATE:	MAY 2025
	SCALE:	N.T.S.
	DRAWN:	RD
DESIGNED:		RD
APPROVED:		RM
DWG. NO.		
DT01		
SHT. 2 OF 6		



LINE TABLE		
NO.	DIRECTION	LENGTH
L1	N89°23'29"E	222.89'
L2	N80°47'49"E	117.39'
L3	N89°23'29"E	893.26'
L4	N53°47'34"W	2083.40'
L5	N00°36'31"W	679.96'
L6	S89°28'45"W	196.50'
L7	S53°47'34"E	699.29'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	1000.00'	8°35'40"	150.00'
C2	1000.00'	8°35'40"	150.00'
C3	400.00'	36°48'57"	257.02'
C4	1500.00'	36°43'41"	961.54'

NOTES:

- 1 33' X 33' SIGHT VISIBILITY TRIANGLE

REV.:



DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY PLAT

HILGARTWILSON

PROJ NO.: 2606

DATE: MAY 2025

SCALE: 1"=100'

DRAWN: RD

DESIGNED: RD

APPROVED: RM

DWG. NO.

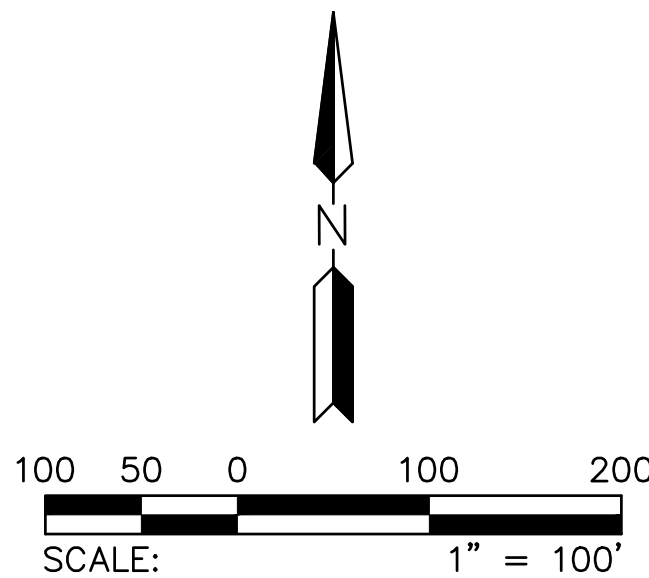
PP01

SHT. 3 OF 6

MATCHLINE SEE PP01

LINE TABLE		
NO.	DIRECTION	LENGTH
L1	N53°47'34"W	2083.40'
L2	N36°12'26"E	425.63'
L3	S53°47'34"E	699.29'
L4	S53°47'34"E	593.46'
L5	N53°47'34"W	634.29'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	260.00'	32°12'15"	146.14'
C2	80.00'	41°24'35"	57.82'
C3	80.00'	41°24'35"	57.82'
C4	25.00'	90°00'00"	39.27'



NOTES:

- ① 33' X 33' SIGHT VISIBILITY TRIANGLE

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

REV.:



DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY PLAT

HILGARTWILSON

PROJ NO.:	2606
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DATE: MAY 2025

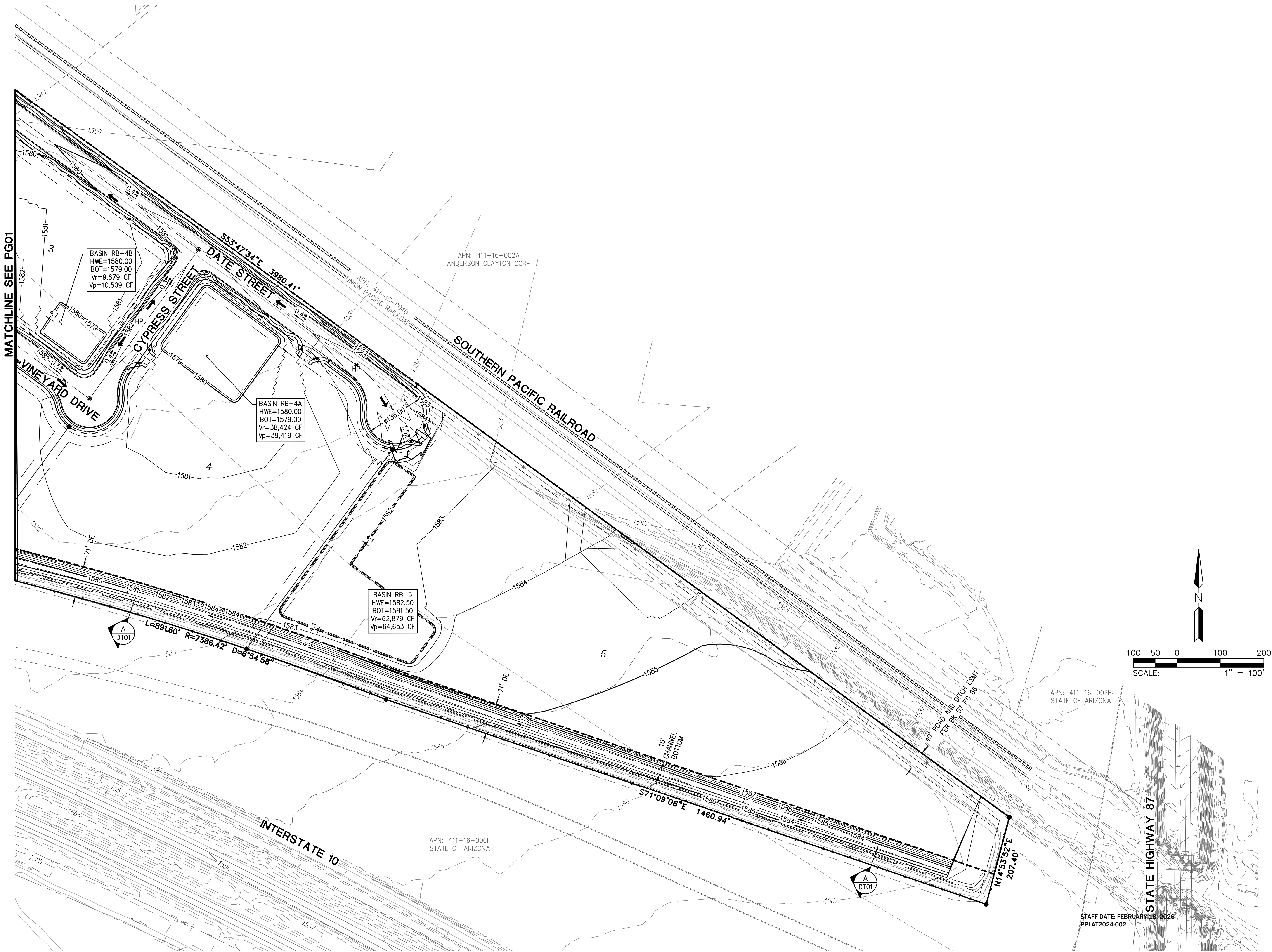
SCALE: 1"=100'

DESIGNED: RD

DWG. NO

PP02

SHT. 4 OF 6



REV:

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DAYBREAK INDUSTRIAL
LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY GRADING PLAN

HILGARTWILSON	PROJ NO.: 2606	DWG. NO.
DATE: MAY 2025	SCALE: 1"=100'	PG02
DRAWN: RD	DESIGNED: RD	SHT. 6 OF 6
APPROVED: RM		

CITT OF ELOY LANDSCAPE REQUIREMENTS:

1. ALL STREETSCAPE LANDSCAPE AREAS SHALL BE LANDSCAPED WITH VEGETATION AND/OR GROUNDCOVERS OR OTHER LANDSCAPE TOPPING MATERIAL AS IDENTIFIED IN THE PINAL ACTIVE MANAGEMENT AREA LOW WATER USE/DROUGHT TOLERANT PLANT LIST. PLANTS NOT LISTED WITHIN THE PINAL ACTIVE MANAGEMENT AREA LOW WATER USE/DROUGHT TOLERANT PLANT LIST, BUT WHICH ARE LOW WATER USE/DROUGHT TOLERANT, MAY BE SUBMITTED TO THE CITY FOR CONSIDERATION IN THE SUBMITTAL OF THE PRELIMINARY LANDSCAPE PLANS.
2. THE TOTAL QUANTITY OF REQUIRED LANDSCAPE MATERIALS SHALL BE COMPUTED FOR ALL STREETSCAPE LANDSCAPE AREAS ARE AS FOLLOWS:

A. TREES: A MINIMUM OF ONE TREE SHALL BE REQUIRED PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA AND A MAXIMUM OF ONE TREE SHALL BE REQUIRED PER SEVEN HUNDRED FIFTY (750) SQUARE FEET OF LANDSCAPE AREA, DEPENDING ON AREA CONFIGURATION, ORIENTATION AND USE. ALL TREES SHALL BE TWENTY FOUR INCH (24") BOX. CALCULATIONS THAT RESULT IN A FRACTION SHALL BE ROUNDED UP.

B. SHRUBS: ONE SHRUB SHALL ALSO BE REQUIRED PER TWO HUNDRED FIFTY (250) SQUARE FEET OF LANDSCAPE AREA. ALL SHRUBS SHALL BE A MINIMUM OF FIVE (5) GALLONS IN SIZE.

C. GROUNDCOVER: ALL GROUNDCOVER SHALL BE A MINIMUM OF ONE GALLON IN SIZE. ONE GROUNDCOVER PLANT SHALL BE PROVIDED PER TWO HUNDRED FIFTY (250) SQUARE FEET OF LANDSCAPE AREA.

D. LANDSCAPE TOPPING MATERIALS: ALL LANDSCAPED AREAS SHALL BE FINISHED WITH A NATURAL INERT TOPPING MATERIAL WHICH MAY INCLUDE, BUT IS NOT LIMITED TO, DECOMPOSED GRANITE (2 INCHES MINIMUM DEPTH). TYPE, SIZE AND COLOR OF LANDSCAPE TOPPING MATERIAL FOR PROJECTS SHALL BE APPROVED THROUGH THE LANDSCAPE PLAN REVIEW PROCESS.

E. PLACEMENT OF REQUIRED STREETSCAPE LANDSCAPING:

1. VEGETATION SHALL NOT BE PLANTED IN DRAINAGE WAYS.

2. TREES MAY NOT BE PLANTED WHERE THEY WILL INTERFERE WITH ANY OVERHEAD OR UNDERGROUND UTILITY LINES IN THEIR INITIAL PLANTED, OR MATURE HEIGHT OR WIDTH.

3. TREES ARE NOT TO BE PLANTED IN ANY 33'x33' SIGHT VISIBILITY TRIANGLE (TYP.). SHRUBS TO BE PLANTED IN ANY 33'x33' SIGHT VISIBILITY TRIANGLE (TYP.) SHALL BE OF VARIETIES THAT DO NOT EXCEED MATURE HEIGHTS OF MORE THAN TWENTY FOUR INCHES (24"), AS MEASURED FROM FINISHED GRADE.

4. TREES AND/OR SHRUBS SHALL NOT BE PLANTED CLOSER THAN THREE FEET (3') TO ANY FIRE HYDRANT OR UTILITY POLE.

5. TREES SHALL NOT BE PLANTED CLOSER THAN FIVE FEET (5'), AS MEASURED TO THE FACE, OF ANY CURB.

3. ALL TREES AND SHRUBS SHALL BE PROVIDED WITH AN AUTOMATIC DRIP OR SOAKER IRRIGATION SYSTEM.

4. A PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO THE GROUND PRIOR TO, AND AFTER THE PLACEMENT OF NATURAL SURFACE MATERIALS (DECOMPOSED GRANITE, RIVER RUN ROCK, AND THE LIKE) IN ANY LANDSCAPED AREA TO PREVENT WEED GROWTH.

5. LANDSCAPE DESIGNS SHALL BE COMPATIBLE AMONG ADJACENT AND PROXIMATE PROPERTIES.

6. ALL ON-SITE WATER RETENTION AREAS SHALL BE ENTIRELY LANDSCAPED AND SHALL COMPLY WITH THE FOLLOWING CRITERIA:

A. THE RETENTION AREAS SHALL NOT OCCUPY MORE THAN FIFTY PERCENT (50%) OF THE ON-SITE STREET FRONTAGE LANDSCAPE AREA;

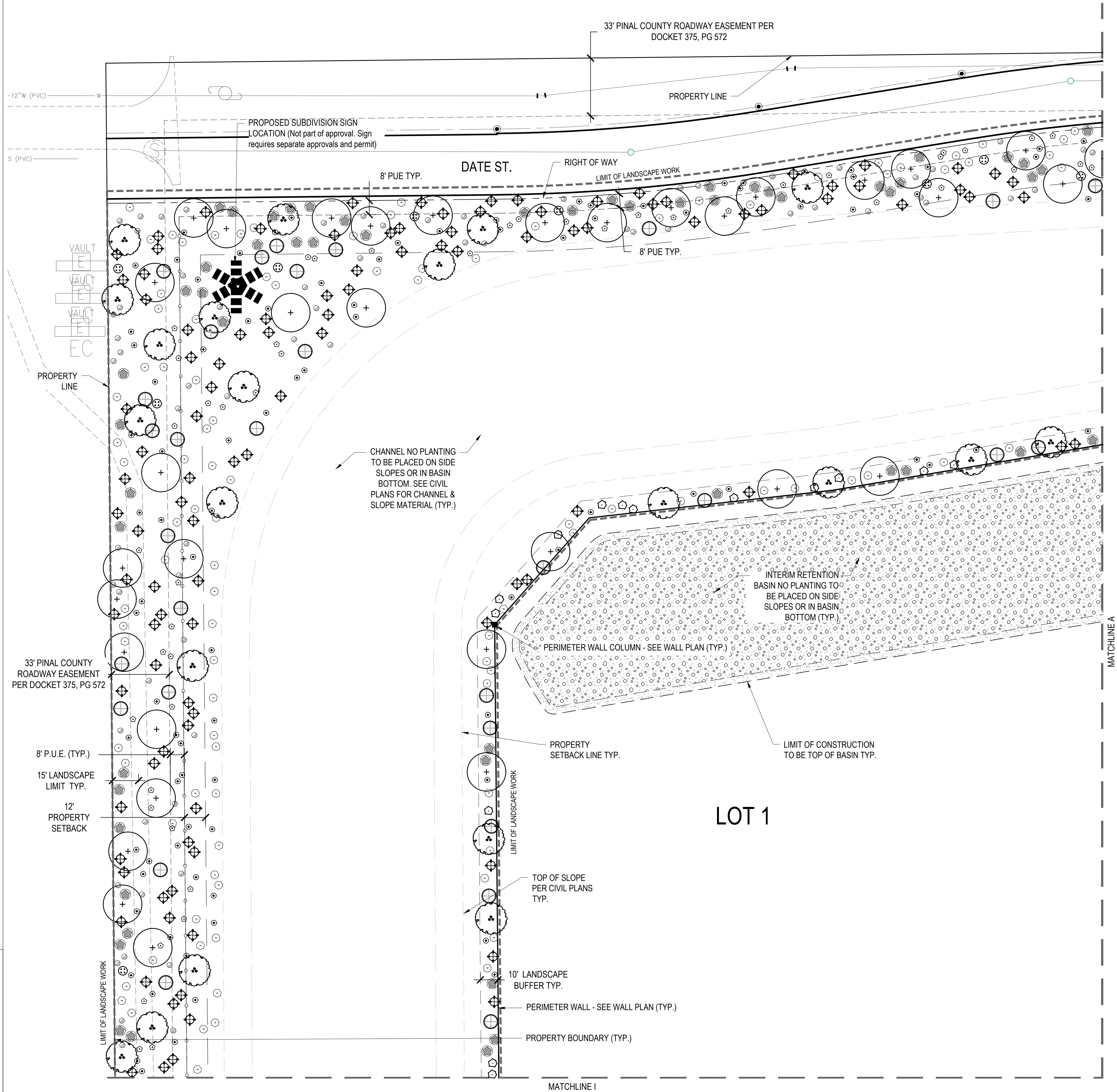
B. ALL RETENTION AREAS SHALL MAINTAIN SLOPES NO STEEPER THAN SIX TO ONE (6:1) WHEN ADJACENT TO PUBLIC RIGHTS-OF-WAY, OR WHEN THERE IS PEDESTRIAN TYPE ACCESS TO THAT PORTION OF THE BASIN. SIDE SLOPES ADJACENT TO WALLS, FENCES, HEDGES AND THE LIKE (I.E., NO OR LIMITED PEDESTRIAN TYPE ACCESS IN THAT AREA) MAY HAVE SIDE SLOPES UP TO FOUR TO ONE (4:1). (ORD. 18-880, 7-23-2018)

7. EACH PARCEL MAY BE SUBJECT TO CITY OF ELOY ON-SITE LANDSCAPE REVIEW REQUIREMENTS.

8. THE MAINTENANCE OF ALL REQUIRED LANDSCAPING, WHETHER LOCATED ON THE PROPERTY OR WITHIN THE ADJOINING RIGHT OF WAY FRONTAGE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND /OR PROPERTY OWNERS' ASSOCIATION (POA)

9. AN IRRIGATION PLAN SHALL BE SUBMITTED WITH FINAL LANDSCAPE CONSTRUCTION DOCUMENTS AND BUILDING PLANS. ALL RIGHT OF WAY STREET FRONTAGE, PERIMETER AND INTERIOR PARKING AREA LANDSCAPING SHALL BE PROVIDED WITH A PRESSURIZED, UNDERGROUND IRRIGATION SYSTEM.
- PROJECT NOTES
1. THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT
- | LANDSCAPE DATA TABLE | | | |
|---|--------------------------|----------|----------|
| PLANT TYPE | REQUIREMENTS | REQUIRED | PROVIDED |
| STREETSCAPE TREES (DATE RD., LA PALMA, INTERIOR STREETS AND HWY BUFFER): 665,506 SF | 1 TREE PER 1000 SF | 666 | 666 |
| | 1 SHRUB PER 250 SF | 2663 | 2982 |
| | 1 GROUNDCOVER PER 250 SF | 2663 | 2663 |
| | | | |
- LANDSCAPE CALCULATIONS
- GROSS SITE AREA: 119.63 ACRES
NET SITE AREA: 107.36 ACRES
OPEN SPACE: 107.36 ACRES
-
-
- SHEET INDEX
- | NUMBER | DESCRIPTION |
|----------------|-----------------------------|
| LS1.0 | COVER SHEET |
| LS1.1 - LS1.21 | PRELIMINARY LANDSCAPE PLAN |
| LW2.1 | PRELIMINARY WALL PLAN |
| LW2.2 | PRELIMINARY WALL ELEVATIONS |
-
-
- STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002
- COVER SHEET
- REVISIONS:
- DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ
-
- | | | | |
|-------------|---------|------------|------------|
| DESIGNED: | SM | | |
| DRAWN: | STAFF | | |
| CHECKED: | SM | PLOT DATE: | 10/29/2025 |
| SHEET | LS1.0 1 | OF | 23 |
| PROJECT NO. | | | |
- smART Development
Landscape Architecture
3419 N. Ka ch i n a L a n e
S c o t t s d a l e , A r i z o n a 85251
O f f i c e 480 - 516 - 8845

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

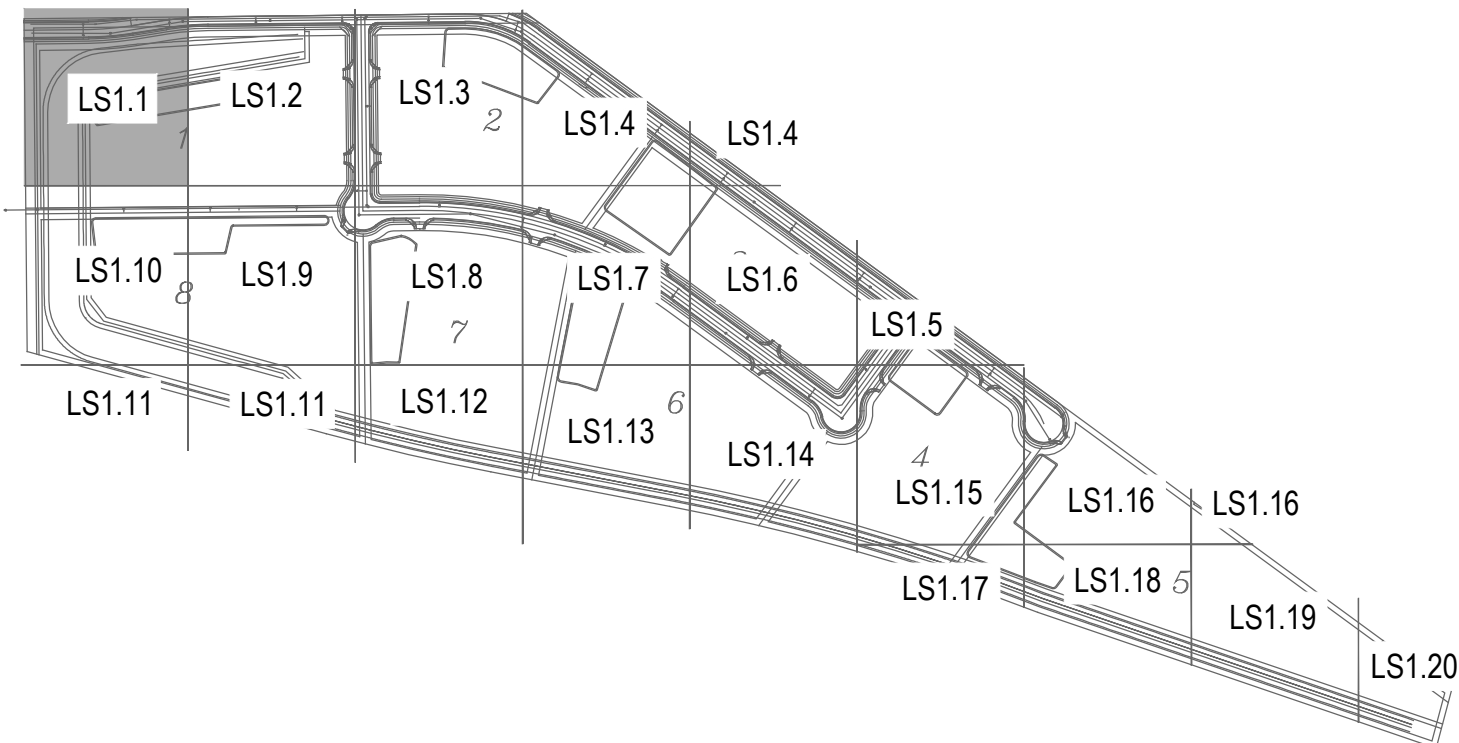


PLANT SCHEDULE

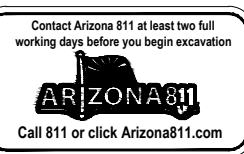
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens 'Green Cloud' TM	5 gal.	73
	Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

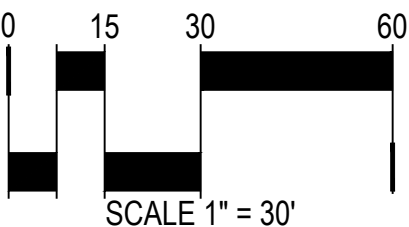
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



REVISIONS:

PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

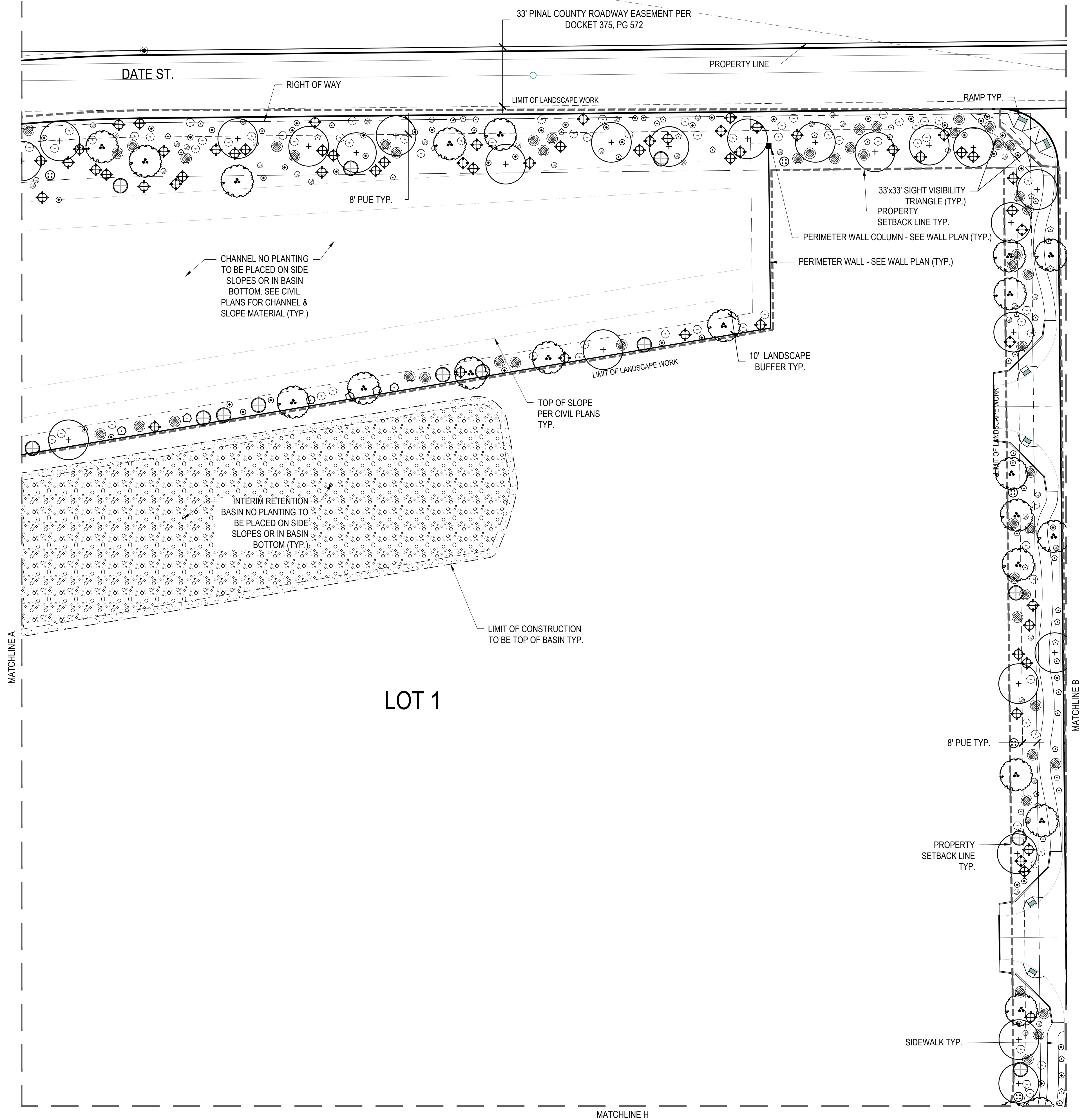
smART Development
Landscape Architecture

3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480.516.8845



DESIGNED:	SM				
DRAWN:	STAFF				
CHECKED:	SM	PLOT DATE: 10/29/2025			
SHEET	LS1.1	2	OF	23	
PROJECT NO.					

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

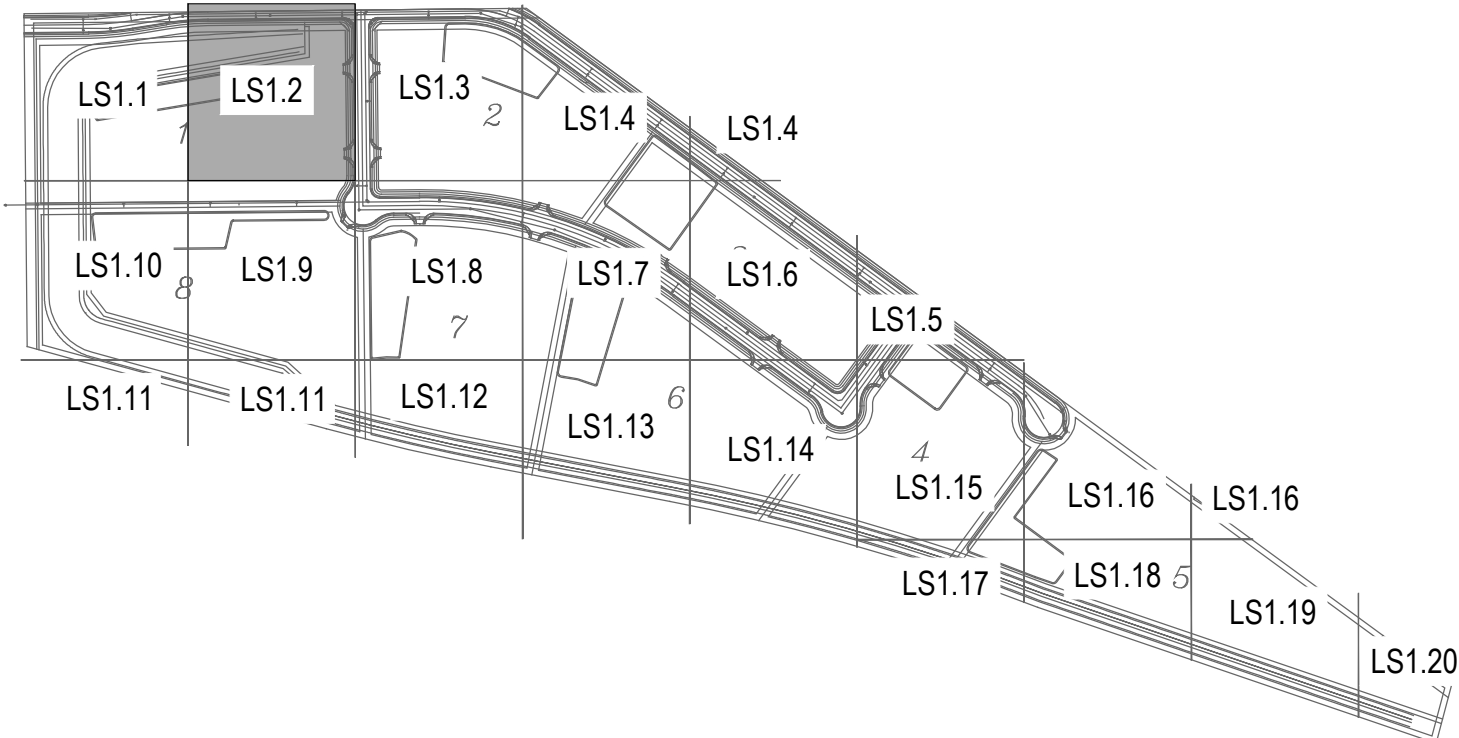


PLANT SCHEDULE

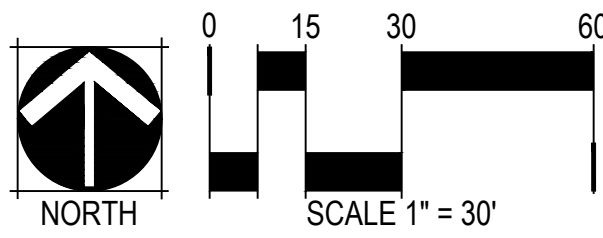
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
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	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens 'Green Cloud' TM	5 gal.	73
	Green Cloud Texas Ranger	5 gal.	963
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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



smART Development
Landscape Architecture

3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480-516-8845

REVISIONS:									
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK

SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

DESIGNED: SM

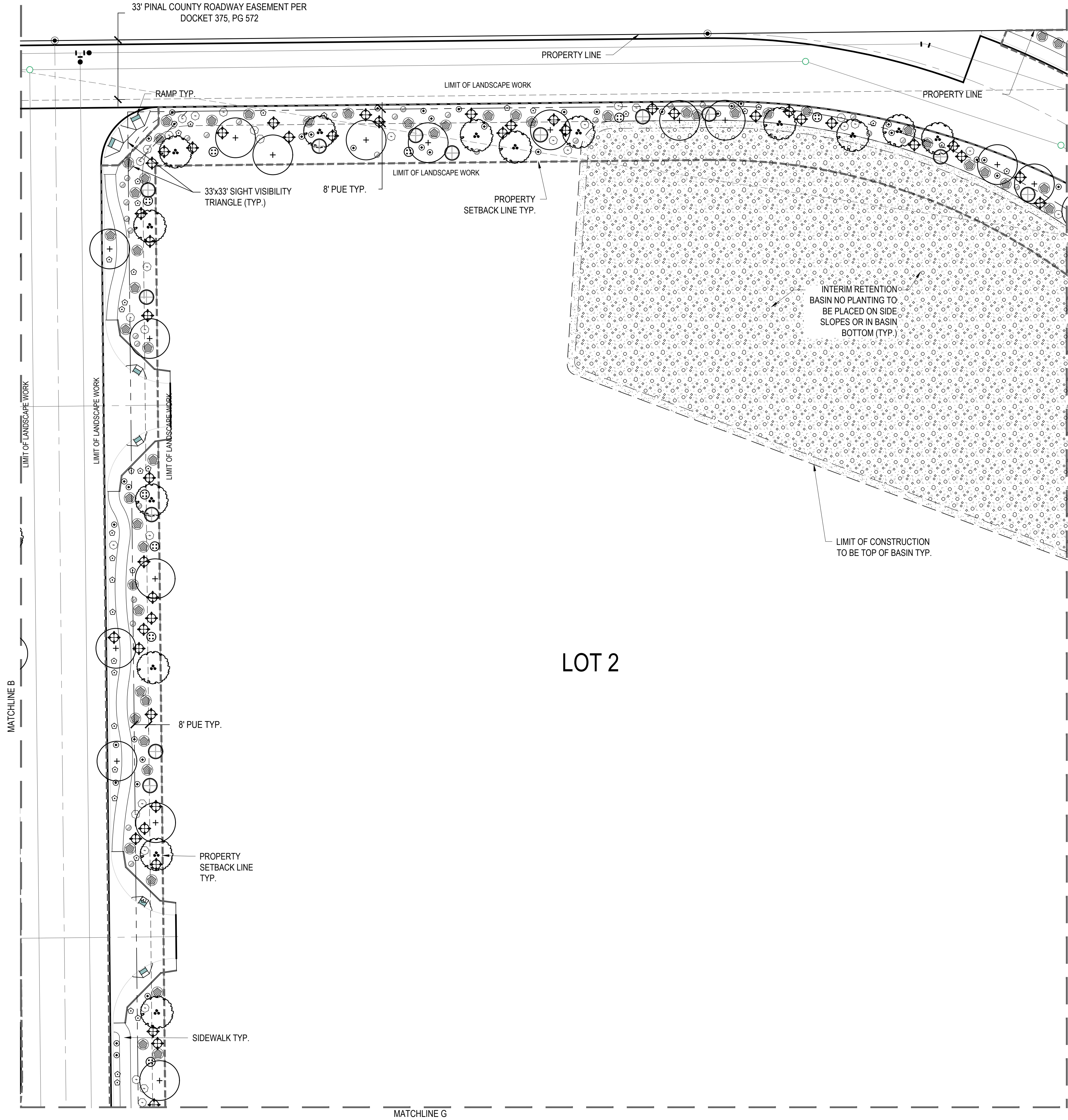
DRAWN: STAFF

CHECKED: SM PLOT DATE: 10/29/2025

SHEET LS1.2 3 OF 23

PROJECT NO.

REVIEWED BY
SM
DATE
STAFF
DATE
SM
DATE
CHECKED BY

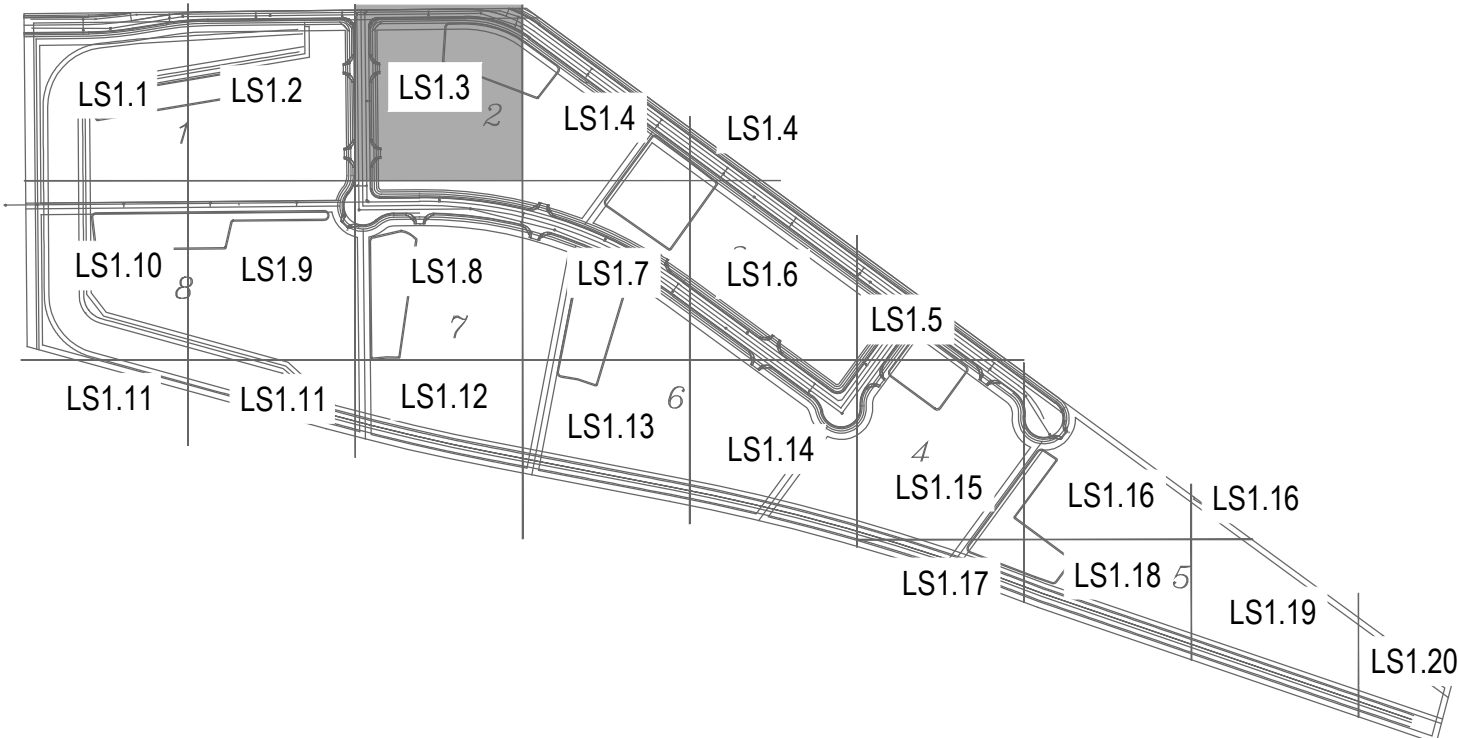


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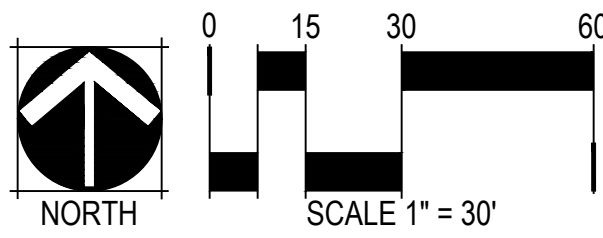
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	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



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3419 N. Kaachina Lane
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REVISIONS:

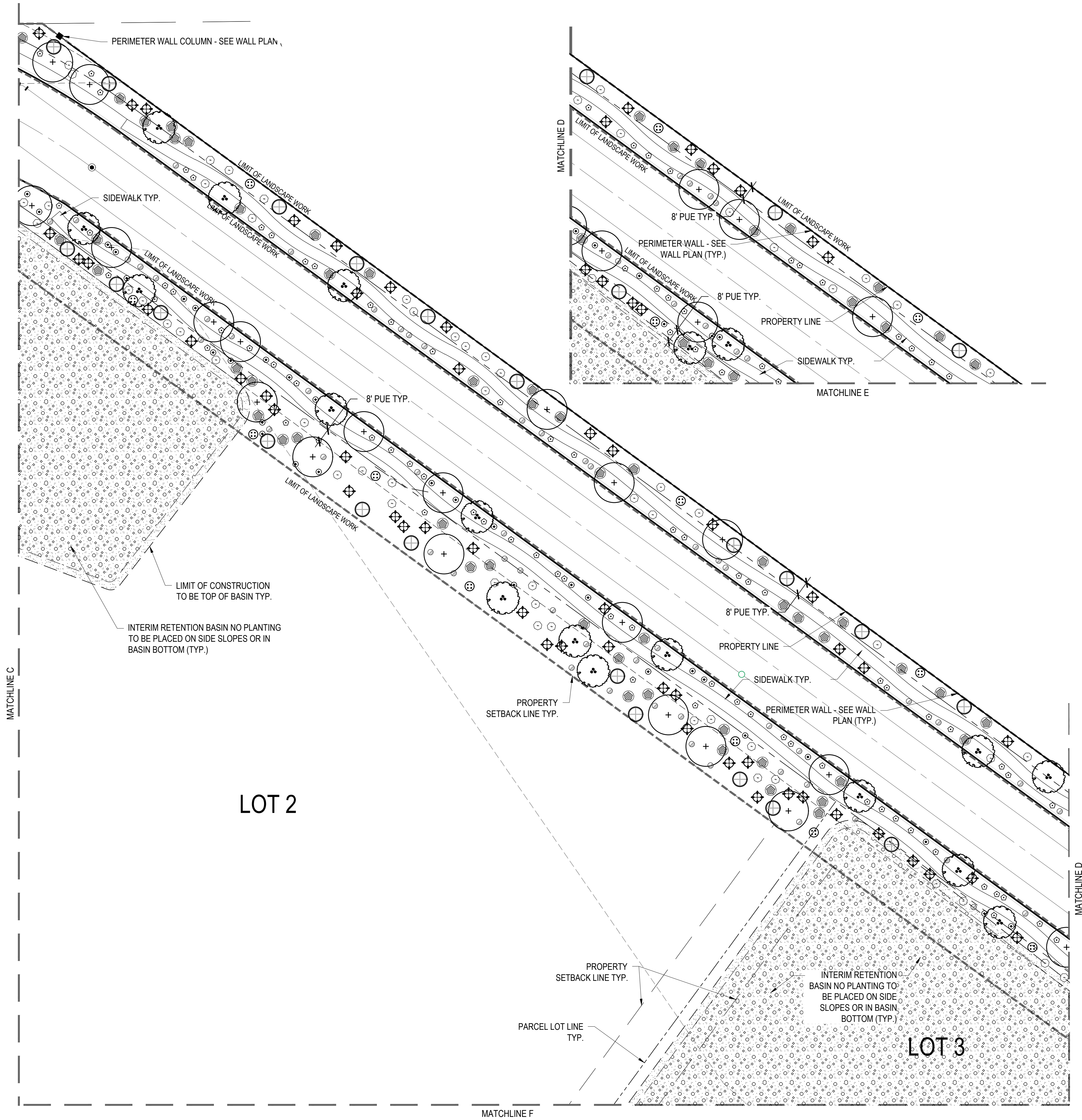
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED:	SM
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CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.3 4 OF 23
PROJECT NO.	

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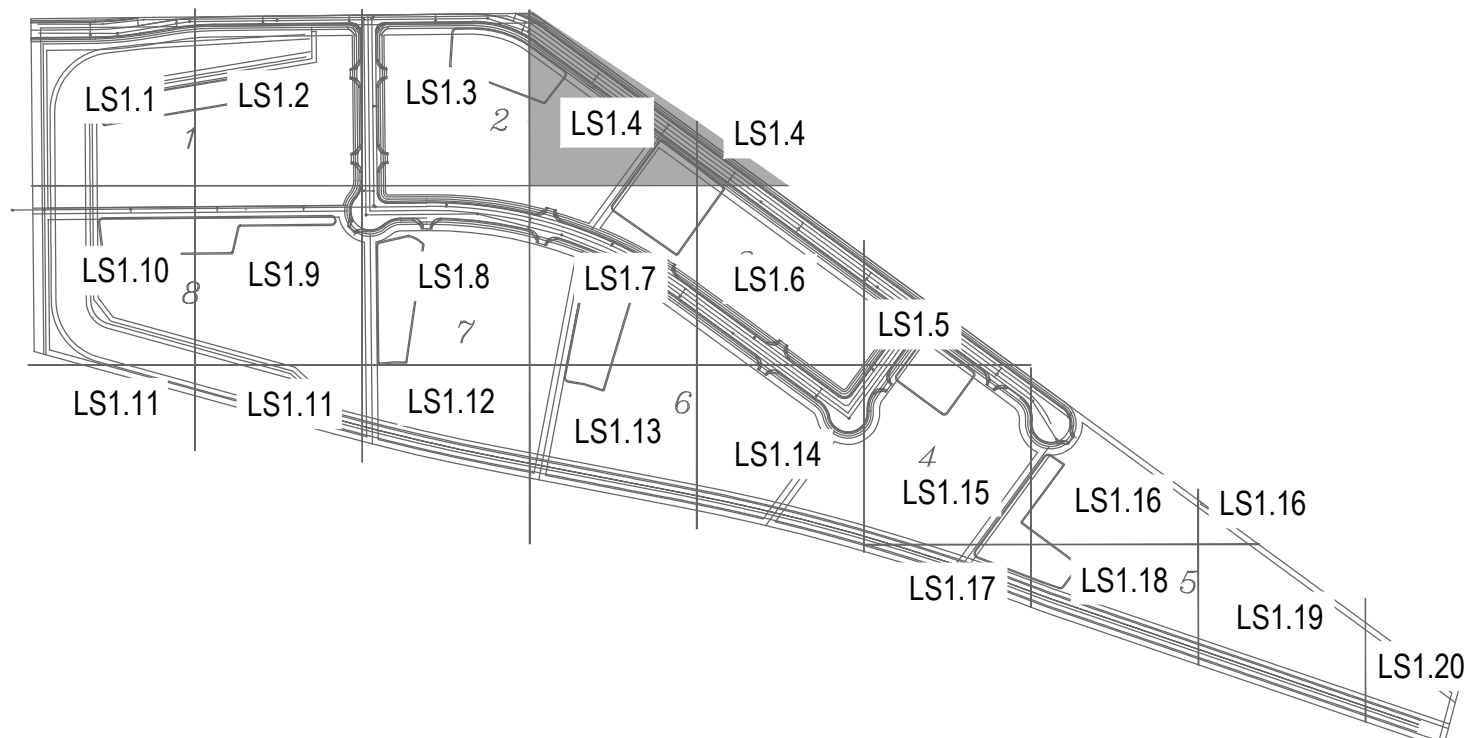


PLANT SCHEDULE

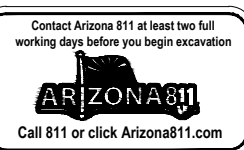
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens 'Green Cloud' TM	5 gal.	73
	Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

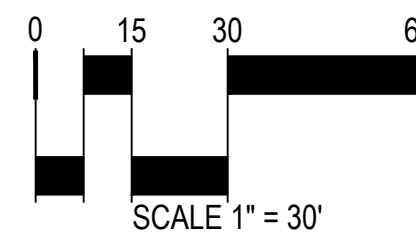
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



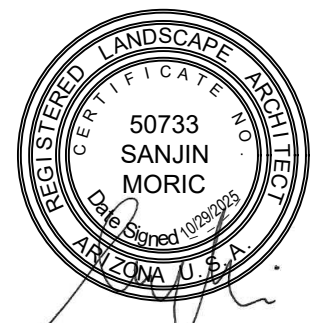
STAFF DATE: FEBRUARY 18, 2026
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

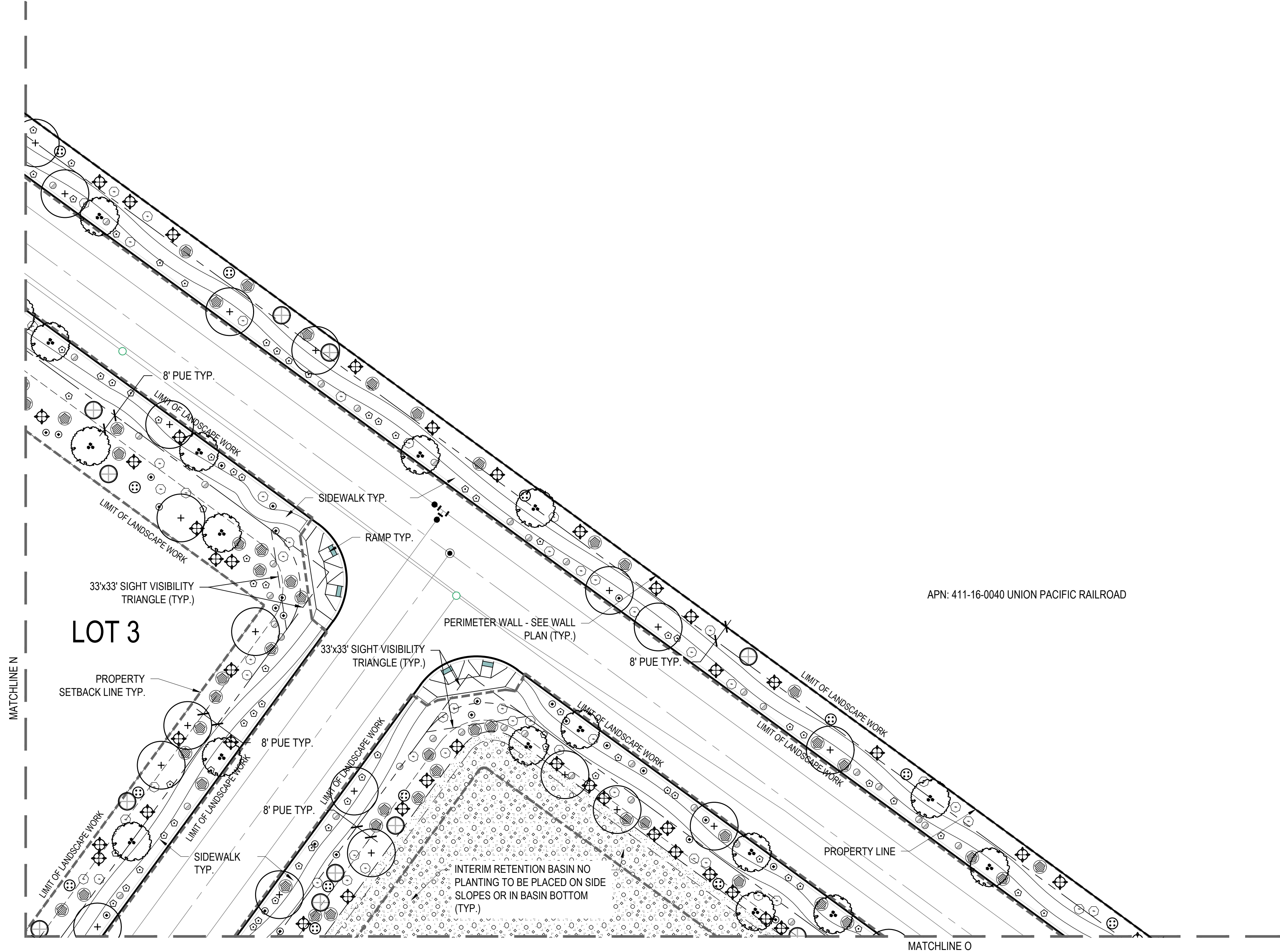


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CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.4 5 OF 23
PROJECT NO.

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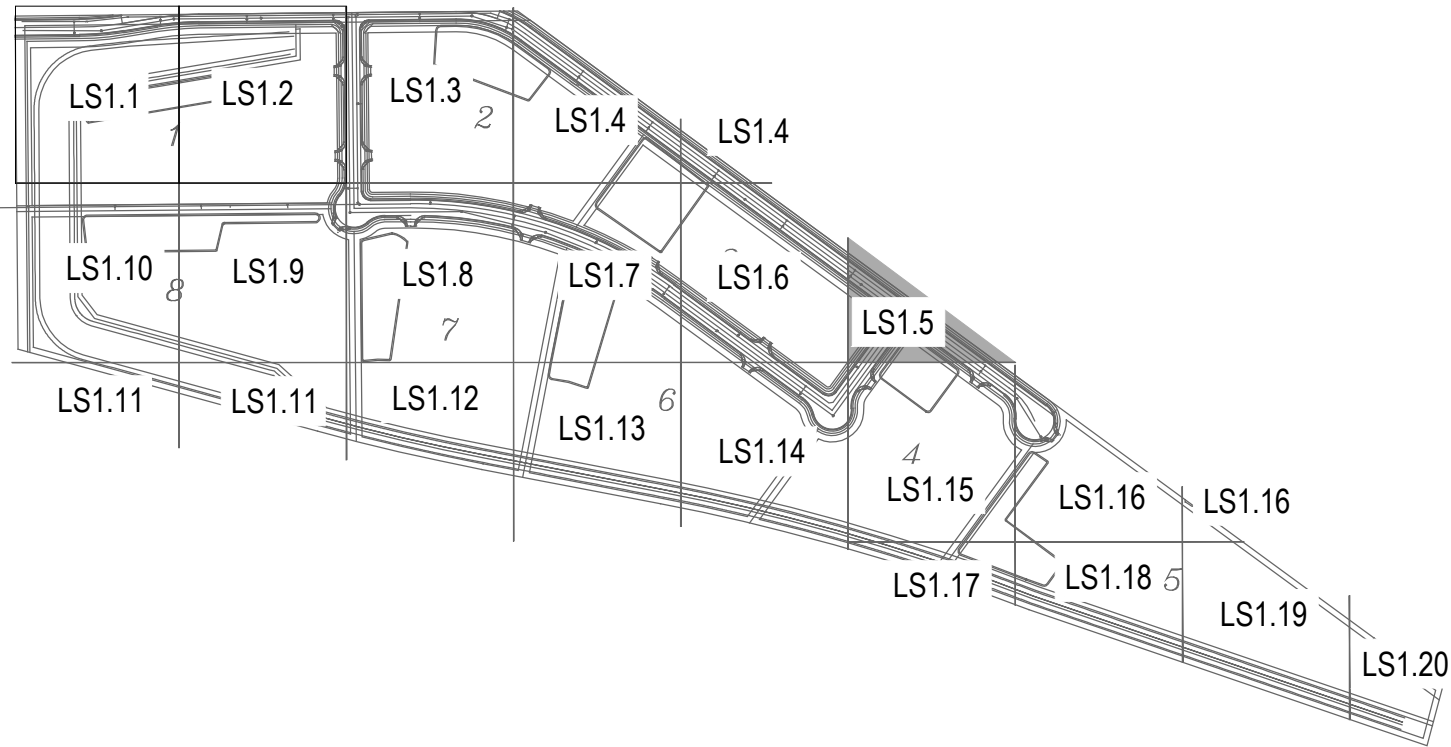


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
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	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

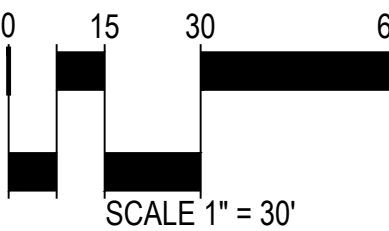
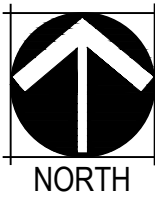
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

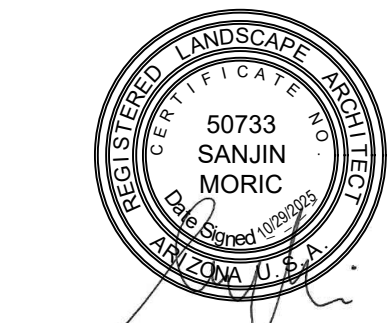


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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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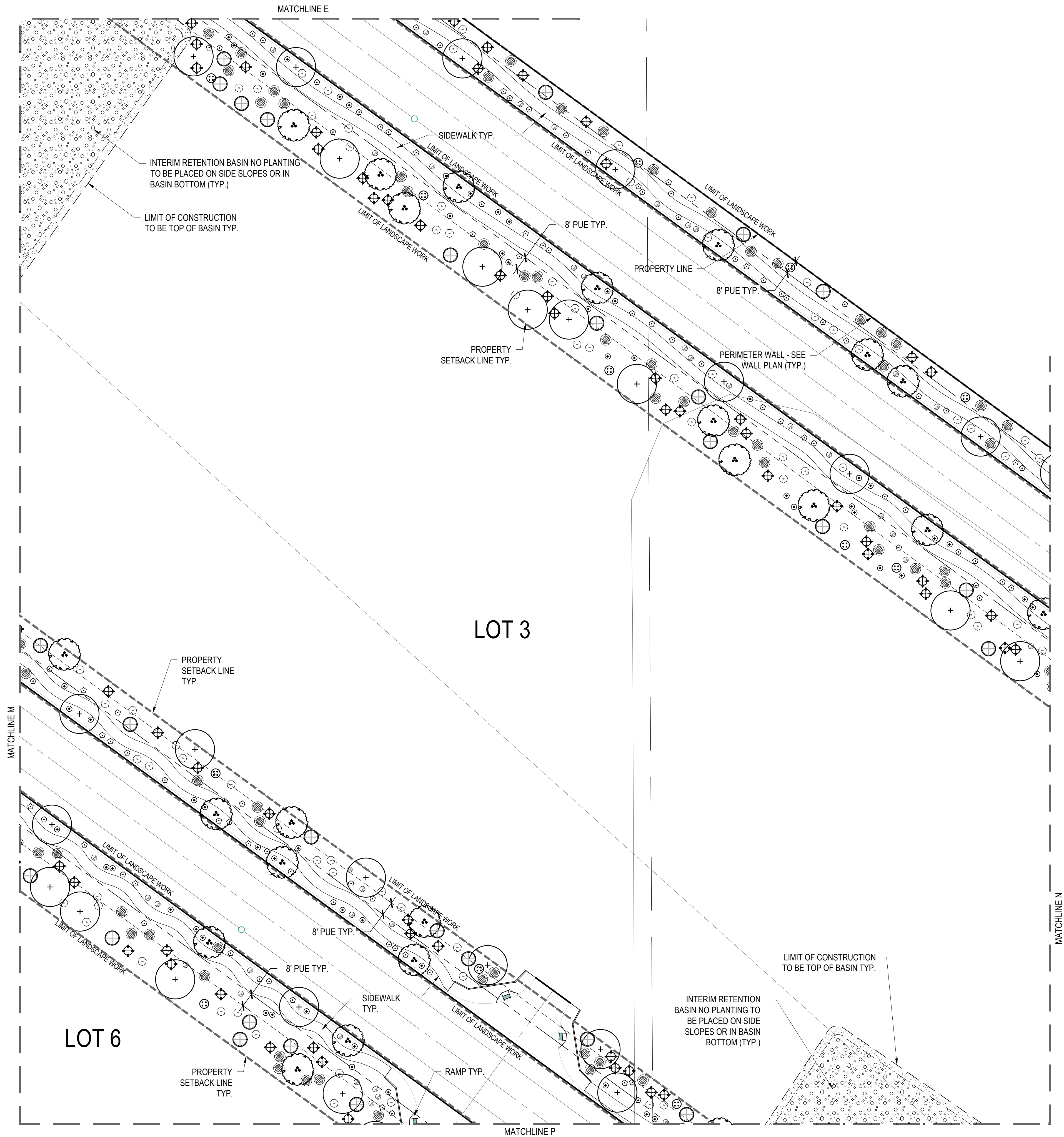
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SHEET	LS1.5	6	OF	23
PROJECT NO.				

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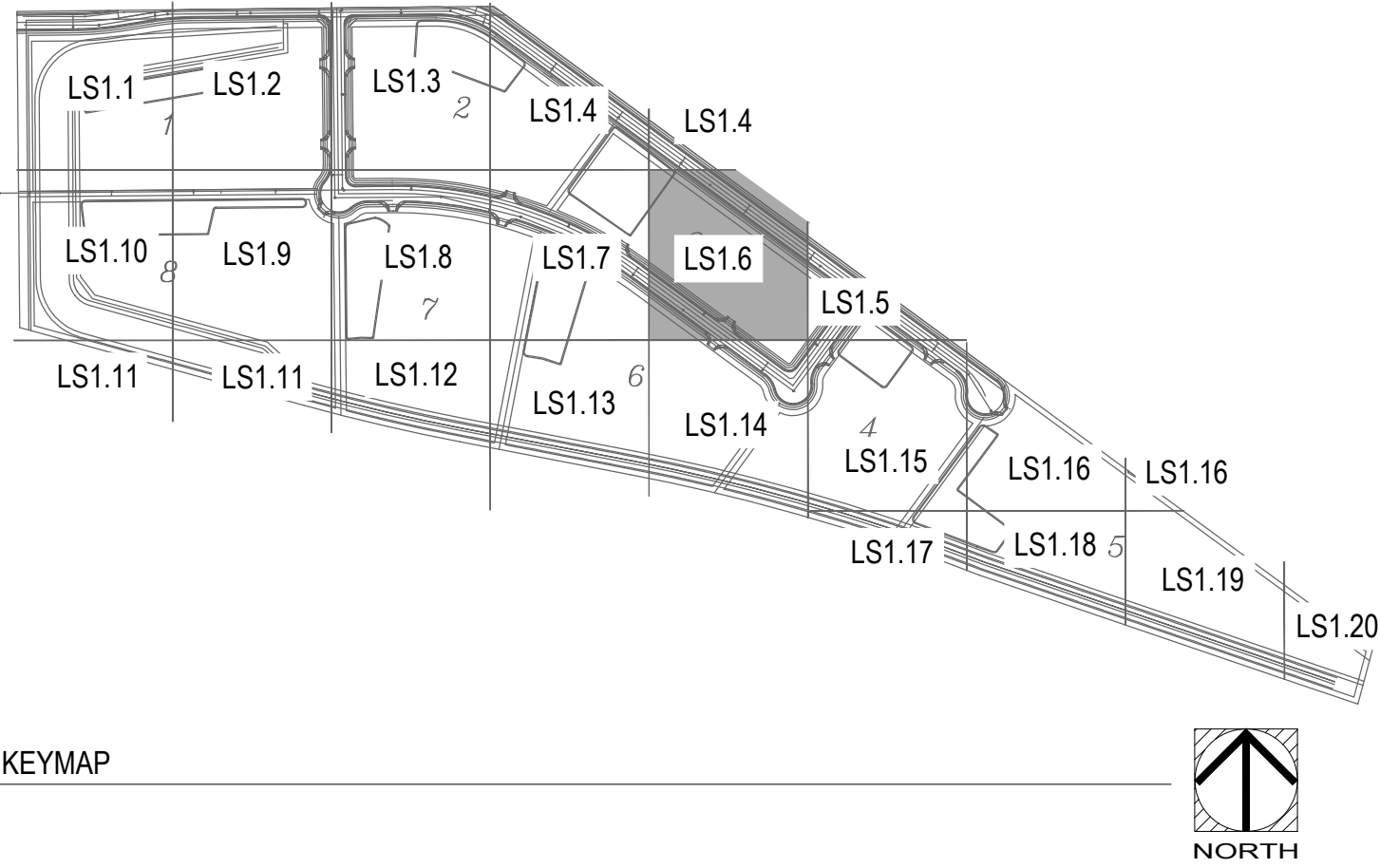


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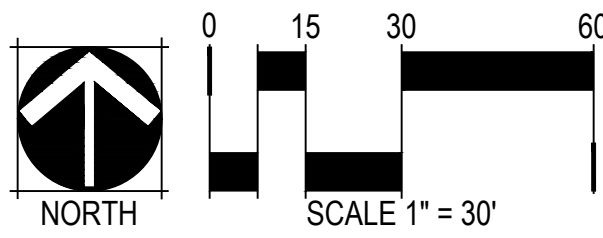
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
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	Leucophyllum frutescens 'Green Cloud' TM	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



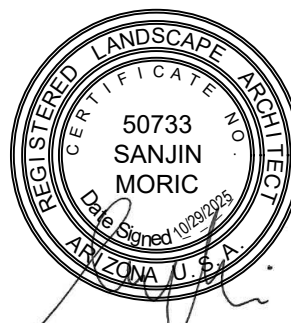
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PRELIMINARY LANDSCAPE PLAN

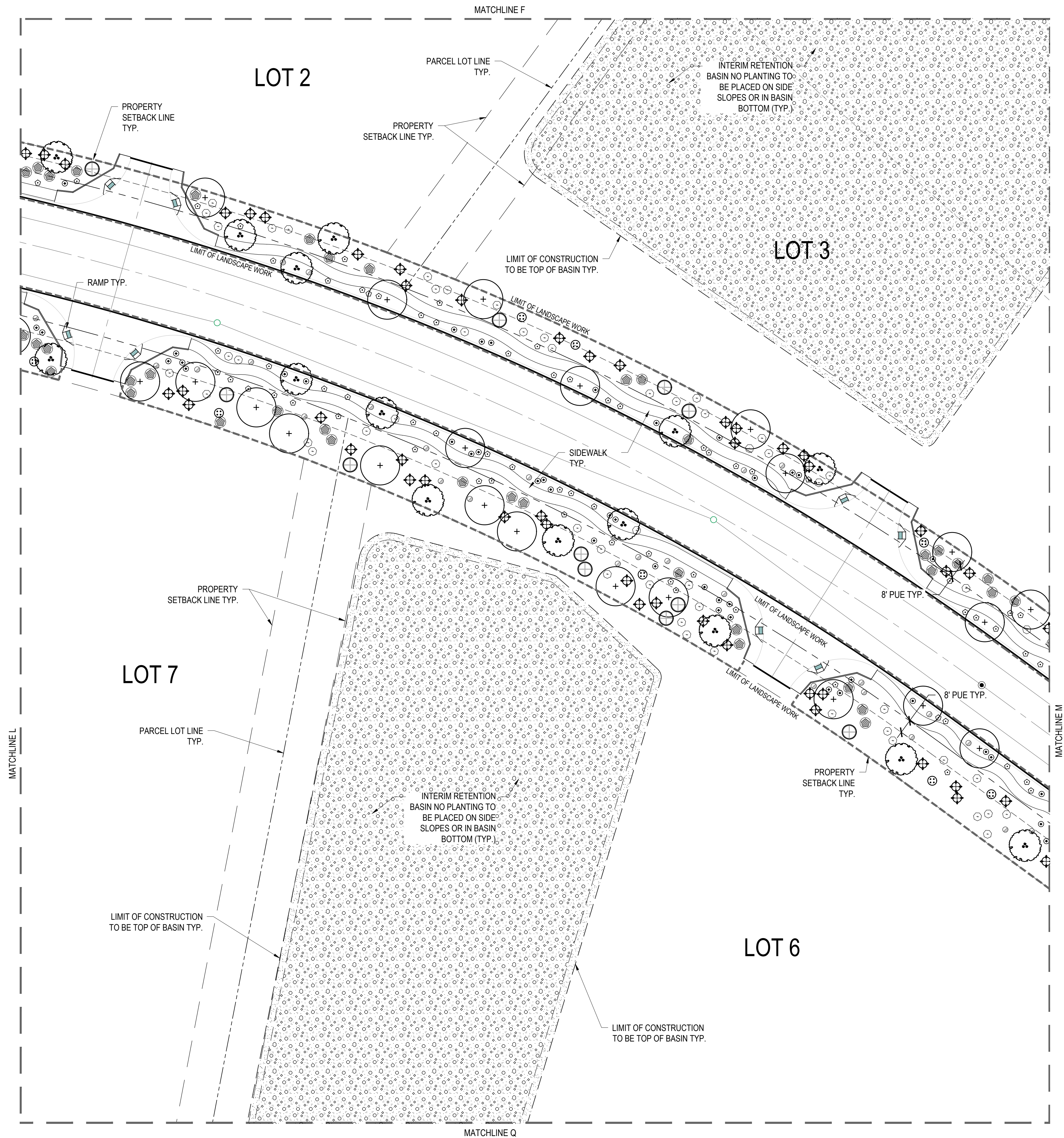
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PINAL COUNTY, AZ



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PLOT DATE:	10/29/2025
SHEET	LS1.6 7 OF 23
PROJECT NO.	

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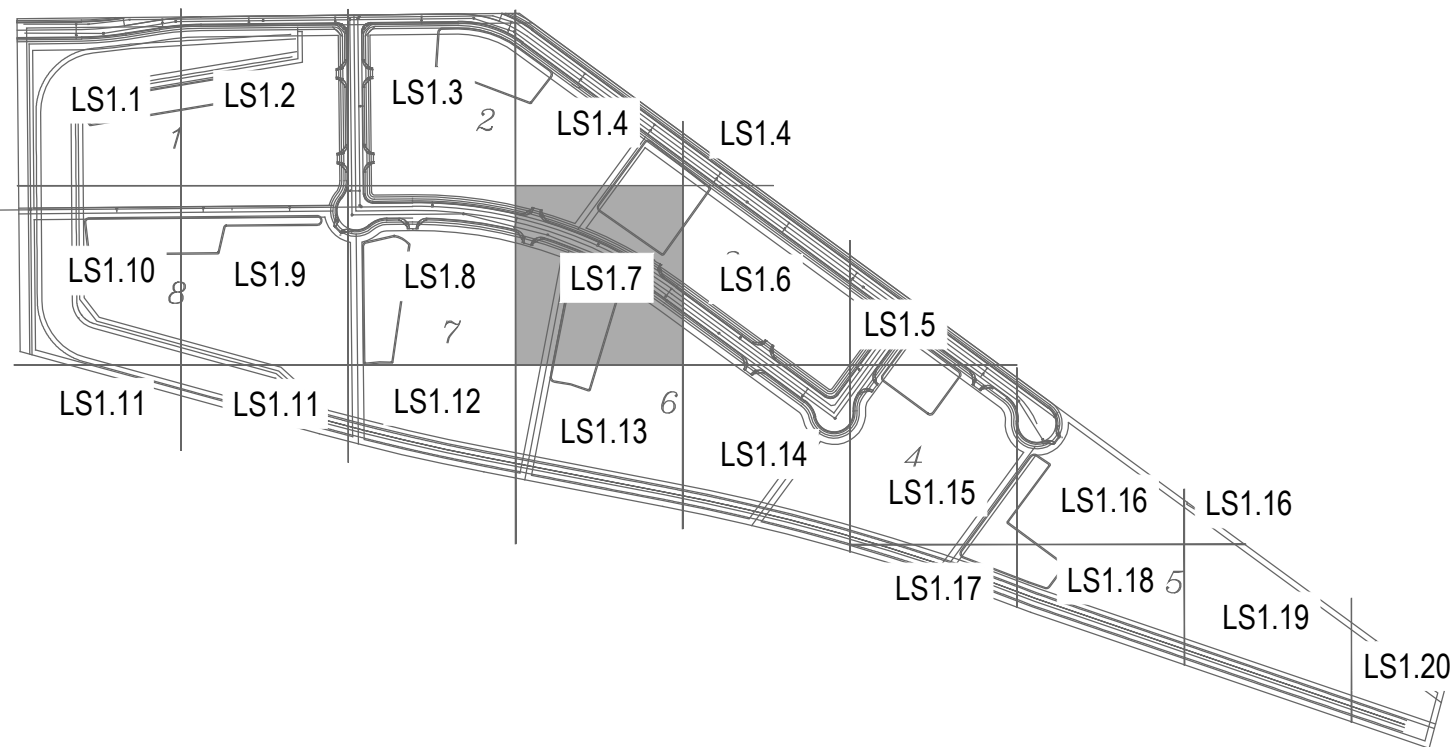


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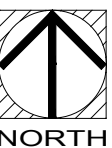
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
SHRUBS			
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	Leucophyllum frutescens 'Green Cloud' TM	5 gal.	73
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GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

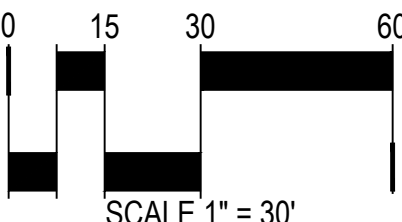
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



STAFF DATE: FEBRUARY 18, 2026
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ



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PLOT DATE:	10/29/2025
SHEET	LS1.7 8 OF 23
PROJECT NO.	

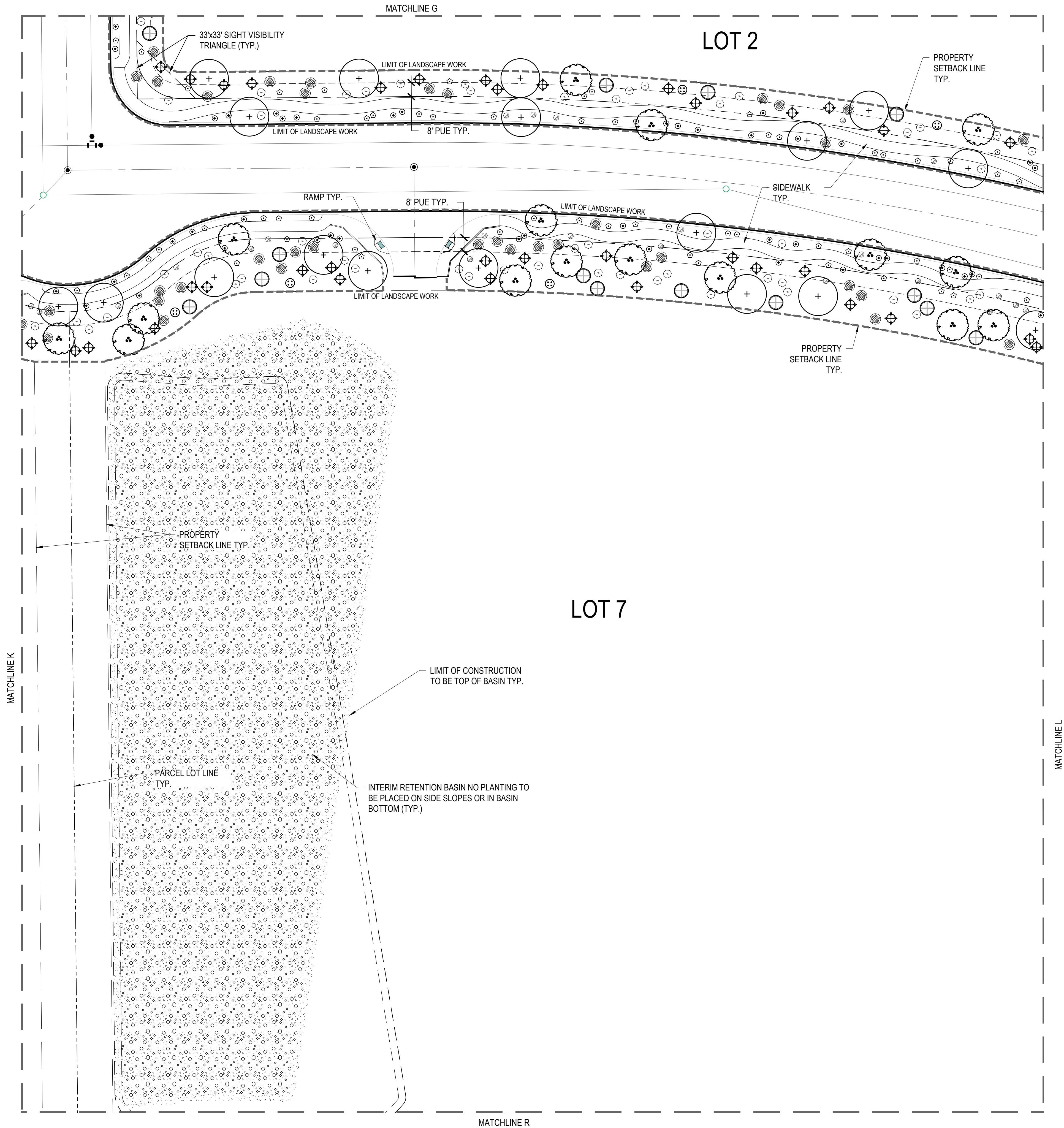
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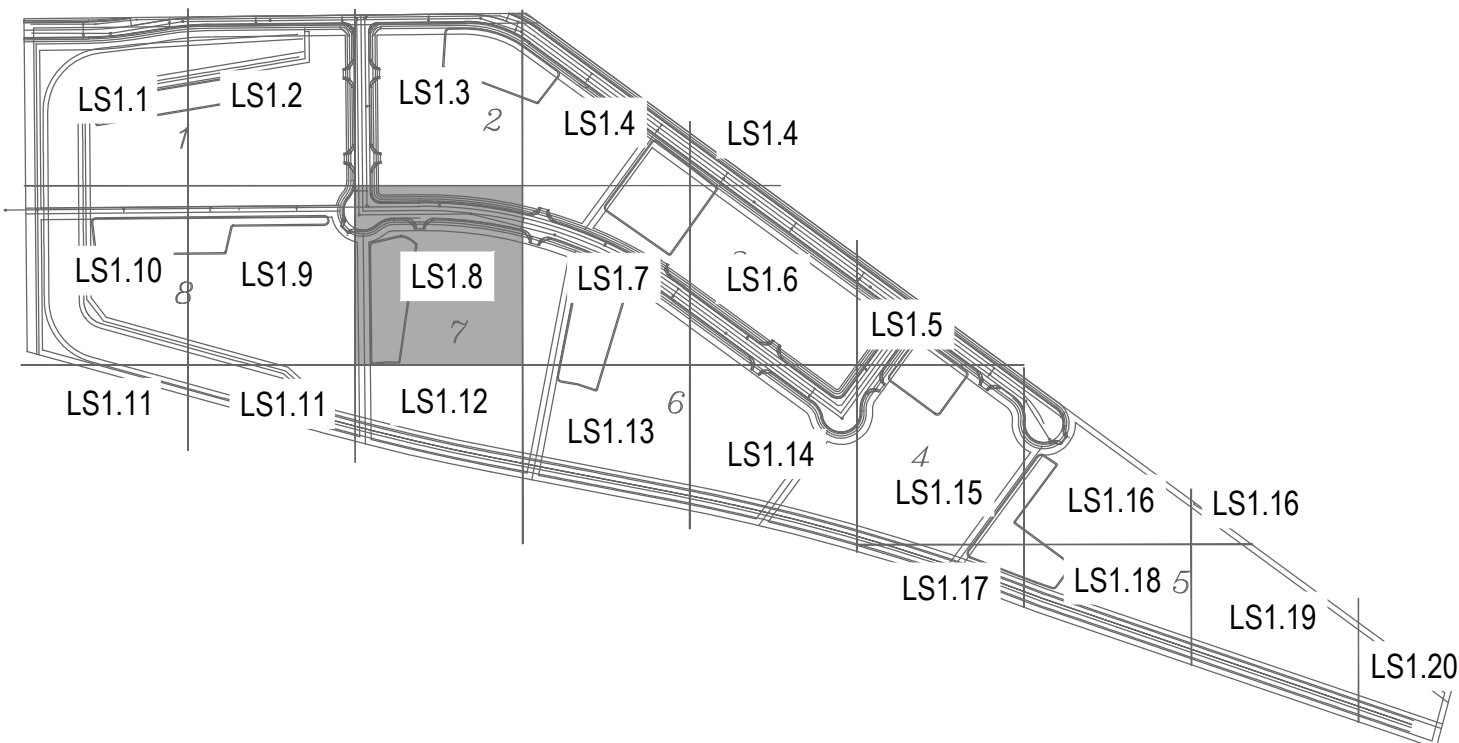


PLANT SCHEDULE

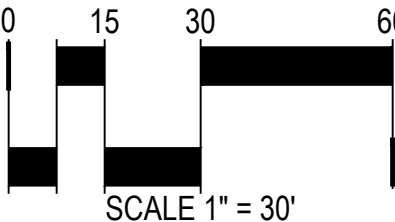
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
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	Acacia redolens Bank Catclaw	5 gal.	892
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

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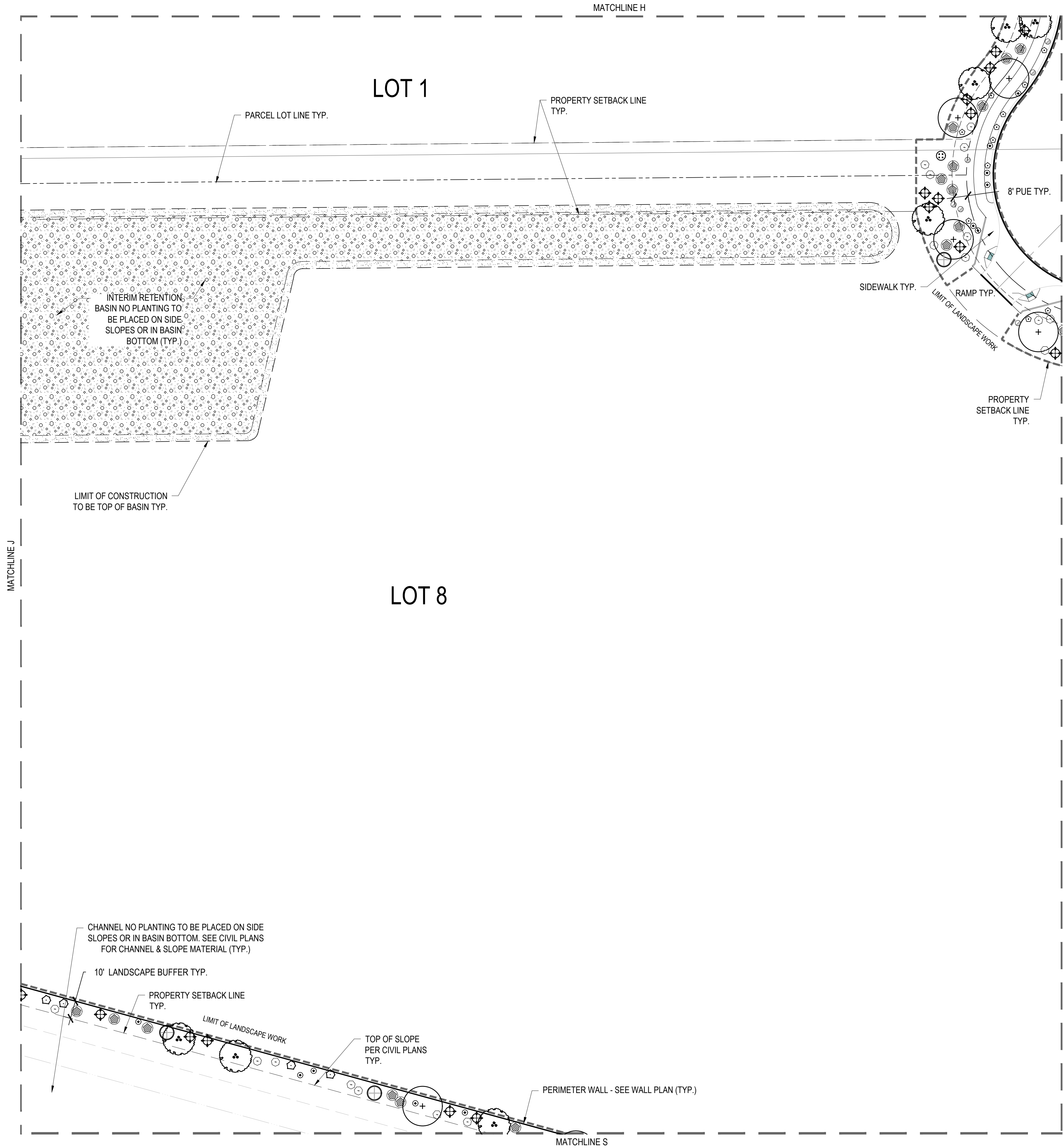
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ

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PLOT DATE:	10/29/2025
SHEET	LS1.8 9 OF 23
PROJECT NO.	

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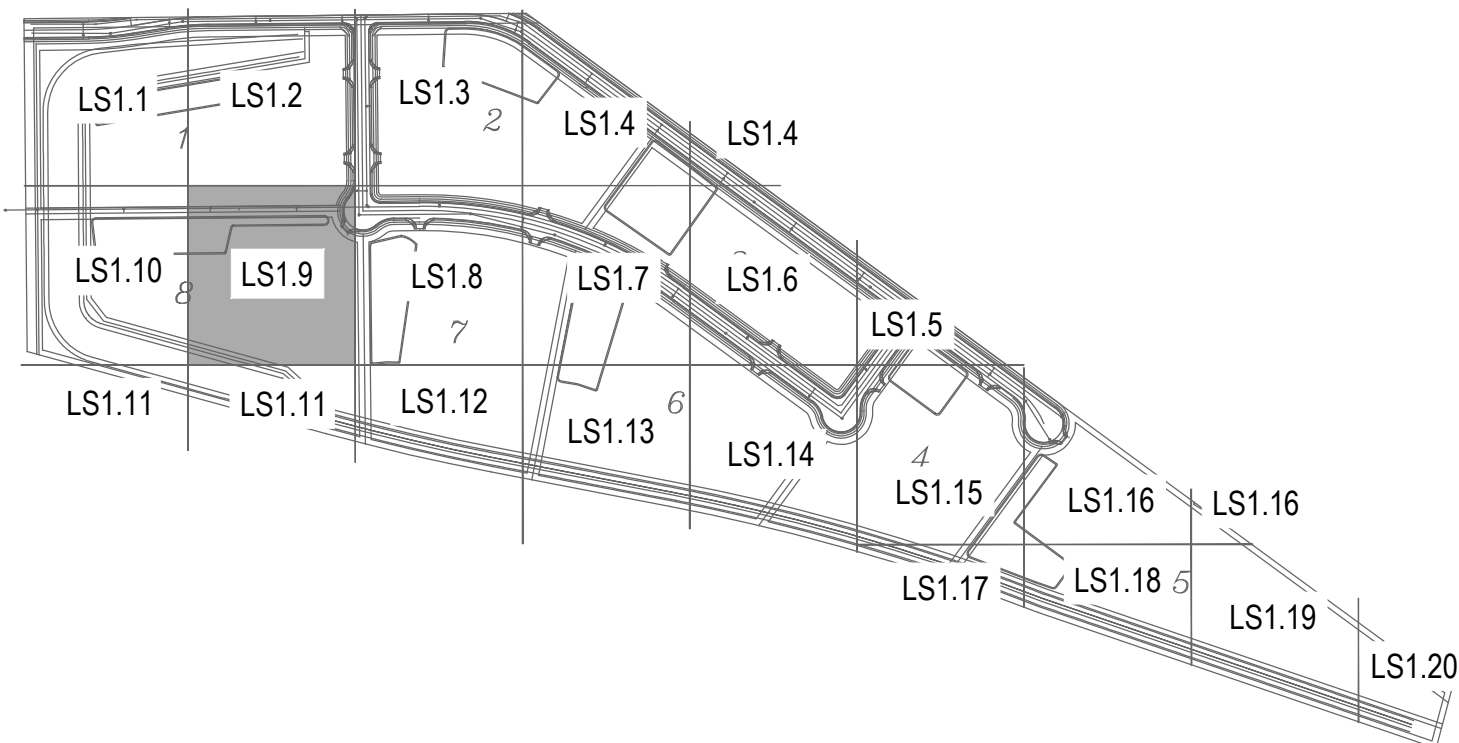


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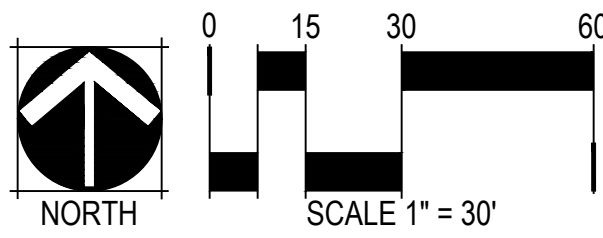
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
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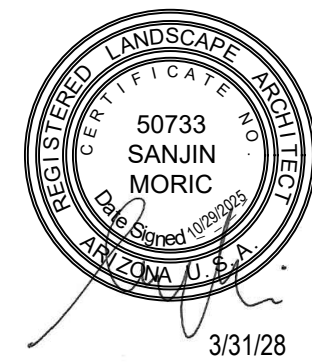


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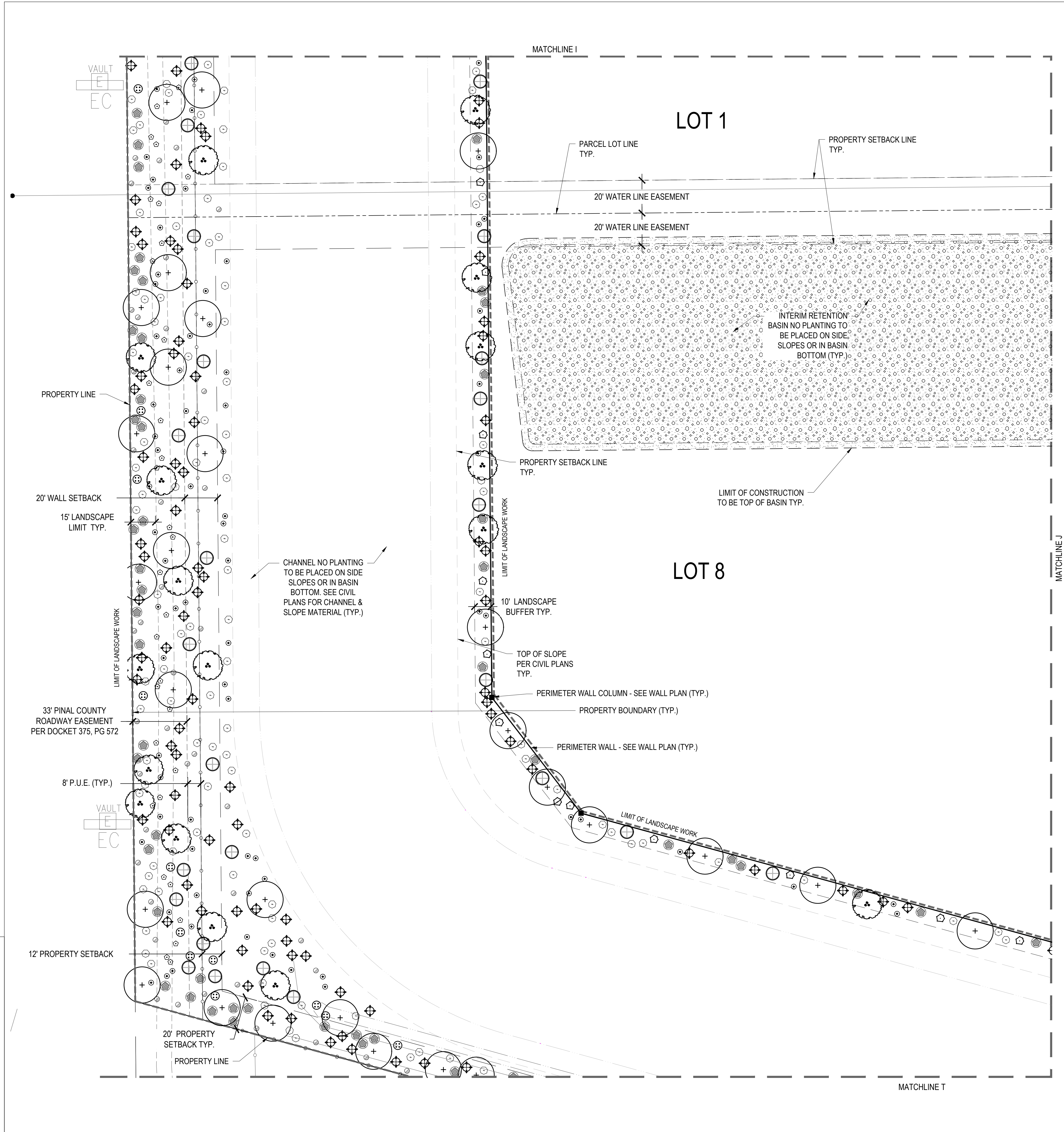
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



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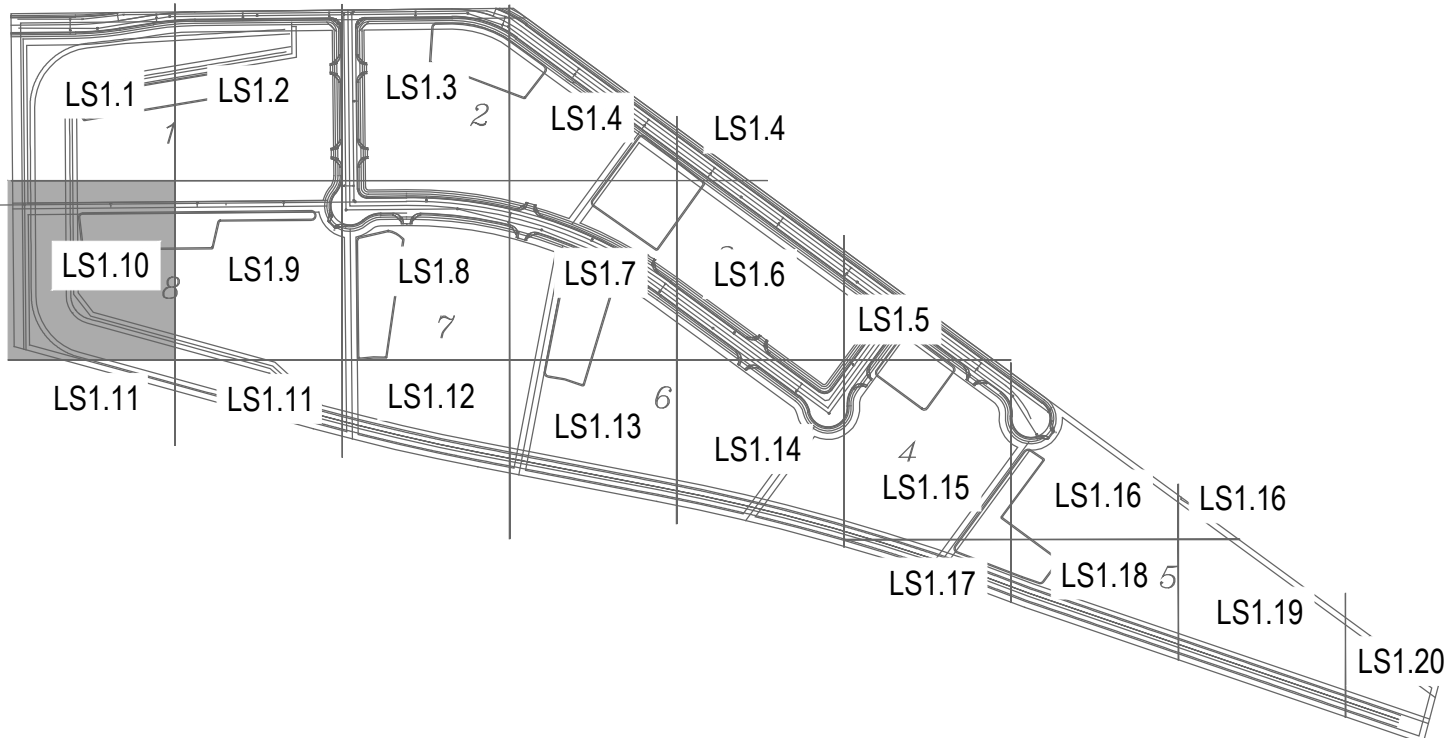


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
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LANDSCAPE MATERIALS

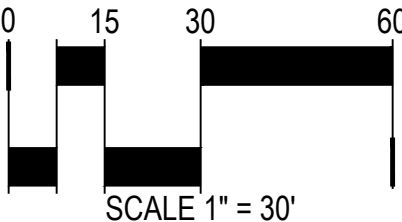
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ



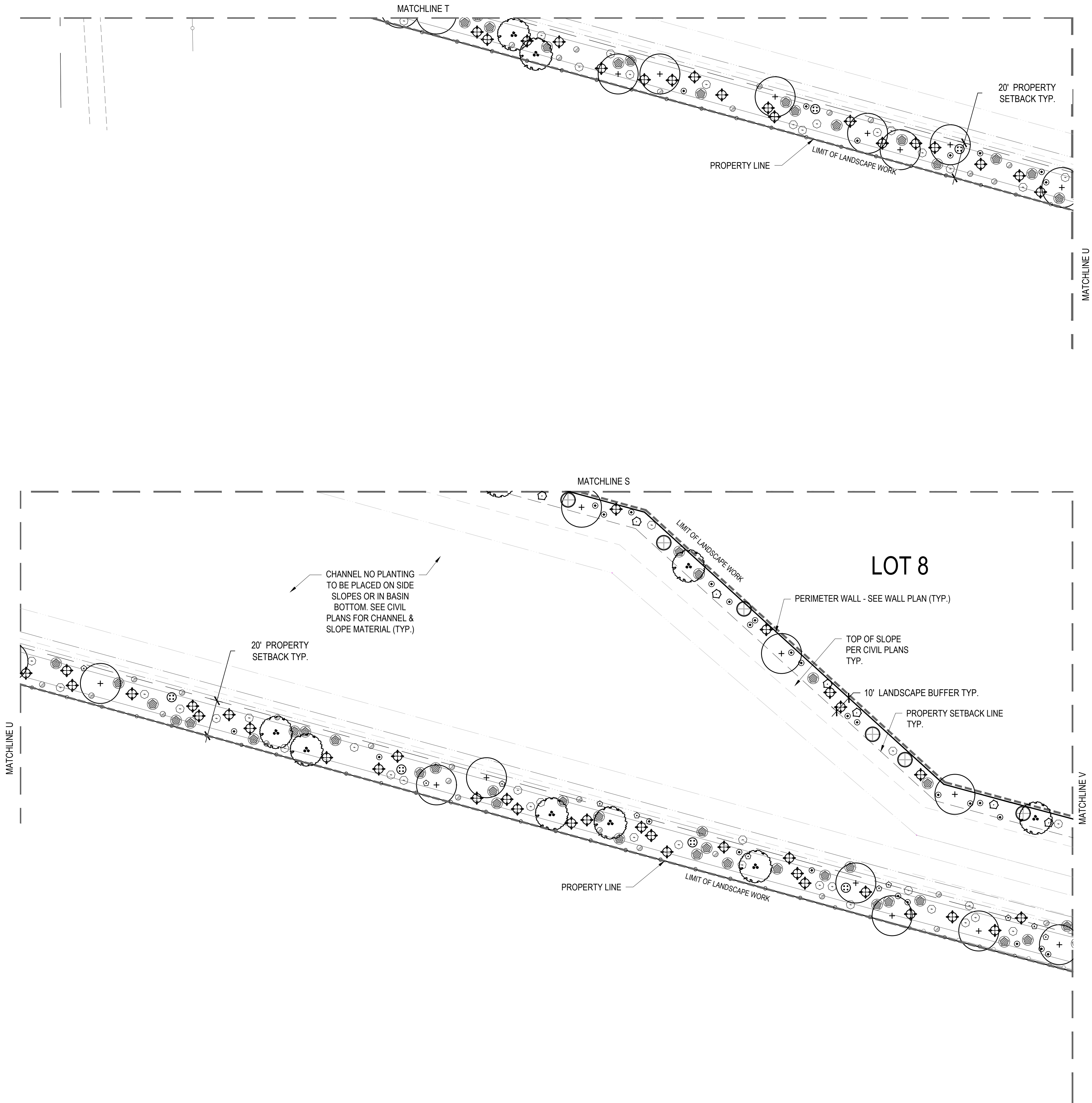
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PLOT DATE:	10/29/2025
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PROJECT NO.	

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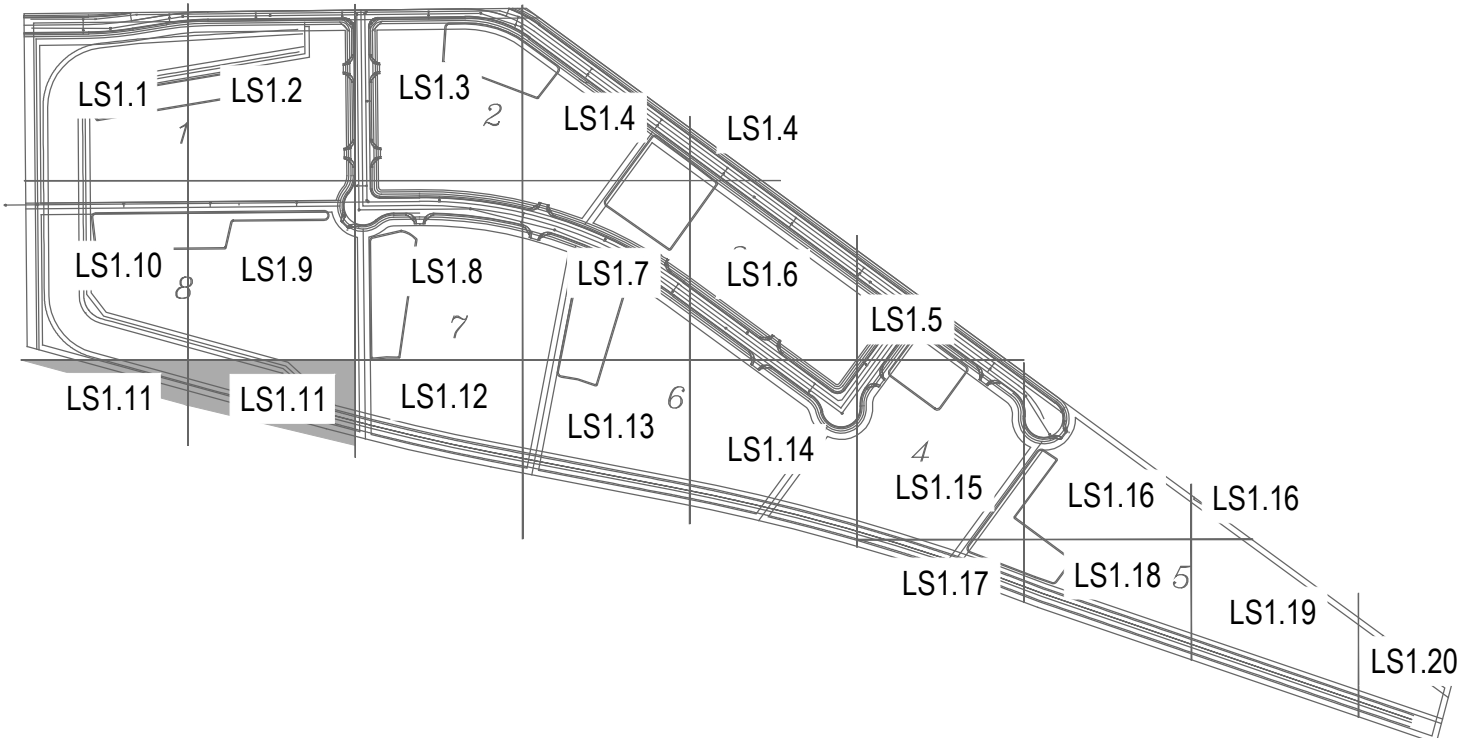


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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LANDSCAPE MATERIALS

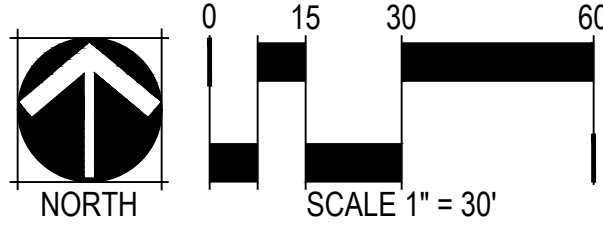
SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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KEYMAP



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PRELIMINARY LANDSCAPE PLAN

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PINAL COUNTY, AZ

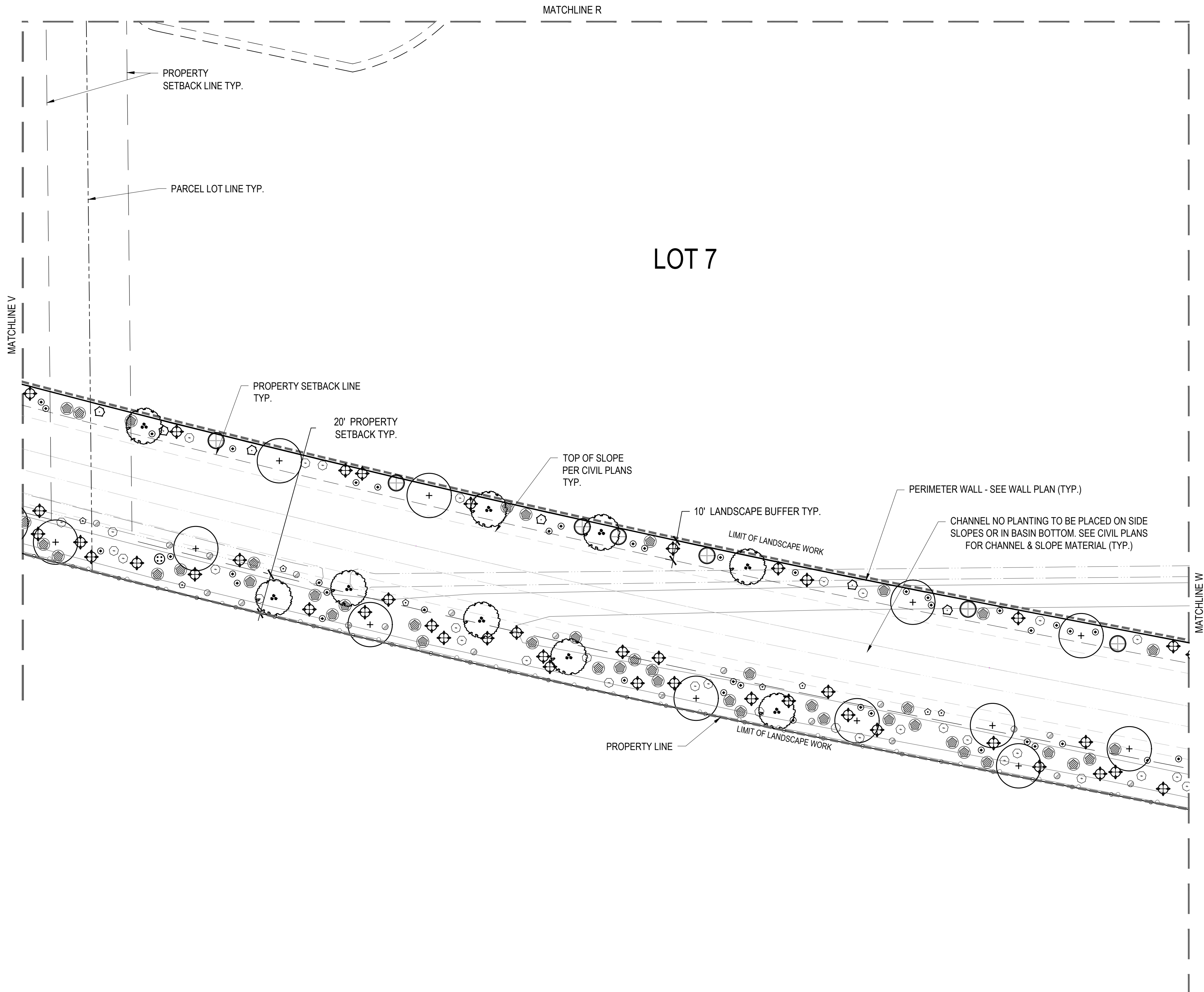


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PLOT DATE:	10/29/2025
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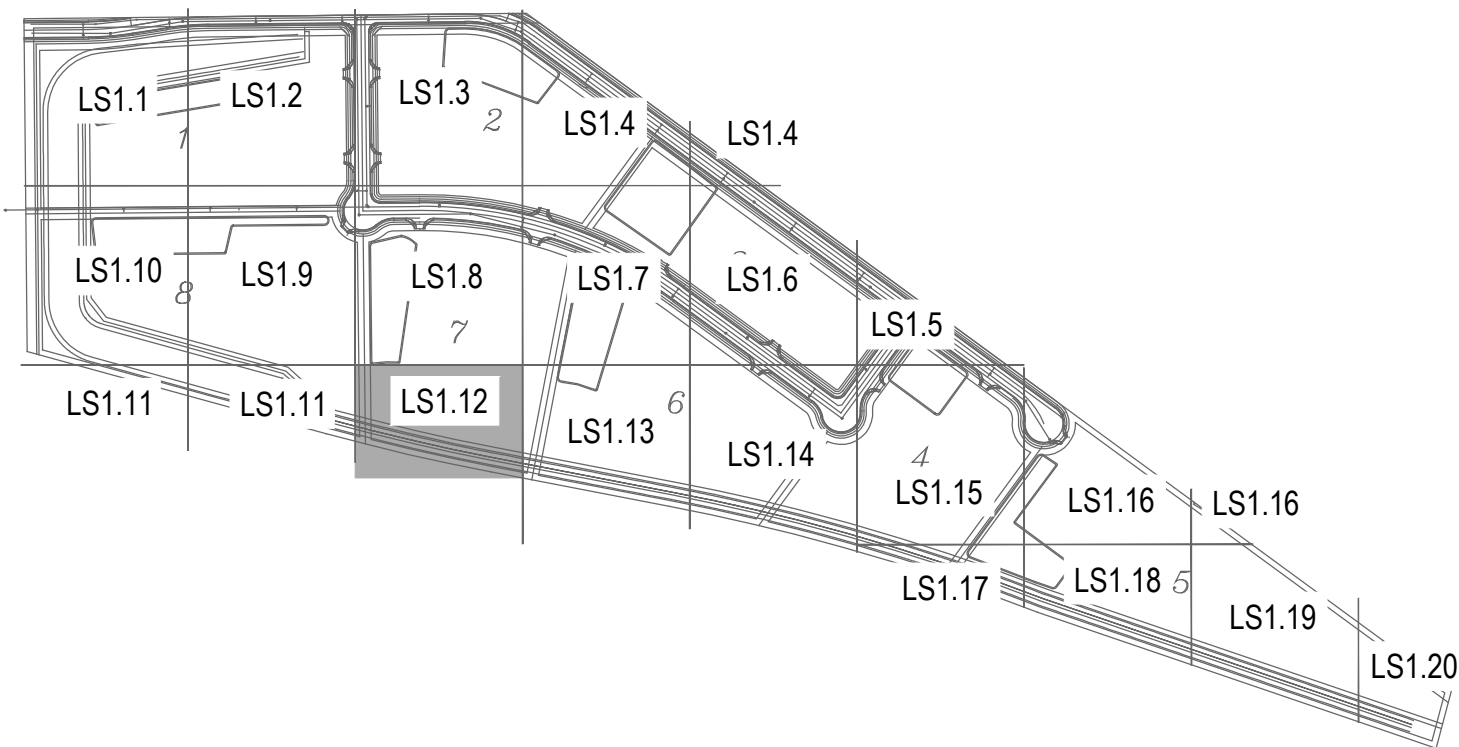


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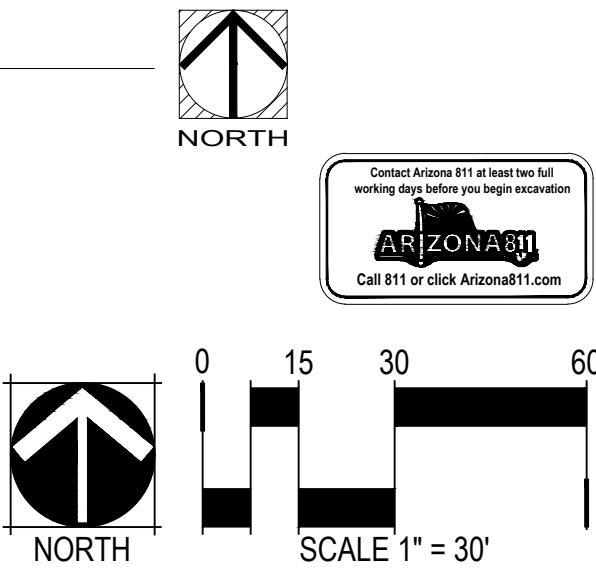
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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	Simmondsia chinensis Jojoba	5 gal.	963
GROUND COVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



smART Development
Landscape Architecture

3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480-516-8845

REVISIONS:

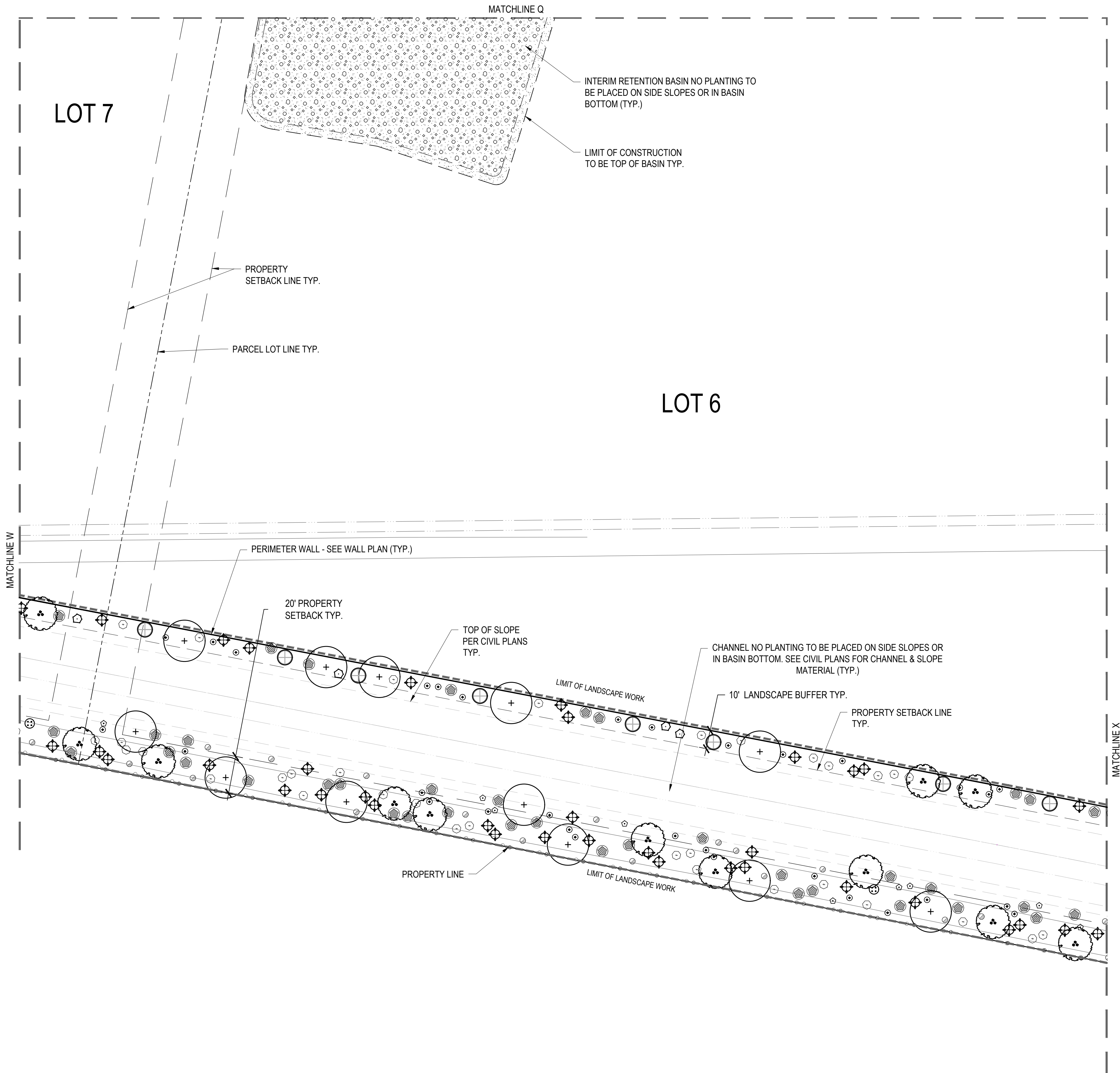
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED: SM
DRAWN: STAFF
CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.12 13 OF 23
PROJECT NO.

REVIEWED BY SM DATE
DRAFTED BY STAFF DATE
CHECKED BY SM DATE

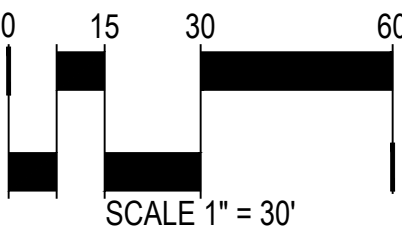
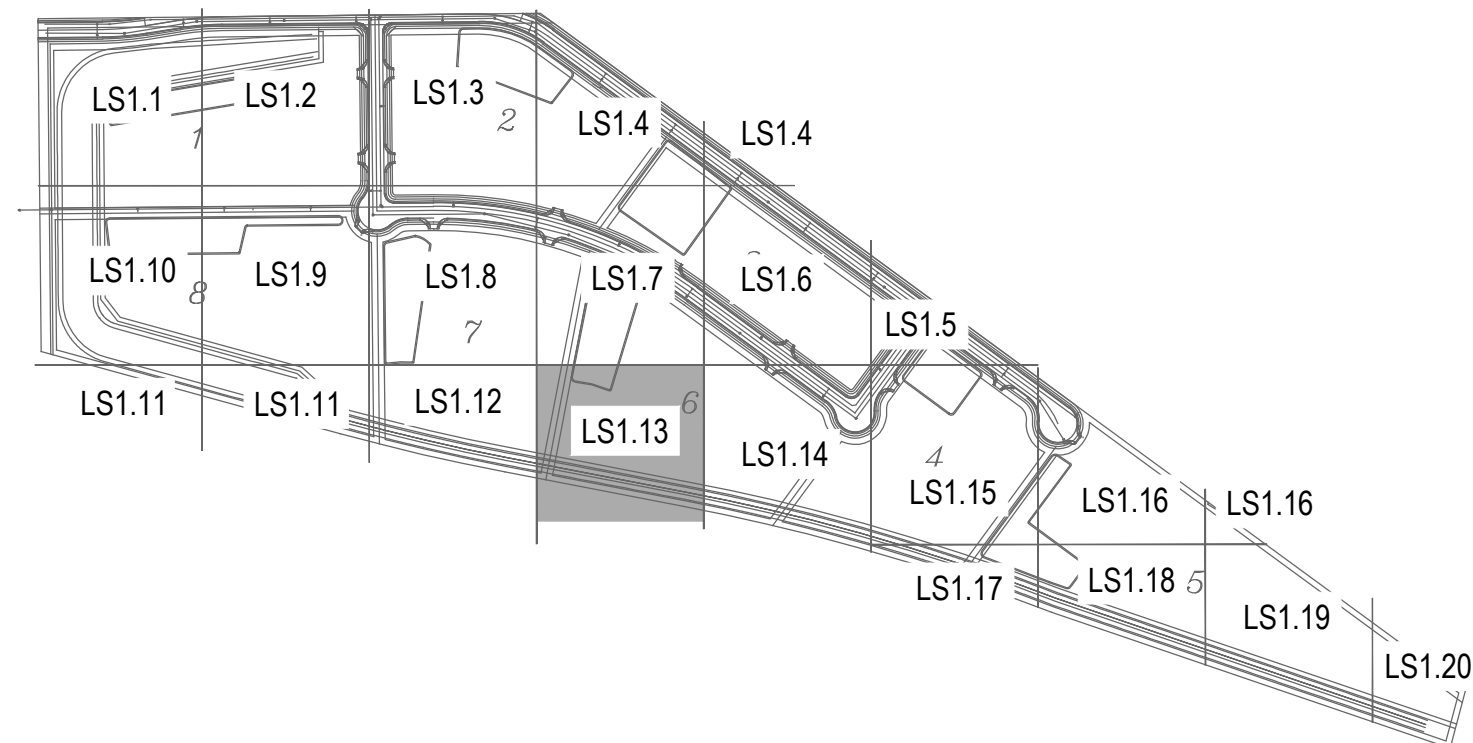


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens 'Green Cloud' TM Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

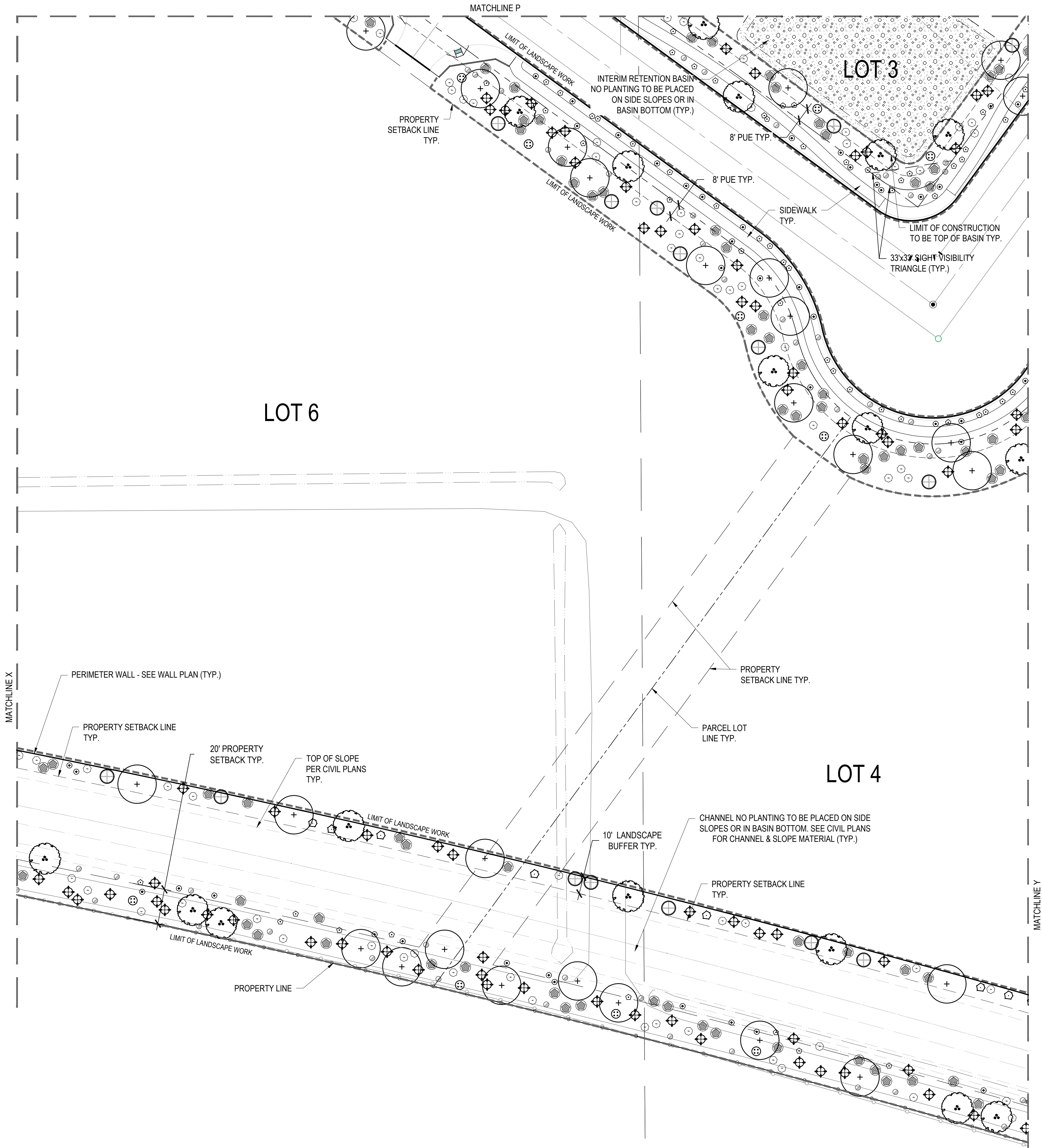


DESIGNED:	SM			
DRAWN:	STAFF			
CHECKED:	SM	PLOT DATE: 10/29/2025		
SHEET	LS1.13	14	OF	23
PROJECT NO.				

REVISIONS:

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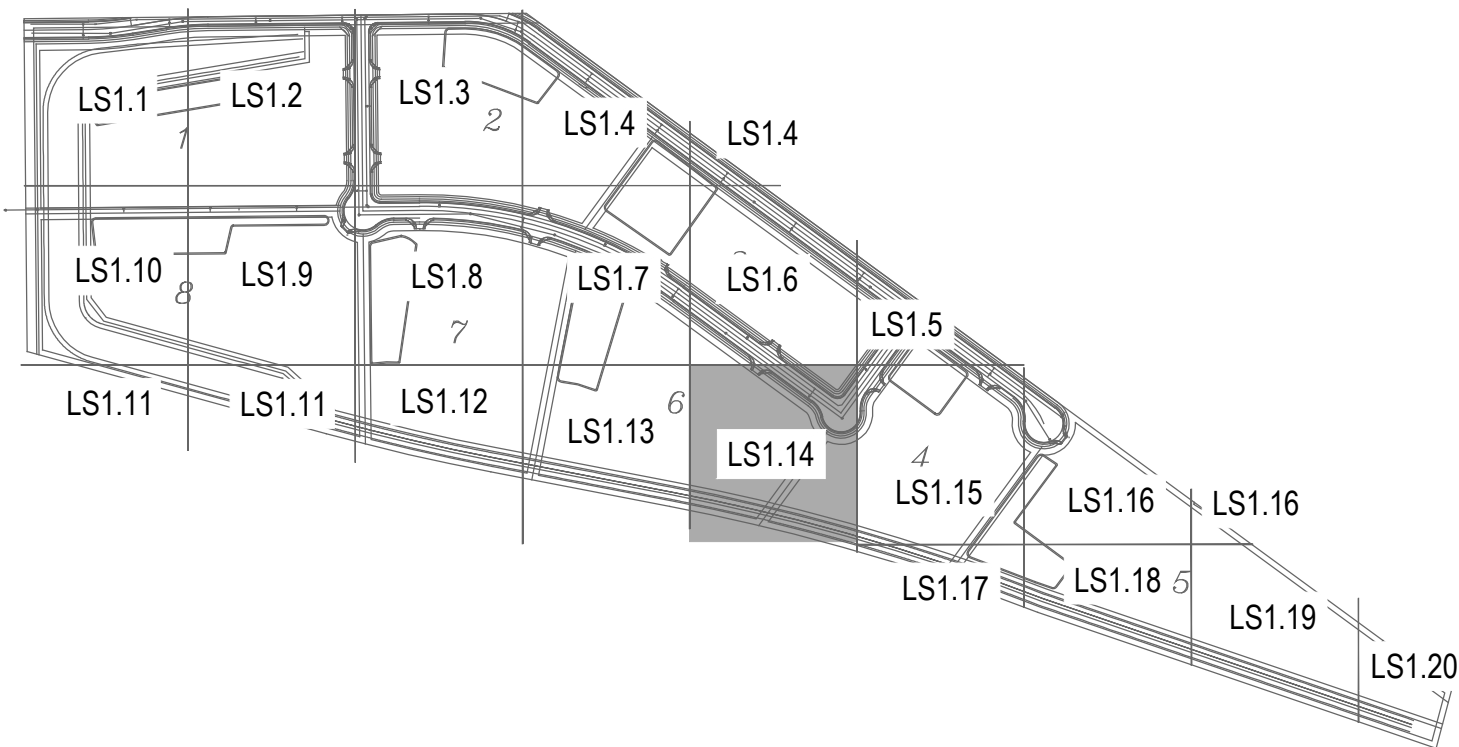


PLANT SCHEDULE

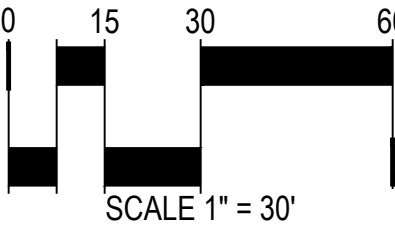
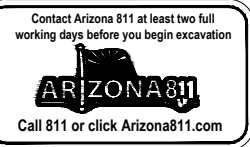
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x 'Desert Museum' Desert Museum Palo Verde	24" Box	381
	Prosopis x 'Rio Salado' Rio Salado Mesquite	24" Box	285
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

REVISIONS:

PRELIMINARY LANDSCAPE PLAN

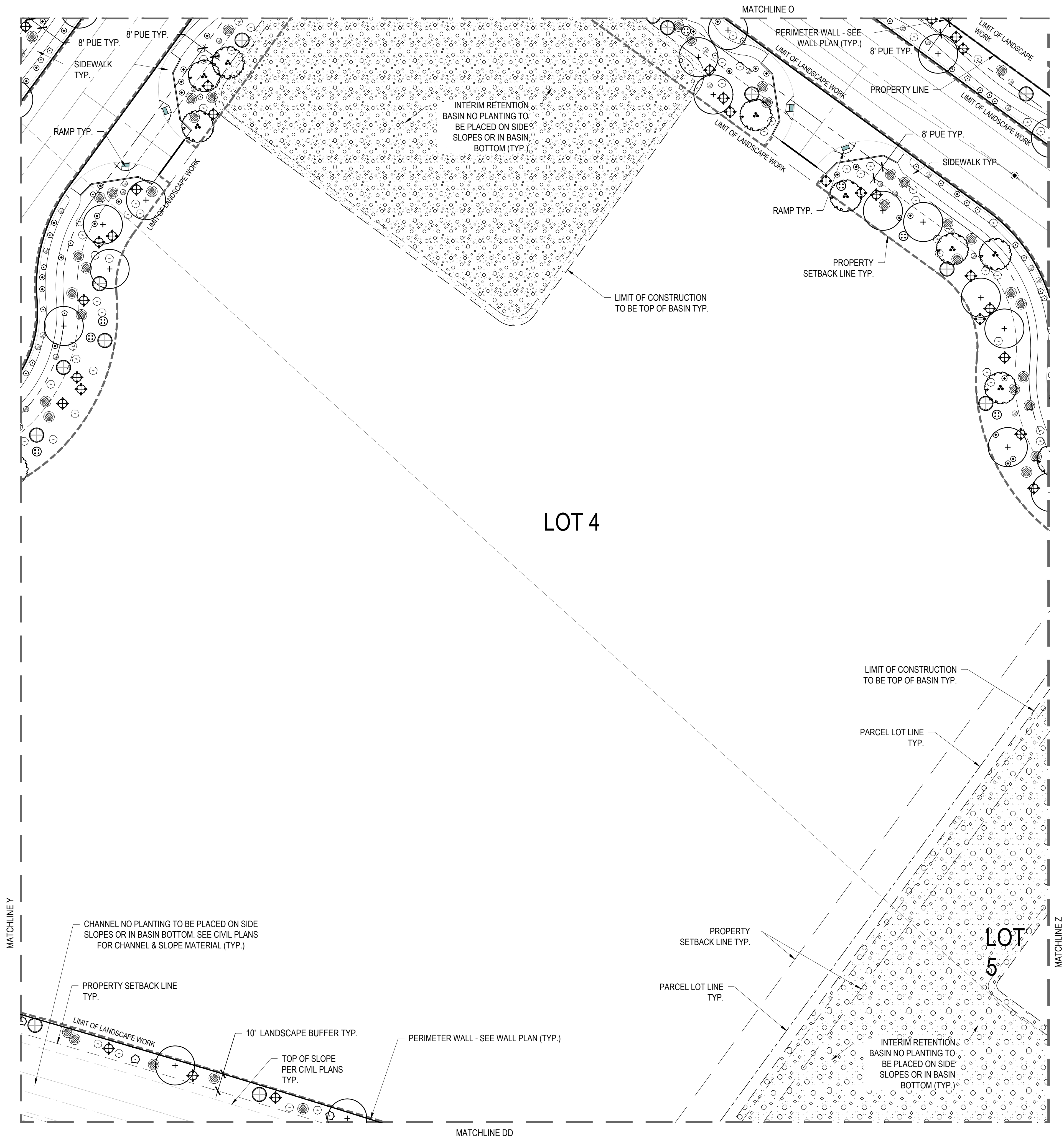
DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

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Landscape Architecture

3419 N. Kaachina Lane
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Office 480-516-8845

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PLOT DATE:	10/29/2025
SHEET	LS1.14 15 OF 23
PROJECT NO.	

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

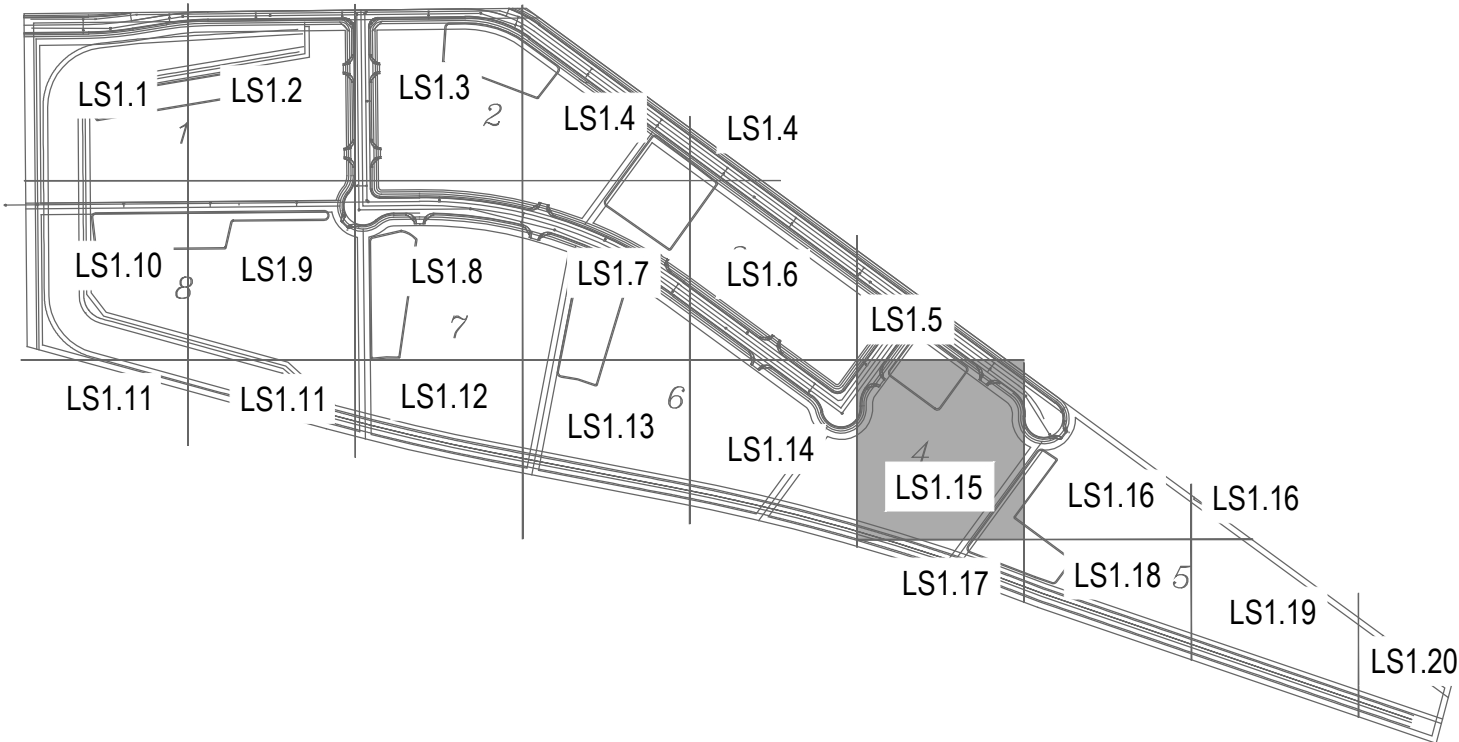


PLANT SCHEDULE

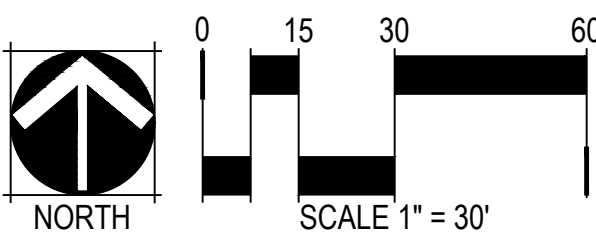
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TREES			
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LANDSCAPE MATERIALS

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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



REVISIONS:

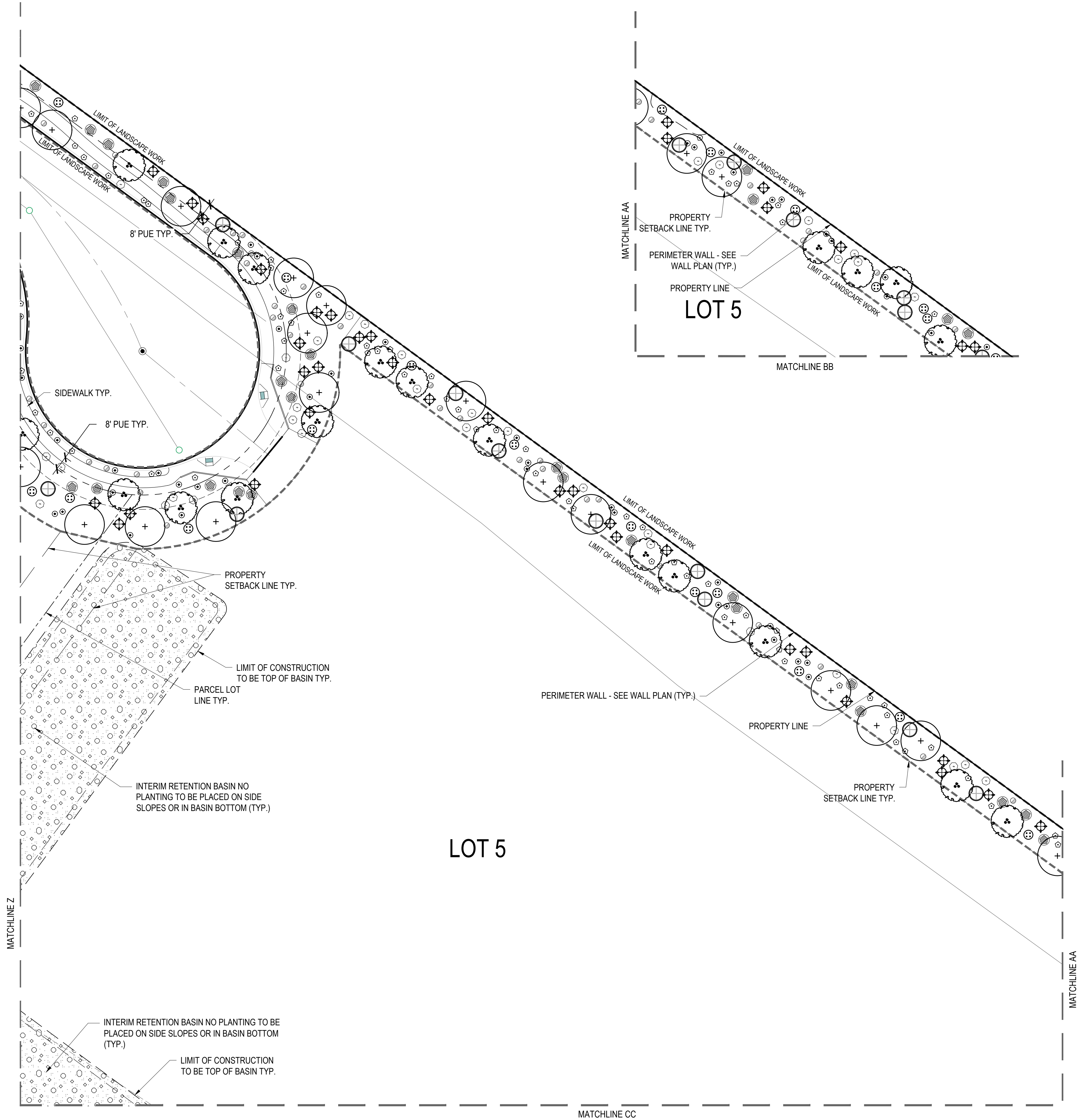
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.15 16 OF 23
PROJECT NO.	

REVIEWED BY
DATE
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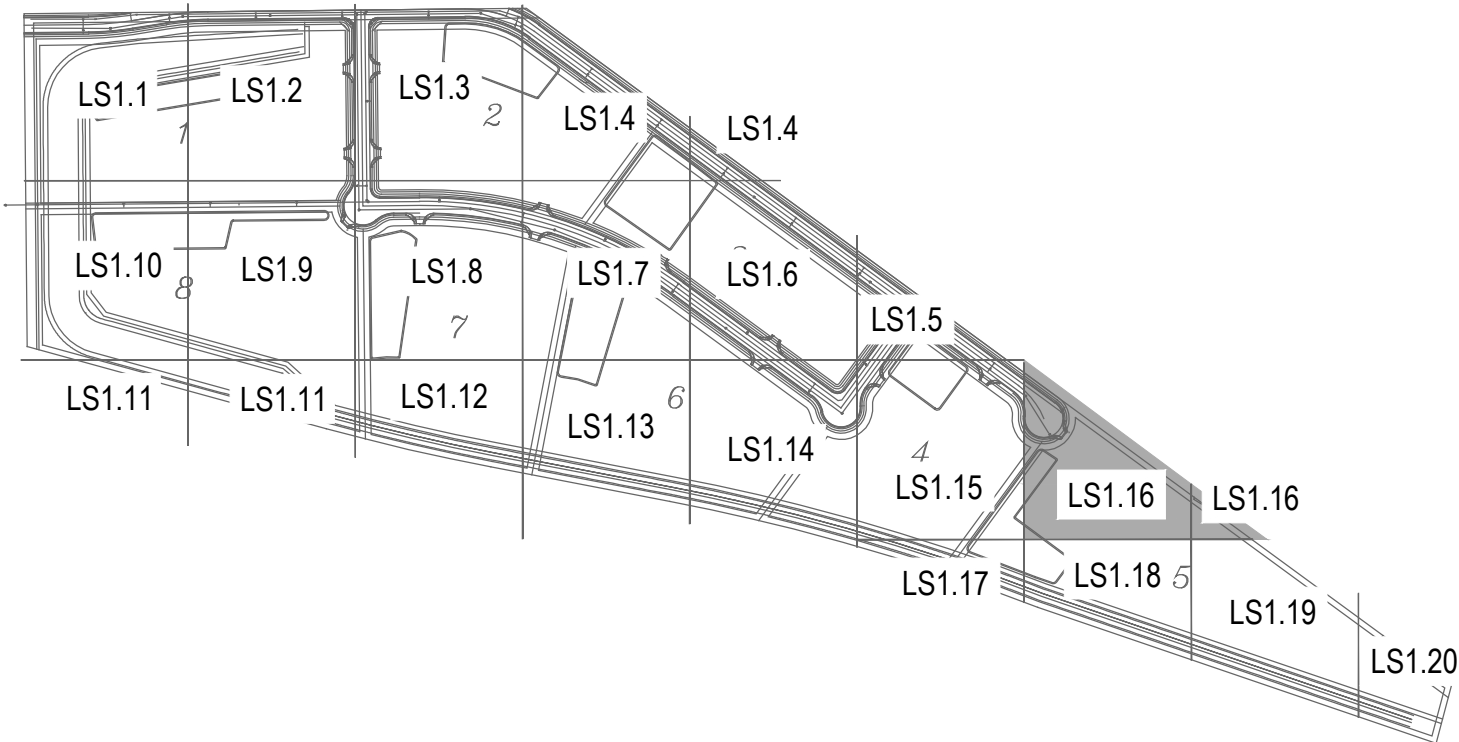


PLANT SCHEDULE

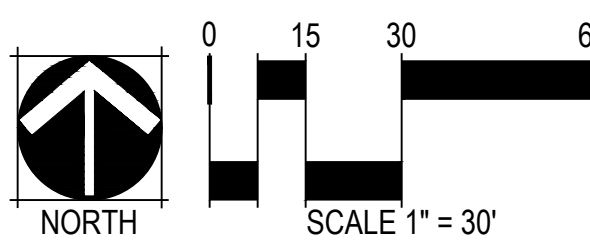
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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SYMBOL	DESCRIPTION	QTY
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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



smART Development
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3419 N. Kachina Lane
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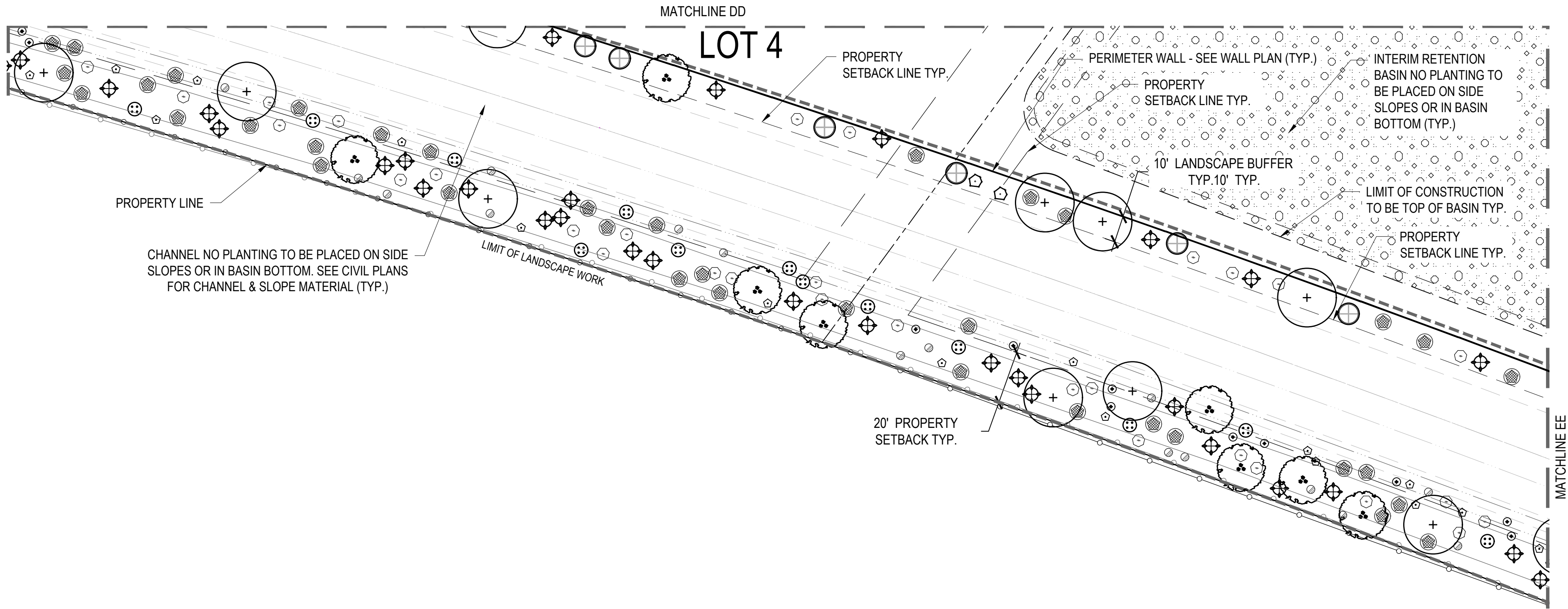
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.16 17 OF 23
PROJECT NO.	

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

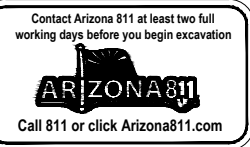
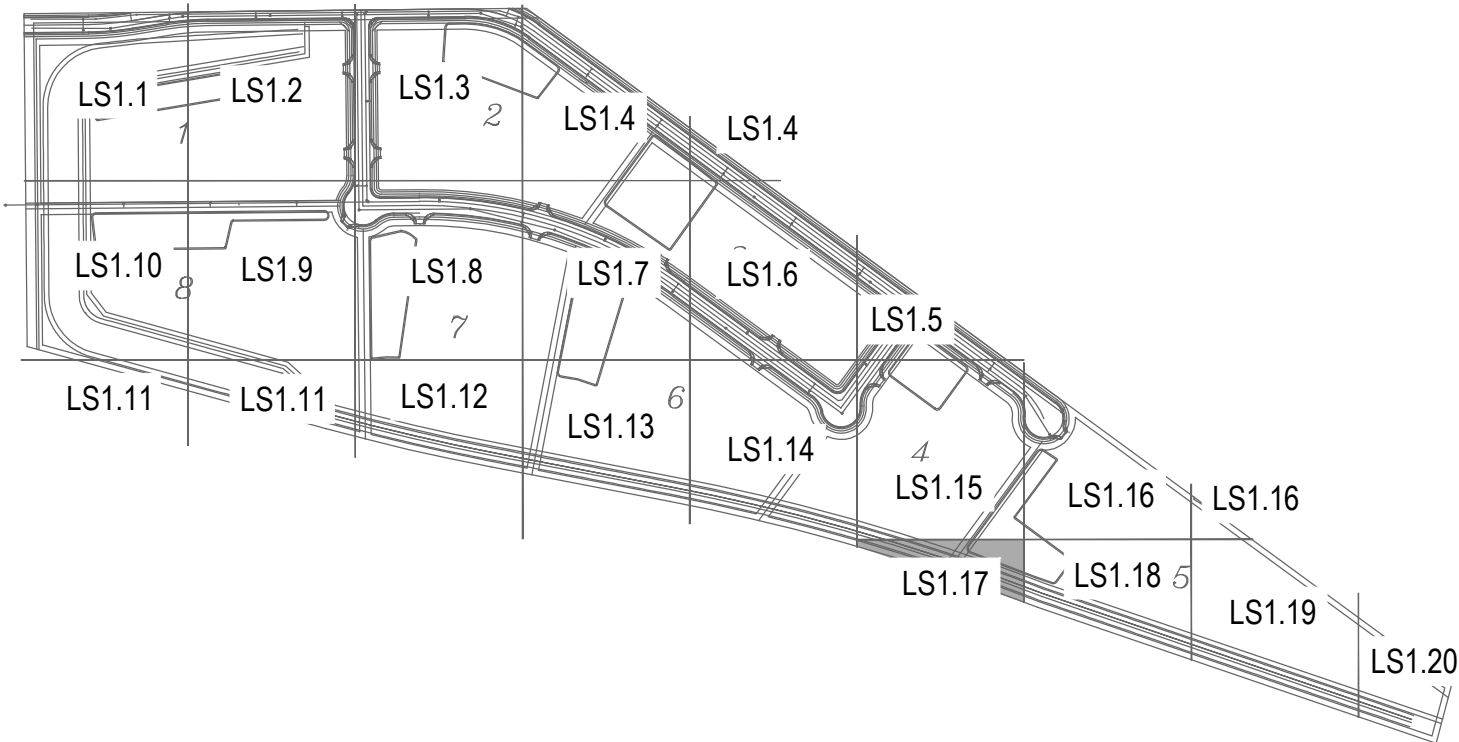


PLANT SCHEDULE

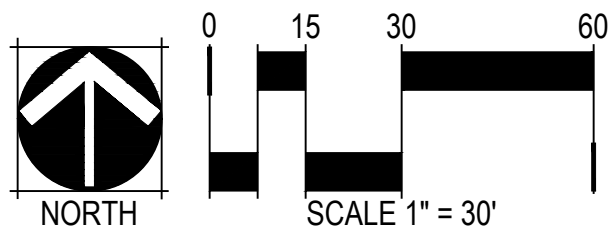
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



REVISIONS:

PRELIMINARY LANDSCAPE PLAN

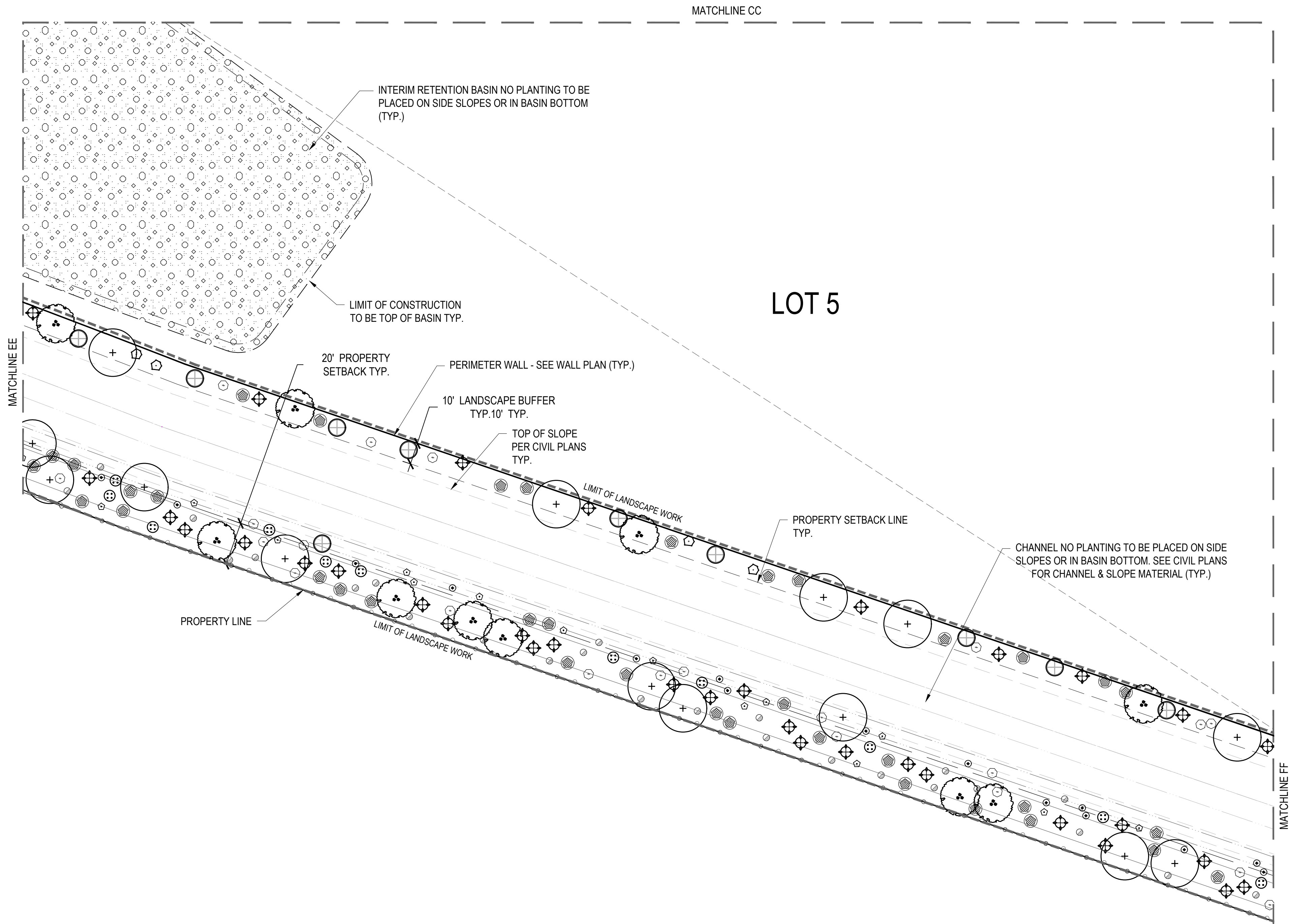
DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

smART Development
Landscape Architecture

3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480-516-8845

DESIGNED:	SM
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PLOT DATE:	10/29/2025
SHEET	LS1.17 18 OF 23
PROJECT NO.	

REVIEWED BY	SM	DATE	
DRAFTED BY	STAFF	DATE	
CHECKED BY	SM	DATE	

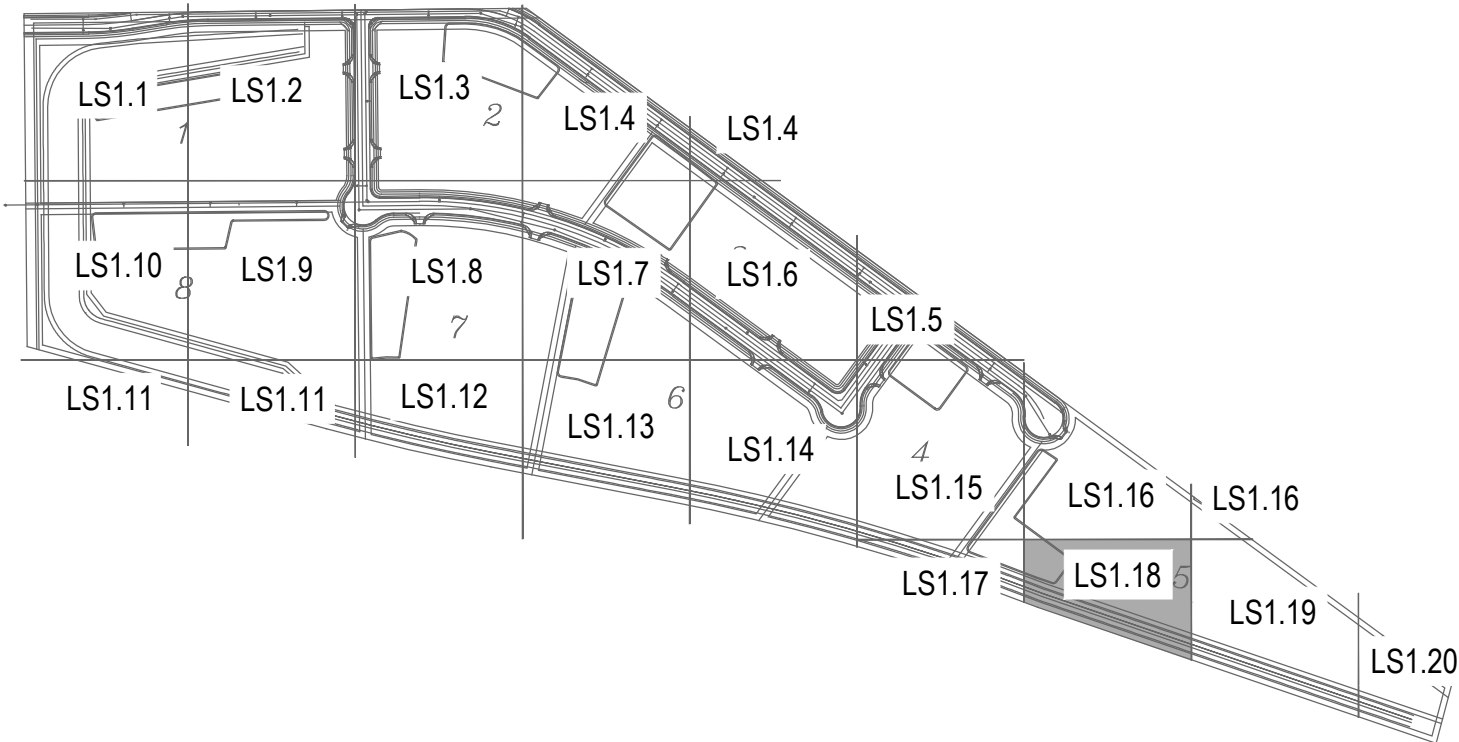


PLANT SCHEDULE

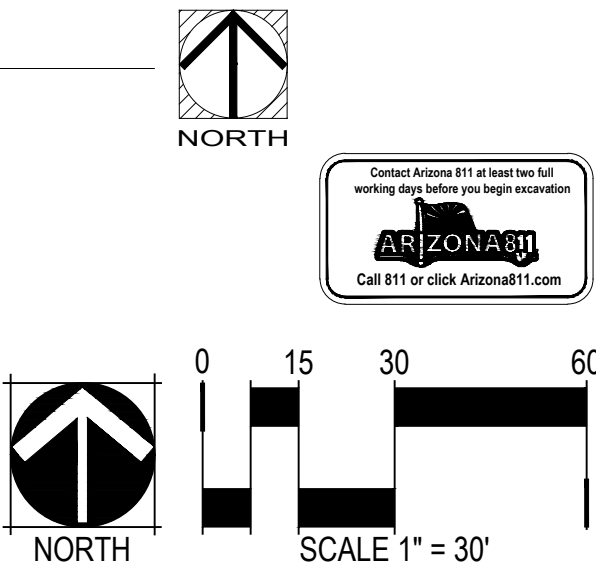
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



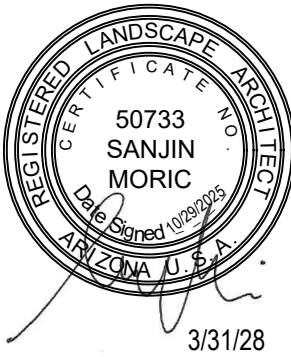
smART Development
Landscape Architecture

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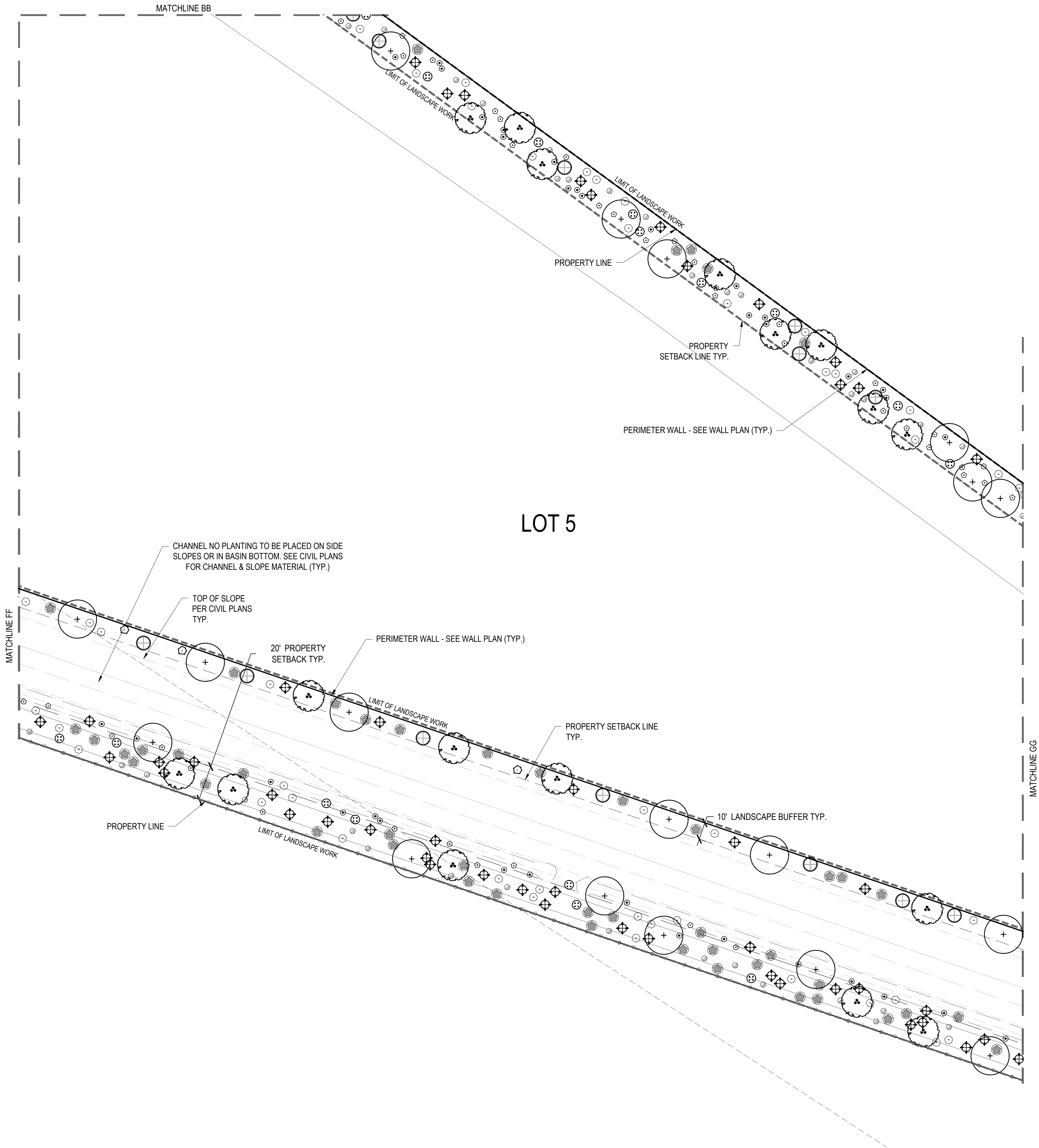
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED:	SM			
DRAWN:	STAFF			
CHECKED:	SM	PLOT DATE: 10/29/2025		
SHEET	LS1.18	19	OF	23
PROJECT NO.				

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

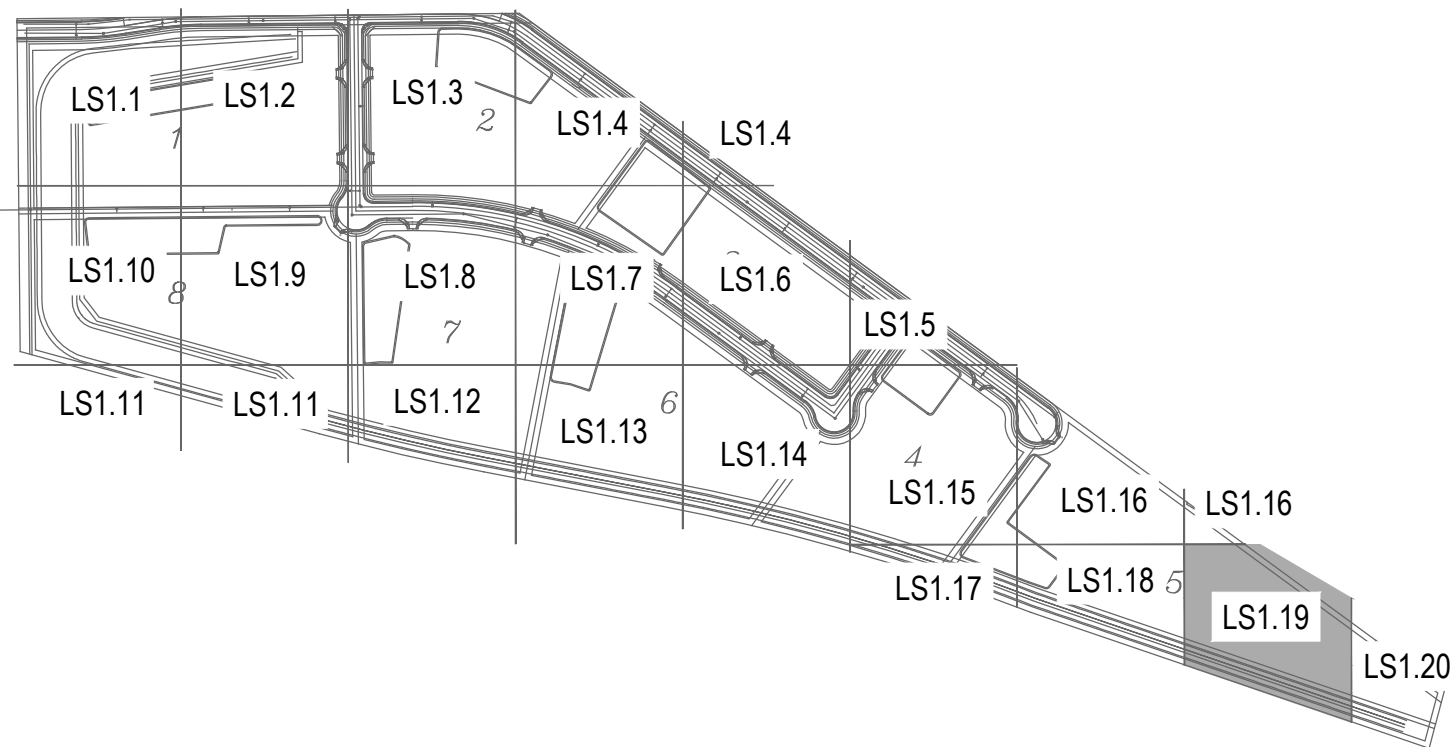


PLANT SCHEDULE

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LANDSCAPE MATERIALS

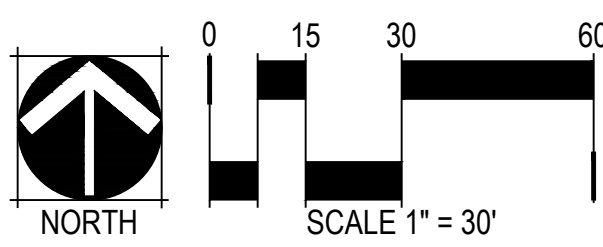
SYMBOL	DESCRIPTION	QTY
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KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



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Landscape Architecture

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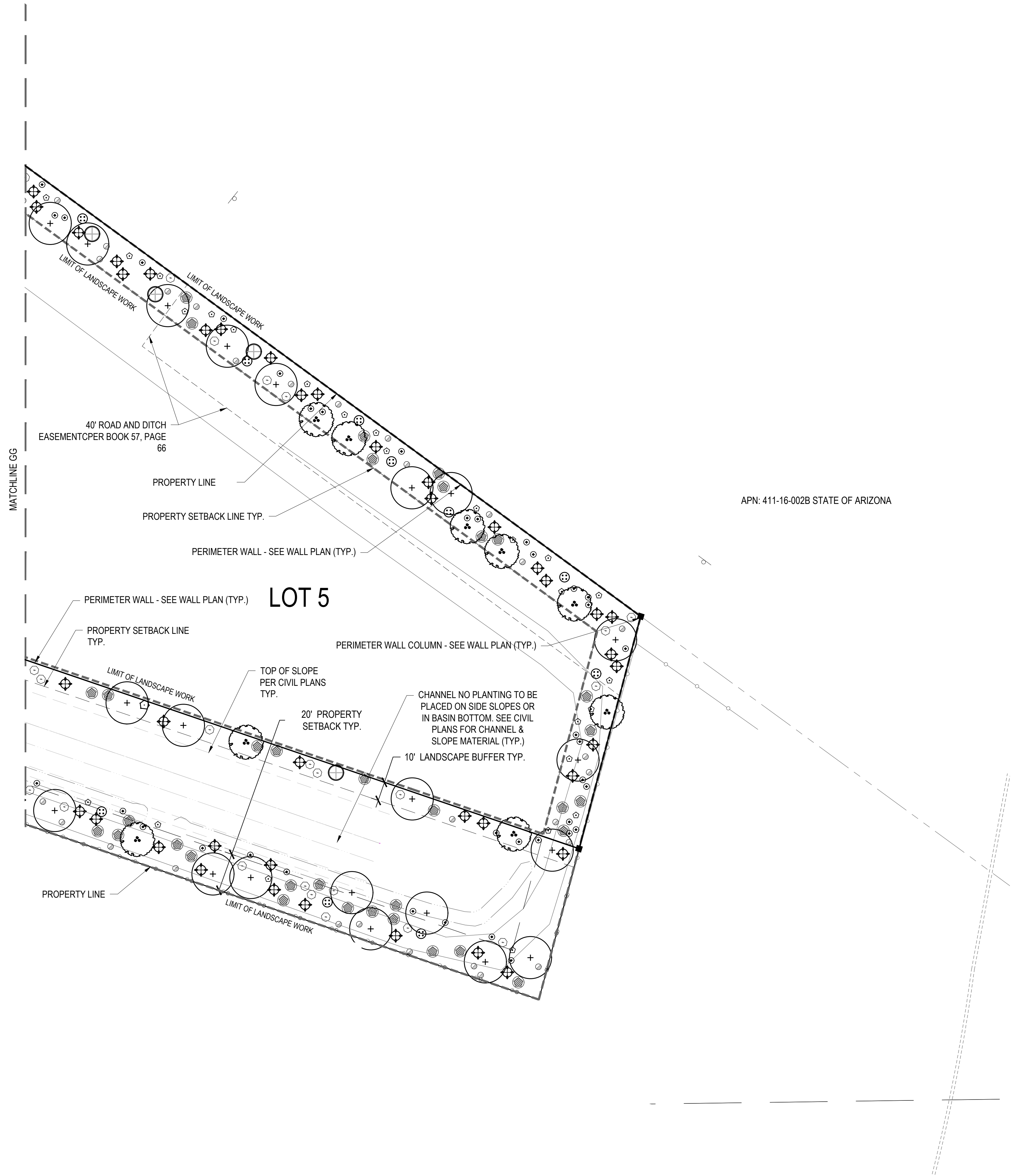
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.19 20 OF 23
PROJECT NO.	

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE



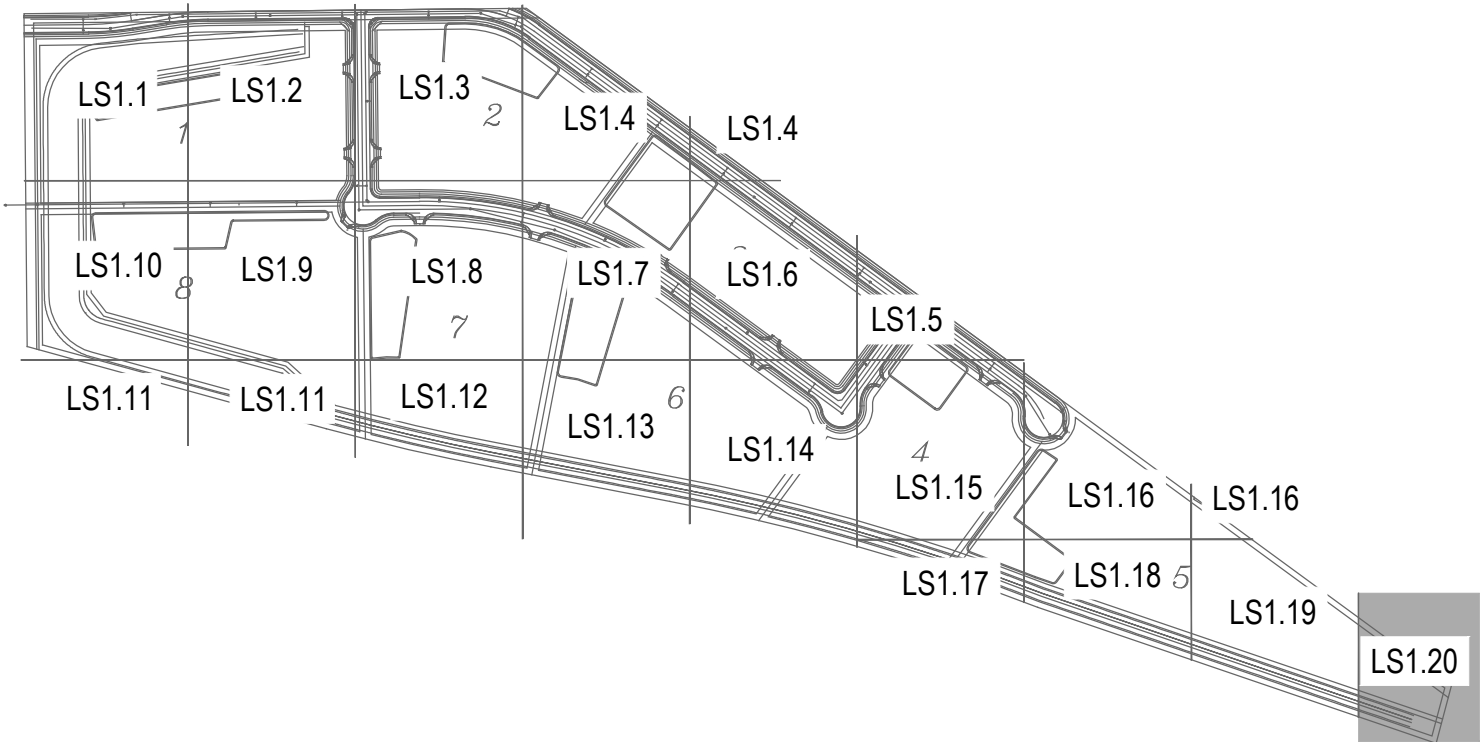
APN: 411-16-002B STATE OF ARIZONA

PLANT SCHEDULE

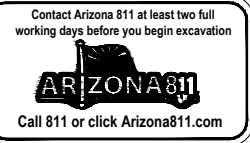
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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LANDSCAPE MATERIALS

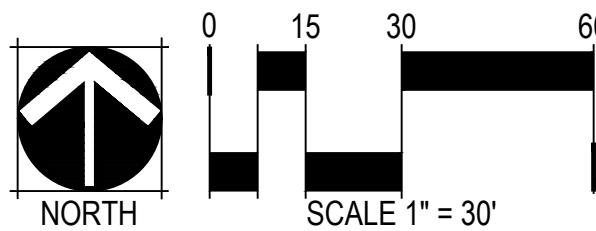
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KEYMAP



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ

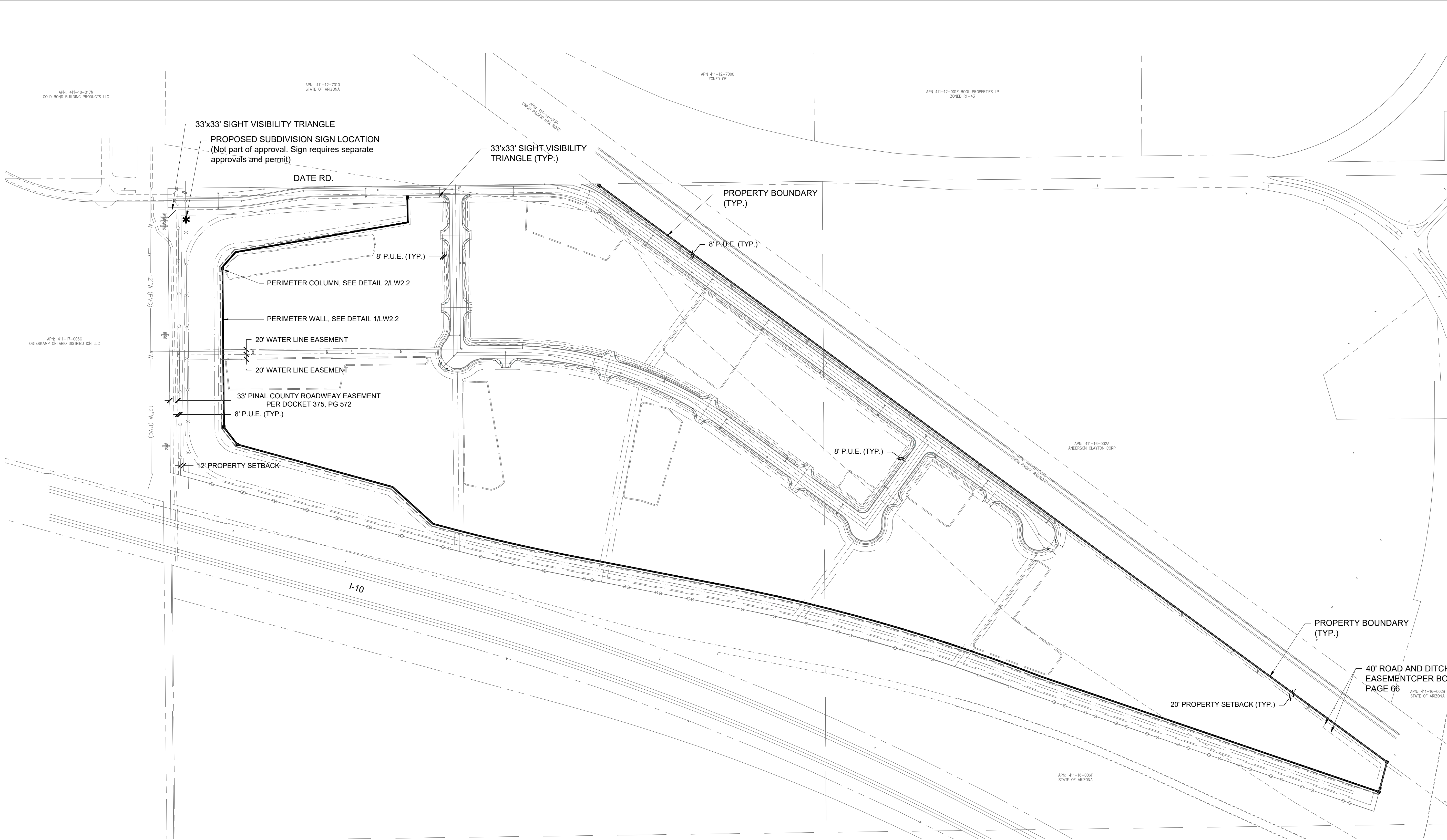


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DRAWN:	STAFF			
CHECKED:	SM	PLOT DATE: 10/29/2025		
SHEET	LS1.20	21	OF	23
PROJECT NO.				

REVISIONS:

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Landscape Architecture
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REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
CHECKED BY	SM	DATE

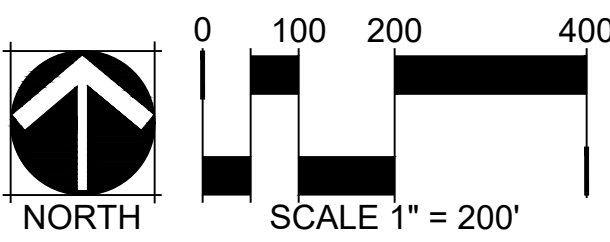


WALL LEGEND

- PERIMETER CMU BLOCK COLUMN ELEVATION - SEE DETAIL 2/LW2.2
- PERIMETER CMU BLOCK WALL ELEVATION - SEE DETAIL 1/LW2.2
- PROPOSED SUBDIVISION SIGN LOCATION (Not part of approval. Sign requires separate approvals and permit)

NOTE: THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



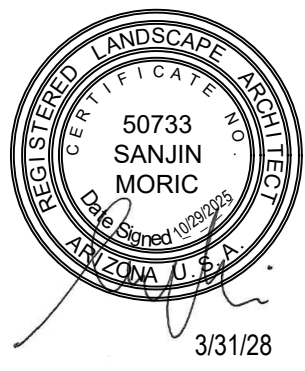
PRELIMINARY WALL PLAN

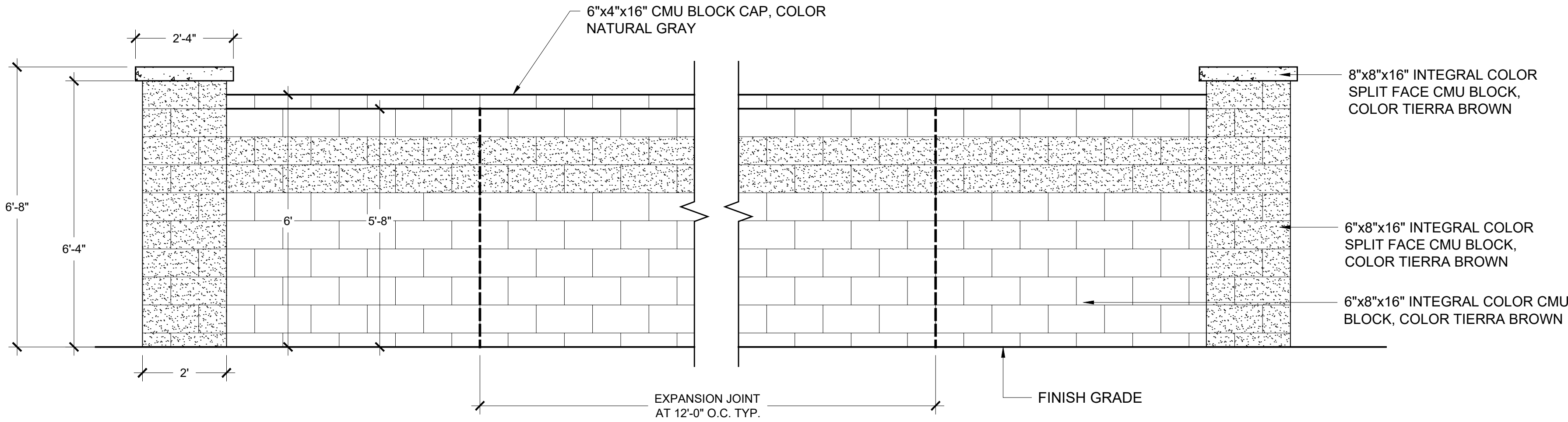
DAYBREAK
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PINAL COUNTY, AZ

smART Development
Landscape Architecture
3419 N. Kachina Lane
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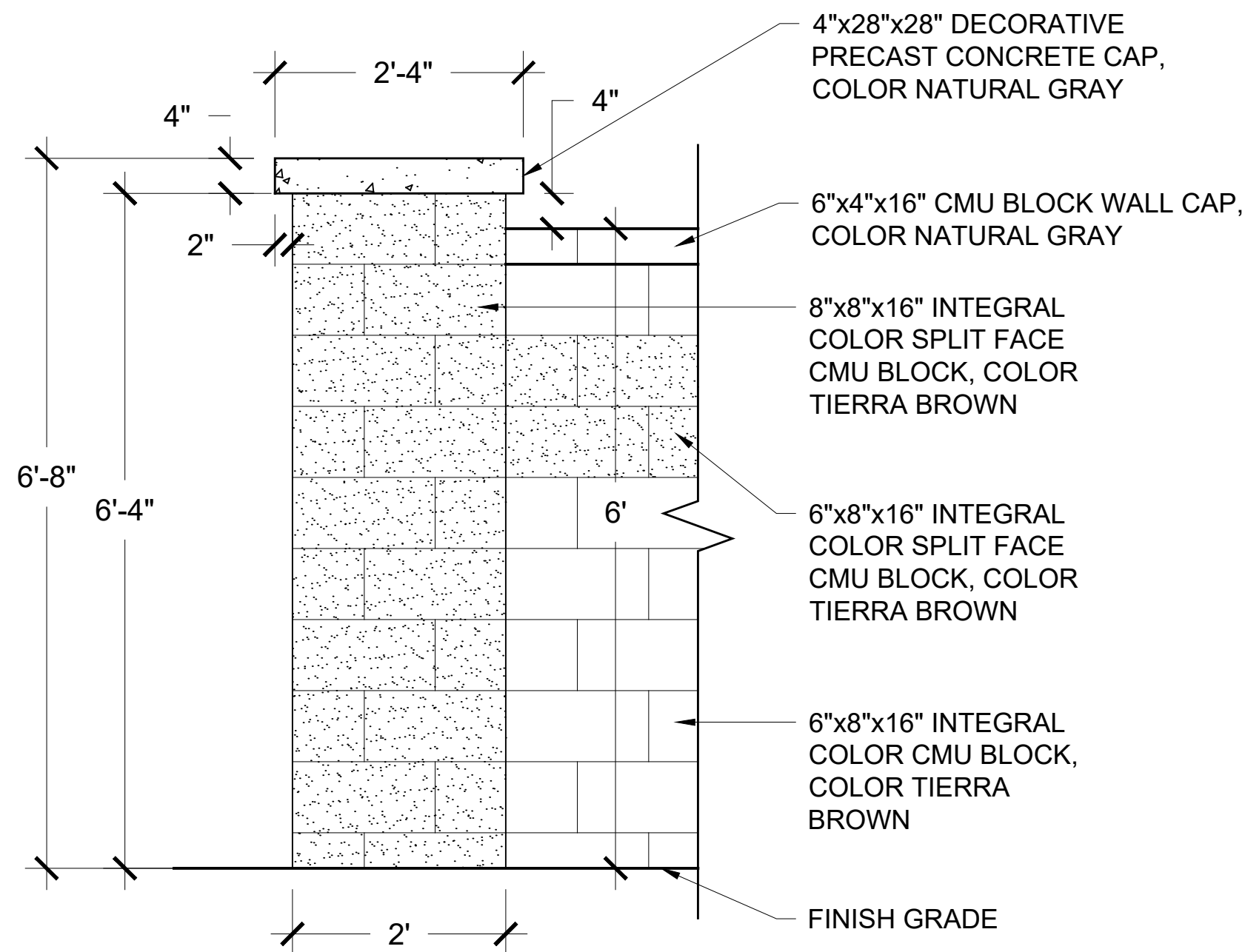
DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LW2.1
22	OF 23
PROJECT NO.	





1 PERIMETER CMU BLOCK WALL ELEVATION

SCALE: 1/2" = 1'-0"



2 PERIMETER CMU BLOCK COLUMN ELEVATION

SCALE: 3/4" = 1'-0"

REVISIONS:

PRELIMINARY WALL ELEVATIONS

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ



DESIGNED: SM
DRAWN: STAFF
CHECKED: SM PLOT DATE: 10/29/2025
SHEET LW2.2 23 OF 23
PROJECT NO.

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



PRELIMINARY DRAINAGE REPORT

FOR

DAYBREAK INDUSTRIAL

ELOY, ARIZONA

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May 2025
HILGARTWILSON Project No. 2606.01

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002



PRELIMINARY DRAINAGE REPORT
FOR
DAYBREAK INDUSTRIAL

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1.0 INTRODUCTION

1.1 PROJECT NAME, LOCATION AND TOPOGRAPHY

Daybreak Industrial (the Project) is a proposed development that is anticipated to have general industrial uses. The Project is being developed at the northwest corner of State Route 87 and the Interstate-10 interchange in the city of Eloy, Arizona. The Project occupies approximately 120 acres within a portion of the northwest quarter of Section 16, Township 8 South, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. More specifically, the Project is currently bound by agricultural fields to the north, Union Pacific Railroad to the northeast, I-10 to the south, undeveloped desert rangeland to the west and State Route 87 to the east. Currently the Project area is comprised of agricultural land sloping to the northwest at approximately 0.2%. Figure 1 in Appendix A provides a vicinity map for the Project.

1.2 PURPOSE

The purpose of this report is to describe the design methodology and provide hydrologic and hydraulic calculations for the drainage-related infrastructure for the Project. This report has been prepared in accordance with the City of Eloy drainage regulations and the drainage policies in the Pinal County *Drainage Manual Volume I – Design Criteria*, *Drainage Manual Volume II – Design Methodology and Procedures* (PCDM) (Pinal County 2004), and the *Pinal County Drainage Ordinance* (PCDO) (Pinal County 1998).

1.3 FEMA FLOODPLAIN DESIGNATION

The property is located within the Federal Emergency Management Agency's (FEMA) Special Flood Hazard Area (SFHA) Zone X (Unshaded) and Zone AE as delineated on the FEMA Flood Insurance Rate Map (FIRM) panel number 04021C1956F and 04021C1957F, dated May 16, 2019 which is presented on Figure 2 (FEMA Flood Map) of Appendix A. The flood hazard zone associated with the Project is defined below:

Zone X (Unshaded):

The flood insurance rate zone that corresponds to areas outside the 500-year floodplains and protected from the 100-year flood by levees.

Zone AE:

The flood insurance rate zone that corresponds to areas subject to inundation by the 100-year floodplains determined by detailed methods. Base Flood Elevations are shown within these zones.

2.0 PREVIOUS DRAINAGE STUDIES

2.1 NATIONAL GYPSUM WALLBOARD FACILITY IMPROVEMENT (FLOODPLAIN USE PERMIT ANALYSIS & REQUEST)

In March 2024, EPS Group prepared the *National Gypsum Wallboard Facility Improvement Floodplain Use Permit* for the Flood Control Division of Pinal County (EPS



Group, 2024). This report documented the effective drainage conditions for the downstream industrial site northwest of the Project. From this report the amount of effective regional flow that enters or are adjacent to the Project boundary were confirmed to be approximately 2,780 cfs.

2.2 PRELIMINARY DRAINAGE REPORT FOR DAYBREAK INDUSTRIAL PARK

In March 2012, EPS Group prepared the *Preliminary Drainage Report for Daybreak Industrial Park* (EPS, 2012). This Report was developed in supplement to the production of the Preliminary Plat for Daybreak Industrial Park. The existing drainage patterns established by EPS group provided confirmation of the approximately 350 cfs entering the wash along the La Palma Road alignment in existing conditions.

2.3 ELOY INDUSTRIAL PARK HYDROLOGIC ANALYSIS

In April 2014, Entellus prepared the *Eloy Industrial Park Hydrologic Analysis* (Entellus, 2014). This Report was developed to document the analyses performed along the Santa Cruz River and downstream contributing areas near Eloy Arizona. The purpose of these analyses was to document the existing drainage conditions in the area of the Santa Cruz River and Greene Canal Split and the downstream Eloy Industrial Park Area. This report estimated that there would be about 2,700 cfs crossing under the I-10 into the wash within the La Palma Road alignment, and only about 500 cfs will be contained within the wash. These estimations are in general agreement with the results generated from the Existing Conditions geoHECRAS 2D model developed for the Project.

3.0 EXISTING DRAINAGE PATTERNS

3.1 ONSITE

The Project site currently consists of agricultural fields and runoff generated onsite generally drains northwest at a slope of approximately 0.2%. While a small portion of the flows generated onsite may overtop the western boundary into the wash within the La Palma Road alignment (the Wash), the majority of flows generated onsite discharge from the Project along the northern boundary.

3.2 OFFSITE

3.2.1 Local

The majority of the local offsite flows are generated just south of the southern Project boundary and north of the I-10 and enter the site along the Projects southern boundary. A portion of flows contributing to the local offsite flows are generated directly east of the site, south of the Union Pacific railroad and west of SR-87. The local offsite area, OFF-1 is outlined in Figure 3 of Appendix A.

3.2.2 Regional

As shown in Figure 2, the western portion of the Project is located within a FEMA SFHA regional floodplain generated from flows southeast of the Project. The majority of flows within the floodplain are conveyed west, south of I-10. A portion of these regional flows



cross I-10 through a series of culverts and a large channel passing beneath the I-10, impacting the site along the western and southern boundary.

An existing conditions geoHECRAS 2D model was developed to analyze the regional offsite flows to better understand the impacts and historical drainage conditions. Figure 4 of Appendix A details flow rates and flood depths across the site. This model shows that of the approximately 2,780 cfs generated from the regional flows, only about 500 cfs enter the site. The geoHECRAS 2D model confirms that the regional flows that enter the Project from the south, remain within the site and exit the site along the northern boundary. The results of the model are in general agreement with the delineated regulatory floodplain

The remainder of the regional flow that does not enter the site will either continue west south of I-10, flow north within The Wash, or overtop the Wash west of the La Palma Road alignment and north of I-10, and flow northwest as sheet flow through the existing agricultural fields. The results of the geoHECRAS 2D model are in general agreement with the extents of the delineated FEMA floodplain.

4.0 PROPOSED OFFSITE DRAINAGE CONDITIONS

In order to collect and convey both the local and regional offsite flows entering the site, a collector channel will be constructed along the south and west property boundaries. The channel begins at the southeast corner of the site and flow west, increasing in width to accommodate flows entering the site from the regional floodplain. From the southwest corner of the property, the proposed channel will flow north along the western boundary. As flows are conveyed toward the northern property boundary, the channel will drain east into a spreader basin structure. The spreader basin will contain flows until they eventually overtop the northern slope of the spreader basin as uniform sheet flow, then over the proposed road. The flows will then discharge from the project as it does in existing conditions. The excess stormwater that does not overtop the channel will be dewatered via bleed-off pipe. The regulatory FEMA SFHA Zone AE over the western portion of the project will be contained within the proposed channel and minimized through the CLOMR/LOMR process. The dimensions of the proposed channel segments and spreader basin are included in Figure 3 of Appendix A.

5.0 PROPOSED ONSITE DRAINAGE

Onsite rainfall runoff will be routed via surface flow, to the retention basins throughout the Project. Figure 3 shows the proposed channels, drainage areas, flow patterns, and retention areas for the site. The following sections provide additional detail for the design and management of onsite runoff to be used at Final Design.

5.1 ONSITE RETENTION

The onsite rainfall runoff from the site will be routed to onsite retention basins via on-street flow and storm drains, where necessary. Regulations typically require 100-year, 2-hour retention to be provided for new developments. However, with the proposed offsite channel, the Project may pursue a reduced retention requirement. Specifically, if deemed appropriate, the required storage volumes for retention basins with a direct outfall to the proposed channels traversing the site would be determined by the greater volume calculated by the First Flush or the 100-year Pre- vs. Post-developed conditions. If a reduced retention requirement is pursued at Final Design, HEC-1



hydrologic analyses will be prepared to demonstrate that the storage volumes provide sufficient capacity such that the post-developed condition peak flows and discharge volumes will be less than the pre-developed condition peak flows and volumes. Equations to calculate the 100-year, 2-hour, First Flush, and Pre- vs. Post-developed conditions required retention volumes are detailed below:

100-Year, 2-Hour

$$V_{100} = P/12*(C)*A$$

Where:

V_R = the 100-year, 2-hour retention volume (ft³)
 C = the runoff coefficient
 P = the 100-year, 2-hour rainfall depth
 A = the drainage area (ft²).

First Flush

$$V_{FF} = C_{FF}*P/12*A$$

Where:

V_{FF} = the First-Flush retention volume (ft³)
 C_{FF} = the runoff coefficient (set=1)
 P = the First-Flush rainfall depth (0.5 inches)
 A = the drainage area (ft²).

Pre vs. Post

$$V_{PP} = P/12*(C_D-C_E)*A$$

Where:

V_{PP} = the Pre vs. Post retention volume (ft³)
 C_E = the runoff existing conditions coefficient
 C_D = the runoff developed conditions coefficient
 P = the 100-year, 2-hour rainfall depth
 A = the drainage area (ft²).

Interim storage basins detailed on Figure 3 have been sized to retain the 100-year, 2-hour event runoff from the proposed tributary onsite and offsite areas. Retention calculations are provided in Appendix D. Runoff coefficients for tributary drainage areas were referenced from Table 2-1 of the PCDM, Volume II, and detailed in Table 1 below.

Table 1: Land Use Runoff Coefficients "C"		
Land Use	2-Year "C" Coefficient	100-Year "C" Coefficient
Pavement and Rooftops	0.85	0.95
Industrial 2	0.80	0.95
Undeveloped Desert	0.40	0.50

The applicable runoff coefficients from this table are weighted based on the land uses and gross areas, presented in Appendix B. Interim retention basins have generally been graded such that the basin bottom is 1-foot below the retention basin outfall elevation.



5.2 DISSIPATION OF STORED RUNOFF

Stormwater storage basins will be designed such that retained runoff is discharged within 36 hours of the storm event in accordance with the PCDM. Outlet facilities will generally consist of natural infiltration and bleed-off pipes. Drywells may be utilized where physical constraints do not permit bleed-off capabilities. In general, basins have been sized to retain, at a minimum, 100-year, 2-hour for interim conditions. Post construction geotechnical tests will be performed in order to determine the actual drywell disposal rate as well as the natural infiltration rate of each basin.

5.3 PRELIMINARY PROPOSED CHANNEL CONVEYANCE

Preliminary hydraulic conveyance structures have been designed to handle offsite and onsite flows for the site generated by the 100-year storm. These analyses were performed using the AutoCAD extension program Hydraflow Express. Preliminary channel reports for each channel segment are found in Appendix B. Each of the channels and interior overflow corridors were modeled individually using standards set forth by the City and/or procedures from the PCDM.

Manning's n: All channels within the Site will consist of a soil cement lining with a Manning's n value of 0.025.

Slope: The slope for each of the channels will be calculated based on the preliminary grading design.

Velocity: Velocities in the soil cement channel have been designed to limit erosion for selected lining.

Freeboard: All Channels have a minimum freeboard of one foot.

5.4 CULVERT DESIGN

Culverts will be utilized throughout the Site where flow will need to be conveyed beneath roadways. Preliminary culvert calculations will be designed based upon the peak 100-year flows determined at final design.

Riprap aprons will be placed downstream of all culvert outlets to protect against scour, provide uniform spreading of flows, and decrease flow velocities. These aprons will be designed in accordance with the PCDM, as part of the final improvement plans.

5.5 INLET SIZING

At final design all catch basins/scuppers will be designed to collect the 10-year peak flow. Openings will be designed with a 0.5 foot ponding depth for the 10-year storm



event. Events in excess of the 10-year event will overtop the curb and drain into their respective retention basins. Design will be performed according to the PCDM.

The inlet capacities will be calculated according to the following equation:

$$Q = C_w (LF_{CL} + 1.8W) d^{1.5}$$

Where:

C_w = the weir coefficient (2.3)

W = the width of gutter (2 ft)

F_{CL} = clogging factor for curb-open catch basin/scupper (0.8)

d = depth of flow

L = length of curb-opening

Catch basin sizing calculations will be included in the final drainage report.

5.6 STORM DRAIN OUTLET STRUCTURES

Riprap aprons will be designed downstream of all storm drain pipe and scupper outlets to protect against scour, provide uniform spreading of flows, and decrease flow velocities and will be specified in the final drainage report.

5.7 ULTIMATE OUTFALL

The ultimate outfall for the Project is along the northern boundary of the site. Runoff exceeding the retention basins onsite overtops the northern spreader basin at an elevation of approximately 1,576', and continues to drain to the northwest, away from the Project.

5.8 FINISHED FLOORS

Finished floor elevations for the Project will be set a minimum of 1 foot above the 100-year flow outfall elevation from each retention basin, drainage corridor, and adjacent emergency outfalls of any basin.

6.0 SUMMARY AND CONCLUSIONS

The drainage system for Daybreak Industrial will be designed in accordance with all applicable City of Eloy and Pinal County drainage design guidelines and the drainage patterns outlined for adjacent developments. No adverse impacts to offsite properties are anticipated as a result of these improvements. Existing drainage patterns will be maintained throughout and around the Project.

- Onsite flows will be conveyed to retention basins near low points in the site via surface flow and, when necessary, storm drain pipes.
- Onsite retention basins will be provided with either a 100-year, 2-hour volume or the greater of the First Flush or Pre Vs. Post calculated volume. Emergency overflow corridors will be provided at the outfall of retention basins to convey excess runoff downstream.



- Retention basins will be drained within 36 hours. The dewatering of the retention basins will be accomplished with the use of drywells, bleed-off or a combination thereof.
- Culverts will convey the peak 100-year rainfall runoff according to City's design parameters.
- All finished floor elevations will be set at a minimum of 12 inches above the 100-year water surface elevations in adjacent drainage ways and the lowest outfall.
- Erosion will be effectively controlled through the use of riprap outlet protection placed downstream of all culvert, storm drain, and other discharge points to protect against scour.



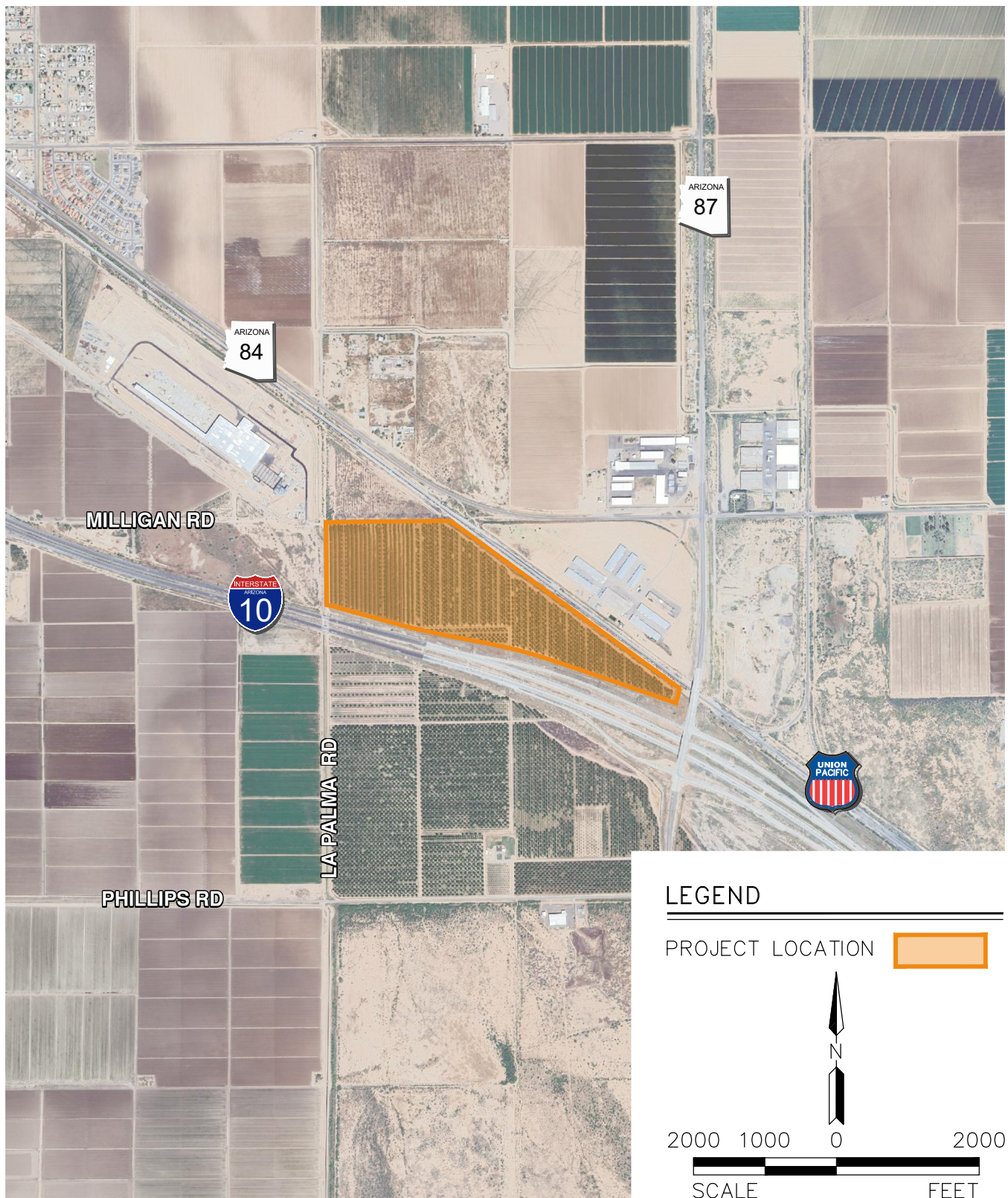
7.0 REFERENCES

- EPS Group, March 2012. *Preliminary Drainage Report for Daybreak Industrial Park*. EPS Group, Mesa, AZ
- EPS Group, March 2024. *National Gypsum Wallboard Facility Improvement Floodplain Use Permit*. EPS Group, Mesa, AZ
- Entellus, April 2014. *Eloy Industrial Park Hydrologic Analysis*. Pinal County, AZ
- Pinal County 2004a. *Pinal County Drainage Manual, Volume 1 – Design Criteria*. August 2004. Pinal County, Arizona.
- Pinal County 2004b. *Pinal County Drainage Manual, Volume 2 – Design Methodology and Procedures*. August 2004. Pinal County, Arizona.
- Pinal County, (1998). *Pinal County Drainage Ordinance*. November 1998. Pinal County, Arizona.



APPENDIX A

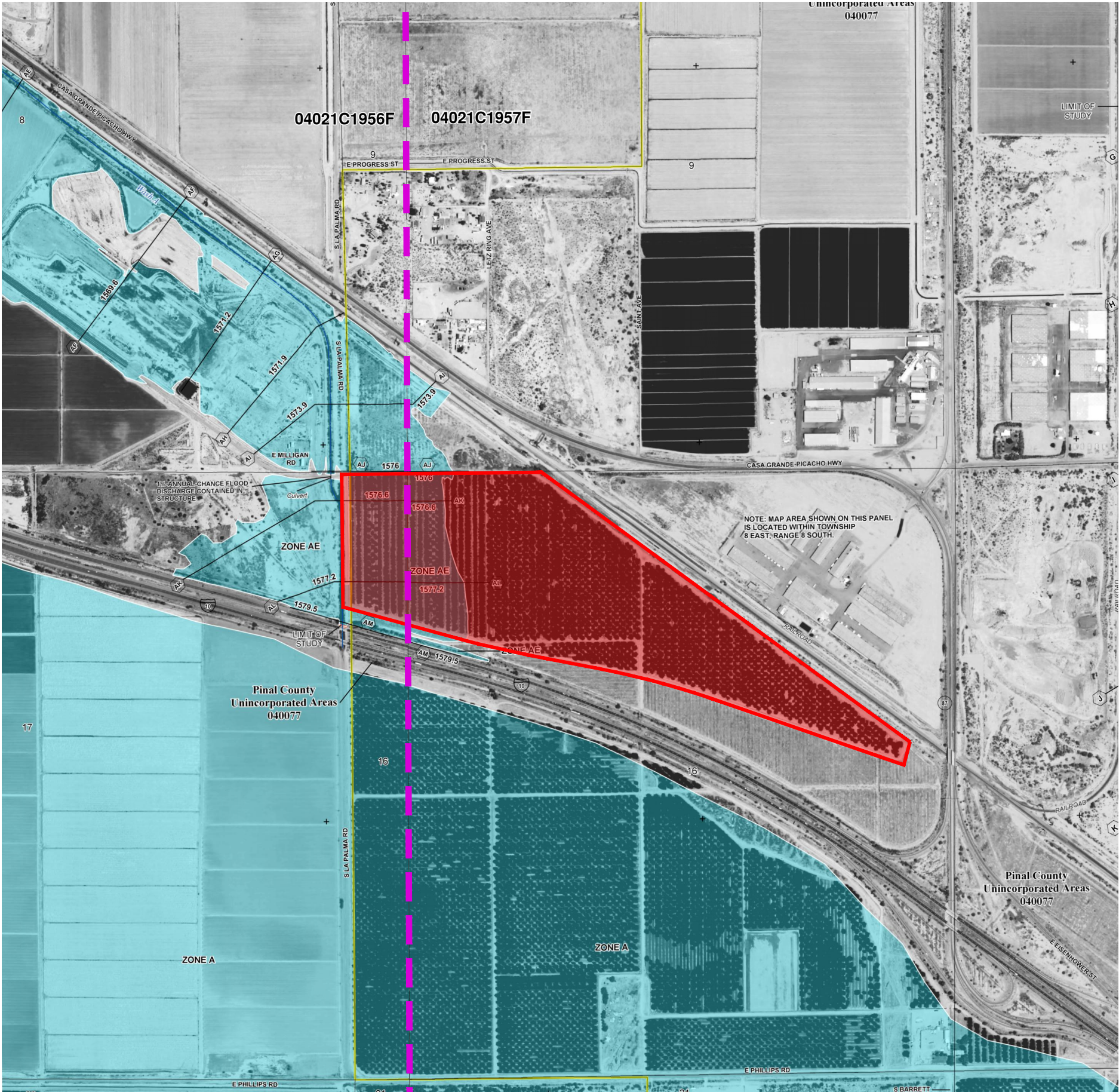
FIGURES



PROJ.NO.:	2606
DATE:	SEP 2024
SCALE:	1" = 2,000'
DRAWN BY:	DM
CHECKED BY:	BB

DAYBREAK INDUSTRIAL
CITY OF ELOY, ARIZONA
FIG 1: VICINITY MAP

HILGARTWILSON
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 PHOENIX, AZ 85016
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NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1956 of 2575

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1956	F
PINAL COUNTY	040077	1956	F

VERSION NUMBER 2.3.3.0
MAP NUMBER 04021C1956F
MAP REVISED MAY 16, 2019

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1957 of 2575

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1957	F
PINAL COUNTY	040077	1957	F

VERSION NUMBER 2.3.3.0
MAP NUMBER 04021C1957F
MAP REVISED MAY 16, 2019

LEGEND

PROJECT LOCATION

FEMA MAP LIMITS

1000 500 0 1000
SCALE FEET

DAYBREAK INDUSTRIAL

CITY OF ELOY, ARIZONA

FIG 2: FEMA FLOOD MAP

PROJ. NO.: 2606

DATE: SEP 2024

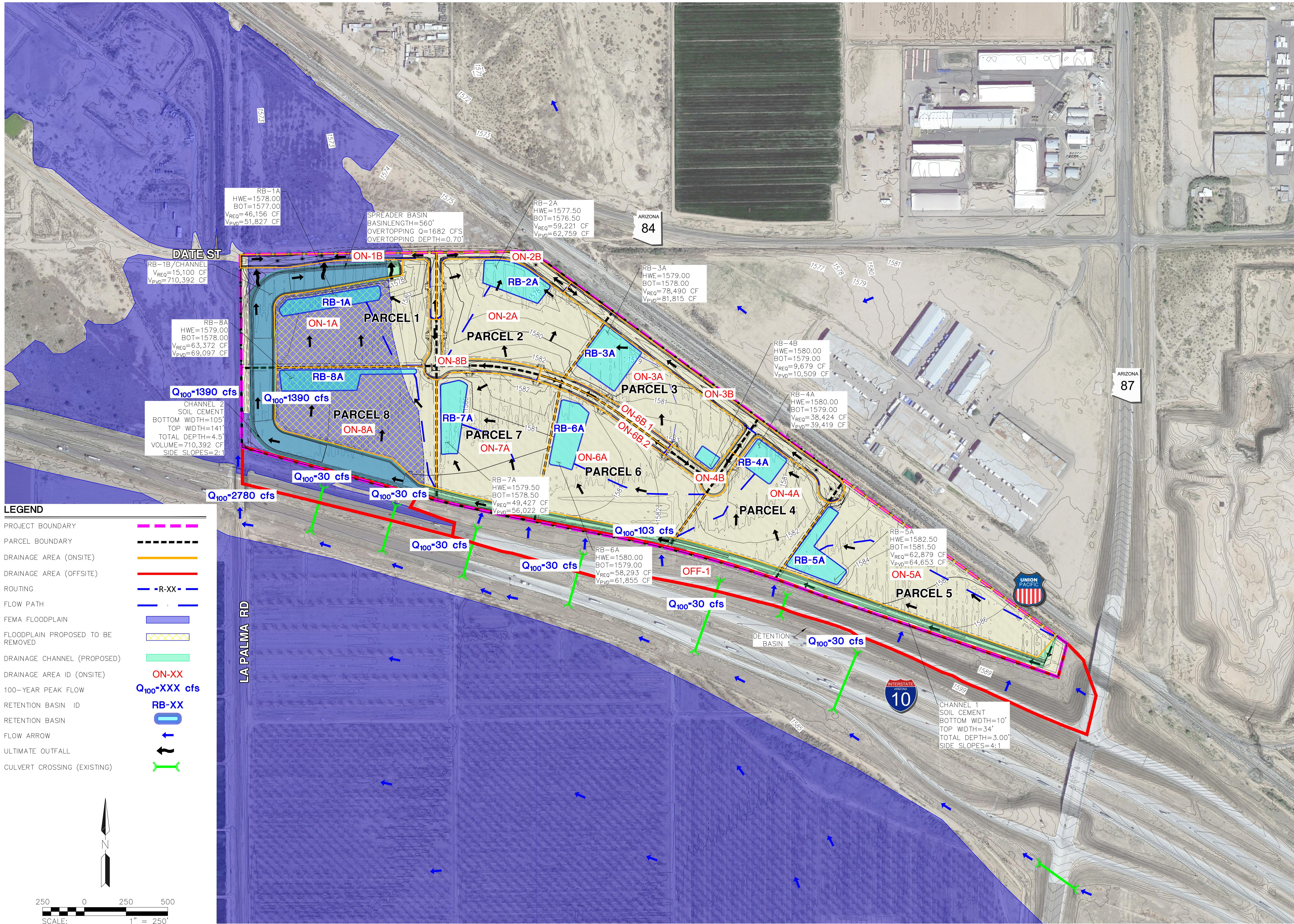
SCALE: 1" = 1,000'

DRAWN BY: DM

CHECKED BY: BB

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REV:

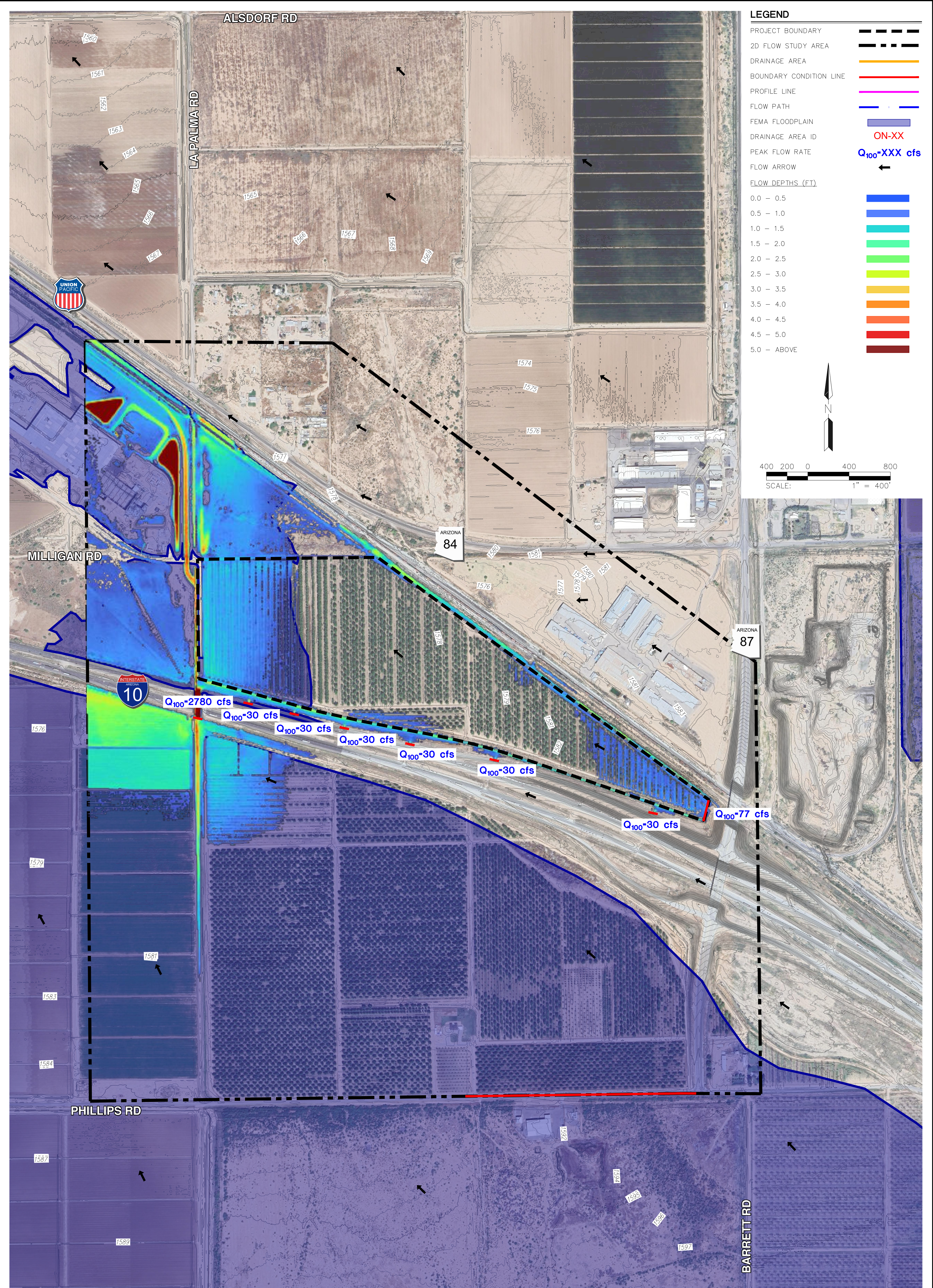
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DAYBREAK INDUSTRIAL

CITY OF ELOY, ARIZONA

INTERIM DRAINAGE PLAN

HILGARTWILSON	PROJ NO.: 2606
	DATE: MAY 2025
	SCALE: 1" = 250
	DRAWN: DM
	DESIGNED: BS
	APPROVED: BB
	DWG. NO.
	SHT. OF



SHEET OF		HILGARTWILSON	DAYBREAK INDUSTRIAL CITY OF ELOY, ARIZONA FIG 4: EXISTING CONDITIONS 2D HEC-RAS EXHIBIT	 HILGARTWILSON HAS JOINED COLLIERS ENGINEERING & DESIGN 2141 E. HIGHLAND AVE., STE. 250 P: 602.490.0535 / F: 602.368.2436 PHOENIX, AZ 85016 www.hilgartwilson.com	REV.:
	PROJ NO.:	2606			
	DATE:	MAY 2025			
	SCALE:	1" = 400'			
	DRAWN:	DM			
DESIGNED:	BS				
APPROVED:	BB				



APPENDIX B

PRELIMINARY HYDRAULIC CALCULATIONS

Channel Report

Channel 1

Trapezoidal

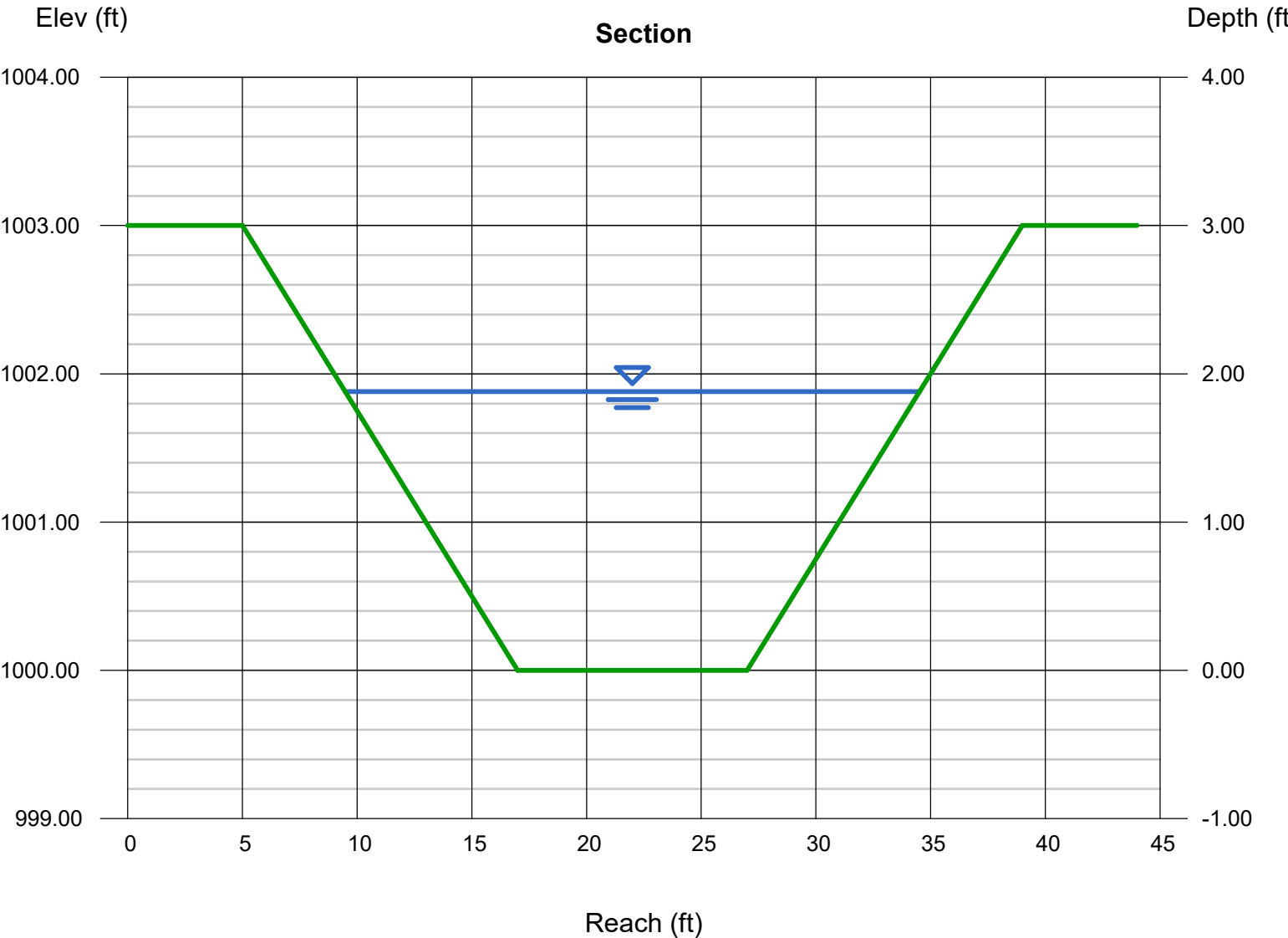
Bottom Width (ft) = 10.00
Side Slopes (z:1) = 4.00, 4.00
Total Depth (ft) = 3.00
Invert Elev (ft) = 1000.00
Slope (%) = 0.20
N-Value = 0.025

Calculations

Compute by: Known Q
Known Q (cfs) = 103.00

Highlighted

Depth (ft) = 1.88
Q (cfs) = 103.00
Area (sqft) = 32.94
Velocity (ft/s) = 3.13
Wetted Perim (ft) = 25.50
Crit Depth, Yc (ft) = 1.26
Top Width (ft) = 25.04
EGL (ft) = 2.03



Channel Report

Soil Cement Channel Option

Trapezoidal

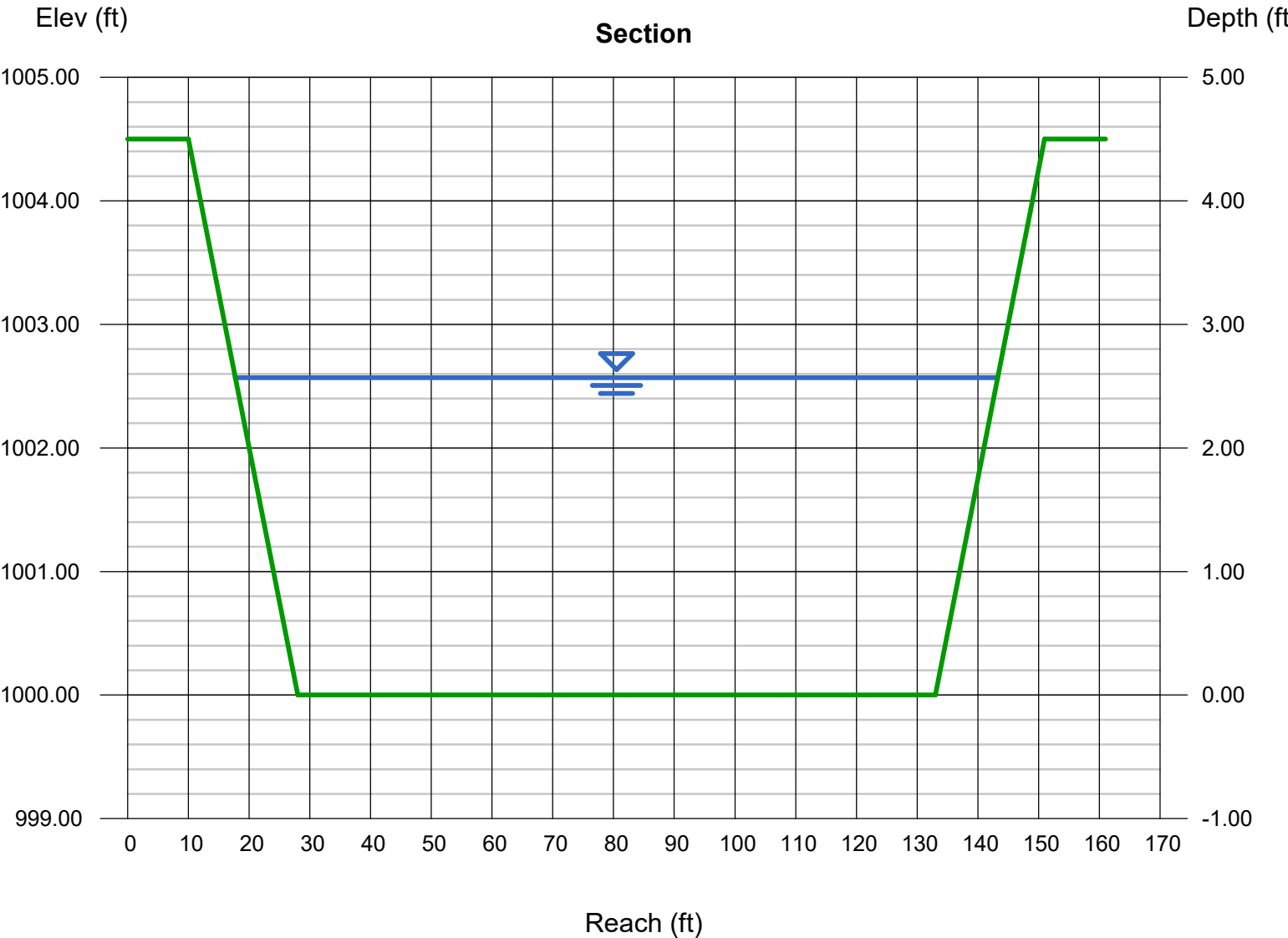
Bottom Width (ft) = 105.00
Side Slopes (z:1) = 4.00, 4.00
Total Depth (ft) = 4.50
Invert Elev (ft) = 1000.00
Slope (%) = 0.20
N-Value = 0.025

Calculations

Compute by: Known Q
Known Q (cfs) = 1390.00

Highlighted

Depth (ft) = 2.57
Q (cfs) = 1,390
Area (sqft) = 296.27
Velocity (ft/s) = 4.69
Wetted Perim (ft) = 126.19
Crit Depth, Yc (ft) = 1.73
Top Width (ft) = 125.56
EGL (ft) = 2.91





APPENDIX C

PRELIMINARY RETENTION AND DEWATERING CALCULATIONS

DRAINAGE SUBAREA SUMMARY TABLE

Project: 2606 - Daybreak Industrial
Prepared by: BS
Date: May, 2025



Drainage Subarea ID(s)	Concentration Point	Land Use Category ⁽¹⁾			Total Area [ft ²]	Total Area [ac]	Length of Longest Flowpath [ft]	Length of Longest Flowpath [mi]	Top Elevation [ft]	Bottom Elevation [ft]	Change in Elevation [ft]	Slope [ft/ft]	Slope [ft/mi]
		Pavement and Rooftops	Industrial 2	Undeveloped Desert									
		[ft ²]	[ft ²]	[ft ²]									
ON-1A	RB-1A	0	0	469,378	469,378	10.8	578	0.11	1579.8	1577.5	2.3	0.004	21
ON-1B	CHANNEL	80,821	0	0	80,821	1.9	1288	0.24	1582.1	1576.1	6.0	0.005	25
ON-2A	RB-2A	0	0	485,561	485,561	11.1	521	0.10	1580.7	1577.5	3.2	0.006	33
ON-2B	RB-2A	61,415	0	0	61,415	1.4	502	0.10	1580.4	1578.5	2.0	0.004	21
ON-3A	RB-3A	0	0	370,499	370,499	8.5	619	0.12	1583.3	1579.0	4.3	0.007	37
ON-3B	RB-3A	188,873	0	0	188,873	4.3	1768	0.33	1584.9	1577.8	7.1	0.004	21
ON-4A	RB-4A	0	0	390,752	390,752	9.0	627	0.12	1582.6	1580.0	2.6	0.004	22
ON-4B	RB-4B	51,807	0	0	51,807	1.2	416	0.08	1583.3	1581.9	1.4	0.003	18
ON-5A	RB-5A	0	0	639,447	639,447	14.7	1560	0.30	1587.0	1582.5	4.5	0.003	15
ON-6A	RB-6A	0	0	524,884	524,884	12.0	822	0.16	1581.9	1580.0	1.9	0.002	12
ON-6B.1	RB-6A	36,233	0	0	36,233	0.8	719	0.14	1583.3	1580.5	2.8	0.004	21
ON-6B.2	RB-6A	35,753	0	0	35,753	0.8	731	0.14	1583.3	1580.5	2.8	0.004	20
ON-7A	RB-7A	0	0	502,646	502,646	11.5	701	0.13	1580.9	1579.5	1.4	0.002	11
ON-8A	RB-8A	0	0	492,798	492,798	11.3	704	0.13	1580.4	1579.0	1.4	0.002	10
ON-8B	RB-8A	79,823	0	0	79,823	1.8	735	0.14	1583.0	1580.1	2.9	0.004	21
OFF-1	CHANNEL	0	0	867,123	867,123	19.9	FOR RETENTION PURPOSES ONLY						
TOTAL		382,916	0	2,355,637	2,738,553	63							

(1) From Table 2-1 of the PCDM, Volume II Drainage Manual for Pinal County, Arizona: Volume II (August, 2004)

WEIGHTED RUNOFF COEFFICIENT CALCULATIONS

Project: 2606 - Daybreak Industrial
 Prepared by: BS
 Date: May, 2025



Land use ⁽¹⁾	2 & 10-Year C Coefficient	100-Year C Coefficient
Pavement and Rooftops	0.85	0.95
Industrial 2	0.80	0.95
Undeveloped Desert	0.40	0.50

(1) From Table 2-1 of the PCDM, Volume II Drainage Manual for Pinal County, Arizona: Volume II (August, 2004)

Drainage Subarea ID(s)	Concentration Point	Subarea Surface Types & Areas						
		Pavement and Rooftops	Industrial 2	Undeveloped Desert	Agricultural	Total Area	Weighted C Coefficient	
		[ft ²]	[ft ²]	[ft ²]	[ft ²]	[ft ²]	C _w - 2 & 10 Year	C _w - 100 Year
ON-1A	RB-1A	0	0	469,378	0	469,378	0.40	0.50
ON-1B	CHANNEL	80,821	0	0	0	80,821	0.85	0.95
ON-2A	RB-2A	0	0	485,561	0	485,561	0.40	0.50
ON-2B	RB-2A	61,415	0	0	0	61,415	0.85	0.95
ON-3A	RB-3A	0	0	370,499	0	370,499	0.40	0.50
ON-3B	RB-3A	188,873	0	0	0	188,873	0.85	0.95
ON-4A	RB-4A	0	0	390,752	0	390,752	0.40	0.50
ON-4B	RB-4B	51,807	0	0	0	51,807	0.85	0.95
ON-5A	RB-5A	0	0	639,447	0	639,447	0.40	0.50
ON-6A	RB-6A	0	0	524,884	0	524,884	0.40	0.50
ON-6B.1	RB-6A	36,233	0	0	0	36,233	0.85	0.95
ON-6B.2	RB-6A	35,753	0	0	0	35,753	0.85	0.95
ON-7A	RB-7A	0	0	502,646	0	502,646	0.40	0.50
ON-8A	RB-8A	0	0	492,798	0	492,798	0.40	0.50
ON-8B	RB-8A	79,823	0	0	0	79,823	0.85	0.95
OFF-1	CHANNEL	0	0	867,123	0	867,123	0.40	0.50

RETENTION CALCULATIONS TABLE

Project: 2606 - Daybreak Industrial
Prepared by: BS
Date: May, 2025

100-YEAR, 2-HOUR CALCULATIONS

Retention Volume Required (100-Year, 2-Hour) =

C =

P = 2.36 in

A =

C * (P/12) * A

-Developed condition "C" Value

- Precipitation depth associated with the 100-year, 2-hour storm event (NOAA Atlas 14)

-Plan-view area of an individual drainage area

Retention Basin ID	Drainage Area ID	Area	Weighted Runoff Coefficient (100-YR)	Runoff Volume Required for 100-Year, 2-Hour	TOTAL Retention Required	TOTAL Retention Volume Provided	Provides Required Retention Volume?
		[ft ²]		[ft ³]	[ft ³]	[ft ³]	[YES/NO]
RB-1A	ON-1A	469,378	0.50	46,156	46,156	51,827	YES
RB-1B/CHANNEL	ON-1B	80,821	0.95	15,100	15,100	710,392	YES
RB-2A	ON-2A	485,561	0.50	47,747	59,221	62,759	YES
	ON-2B	61,415	0.95	11,474			
RB-3A	ON-3A	370,499	0.50	36,432	78,490	78,490	YES
	ON-3B	188,873	0.95	35,288			
	ON-6B.1	36,233	0.95	6,770			
RB-4A	ON-4A	390,752	0.50	38,424	38,424	38,424	YES
RB-4B	ON-4B	51,807	0.95	9,679	9,679	10,509	YES
RB-5A	ON-5A	639,447	0.50	62,879	62,879	64,653	YES
RB-6A	ON-6A	524,884	0.50	51,614	58,293	61,855	YES
	ON-6B.2	35,753	0.95	6,680			
RB-7A	ON-7A	502,646	0.50	49,427	49,427	49,427	YES
RB-8A	ON-8A	492,798	0.50	48,458	63,372	69,097	YES
	ON-8B	79,823	0.95	14,914			
					481,041	1,197,433	

- NOTES:
- (1) NOAA Atlas 14, Volume 1, Version 5, Point Precipitation Frequency Estimates (100-year, 2-hour).
- (2) Utilized only for determining volume to be dewatered via drywell and/or natural infiltration.

CALCULATIONS FOR BLEED-OFF DEWATERING OF BASINS

Project: 2606 - Daybreak Industrial

Prepared by: BS

Date: May, 2025



RUNOFF TYPE	EQUATION	VARIABLES	VALUE	UNITS
Retained Volume	Flow Through Bleed-Off Pipe $Q_o = C_o A (2gh)^{1/2}$	C_o = orifice coefficient	0.67	N/A
		g = gravitational constant	32.2	ft/sec ²
		A = area of orifice	$= \pi * ((d/2)/12)^2$	ft ²
		d = orifice diameter	varies	in
	Bleed-Off Pipe Drain Time Time = $V / Q_o / 3600$	V = Volume to be dewatered	varies	ft ³
		Q_o = orifice flow	varies	cfs

Retention Basin ID	Volume to be Dewatered (Volume Provided - First Flush Volume Required) ⁽¹⁾	Water Surface Elevation	Area	Depth (H)	Incremental Volume	Orifice Diameter	Q_o	Drain Time
	[cf]	[ft]	[ft ²]	[ft]		[in]	[cfs]	[hr]
Channel	710,392	1,576.00	316,281.80	4.00	--	10.00	-	--
		1,575.00	240,136.81	3.00	278,209		7.76	9.96
		1,574.00	175,075.99	2.00	207,606		6.56	8.79
		1,573.00	109,389.48	1.00	142,233		5.08	7.78
		1,572.00	55,297.19	0.00	82,343		2.93	7.80
					Σ			34.3

NOTES:

(1) Volume to be dewatered equal to the lesser of the 100-year, 2-hour volume required and the volume provided, minus the volume retained within basin below invert of orifice plate.

(2) Total Volume to be dewatered includes overflow from upstream basins

(3) The average water depth is equal to half of the water depth in the basin, above the orifice, when it is operating at maximum capacity (1 foot)



APPENDIX D

PREVIOUS DRAINAGE STUDY EXCERPTS

Mr. Josh Plumb, P.E.
County Engineer
Flood Control Division
Pinal County
31 North Pinal Street, Building F
Florence, AZ 85132

Mr. Wanamaker:

Page | 1

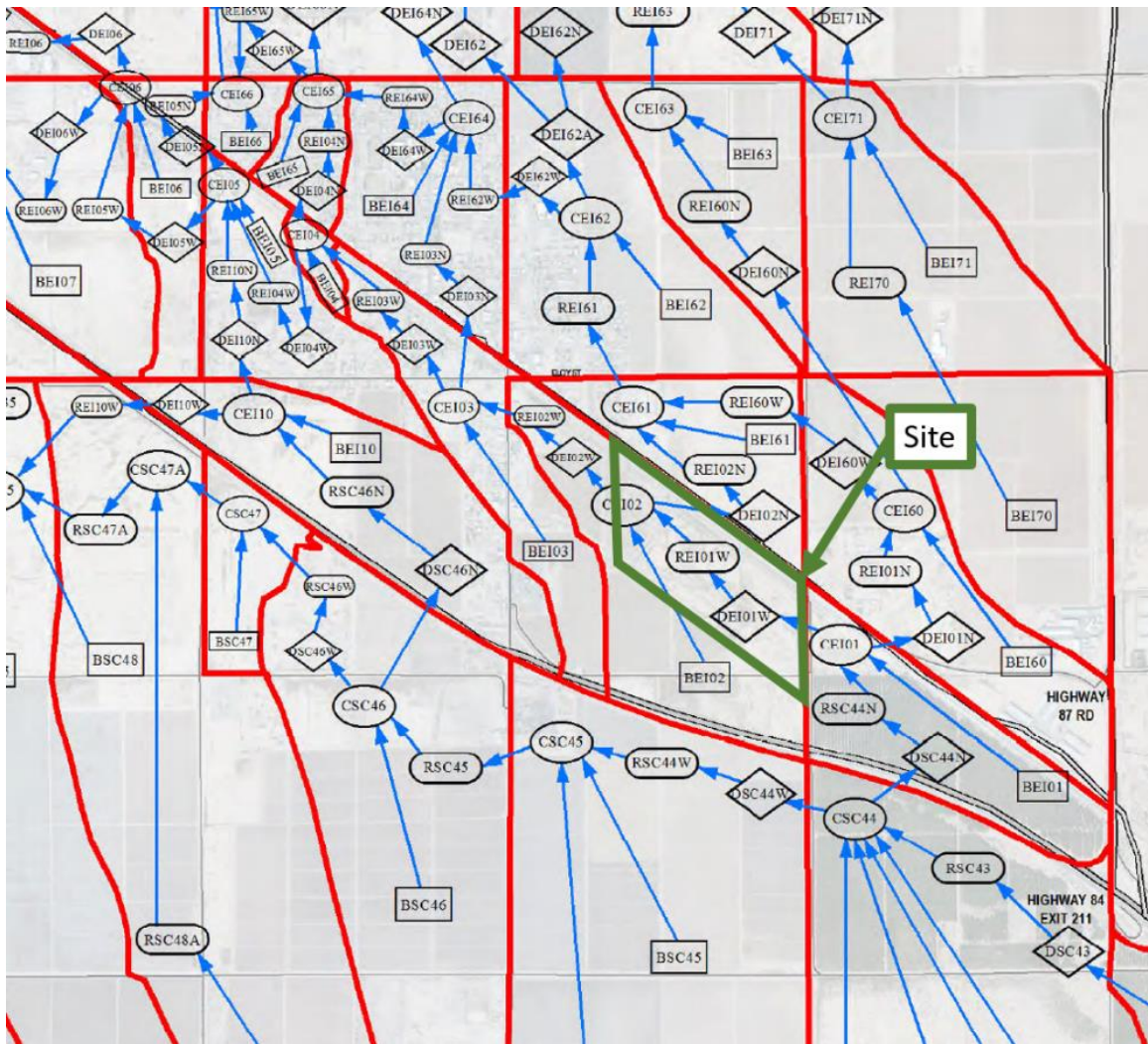


Figure 3 - Effective Drainage Conditions

As seen in **Figure 3 - Effective Drainage Conditions**, the hydrology used for the HEC-RAS study of this request provides 2,780 cfs near the boundary of the project site. Refer to the HEC-RAS file provided for this floodplain use permit request which contains boundary conditions to represent I-10 culverts and the wash under I-10 as inflows to the site.

The inflows from the HEC-1 analysis were extracted as hydrographs and used as inputs for a RAS 2D model covering the site, adjacent farm fields, and lengths of the wash upstream and downstream of the site. The analysis also accounted for culverts which pass flow underneath I-10 between Sunshine Boulevard and La Palma Road.

Figure 4 – Existing Flood Condition shows the existing drainage model which is based off of the hydrology from the Eloy Industrial Park Flood Insurance Study for the 100-year storm.

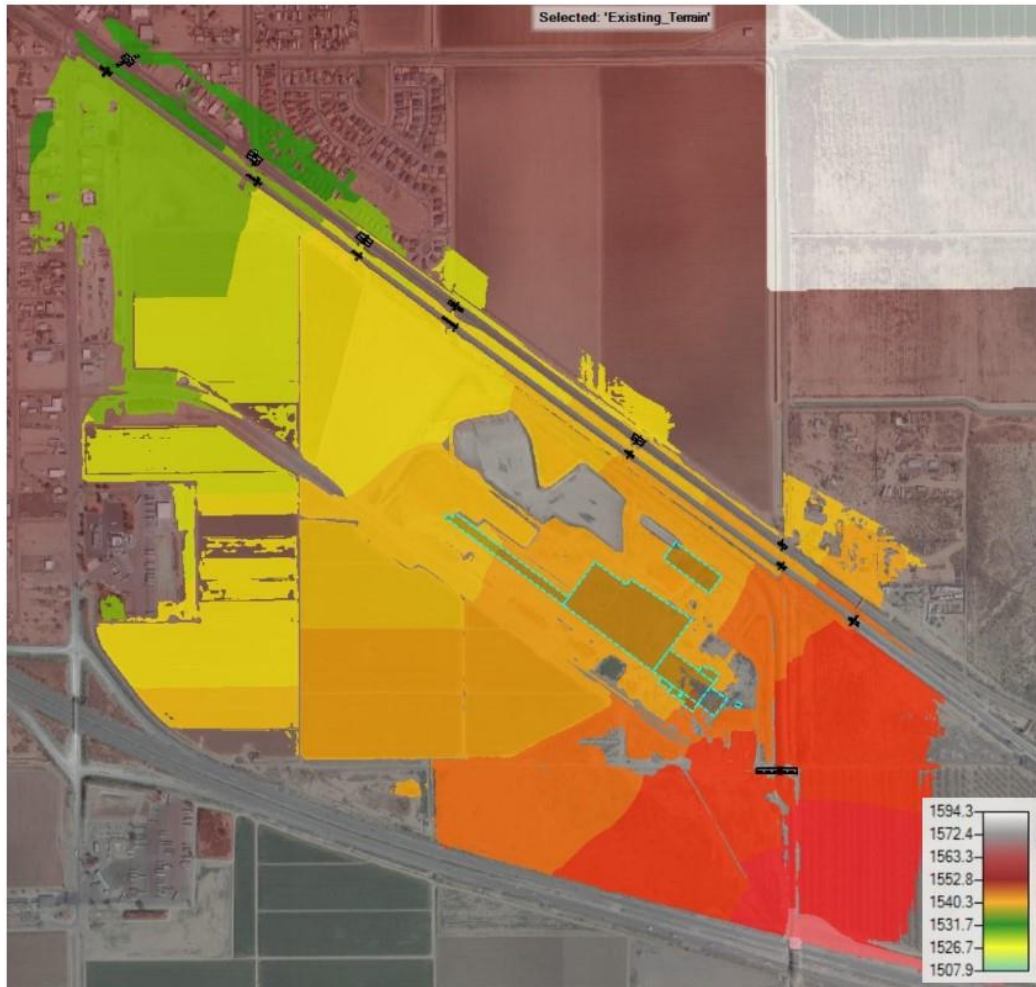


Figure 4 – Existing Flood Condition

The existing model was modified to reflect topographical changes and construction on the project site in the post-project condition. **Figure 5 – Post-Project Flood Condition** shows the water surface elevations throughout the model domain in the post-project flood condition. A freeboard table was created using WSE results adjacent to each proposed building at its most upstream end, and the building's finished floor (FF) value.

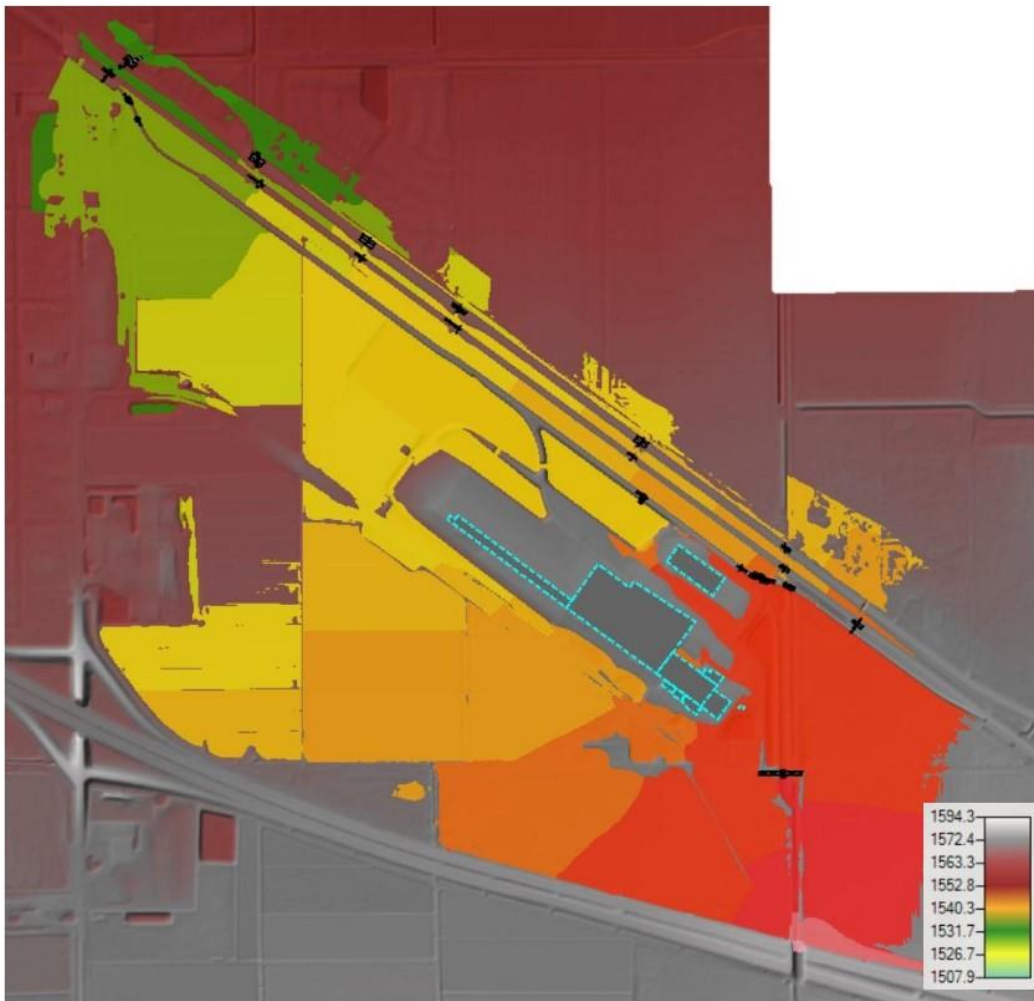


Figure 5 – Post-Project Flood Condition

The request for a Floodplain Use Permit is to benefit the construction of the project. The project is intended to be situated in the floodplain and constructed without the intended course of map revision by CLOMR/LOMR. The development site will remain in the effective flood zone, only changing if done by another regional flood control study. The portion of the project that lies in the floodplain includes manufacturing machinery, industrial buildings, graded open space areas, and piping infrastructure. Any associated site improvements will still allow free-flow of offsite drainage and existing flow will not be inhibited. Buildings to be constructed as part of the proposed improvements will lie one-foot or greater above the base flood elevation established by the Eloy Industrial Park Flood Insurance Study. See **Figure 6 – Site Improvements** for an overview of proposed improvements. A copy of the proposed grading and drainage plans have been submitted with this application.

Request for Floodplain Use Permit

This application requests a Floodplain Use Permit for this project site as the analysis of the floodplain conditions conclude that the improvements for the project will work to promote conveyance of flows as studied from the effective conditions with addition of the proposed project site for developed conditions.

With this application we affirm the statement that the proposed development meets the minimum requirements of the Pinal County Floodplain Management Ordinance and that the development does not result in an adverse effect to the adjacent properties.

We appreciate your review and consideration of this request for Floodplain Use Permit for the subject project. If you have any questions or require any additional information, please feel free to contact me.

Sincerely,

Joel P. Saurey, P.E.
EPS Group, Inc.
(480) 503-2250
joel.saurey@epsgroupinc.com





Preliminary Drainage Report

For

Daybreak Industrial Park

City of Eloy, Pinal County, Arizona

Owner/Developer
CARDON HIATT COMPANIES
1223 S. Clearview Avenue; Suite 105
Mesa AZ 85208



APPROVED

CITY OF ELOY ENGINEER

DATE

THE CITY APPROVES THIS REPORT FOR CONCEPT ONLY AND ACCEPTS
NO LIABILITY FOR ERRORS OR OMISSIONS

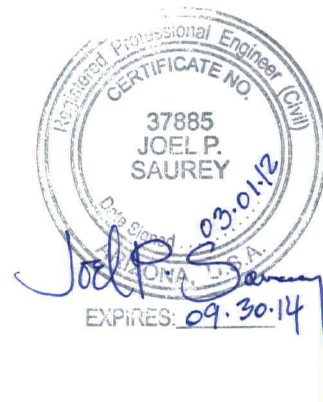
Project No. 11-077.1

Date: December 2011

2045 S. Vineyard Avenue, Suite 101
Mesa, AZ 85210
o: 480.503.2250
f: 480.503.2258

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added as shown in Exhibit 2: Onsite Drainage Exhibit. The easement has been added to assist in obtaining necessary approvals and permits from the governing agencies at the time of final engineering.

3.0 Existing Site Conditions

The existing site is bounded on the north, east, and south by major transportation corridors. To the north is the Union Pacific Railroad (UPRR) and Highway 84. To the east is Highway 87. To the south is Interstate 10. Sunshine Industrial Park and the National Gypsum Wallboard Facility are to the west of Daybreak Industrial Park. Each is at various stages of design or construction.

The existing Daybreak Industrial Park site is a pecan tree farm. The existing ground slopes to the northwest at between approximately 0.20% and 0.40%.

4.0 Offsite Drainage

The Offsite Drainage evaluation for Daybreak Industrial Park is guided largely by the McClellan Wash Watercourse Master Plan Hydrology by HDR Engineers (2010). Though a draft document, this work is in on-going review and finalization with Pinal County.

There are four aspects of offsite drainage that affect the Daybreak Industrial Park. They are described in Detail in the following sections.

4.1 45 cfs along North (Northeast) Boundary

Daybreak Industrial Park is affected by approximately 45 cfs that flows northwest on the south side of the UPRR tracks. This flow is generated, according to the HDR study, by the approximate limits of the project area. This flow represents the only FEMA floodplain to cover the project. A culvert located along the Union Pacific Railroad (UPRR), east of La Palma, and adjacent to the neighboring state land parcel is the eventual outfall of this 45 cfs. A 30' drainage easement has been estimated along the northeast boundary of the project to accommodate this flowing drainage and make consideration for future CLOMR/LOMR processes for this administered special flood hazard area (SFHA). Also, a 40' easement has been provided downstream of the 30' easement to allow for a spreader basin to return flow to pre-developed conditions. Flows from these easements will discharge to the northwest in their historic drainage patterns. See Figure 4 for location of the 30' and 40' easements. See Figure 2 for display of the project FIRM Maps. See Figure 5 for a summary of all offsite flows.

4.2 Regional Flows from South

The Daybreak site is located at the downstream end of a very large regional basin. This offsite flow approaches the project from the south. Area drainage studies rate this flow at approximately 8817 cfs. This regional flow is partially conveyed under Interstate 10 between La Palma and Sunshine in culverts and through the La Palma Interstate 10 Bridge.

Based on prior experience with this regional basin, it is been observed that very little of this flow will reach the Daybreak Industrial site though the culverts under I-10 adjacent to the project. This site is located east of and several feet above the point of discharge from this subarea. Flow in excess of the capacity of the existing facilities in I-10 continues northwest along I-10 and contributes to further downstream points along the Santa Cruz River. See Figure 5: Offsite Drainage Summary

It is estimated that regional runoff that may reach the culverts under I-10 adjacent to the Daybreak project will be lower in magnitude than the runoff that would be generated on the properties located south of and adjacent to the I-10. See Section 4.5 for a discussion of the runoff from the adjacent parcels to the south.

4.3 Wash at the La Palma Alignment

The Daybreak site is affected by the existing wash along the La Palma alignment. From design performed for the neighboring National Gypsum Facility and Sunshine Industrial Park, it has been determined that the wash along the La Palma alignment conveys approximately 350 cfs. The 350 cfs in this wash is a portion of the approximately 8817 cfs from the regional flows from the south.

The wash will be maintained in its current condition. As a part of development of Daybreak Industrial Park, this wash will have to be preserved in its current condition and location. A 45' drainage easement has been provided on the west side of the project to accommodate this existing wash as shown on Figure 4. See Figure 4: Onsite Drainage Map and Figure 5: Offsite Drainage Summary.

4.4 Runoff from I-10

Runoff from the I-10 will be conveyed to the west in drainage swales that have been constructed with the I-10 improvements that are located within the I-10 right-of-way.

It is estimated that runoff from I-10 that may reach the channel adjacent to Daybreak will be lower in magnitude than the runoff that would be generated on the properties located south of and adjacent to the I-10. See Section 4.5 for a discussion of the runoff from the adjacent parcels to the south.

4.5 Adjacent Properties to the South

The Daybreak site is affected by runoff that is generated on properties located south of and adjacent to the I-10. This is runoff generated on the farm fields north of Phillips Road that will flow towards the site. Field investigation has determined that drainage generated south of Phillips Road will flow westerly into the regional wash at the La Palma alignment. See Figure 3: Offsite Drainage Map, for a graphical depiction of the local offsite areas affecting the project. Flow from these local offsite areas will be conveyed under the I-10 freeway by existing culverts corresponding to each of the drainage areas. See Figure 5: Offsite Drainage Summary.

Offsite runoff from the culverts under I-10 will be conveyed in the existing drainage swale constructed within ADOT right-of-way. A supplemental onsite drainage easement located on the south side of the development has been provided for potential conveyance of drainage towards the wash at the La Palma alignment.

The size of the drainage easement provided on the south side of the project (north side of the I-10 freeway) has been estimated based conveyance of the runoff generated on the parcels south of the project west to the wash at the La Palma alignment. Peak flows from these drainage areas have been estimated using the rational method for preliminary sizing of this drainage easement.

5.0 Onsite Drainage

The onsite drainage scheme of this project is to allow each of the thirteen parcels to capture and retain the 100-year, 2-hour rainfall event on the parcels. The right of way adjacent to the parcels will also be retained on the adjacent parcels.

5.1 Rainfall Data



P I N A L ♦ C O U N T Y

Wide open opportunity

**ELOY INDUSTRIAL PARK
HYDROLOGIC ANALYSIS**

**TECHNICAL SUPPORT DATA
NOTEBOOK**

Contract NO. EV11-004

April 2014

Prepared by:

*Intelligent Engineering
Innovative Solutions*



**ELOY INDUSTRIAL PARK
HYDROLOGIC ANALYSIS**

**EV11-004
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TECHNICAL SUPPORT DATA NOTEBOOK**



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Plate 3 – Land Use Map
Plate 4 – Soils Map
Plate 5 – Hydrology Results Map (Sheets 1 to 2)

4.5.1 Hydrologic Results

One of the major outcomes of the analyses presented in this report and the appendices is the establishment of the Santa Cruz River and Greene Canal split flow through a FLO2D analysis based on current conditions (**Reference 2**). Previous studies, such as the U.S. Army Corps of Engineers Feasibility Study (**Reference 17**) have recognized that this split flow has changed over the years due to channel degradation and other factors, and studies have utilized significantly different flows for the split flow.

This study also demonstrates that there were significant reductions in flows occurring along the Santa Cruz River downstream of the split with the Greene Canal when compared with other studies estimates. A detailed FEMA floodplain delineation along the south side of the Santa Rosa Canal was conducted back in 1998-1999 (**Reference 21**). This analysis estimated the flow at the Santa Rosa Canal near Eloy at Toltec Highway as being 15,800 cfs compared to 5,500cfs for this study at the same location. This is one documented location of flow reduction in the study area.

Analyzing the results of this study, as expected, a comparison of the results for the three scenarios modeled shows that the peak flow magnitudes were generally higher for Scenario 1. This scenario models the input hydrograph from the Santa Cruz River such that the timing of the Santa Cruz River peak flow and the local peak flow coincide. Complete results of the hydrologic analysis are presented in **Appendix D.6: Hydrologic Calculations**. In addition, the electronic HEC-1 input and output files and DDMSW models are included in **APPENDIX F: DVD**.

The main area of focus for this project is the Eloy Industrial Park which is located between Interstate 10 and the Union Pacific Railroad / State Route 84, and in particular south of the Santa Rosa Canal. An existing Zone A floodplain exists for much of this area from Alsdorf Road and extending north of the Santa Rosa Canal. This section will examine the hydrologic modeling results for the Eloy Industrial Park area south of the Santa Rosa Canal. The results for the Eloy Industrial Park area south of the Santa Rosa Canal are presented in **Plate 5 – Hydrology Results Map (Sheet 2)**. Additionally, **Plate 5 – Hydrology Results Map (Sheet 1)** shows the hydrologic results between Interstate 10 and the Union Pacific Railroad / State Route 84 north of the Santa Rosa Canal.

In the upstream portion of the Eloy Industrial Park area, offsite flow enters the area at a bridge crossing under the Interstate 10 freeway along La Palma Road. This location (HEC-1 concentration point CSC44) receives a considerable amount of flow (7200cfs) and the bridge is able to convey the low flows under the highway without flow leaving the small channel. However, above approximately 500 cfs, flow begins to divert to the west leaving the estimated flow that crosses under the highway at approximately 2700 cfs (DSC44N). There are numerous locations where flow is allowed to leave the Industrial Park area to the north through culverts under the railroad. The first such location occurs to the north along La Palma Rd under the railroad. Here approximately 830 cfs leaves to

the north while 1950 cfs continues within the Industrial Area south of the railroad. Additional flow leaves the project area to the northwest near Sunshine Blvd. A pair of culverts take flow from the channel along the south side of the railroad to channels along Eloy Street and Troyon Ave to the north. There are several other culverts that take flow away from the railroad channel to the north, in particular near Curiel Street, Adams Street and Eleven Mile Corner Road.

There is one additional inflow into the Eloy Industrial Park area south of the Santa Rosa Canal and this is through a series of culverts under Interstate 10 between Milligan Road and Eleven Mile Corner Road. This flow into the area is limited by the capacity of the culverts and equates to less than 800 cfs at the peak.

Local subbasin flows are a major contributing factor to flows in the area as retention is minimal. There is one major storage site that was modeled (SEI08) located just west of Battaglia Dr and Tweedy Rd. This large retention site encompasses more than 25 acres, is approximately 10 feet deep and is located on private land.

Once flow between the Interstate 10 and railroad reaches the Santa Rosa Canal it is directed to the west along the embankment of the canal to Interstate 10. Here there is an overchute that sends the flow to the north and the canal embankment is significantly lower in this location. For this diversion weir equations were utilized to estimate flow to the north through the overchute and over the canal embankment versus flow over the Interstate 10 freeway. As the canal embankment is significantly lower than the freeway at this location, the results showed that the initial 2350cfs would continue to the north over the Santa Rosa Canal embankment before any flow would weir over the freeway to the west.

4.5.2 Verification of Results

The results of the hydrologic analysis were verified to check the reasonableness of the model results. This was accomplished by comparing the HEC-1 results for all three scenarios against three indirect methods. The first method compares the results of the hydrologic model against a series of envelope curves. These curves were developed based on stream flow data gathered from the southwestern part of the United States. A detailed description of each envelope curve can be found in the FCDMC *Drainage Design Manual – Hydrology* (**Reference 14**). A comparison of the envelope curves to subbasin and concentration point discharges for the controlling scenario is presented in **Figure 4.9 – Unit Peak Discharge Relations and Envelope Curves (Scenario 1)**. As expected, the unit discharge data for scenario 1 plots below the curves since the envelope curves were developed from maximum observed flood discharges for different hydrologic regions. Similar to scenario 1, graphs for the other two modeling scenarios, show the subbasin and combine unit peak discharges plotted below the envelope curves. The indirect method 1 plots for scenario 2 and 3 are included in **Appendix D.6: Hydrologic Calculations**.

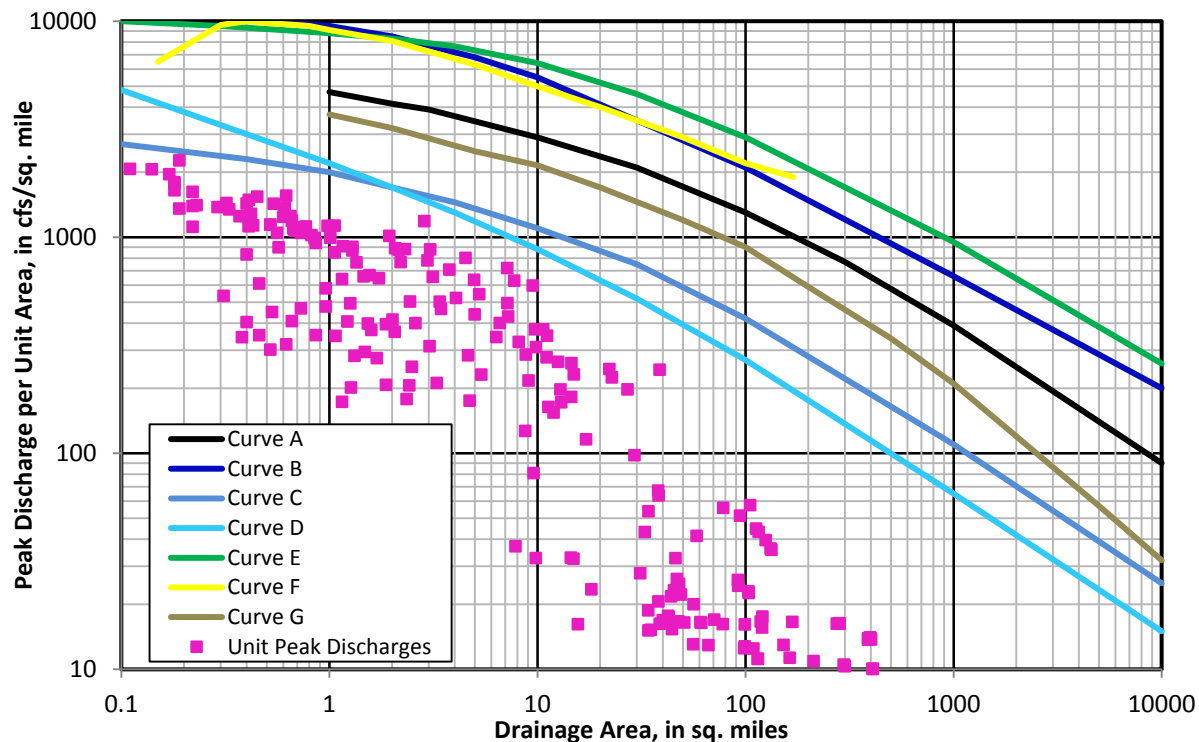


Figure 4.9 – Unit Peak Discharge Relations and Envelope Curves (Scenario 1)

The other two indirect methods for the controlling scenario (scenario 1) are plotted in **Figure 4.10 – Peak Flow for Scenario 1 – Regression Equations**. These methods include comparing the hydrologic model peak discharges to a Log-Pearson Type 3 (LP3) Regression Curve and the Region 13 Regression Equation.

The LP3 Regression Curve was developed by USGS using stream flow statistical data for the entire state of Arizona. As shown on the above mentioned figure, the majority of the peak discharges are scattered within the 75% tolerance limits. However, there are numerous data points that fall below the 75th percentile confidence line. In addition, there are 5 data points that lie above the Region 13 Regression Equation Curve. A review of the plotted data points show that the outlying subbasins are mostly in the agricultural areas, whereas the outlying combines are a result of retention areas and the contributing drainage area summation process. The same verification analyses were also performed for the other two modeling scenarios and these plots, which are very similar to the one below, are included in **Appendix D.6: Hydrologic Calculations**.

Conditions of Approval for Preliminary Plat:

Case No. PP2024-002

Daybreak Industrial

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT PLAN. Except as required by the Eloy Code, and the Conditions of Approval herein, the civil improvement plans (construction documents) and final plat shall substantially conform to the following documents:
 - a. The Preliminary Plat submitted by Colliers Engineering & Design, Inc., with a city staff date of February 18, 2026.
 - b. The Preliminary landscape plan and wall details plan submitted by Smart Development Landscape Architecture, with a city staff date of February 18, 2026.
 - c. The Preliminary Drainage Report submitted by Hilgart-Willson, with a city staff date of February 18, 2026.
2. INFRASTRUCTURE IMPROVEMENTS. The property owner/developer shall construct all water, wastewater, street, curb, gutter, sidewalk, street lights, and drainage improvements necessary to service the development as determined by the City Engineer, or its designee., and specifically in accordance with the Conditions of Approval hereafter.
3. DATE STREET IMPROVEMENTS. The property owner/developer shall construct a full commercial street cross-section improvements for East Date Street, from the end of the existing street improvements west of the La Palma Road alignment to the cul-de-sac abutting lot 5 shown on the above reference Preliminary Plat, except the sidewalk on the north and northwest side of East Date Street is not required with this development.
4. SIDEWALK AND WALL IMPROVEMENTS. The sidewalk and wall improvements shown on the landscape plans abutting the Union Pacific Railroad property, on the northwest side of East Date Street, are optional and are not required.
5. OPENSOURCE. With the final plat submittal, the property owner/developer shall provided n open space plan that demonstrates compliance with the minimum open space requirements of the subdivision ordinance. All subdivision open space shall be located in a subdivision tract(s) that is owned and maintained by a property owner's association consisting of all property owners of the lots of the subdivision. The required open space shall be landscaped
6. STANDARDS OF IMPROVEMENTS. With the development of the property, all required infrastructure improvements shall be constructed in accordance with the Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development
7. TRAFFIC REPORT. In accordance with the subdivision provisions of Eloy Code, the property owner/developer shall submit a Traffic Impact Analysis (Final Traffic Report) with the final plat and civil improvement plans. Unless otherwise specified by the City Engineer or its designee, the analysis shall conform to the Arizona Department of Transportation uniform guidelines for conducting traffic

impact analyses. As part of the analysis, the report shall include the development's and adjacent traffic generation impacts on the intersection of North Sunshine Boulevard and East Date Street.

8. IN-LIEU PAYMENT. Prior to the recordation of any Final Plat, the property owner/developer shall make an in-lieu payment to the City for the development's proportionate share to construct the final design configuration and street improvements for a signalized arterial street intersection of North Sunshine Boulevard and East Date Street to accommodate the development, as determined by the City Engineer, or its designee.
9. PINAL COUNTY FLOOD CONTROL USE PERMIT. Unless otherwise determined by the Pinal County Flood Control District, the property owner/developer shall obtain a Floodplain Use Permit for those portions of the property with a special flood hazard designation and other areas of the property as determined by the aforementioned district.
10. STREETLIGHT IMPROVEMENT DISTRICT. With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.
11. MAINTENANCE IMPROVEMENT DISTRICT. With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to landscaping adjacent to designated public roadways and parkways within the proposed district, as well as drainage and retention within each proposed district.
12. CONSTRUCTION COMPLETED. Prior to the issuance of any Final Inspection for the development property, the property owner/Developer shall complete all infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer, or its designee.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VII.E.

Date: 3/9/2026

Date submitted:
02/27/2026

Action: Other

Date requested:
3/9/2026

Subject: Adoption of the following Resolutions and Ordinance finding that the applicable criteria have been met and approving a major General Plan Amendment and an Amendment to the Zoning Map (Rezone) submitted by Julie Vermillion of Coe & Van Loo Consultants on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a property consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street:

1. Resolution No. 26-1650, approving Case Nos. GPA2025-001: TES Eloy. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use;
2. Ordinance No. 26-999, approving Case No, RZPAD2025-002. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for an Amendment to the Zoning Map (Rezone) from Single-Family Residential (R1-12) to Mixed Use (MU) and Multiple-Family Residential (R-3) with the Planned Area Development Overlay (PAD)
3. Resolution No. 26-1651 declaring a public record for that certain document filed with

the City Clerk and entitled
"RZPAD2025-002: TES Eloy
PAD."

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the City Council approve Case Nos.: GPA2025-004, RZ2025-001, and CUP2025-07, and adopt Resolutions 26-1650, 26-1651, and Ordinance 26-999.

DISCUSSION:

General Plan Amendment Request (Case No. GPA2025-001):

The applicant's request is for a major General Plan Amendment of approximately 338 acres of property from Medium Density Residential and General Industrial to Mixed-use, located at the northeast corner of West Battaglia Road and West Frontier Street. The purpose of this application is to accommodate a separate Amendment to the Zoning Map (Rezone) application (Case No. RZPAD2025-002) to rezone the property from Single-family (R1-12) to Mixed-Use (MU) Planned Area Development (PAD) and Multiple Family Residential (R-3) PAD.

Amendment to the Zoning Map (Rezone) Request (Case No. RZPAD2025-002):

The applicant's request is to rezone approximately 338 acres from R1-12 to MU PAD ($\cong 261.5$ acres) and R-3 PAD ($\cong 76.5$ acres).

General Plan:

The General Plan Future Land Use Map designation of the property is Medium Density Residential and General Industrial. The Medium Density Residential land use designation is intended to accommodate areas suitable for single-family, townhome, patio home, and duplex-type units; and the General Industrial land use designation is intended to allow intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and open storage.

The proposed General Plan designation Mixed Use accommodates a mix of retail, office, and higher-density residential at more urban densities with an emphasis on pedestrian scale and walkability. The proposed High Density Residential General Plan designation accommodates two-and three-story apartments, condominiums, and townhomes.

Context:

The property is located on the northeast corner of West Battaglia Road and West Frontier Street. The site is surrounded by primarily undeveloped land on most sides, North Eleven Mile Corner Road, West Frontier Street to the southwest, and the Santa Rosa Canal to the north. Within the upper center of the property is the City of Eloy water treatment facility, and Shumway Park on the northeast corner of North Eleven Mile Corner Road and West Battaglia Road.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Light Industrial	Light Industrial (I-1) and Light Industrial (I-1) with the Aviation Overlay	Undeveloped land
North	Medium-Density Residential	Single Family Residential (R1-12) and Light Industrial (I-1), and General Industrial (I-2) on the north side of I-10.	Santa Rosa Canal, Undeveloped land, and City of Eloy Public Facilities building, and Water Treatment facility.
South	Light Industrial, General Industrial and Public/Institutional	General Commercial (C-2)	West Battaglia Road and further south is undeveloped land
East	Low Density Residential and Public/Institutional	Single Family Residential (R1-12) and Open Space Recreational (OSR)	North Eleven Mile Corner Road and further east is the Shumway Park and undeveloped land
West	Medium-Density Residential	Light Industrial (I-1)	West Frontier Road and further west is the Union Pacific Railway

General Plan Amendment Criteria and Guidelines (Case No.GPA2025-001):

The applicant's request is considered a major General Plan Amendment based on the criteria outlined in Section 2.2 of the Eloy General Plan. Furthermore, under Section 2.3 of the Eloy General Plan, changes to the General Plan must also meet the guidelines outlined below: (Staff's analysis of the guidelines is included in bold italic text, and the

applicant's analysis is included in their narrative, attached)

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

- ***The General Plan's Future Land Use Map currently designates approximately 2.4% of the City's planning area as Mixed-Use. The proposed application would increase the Mixed-Use designation to 2.5% of the City's total planning area. It is not uncommon for cities to allocate approximately 2% to 10% of their land area for Mixed-Use designations. While the Mixed-Use land use falls within this typical range, the proposed increase does not significantly expand the area of the City designated for this use. It should be noted that, if the application is approved, the City's planning area designated as Medium Density Residential would decrease from approximately 16.67% to 16.66%, and the General Industrial designation would decrease from approximately 1.77% to 1.74%.***

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

- ***The proposed amendment is anticipated to be an overall improvement to the General Plan, as the Mixed-Use land use designation allows for a broader variety of implementing zones—Small Property Residential (R-2), Multiple Family Residential (R-3), Neighborhood Commercial (C-1), General Commercial (C-2), Mixed-Use (MU), Public Facilities (PF), Business Park (BP), and Light Industrial (I-1)—within the Sun Corridor Growth Area. The proposed amendment would contribute to implementing the General Plan in the growth area by promoting commercial, employment, and industrial development within identified Growth Area nodes and encouraging a balanced, mixed-use environment (GP 3.3.1.2 and 3.3.1.3).***

3. The amendment will not adversely impact any portion of the community by: a) Creating incompatible land use patterns; b) Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City; c) Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or d) Adversely affecting the livability of an area or the health and safety of existing residents.

- ***The proposed Mixed-Use land use designation is not anticipated to create an incompatible land use pattern with the abutting Community Commercial, Medium Density Residential, and General Industrial designations. Mixed-Use is typically located between lower-intensity and higher-intensity land uses, such as the railroad and North Frontier Street to***

the west, the water treatment facility in the center-north, and the Community Commercial area to the south.

- ***There are water, wastewater (sewer), and roadway systems present within and adjacent to the property. The property owner/developer will be required to provide all necessary improvements related to traffic, roads, sewer, and water infrastructure, including any required relocation of existing facilities to accommodate the development and intended use of the property, as specified in the associated rezoning (Case No. RZPAD2025-001).***

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

- ***The proposed Mixed-Use land use designation is consistent with the General Plan, as it contributes to achieving Goal 3.1.1.1, which seeks to "provide a range of supportive... land uses to encourage and maintain a sustainable community," and supports Goals 3.3.1.2 and 3.3.2.3 by encouraging a balance of land uses and promoting commercial development in the Sun Corridor Growth Area.***

Zoning Ordinance Issues for Consideration for a General Plan Amendment:

In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include, but not be limited to, staff's analysis, which is included in bold italic text, and the applicant's analysis, which is included in their narrative, attached.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

- ***The General Plan's Future Land Use Map provides a limited amount of Mixed-Use land uses in this area of the city. Furthermore, most existing Mixed-Use designations are located at the south end of the Sun Corridor Growth Area, near State Route 87 and I-10, and in the recently approved area (GPA2024-005, Eloy 310) near North Sunland Gin Road and I-10. The addition of the Mixed-Use land use designation in the Sun Corridor Growth Area will help promote a broader balance of uses near the city center and the intersection of West Battaglia Road and North Frontier Road.***

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

- ***The proposed Mixed-Use land use designation is anticipated to constitute an overall improvement to the General Plan by increasing the area***

designated for this use within the City. Furthermore, the expansion of the Mixed-Use area supports the implementation of General Plan goals by providing a range of supportive land uses that encourage a sustainable community through the orderly development of the Sun Corridor Growth Area (Goals 3.1.1.1, 3.3.1.2, and 3.3.2.3).

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by: 1) Significantly altering acceptable existing land use patterns; 2) Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore may negatively impact the development of other lands. The Commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized; 3) Adversely impacting existing uses due to increased traffic on existing systems; and 4) Affecting the livability of the surrounding area or the health and safety of present or future residents.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation is not anticipated to significantly alter existing land use patterns in the area. While improvements to roads, sewer, or water systems are expected to serve the development, these infrastructure needs have already been accounted for in the General Plan and the Water and Wastewater Master Plan to support the prevailing land uses and existing designations. The change from Medium Density Residential and General Industrial to Mixed-Use is not anticipated to affect the livability of the surrounding area or the health and safety of present or future residents.***

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial land use designations is consistent with the intent of the General Plan, as it contributes to Goal 3.1.1.1, which seeks to “provide a range of supportive land uses to encourage and maintain a substantial community.” The amendment also supports a balanced mix of uses within the designated Sun Corridor Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will assist in providing a mix of land uses and encouraging orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

E. Whether there was an error or oversight in the original Eloy General Plan adoption

that did not fully consider facts, projects, or trends which could reasonably exist in the future.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation is not an error or oversight in the existing plan, or other factor that could reasonably exist in the future.***

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

- ***There have been no known events following the adoption of the Eloy General Plan that have superseded the original premises and findings. The proposed amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in promoting a balanced mix of uses within the designated Sun Corridor Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses and encourage orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

- ***Before and since the City Council adopted the General Plan in May 2020, the property has remained undeveloped. The proposed Mixed-Use land use designation is anticipated to provide additional flexibility in the development potential of the site.***

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this Section.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in promoting a balanced mix of uses within the designated Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses that is anticipated to encourage orderly development within Growth Areas throughout the City (Goals 3.3.1.2 and 3.3.1.3).***

Zoning Ordinance Issues for Consideration for an Amendment to the Zoning Map (Rezone) (Case No. RZPAD2025-002):

In determining whether to approve, approve with conditions, or deny the proposed Official Zoning Map amendment, the issue for consideration shall include, but not be limited to: (Staff's analysis of the consideration is included in bold italic text, and the

applicant's analysis is included in their narrative, which is attached.)

A. Consistency (or lack thereof) with the adopted Eloy General Plan and other adopted plans;

- ***The property currently has a General Plan designation of Medium Density Residential and General Industrial. The requested rezone is inconsistent with the property's current designations. Upon approval of the associated application (Case No. GPA2025-001) to change the land use to Mixed-Use, the proposed MU and R-3 PAD zoning will conform to the General Plan.***

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

- ***The proposed MU and R-3 PAD zoning, along with the associated proposed uses of the development, are anticipated to be consistent and compatible with the existing, abutting, and adjacent properties, as well as the overall character of the area. Furthermore, the proposed zones will help provide a variety of land uses.***

C. Suitability of the subject property for uses permitted by the proposed zoning district;

- ***The property is currently undeveloped and abuts West Frontier Road, North Eleven Mile Corner Road, and West Battaglia Road. In the center of the property is the City of Eloy's water treatment facility. The proposed rezoning to MU and R-3 PAD will allow the property to accommodate a variety of commercial, mixed-use, light industrial, single-family, and multiple-family uses, which are anticipated to be suitable for the site. Furthermore, the proposed MU and R-3 PAD zoning will help facilitate a balance of uses within the designated Growth Area (Goal 3.3.1.2). In addition, the proposed zoning designations will assist in concentrating land uses more intensively, creating a mixed-use environment that promotes logical utilization and extension of existing infrastructure, encourages orderly development within Growth Areas, and supports a sustainable community (Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3).***

D. Suitability of the subject property for uses permitted by the existing district; and

- ***The property is located within the General Plan's Sun Corridor Growth Area. Growth Areas are intended to guide new development and focus efforts to promote commercial, employment, and industrial development in areas of the City that meet the needs of all residents and businesses (Goal 3.3.1.3). The proposed MU and R-3 PAD zoning designations will facilitate the development of a mix of uses that is expected to help meet the General***

Plan's objective of balancing uses within a designated Growth Area (Goal 3.3.1.2). Furthermore, the proposed zones include uses that will assist in encouraging orderly development within Growth Areas and the logical extension of infrastructure and utility services within the City (Goals 3.3.1.1 and 3.3.1.4).

E. Availability of sewer and water facilities.

- ***Water and wastewater (sewer) services are available along North Eleven Mile Corner Road and within the property. Water is also available along West Frontier Road, West Battaglia Road, and North Tumbleweed Road. These utilities are anticipated to be adequate to serve the proposed development. The property owner/developer will be required to extend and upgrade the existing water and wastewater services to accommodate the development.***

Planned Area Development (PAD) Consideration

A Planned Area Development (PAD) District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit. It may include implementing adopted planning policies/design standards, natural resources preservation/conservation resources, provision of utilities, urban design, neighborhood/community amenities, or an overall level of increased development quality. (Staff's analysis is included in bold italic text, and the applicant's analysis is included in their narrative, attached):

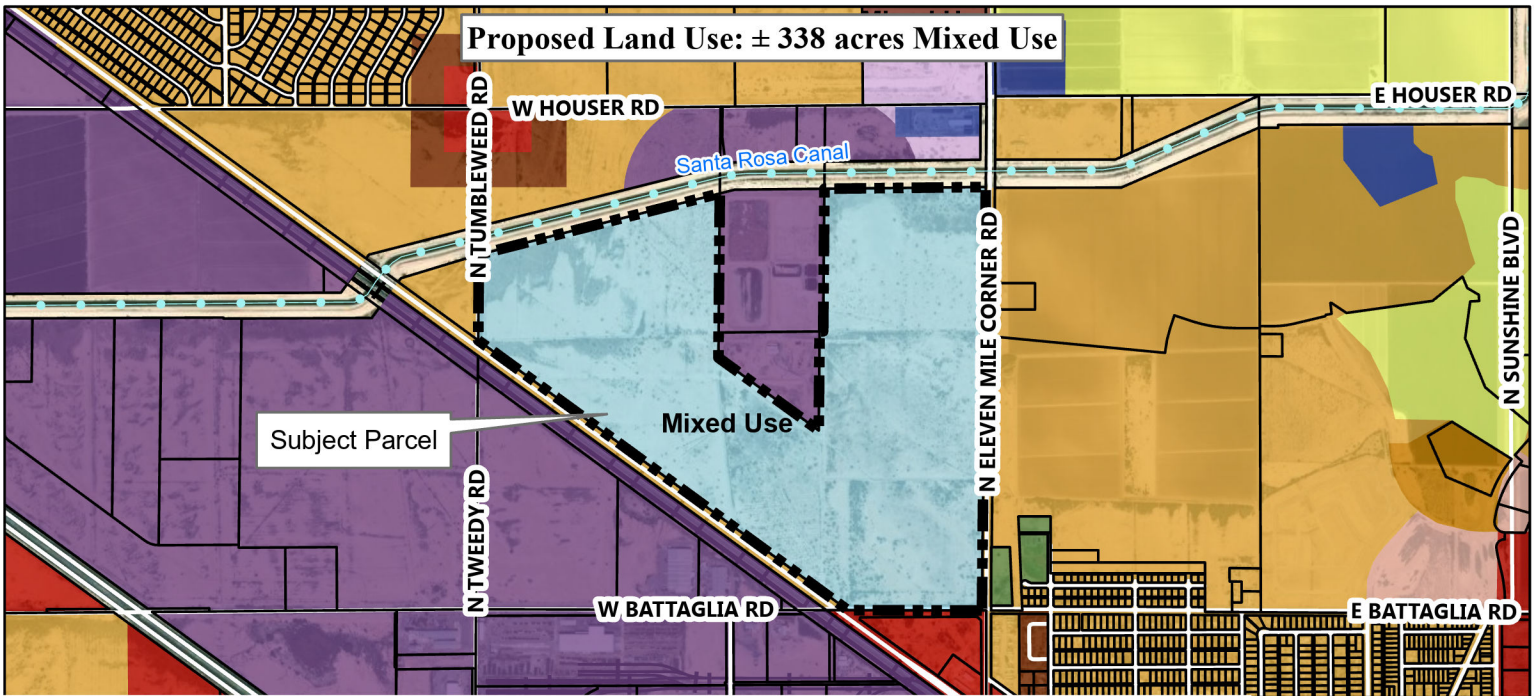
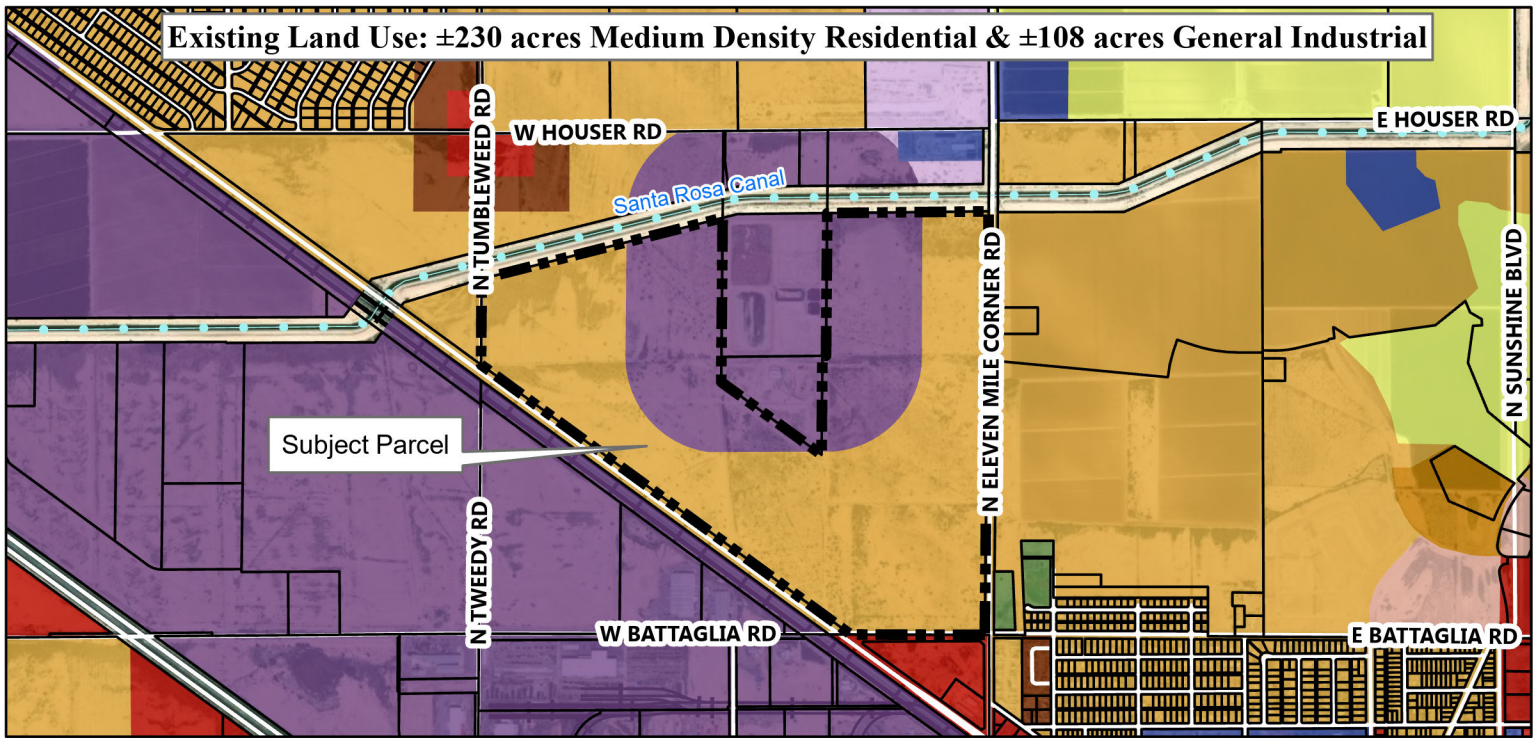
- ***The proposed modifications to incorporate the land uses identified in the PAD Development Plan are intended to allow for a variety of housing options and densities. Additionally, the proposed PAD Development Plan will enable the property to operate with a level of flexibility not contemplated in the Zoning Ordinance and will promote consistency with General Plan objectives, including GP Goals 3.1.1.1, 3.3.1.2, 3.3.1.3, and 3.5.1.2.***

Planning and Zoning Commission

On February 18, 2026, the Planning and Zoning Commission heard these applications and recommended their approval with a vote of 6-0.

FISCAL IMPACT:

No financial impacts are anticipated from this agenda item.



Existing Land Use: ± 230 acres - MDR, ± 108 acres GI

Proposed Land Use: ± 338 acres - Mixed Use

TES Eloy Parcel

General Plan Amendment Exhibit - Case No: GPA2025-001

Land Use

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial

Community Commercial

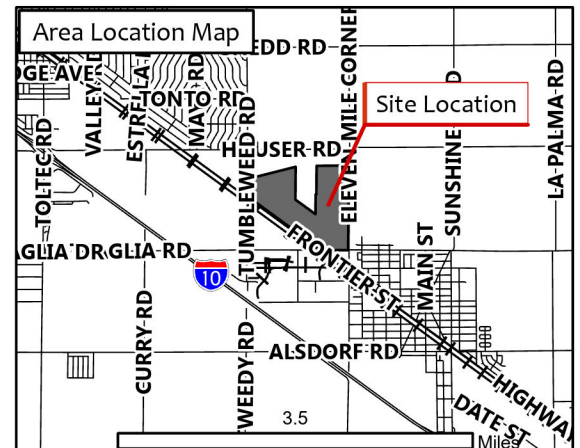
Industrial

- Light Industrial
- General Industrial

Other

- Parks/Open Space
- Mixed Use
- Public/Institutional

Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.



October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

General Plan Amendment Application Narrative



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01

General Plan Amendment Application Narrative

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC

3718 E Adobe Dr,
Phoenix, AZ 85050

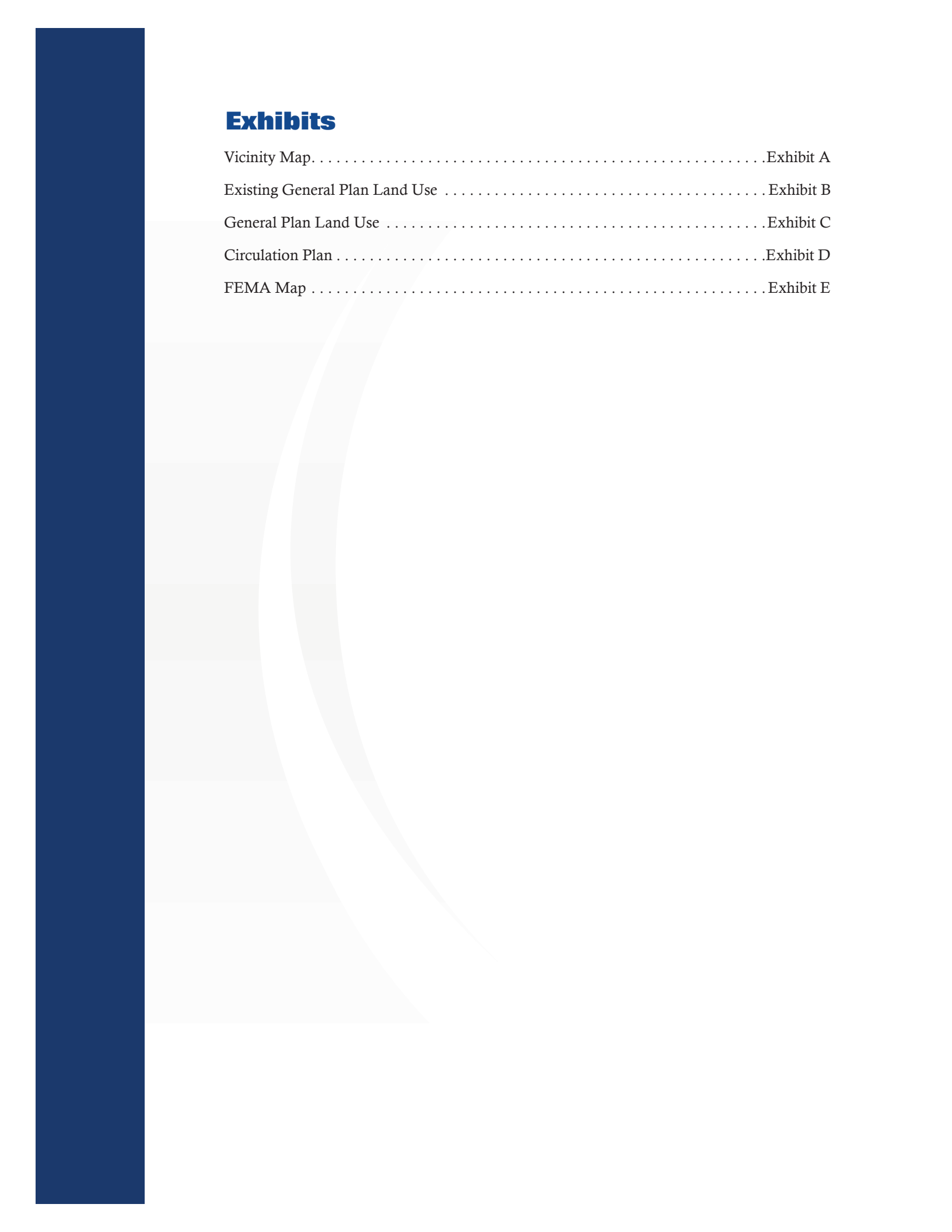
Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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Exhibits

Vicinity Map	Exhibit A
Existing General Plan Land Use	Exhibit B
General Plan Land Use	Exhibit C
Circulation Plan	Exhibit D
FEMA Map	Exhibit E

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). North Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Map).

The purpose of this narrative is to identify the information and criteria for the General Plan Amendment (GPA) requested to facilitate the development of the Project as intended. Please refer to the Rezoning Application Narrative provided under the concurrent PAD application submittal for additional details regarding this request.

TES Eloy PAD will provide an environment that promotes a flexible and dynamic range of land uses to support the City by addressing the demand for diverse housing opportunities in the region while creating the framework for large scale employment, services, and supporting uses suitable for this location. This variety of compatible uses is permitted within the proposed Mixed Use (MU) Land Use district, as detailed further in this proposal and the companion Rezone Submittal.

2. Purpose of Request

The purpose of this request is to submit, process, and obtain approval for a General Plan Amendment (GPA) to facilitate the development consisting of a comprehensive vision of land use opportunities to provide for residential neighborhoods, commercial, and industrial uses. Please refer to the Rezoning Application Narrative and the companion Land Use & Development Standards Guide provided under the concurrent Rezoning application submittal for additional details regarding this request.

TES Eloy PAD is located primarily within the General Industrial and Medium Density Residential (3.0 - 6.0 du/ac) land uses designated by the City of Eloy General Plan. With the Medium Density Residential land use on the site currently sandwiched between large portions of the General Industrial designation, this amendment to the City of Eloy General Plan will allow for a layout of uses that will create a transition between the two uses and provide a well considered plan more fitting for the area. This proposal seeks to update the existing patchwork entitlements on this long

undeveloped property to an overall cohesive designation of Mixed Use (MU) for a new and attractive master plan in this growing area of Eloy. (Refer to Exhibits B and C, Existing General Plan Land Use and General Plan Land Use).

Companion rezoning to update the approximately 338-acre property from Single-Family Residential (R1-12) to MU PAD and R-3 PAD zoning is intended to facilitate development of the Property through land uses that are better suited for the Property's proximity to both the Frontier Street and the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's parcel which encumber the site for future development.

Through the requested applications and the future requests to be made through the development process, TES Eloy PAD seeks to bring a new and desirable master plan to the City, featuring a mix of land uses that meet the desires of current and future homebuyers, businesses, and industries in the area. The approval of this request as proposed provides benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

3. Existing Conditions

TES Eloy PAD is primarily located at the northwest corner of Eleven Mile Corner Road and Battaglia Road in the City of Eloy, Arizona within Section 36, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The Assessor's Parcel Number is 404-12-0050 and the subject parcel is currently owned by I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC, managed by HATJ Management LLC.

The site is irregular in shape and consists of approximately 338-acres of undeveloped desert land that generally slopes to the northwest. It is bounded by a water treatment facility and the CAP Santa Rosa Canal to the north, Frontier Street to the southwest, agricultural land to the east, and undeveloped desert land to the west.

Regionally, the property is to the immediate northeast of the Frontier Street, which provides connectivity to nearby interstate highways for a route from the Project to metro Phoenix, Tucson, and further outlying communities.

4. Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning	General Plan
North	Santa Rosa Canal, undeveloped desert land, and Eloy Public Works.	R1-12, I-1, PF	MDR, GI, LI, P/I
South	Battaglia Road, Frontier Street, undeveloped desert land, and Republic Plastics plastic fabrication.	C-2, I-2, I-1	CC, GI
East	11 Mile Corner, undeveloped desert land.	R1-6, C-1	MDR,
West	Tumbleweed Road, undeveloped desert land.	R1-6	MDR,

Internal to the site is an existing outparcel which serves the City as a wastewater treatment plant. The proposed plan is an appropriate land use for this Property that will complement the existing and planned development.

5. Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The Eloy Police Department is located approximately 1 mile southeast of the Property at 630 N. Main St. Eloy, AZ 85131. The nearest fire protection facility is currently the Eloy Fire District Station 521, located approximately 2 miles southeast of the Property at 500 S. Sunshine Blvd., Eloy, AZ 85131.

6. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. All required infrastructure improvements will be provided by the property development as part of the future development and permit application.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. Existing infrastructure includes a 6-inch water line within the project boundary. Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. Existing infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes sewer mains within Frontier Street and 11 Mile Corner.

The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

7. Circulation

TES Eloy PAD is planned at the northwest corner of Eleven Mile Corner Road and Battaglia Road. Both roads are classified as Major Arterial. Half-street infrastructure improvements will be provided along the perimeter roads bounding the Property in accordance with City standards. In addition Frontier Street is and Major Arterial street and Tumbleweed is a Minor Arterial street (Exhibit D, Circulation Map).

Once vertical development opportunities are known, infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process. The design will pursue efficient and safe traffic circulation with careful consideration of connectivity for pedestrians.

8. Drainage

TES Eloy PAD is located within the FEMA Flood Insurance Rate Map (FIRM) for Pinal County, Arizona and incorporated areas, Panel Number 04021C1590F dated May 16, 2019. The FIRM, published by the Federal Emergency Management Agency (FEMA), indicates that the subject area is within Zone X (unshaded). (Exhibit E, FEMA Map). Zone X (unshaded) is defined by FEMA as an Other Area: “Area of minimal flood hazard.”

Offsite flows are channelized around the site avoiding impact. The onsite drainage concept is to provide proper retention for the 100-year 2-hour storm as required by Pinal County. During final engineering, the streets will be designed to convey on-site runoff toward the various retention basins or underground retention within the site. The local streets will be designed such that the 10-year flows are contained within the top of curbs and 100-year flows are contained within the right-of-way. Where capacity of the street is exceeded, scupper or storm drain systems will be used to remove excess flow from the street and direct it toward retention basins or underground retention. To prevent erosion where flows are being concentrated for conveyance, riprap will be provided along scupper spillways, at the toes of scuppers, and at the outlet of storm drain pipes. Post development flows will not exceed pre-development flows in peak runoff, volume, or velocity and will not concentrate sheet flows without downstream offsite control per City of Eloy standards.

The design of the site will not cause any adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream. For additional information please refer to the Master Drainage Report provided with this application.

9. General Plan and Zoning

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.).

As stated above, the intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the intended variety of land uses.

Companion rezoning of the approximately 338 acre Property from R1-12 to MU PAD and R-3 PAD zoning is requested, which is permitted by and consistent with the intent of the MU land use designation and better suited to facilitate development of the Property with consideration for the Property's proximity to the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's PAD which encumber the site for future development.

The approval of this request as proposed provides significant benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

10. General Plan Conformance

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. TES Eloy PAD furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. TES Eloy PAD furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. TES Eloy PAD furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by TES Eloy PAD are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the TES Eloy PAD.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All new streets within TES Eloy PAD will be constructed to meet City of Eloy standards.

11. General Plan Amendment Guidelines

This proposal conforms to the amendment guidelines identified below pursuant to Section 2.3. of the City of Eloy General Plan.

A. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

This property is positioned at a major development corridor along Frontier Road, near the I-10 Corridor, with a patchwork General Plan land use designation of Medium Density Residential (MDR) and General Industrial (GI). Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This application corrects the incompatibility between the City's zoning map and General Plan.

B. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

This application corrects the existing incompatibility between the City's zoning map and General Plan noted above. The requested General Plan Amendment amends the existing patchwork of land use designations to an overall MU designation to facilitate development of the Property. The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing MDR and GI designations in conformance with the intent of the City's General Plan for the area. This request furthers opportunities for industry, employment and housing in the area to benefit the residents and workers in the City of Eloy.

C. The amendment will not adversely impact any portion of the community, by:

1. Creating incompatible land use patterns;

The Property is located near the I-10, which serves as a growing economic corridor. The proposed majority of industrial use with supporting multi-family residential is consistent with it's proximity to the I-10 and similar development currently proposed in the immediate surrounding area.

2. Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;

This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of MDR and GI land use designations. The owner, developer, and builder of TES Eloy PAD are committed to paying their associated fair share of costs used to fund and finance the public services necessary to serve the development.

- 3. Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or**

Approving this amendment will not have any adverse impact on any existing uses. Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows planned mitigation efforts and traffic improvements which will support the future growth of this area.

- 4. Adversely affecting the livability of an area or the health and safety of existing residents.**

The project will further the opportunities for employment, services, and housing options to the City of Eloy. The requested MU land use is consistent with the intent of the planned growth in the area. Traffic shall be mitigated according to the provided analysis.

- D. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.**

This amendment is consistent with the General Plan's overall intent by brining the zoning and land use into compliance with one another and correcting an existing incompatibility. Any development standard not addressed within this proposal or by the concurrent rezoning process shall be consistent to the current City Code and shall be maintained or exceeded without deviation from any of the applicable City of Eloy zoning, engineering, and subdivision standards, design review standards, requirements or provisions for the proposed zoning and land use.

12. Issues for Consideration

This proposal conforms to the issues for consideration identified below pursuant to Section 21-6-4.5. of the Eloy Zoning Ordinance.

- A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.**

The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing Residential and Industrial designations in conformance with the intent of the City's General Plan for the area. The MU land use is proposed to accommodate the concurrent rezoning to Mixed Use (MU) PAD and Multiple-Family Residential (R-3) PAD. Optional sites for the requested MU land use or similar uses that permit the desired combination of zones for TES Eloy PAD are not identified in other appropriate locations on the future land use plan.

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This request resolves an incompatibility between the City's zoning map and General Plan.

The intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the requested variety of land uses. The Project has been designed with the parameters of the MU land use in mind.

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by:

1. Significantly altering acceptable existing land use patterns;

The Property is well suited for the proposed majority of industrial and employment use with supporting commercial services and multi-family residential due to its location adjacent to Frontier Street.

2. Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized;

Approving this amendment will not require additional or more expensive improvements to be funded by the City. This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of residential and industrial land use designations. Furthermore, the owner, developers, and builders of TES Eloy PAD are committed to paying their associated fair share of costs for the public services necessary to serve the development.

3. Adversely impacting existing uses due to increased traffic on existing systems; or

Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows

planned mitigation efforts and traffic improvements which will support the future growth of this area.

4. Affecting the livability of the surrounding area or the health and safety of present or future residents.

Traffic shall be mitigated according to the provided analysis.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects or trends which could reasonably exist in the future.

The existing zoning currently does not match the existing land use designation. This amendment will clean up this discrepancy and bring the zoning, the use and the General Plan into compliance.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The location of the TES Eloy PAD property adjacent to Frontier Road and the City's WWTP makes good land use sense for the intended plan.

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this section.

This amendment, in conjunction with the concurrent rezoning application, will allow for much-needed improvements to the existing undeveloped site well positioned at a major development corridor. The proposed improvements will provide additional housing and employment for residents and workers in the City of Eloy and surrounding area. For these reasons it will create an excellent land use solution for this growing area of Eloy.

13. Conclusion

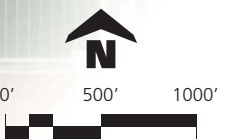
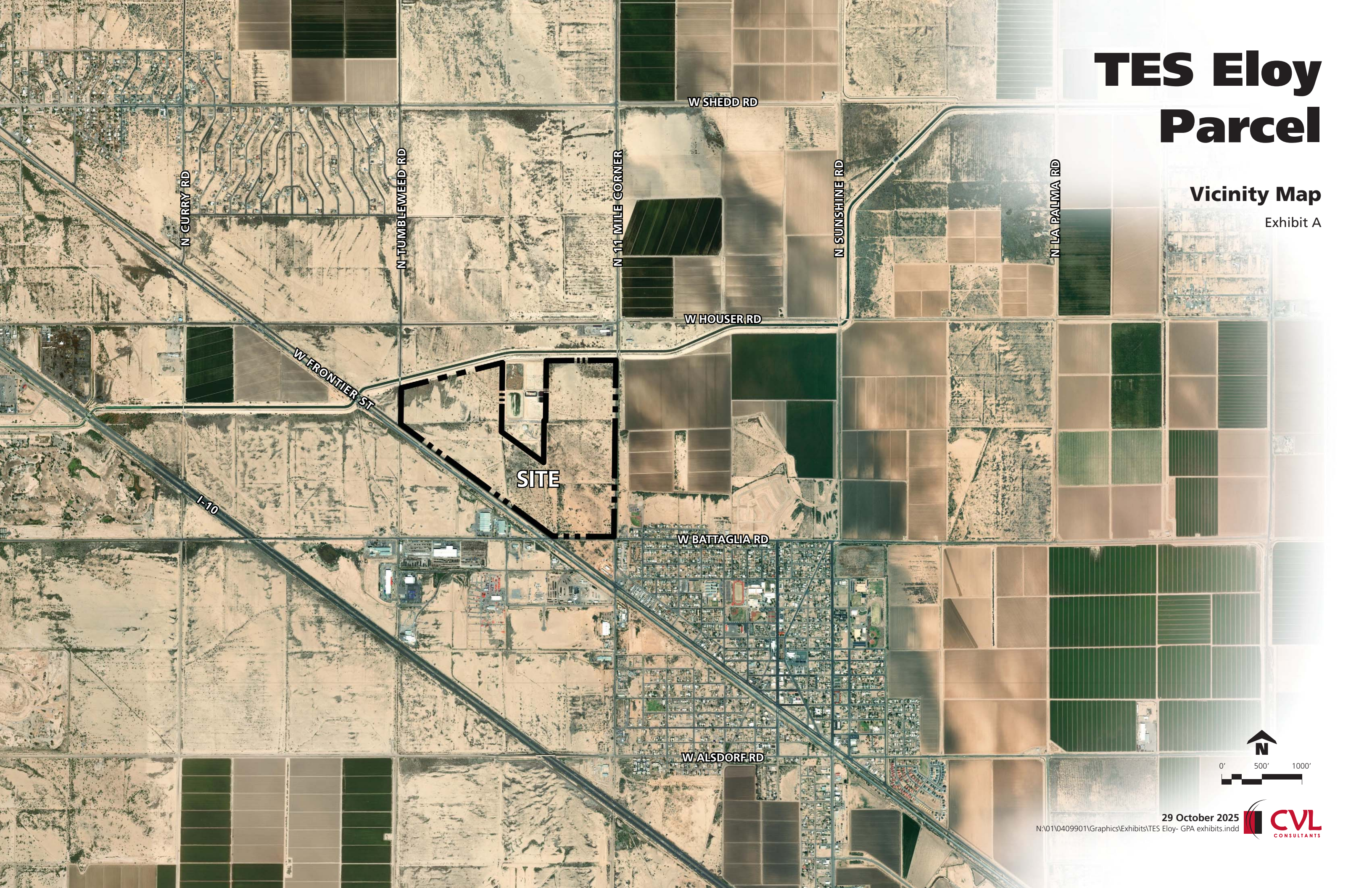
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with the intent of the existing land use designations on the site, while supporting the goals and objectives of the City of Eloy described above. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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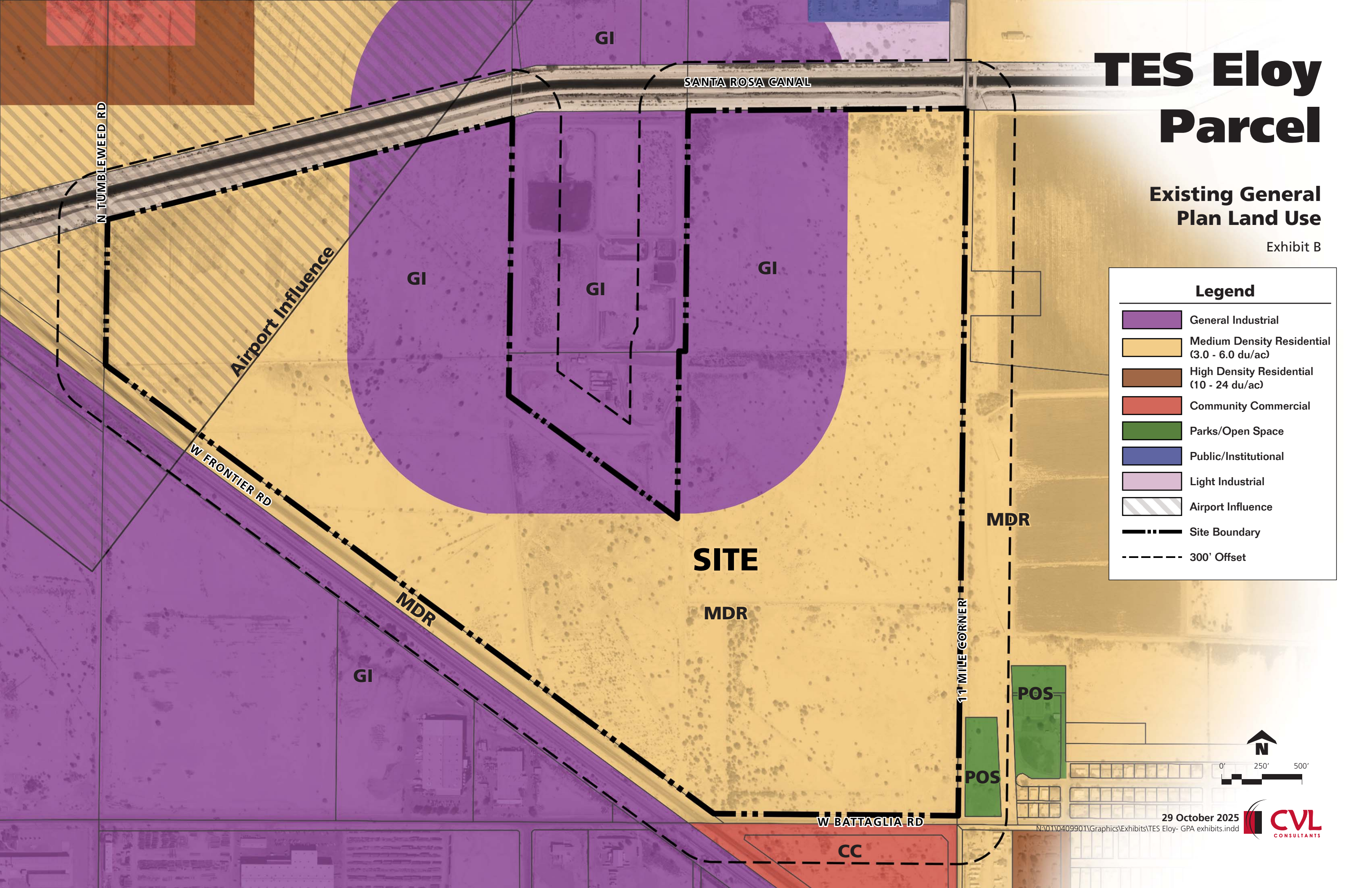
TES Eloy Parcel

Existing General Plan Land Use

Exhibit B

Legend

- General Industrial
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10 - 24 du/ac)
- Community Commercial
- Parks/Open Space
- Public/Institutional
- Light Industrial
- Airport Influence
- Site Boundary
- 300' Offset



SITE

MDR

MDR

POS

POS

W BATTAGLIA RD

CC

11 MILE CORNER

W FRONTIER RD

N TUMBLEWEED RD

Airport Influence

SANTA ROSA CANAL

GI

GI

GI

GI

GI

MDR

29 October 2025
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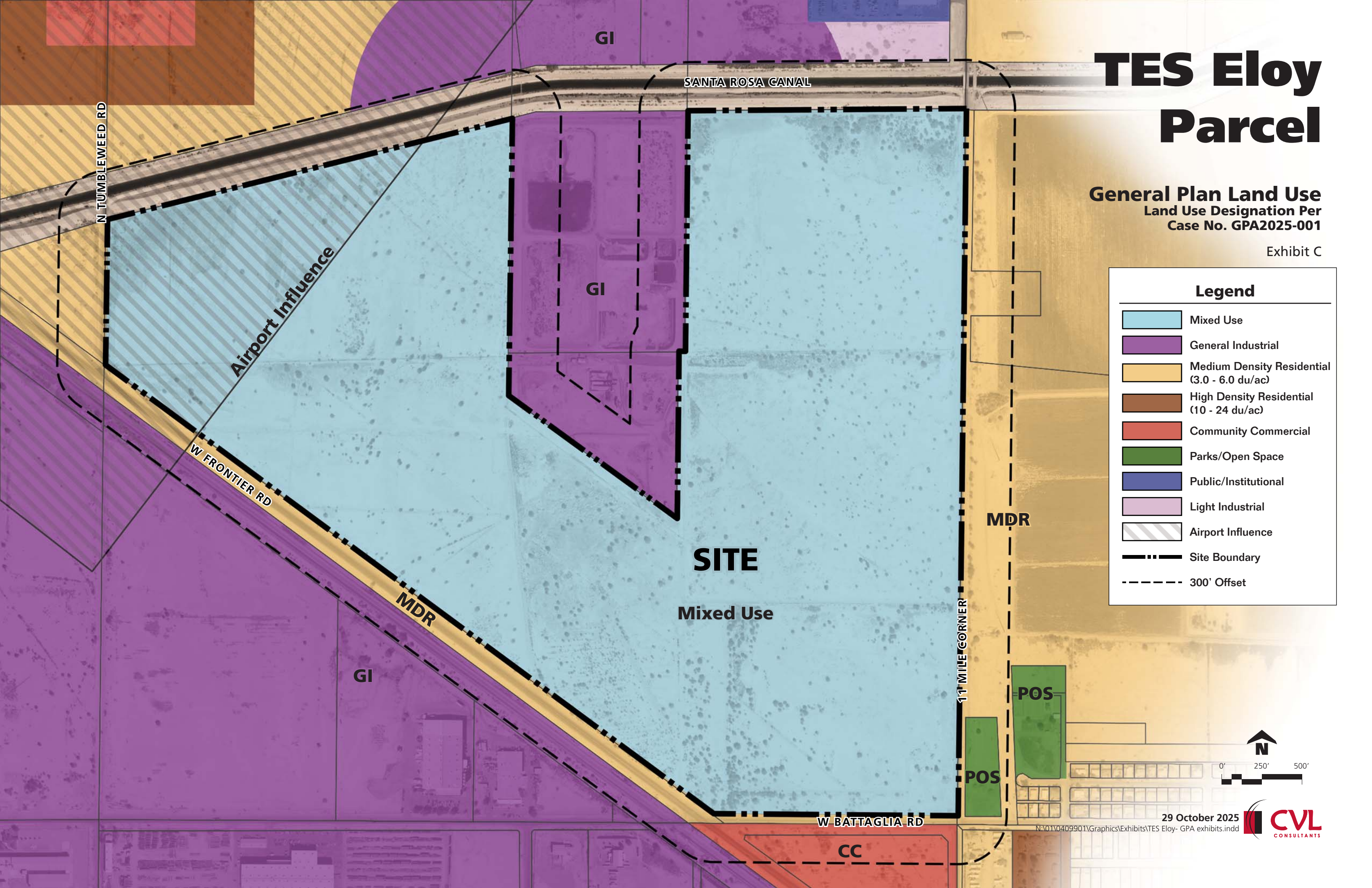
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Exhibit C

Legend

	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

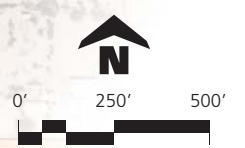
Circulation Plan

Exhibit D

Legend

-  Major Arterial (130' ROW)
-  Minor Arterial (110' ROW)
-  Local Roads
-  Site Boundary

SITE



29 October 2025

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NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas
PANEL 1590 of 2575



Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1590	F
PINAL COUNTY	040077	1590	F

VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1590F

MAP REVISED
MAY 16, 2019

TES Eloy Parcel

FEMA Map

Exhibit E

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A,V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
OTHER AREAS OF FLOOD HAZARD		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		Area of Minimal Flood Hazard Zone X
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary



4550 N 12th Street
Phoenix, AZ 85014

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Rezoning Application Narrative

Case No. RZPAD2025-002



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01

Rezoning Application Narrative

Case No. RZPAD2025-002

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC

3718 E Adobe Dr,
Phoenix, AZ 85050

Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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Exhibits

Vicinity Map	Exhibit A
General Plan Land Use	Exhibit B
Existing Zoning Map	Exhibit C
Zoning Map	Exhibit D

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master-planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). The West Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Map).

TES Eloy PAD will provide an environment that promotes a flexible and dynamic range of land uses to support the City by providing opportunities for large-scale employment, services, commercial and supporting uses, as well as residential uses. This variety of compatible uses is allowed, or conditionally allowed, within the proposed Mixed Use (MU) PAD and Multiple-Family R-3 PAD zoning district. To achieve the flexibility of the uses within the PAD, land uses from the MU, R-3, General Commercial (C-2), Business Park (BP), Light Industrial (I-1), and General Industrial (I-2) have been incorporated. Please refer to the Use Regulations of the proposed TES Eloy PAD Development Plan for additional details.

TES Eloy PAD provides a comprehensive vision of land use opportunities allowing for a variety of residential, commercial, and industrial uses with consideration for appropriate transitional buffering between uses of differing intensities. The proposed plan allows the Project to utilize multiple land uses to accommodate changes in future market conditions while providing further opportunities for industry, employment, and housing options in this area and mitigating conditions that encumber the site.

TES Eloy PAD achieves the goals identified herein while providing the opportunity for development of the highest and best land-use solution for this undeveloped property in a growing area of Eloy.

2. Purpose of Request

The purpose of this request is to rezone the Property from R1-12 to Mixed-Use (MU) Planned Area Development (PAD) and Multiple-Family (R-3) PAD to allow for the development of industrial, commercial, and residential uses on the property. The property owner believes that these land uses are better suited to meet current market demands with consideration for the Property's proximity to both Frontier Road and the City's adjacent wastewater treatment facility, along with the associated easements bisecting the land to route utilities to the City's parcel which encumber

the site for future development (Refer to Exhibits C and D, Existing Zoning Map and Zoning Map). Please refer to the TES Eloy PAD Development Plan for additional information on the proposed land use and development standards.

To accomplish the rezoning of the property, this application is being submitted concurrently with a General Plan Amendment (GPA) application to change the land use of the property from Medium-Density Residential and General Industrial to Mixed Use (MU). (Refer to Exhibit B, Existing General Plan Land Use).

Through the requested applications and the future requests to be made through the development process, TES Eloy PAD seeks to bring a new and desirable master plan to the City, featuring a mix of land uses that could bring opportunities to current and future homebuyers, businesses, and industries in the area. The approval of this request as proposed provides benefits to the City such as necessary infrastructure improvements, and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

3. Existing Conditions

TES Eloy PAD is largely located at the northwest corner of Eleven Mile Corner Road and Battaglia Road in the City of Eloy, Arizona within Section 36, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The Assessor's Parcel Number is 404-12-0050, and the subject parcel is currently owned by I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC, managed by HATJ Management LLC.

The site is irregular in shape and consists of approximately 338-acres of undeveloped desert land that generally slopes to the northwest. It is bounded by a water treatment facility and the CAP Santa Rosa Canal to the north, Frontier Street to the southwest, agricultural land to the east, and undeveloped desert land to the west.

Regionally, the Property is to the immediate northeast of Frontier Street (Casa Grande-Picacho Highway), which provides connectivity to nearby interstate highways for a route from the Project to metro Phoenix, Tucson, and further outlying communities.

Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The Eloy Police Department is located approximately 1 mile southeast of the Property at 630 N. Main St. Eloy, AZ 85131. The nearest fire protection facility is the Eloy Fire District Station 521, located approximately 2 miles southeast of the Property at 500 S. Sunshine Blvd., Eloy, AZ 85131.

4. Drainage

TES Eloy PAD is located within the FEMA Flood Insurance Rate Map (FIRM) for Pinal County, Arizona and incorporated areas, Panel Number 04021C1590F dated May 16, 2019. The FIRM, published by the Federal Emergency Management Agency (FEMA), indicates that the subject area is within Zone X (unshaded).

- FEMA defines Zone X (unshaded) as an Other Area: “Area of minimal flood hazard.”

Offsite flows are channelized around the site avoiding impact. The onsite drainage concept is to provide proper retention for the 100-year 2-hour storm as required by Pinal County. During final engineering, the streets will be designed to convey on-site runoff toward the various retention basins or underground retention within the site. The local streets will be designed such that the 10-year flows are contained within the top of curbs and 100-year flows are contained within the right-of-way. Where the capacity of the street is exceeded, scupper or storm drain systems will be used to remove excess flow from the street and direct it toward retention basins or underground retention. To prevent erosion where flows are being concentrated for conveyance, riprap will be provided along scupper spillways, at the toes of scuppers, and at the outlet of storm drain pipes. Post-development flows will not exceed pre-development flows in peak runoff, volume, or velocity and will not concentrate sheet flows without downstream offsite control per City of Eloy standards.

The site’s design will not cause any adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream. For additional information please refer to the Master Drainage Report provided with this application.

5. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. The utility and service providers listed below have been contacted to determine their existing facilities, their adequacy, and their capacity in relation to the proposed development. The property developer will provide all required infrastructure improvements as part of the future development and permit applications.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. Existing infrastructure includes a 6-inch water line within the project boundary. Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. Existing infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes existing sewer mains within W Frontier Street and 11 Mile Corner. The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

6. Existing General Plan and Zoning

The approximately 338-acre Property is currently zoned Single-Family (R1-12) and the existing General Plan designation for the property is General Industrial and Medium-Density Residential.

Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning Districts	General Plan Land-Use Designations
North	Santa Rosa Canal, undeveloped desert land, and Eloy Public Works.	R1-12 Single-Family Residential; minimum 12,000 sq. ft. per du, I-1 Light Industrial, PF Public Facilities	MDR Medium Density Residential, GI General Industrial, LI Light Industrial, P/I Public Institutional
South	Battaglia Road, the Casa Grande-Picacho Highway, undeveloped desert land, and Republic Plastics plastic fabrication.	C-2 General Commercial, I-2 General Industrial, I-1 Light Industrial	CC, GI
East	11 Mile Corner, undeveloped desert land.	R1-6 Single-Family Residential; minimum 6,000 sq. ft. per du, C-1 Neighborhood Commercial	MDR,
West	Tumbleweed Road, undeveloped desert land.	R1-6 Single-Family Residential; minimum 6,000 sq. ft. per du	MDR,

Internal to the site is an existing out parcel that serves the City as a wastewater treatment plant. The proposed plan is an appropriate land use for this Property that will complement the existing and planned development.

7. Development Plan

The intent for this proposal is to establish the entitlements to facilitate future development of the Property. The key to the success of this development is to allow flexibility in the different land uses planned throughout the approximately 338-acre site. In response to market conditions and buyer demands, shifts in acreage and reallocation of land uses may be necessary. To accommodate changing real estate market and demographic conditions, specific locations and quantities of the proposed land use categories identified herein are subject to market conditions and will be dependent on the end user(s) of the Property, subject to the regulations of this MU PAD and R-3 PAD.

A selection of compatible land uses is considered for this Project. The proposed concept reflects the existing conditions of the Property and neighboring land by proposing a gradual transition from the commercial and residential uses planned along the perimeter corners to the light industrial uses planned alongside them and the higher intensity general industrial planned internal to the Property surrounding the existing wastewater treatment plant.

The subsequent site plan and design review submittal(s) will further address the site design and relevant requirements such as architecture, open space, vehicular and pedestrian circulation, site access, landscaping, public services, and other required site improvements once the end users of the site have been determined. All site plan and design review submittal(s) for the Project are to remain in conformance with the City Code, as modified by this TES Eloy PAD.

Site Data

A comprehensive list of detailed site data for this proposal is identified below for reference.

Site Data	
Gross Area	338 acres
Assessor's Parcel No.	404-12-0050
Existing Use	Undeveloped desert land
General Plan (Case No. GPA2025-001)	Mixed Use
Existing Zoning	Single-Family Residential (R1-12)
Proposed Zoning	Mixed Use (MU) Planned Area Development & Multiple Family (R-3) Planned Area Development

8. Circulation

TES Eloy PAD is planned at the northwest corner of Eleven Mile Corner Road and Battaglia Road. Both roads are classified as Principal Arterial. Street standards and improvement will be dictated by City Code and the requirements of a Comprehensive TIA.

Once vertical development opportunities are known, infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process.

9. Phasing of Development

The economic market will dictate the phasing of the Project. If applicable, a phasing schedule will be provided to the City for review and approval once vertical development opportunities are known. Connectivity between the TES Eloy PAD development and the regional transportation system will be provided within the first phase to ensure that each phase of the Project will stand alone.

10. PAD Approval Criteria

This proposal conforms to the PAD approval criteria identified below pursuant to Section 21-2-7.5. of the Eloy Zoning Ordinance.

- **A PAD District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit to the City as a whole than would development under conventional zoning district regulations and would not adversely affect the existing and/or future permissible uses of adjacent properties. Such greater benefit may include implementation of adopted planning policies/design standards, natural resource preservation/conservation, enhanced provision of utilities, urban design, neighborhood/community amenities or an overall level of increased development quality.**

As demonstrated by this proposal, TES Eloy PAD will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City and generating employment opportunities. This request provides compatibility with existing development in the area while supporting the goals and objectives of the City of Eloy identified herein.

11. General Plan Conformance

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. TES Eloy PAD furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. TES Eloy PAD furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. TES Eloy PAD furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by TES Eloy PAD are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the TES Eloy PAD.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All streets within TES Eloy PAD will be constructed to meet City of Eloy standards.

12. Issues for Consideration (Amendments to Zoning Map (Rezone))

In determining whether to approve, approve with conditions, or deny proposed Official Zoning Map amendments, issues for consideration shall include but not be limited to:

A. Consistency (or lack thereof) with the adopted Eloy General Plan, and other adopted plans;

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

- *Land Use. Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.*
 - *TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.*
- *Housing. Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.*
 - *TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.*
- *Economic Prosperity. Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.*
 - *TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.*
- *Parks, Open Space, and Trails. Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.*
 - *TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.*

- *Circulation. Goal 3.2.1.2. Improve “Level of Service” through coordinated street design, signal spacing and access management within the community and the surrounding region.*
- *All new streets within TES Eloy PAD will be constructed to meet City of Eloy standards and the development will follow the recommendations of the TIA.*

By advancing these adopted goals, the rezoning request is consistent with the intent of the General Plan and supports orderly growth.

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

The property is surrounded by primarily undeveloped land and Frontier Street (Casa Grande Picacho Highway) to the immediate southwest. The property surrounds an existing wastewater treatment plant. The Property is currently split between the City of Eloy General Plan’s General Industrial and Medium Density Residential land use categories. Both categories are incompatible with the site’s existing zoning of R1-12 Single Family Residential (12,000 sq. ft.). Due to this incompatibility, a General Plan Amendment and Rezoning request would be necessary to pursue development of the property. ‘

C. Suitability of the subject property for uses permitted by the proposed zoning district;

The property is in a growing economic corridor along Frontier Street (Casa Grande Picacho Highway), providing a suitable location for industrial, commercial, and higher density residential uses. The site is in an adequate and appropriate location for the uses proposed for the Project. The proposed residential component is planned on the eastern end of the site to neighbor the existing residential land zoned to the east with industrial uses planned closer to the wastewater treatment plant.

D. Suitability of the subject property for uses permitted by the existing district; and

The current zoning for low density residential use is not the most appropriate or functional designation for the property’s frontage on Fronteir Road (Casa Grande-Picacho Highway) and immediate proximity to the City’s existing wastewater treatement plant. The property’s configuration and surroundings are better suited for the proposed plan for industry, employment and housing.

The proposed uses are best suited to mitigate the conditions of the site such as the proximity to Frontier Street (Casa Grande Picacho Highway) and the adjacent wastewater treatment plant.

E. Availability of sewer and water facilities.

The Property is located within the City of Eloy’s water and wastewater service area. Existing water infrastructure includes a 6-inch water line within the project boundary.

Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Existing wastewater infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes sewer mains within W Frontier Street and 11 Mile Corner Road. The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

13. Conclusion

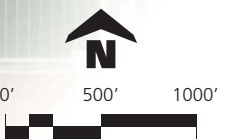
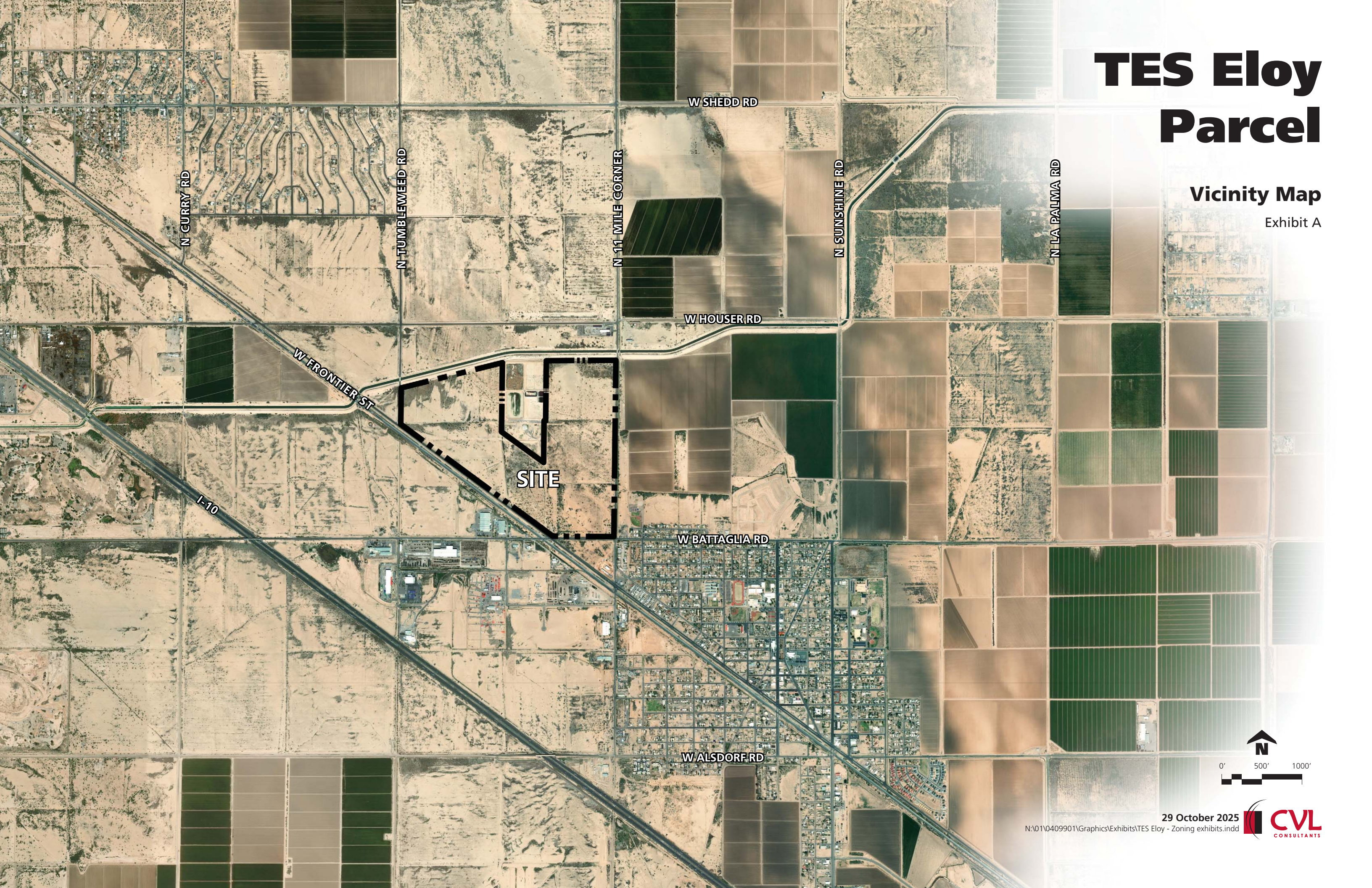
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities to residents, fulfilling a need in this area of the City. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



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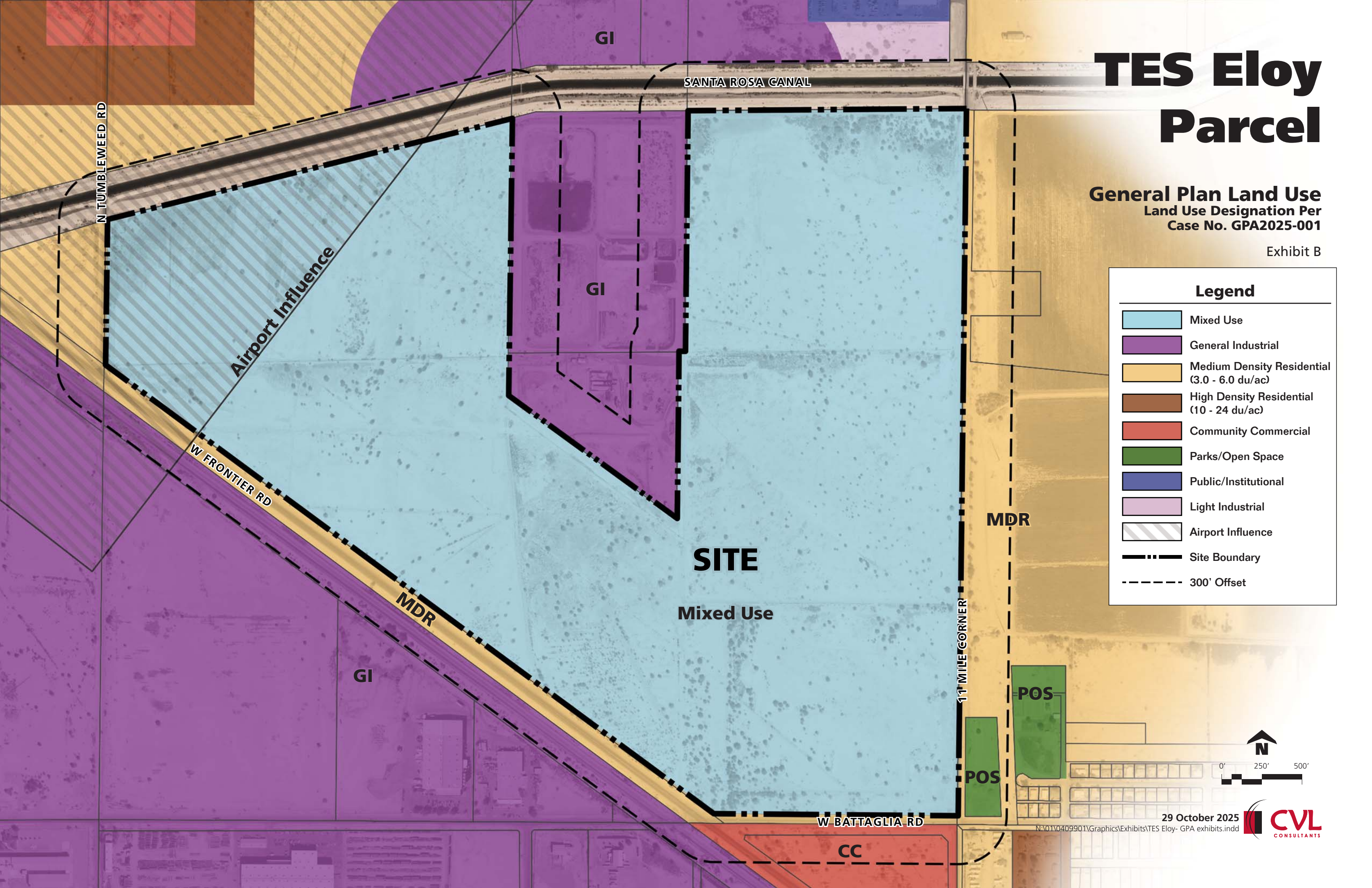
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Exhibit B

Legend

	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



SANTA ROSA CANAL

N TUMBLEWEED RD

Airport Influence

W FRONTIER RD

MDR

GI

SITE

Mixed Use

MDR

11 MILE CORNER

POS

POS

W BATTAGLIA RD

CC

29 October 2025
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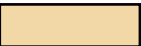


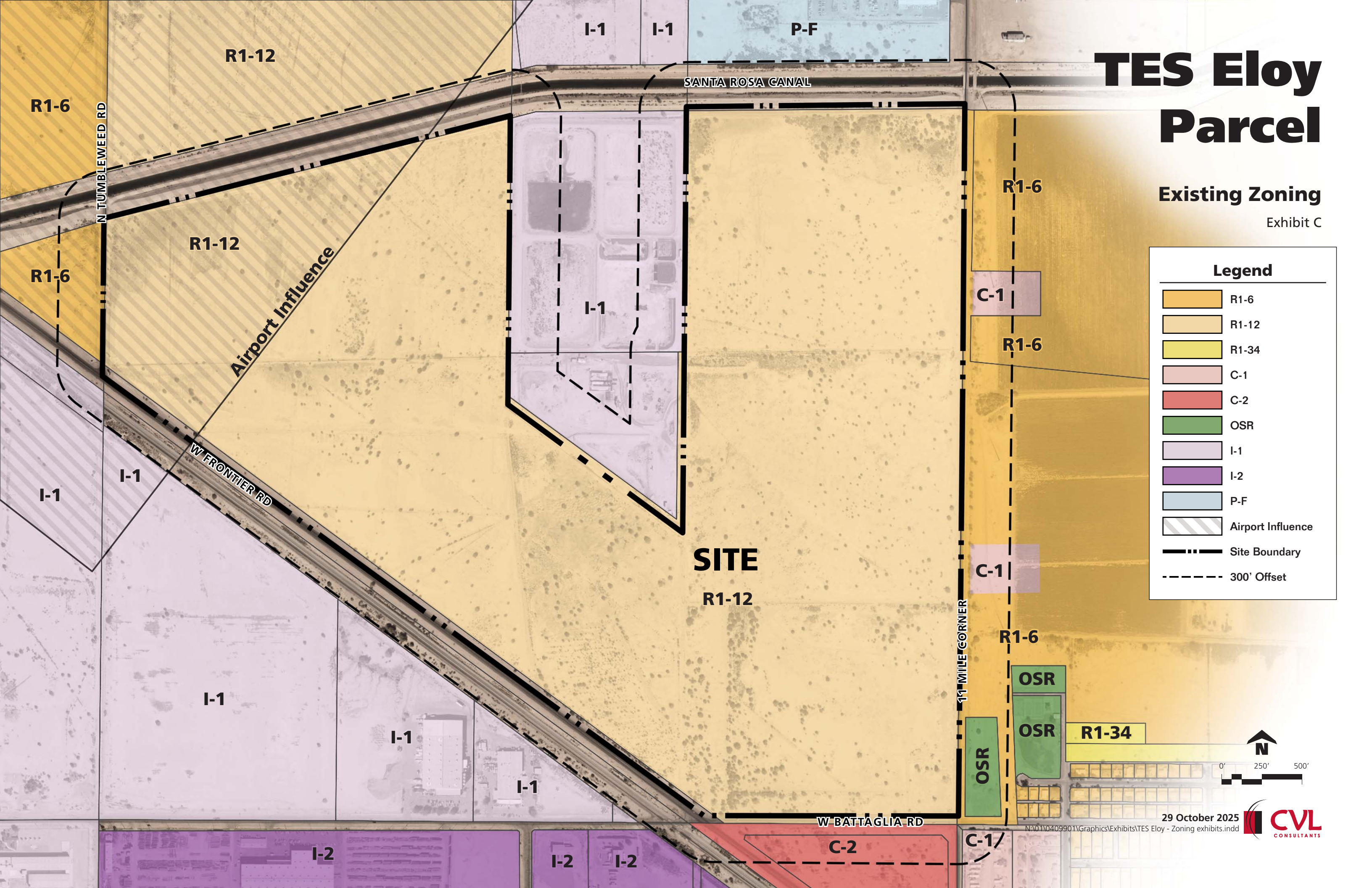
TES Eloy Parcel

Existing Zoning

Exhibit C

Legend

	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



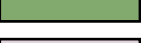
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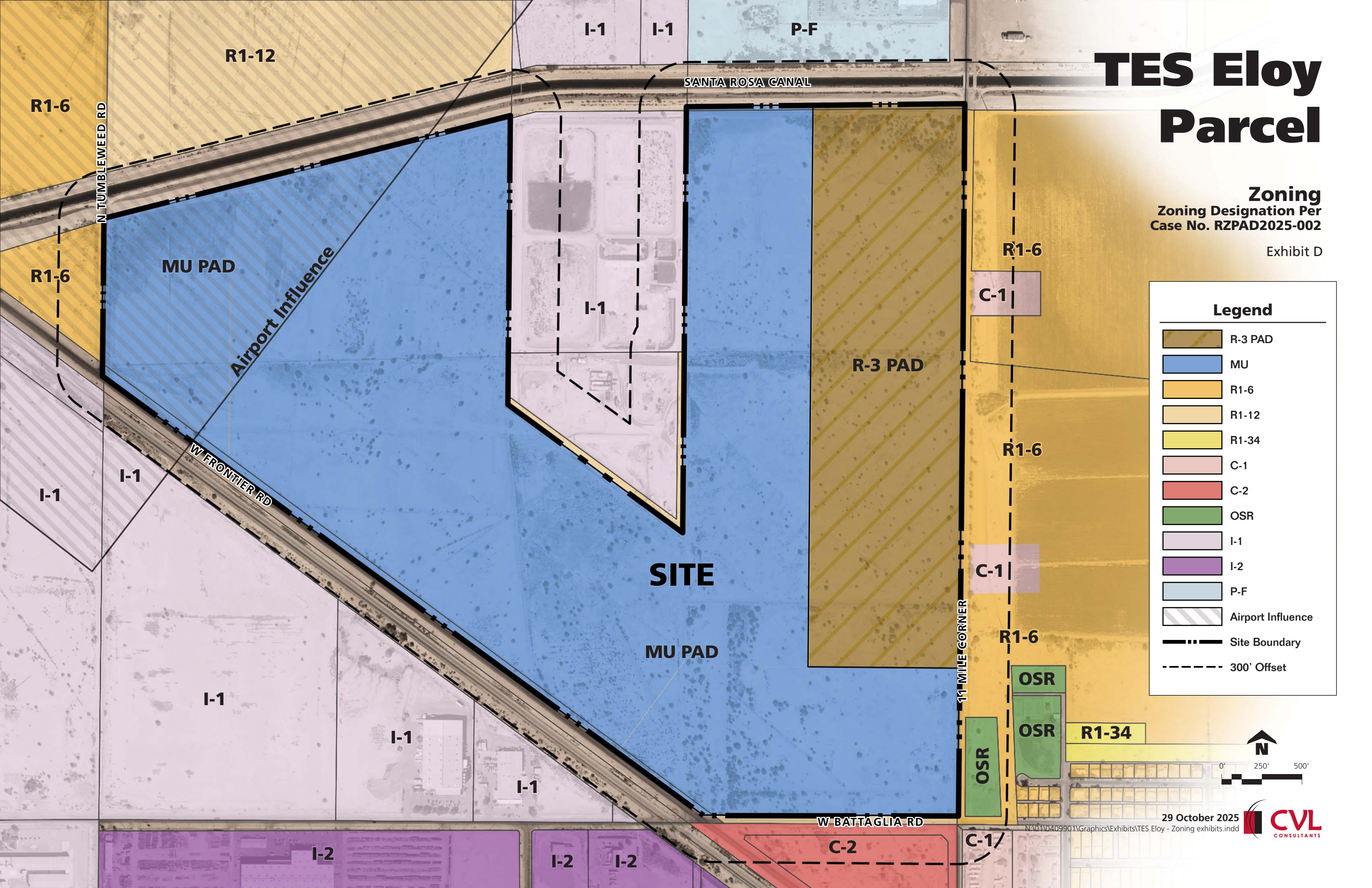


TES Eloy Parcel

Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Exhibit D

Legend	
	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset





4550 N 12th Street
Phoenix, AZ 85014



PROVIDING VALUE FIRST

TES Eloy

NEC of Battaglia Road & Frontier Street

Traffic Impact Analysis

Eloy, Arizona

October 2025

First Submittal: September 2024

PREPARED FOR:

CVL Consultants

APPROVED BY:

CITY OF ELOY CITY ENGINEER
CITY OF ELOY PUBLIC WORKS DEPARTMENT

DATE

PREPARED BY:

Y2K Engineering, LLC.

Project No. 24-088

Contact: Melissa Gende, PE, PTOE, RSP₁; mgende@y2keng.com



A handwritten signature in black ink that reads 'Melissa Gende'.



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STAFF DATE: FEBRUARY 18, 2026
RZPAD2025-002

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EXECUTIVE SUMMARY

TES Eloy is a proposed mixed-use development on the northeast side of Battaglia Road and Frontier Street in Eloy, Arizona. The development consists of industrial, medical office, commercial, and residential land uses spread across 354 gross acres (or approximately 332 net acres). The project tentatively plans to develop 1,794,670 square feet of light industrial, 278,780 square feet of medical office, 304,920 square feet of commercial, 300 multi-family dwelling units as part of a mixed-use development, 285 multi-family dwelling units as part of a general low-rise development, and 185 single-family dwelling units.

TRIP GENERATION

- At full buildout, the development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

SAFETY ANALYSIS

- During the five-year analysis period (2019-2023), there were a total of 46 crashes. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes).
- There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were angle crash type.

SITE ACCESS

- The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

LEVEL OF SERVICE ANALYSIS

- Under existing conditions, all movements at the study intersections are projected to operate at sufficient LOS.
- All movements at the study intersections are projected to operate at adequate LOS in the 2025 background and total conditions.
- Under 2030 total conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is expected to operate at LOS E in the PM peak hour. All other movements are expected to operate at LOS D or better in the 2030 background and total conditions.
- Under 2035 background and/or total conditions, several movements are expected to break down at Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, 11 Mile Corner Road/Battaglia Road, and Driveways B, C, and E.
- With mitigation, most movements are projected to operate at LOS D or better. The southbound left-turn movement at Driveways B and eastbound left-turn movement at Driveway E are projected to operate at LOS E with 36.0 and 40.5 seconds of delay, respectively.

RECOMMENDATIONS

The recommended improvements to be installed by final buildout of the TES Eloy developments are listed below and depicted in **Figure 1**.

Tumbleweed Road and Frontier Street

- Maintain the existing 200 feet of storage for the eastbound left-turn lane.
- Construct a dedicated westbound right-turn lane with 100 feet of storage
- Construct dedicated southbound left- and right-turn lanes with 150 feet of storage each.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Tumbleweed Road/Frontier Street to alleviate the delays.

Frontier Street and Battaglia Road

- Lengthen the southbound left-turn lane to provide 325 feet of storage.
- Construct a westbound right-turn lane with 200 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Frontier Street/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the eastbound and westbound approaches, it is advised to operate the traffic signal with split phasing on the eastbound and westbound approaches.

11 Mile Corner Road and Battaglia Road

- Construct dedicated left- and right-turn lanes on the southbound approach with 175 feet and 100 feet of storage, respectively.
- Construct a dedicated eastbound left-turn lane with 225 feet of storage.
- While not along project frontage, there is sufficient width on the westbound approach to stripe a dedicated left-turn lane, allowing the eastbound and westbound left-turn movements to align. It is advised to stripe this westbound left-turn lane with at least 100 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at 11 Mile Corner Road/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the northbound approach, it is advised to operate the traffic signal with split phasing on the northbound and southbound approaches.

11 Mile Corner Road and Houser Road

- Maintain existing lane configurations and traffic control.

Tumbleweed Road and Houser Road

- Maintain existing lane configurations and traffic control.

Driveway A and Tumbleweed Road

- Install a northbound right-turn lane with 175 feet of storage.
- Install a southbound left-turn lane with 100 feet of storage.
- Provide a STOP sign on the westbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

- Driveway A appears to be at least 500 feet south of a bridge crossing an irrigation canal; this is preliminarily anticipated to be sufficient distance for the tapering associated with the southbound left-turn lane without impacts to the bridge.

Driveway B and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

Driveway C and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 175 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.
- Provide a staging area in the central raised median for southbound left-turn traffic to complete the maneuver in two stages.

Driveway D and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide a right-turn lane on the southbound approach for exiting traffic.

Driveways E, F, G, H, and I and 11 Mile Corner Road

- Install a southbound right-turn lane with 100 feet of storage at all driveways except for Driveway H, which will need 125 feet of storage.
- Install a northbound left-turn lane with 100 feet of storage at all driveways except for Driveway E, which is anticipated to need 275 feet of storage. Driveway I will not need a northbound left-turn lane, as it is anticipated to be restricted to right-in/right-out access due to its proximity to an existing utility service road.
- Provide a STOP sign on the eastbound exiting approach.
- Provide sufficient width for eastbound exiting traffic to separate themselves into left- and right-turn movements at all driveways except for Driveway I, which will only allow for right-turns.

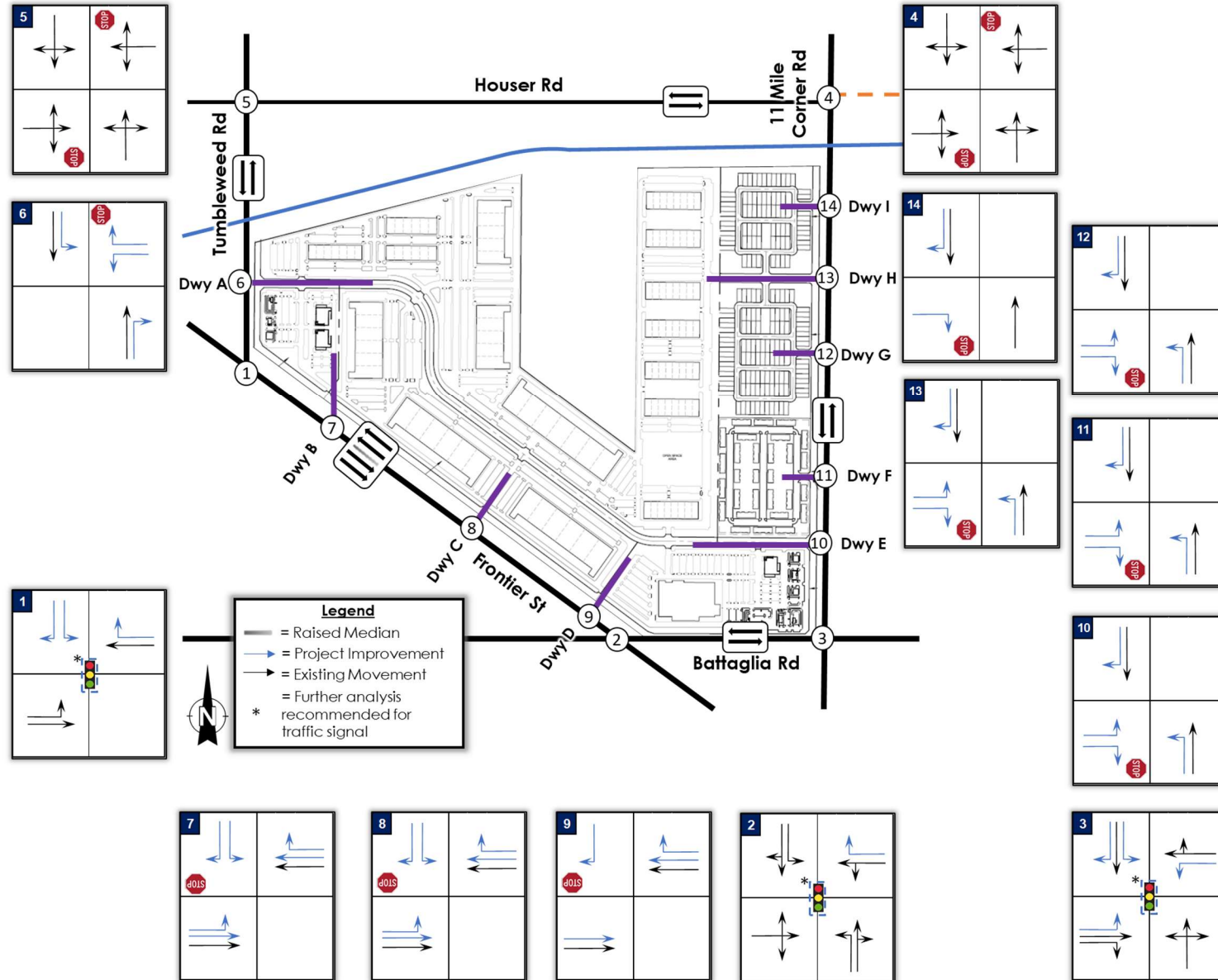


Figure 1: 2035 Recommended Lane Configuration and Traffic Control

INTRODUCTION

TES Eloy is a proposed development located on existing undeveloped land on the northeast side of Battaglia Road and Frontier Street in Eloy, Arizona. The development consists of industrial, commercial, and residential land use across 354 gross acres. This study is a revised version of a previous study sealed on September 10, 2024 and has been revised per comments from City of Eloy staff. A comment resolution form is provided in **Appendix A**.

STUDY OBJECTIVES

The objectives of the study include the following:

- Document existing conditions and perform an existing level of service analysis.
- Perform a safety analysis by studying the past five years crashes within the study limits.
- Estimate generated trips for the development and distribute them to the surrounding street system.
- Add the new trips from the proposed development to the background traffic.
- Determine future levels of service with and without the proposed project.
- Recommend roadway improvements to provide for a safe and efficient transportation system and to mitigate significant impacts of the proposed development.

SCOPE OF STUDY

The Traffic Impact Analysis has been prepared in accordance with the *Pinal County Traffic Impact Assessment Guidelines & Procedures (January 2007)*. Per the Pinal County guidelines, the analysis years for a Category IIc include the opening year (assumed to be 2025), five years after opening (2030), and ten years after opening (2035). The study area for a Category IIc study includes all site access points, signalized intersections, and major unsignalized street intersections within three miles of the project site.

STUDY AREA

The study area includes the following intersections:

1. Tumbleweed Road & Frontier Street
2. Frontier Street & Battaglia Road
3. Battaglia Road & 11 Mile Corner Road
4. 11 Mile Corner Road & Houser Road
5. Houser Road & Tumbleweed Road

ANALYSIS TIME PERIODS AND HORIZON YEARS

The weekday AM and PM peak hour periods were analyzed. The future traffic analyses were conducted for the 2025 Opening Year, the 2030 Horizon Year, and for the 2035 Horizon Year, per Pinal County TIA Guidelines. This study features all phases of the development which is assumed to be fully built by the horizon year 2035.

Figure 2 provides the vicinity map and **Figure 3** includes an aerial image of the project study area.



Figure 2: Vicinity Map

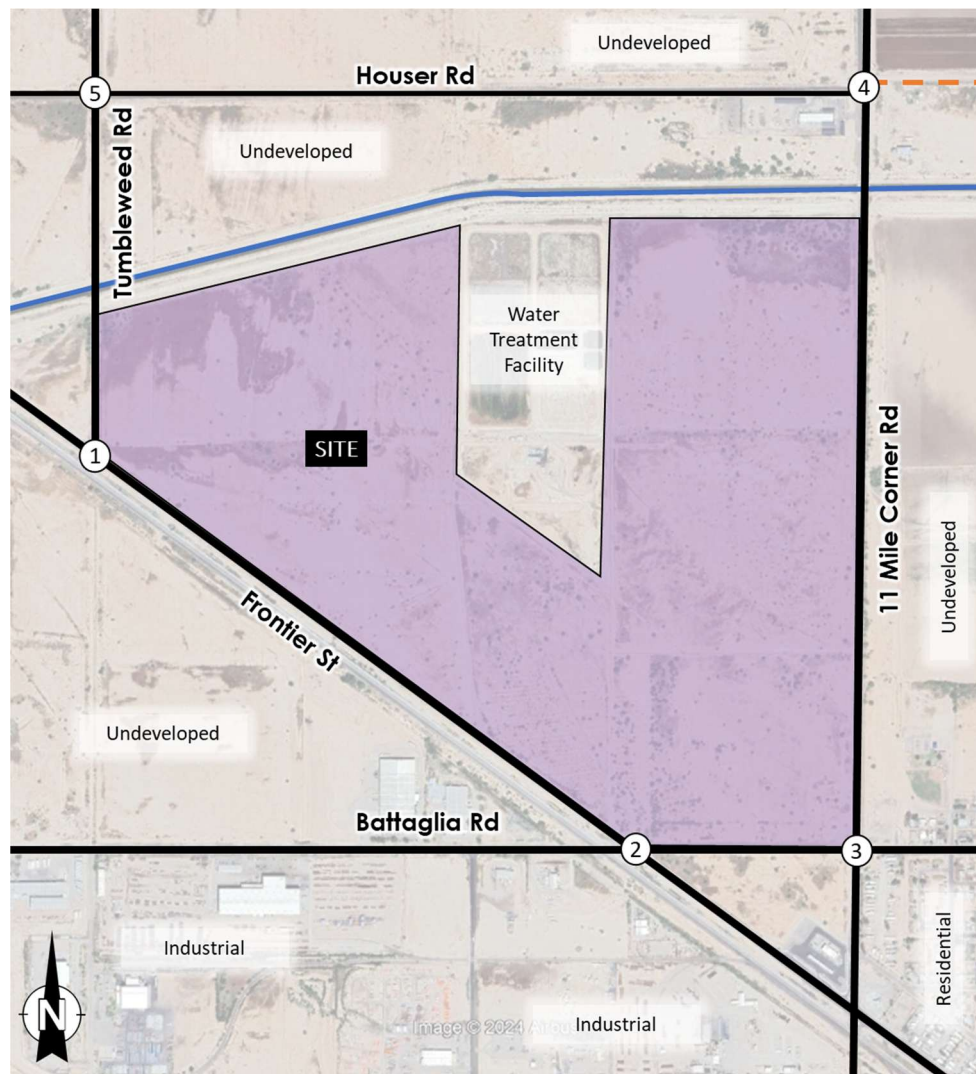


Figure 3: Project Site Aerial Image

EXISTING CONDITIONS

SURROUNDING AREA

The proposed development will be located near the northeast corner of Battaglia Road and Frontier Street. This project is proposed on currently undeveloped land. The lot is surrounded by adjacent undeveloped land, as well as industrial developments to the south and residential communities to the southeast.

PINAL COUNTY REGIONALLY SIGNIFICANT ROUTES (RSR)

Requirements for RSR access management and design are included in the *2008 Regionally Significant Routes for Safety & Mobility (RSRSM) Final Report* and the *Pinal County Access Management Manual, February 2017*. Battaglia Road, Houser Road, and 11 Mile Corner are identified as Regionally Significant Routes in Pinal County's map for *Regionally Significant Routes for Safety & Mobility (RSRSM), 2020 Update*. The 2008 RSRSM Access Management Manual states that "RSR Principal Arterials are major roadways that emphasize a high level of traffic mobility and a low level of access to land; generally, roadways of regional importance, intended to serve moderate to high volumes of traffic traveling relatively long distances and at higher speeds." Additional requirements include 75-feet of half-street right-of-way dedicated on plat for regionally significant roadways.

DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM

BATTAGLIA ROAD

Battaglia Road is an east-west collector roadway classified as a Regionally Significant Route (RSR). The two-lane roadway has a posted speed limit of 35 mph. In the project limits Battaglia Road has paved shoulders and overhead utilities along the south side of the roadway. There are no existing bicycle or pedestrian facilities on Battaglia Road. The roadway provides access to Frontier Street (Casa Grande Highway) on the south side of the site, and crosses Interstate 10 (I-10) approximately 1.35 miles west of the development site, although a traffic interchange is not provided at the crossing.

FRONTIER STREET

Frontier Street, alternately named Casa Grande Highway, is an arterial roadway that has a northwest-southeast orientation. Within the project limits Frontier Street is a two-lane undivided roadway with dirt shoulders. Further southeast of the project site, the roadway offers two lanes in each direction separated by a raised median. A speed limit of 45 mph is posted on Frontier Street along the project frontage.

11 MILE CORNER ROAD

11 Mile Corner Road is a north-south roadway classified as a Regionally Significant Route (RSR) with plans to become an arterial road in the future. The roadway features one lane in each direction of travel. Roadway improvements such as curb, gutter, sidewalks, lighting, or bike lanes are not present on 11 Mile Corner Road. Overhead utilities are present on both the east and west sides of the roadway. The posted speed limit on 11 Mile Corner Road is 35 mph along project frontage.

HOUSER ROAD

Houser Road is an east-west roadway located north of the proposed development. The roadway is classified as a Regionally Significant Route (RSR). Houser Road features one lane in each direction of travel and has a posted speed limit of 45 mph. Curb, gutter, sidewalks, lighting, and bike lanes are not available on either side of the roadway. Overhead utilities are present on the south side of Houser Road. Houser Road connects to a traffic interchange with I-10 approximately two miles west of the project site.

TUMBLEWEED ROAD

Tumbleweed Road is a two-lane arterial roadway with a north-south orientation within the project vicinity. Roadway improvements such as curb, gutter, sidewalks, lighting, or bike lanes are not present along either side of the roadway. Overhead utilities are available on the west side of the roadway. The posted speed limit on Tumbleweed Road is 45 mph.

INTERSECTION OF TUMBLEWEED ROAD AND FRONTIER STREET

Tumbleweed Road and Frontier Street is a three-legged intersection that operates under minor street STOP control. The southbound approach on Tumbleweed Road features one lane that allows left and right-turning movements. The eastbound approach is served by a left-turn lane and a through lane. The westbound approach features a shared through/right-turn lane. A STOP sign exists for the southbound approach on Tumbleweed Road.

INTERSECTION OF BATTAGLIA ROAD AND FRONTIER STREET

Battaglia Road and Frontier Street is a four-legged intersection that operates under two-way STOP control. The eastbound and westbound approaches on Battaglia Road feature a STOP sign while the northbound and southbound approaches on Frontier Street are free-flowing. The northbound and southbound approaches include a left-turn lane and shared through/right-turn lane. The eastbound and westbound approaches are served by one lane that serves left-turning, through, and right-turning movements.

INTERSECTION OF BATTAGLIA ROAD AND 11 MILE CORNER ROAD

The intersection of Battaglia Road and 11 Mile Corner Road is a four-legged intersection operating under all-way STOP control. The northbound, southbound, and westbound approaches feature a single lane that allows for all movements. The eastbound approach is served by a shared left-turn/through lane and a right-turn lane.

INTERSECTION OF 11 MILE CORNER ROAD AND HOUSER ROAD

11 Mile Corner Road and Houser Road is a four-legged intersection that operates under two-way STOP control. The eastbound and westbound approaches on Houser Road features a STOP sign while the northbound and southbound approaches on 11 Mile Corner Road are free-flowing. All four approaches features one lane that allows for left-turning and right-turning movements. The east and west legs are offset from one another by approximately 75 feet, and the east leg is currently unpaved.

INTERSECTION OF HOUSER ROAD AND TUMBLEWEED ROAD

The intersection of Houser Road and Tumbleweed Road is a four-legged intersection that operates under minor street STOP control. The eastbound and westbound approaches on Houser Road feature a STOP sign while the northbound and southbound approaches on Tumbleweed Road allow for free-flowing traffic. All approaches feature one lane that allows for left-turning, through, and right-turning movements.

The existing roadway geometry and intersection traffic control are depicted in **Figure 4**.

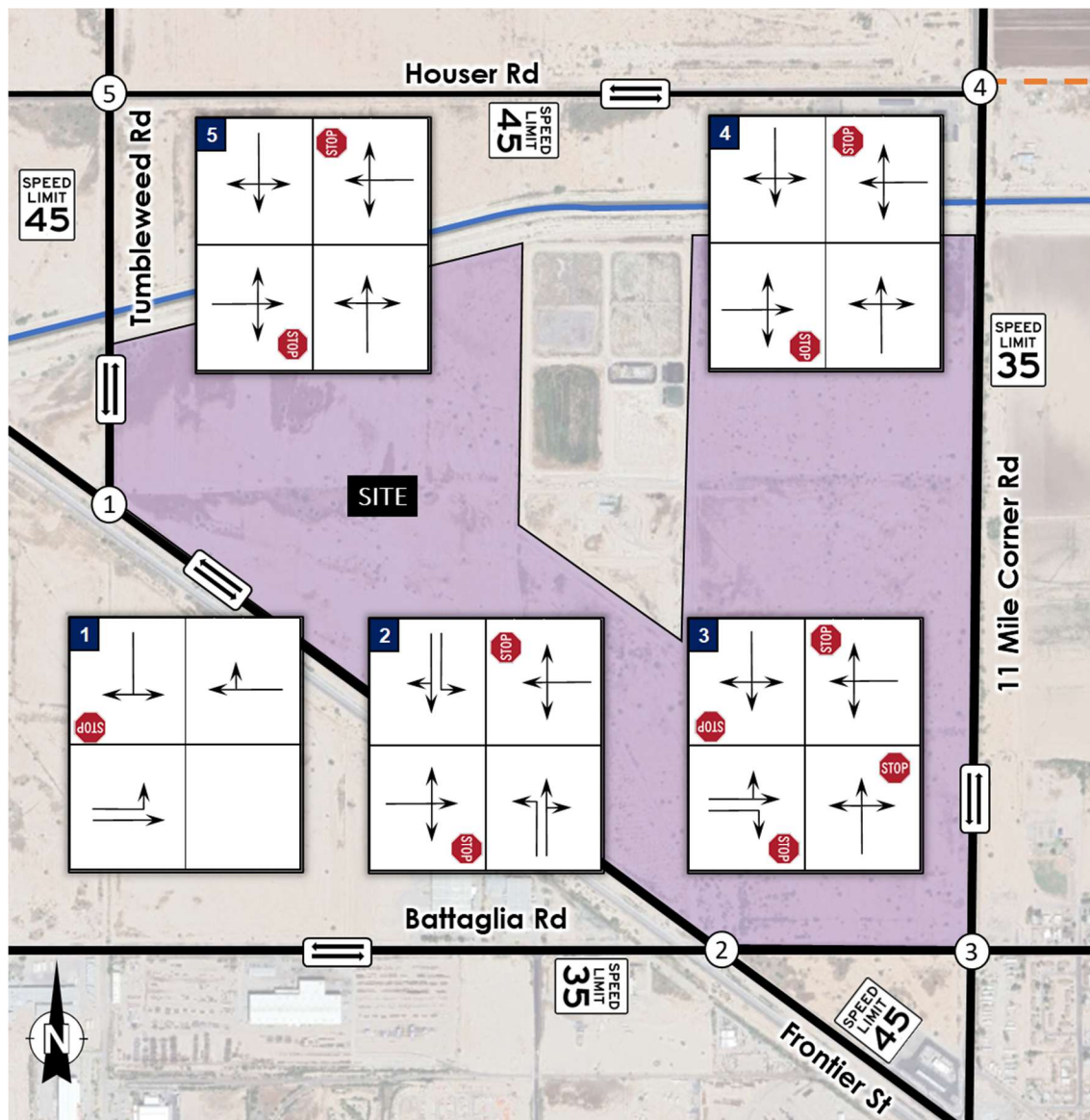


Figure 4: Existing Lane Configurations and Traffic Control

SAFETY ANALYSIS

Five years of crash data (2019-2023) were obtained from the ADOT crash database for each study intersection. Crashes within 150 feet from the center of an intersection were considered in this analysis. All crashes are summarized by year and injury severity in **Table 1** and by collision manner in **Table 2**.

During the five-year analysis period (2019-2023), there were a total of 46 crashes at the studied intersections. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes). No bicyclist or pedestrian-involved crashes were reported. There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were a result of an angle crash.

Table 1: All Crashes by Injury Severity

1. Tumbleweed Rd & Casa Grande Hwy						
YEAR	No Injury	Possible Injury	Minor Injury	Serious Injury	Fatal	Total
2019	1					1
2020						
2021						
2022	2	1				3
2023						
Total						4
2. Battaglia Rd & Casa Grande Hwy						
YEAR	No Injury	Possible Injury	Minor Injury	Serious Injury	Fatal	Total
2019	2	2	1			5
2020	1			1		2
2021	4	2	1			7
2022	2	2		2		6
2023	2					2
Total	11	6	2	1		22
3. Battaglia Rd & 11 Mile Corner						
YEAR	No Injury	Possible Injury	Minor Injury	Serious Injury	Fatal	Total
2019	1	1				2
2020	2					2
2021	2					2
2022	1		1			2
2023	4	2	3	1		10
Total	10	3	4	1		18
4. Houser Rd & 11 Mile Corner						
YEAR	No Injury	Possible Injury	Minor Injury	Serious Injury	Fatal	Total
2022	1					1
Total						1
5. Tumbleweed Rd & Houser Rd						
YEAR	No Injury	Possible Injury	Minor Injury	Serious Injury	Fatal	Total
2023			1			1
Total						1
Overall Total Crashes:						46

Table 2: All Crashes by Collision Manner

1. Tumbleweed Rd & Casa Grande Hwy								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	1							1
2020								
2021								
2022			1	1			1	3
2023								
Total	1		1	1			1	4
2. Battaglia Rd & Casa Grande Hwy								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	2	2	1					5
2020	1		1					2
2021	3		4					7
2022	2		2				2	6
2023	1		1					2
Total	9	2	9				2	22
3. Battaglia Rd & 11 Mile Corner								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	1	1						2
2020	2							2
2021	2							2
2022	2							2
2023	7	1					2	10
Total	14	2					2	18
4. Houser Rd & 11 Mile Corner								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2022							1	1
Total							1	1
5. Tumbleweed Rd & Houser Rd								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2023	1							1
Total	1							1
Overall Total Crashes:								46

EXISTING TRAFFIC VOLUMES

TRAFFIC COUNTS

Traffic volumes were collected at the existing study intersections on Wednesday, August 28, 2024, while school was in session. Traffic volumes are provided in **Appendix B**. 13-hour turning movement counts were provided in 15-minute intervals from 6:00 AM to 7:00 PM. From the data, peak hours were identified as 7:15-8:15 PM and 4:00-5:00 PM. The considered 2024 existing volumes are shown in **Figure 5**.

It should be noted that a utility driveway is present north of the site on both 11 Mile Corner Road and on Tumbleweed Road. The utility driveways serve the existing water treatment plant nearby, and are expected to have very low, intermittent traffic volumes. Due to this, turning movement counts were not collected at the driveways and they are not included in the existing analysis.

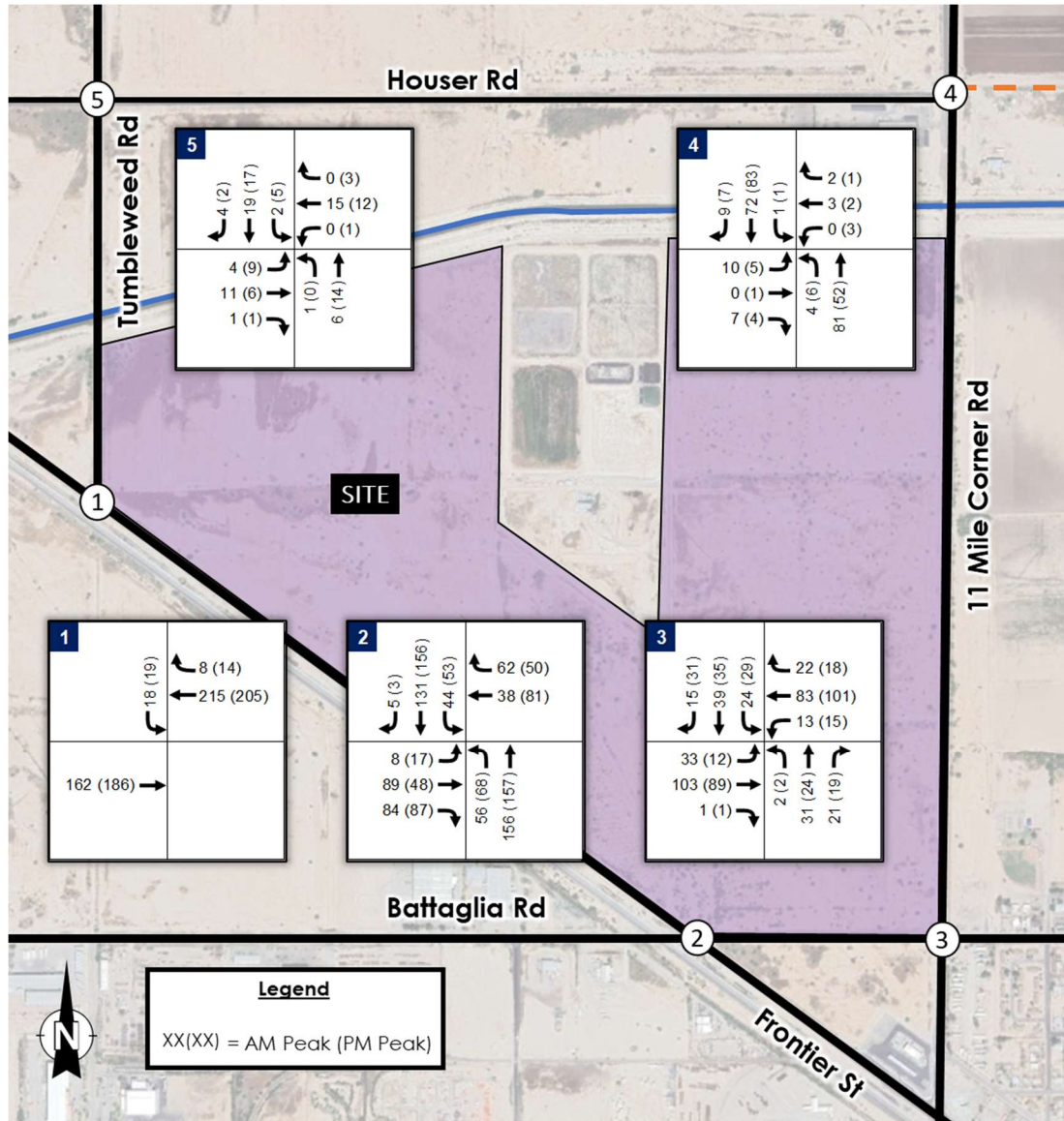


Figure 5: 2024 Existing Traffic Volumes

EXISTING LEVEL OF SERVICE ANALYSIS

The 2024 existing traffic volumes were analyzed to determine the level of service (LOS) during the weekday AM and PM peak hours at the three existing intersections within the study area. The LOS analysis was prepared using Synchro 11 software. The level of service criteria, as stated in the *Highway Capacity Manual, Sixth Edition*, is provided in **Table 3**. The analysis worksheets are included in **Appendix C**, and a summary of the existing level of service analysis is provided in **Table 4**.

Table 3: Level of Service Criteria

Level-of-Service	Average Delay (seconds per vehicle)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 to 15	> 10 to 20
C	> 15 to 25	> 20 to 35
D	> 25 to 35	> 35 to 55
E	> 35 to 50	> 55 to 80
F	> 50	> 80

Table 4: 2024 Existing Level of Service

Intersection	Traffic Control	Movement/ Approach	Existing Conditions			
			AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control	EB Left	0.0	A	0.0	A
		SB Left/Right	11.6	B	11.8	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control	EB Left/Thru/Right	16.9	C	17.2	C
		WB Left/Thru/Right	12.7	B	17.6	C
		NB Left	7.7	A	7.8	A
		SB Left	7.7	A	7.7	A
		INTERSECTION	8.7	A	8.6	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	EB Approach	9.4	A	8.9	A
		EB Left/Thru	9.4	A	8.9	A
		EB Right	7.1	A	7.1	A
		WB Approach	8.5	A	8.7	A
		WB Left/Thru/Right	8.5	A	8.7	A
		NB Approach	8.0	A	7.9	A
		NB Left/Thru/Right	8.0	A	7.9	A
		SB Approach	8.4	A	8.3	A
		SB Left/Thru/Right	8.4	A	8.3	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.5	A	9.4	A
		WB Left/Thru/Right	9.7	A	9.7	A
		NB Left/Thru/Right	7.4	A	7.4	A
		SB Left/Thru/Right	7.4	A	7.3	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.2	A	9.1	A
		WB Left/Thru/Right	9.4	A	9.2	A
		NB Left/Thru/Right	7.3	A	0.0	A
		SB Left/Thru/Right	7.2	A	7.3	A

Under existing traffic conditions, all movements at the study intersections operate at acceptable levels of service.

PROPOSED DEVELOPMENT

The parcel owner is requesting a rezoning of the parcel from the existing R1-12 to MU PAD and is concurrently pursuing a major amendment to the general plan to ensure the mixture of proposed land uses will be allowed. The site plan provided for this study is a concept plan for how the site may be developed and represents a conservative estimate of the amount of traffic the rezoned site may generate. Ultimately, a revised traffic analysis will be submitted at the time the development plan is finalized to confirm the recommendations made in this study.

SITE DESCRIPTION

The project is located on currently undeveloped land in Eloy, Arizona. The overall site will consist of a mixture of light industrial, commercial, and residential land uses. A preliminary site plan showing a potential layout for the development has been prepared. This analysis assumes the following:

- 32 acres of a medical plaza with 0.20 floor-area-ratio (FAR) equates to 278,780 buildable square feet. Based on the size, proposed layout, and limited data in the ITE manual, this is analyzed with ITE land use code (LUC) 720 – office complex.
- 206 acres of light industrial with 0.20 FAR equates to 1,794,670 buildable square feet. Based on the ITE manual and description of land uses, this is analyzed with ITE LUC 150 – warehousing.
- 15 acres of commercial on the west side of the site with 0.20 FAR equates to 130,680 buildable square feet. Based on the proposed layout, this is analyzed with ITE LUC 821 – shopping plaza without supermarket.
- 40 acres on the east side of the site split 50/50 with a “mixed-use” designation is 20 acres of commercial and 20 acres of multi-family residential. The 20 acres of commercial is assumed to have a 0.20 FAR with 174,240 square feet of buildable space; based on the buildable size it is analyzed as ITE LUC 820 – shopping center. The 20 acres of multi-family residential is assumed to have a density of 15 dwelling units per acre (DU/acre), equating to 300 DU; based on the mixed use classification, it was analyzed as ITE LUC 221 – multi-family housing (mid-rise).
- 19 acres of residential on the southeast side of the site may become either single-family attached housing (townhomes) or multi-family housing. The single-family attached housing may have a density around 10 DU/acre to yield 190 DU, and the multi-family housing may have a density around 15 DU/acre to yield 285 DU. As the multi-family housing with 285 units is expected to generate more trips than the single-family attached housing with 190 units, LUC 220 – multi-family housing (low-rise) – was analyzed in this report.
- 42 acres of single-family housing with 185 total DU are planned on the northeast side of the site. This was analyzed with ITE LUC 210 – single-family detached housing.

Coordination with the development team indicates the tentative phasing is:

- 2025 – 25% of industrial and medical constructed
- 2030 – 50% of industrial and medical constructed
- 2035 – 100% of industrial, commercial, and residential constructed

ACCESS

The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. The project site plan and location of the proposed driveways are shown in **Figure 6**. A detailed site plan is provided in **Appendix D**. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

Driveway A is a full-access driveway on Tumbleweed Road on the north side of the site, approximately 550 feet north of Frontier Street. The driveway will form an east-west internal spine road serving multiple industrial and medical parcels, and will eventually provide access to the commercial parcels.

Driveway B is planned on Frontier Street approximately 800 feet east of Tumbleweed Road. The driveway is anticipated to facilitate full-access movements to serve the industrial and medical parcels and eventually provide cross-access to the western commercial parcel.

Driveway C is anticipated to solely serve the industrial and medical parcels. The full-access driveway is proposed on Frontier Street approximately 0.4 miles west of Battaglia Road and 0.5 miles east of Tumbleweed Road.

Driveway D is planned to facilitate right-in/right-out access on Frontier Street approximately 600 feet west of Battaglia Road. The driveway will serve the industrial and office parcel, and eventually provide cross-access to the eastern commercial parcel.

Driveway E will form the east-west internal spine road serving various parcels in the development. The full-access driveway is planned nearly 1,200 feet north of Battaglia Road.

Driveway F will solely serve the multi-family residential parcel, and is planned to allow for full-access movements. The driveway is tentatively planned 600 feet north of Driveway E.

Driveway G and Driveway I will solely serve the single-family residential parcels. Driveway G is anticipated to offer full-access, while Driveway I is anticipated to provide right-in/right-out access due to its proximity to a utility service road located immediately north of the project site (approximately 400 feet north). Driveway G is planned 1,000 feet north of Driveway F and Driveway I planned 2,250 feet north of Driveway G and about 400 feet south of the existing utility service road.

Driveway H will provide access to the medical plaza and two single-family residential communities. The driveway is anticipated to provide full-access and will be approximately 700 feet north of Driveway G.

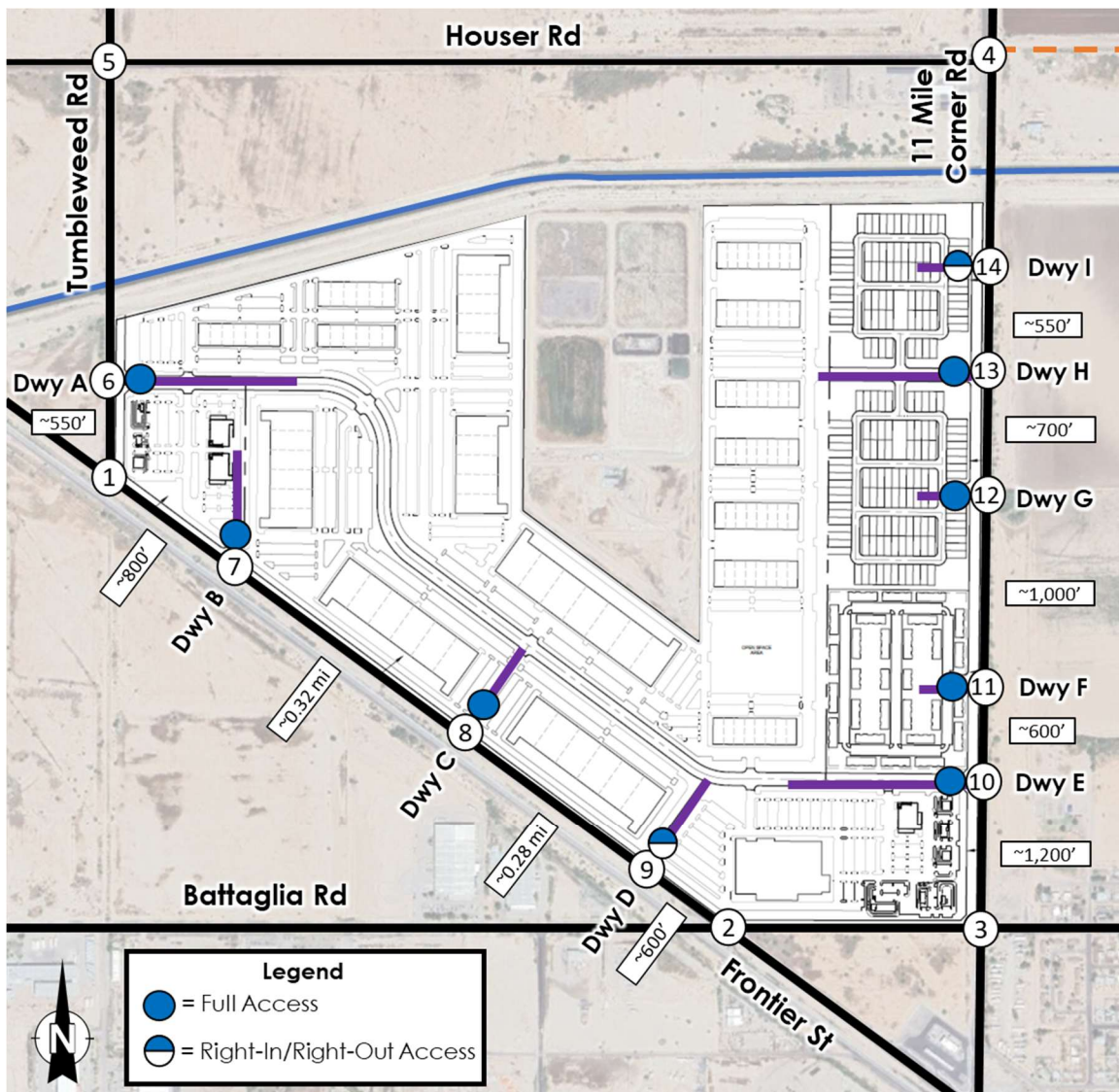


Figure 6: Site Plan and Driveway Spacing

TRIP GENERATION

The trip generation for the project was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. ITE's Trip Generation Manual contains data collected by various transportation professionals for a wide range of different land uses. The data summarized in the manual includes average rates and equations that have been established correlating the relationship between an independent variable that describes the development size and the generated trips for each land use.

As previously noted in the SITE DESCRIPTION section, the following land uses were analyzed: LUC 720 Office Park with 278,780 square feet of medical plaza, ITE LUC 150 Warehousing with 1,794,670 square feet of light industrial, ITE LUC 821 Shopping Plaza without Supermarket with 130,680 square feet of commercial on the western side, ITE LUC 820 Shopping Center with 174,240 square feet of commercial on the eastern side, ITE LUC 221 Multi-Family Residential (Mid-Rise) with 300 dwelling units in the mixed-use commercial area, ITE LUC 220 Multi-Family Residential (Low-Rise) with 285 dwelling units, and ITE LUC 210 Single Family Detached Housing with 228 dwelling units. The trip generation worksheets are provided in **Appendix E**.

Please note that a previous version of the site plan was utilized when creating the trip generation. The previous site plan depicted 228 single-family dwelling units, while the current site plan depicts 185 DU. The trip generation estimates with 228 DU are utilized in this report to maintain a conservative analysis.

Internal capture was considered to account for the trips within the retail, mixed-use residential parcels, light industrial, and medical office parcels. A small reduction was applied based on the internal capture methodology set forth in NCHRP Report 684, and internal capture worksheets are provided in **Appendix E**.

The estimated trips for the proposed TES Eloy development at full buildout (2035) are shown in **Table 5**.

Table 5: Full Buildout (2035) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
ID	Land Use	ITE LUC	Size		Daily Total	AM Peak Hour		PM Peak Hour			
					Enter	Exit	Total	Enter	Exit	Total	
1	Medical Plaza (Office Park)	750	278.78	KSF	3,331	406	50	456	52	320	372
2	Warehousing	150	1794.67	KSF	3,069	235	70	305	90	233	323
3	Shopping Plaza (40-150k) without Supermarket	821	130.68	KSF	8,824	140	86	226	332	346	678
4	Mixed Use: Shopping Center (>150k)	820	174.24	KSF	10,413	147	89	236	404	438	842
5	Mixed Use: Multi-Family Residential (Mid-Rise)	221	300	DU	1,385	28	92	120	72	45	117
6	Multi-Family Residential (Low-Rise)	220	285	DU	1,921	27	87	114	92	53	145
7	Single-Family Detached Housing	210	228	DU	2,154	40	120	160	136	80	216
Total					31,097	1,023	594	1,617	1,178	1,515	2,693
<i>Internal Reduction Percentage</i>					<i>11%</i>	<i>7%</i>	<i>16%</i>	<i>10%</i>	<i>14%</i>	<i>10%</i>	<i>11%</i>
<i>Internal Reduction Trips</i>					<i>2,963</i>	<i>64</i>	<i>64</i>	<i>128</i>	<i>132</i>	<i>132</i>	<i>264</i>
Total Trips w/ Reduction					28,134	959	530	1,489	1,046	1,383	2,429

As summarized in **Table 5**, the full buildout of the TES Eloy development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

It should be noted that for the opening year (2025), only 25% of the industrial and medical sites are expected to be constructed. Five years after opening (2030), 50% of the industrial and medical area is expected to be constructed. Therefore, the 2025 and 2030 trip generation are shown in **Table 6** and **Table 7** for clarity.

Table 6: 25% Industrial and Medical (2025) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
ID	Land Use	ITE LUC	Size		Daily Total	AM Peak Hour		PM Peak Hour			
					Enter	Exit	Total	Enter	Exit	Total	
1	Medical Plaza (Office Park)	750	279	KSF	833	102	13	114	13	80	93
2	Warehousing	150	1795	KSF	767	59	18	76	23	58	81
Total					1,600	161	31	190	36	138	174

Table 7: 50% Industrial and Medical (2030) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
ID	Land Use	ITE LUC	Size		Daily Total	AM Peak Hour		PM Peak Hour			
					Enter	Exit	Total	Enter	Exit	Total	
1	Medical Plaza (Office Park)	750	279	KSF	1,666	203	25	228	26	160	186
2	Warehousing	150	1795	KSF	1,535	118	35	153	45	117	162
Total					3,201	321	60	381	71	277	348

TRIP DISTRIBUTION AND ASSIGNMENT

The generated trips for the proposed development were distributed and assigned to the surrounding street system based on access to nearby freeways, the assumed location of the driveways, and anticipated traffic patterns and volumes in the general Eloy area.

Seven (7) trip distributions were prepared for the separate industrial, medical office, western commercial, eastern commercial, mixed-use multi-family residential, general apartments, and single-family residential developments. The distribution percentages used in the analysis are depicted in **Figure 7** through **Figure 13**.

Using the trip generation estimates and the site distribution assumptions, the hourly volumes were assigned to the study network. The 2025, 2030, and 2035 industrial assignments are depicted in **Figure 14** through **Figure 16**. The 2025, 2030, and 2035 medical plaza assignments are depicted in **Figure 17** through **Figure 19**. The 2035 assignment for western commercial, eastern commercial, mixed-use multi-family, general apartments, and single-family residential are shown in **Figure 20** through **Figure 24**.

The overall combined 2025, 2030, and 2035 assignments used in this analysis are shown in **Figure 25**, **Figure 26**, and **Figure 27**, respectively.

FUTURE TRAFFIC

ANNUAL GROWTH RATE AND BACKGROUND TRAFFIC VOLUMES

Historical traffic volumes from the Arizona Department of Transportation Traffic Data Management System was reviewed to determine an appropriate growth rate in the area. The historical volumes did not provide sufficient data in the vicinity of the project site. To account for future growth in the area, a conservative annual growth rate of 4% was utilized to estimate future traffic volumes for the 2025 opening year, 2030 horizon year, and the 2035 horizon year.

The peak hour traffic volumes for 2025, 2030, and 2035 background conditions are depicted in **Figure 28**, **Figure 29**, and **Figure 30**, respectively.

TOTAL TRAFFIC VOLUMES

The total traffic volumes represent the sum of the background and site traffic volumes. The 2025 total traffic volumes shown in **Figure 31** include the 2025 background traffic volumes (**Figure 28**) and the combined 2025 assignment (**Figure 25**).

The 2030 total traffic volumes illustrated in **Figure 32** include the 2030 background traffic volumes (**Figure 29**) and the combined 2030 assignment (**Figure 26**).

The 2035 total traffic volumes depicted in **Figure 33** include the 2035 background traffic volumes (**Figure 30**) and the overall 2035 assignment (**Figure 27**).

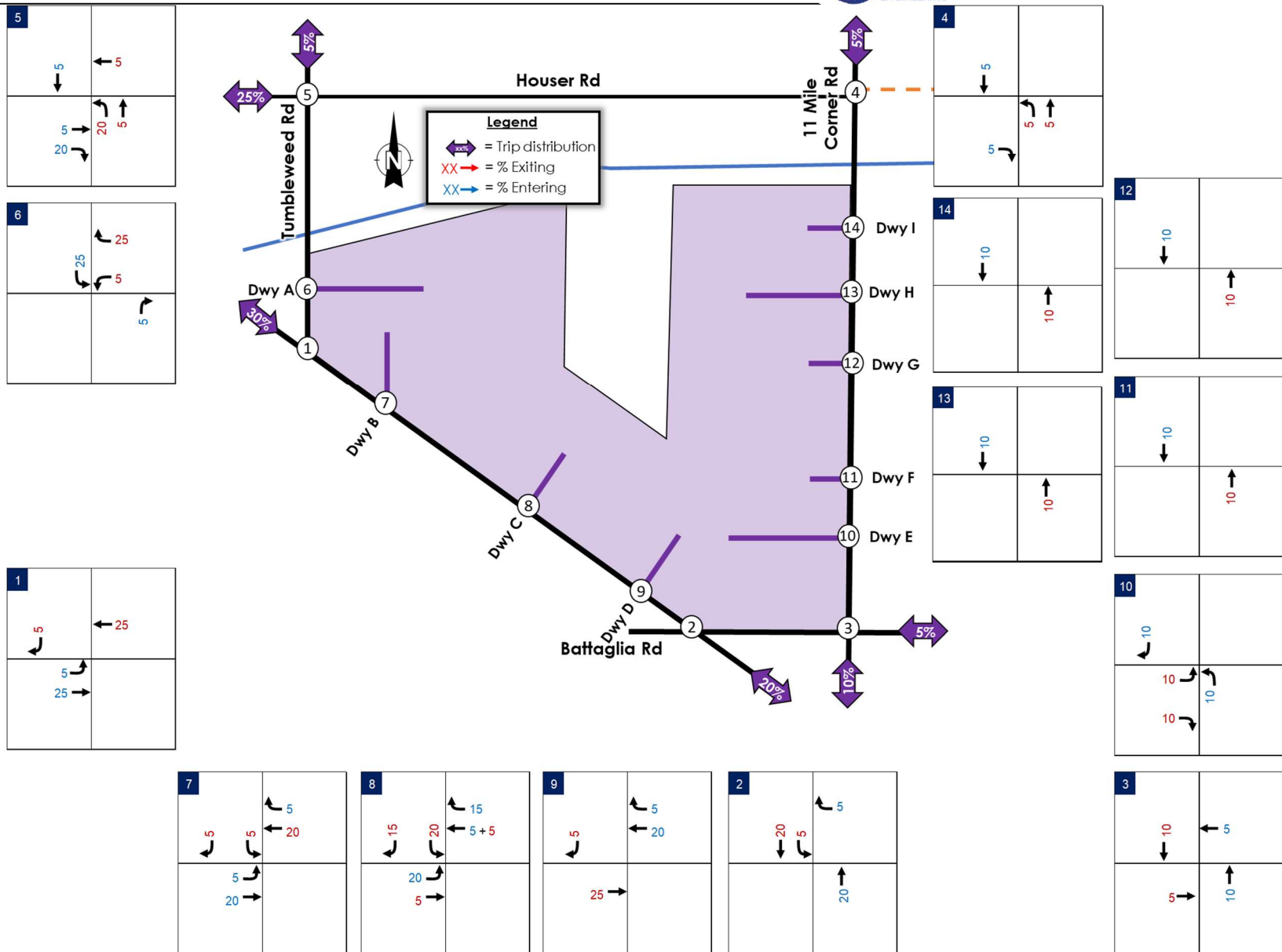


Figure 7: Industrial Trip Distribution

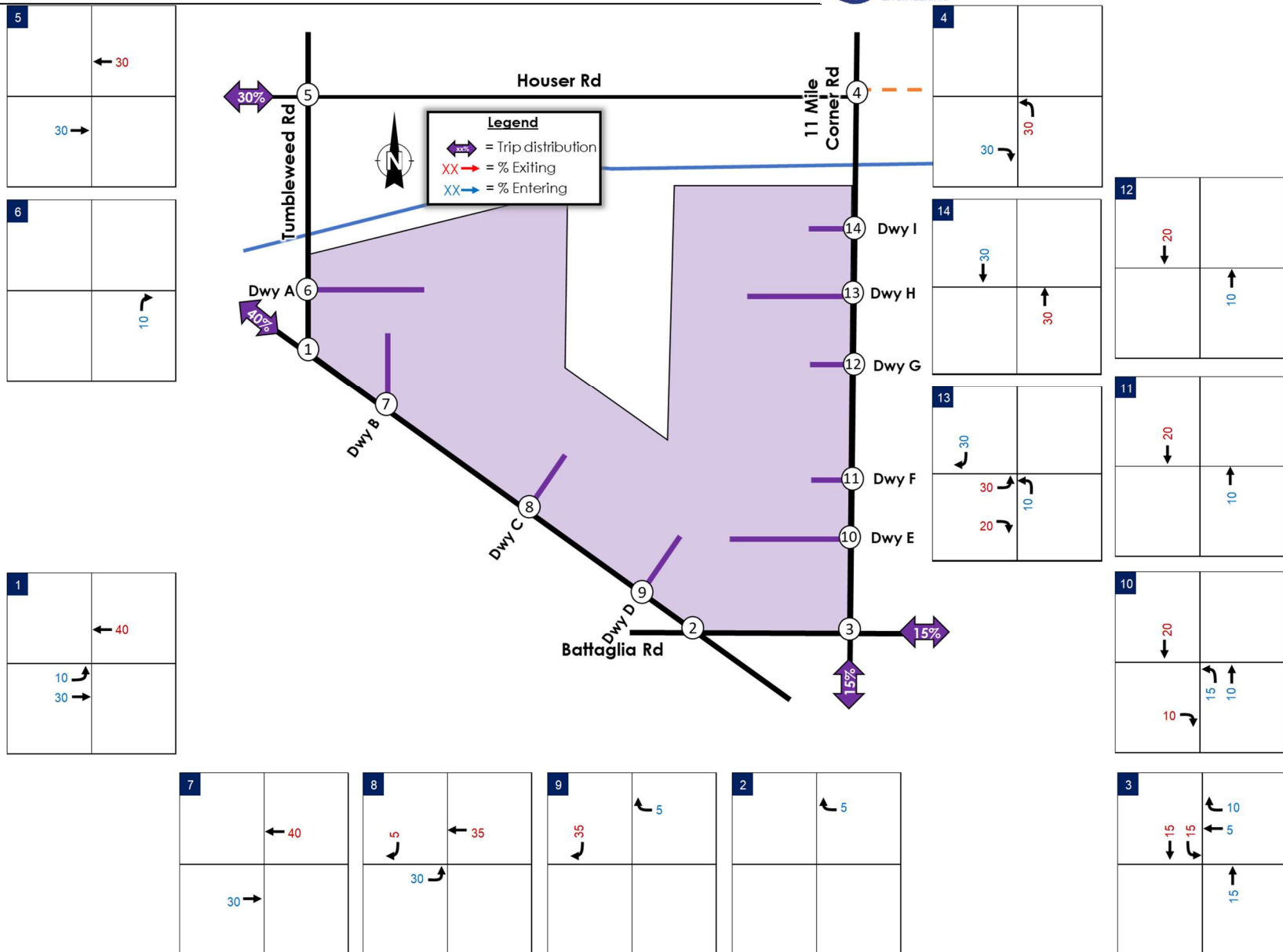


Figure 8: Medical Office Trip Distribution

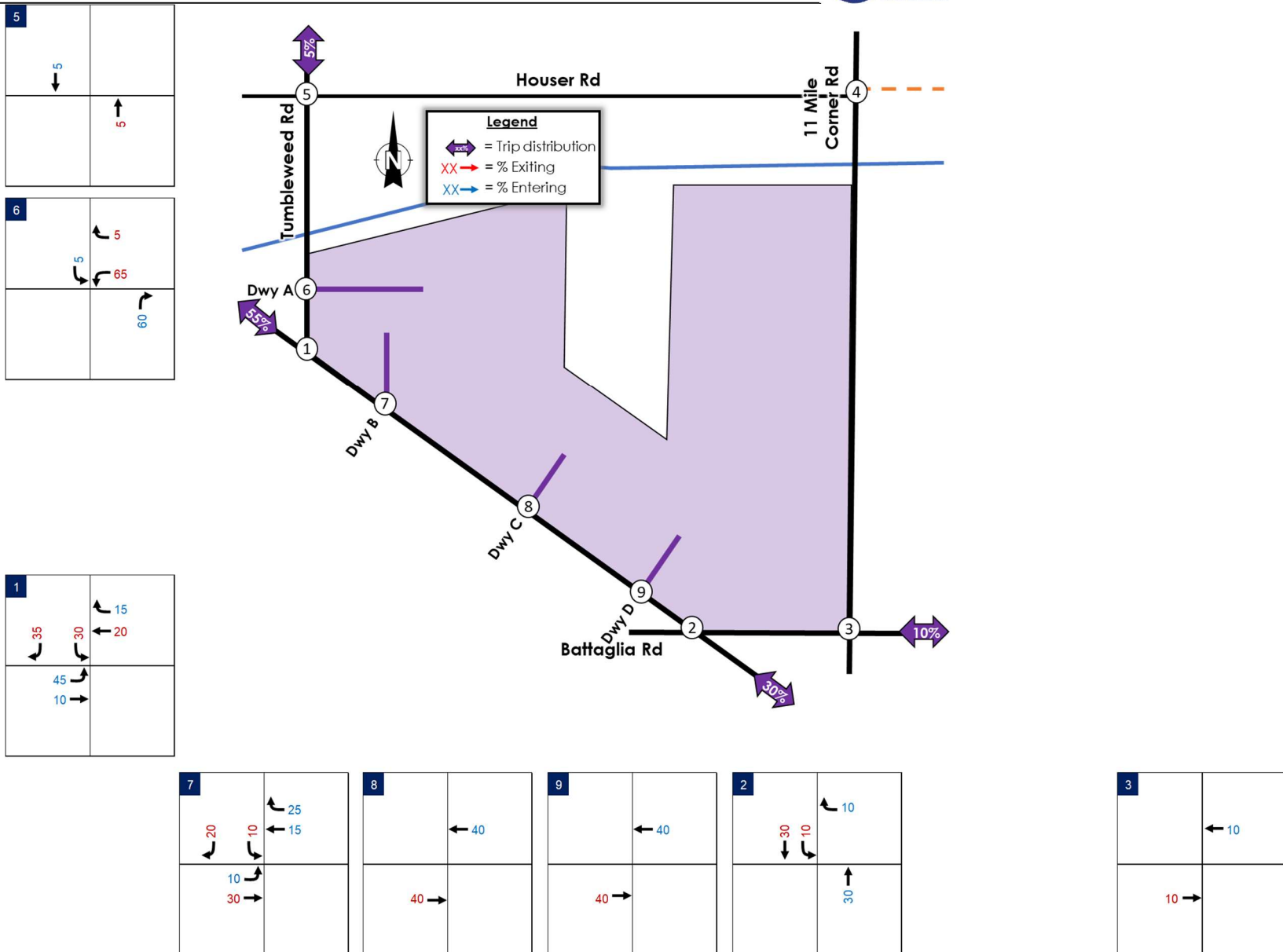


Figure 9: Western Commercial Trip Distribution

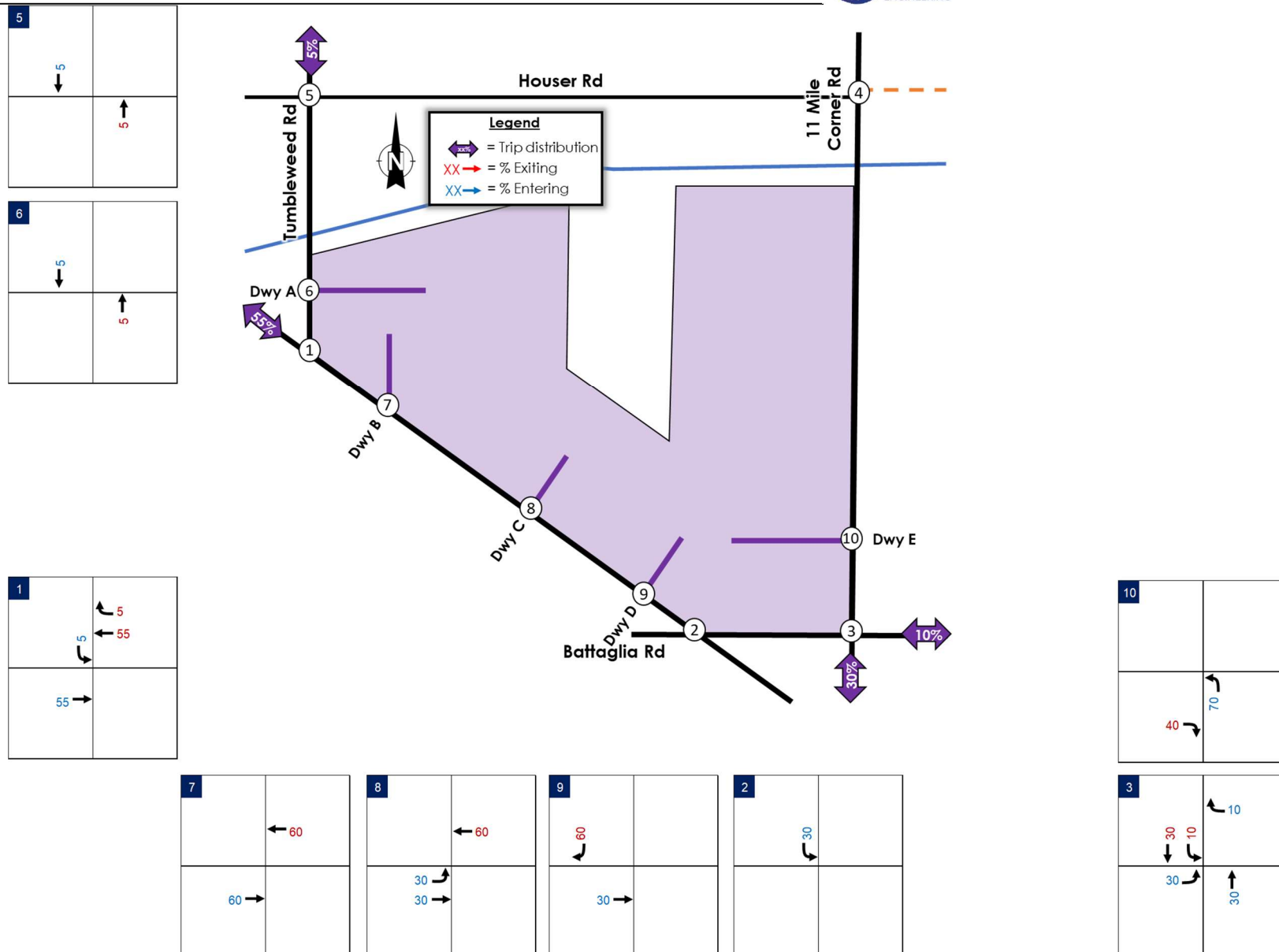


Figure 10: Eastern Commercial Trip Distribution

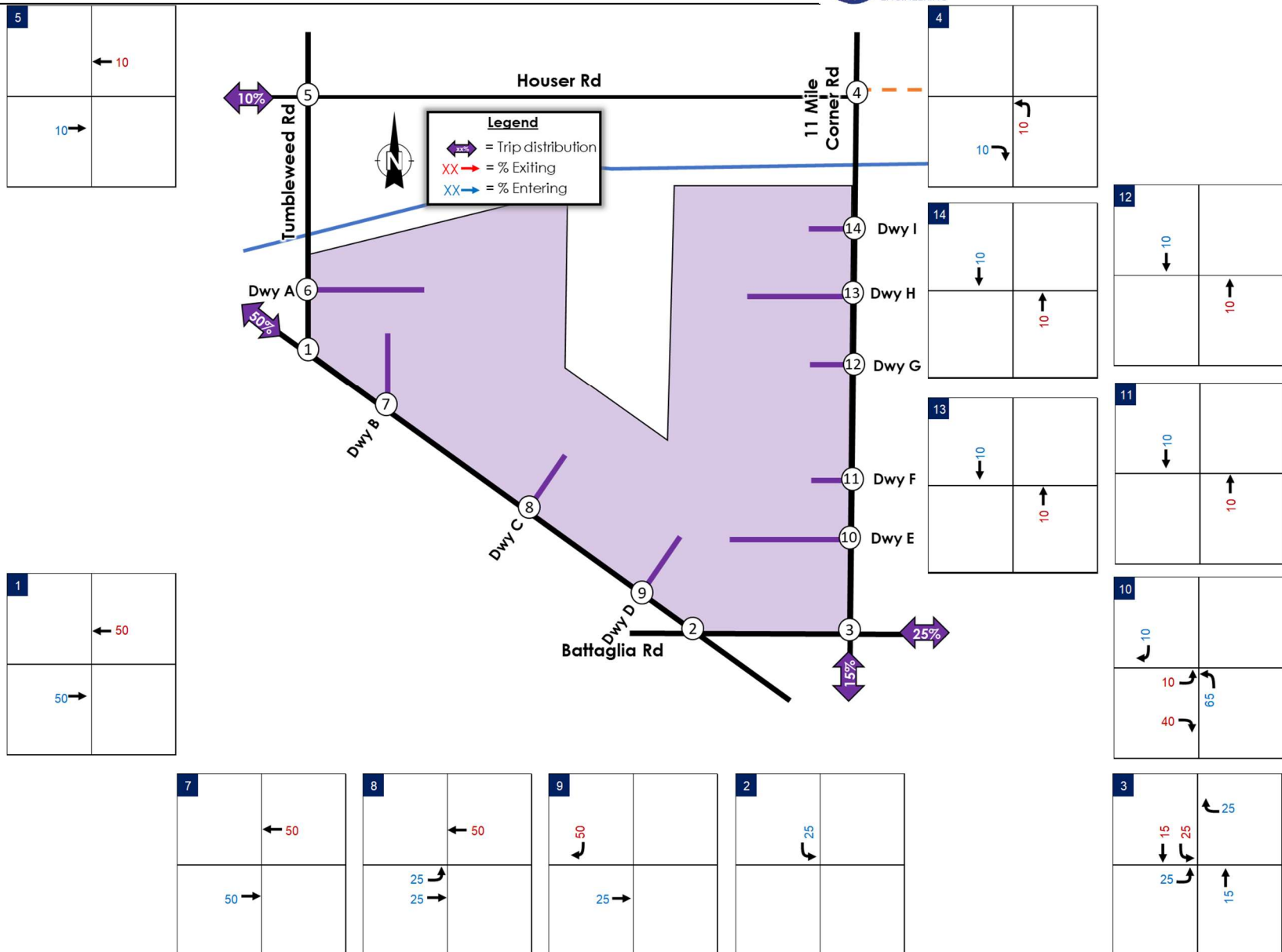


Figure 11: Mixed-Use Multi-Family Residential Trip Distribution



Figure 12: General Multi-Family Residential Trip Distribution

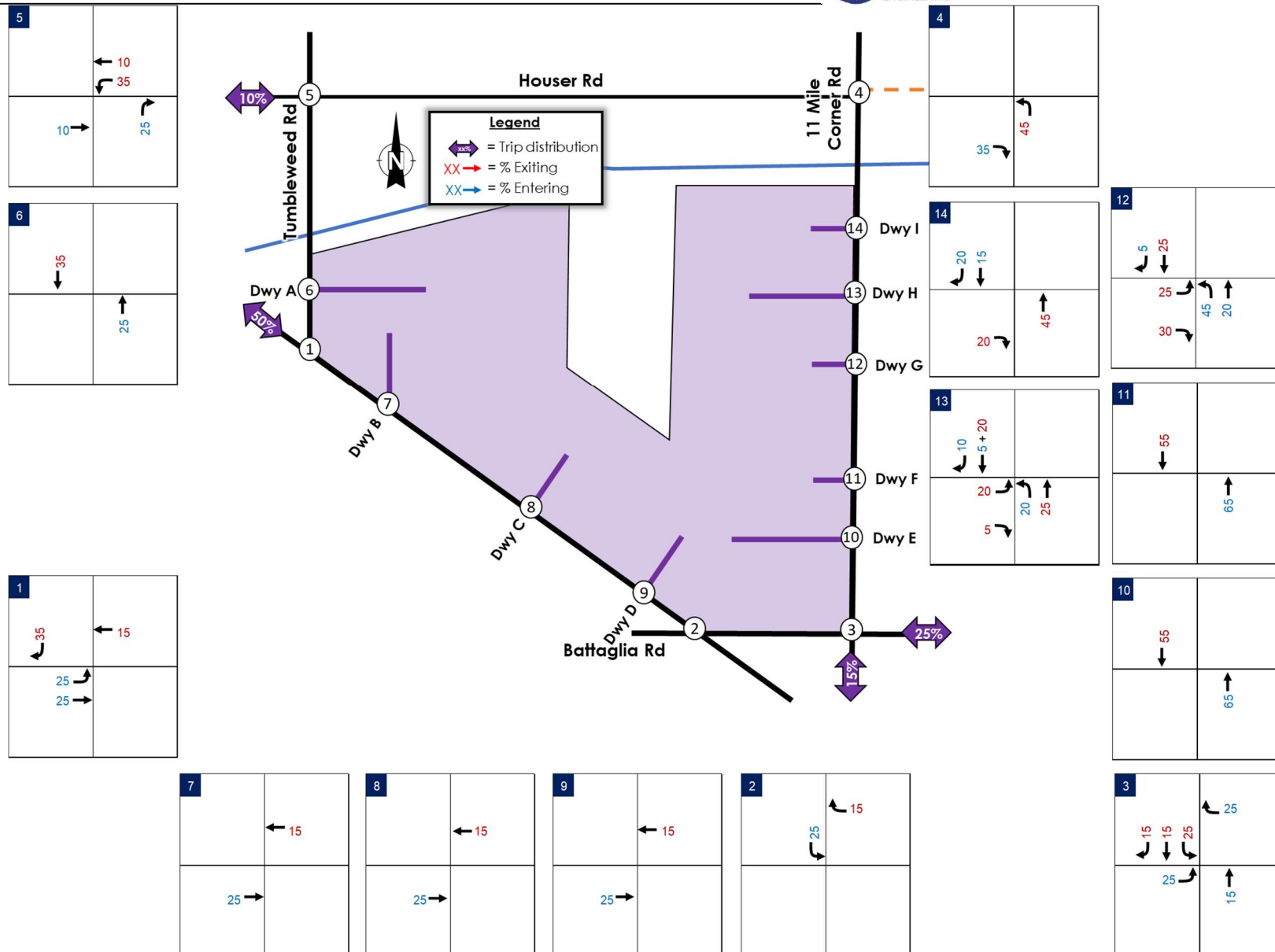


Figure 13: Single-Family Residential Trip Distribution

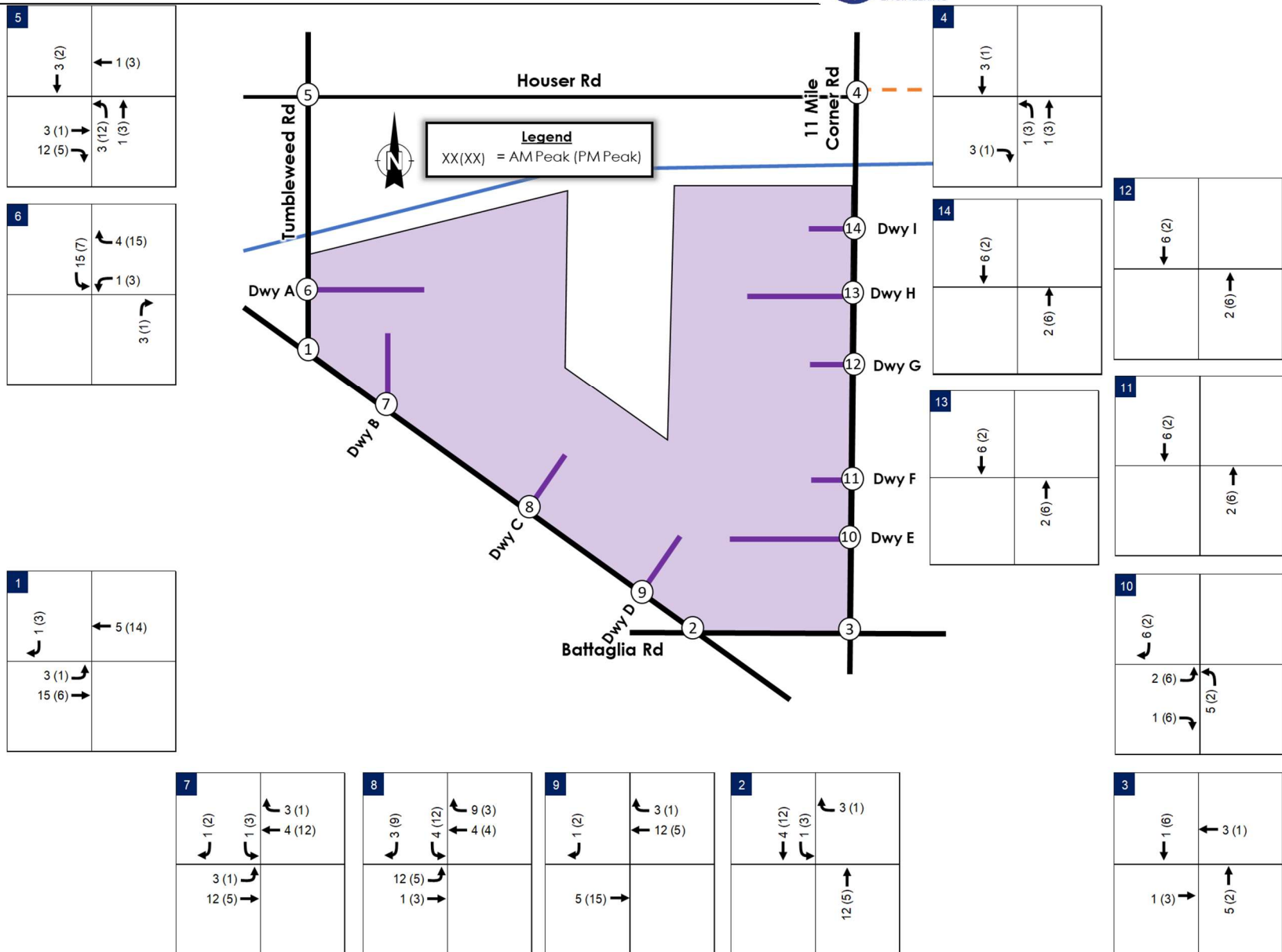


Figure 14: 2025 Industrial Assignment

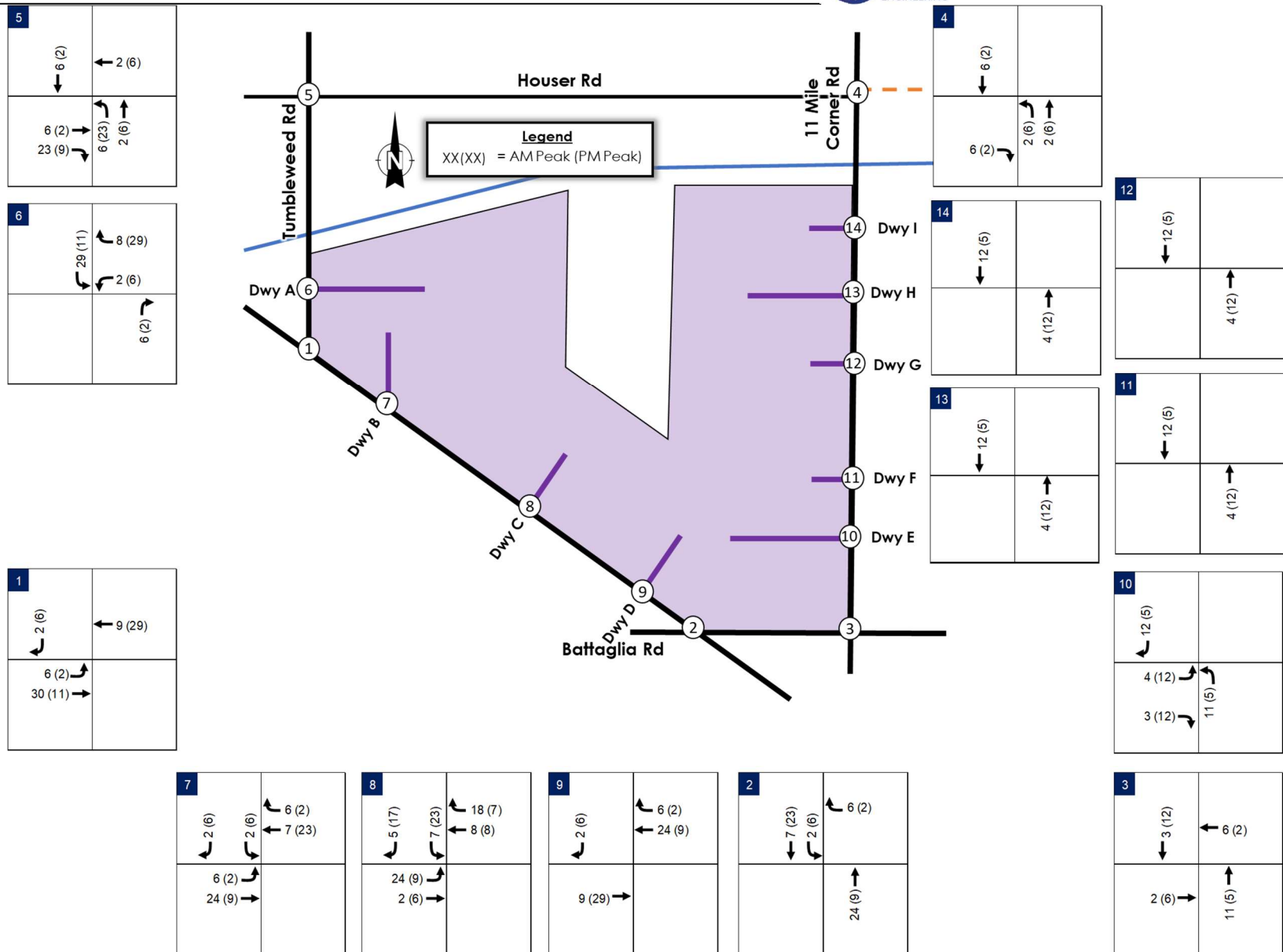


Figure 15: 2030 Industrial Assignment

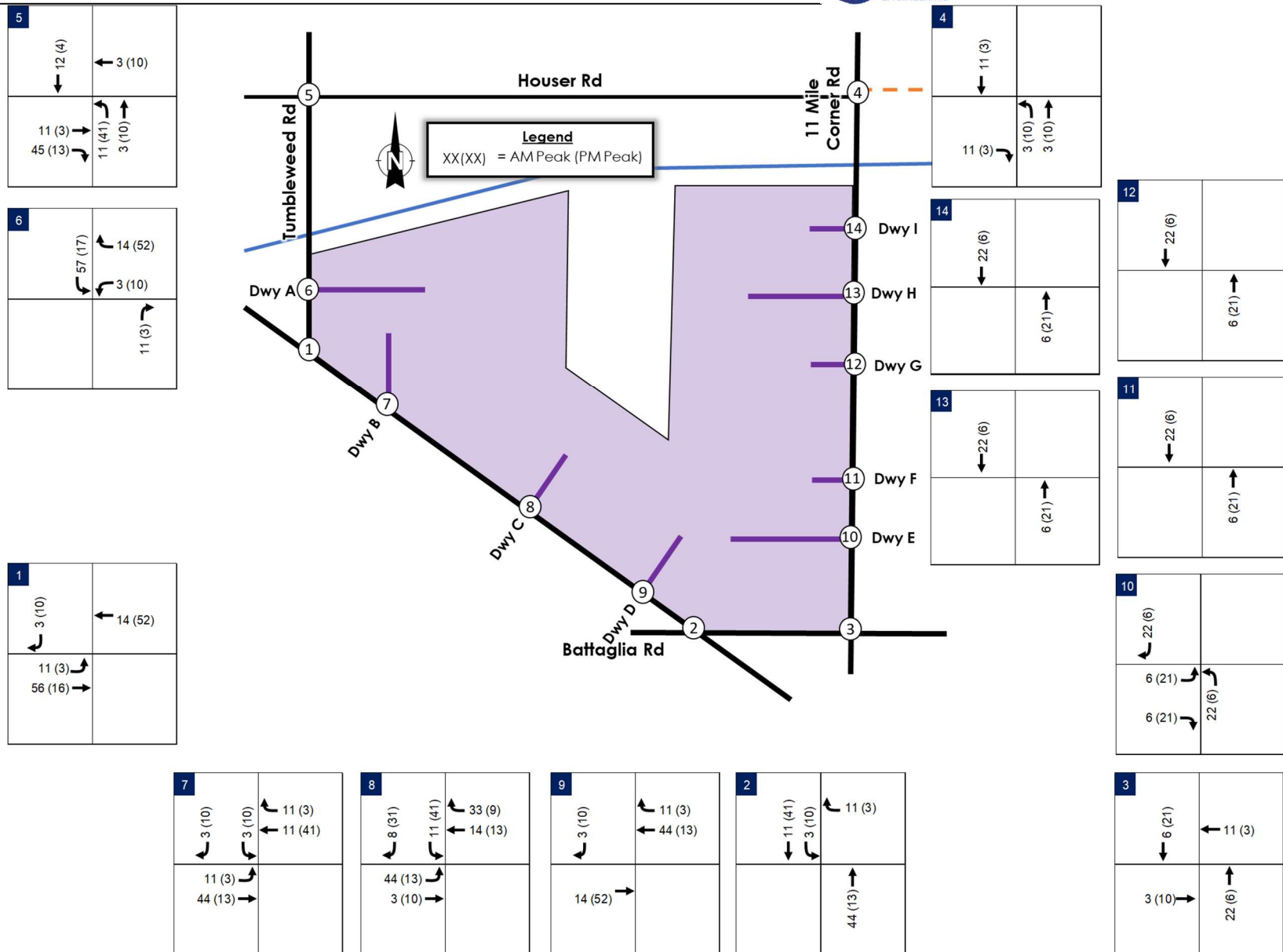


Figure 16: 2035 Industrial Assignment

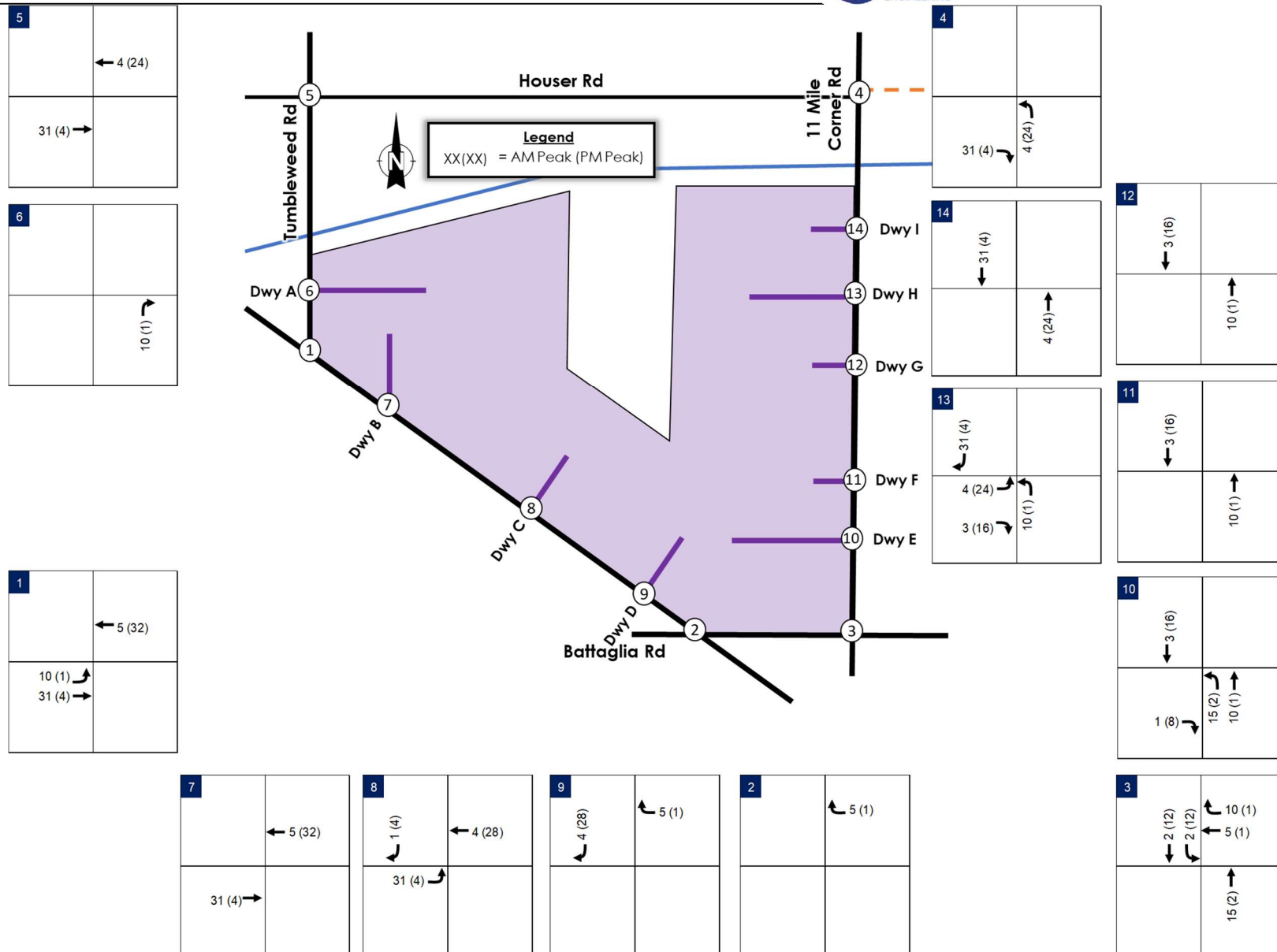


Figure 17: 2025 Medical Office Assignment

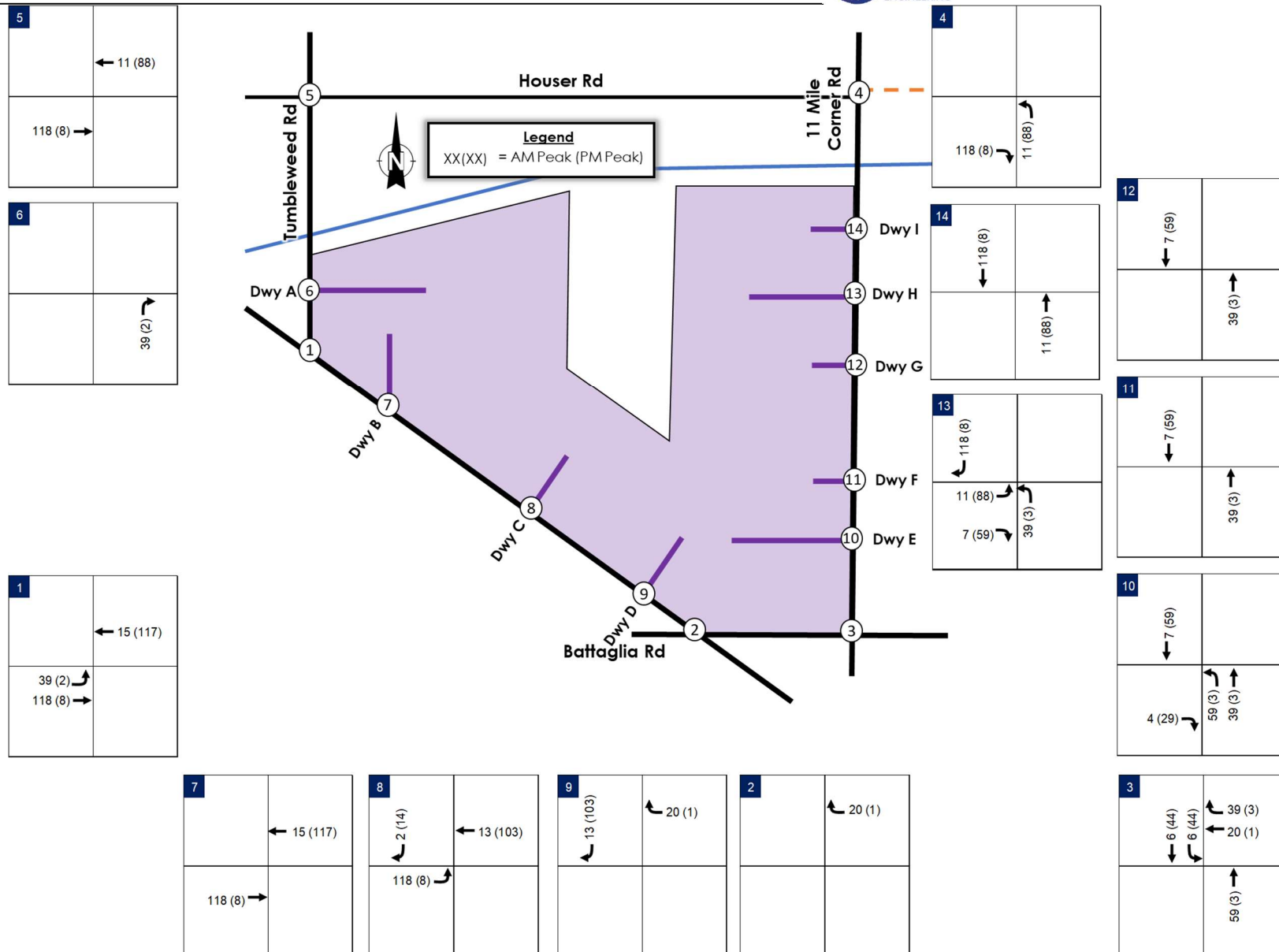


Figure 19: 2035 Medical Office Assignment

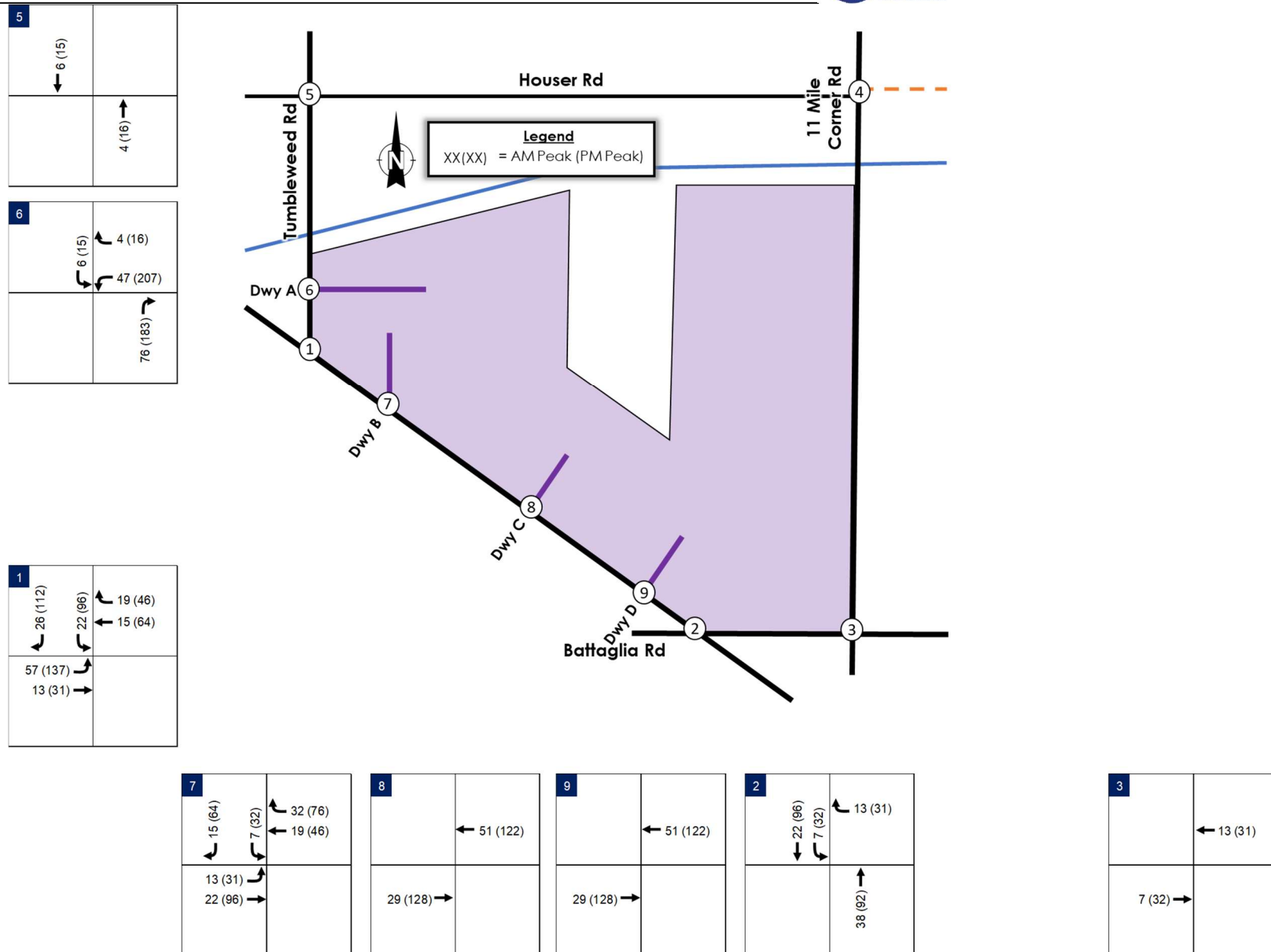


Figure 20: 2035 Western Commercial Assignment



Figure 21: 2035 Eastern Commercial Assignment

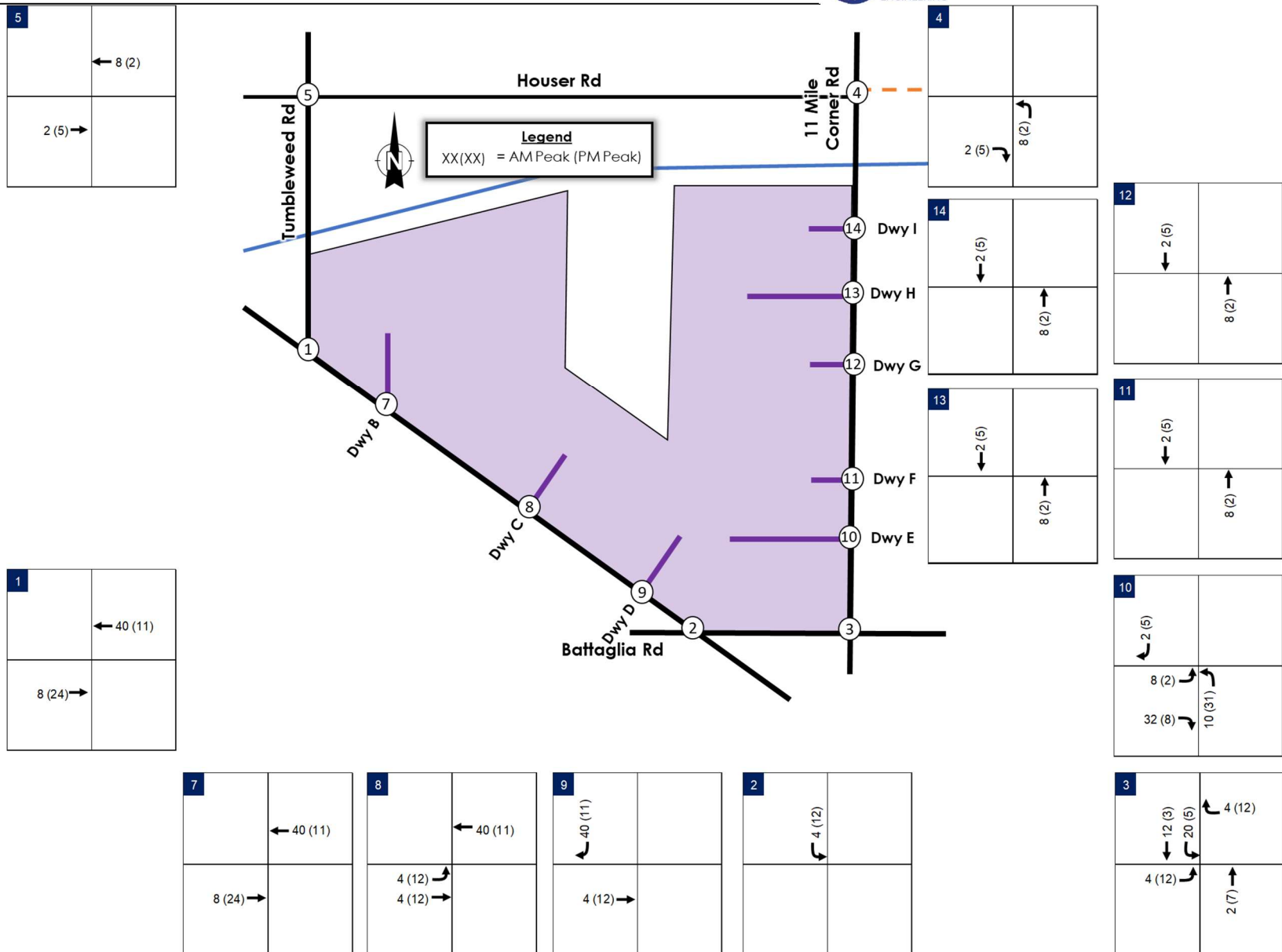


Figure 22: 2035 Mixed-Use Multi-Family Residential Assignment



Figure 24: 2035 Single-Family Residential Assignment

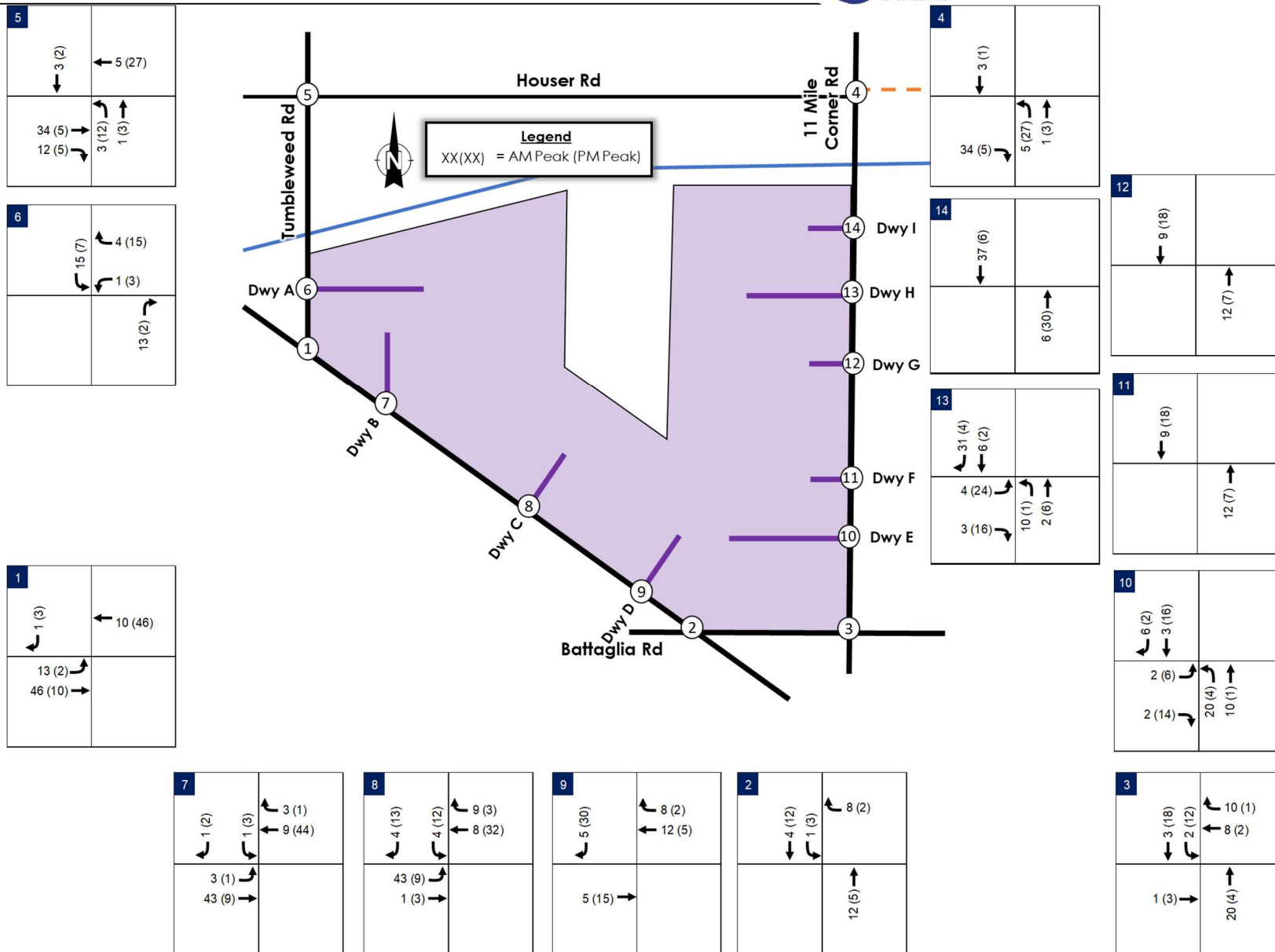


Figure 25: Overall 2025 Assignment

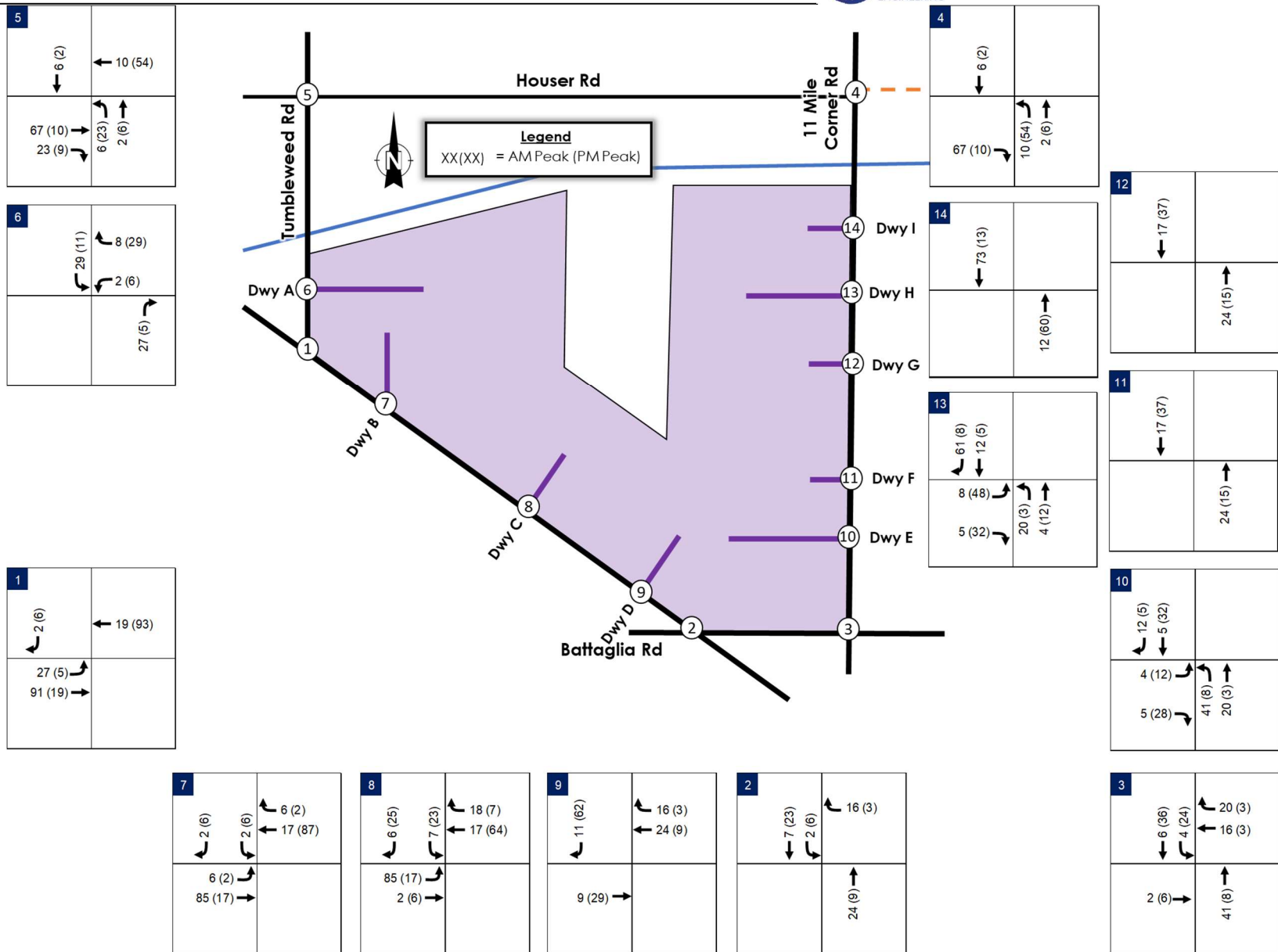


Figure 26: Overall 2030 Assignment

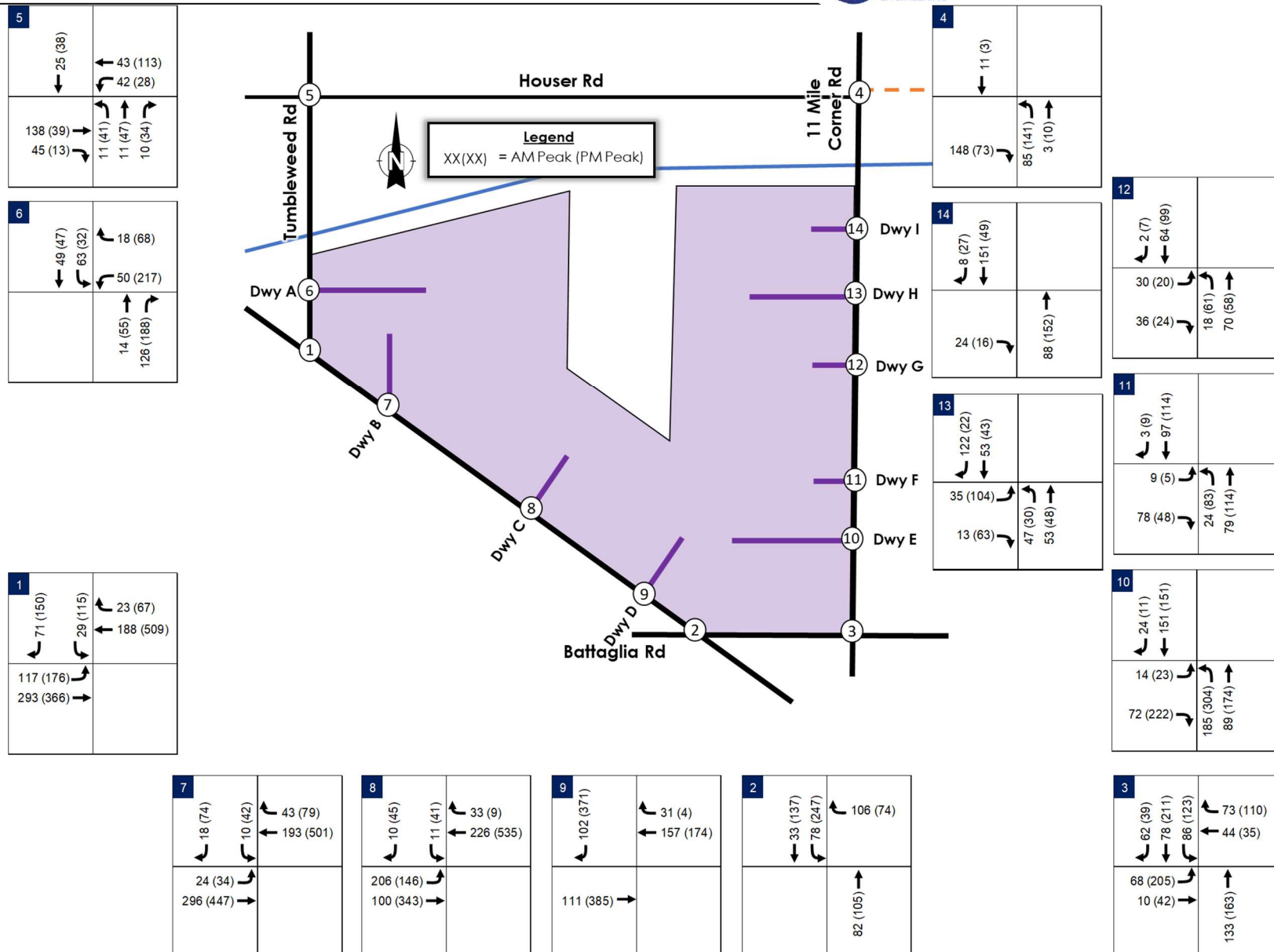


Figure 27: Overall 2035 Assignment

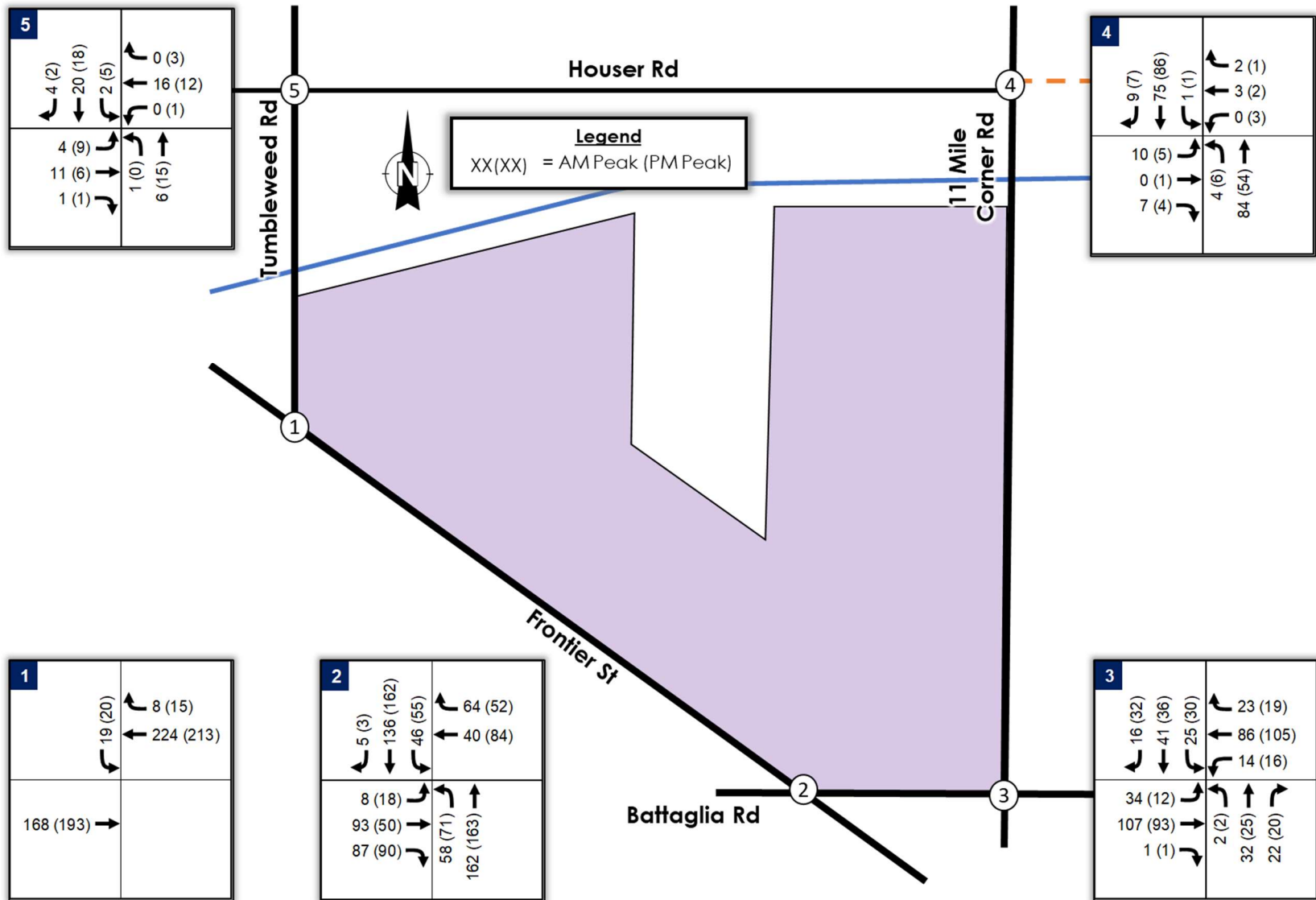


Figure 28: 2025 Background Traffic Volumes

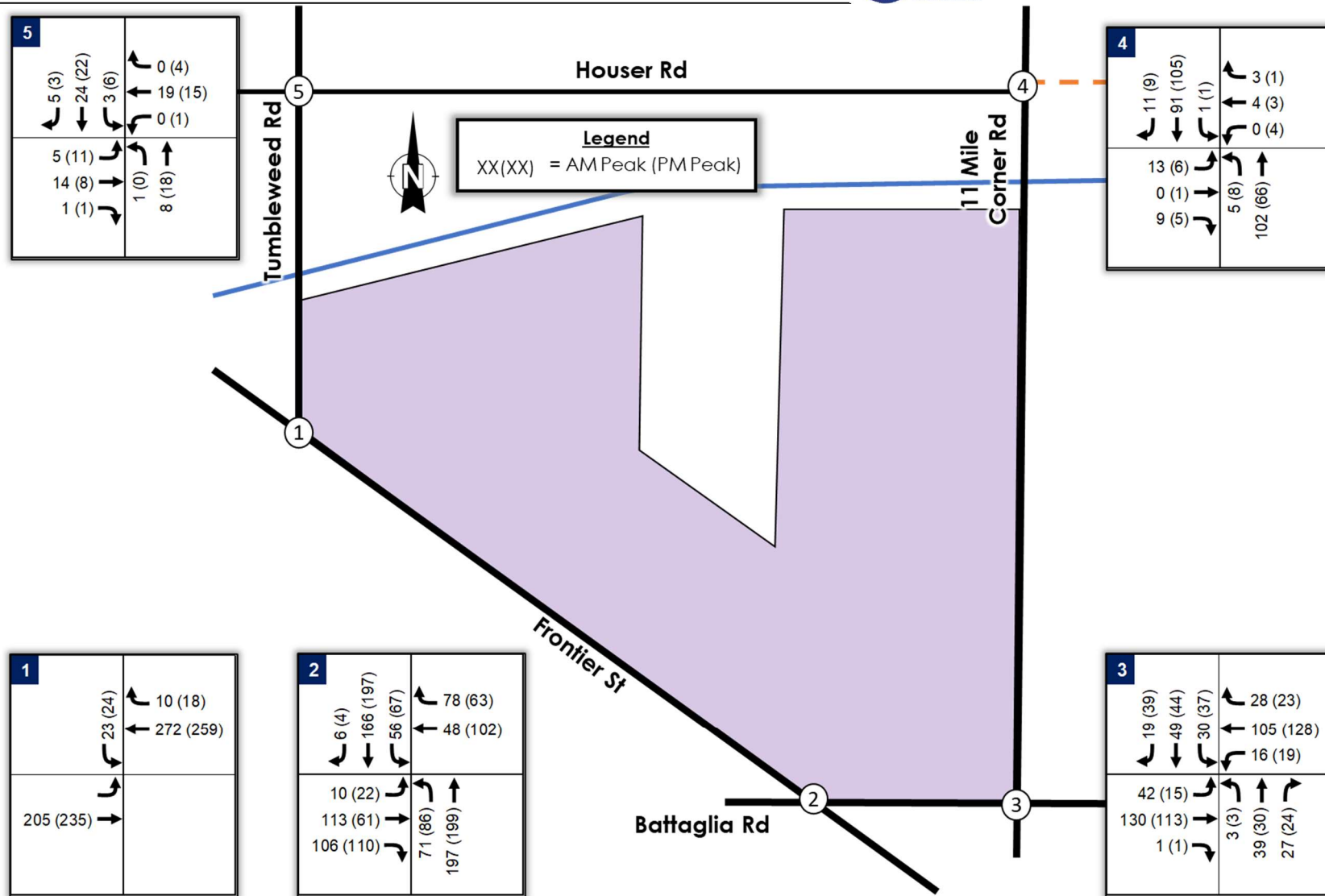


Figure 29: 2030 Background Traffic Volumes

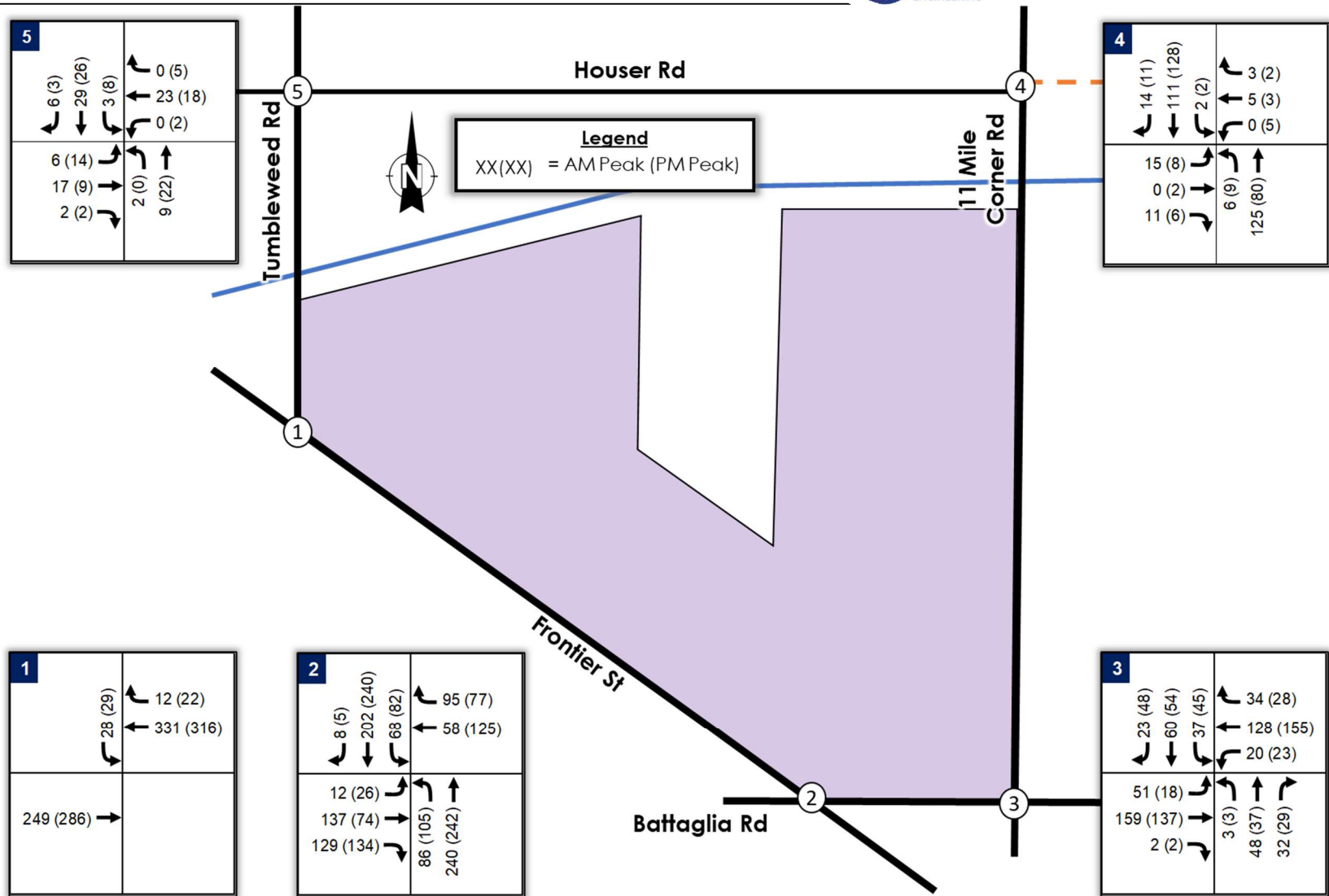


Figure 30: 2035 Background Traffic Volumes

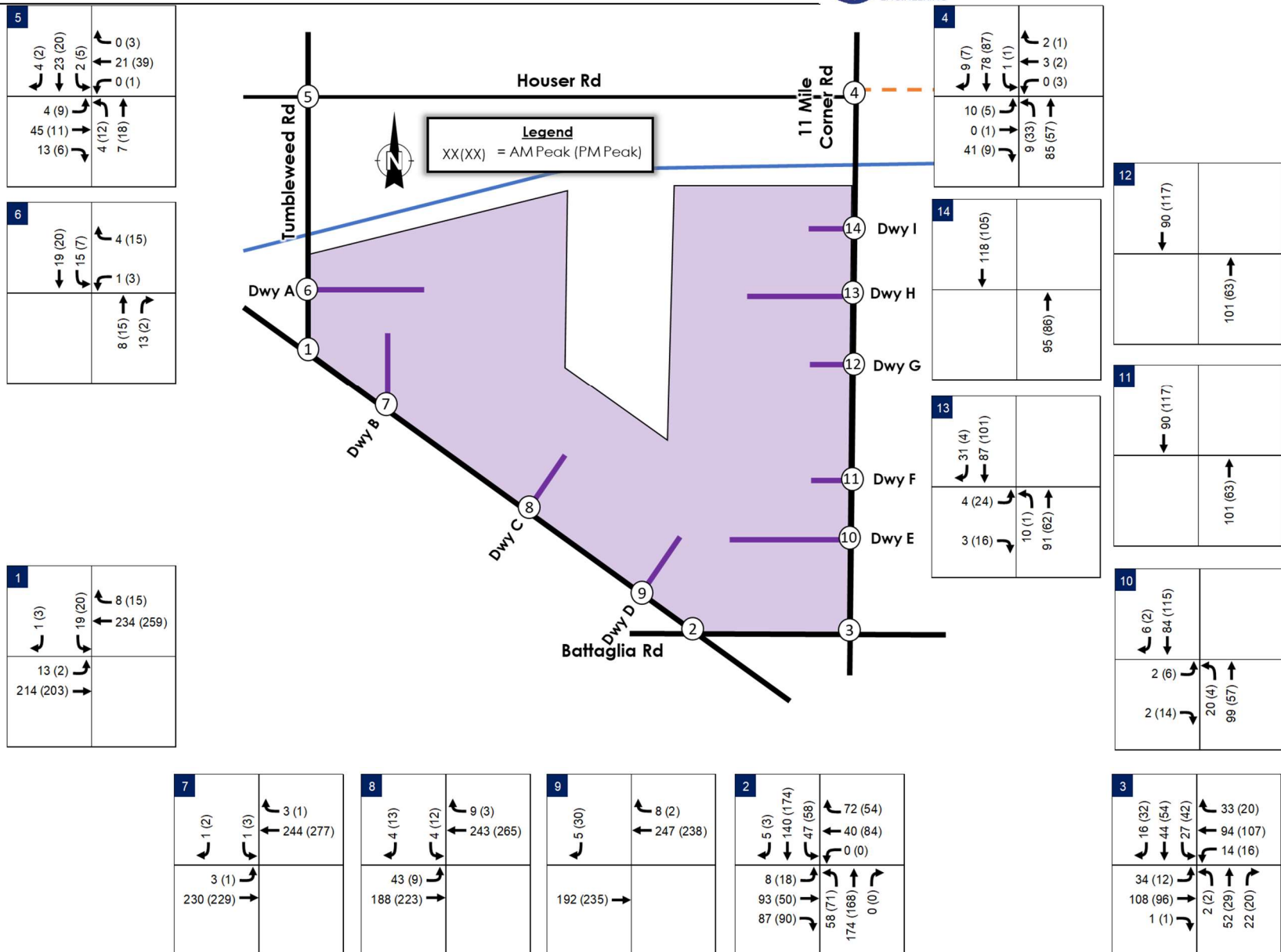


Figure 31: 2025 Total Traffic Volumes

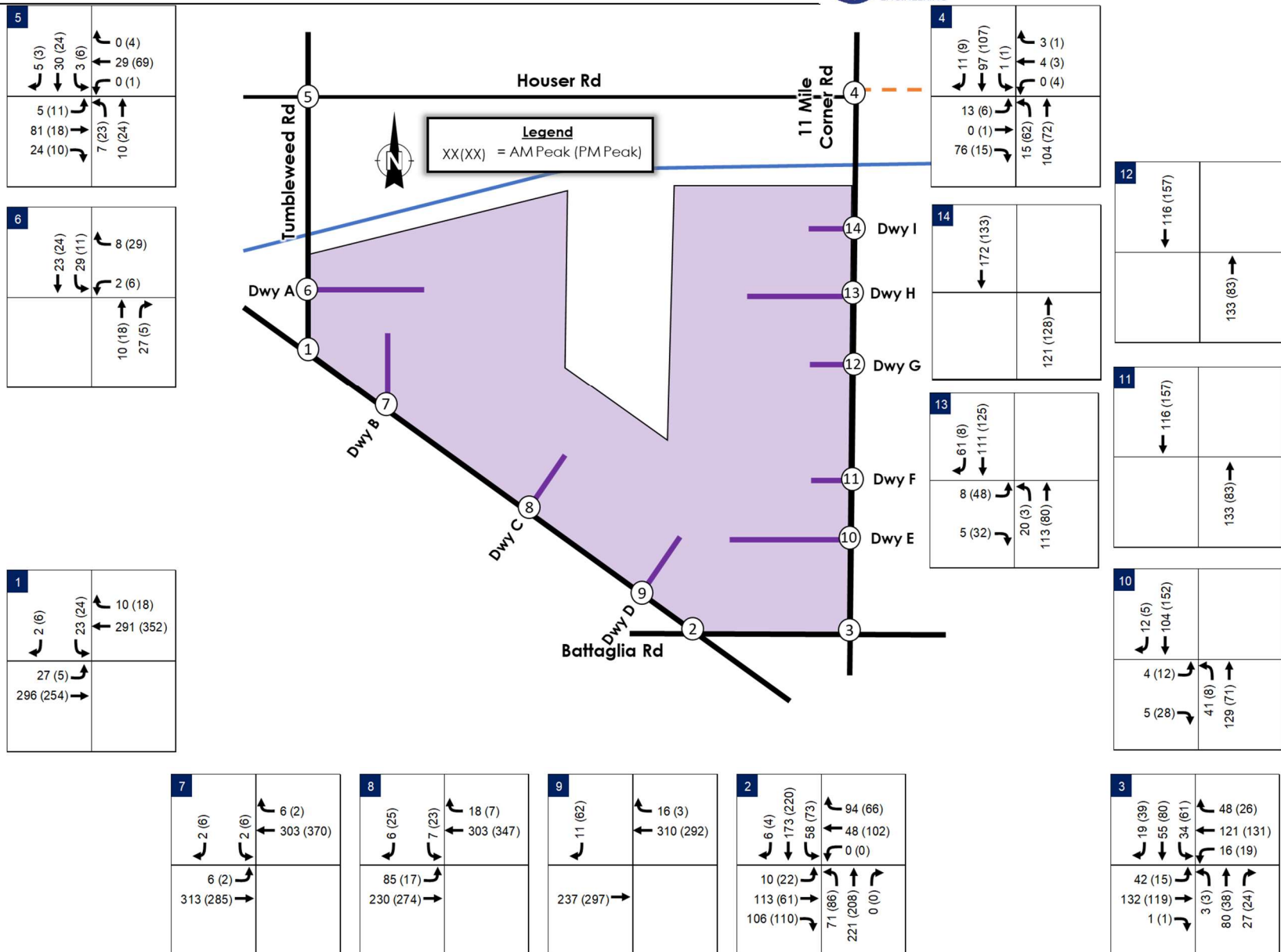


Figure 32: 2030 Total Traffic Volumes

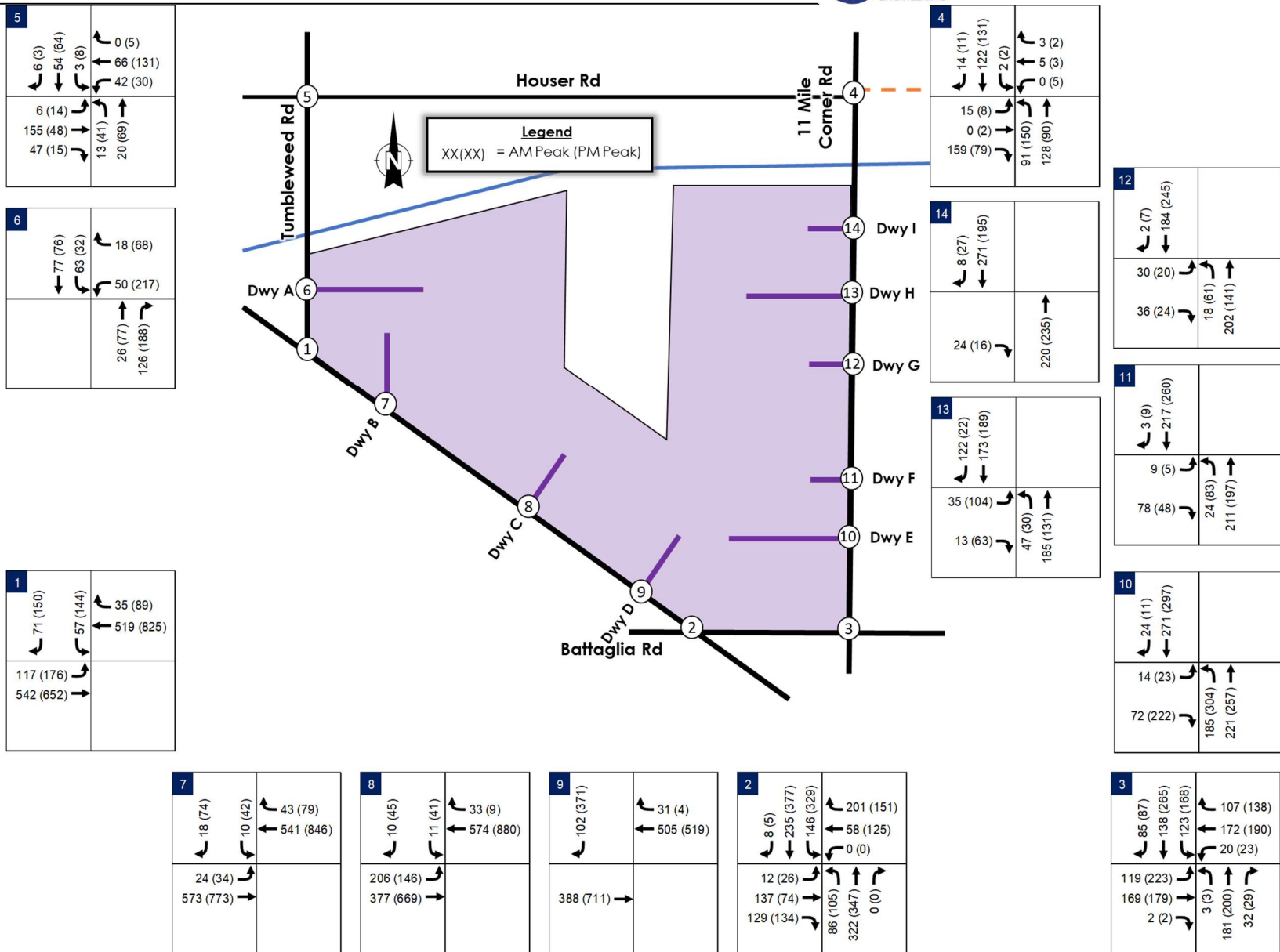


Figure 33: 2035 Total Traffic Volumes

FUTURE TRAFFIC ANALYSES

LEVEL OF SERVICE ANALYSES

Level-of-service (LOS) analyses were prepared for the AM and PM peak hours for the study intersections utilizing Synchro 12 software. Conditions were analyzed for the 2025 opening year, 2030 horizon year, and 2035 horizon year with and without traffic from the proposed TES Eloy development. The level of service criteria, as stated in the *Highway Capacity Manual*, is provided in **Table 3**.

In order to provide an apples-to-apples comparison of intersection delay, the existing roadway conditions were maintained throughout all analysis scenarios. For any intersections that operates at inadequate level of service, the roadway improvements and mitigation recommendations are discussed in the *Mitigation* section of this report.

A summary of the LOS analysis for 2025, 2030, and 2035 are provided in **Table 8**, **Table 9**, and **Table 10**, respectively. The Synchro reports are included in **Appendix F**, **Appendix G**, and **Appendix H** for 2025, 2030, and 2035, respectively.

As seen in **Table 8**, all movements are expected to operate at adequate level of service in the 2025 background and total conditions.

Table 9 shows that all movements at the study intersections are expected to continue operating at adequate LOS in the 2030 background and total conditions, with the exception of the eastbound left/thru/right-turn movement at Frontier Street/Battaglia Road. The movement is projected to operate at LOS E in the PM peak hour with site traffic. The proposed development does not add any traffic to the movement, and the delays are due to large north-south volumes on Frontier Street that do not leave an acceptable number of gaps for the minor-street traffic to turn. The delays are relatively minor for a few peak hours in the afternoon and are not expected to adversely affect the surrounding roadway network.

Table 10 demonstrate that several movements begin to operate at LOS E or F in the 2035 background and/or total conditions. The conservative 4% compounded growth rate, combined with the full buildout of the development, creates large through and turning volumes. The existing roadway lane configurations and traffic control do not provide adequate capacity for the large volumes, generating delays. Options to alleviate the delays are explored in the *Mitigation* section.

Table 8: 2025 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2025 Background Conditions				2025 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control	EB Left	0.0	A	0.0	A	7.9	A	7.9	A
		SB Left/Right	11.8	B	12.0	B	12.8	B	12.5	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control	EB Left/Thru/Right	17.9	C	18.6	C	18.5	C	19.6	C
		WB Left/Thru/Right	13.1	B	18.6	C	13.3	B	19.3	C
		NB Left	7.7	A	7.8	A	7.7	A	7.8	A
		SB Left	7.7	A	7.7	A	7.8	A	7.8	A
		INTERSECTION	8.8	A	8.6	A	9.0	A	8.9	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	EB Approach	9.5	A	9.0	A	9.7	A	9.2	A
		EB Left/Thru	9.5	A	9.0	A	9.7	A	9.2	A
		EB Right	7.1	A	7.1	A	7.2	A	7.2	A
		WB Approach	8.6	A	8.8	A	8.9	A	9.0	A
		WB Left/Thru/Right	8.6	A	8.8	A	8.9	A	9.0	A
		NB Approach	8.1	A	7.9	A	8.4	A	8.1	A
		NB Left/Thru/Right	8.1	A	7.9	A	8.4	A	8.1	A
		SB Approach	8.5	A	8.4	A	8.7	A	8.8	A
		SB Left/Thru/Right	8.5	A	8.4	A	8.7	A	8.8	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.5	A	9.5	A	9.3	A	9.5	A
		WB Left/Thru/Right	9.7	A	9.7	A	9.8	A	10.2	B
		NB Left	7.4	A	7.4	A	7.4	A	7.5	A
		SB Left	7.4	A	7.3	A	7.4	A	7.3	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.2	A	9.2	A	9.5	A	9.5	A
		WB Left/Thru/Right	9.4	A	9.2	A	9.5	A	9.8	A
		NB Left	7.3	A	0.0	A	7.3	A	7.3	A
		SB Left	7.2	A	7.3	A	7.2	A	7.3	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control	WB Left	N/A - Intersection Does Not Exist				8.4	A	8.5	A
		WB Right					7.3	A	7.3	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				7.8	A	7.9	A
		SB Left					12.5	B	12.8	B
		SB Right					9.8	A	10.1	B
8 Driveway C and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				8.0	A	7.9	A
		SB Left					13.4	B	13.1	B
		SB Right					9.9	A	10.1	B
9 Driveway D and Frontier Street	Minor Street Stop Control	SB Right	N/A - Intersection Does Not Exist				9.9	A	10.0	A
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				10.1	B	9.7	A
		EB Right					8.8	A	9.0	A
		NB Left					7.5	A	7.5	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				10.0	A	9.8	A
		EB Right					8.9	A	9.0	A
		NB Left/Thru					7.5	A	7.5	A

Table 9: 2030 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2030 Background Conditions				2030 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control	EB Left	0.0	A	0.0	A	8.0	A	8.2	A
		SB Left/Right	12.9	B	13.2	B	15.1	C	14.2	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control	EB Left/Thru/Right	28.0	D	33.1	D	31.4	D	41.2	E
		WB Left/Thru/Right	15.5	C	27.1	D	16.1	C	30.6	D
		NB Left	7.8	A	7.9	A	7.8	A	8.0	A
		SB Left	7.8	A	7.9	A	7.9	A	7.9	A
		INTERSECTION	9.4	A	9.2	A	10.0	A	9.8	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	EB Approach	10.3	B	9.5	A	10.8	B	10.1	B
		EB Left/Thru	10.3	B	9.5	A	10.8	B	10.1	B
		EB Right	7.2	A	7.3	A	7.5	A	7.5	A
		WB Approach	9.2	A	9.4	A	9.9	A	9.9	A
		WB Left/Thru/Right	9.2	A	9.4	A	9.9	A	9.9	A
		NB Approach	8.5	A	8.3	A	9.3	A	8.7	A
		NB Left/Thru/Right	8.5	A	8.3	A	9.3	A	8.7	A
		SB Approach	8.9	A	8.9	A	9.4	A	10.0	A
		SB Left/Thru/Right	8.9	A	8.9	A	9.4	A	10.0	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.8	A	9.7	A	9.7	A	9.9	A
		WB Left/Thru/Right	9.9	A	10.1	B	10.1	B	11.4	B
		NB Left	7.5	A	7.5	A	7.5	A	7.6	A
		SB Left	7.5	A	7.4	A	7.5	A	7.4	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.3	A	9.3	A	10.0	A	9.9	A
		WB Left/Thru/Right	9.5	A	9.3	A	9.7	A	10.5	B
		NB Left	7.3	A	0.0	A	7.3	A	7.3	A
		SB Left	7.2	A	7.3	A	7.2	A	7.3	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control	WB Left	N/A - Intersection Does Not Exist				8.5	A	8.6	A
		WB Right					7.4	A	7.3	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				8.0	A	8.1	A
		SB Left					14.0	B	14.7	B
		SB Right					10.1	B	10.7	B
8 Driveway C and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				8.3	A	8.1	A
		SB Left					16.4	C	15.5	C
		SB Right					10.2	B	10.7	B
9 Driveway D and Frontier Street	Minor Street Stop Control	SB Right	N/A - Intersection Does Not Exist				10.3	B	10.8	B
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				11.1	B	10.3	B
		EB Right					8.9	A	9.4	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				10.7	B	10.3	B
		EB Right					9.1	A	9.2	A
		NB Left/Thru					7.7	A	7.5	A

Table 10: 2035 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2035 Background Conditions				2035 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control	EB Left	0.0	A	0.0	A	9.4	A	12.6	B
		SB Left/Right	14.3	B	14.7	B	58.2	F	1870.6	F
2 Frontier Street and Battaglia Road	Minor Street Stop Control	EB Left/Thru/Right	76.0	F	235.7	F	320.8	F	>100*	F
		WB Left/Thru/Right	20.1	C	63.7	F	>100*	F	>100*	F
		NB Left	8.0	A	8.1	A	8.1	A	8.6	A
		SB Left	8.0	A	8.0	A	8.5	A	9.5	A
		INTERSECTION	10.3	B	10.0	A	29.0	D	128.3	F
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	EB Approach	11.5	B	10.4	B	33.2	D	125.2	F
		EB Left/Thru	11.5	B	10.4	B	33.4	D	125.8	F
		EB Right	7.4	A	7.5	A	10.0	A	12.1	B
		WB Approach	10.0	A	10.3	B	26.4	D	68.3	F
		WB Left/Thru/Right	10.0	A	10.3	B	26.4	D	68.3	F
		NB Approach	9.0	A	8.8	A	20.4	C	37.3	E
		NB Left/Thru/Right	9.0	A	8.8	A	20.4	C	37.3	E
		SB Approach	9.6	A	9.6	A	33.3	D	214.4	F
		SB Left/Thru/Right	9.6	A	9.6	A	33.3	D	214.4	F
		INTERSECTION	10.3	B	10.0	A	29.0	D	128.3	F
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	10.2	B	10.1	B	10.9	B	10.6	B
		WB Left/Thru/Right	10.3	B	10.3	B	12.0	B	15.1	C
		NB Left	7.5	A	7.6	A	7.7	A	7.9	A
		SB Left	7.5	A	7.4	A	7.5	A	7.4	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control	EB Left/Thru/Right	9.4	A	9.4	A	11.7	B	12.3	B
		WB Left/Thru/Right	9.6	A	9.4	A	12.2	B	14.2	B
		NB Left	7.3	A	0.0	A	7.4	A	7.5	A
		SB Left	7.2	A	7.3	A	7.3	A	7.5	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control	WB Left	N/A - Intersection Does Not Exist				8.9	A	9.8	A
		WB Right					7.7	A	8.0	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				9.0	A	10.6	B
		SB Left					28.4	D	160.0	F
		SB Right					12.8	B	22.1	C
8 Driveway C and Frontier Street	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				10.2	B	11.7	B
		SB Left					54.3	F	449.7	F
		SB Right					13.0	B	19.7	C
9 Driveway D and Frontier Street	Minor Street Stop Control	SB Right	N/A - Intersection Does Not Exist				14.1	B	34.4	D
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				22.8	C	44.6	E
		EB Right					10.8	B	13.1	B
		NB Left					8.6	A	9.1	A
11 Driveway F and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				12.7	B	15.5	C
		EB Right					10.2	B	10.4	B
		NB Left/Thru					7.8	A	8.1	A

* Delay was not reported in the Synchro printouts. Due to high volumes, the delays are assumed to be well over 100 seconds.

2035 Level of Service Analysis Continued

Intersection	Traffic Control	Movement/ Approach	2035 Background Conditions				2035 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
12 Driveway G and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				12.4	B	13.8	B
		EB Right					9.6	A	10.0	A
		NB Left/Thru					7.7	A	8.0	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control	EB Left	N/A - Intersection Does Not Exist				14.1	B	13.5	B
		EB Right					9.8	A	10.0	A
		NB Left/Thru					8.1	A	7.8	A
14 Driveway I and 11 Mile Corner	Minor Street Stop Control	EB Right	N/A - Intersection Does Not Exist				10.2	B	9.7	A

AUXILIARY LANES AND QUEUE ANALYSIS

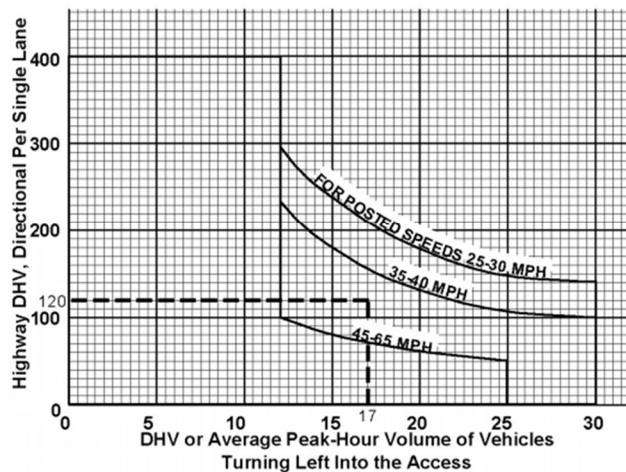
The primary factors that determine the need for an exclusive left turn or right-turn deceleration lanes include the combination of through traffic volumes, turning traffic volumes, and the posted roadway speed. Left turn and right-turn lane warrant criteria for the site access points are provided by Pinal County in the Traffic Impact Assessment Guidelines & Procedures, as shown in **Figure 34**. Turn lanes criteria at arterial intersections are described in the Pinal County Subdivision & Infrastructure Design Manual:

“6.17.1 Right turn lanes shall be provided on arterial streets at all street intersections, and where warranted per the Traffic Impact Analysis.”

“6.17.7 Deceleration lanes are required as determined by the approved Traffic Impact Analysis. In addition, deceleration lanes are required when both of the following factors are determined to apply:

- The 85th percentile traffic speed on the street is at least 35 mph or 45 mph for a two lane roadway.
- At least 20 vehicles will be making right turns into the access way and 100 vehicle directional traffic in a one-hour period.”

LEFT TURN LANE WARRANT



RIGHT TURN LANE WARRANT

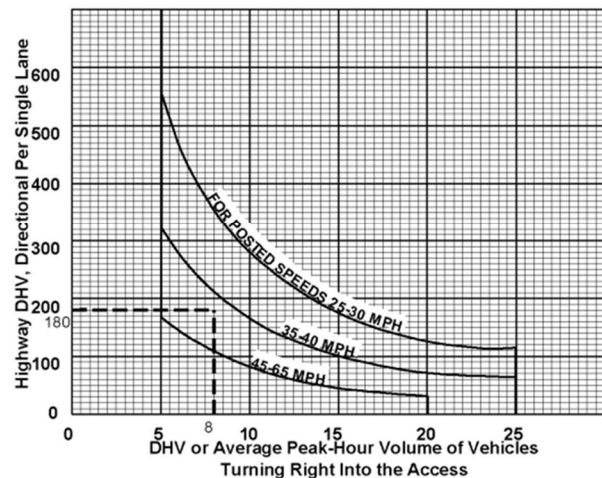


Figure 34: Pinal County Left-Turn and Right-Turn Warrant Criteria

Based on the combination of turning volumes, directional or opposing through volumes, and the roadway speed, left- and right-turn lanes are projected to be warranted at all site driveways.

While not along project frontage, there appears to be sufficient width on the westbound approach to Battaglia Road/11 Mile Corner Road to stripe a left-turn lane and shared through/right-turn lane. This will help the left-turn movements align with the warranted left-turn lane on the eastbound approach.

The ultimate turn lane storage needs were evaluated using 2035 total traffic volumes. The results of the queue storage evaluation are provided in **Table 11**. AASHTO guidance recommends that turn lanes at unsignalized intersections accommodate the number of vehicles likely to arrive in a 2-minute period. AASHTO guidance recommends that turn lanes at signalized intersections accommodate one to two times the number of vehicles expected to arrive in a cycle length. In this methodology, a vehicle length of 25 feet is assumed, and the resulted storage lengths are rounded to the nearest 25 feet. It should be noted that the AASHTO method overestimates the storage length needed for right-turn movements as it does not consider the effect of right-turns on red on the queue estimation. Additionally, for turn lanes resulting in an AASHTO queue length of less than 100 feet, a minimum recommended storage length of 100 feet was applied.

As shown in **Table 11**, the results of the queue storage analysis indicate that the existing 225-foot southbound left-turn lane at Frontier Street/Battaglia Road is not expected to provide sufficient storage space for the projected 2035 total traffic volumes. It is advised to restripe the lane with 275 feet of storage; alternatively, vehicles can queue within the taper area upstream of the turn lane without impacting the through volumes on Frontier Street. The warranted westbound right-turn lane is recommended to provide 175 feet of storage.

All left- and/or right-turn lanes at 11 Mile Corner Road/Battaglia Road and Driveways A through H are expected to need 275 feet of storage or less, with many only needing 100 feet of storage.

Table 11: Queue Storage (2035 Total Volumes)

Intersection	Traffic Control	Movement	AM/PM Volume (vph)	Queue Storage (ft)		
				AASHTO	Existing	Recommended
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control	SB Left	57 / 144	125	-	125
		EB Left	117 / 176	150	200	150
		SB Right	71 / 150	125	-	125
		WB Right	35 / 89	75	-	100
2 Frontier Street and Battaglia Road	Minor Street Stop Control	SB Left	146 / 329	275	225	275
		WB Right	201 / 151	175	-	175
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	SB Left	123 / 168	150	-	150
		EB Left	119 / 223	200	150	200
		WB Left	20 / 23	25	-	100
		SB Right	85 / 87	75	-	100
		EB Right	2 / 2	25	-	100
6 Driveway A and Tumbleweed Road	Minor Street Stop Control	SB Left	63 / 32	75	N/A	100
		NB Right	126 / 188	175		175
7 Driveway B and Frontier Street	Minor Street Stop Control	EB Left	24 / 34	50	N/A	100
		WB Right	43 / 79	75		100
8 Driveway C and Frontier Street	Minor Street Stop Control	EB Left	206 / 146	175	N/A	175
		WB Right	33 / 9	50		100
9 Driveway D and Frontier Street	Minor Street Stop Control	WB Right	31 / 4	50	N/A	100
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control	NB Left	185 / 304	275	N/A	275
		SB Right	24 / 11	25		100
11 Driveway F and 11 Mile Corner Road	Minor Street Stop Control	NB Left	24 / 83	75	N/A	100
		SB Right	3 / 9	25		100
12 Driveway G and 11 Mile Corner Road	Minor Street Stop Control	NB Left	18 / 61	75	N/A	100
		SB Right	2 / 7	25		100
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control	NB Left	47 / 30	50	N/A	100
		SB Right	122 / 22	125		125
14 Driveway I and 11 Mile Corner Road	Minor Street Stop Control	SB Right	8 / 27	25	N/A	100

MITIGATION

Several movements are expected to operate at inadequate level of service in the 2035 background and total conditions. Mitigation options were explored to determine feasible improvements to improve delays.

The southbound left-/right-turn lane at the intersection of Tumbleweed Road/Frontier Street is expected to operate at LOS F in the AM and PM 2035 total conditions. Widening Frontier Street to provide two eastbound and two westbound is not expected to alleviate the delays with minor street STOP control. The installation of a traffic signal would be expected to alleviate the delays by providing adequate green time to serve the turning movements. A single east-west through lane on Frontier Street and dedicated left- and right-turn lanes are recommended at the intersection to provide adequate capacity for projected volumes in 2035 and maintain adjacent street connectivity. It is recommended to monitor traffic volumes as development progresses in the area and conduct a traffic signal warrant analysis as the volumes become observed.

The eastbound and westbound approaches at the intersection of Frontier Street/Battaglia Road are projected to operate at LOS F in the background and total 2035 conditions. Widening the approaches to provide dedicated turn lanes and widening Frontier Street to provide two lanes in each direction – while maintaining minor street STOP control – are not expected to mitigate the delays. Instead, providing a traffic signal is expected to alleviate the delays. As the site adds a large volume of westbound right-turns at the intersection, a dedicated right-turn lane is recommended to be constructed along project frontage. The site is not projected to add traffic to the eastbound approach, and is therefore not recommended to provide improvements outside of project frontage. Due to the shared lanes on the eastbound and westbound approaches, split phasing is recommended. It is advised to monitor traffic volumes at the intersection as growth continues, conduct traffic signal warrants when a more refined site plan is available.

Movements on all four approaches at the intersection of 11 Mile Corner Road/Battaglia Road are projected to operate at LOS E or F in the PM peak hour with site traffic. Providing dedicated turn lanes was not able to alleviate the delays, therefore, a traffic signal may be necessary to fully alleviate delays. The delays were heavily driven by the volumes generated by the eastern commercial site. Due to this, it is advised to monitor traffic volumes as the commercial parcel becomes developed, and install a signal if or when warrants are satisfied.

Inadequate LOS is anticipated for the southbound left-turn movements at the intersections of Driveway B/Frontier Street and Driveway C/Frontier Street in the 2035 total PM conditions. Widening Frontier Street to provide two eastbound and two westbound through lanes (consistent with what is provided on Frontier Street further southeast in the central Eloy area) as well as providing dedicated eastbound left-turn and westbound right-turn lanes would be expected provide more capacity and alleviate some of the delays at Driveway B and Driveway C. Delays at Driveway B are expected to lessen to LOS E in the peak hour with only 36 seconds of delay – one second more than desirable levels. However, the delays at Driveway C are anticipated to remain relatively high even with the widening and capacity improvements; therefore, it is advised to install a staging area in the central median on Frontier Street to allow the southbound left-turn vehicles to conduct the movement in two phases. This staging area would be projected to allow all movements at the intersection to operate at adequate LOS.

While the eastbound left-turn movement at Driveway E/11 Mile Corner Road is projected to operate at LOS E in the PM peak hour, this delay is relatively minor at 44.6 seconds and is not anticipated to cause adverse effects to the roadway system. Additionally, if a traffic signal is installed at the intersection of Battaglia Road/11 Mile Corner Road, the traffic signal will create platoons of vehicles with the signal timing and will

therefore create gaps on the main road that the minor-street vehicles can utilize to turn; this is projected to lessen the delays down to 40.5 seconds.

In 2030 interim conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is projected to operate at LOS E in the total PM peak hour. The delay is relatively minor and is not expected to affect the main roadway, Frontier Street. Mitigation options are not recommended to alleviate one movement for a few peak hours of the day in 2030, as the 2035 improvements will significantly improve the delays.

All other movements at the study intersections are projected to operate at adequate LOS (D or above). Further improvements are not anticipated to be necessary from a delay-perspective, but might still be recommended based on turn lane warrants or to separate turning traffic from through traffic to potentially reduce the possibility of rear-end collisions.

ADDITIONAL IMPROVEMENTS

STOP signs are recommended on the exiting approaches at all site driveways. A staging area is recommended for southbound left-turn vehicles at Driveway C/Frontier Street to allow vehicles to complete the maneuver in two phases. The ultimate lane configuration of Frontier Street is two lanes in each direction separated by a median; to help alleviate delays at the minor street driveways and serve the projected volumes on Frontier Street, it is advised to construct the ultimate lane configuration at full buildout of the TES Eloy development. Single through lanes are advised near Tumbleweed Road and Battaglia Road to maintain connectivity and alignment outside the project limits.

A traffic signal is recommended at the intersection of Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, and Battaglia Road/11 Mile Corner Road to alleviate the heavy delays. It is recommended to re-evaluate the need for traffic signals once a more refined site plan becomes available. The traffic signals should be installed when warranted by observed traffic volumes. Split phasing is recommended for Frontier Street/Battaglia Road due to the shared lanes on the eastbound and westbound approaches. Split phasing may also be necessary on the northbound/southbound approaches at Battaglia Road/11 Mile Corner Road due to the shared lane on the northbound approach.

Recommended improvements for the full buildout of the site are shown in **Figure 35**. Interim improvements are not recommended due to the low projected volumes in 2025 and 2030.

The turn lane queues were re-evaluated with the change from unsignalized to signalized operations at Tumbleweed Road/Frontier Street and Frontier Street/Battaglia Road, as shown in **Table 12**.

The mitigated level of service analysis is shown in **Table 13** with Synchro reports provided in **Appendix I**.

Table 12: Queue Storage with Signalized Traffic Control

Intersection	Traffic Control	Movement	AM/PM Volume (vph)	Queue Storage (ft)		
				AASHTO	Existing	Recommended
1 Tumbleweed Road and Frontier Street	Traffic Signal	SB Left	57 / 144	150	-	150
		EB Left	117 / 176	175	200	175
		SB Right	71 / 150	150	-	150
		WB Right	35 / 89	100	-	100
2 Frontier Street and Battaglia Road	Traffic Signal	SB Left	146 / 329	325	225	325
		WB Right	201 / 151	200	-	200
3 11 Mile Corner Road and Battaglia Road	Traffic Signal	SB Left	123 / 168	175	-	175
		EB Left	119 / 223	225	150	225
		SB Right	85 / 87	100	-	100
		EB Right	2 / 2	25	-	100

Table 13: 2035 Level of Service Analysis – With Mitigation

Intersection	Traffic Control	Movement/ Approach	2035 Total Conditions Without Mitigation				2035 Total Conditions With Mitigation			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control to Traffic Signal	EB Approach					24.4	C	27.1	C
		EB Left	9.4	A	12.6	B	20.0	B	17.4	B
		EB Thru	N/A - No Delay				22.1	C	42.8	D
		WB Approach					19.5	B	10.1	B
		WB Thru	N/A - No Delay				31.8	C	34.8	C
		WB Right					32.6	C	37.3	D
		SB Approach		A		A	19.3	B	11.2	B
		SB Left/Right	58.2	F	1870.6	F	15.7	B	30.5	C
		SB Left	N/A - Movement Does Not Exist				N/A - Movement Does Not Exist			
		SB Right	N/A - Movement Does Not Exist				15.5	B	29.7	C
							15.9	B	31.2	C
2 Frontier Street and Battaglia Road	Minor Street Stop Control to Traffic Signal	EB Approach					34.7	C	32.2	C
		EB Left/Thru/Right	320.8	F	>100*	F	54.1	D	52.2	D
		WB Approach					54.1	D	52.2	D
		WB Left/Thru/Right	>100*	F	>100*	F	45.1	D	43.8	D
		WB Left/Thru	N/A - Movement Does Not Exist				N/A - Movement Does Not Exist			
		WB Right	N/A - Movement Does Not Exist				32.2	C	41.2	D
		NB Approach					48.8	D	46.0	D
		NB Left	8.1	A	8.6	A	26.7	C	27.3	C
		NB Thru/Right	N/A - No Delay				18.7	B	18.8	B
		SB Approach					28.9	C	30.1	C
		SB Left	8.5	A	9.5	A	21.9	C	23.7	C
		SB Thru/Right	N/A - No Delay				19.0	B	24.1	C
							23.7	C	23.3	C

Note: Mitigation results reflect the installation of a traffic signal; additional analysis is required to confirm a traffic signal is warranted.

2035 Level of Service Analysis – With Mitigation Continued

Intersection	Traffic Control	Movement/ Approach	2035 Total Conditions Without Mitigation				2035 Total Conditions With Mitigation			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign to Traffic Signal	INTERSECTION	29.0	D	128.3	F	34.4	C	40.3	D
		EB Approach	33.2	D	125.2	F	29.7	C	35.8	D
		EB Left	N/A - Movement Does Not Exist				28.2	C	42.1	D
		EB Thru	N/A - Movement Does Not Exist				30.8	C	28.7	C
		EB Left/Thru	33.4	D	125.8	F	N/A - Movement Does Not Exist			
		EB Right	10.0	A	12.1	B	26.7	C	24.0	C
		WB Approach	26.4	D	68.3	F	46.7	D	50.7	D
		WB Left	N/A - Movement Does Not Exist				29.1	C	27.1	C
		WB Left/Thru/Right	26.4	D	68.3	F	N/A - Movement Does Not Exist			
		WB Thru/Right	N/A - Movement Does Not Exist				47.9	D	52.4	D
		NB Approach	20.4	C	37.3	E	29.7	C	38.4	D
		NB Left/Thru/Right	20.4	C	37.3	E	29.7	C	38.4	D
		SB Approach	33.3	D	214.4	F	31.2	C	38.1	D
		SB Left	N/A - Movement Does Not Exist				31.3	C	34.3	C
		SB Left/Thru/Right	33.3	D	214.4	F	N/A - Movement Does Not Exist			
		SB Thru	N/A - Movement Does Not Exist				31.6	C	42.8	D
		SB Right	N/A - Movement Does Not Exist				30.3	C	30.6	C
7 Driveway B and Frontier Street	Minor Street Stop Control	EB Left/Thru	9.1	A	10.6	B	N/A - Movement Does Not Exist			
		EB Left	N/A - Movement Does Not Exist				9.0	A	10.7	B
		SB Left	28.4	D	160.0	F	16.1	C	36.0	E
		SB Right	12.8	B	22.1	C	10.3	B	13.0	B
8 Driveway C and Frontier Street	Minor Street Stop Control	EB Left/Thru	10.2	B	11.7	B	N/A - Movement Does Not Exist			
		EB Left	N/A - Movement Does Not Exist				10.3	B	11.7	B
		SB Left	54.3	F	449.7	F	19.6	C	30.4	D
		SB Right	13.0	B	19.7	C	10.4	B	12.7	B
9 Driveway D and Frontier Street	Minor Street Stop Control	SB Right	14.1	B	34.4	D	11.0	B	16.9	C
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control	EB Left	22.8	C	44.6	E	21.8	C	40.5	E
		EB Right	10.8	B	13.1	B	10.7	B	13.0	B
		NB Left/Thru	8.6	A	9.1	A	N/A - Movement Does Not Exist			
		NB Left	N/A - Movement Does Not Exist				8.6	A	9.1	A

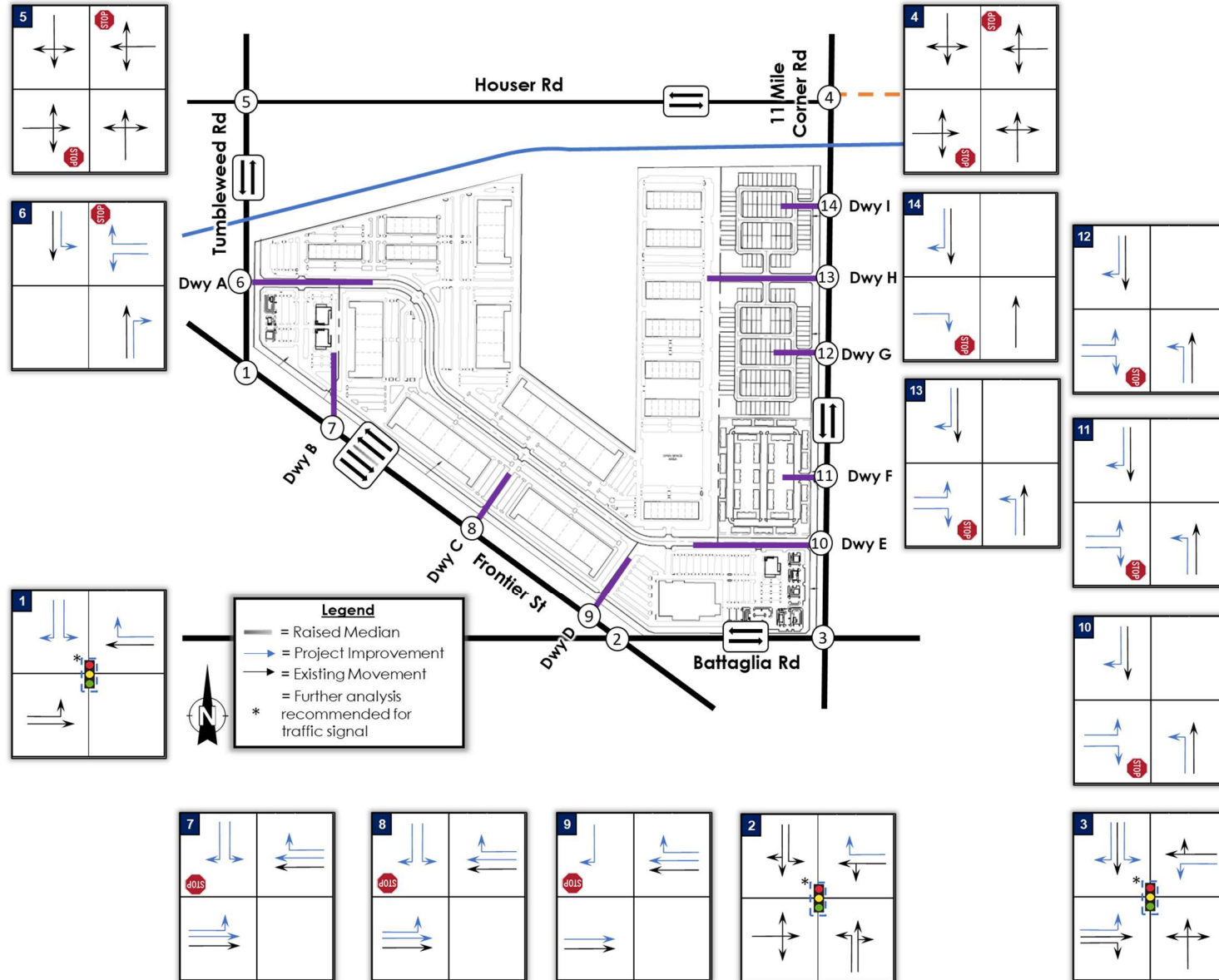


Figure 35: 2035 Recommended Lane Configuration and Traffic Control

PRINCIPAL FINDINGS

TRIP GENERATION

- At full buildout, the development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

SAFETY ANALYSIS

- During the five-year analysis period (2019-2023), there were a total of 46 crashes. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes).
- There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were angle crash type.

SITE ACCESS

- The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

LEVEL OF SERVICE ANALYSIS

- Under existing conditions, all movements at the study intersections are projected to operate at sufficient LOS.
- All movements at the study intersections are projected to operate at adequate LOS in the 2025 background and total conditions.
- Under 2030 total conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is expected to operate at LOS E in the PM peak hour. All other movements are expected to operate at LOS D or better in the 2030 background and total conditions.
- Under 2035 background and/or total conditions, several movements are expected to break down at Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, 11 Mile Corner Road/Battaglia Road, and Driveways B, C, and E.
- With mitigation, most movements are projected to operate at LOS D or better. The southbound left-turn movement at Driveways B and eastbound left-turn movement at Driveway E are projected to operate at LOS E with 36.0 and 40.5 seconds of delay, respectively.

RECOMMENDATIONS

The recommended improvements to be installed by final buildout of the TES Eloy developments are:

Tumbleweed Road and Frontier Street

- Maintain the existing 200 feet of storage for the eastbound left-turn lane.
- Construct a dedicated westbound right-turn lane with 100 feet of storage
- Construct dedicated southbound left- and right-turn lanes with 150 feet of storage each.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Tumbleweed Road/Frontier Street to alleviate the delays.

Frontier Street and Battaglia Road

- Lengthen the southbound left-turn lane to provide 325 feet of storage.
- Construct a westbound right-turn lane with 200 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Frontier Street/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the eastbound and westbound approaches, it is advised to operate the traffic signal with split phasing on the eastbound and westbound approaches.

11 Mile Corner Road and Battaglia Road

- Construct dedicated left- and right-turn lanes on the southbound approach with 175 feet and 100 feet of storage, respectively.
- Construct a dedicated eastbound left-turn lane with 225 feet of storage.
- While not along project frontage, there is sufficient width on the westbound approach to stripe a dedicated left-turn lane, allowing the eastbound and westbound left-turn movements to align. It is advised to stripe this westbound left-turn lane with at least 100 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at 11 Mile Corner Road/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the northbound approach, it is advised to operate the traffic signal with split phasing on the northbound and southbound approaches.

11 Mile Corner Road and Houser Road

- Maintain existing lane configurations and traffic control.

Tumbleweed Road and Houser Road

- Maintain existing lane configurations and traffic control.

Driveway A and Tumbleweed Road

- Install a northbound right-turn lane with 175 feet of storage.
- Install a southbound left-turn lane with 100 feet of storage.
- Provide a STOP sign on the westbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

- Driveway A appears to be at least 500 feet south of a bridge crossing an irrigation canal; this is preliminarily anticipated to be sufficient distance for the tapering associated with the southbound left-turn lane without impacts to the bridge.

Driveway B and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

Driveway C and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 175 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.
- Provide a staging area in the central raised median for southbound left-turn traffic to complete the maneuver in two stages.

Driveway D and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide a right-turn lane on the southbound approach for exiting traffic.

Driveways E, F, G, H, and I and 11 Mile Corner Road

- Install a southbound right-turn lane with 100 feet of storage at all driveways except for Driveway H, which will need 125 feet of storage.
- Install a northbound left-turn lane with 100 feet of storage at all driveways except for Driveway E, which is anticipated to need 275 feet of storage. Driveway I will not need a northbound left-turn lane, as it is anticipated to be restricted to right-in/right-out access due to its proximity to an existing utility service road.
- Provide a STOP sign on the eastbound exiting approach.
- Provide sufficient width for eastbound exiting traffic to separate themselves into left- and right-turn movements at all driveways except for Driveway I, which will only allow for right-turns.

APPENDICES

APPENDIX A: REVIEW COMMENTS

COMMENT RESPONSES

1st Review

Project:	TES Eloy TIA		
Project Location	Northeast Side of Battaglia Road and Frontier Street	Prepared by	Y2K Engineering
Agency	City of Eloy	Date of Report	9/10/2024
Reviewed By	M. Rencher and J. Hansen	Responses by	Melissa Gende
Date	6/9/2025	Date of Responses	10/23/2025

A = WILL COMPLY

C = AGENCY TO EVALUATE

B = CONSULTANT / APPLICANT TO EVALUATE

D = REVIEW TEAM RECOMMENDS NO FURTHER ACTION

No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
1	COE	Cover	M. Rencher	Should be City of Eloy City Engineer	A	M. Gende	Text has been updated.
2	COE	Cover	M. Rencher	Should be City of Eloy Public Works Department	A	M. Gende	Text has been updated.
3	COE	Cover	M. Rencher	City of Eloy	A	M. Gende	Text has been updated.
4	COE	Executive Summary	M. Rencher	Parcel is only 332 acres, more or less	A	M. Gende	The net acreage is approximately 332 acres and the gross area is around 354 acres (and is indicated in the Pinal County parcel assessor map). Text has been added to clarify the gross acreage.
5	COE	Executive Summary	M. Rencher	Add number of total daily trips, not just peak hour	A	M. Gende	The daily trips has been added to the text.
6	COE	Executive Summary	J. Hansen	200' storage currently [Intersection of Tumbleweed Road and Frontier Street]	A	M. Gende	Noted, the existing 200 feet of storage at the intersection of Tumbleweed Road/Frontier Street has been updated in the text and tables.
7	COE	Executive Summary	J. Hansen	This intersection is currently a 4-way stop [intersection of 11 Mile Corner Road and Battaglia Road]	A	M. Gende	The intersection text, synchro modeling, and LOS tables have been updated to show the four way stop at the intersection of 11 Mile Corner Road and Battaglia Road.
8	COE	Executive Summary	J. Hansen	Evaluate storage design in regards to the existing canal bridge to the north and constraints it may have [Intersection of Driveway A and Tumbleweed Road]	D	M. Gende	The site plan has been revised, and the driveway is recommended to be restricted to right-in/right-out, eliminating the need for a northbound left-turn lane. The driveway is approximately 400 feet south of the existing utility road for the water treatment plant (centerline-to-centerline), and sufficient distance is expected to be able to install a southbound right-turn lane without impacts to the canal bridge.
9	COE	Executive Summary	J. Hansen	Commercial property to access off of tumbleweed or internally. [Remove intersection of Driveway I and Frontier Street]	C	M. Gende	This comment and comment #13 gave conflicting recommendations. We reached out to the City to discuss these comments but did not receive a response by our resubmittal deadline and moved forward with accepting comment #13. The revised site plan consolidates proposed accesses along Frontier Street and moves full access driveways farther away from the proposed signalized intersections providing 800 feet of space between the driveway and Tumbleweed Road on Frontier Street in addition to a full access driveway on Tumbleweed Road 550 feet north of Frontier Street.
10	COE	Page 8	J. Hansen	This is a 4-way stop [Intersection of 11 Mile Corner Road and Battaglia Road]	A	M. Gende	Please see response to Comment #7.

No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
11	COE	Page 11	M. Rencher	Revise to reflect accurate current traffic counts, which can be found at https://scmpo.public.ms2soft.com/tcds/tsearch.asp?loc=Scmpo&mod=	D	M. Gende	The link provided offers directional volumes along the roadway segments, but does not offer peak hour turning movement counts at the intersections. Furthermore, data collection dates are out of date with the most recent counts collected in 2020. We evaluated daily volumes calculated from our peak hour turning movement counts assuming peak hour traffic is approximately 10% of daily traffic and found the daily volumes were comparable to the daily volumes reported at the link. In order to keep as much information as possible regarding peak hour volumes and turning movements, we have decided to continue using the collected counts for this study.
12	COE	Page 14	M. Rencher	Proposed plan is not consistent with approved General Plan land uses. The approved land use currently identifies all light industrial and the western edge of the general industrial as medium-density residential housing.	D	M. Gende	The developer is pursuing a major amendment to the general plan concurrent with this rezoning request. Text has been added to the Proposed Development section reflecting this.
13	COE	Page 14	M. Rencher	Intersections 1, 14, and 7 are all too close together. Please revise and consider a full-access driveway at either 14 or 7	A	M. Gende	The site plan has been revised.
14	COE	Page 14	J. Hansen	Why not make this right-in/right-out?	D	M. Gende	The site plan has been revised to consolidate nearby driveways.
15	COE	Page 25	M. Rencher	Projected volumes at buildout are lower than the current volumes. See traffic count data location link above Please revise accordingly.	D	M. Gende	This comment is referencing the site trip assignment figure, which only distributes volumes generated by the proposed development and does not include background existing volumes. It's possible that the trips generated by the site may be less than what is currently existing. The total traffic volumes (Figure 31, 32, and 33) combine the site traffic and the growth in the area.
16	COE	Page 31	M. Rencher	It appears that these traffic volumes will trigger the Warrant #3 for a traffic signal according to the MUTCD at any (or all) of the following intersections: 1, 2, 3, and/or 4	D	M. Gende	The site plan has been updated with several new land uses and parcel breakdowns, and analysis has been updated throughout. Intersections 1, 2, and 3 are identified as potentially requiring a traffic signal in the future. Intersection #4 is projected to operate well with minor-street stop control in 2035 total conditions and signal warrant #3 is generally not applicable to mixed use developments per MUTCD language stating that warrant #3 shall only be applied in unusual cases.
17	COE	Page 35	J. Hansen	It seems these intersections should be signalized [Driveway B, C, and D]	D	M. Gende	The mitigation section discusses several options to improve capacity at the intersections and alleviate most delay. Traffic signals are not recommended to alleviate the delays with the updated analysis. Traffic signals identified at the major crossroads of intersections 1, 2 & 3 will create sufficient breaks in traffic flow to provide gaps for vehicles turning to and from the site driveways.

No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
18	COE	Conclusion	J. Hansen	With the existing bridge over the canal, this design will need to be evaluated more closely for expansion	A	M. Gende	Roadway widening for a left-turn lane is not anticipated to be necessary around the north-most driveway on 11 Mile Corner Road, as it will be restricted to right-in/right-out access. A southbound right-turn lane is anticipated to fit, as the driveway is about 400 feet south of the water treatment plant road (centerline-to-centerline).
19	COE	Appendix C	J. Hansen	200' storage (existing) [Intersection of Frontier Street and Tumbleweed Road]	A	M. Gende	The synchro analysis has been updated to note the current storage length.
20	COE	Appendix C	J. Hansen	225' storage (existing) [Intersection of Battaglia Road and Frontier Street]	A	M. Gende	The synchro analysis has been updated to note the current storage length.
21	COE	Appendix D	M. Rencher	Land use table needs to be revised to reflect current adopted General Plan	D	M. Gende	Please see response to Comment #12.

APPENDIX B: EXISTING TRAFFIC VOLUMES



(303) 216-2439
www.alltrafficdata.net

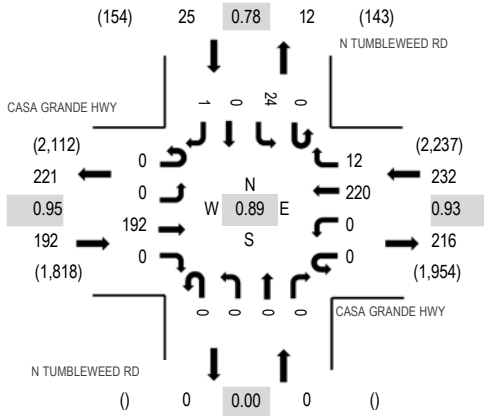
Location: 1 N TUMBLEWEED RD & CASA GRANDE HWY AM

Date: Wednesday, August 28, 2024

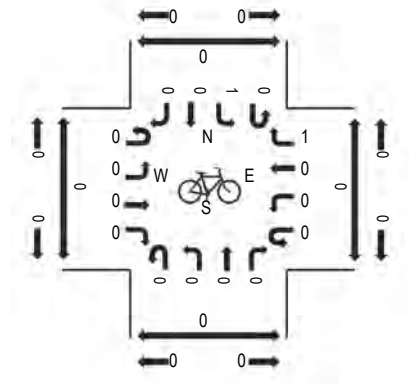
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Peak 15-Minutes: 04:30 PM - 04:45 PM

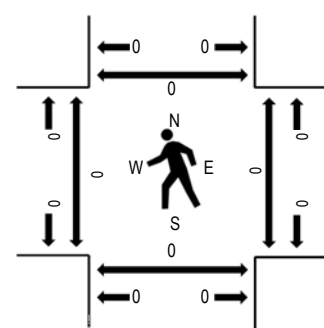
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CASA GRANDE HWY				CASA GRANDE HWY				N TUMBLEWEED RD				N TUMBLEWEED RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 AM	0	0	22	0	0	0	19	0	0	0	0	0	0	1	0	0	42	251	0	0	0	0
6:15 AM	0	0	20	0	0	0	27	4	0	0	0	0	0	2	0	0	53	278	0	0	0	0
6:30 AM	0	0	26	0	0	0	39	5	0	0	0	0	0	3	0	0	73	317	0	0	0	0
6:45 AM	0	0	38	0	0	0	38	3	0	0	0	0	0	3	0	1	83	349	0	0	0	0
7:00 AM	0	0	27	0	0	0	38	0	0	0	0	0	0	2	0	2	69	378	0	0	0	0
7:15 AM	0	0	42	0	0	0	43	1	0	0	0	0	0	6	0	0	92	403	0	0	0	0
7:30 AM	0	0	41	0	0	0	60	2	0	0	0	0	0	2	0	0	105	391	0	0	0	0
7:45 AM	0	0	46	0	0	0	59	3	0	0	0	0	0	4	0	0	112	358	0	0	0	0
8:00 AM	0	0	33	0	0	0	53	2	0	0	0	0	0	6	0	0	94	307	0	0	0	0
8:15 AM	0	0	42	0	0	0	35	2	0	0	0	0	0	1	0	0	80	285	0	0	0	0
8:30 AM	0	1	25	0	0	0	42	2	0	0	0	0	0	2	0	0	72	283	0	0	0	0
8:45 AM	0	0	30	0	0	0	28	2	0	0	0	0	0	1	0	0	61	277	0	0	0	0
9:00 AM	0	0	25	0	0	0	41	2	0	0	0	0	0	4	0	0	72	271	0	0	0	0
9:15 AM	0	0	30	0	0	0	40	3	0	0	0	0	0	5	0	0	78	267	0	0	0	0
9:30 AM	0	2	30	0	0	0	30	1	0	0	0	0	0	3	0	0	66	259	0	0	0	0
9:45 AM	0	0	14	0	0	0	38	1	0	0	0	0	0	2	0	0	55	258	0	0	0	0
10:00 AM	0	1	33	0	0	0	32	1	0	0	0	0	0	1	0	0	68	263	0	0	0	0
10:15 AM	0	0	37	0	0	0	28	4	0	0	0	0	0	1	0	0	70	257	0	0	0	0
10:30 AM	0	0	19	0	0	0	42	3	0	0	0	0	0	1	0	0	65	248	0	0	0	0
10:45 AM	0	0	28	0	0	0	29	0	0	0	0	0	0	3	0	0	60	237	0	0	0	0
11:00 AM	0	0	29	0	0	0	30	1	0	0	0	0	0	2	0	0	62	279	0	0	0	0
11:15 AM	0	0	21	0	0	0	36	1	0	0	0	0	0	3	0	0	61	296	0	0	0	0
11:30 AM	0	0	23	0	0	0	25	4	0	0	0	0	0	2	0	0	54	317	0	0	0	0
11:45 AM	0	0	37	0	0	0	60	1	0	0	0	0	0	3	0	1	102	346	0	0	0	0
12:00 PM	0	0	26	0	0	0	45	2	0	0	0	0	0	5	0	1	79	309	0	0	0	0
12:15 PM	0	0	38	0	0	0	37	4	0	0	0	0	0	3	0	0	82	296	0	0	0	0
12:30 PM	0	0	34	0	0	0	41	6	0	0	0	0	0	2	0	0	83	289	0	0	0	0
12:45 PM	0	0	33	0	0	0	25	4	0	0	0	0	0	3	0	0	65	275	0	0	0	0
1:00 PM	0	0	28	0	0	0	33	2	0	0	0	0	0	3	0	0	66	281	0	0	0	0
1:15 PM	0	0	34	0	0	0	34	2	0	0	0	0	0	4	0	1	75	294	0	0	0	0
1:30 PM	0	0	33	0	0	0	31	2	0	0	0	0	0	3	0	0	69	306	0	0	0	0
1:45 PM	0	0	28	0	0	0	42	1	0	0	0	0	0	0	0	0	71	339	0	0	0	0
2:00 PM	0	0	36	0	0	0	36	6	0	0	0	0	0	1	0	0	79	365	0	0	0	0
2:15 PM	0	0	28	0	0	0	55	2	0	0	0	0	0	2	0	0	87	366	0	0	0	0

2:30 PM	0	0	57	0	0	0	41	4	0	0	0	0	0	0	0	0	102	382	0	0	0	0
2:45 PM	0	0	42	0	0	0	54	1	0	0	0	0	0	0	0	0	97	372	0	0	0	0
3:00 PM	0	0	36	0	0	0	41	1	0	0	0	0	0	1	0	1	80	394	0	0	0	0
3:15 PM	0	1	41	0	0	0	52	8	0	0	0	0	0	1	0	0	103	420	0	0	0	0
3:30 PM	0	0	31	0	0	0	55	4	0	0	0	0	0	2	0	0	92	405	0	0	0	0
3:45 PM	0	0	50	0	0	0	59	6	0	0	0	0	0	4	0	0	119	439	0	0	0	0
4:00 PM	0	0	43	0	0	0	56	1	0	0	0	0	0	6	0	0	106	424	0	0	0	0
4:15 PM	0	0	44	0	0	0	38	5	0	0	0	0	0	1	0	0	88	438	0	0	0	0
4:30 PM	0	0	48	0	0	0	65	5	0	0	0	0	0	8	0	0	126	449	0	0	0	0
4:45 PM	0	0	51	0	0	0	46	3	0	0	0	0	0	4	0	0	104	397	0	0	0	0
5:00 PM	0	0	51	0	0	0	59	4	0	0	0	0	0	5	0	1	120	373	0	0	0	0
5:15 PM	0	0	42	0	0	0	50	0	0	0	0	0	0	7	0	0	99	330	0	0	0	0
5:30 PM	0	0	36	0	0	0	30	5	0	0	0	0	0	2	0	1	74	320	0	0	0	0
5:45 PM	0	0	37	0	0	0	37	3	0	0	0	0	0	2	0	1	80	321	0	0	0	0
6:00 PM	0	0	38	0	0	0	36	2	0	0	0	0	0	1	0	0	77	314	0	0	0	0
6:15 PM	0	0	50	0	0	0	31	4	0	0	0	0	0	4	0	0	89		0	0	0	0
6:30 PM	0	1	39	0	0	0	33	1	0	0	0	0	0	1	0	0	75		0	0	0	0
6:45 PM	0	0	40	0	0	0	26	1	0	0	0	0	0	4	0	2	73		0	0	0	0
Count Total	0	6	1,812	0	0	0	2,100	137	0	0	0	0	0	142	0	12	4,209		0	0	0	0
Peak Hour	0	0	192	0	0	0	220	12	0	0	0	0	0	24	0	1	449		0	0	0	0



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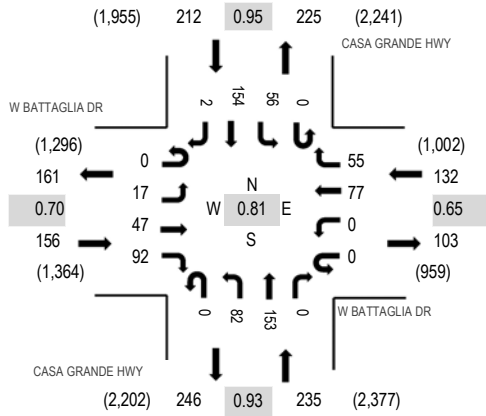
Location: 2 CASA GRANDE HWY & W BATTAGLIA DR AM

Date: Wednesday, August 28, 2024

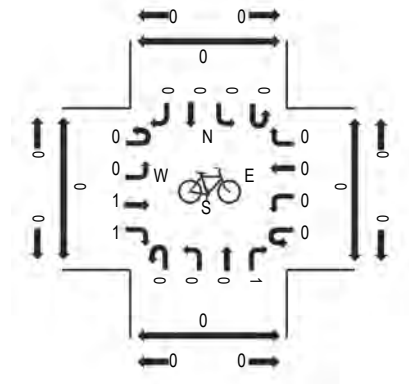
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

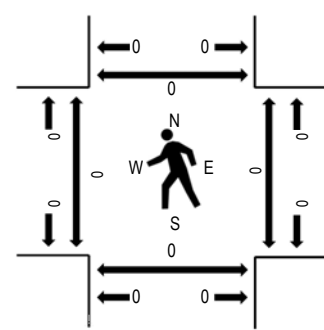
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W BATTAGLIA DR Eastbound				W BATTAGLIA DR Westbound				CASA GRANDE HWY Northbound				CASA GRANDE HWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	11	6	0	0	6	7	0	6	14	1	0	4	20	0	75	445	0	0	0	0
6:15 AM	0	1	9	20	0	0	4	6	0	9	21	0	0	6	11	4	91	500	0	0	0	0
6:30 AM	0	1	20	19	0	0	8	11	0	9	32	0	0	3	17	8	128	563	0	0	0	0
6:45 AM	0	4	22	20	0	0	9	9	0	18	28	0	0	3	33	5	151	639	0	0	0	0
7:00 AM	0	1	24	15	0	0	11	12	0	11	26	1	0	5	23	1	130	656	0	0	0	0
7:15 AM	0	0	25	18	0	0	9	16	0	10	30	0	0	13	33	0	154	673	0	0	0	0
7:30 AM	0	3	33	35	0	0	14	19	0	15	40	0	0	10	34	1	204	620	0	0	0	0
7:45 AM	0	2	21	18	0	0	8	16	0	12	42	0	0	12	34	3	168	527	0	0	0	0
8:00 AM	0	3	10	13	0	0	7	11	0	19	44	0	0	9	30	1	147	459	0	0	0	0
8:15 AM	0	1	9	3	0	0	10	6	0	5	27	1	0	4	33	2	101	425	0	0	0	0
8:30 AM	0	1	3	14	0	0	9	8	0	8	37	0	0	7	24	0	111	441	0	0	0	0
8:45 AM	0	1	3	22	0	1	7	2	0	10	26	1	0	4	23	0	100	429	0	0	0	0
9:00 AM	0	0	9	13	0	0	7	9	0	10	33	1	0	2	28	1	113	418	0	0	0	0
9:15 AM	0	2	10	7	0	0	9	5	0	14	37	0	0	4	28	1	117	398	0	0	0	0
9:30 AM	0	1	9	7	0	0	5	3	0	9	27	1	0	4	32	1	99	385	0	0	0	0
9:45 AM	0	0	9	9	0	0	6	12	0	10	29	0	0	2	12	0	89	386	0	0	0	0
10:00 AM	0	2	3	7	0	0	6	3	0	7	27	0	0	8	27	3	93	385	0	0	0	0
10:15 AM	0	1	4	9	0	0	8	7	0	11	27	0	0	14	20	3	104	404	0	0	0	0
10:30 AM	0	3	3	13	0	0	11	11	0	10	28	0	0	6	15	0	100	402	0	0	0	0
10:45 AM	0	3	7	9	0	0	5	4	0	10	20	0	0	6	23	1	88	402	0	0	0	0
11:00 AM	0	3	6	18	0	0	7	4	0	17	25	0	0	6	26	0	112	451	0	0	0	0
11:15 AM	0	0	8	10	0	0	9	8	0	12	30	1	0	5	15	4	102	447	0	0	0	0
11:30 AM	0	4	7	21	0	0	5	9	0	9	19	1	0	1	22	2	100	467	0	0	0	0
11:45 AM	0	1	8	16	0	0	3	8	0	14	48	0	0	9	30	0	137	478	0	0	0	0
12:00 PM	0	2	2	11	0	0	5	6	0	8	43	0	0	2	28	1	108	426	0	0	0	0
12:15 PM	0	1	4	13	0	0	7	6	0	15	33	0	0	7	35	1	122	413	0	0	0	0
12:30 PM	0	1	10	9	0	0	5	7	0	8	36	0	0	7	27	1	111	399	0	0	0	0
12:45 PM	0	3	1	3	1	0	4	6	0	9	22	1	0	9	26	0	85	393	0	0	0	0
1:00 PM	0	0	7	11	0	0	5	2	0	4	33	0	0	10	22	1	95	419	0	0	0	0
1:15 PM	0	2	9	9	0	0	6	7	0	13	25	0	0	6	27	4	108	454	0	0	0	0
1:30 PM	0	1	5	13	0	0	4	10	0	12	23	1	0	7	27	2	105	469	0	0	0	0
1:45 PM	0	2	7	15	0	1	5	6	0	11	36	0	0	5	21	2	111	516	0	0	0	0
2:00 PM	0	1	10	15	0	0	10	8	0	14	36	0	0	8	27	1	130	555	0	0	0	0
2:15 PM	0	1	8	5	0	0	12	7	0	11	46	0	0	5	27	1	123	582	0	0	0	0

2:30 PM	0	2	16	12	0	0	11	7	0	10	39	0	0	13	40	2	152	637	0	0	0	0
2:45 PM	0	3	11	8	0	0	17	10	0	21	39	0	0	9	30	2	150	652	0	0	0	0
3:00 PM	0	3	20	21	0	0	12	10	0	20	31	1	0	9	29	1	157	685	0	0	0	0
3:15 PM	0	1	11	18	0	0	28	8	0	19	49	0	0	7	34	3	178	698	0	0	0	0
3:30 PM	0	6	14	24	0	0	10	8	0	23	47	0	0	12	23	0	167	667	0	0	0	0
3:45 PM	0	4	9	15	0	0	22	10	0	26	48	0	0	10	37	2	183	727	0	0	0	0
4:00 PM	0	2	10	15	0	0	15	10	0	15	49	0	0	11	42	1	170	720	0	0	0	0
4:15 PM	0	2	13	19	0	0	18	9	0	13	27	0	0	13	33	0	147	735	0	0	0	0
4:30 PM	0	11	18	30	0	0	31	21	0	20	40	0	0	14	41	1	227	733	0	0	0	0
4:45 PM	0	2	7	23	0	0	17	10	0	20	41	0	0	15	40	1	176	643	0	0	0	0
5:00 PM	0	2	9	20	0	0	11	15	0	29	45	0	0	14	40	0	185	595	0	0	0	0
5:15 PM	0	1	12	14	0	0	12	13	0	11	35	0	0	11	36	0	145	521	0	0	0	0
5:30 PM	0	1	12	10	0	0	22	10	0	13	27	0	0	9	32	1	137	496	0	0	0	0
5:45 PM	0	0	13	15	0	0	17	8	0	6	30	0	0	11	27	1	128	499	0	0	0	0
6:00 PM	0	2	6	9	0	0	9	10	0	11	27	0	0	11	24	2	111	484	0	0	0	0
6:15 PM	0	0	3	4	0	0	15	10	0	13	23	0	0	12	40	0	120		0	0	0	2
6:30 PM	0	1	13	14	0	0	13	7	0	21	27	1	0	9	31	3	140		0	0	0	0
6:45 PM	0	2	5	12	0	0	20	6	0	13	17	0	0	5	32	1	113		0	0	0	0
Count Total	0	97	538	729	1	2	546	453	0	674	1,691	12	0	408	1,471	76	6,698		0	0	0	2
Peak Hour	0	17	47	92	0	0	77	55	0	82	153	0	0	56	154	2	735		0	0	0	0



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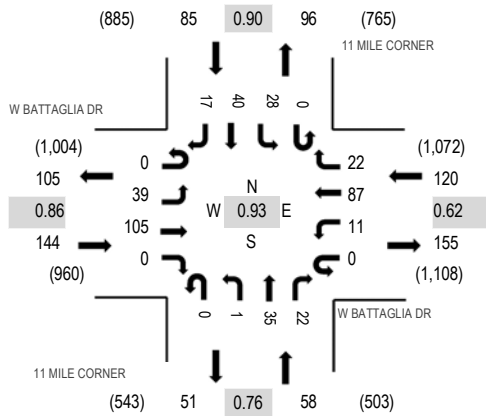
Location: 3 11 MILE CORNER & W BATTAGLIA DR AM

Date: Wednesday, August 28, 2024

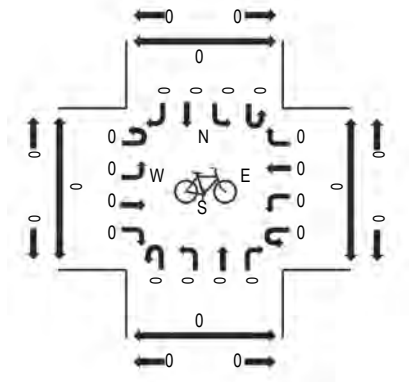
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

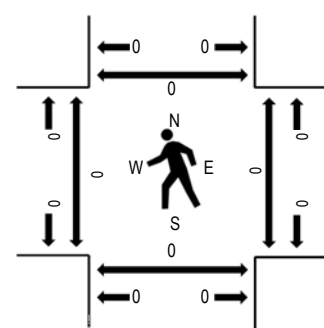
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W BATTAGLIA DR Eastbound				W BATTAGLIA DR Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	5	11	0	0	2	12	4	0	0	2	3	0	0	4	1	44	233	0	0	0	0
6:15 AM	0	9	4	0	0	1	10	4	0	0	11	4	0	3	2	1	49	271	0	0	0	0
6:30 AM	0	14	9	0	0	3	15	3	0	0	4	2	0	4	7	3	64	331	0	0	0	0
6:45 AM	0	11	16	0	0	2	15	5	0	0	5	4	0	6	9	3	76	376	0	0	0	0
7:00 AM	0	11	15	0	0	1	16	5	0	0	9	1	0	5	12	7	82	407	0	0	0	0
7:15 AM	0	10	31	0	0	4	25	3	0	1	9	5	0	8	8	5	109	387	0	0	0	0
7:30 AM	0	8	34	0	0	1	25	6	0	0	10	9	0	6	6	4	109	328	0	0	0	0
7:45 AM	0	10	25	0	0	5	21	8	0	0	7	7	0	9	14	1	107	268	0	0	0	0
8:00 AM	0	5	13	1	0	3	12	5	0	1	5	0	0	1	11	5	62	199	0	0	0	0
8:15 AM	0	6	7	0	0	0	11	2	0	0	7	2	0	3	7	5	50	197	0	0	0	0
8:30 AM	0	2	8	1	0	2	12	4	0	0	3	2	0	3	6	6	49	196	0	0	0	0
8:45 AM	0	0	7	0	0	3	6	1	0	0	5	3	0	1	9	3	38	187	0	0	0	0
9:00 AM	0	3	8	1	0	3	11	3	0	0	8	3	0	5	9	6	60	198	0	0	0	0
9:15 AM	0	7	7	0	0	0	5	4	0	1	10	1	0	3	4	7	49	180	0	0	0	0
9:30 AM	0	7	6	1	0	1	6	2	0	0	8	0	0	2	5	2	40	180	0	0	0	0
9:45 AM	0	2	9	0	0	3	13	3	0	1	5	1	0	4	4	4	49	190	0	0	0	0
10:00 AM	0	2	8	0	0	1	6	3	0	0	8	2	0	5	4	3	42	180	0	0	0	0
10:15 AM	0	1	18	0	0	2	11	4	0	0	2	1	0	3	3	4	49	185	0	0	0	0
10:30 AM	0	2	7	0	0	3	16	3	0	1	5	2	0	2	4	5	50	183	0	0	0	0
10:45 AM	0	6	6	0	0	1	6	3	0	0	8	2	0	4	0	3	39	174	0	0	0	0
11:00 AM	0	3	8	1	0	3	8	5	0	1	4	2	0	1	7	4	47	187	0	0	0	0
11:15 AM	0	3	13	0	0	4	11	2	0	0	4	1	0	3	1	5	47	194	0	0	0	0
11:30 AM	0	1	7	1	0	1	12	1	0	0	3	2	0	4	7	2	41	196	0	0	0	0
11:45 AM	0	1	15	0	0	0	9	2	0	1	12	0	0	6	5	1	52	211	0	0	0	0
12:00 PM	0	2	2	1	0	2	10	4	0	0	16	2	0	1	12	2	54	203	0	0	0	0
12:15 PM	0	2	8	2	0	3	8	1	0	1	6	4	0	1	8	5	49	202	0	0	0	0
12:30 PM	0	4	11	0	0	1	9	4	0	0	7	5	0	2	10	3	56	226	0	0	0	0
12:45 PM	0	1	13	0	0	2	9	4	0	0	4	0	0	3	7	1	44	225	0	0	0	0
1:00 PM	0	4	10	2	0	4	3	2	0	0	7	2	0	4	11	4	53	227	0	0	0	0
1:15 PM	0	5	11	0	0	2	10	9	0	0	12	2	0	6	13	3	73	234	0	0	0	0
1:30 PM	0	1	10	0	0	2	14	4	0	0	9	1	0	5	9	0	55	227	0	0	0	0
1:45 PM	0	0	13	1	0	0	9	4	0	0	3	3	0	3	6	4	46	255	0	0	0	0
2:00 PM	0	6	10	0	0	3	12	1	0	0	6	0	0	10	7	5	60	284	0	0	0	0
2:15 PM	0	4	8	2	0	3	11	10	0	0	9	2	0	4	5	8	66	307	0	0	0	0

2:30 PM	0	4	23	0	0	4	12	1	0	0	9	2	0	11	13	4	83	338	0	0	0	0
2:45 PM	0	4	17	0	0	1	22	4	0	0	5	3	0	5	7	7	75	351	0	0	0	0
3:00 PM	0	5	24	0	0	3	16	4	0	0	7	5	0	4	11	4	83	356	0	0	0	0
3:15 PM	0	4	14	0	0	3	22	8	0	0	11	3	0	8	10	14	97	357	0	0	0	0
3:30 PM	0	5	23	1	0	3	15	6	0	0	11	2	0	12	14	4	96	349	0	0	0	0
3:45 PM	0	3	14	0	0	5	22	2	0	0	5	1	0	11	8	9	80	376	0	0	0	0
4:00 PM	0	4	18	0	0	2	20	4	0	1	4	6	0	10	10	5	84	376	0	0	0	0
4:15 PM	0	5	21	0	0	2	18	4	0	0	4	5	0	9	12	9	89	360	0	0	0	0
4:30 PM	0	1	31	1	0	8	45	5	0	0	6	6	0	7	4	9	123	346	0	0	0	0
4:45 PM	0	2	19	0	0	3	18	5	0	1	10	2	0	3	9	8	80	312	0	0	0	0
5:00 PM	0	5	18	0	0	2	22	4	0	0	6	2	0	2	4	3	68	308	0	0	0	0
5:15 PM	0	2	18	2	0	6	22	3	0	0	6	3	0	6	3	4	75	306	0	0	0	0
5:30 PM	0	5	17	1	0	5	20	3	0	0	8	5	0	7	8	10	89	294	0	0	0	0
5:45 PM	0	4	19	1	0	2	18	3	0	1	7	0	0	7	8	6	76	285	0	0	0	0
6:00 PM	0	2	13	1	0	4	18	3	0	0	6	2	0	7	7	3	66	262	0	0	0	2
6:15 PM	0	1	14	0	0	1	15	3	0	1	4	4	0	3	10	7	63		0	0	0	0
6:30 PM	0	4	19	0	0	5	18	3	0	1	7	3	0	6	10	4	80		0	0	0	0
6:45 PM	0	0	10	1	0	2	13	2	0	1	3	3	0	3	5	10	53		0	0	0	0
Count Total	0	218	720	22	0	132	745	195	0	14	352	137	0	251	389	245	3,420		0	0	0	2
Peak Hour	0	39	105	0	0	11	87	22	0	1	35	22	0	28	40	17	407		0	0	0	0



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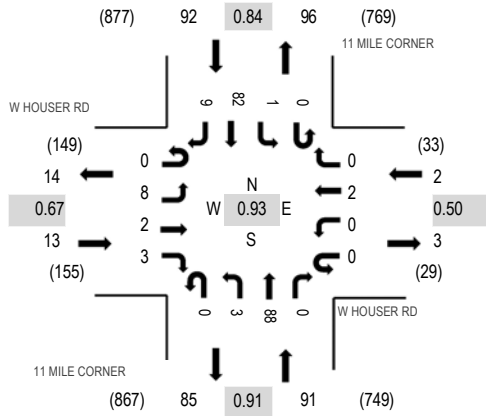
Location: 4 11 MILE CORNER & W HOUSER RD AM

Date: Wednesday, August 28, 2024

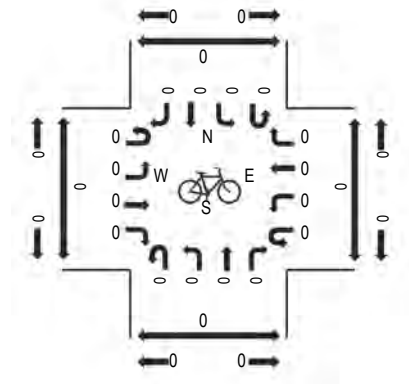
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

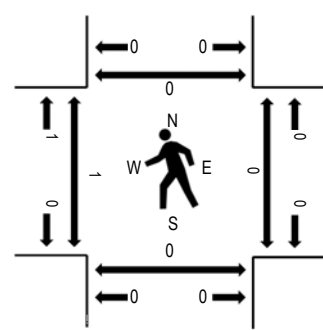
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W HOUSER RD Eastbound				W HOUSER RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	2	0	0	0	0	0	0	0	2	9	0	0	0	4	1	18	150	0	0	0	0
6:15 AM	0	4	0	2	0	1	1	0	0	0	22	0	0	0	6	4	40	181	0	0	0	0
6:30 AM	0	5	1	3	0	0	0	0	0	2	21	0	0	1	12	2	47	192	0	0	0	0
6:45 AM	0	2	0	3	0	0	1	0	0	0	19	0	0	0	16	4	45	190	0	0	0	0
7:00 AM	0	1	2	1	0	0	0	0	0	1	21	0	0	0	22	1	49	198	0	0	0	0
7:15 AM	0	3	0	1	0	0	1	0	0	0	22	0	0	0	20	4	51	189	0	0	0	0
7:30 AM	0	2	0	1	0	0	1	0	0	0	22	0	0	1	17	1	45	167	1	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	2	23	0	0	0	23	3	53	155	0	0	0	0
8:00 AM	0	3	0	5	0	0	1	2	0	2	14	0	0	0	12	1	40	121	0	0	0	0
8:15 AM	0	0	1	2	0	0	0	0	0	2	13	0	0	0	10	1	29	115	0	0	0	0
8:30 AM	0	4	1	3	0	0	0	1	0	0	10	0	0	1	12	1	33	123	0	0	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	0	5	0	0	0	12	0	19	112	0	0	0	0
9:00 AM	0	1	0	1	0	0	1	1	0	1	10	0	0	0	18	1	34	119	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	22	0	0	0	13	1	37	115	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	1	12	0	0	0	8	0	22	101	0	0	0	0
9:45 AM	1	0	0	0	0	0	0	0	0	1	10	0	0	1	13	0	26	107	0	0	0	0
10:00 AM	0	2	1	3	0	0	0	0	0	2	11	0	0	0	11	0	30	108	0	0	0	0
10:15 AM	0	1	0	1	0	1	1	0	0	0	8	0	0	0	9	2	23	100	0	0	0	0
10:30 AM	0	2	1	0	0	1	0	0	0	2	9	0	0	0	9	4	28	100	0	0	0	0
10:45 AM	0	1	0	1	0	0	0	1	0	2	12	0	0	1	8	1	27	93	0	0	0	0
11:00 AM	0	0	1	0	0	0	0	0	0	0	11	0	0	1	7	2	22	95	0	0	0	0
11:15 AM	0	2	1	0	0	0	0	1	0	1	9	1	0	0	8	0	23	104	0	0	0	0
11:30 AM	0	3	0	3	0	0	0	1	0	1	2	0	0	0	10	1	21	112	0	0	0	0
11:45 AM	0	1	1	1	0	0	0	0	0	2	11	1	0	0	12	0	29	119	0	0	0	0
12:00 PM	0	0	0	0	0	0	2	0	0	1	13	0	0	0	13	2	31	115	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	2	12	0	0	0	14	1	31	119	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	2	11	0	0	0	11	2	28	130	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	1	10	0	0	0	9	2	25	136	0	0	0	0
1:00 PM	0	1	1	3	0	0	0	0	0	1	11	0	0	0	17	1	35	132	0	0	0	0
1:15 PM	0	0	0	1	0	0	0	0	0	2	20	0	0	0	19	0	42	138	0	0	0	0
1:30 PM	0	1	1	3	0	0	1	0	0	2	12	1	0	0	11	2	34	139	0	0	0	0
1:45 PM	0	1	0	1	0	0	0	0	0	1	6	0	0	0	11	1	21	157	0	0	0	0
2:00 PM	0	0	0	2	0	0	0	0	0	3	11	0	0	0	21	4	41	171	0	0	0	0
2:15 PM	0	1	0	0	0	0	2	0	0	2	22	0	0	0	14	2	43	167	0	0	0	0

2:30 PM	0	2	0	3	0	0	0	0	0	4	14	0	0	0	25	4	52	176	0	0	0	0
2:45 PM	0	1	0	0	0	0	1	0	0	1	13	0	0	0	18	1	35	182	0	0	0	0
3:00 PM	0	0	0	2	0	0	1	0	0	1	12	0	0	1	18	2	37	183	0	0	0	0
3:15 PM	0	1	0	2	0	0	0	0	0	0	22	0	0	0	27	0	52	183	0	0	0	0
3:30 PM	0	4	0	1	0	0	0	0	0	0	20	1	0	0	31	1	58	178	0	0	0	0
3:45 PM	0	0	0	1	0	0	0	1	0	0	9	0	0	1	24	0	36	160	0	0	0	0
4:00 PM	0	1	0	1	0	0	0	0	0	2	12	0	0	0	21	0	37	165	0	0	0	0
4:15 PM	0	1	1	1	0	1	0	1	0	1	12	0	0	0	29	0	47	154	0	0	0	0
4:30 PM	0	3	0	1	0	0	1	0	0	2	10	0	0	0	18	5	40	133	0	0	0	0
4:45 PM	0	0	0	1	0	2	1	0	0	1	18	0	0	1	15	2	41	134	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	9	2	26	133	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	1	10	0	0	0	14	0	26	134	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	2	12	0	0	0	25	0	41	136	0	0	0	0
5:45 PM	0	2	0	2	0	0	0	0	0	0	16	0	0	0	20	0	40	137	0	0	0	0
6:00 PM	0	0	0	2	0	0	0	0	0	0	12	0	0	0	13	0	27	124	0	0	0	0
6:15 PM	0	1	1	0	0	0	0	0	0	0	7	0	0	0	19	0	28		0	0	0	0
6:30 PM	0	2	0	3	0	0	0	0	0	1	13	0	0	0	20	3	42		0	0	0	0
6:45 PM	0	2	0	0	0	0	0	1	0	0	6	0	0	0	16	2	27		0	0	0	0
Count Total	1	71	16	67	0	6	17	10	0	57	688	4	0	9	794	74	1,814		1	0	0	0
Peak Hour	0	8	2	3	0	0	2	0	0	3	88	0	0	1	82	9	198		1	0	0	0



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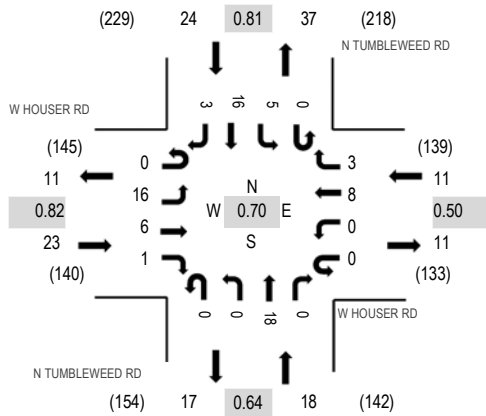
Location: 5 N TUMBLEWEED RD & W HOUSER RD AM

Date: Wednesday, August 28, 2024

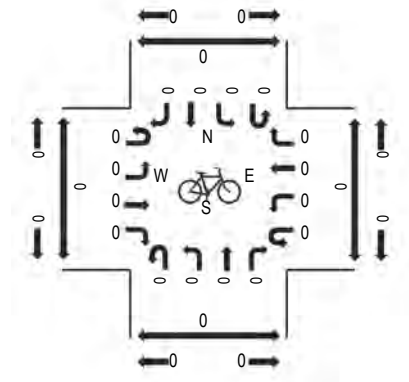
Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

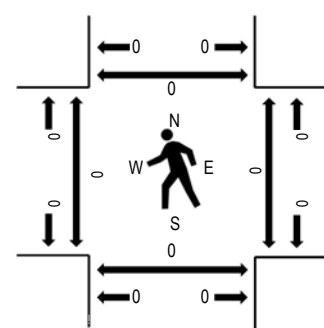
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W HOUSER RD Eastbound				W HOUSER RD Westbound				N TUMBLEWEED RD Northbound				N TUMBLEWEED RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	4	58	0	0	0	0
6:15 AM	0	1	4	0	0	0	4	1	0	0	4	0	0	2	2	0	18	66	0	0	0	0
6:30 AM	0	0	7	0	0	0	4	0	0	0	5	0	0	0	3	2	21	66	0	0	0	0
6:45 AM	0	0	2	0	0	0	5	1	0	0	3	0	0	0	4	0	15	58	0	0	0	0
7:00 AM	0	0	3	0	0	0	3	1	0	0	0	0	0	2	3	0	12	59	0	0	0	0
7:15 AM	0	1	4	0	0	0	6	0	0	0	1	0	0	0	6	0	18	63	0	0	0	0
7:30 AM	0	1	2	1	0	0	2	0	0	0	2	0	0	1	2	2	13	51	0	0	0	0
7:45 AM	0	1	3	0	0	0	3	0	0	1	3	0	0	0	4	1	16	52	0	0	0	0
8:00 AM	0	1	2	0	0	0	4	0	0	0	0	0	0	1	7	1	16	43	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	2	6	37	0	0	0	0
8:30 AM	0	1	5	0	0	0	1	1	0	0	2	1	0	1	2	0	14	41	0	0	0	0
8:45 AM	0	1	0	0	0	0	1	0	0	0	2	0	0	0	1	2	7	37	0	0	0	0
9:00 AM	0	0	2	0	0	0	3	0	0	0	2	0	0	0	3	0	10	36	0	0	0	0
9:15 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	5	0	10	37	0	0	0	0
9:30 AM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	3	3	10	35	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	1	6	35	0	0	0	0
10:00 AM	0	1	2	0	0	0	0	2	0	0	2	0	0	2	1	1	11	36	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	1	0	0	3	1	0	0	2	0	8	34	0	0	0	0
10:30 AM	0	1	2	0	0	0	2	1	0	0	2	1	0	0	1	0	10	40	0	0	0	0
10:45 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3	0	7	42	0	0	0	0
11:00 AM	0	1	1	0	0	0	0	2	0	0	1	0	0	0	2	2	9	44	0	0	0	0
11:15 AM	0	4	2	0	0	0	2	1	0	0	1	0	0	1	3	0	14	48	1	0	0	0
11:30 AM	0	1	5	0	0	0	1	0	0	0	2	0	0	1	2	0	12	44	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	1	0	0	3	0	0	0	4	0	9	46	0	0	0	0
12:00 PM	0	0	0	0	0	0	4	0	0	0	2	0	0	1	6	0	13	52	0	0	0	0
12:15 PM	0	0	1	0	0	0	3	0	0	0	3	0	0	0	3	0	10	52	0	0	0	0
12:30 PM	0	0	1	0	0	0	2	1	0	0	6	0	0	1	2	1	14	52	0	0	0	0
12:45 PM	0	1	1	0	0	1	0	0	0	0	5	0	0	2	4	1	15	54	0	0	0	0
1:00 PM	0	0	1	0	0	0	2	1	0	0	3	0	0	2	3	1	13	47	0	0	0	0
1:15 PM	0	0	1	0	0	0	1	1	0	0	1	1	0	1	4	0	10	54	0	0	0	0
1:30 PM	0	3	1	0	0	0	5	1	0	0	1	1	0	1	3	0	16	53	0	0	0	0
1:45 PM	0	1	1	0	0	0	0	0	0	0	3	0	0	1	0	2	8	62	0	0	0	0
2:00 PM	0	1	1	0	0	0	4	1	0	0	6	0	0	4	1	2	20	62	0	0	0	0
2:15 PM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	2	2	9	51	0	0	0	0

2:30 PM	0	3	3	0	0	0	11	1	0	0	4	0	0	1	0	2	25	52	0	0	0	0
2:45 PM	0	1	0	0	0	0	2	2	0	0	1	0	0	0	0	2	8	42	0	0	0	0
3:00 PM	0	0	0	0	0	0	3	1	0	0	1	0	0	2	2	0	9	53	0	0	0	0
3:15 PM	0	1	1	0	0	0	0	0	0	0	6	0	0	1	0	1	10	60	0	0	0	0
3:30 PM	0	1	3	0	0	1	1	0	0	0	3	1	0	1	3	1	15	64	0	0	0	0
3:45 PM	0	7	0	0	0	0	0	0	0	0	7	0	0	1	2	2	19	76	0	0	0	0
4:00 PM	0	2	1	1	0	0	1	2	0	0	1	0	0	2	6	0	16	70	0	0	0	0
4:15 PM	0	4	3	0	0	0	0	1	0	0	4	0	0	2	0	0	14	70	0	0	0	0
4:30 PM	0	3	2	0	0	0	7	0	0	0	6	0	0	0	8	1	27	66	0	0	0	0
4:45 PM	0	0	0	0	0	1	4	0	0	0	3	0	0	1	3	1	13	52	0	0	0	0
5:00 PM	0	2	1	0	0	0	2	0	0	0	4	0	0	0	6	1	16	48	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	1	7	0	10	40	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	1	0	0	5	0	0	1	4	0	13	42	0	0	0	0
5:45 PM	0	2	2	0	0	0	0	1	0	0	2	0	0	1	1	0	9	40	0	0	0	0
6:00 PM	0	2	1	0	0	0	0	0	0	0	2	0	0	2	1	0	8	42	0	0	0	0
6:15 PM	0	1	2	0	0	0	0	0	0	0	4	0	1	0	4	0	12		0	0	0	0
6:30 PM	0	1	2	0	0	0	2	0	0	0	2	0	0	2	2	0	11		0	0	0	0
6:45 PM	0	0	2	0	0	1	3	0	0	1	0	0	0	0	4	0	11		0	0	0	0
Count Total	0	53	84	3	0	4	105	30	0	2	134	6	1	43	147	38	650		1	0	0	0
Peak Hour	0	16	6	1	0	0	8	3	0	0	18	0	0	5	16	3	76		0	0	0	0

APPENDIX C: EXISTING LEVEL OF SERVICE ANALYSIS

1: Frontier St & Tumbleweed Rd
Existing AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	162	215	8	18	0
Future Vol, veh/h	0	162	215	8	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	191	253	9	23	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	262	0	-	0	448	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1302	-	-	-	568	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1302	-	-	-	568	781
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	842	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1302	-	-	-	568	
HCM Lane V/C Ratio	-	-	-	-	0.04	
HCM Ctrl Dly (s/v)	0	-	-	-	11.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2: Battaglia Rd & Frontier St
Existing AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	89	84	0	38	62	56	156	0	44	131	5
Future Vol, veh/h	8	89	84	0	38	62	56	156	0	44	131	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	105	99	0	45	73	70	184	0	55	154	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	613	591	157	640	594	184	160	0	0	184	0	0
Stage 1	267	267	-	324	324	-	-	-	-	-	-	-
Stage 2	346	324	-	316	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	405	420	888	388	418	859	1419	-	-	1391	-	-
Stage 1	738	688	-	689	650	-	-	-	-	-	-	-
Stage 2	670	650	-	695	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	383	888	235	382	859	1419	-	-	1391	-	-
Mov Cap-2 Maneuver	302	383	-	235	382	-	-	-	-	-	-	-
Stage 1	709	661	-	655	618	-	-	-	-	-	-	-
Stage 2	541	618	-	499	659	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	16.93		12.74		2.12		1.97	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	512	582	1391	-	-
HCM Lane V/C Ratio	0.049	-	-	0.416	0.202	0.04	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	16.9	12.7	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	0.7	0.1	-	-

3: Battaglia Rd & 11 Mile Corner Rd Existing AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	103	1	13	83	22	2	31	21	24	39	15
Future Vol, veh/h	33	103	1	13	83	22	2	31	21	24	39	15
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	121	1	15	98	26	3	39	26	28	46	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.4	8.5	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	136	1	118	78
LT Vol	2	33	0	13	24
Through Vol	31	103	0	83	39
RT Vol	21	0	1	22	15
Lane Flow Rate	68	160	1	139	92
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.085	0.229	0.001	0.174	0.12
Departure Headway (Hd)	4.559	5.145	4.319	4.524	4.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	786	698	828	793	763
Service Time	2.589	2.873	2.048	2.554	2.725
HCM Lane V/C Ratio	0.087	0.229	0.001	0.175	0.121
HCM Control Delay, s/veh	8	9.4	7.1	8.5	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0	0.6	0.4

4: 11 Mile Corner Rd & Houser Rd
Existing AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	7	0	3	2	4	81	0	1	72	9
Future Vol, veh/h	10	0	7	0	3	2	4	81	0	1	72	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	0	4	3	5	95	0	1	85	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	199	197	90	192	202	95	95	0	0	95	0	0
Stage 1	92	92	-	105	105	-	-	-	-	-	-	-
Stage 2	107	105	-	87	98	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	760	699	968	768	694	961	1499	-	-	1499	-	-
Stage 1	915	818	-	901	809	-	-	-	-	-	-	-
Stage 2	899	809	-	921	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	751	696	968	758	691	961	1499	-	-	1499	-	-
Mov Cap-2 Maneuver	751	696	-	758	691	-	-	-	-	-	-	-
Stage 1	914	818	-	898	806	-	-	-	-	-	-	-
Stage 2	889	806	-	912	814	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.47		9.66			0.35			0.09			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	85	-	-	827	779	21	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.026	0.008	0.001	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

5: Tumbleweed Rd & Houser Rd
Existing AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	11	1	0	15	0	1	6	0	2	19	4
Future Vol, veh/h	4	11	1	0	15	0	1	6	0	2	19	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	14	1	0	19	0	1	8	0	3	24	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	51	41	26	46	44	8	29	0	0	8	0	0
Stage 1	31	31	-	10	10	-	-	-	-	-	-	-
Stage 2	19	10	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	949	851	1049	956	848	1075	1584	-	-	1613	-	-
Stage 1	985	869	-	1011	887	-	-	-	-	-	-	-
Stage 2	1000	887	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	926	849	1049	937	846	1075	1584	-	-	1613	-	-
Mov Cap-2 Maneuver	926	849	-	937	846	-	-	-	-	-	-	-
Stage 1	984	868	-	1010	887	-	-	-	-	-	-	-
Stage 2	978	887	-	962	866	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.2		9.35			1.04			0.58			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	257	-	-	877	846	139	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.023	0.022	0.002	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.4	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
Existing PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	186	205	14	19	0
Future Vol, veh/h	0	186	205	14	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	219	241	16	24	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	258	0	0 468 249
Stage 1	-	-	- - 249 -
Stage 2	-	-	- - 219 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1307	-	- - 553 789
Stage 1	-	-	- - 792 -
Stage 2	-	-	- - 818 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1307	-	- - 553 789
Mov Cap-2 Maneuver	-	-	- - 553 -
Stage 1	-	-	- - 792 -
Stage 2	-	-	- - 818 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1307	-	-	-	553
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	0	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

2: Battaglia Rd & Frontier St
Existing PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	17	48	87	0	81	50	68	157	0	53	156	3
Future Vol, veh/h	17	48	87	0	81	50	68	157	0	53	156	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	56	102	0	95	59	85	185	0	66	184	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	720	673	185	699	674	185	187	0	0	185	0	0
Stage 1	318	318	-	355	355	-	-	-	-	-	-	-
Stage 2	402	355	-	344	320	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	343	377	857	354	376	858	1387	-	-	1390	-	-
Stage 1	694	654	-	663	630	-	-	-	-	-	-	-
Stage 2	625	630	-	671	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	211	337	857	236	336	858	1387	-	-	1390	-	-
Mov Cap-2 Maneuver	211	337	-	236	336	-	-	-	-	-	-	-
Stage 1	660	623	-	622	591	-	-	-	-	-	-	-
Stage 2	458	591	-	512	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.36		17.63		2.45		2.02	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	468 438	1390	-	-
HCM Lane V/C Ratio	0.061	-	-	0.382 0.352	0.048	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	17.4 17.6	7.7	-	-
HCM Lane LOS	A	-	-	C C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8 1.6	0.2	-	-

3: Battaglia Rd & 11 Mile Corner Rd Existing PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	89	1	15	101	18	2	24	19	29	35	31
Future Vol, veh/h	12	89	1	15	101	18	2	24	19	29	35	31
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	105	1	18	119	21	3	30	24	34	41	36
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.9	8.7	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	12%	0%	11%	31%
Vol Thru, %	53%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	13%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	101	1	134	95
LT Vol	2	12	0	15	29
Through Vol	24	89	0	101	35
RT Vol	19	0	1	18	31
Lane Flow Rate	56	119	1	158	112
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.07	0.169	0.002	0.198	0.141
Departure Headway (Hd)	4.494	5.113	4.35	4.516	4.535
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	797	702	823	795	790
Service Time	2.525	2.84	2.077	2.543	2.563
HCM Lane V/C Ratio	0.07	0.17	0.001	0.199	0.142
HCM Control Delay, s/veh	7.9	8.9	7.1	8.7	8.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0	0.7	0.5

4: 11 Mile Corner Rd & Houser Rd
Existing PM

HCM 7th TWSC

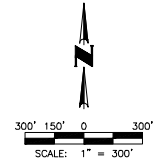
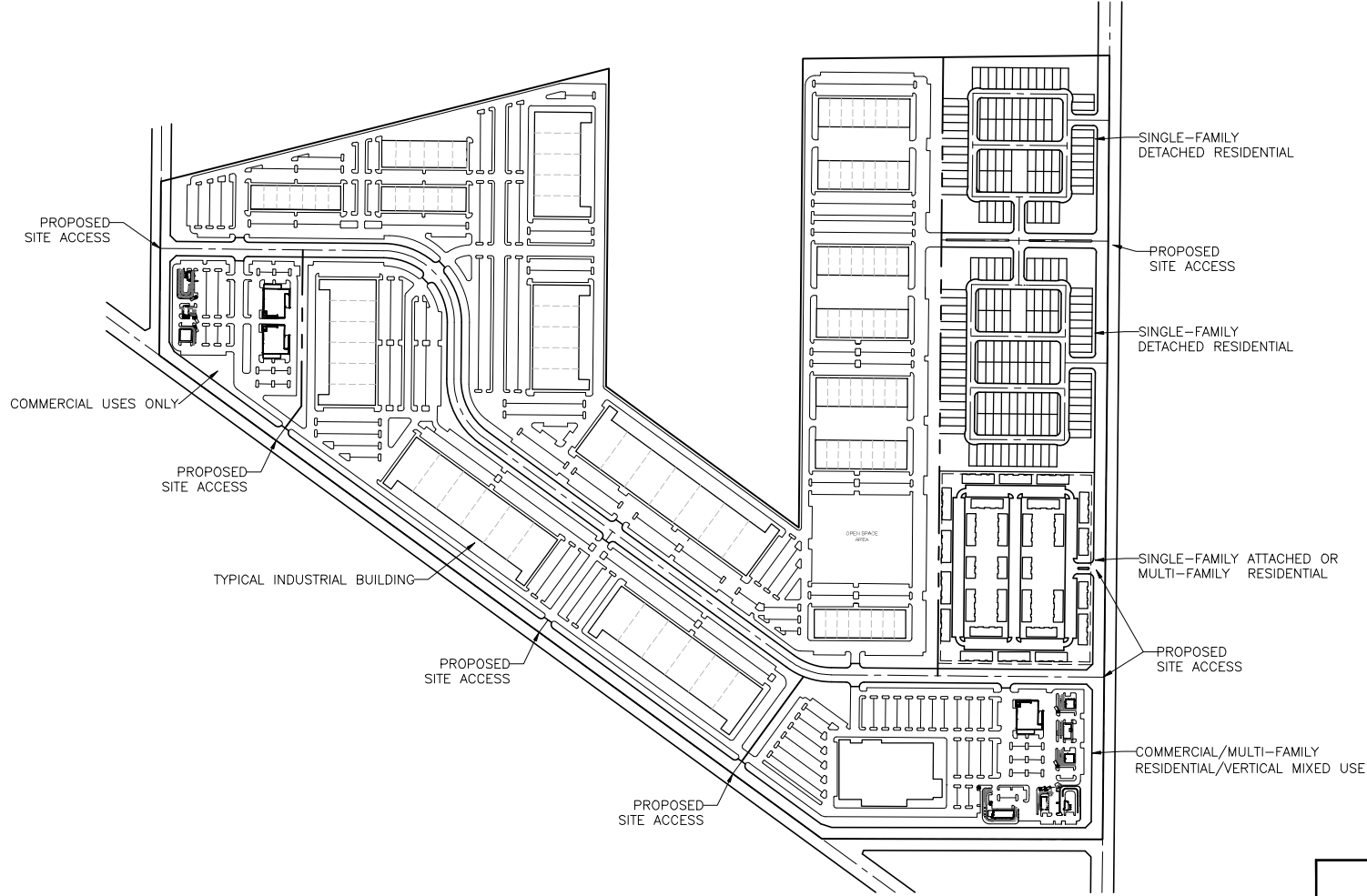
Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	4	3	2	1	6	52	0	1	83	7
Future Vol, veh/h	5	1	4	3	2	1	6	52	0	1	83	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	5	4	3	1	8	65	0	1	98	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	185	184	102	181	188	65	106	0	0	65	0	0
Stage 1	104	104	-	80	80	-	-	-	-	-	-	-
Stage 2	81	80	-	101	108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	775	710	953	781	706	999	1485	-	-	1537	-	-
Stage 1	902	809	-	929	828	-	-	-	-	-	-	-
Stage 2	927	828	-	906	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	767	706	953	771	702	999	1485	-	-	1537	-	-
Mov Cap-2 Maneuver	767	706	-	771	702	-	-	-	-	-	-	-
Stage 1	901	808	-	924	824	-	-	-	-	-	-	-
Stage 2	918	824	-	899	805	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.43		9.69		0.77		0.08					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	186	-	-	824	775	19	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.015	0.01	0.001	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.4	9.7	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

5: Tumbleweed Rd & Houser Rd
Existing PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	6	1	1	12	3	0	14	0	5	17	2
Future Vol, veh/h	9	6	1	1	12	3	0	14	0	5	17	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	1	1	15	4	0	18	0	6	21	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	60	53	23	55	54	18	24	0	0	18	0	0
Stage 1	35	35	-	18	18	-	-	-	-	-	-	-
Stage 2	25	18	-	38	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	936	839	1054	943	837	1061	1591	-	-	1599	-	-
Stage 1	981	866	-	1002	881	-	-	-	-	-	-	-
Stage 2	993	881	-	978	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	835	1054	929	834	1061	1591	-	-	1599	-	-
Mov Cap-2 Maneuver	912	835	-	929	834	-	-	-	-	-	-	-
Stage 1	977	862	-	1002	881	-	-	-	-	-	-	-
Stage 2	972	881	-	964	861	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.14		9.21			0			1.51			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1591	-	-	889	875	367	-	-				
HCM Lane V/C Ratio	-	-	-	0.022	0.023	0.004	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.1	9.2	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

APPENDIX D: SITE PLAN



CONCEPTUAL SITE PLAN

TES ELOY PAD
ELOY, ARIZONA

PRELIMINARY

Civil Engineer: JULIE VERMILLION
Civil Project # D15-00054-01

CONCEPT
SITE PLAN
SHEET
01 OF 01

NO.	REVISION	DATE
1	LAND USES AND OPEN SPACES ADJUSTED PER COMMENTS	10/15/2025

APPENDIX E: TRIP GENERATION WORKSHEETS

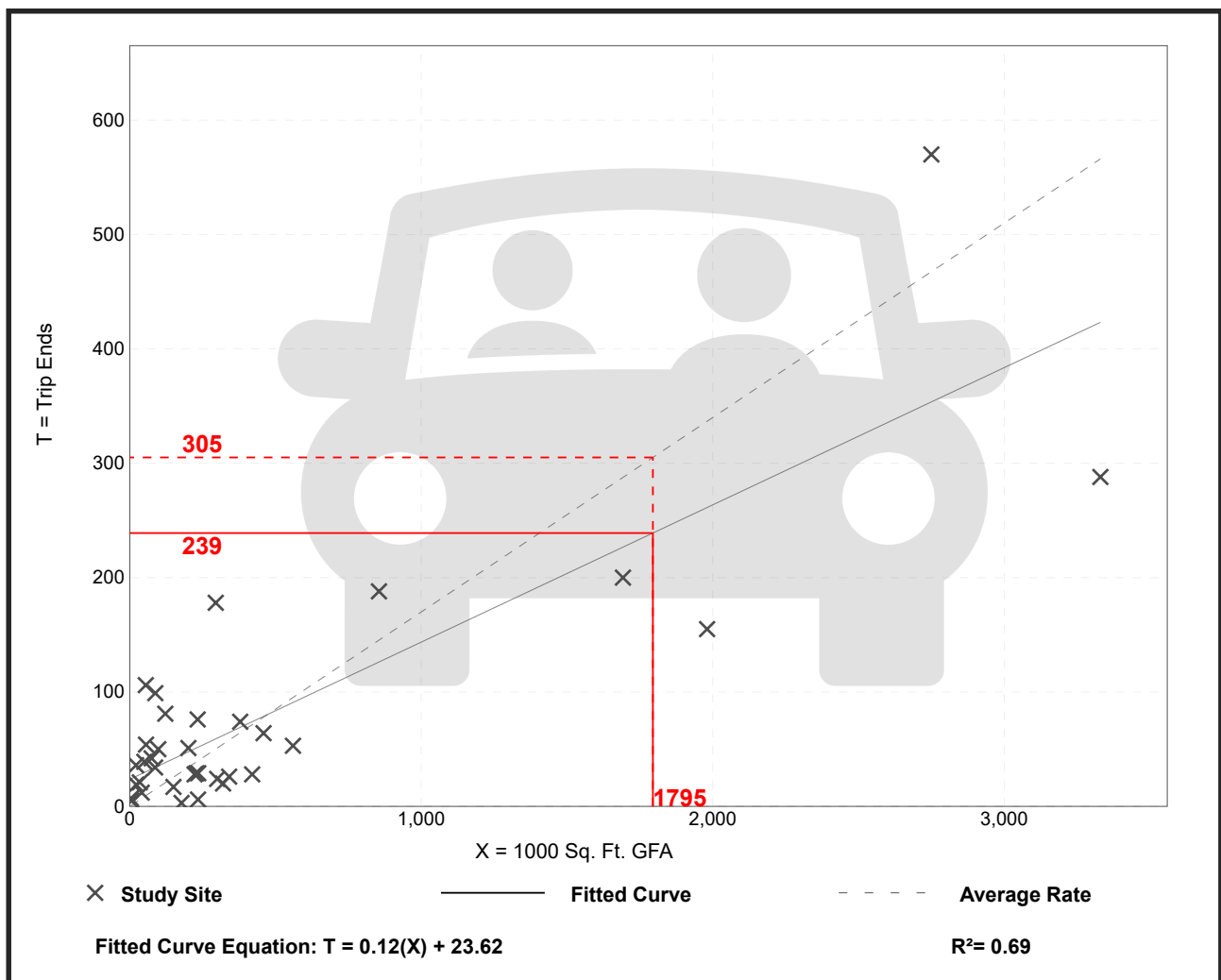
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. 1000 Sq. Ft. GFA: 448
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



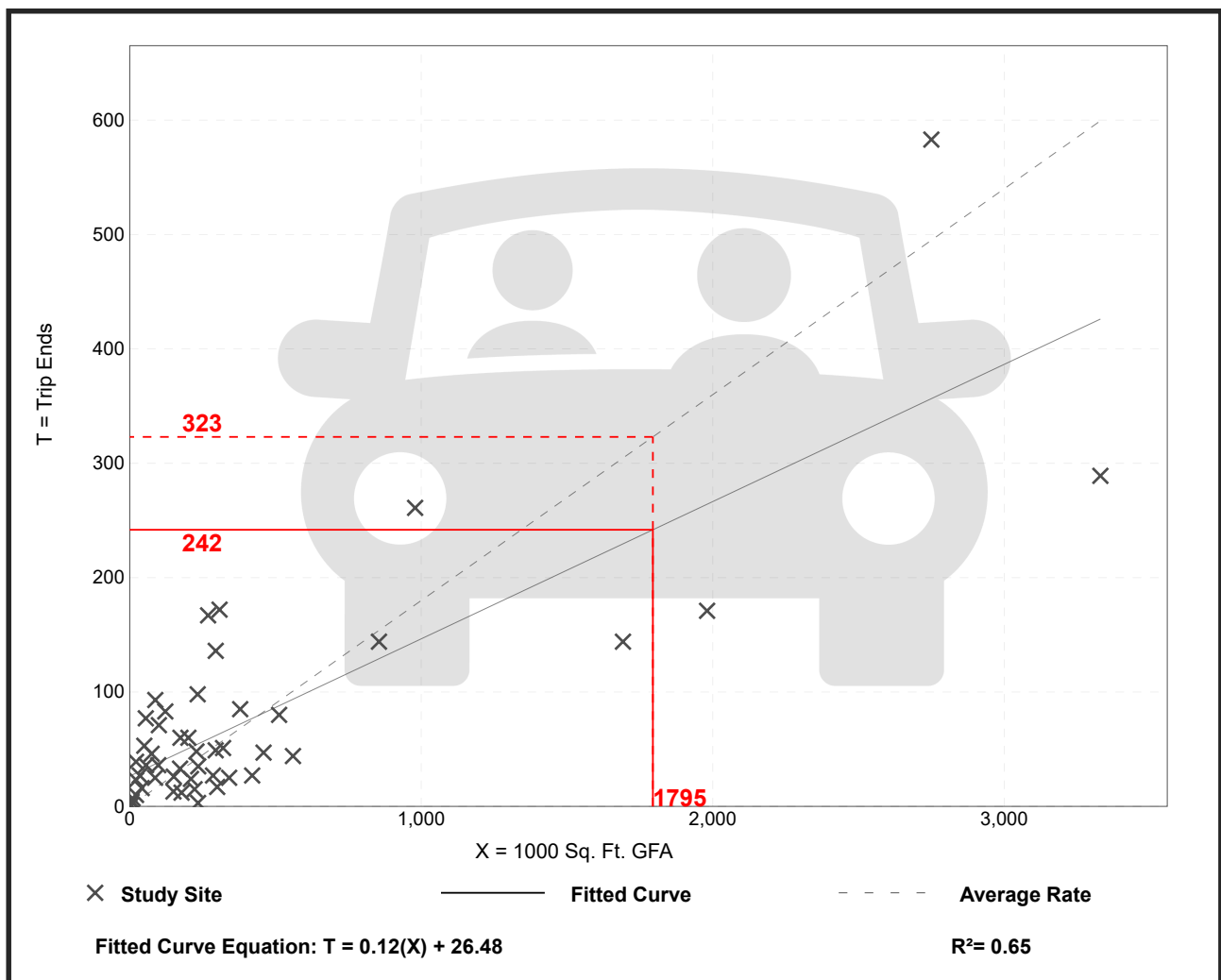
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 49
 Avg. 1000 Sq. Ft. GFA: 400
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing (150)

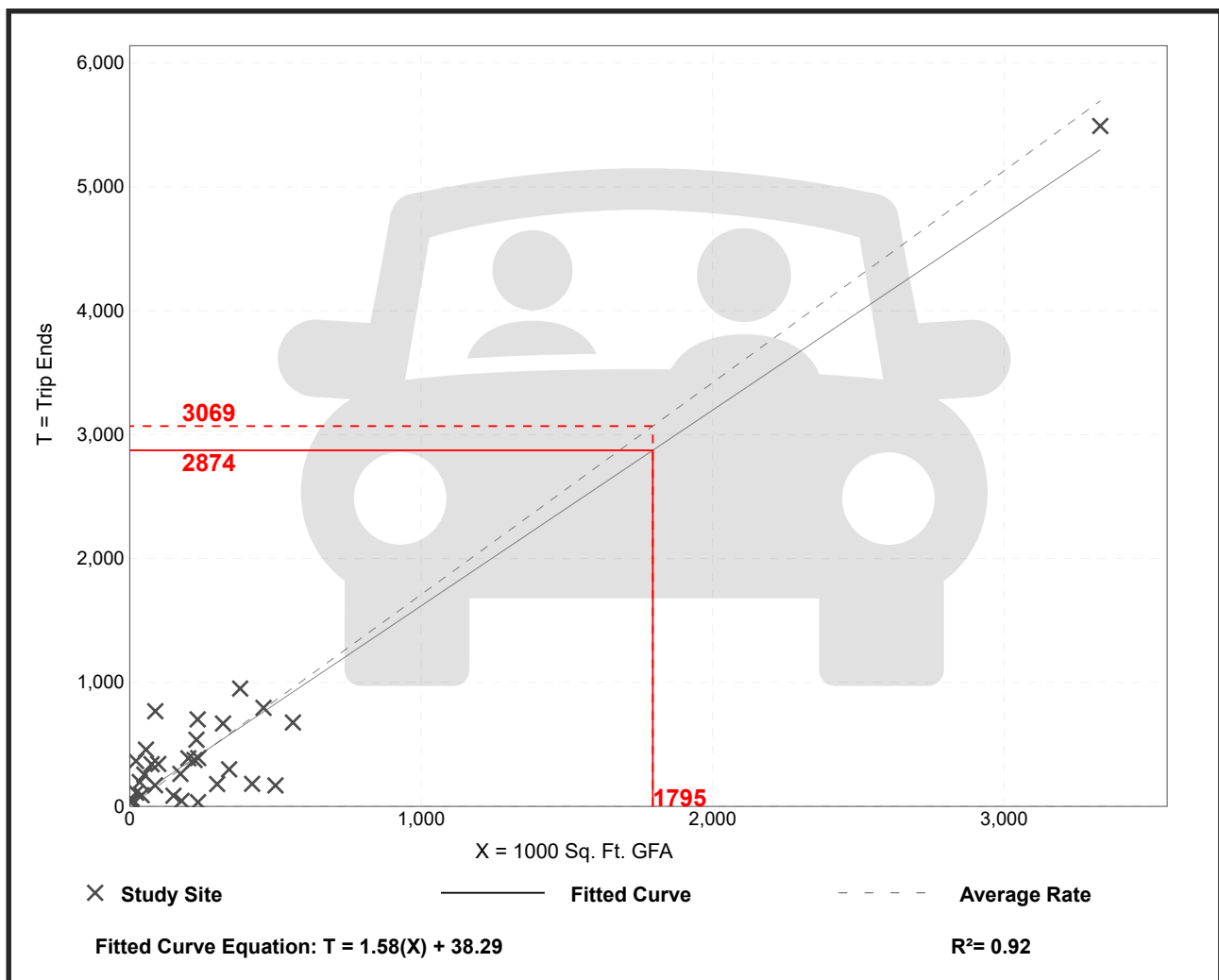
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

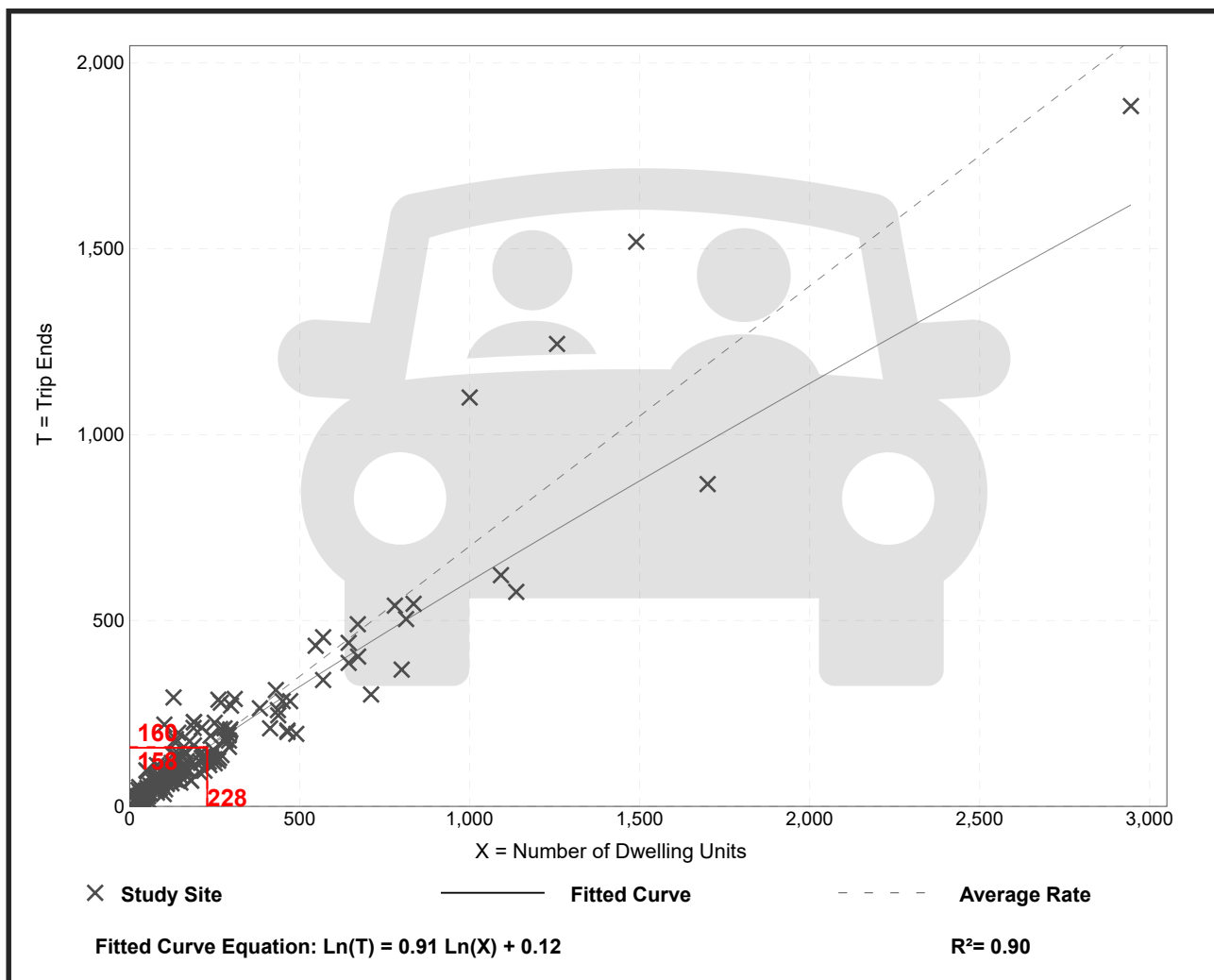
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

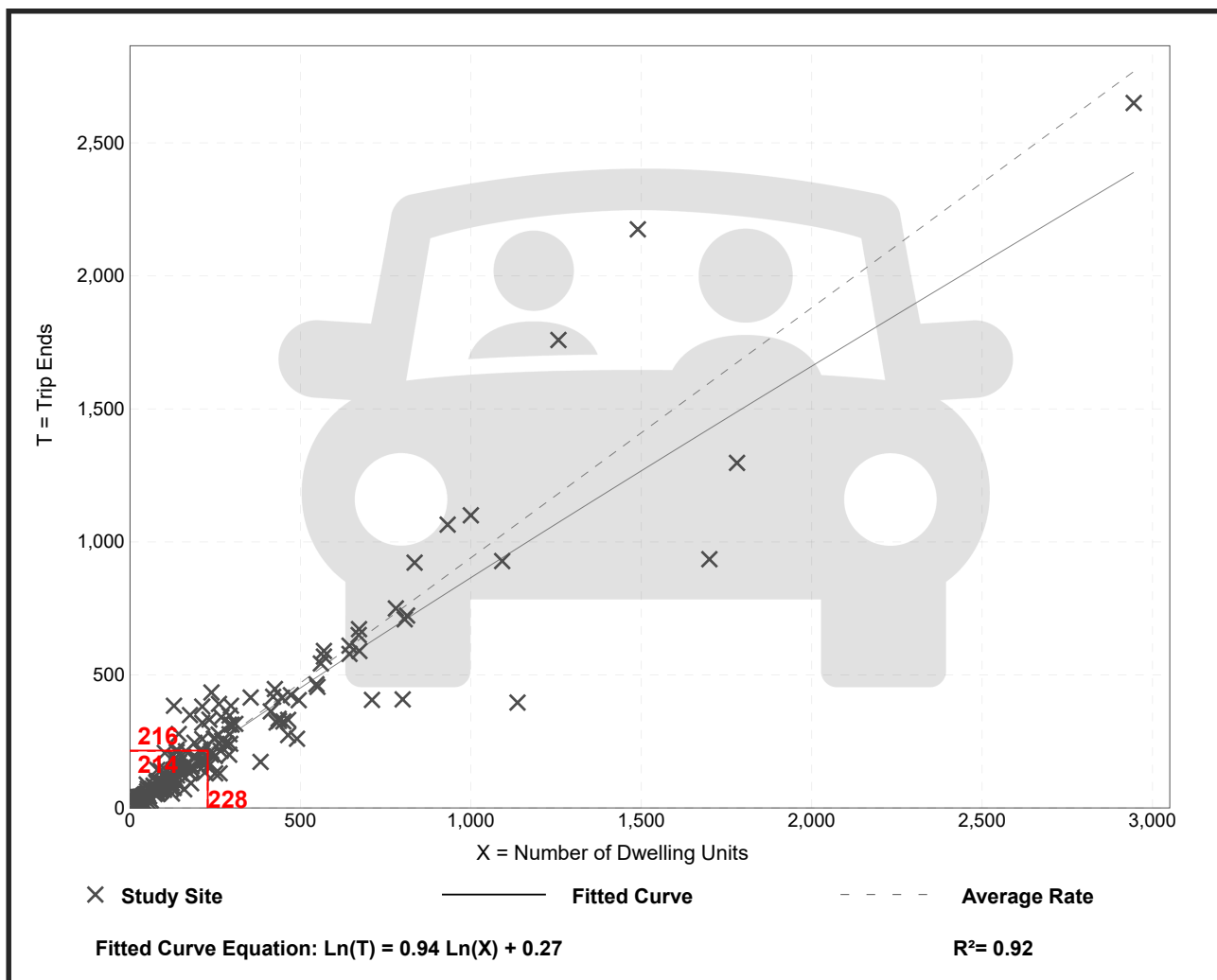
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing (210)

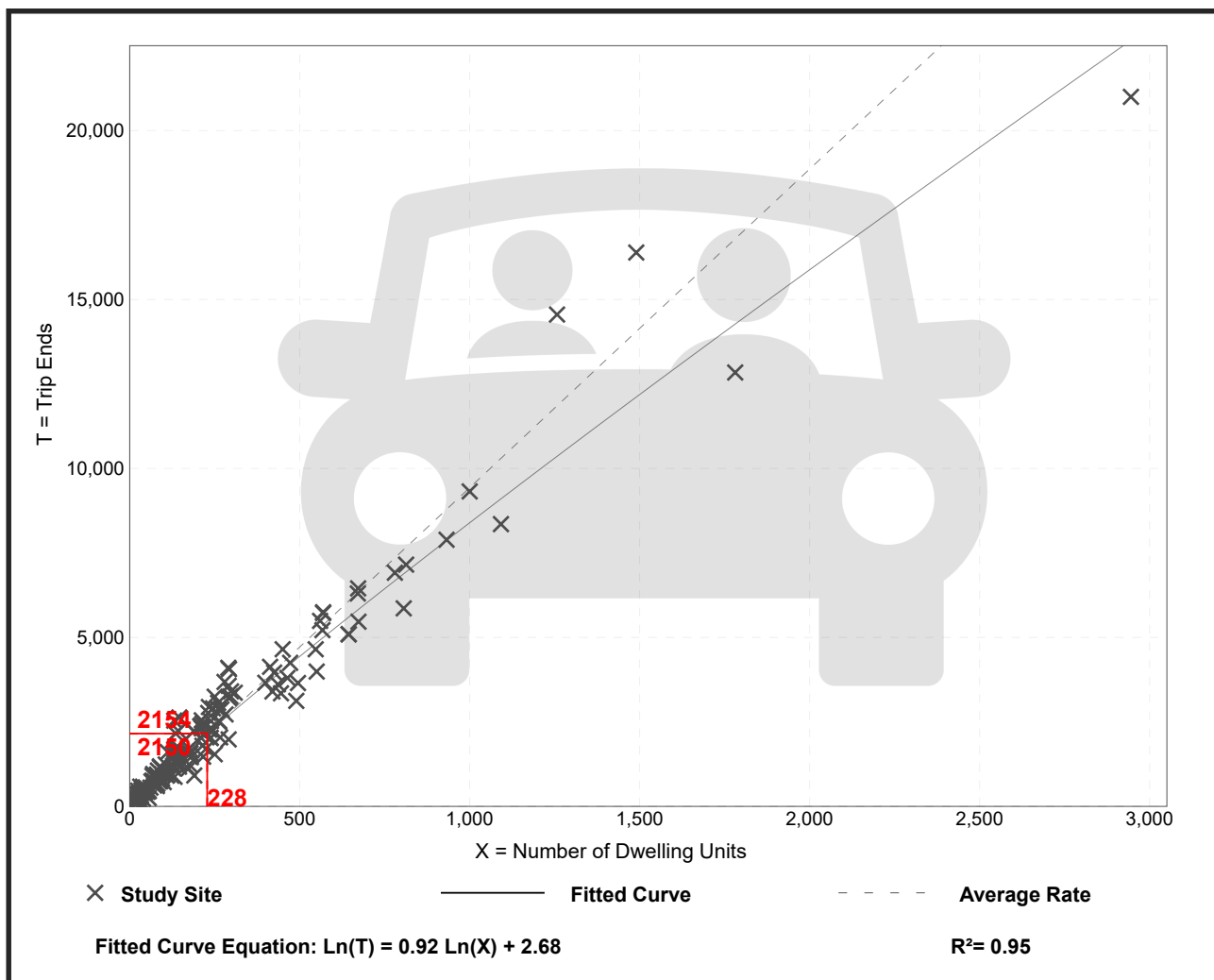
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

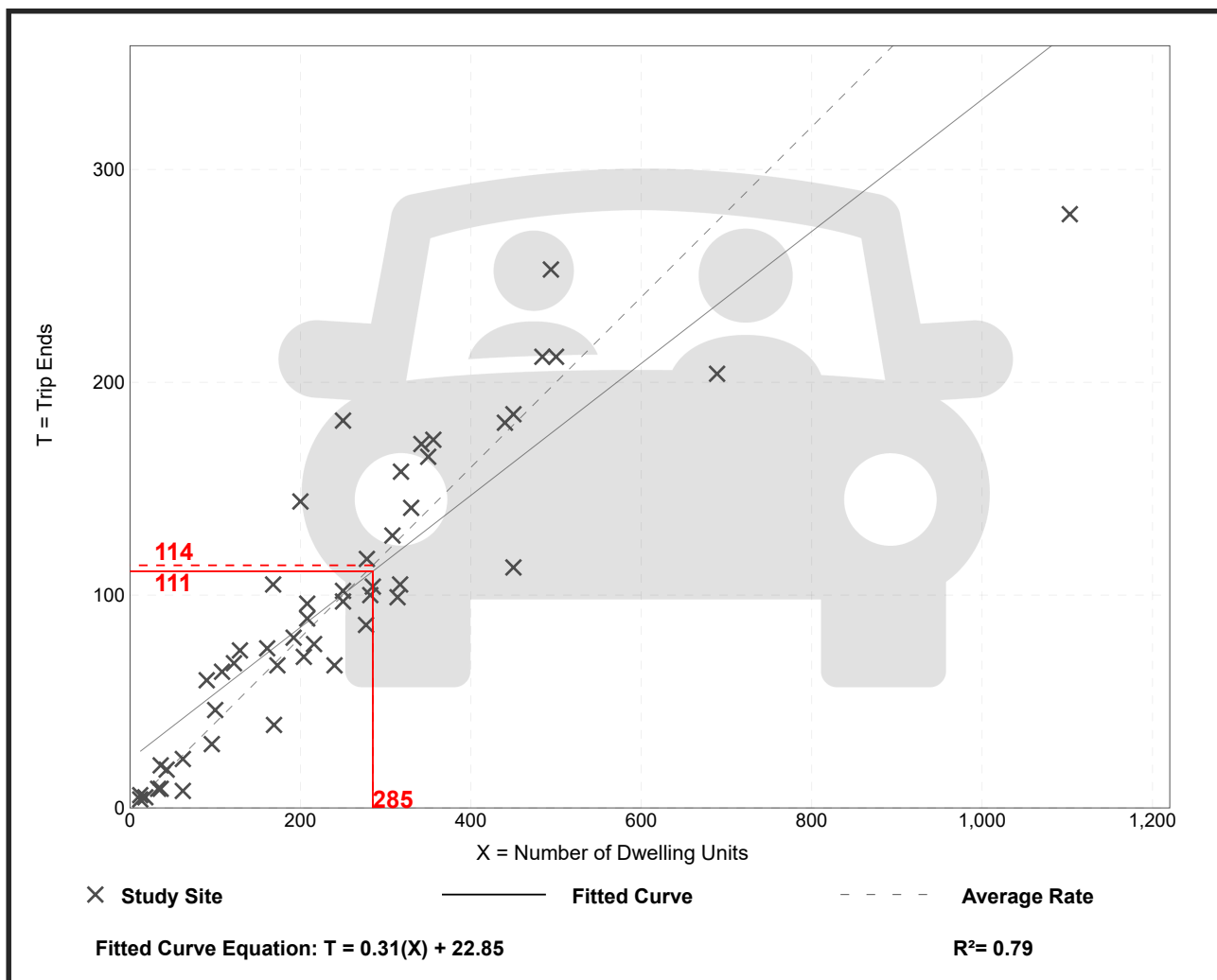
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

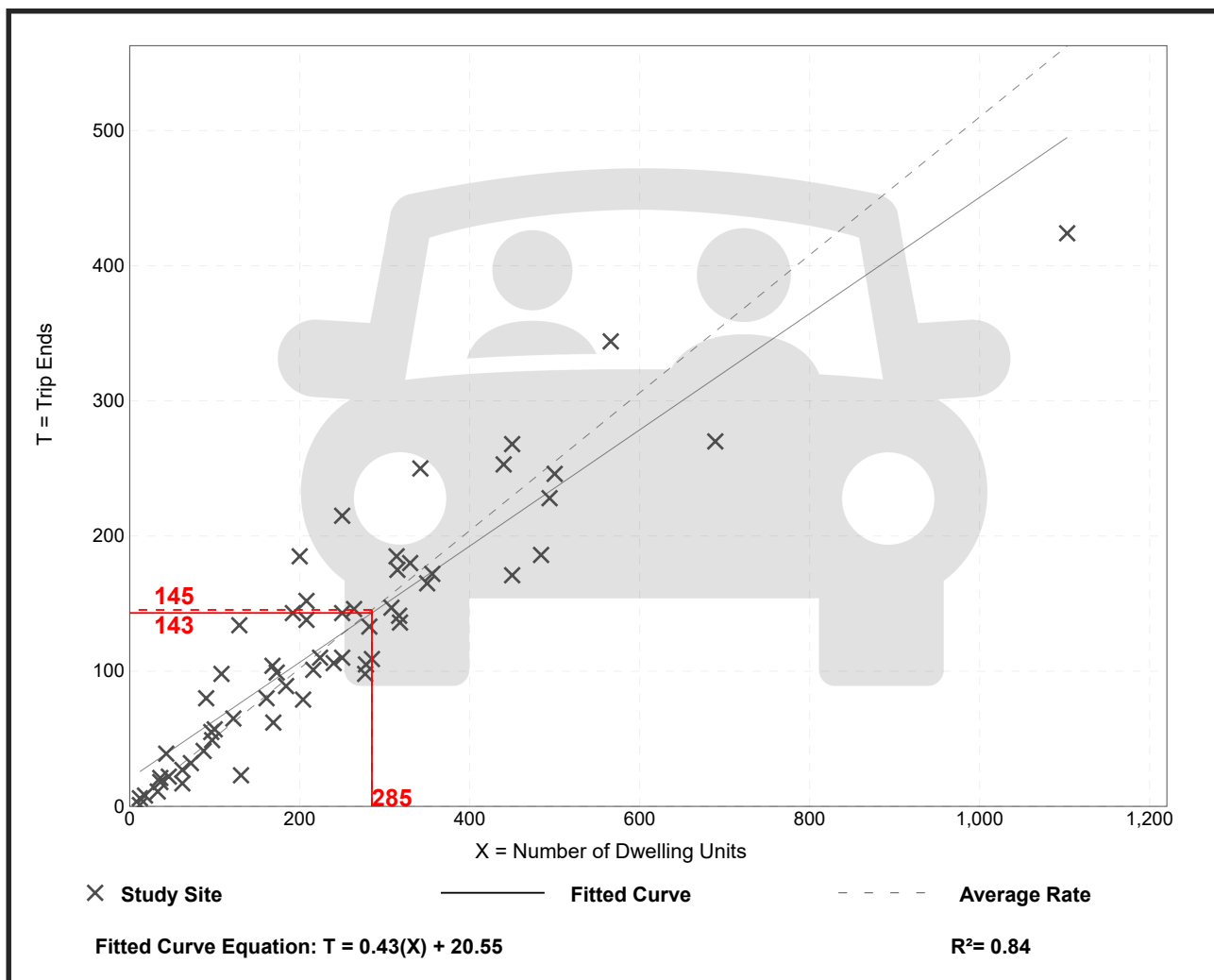
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

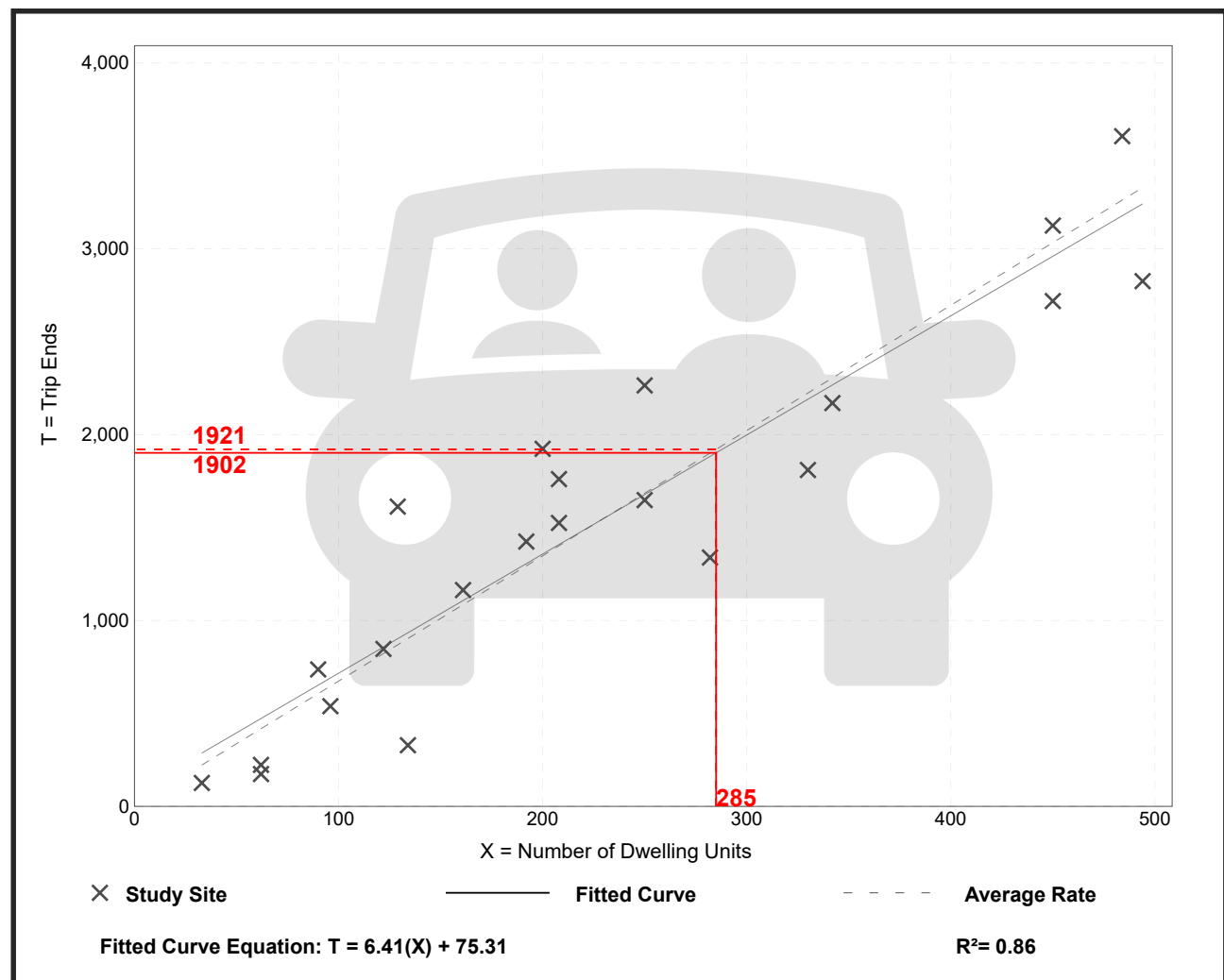
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

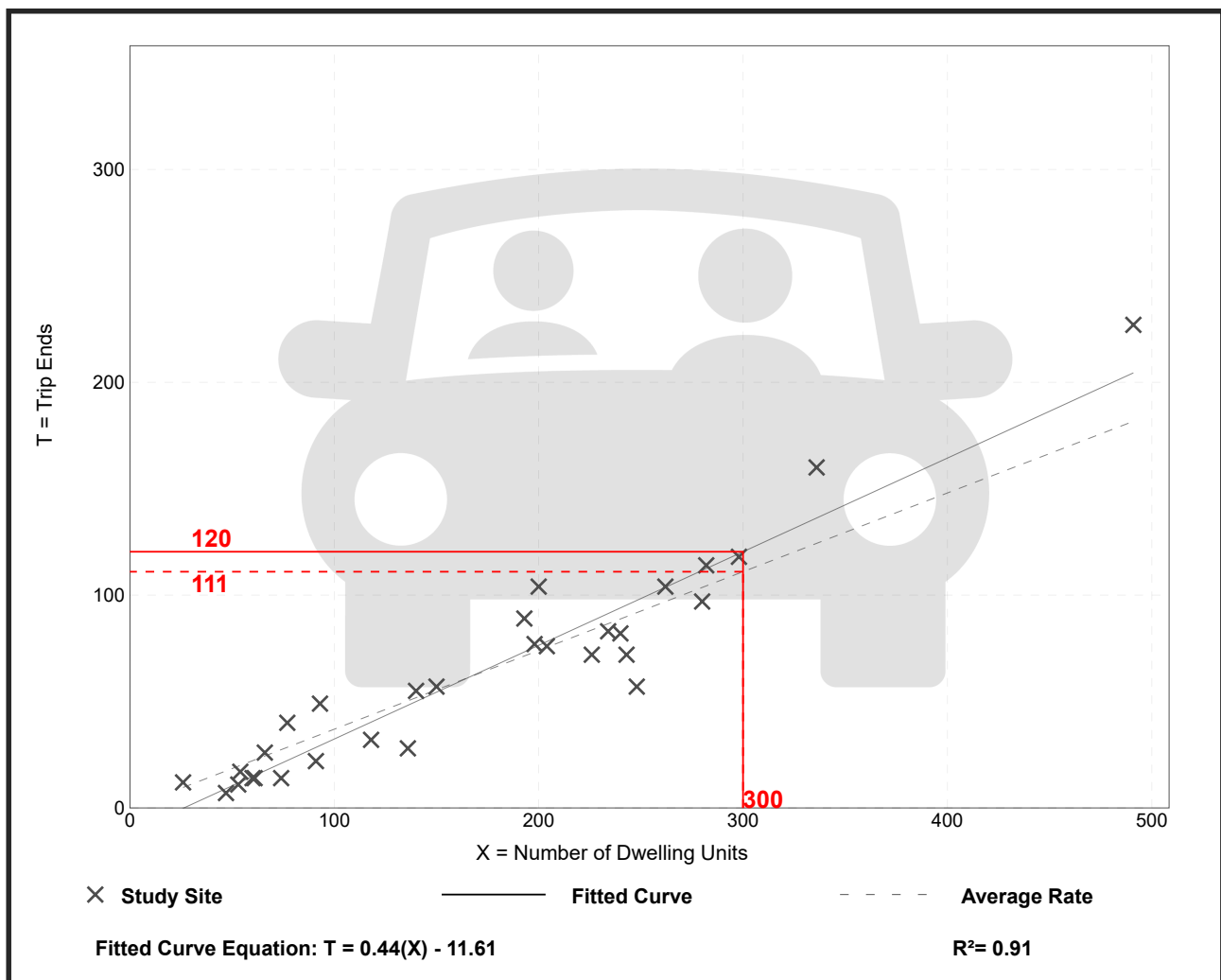
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

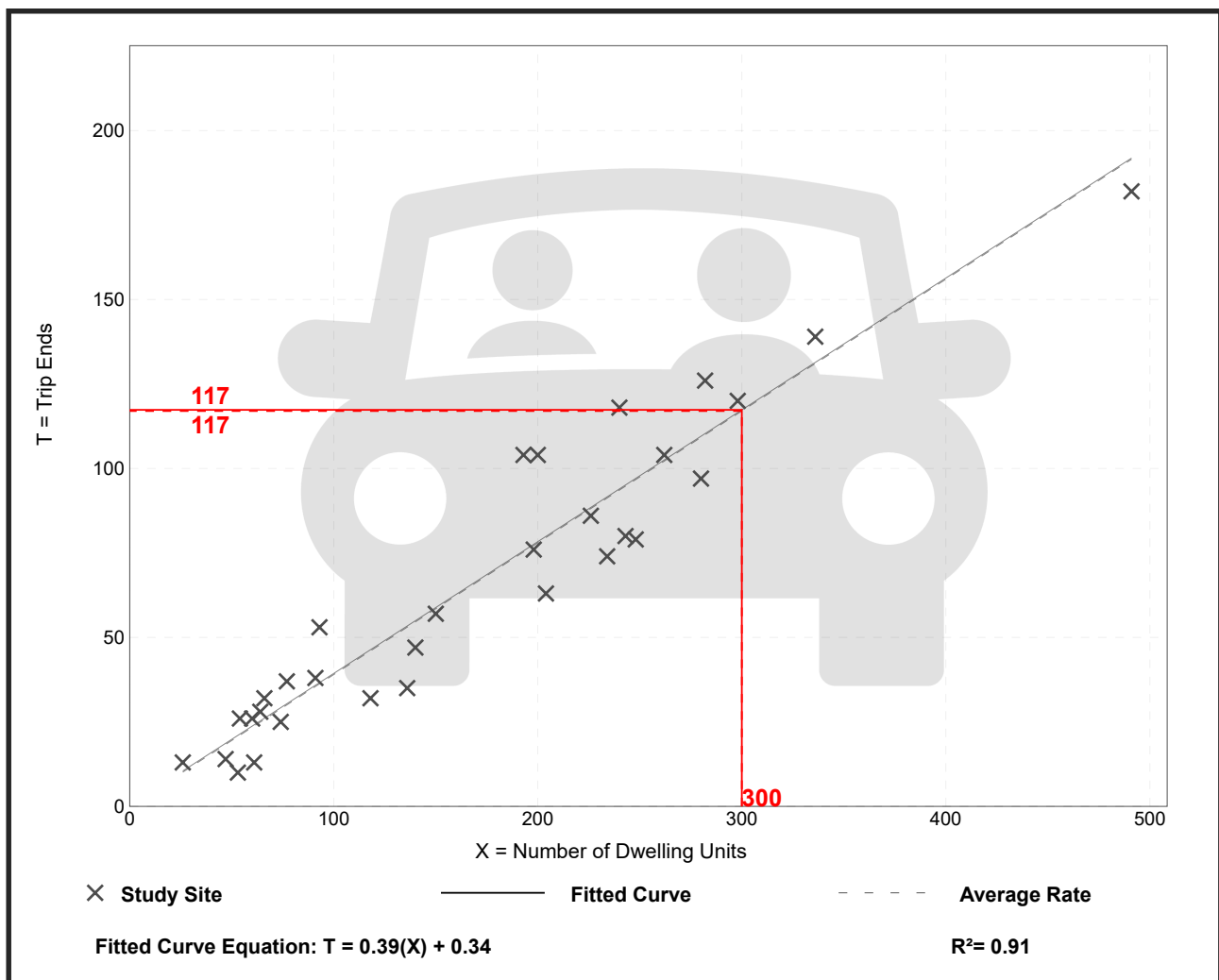
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

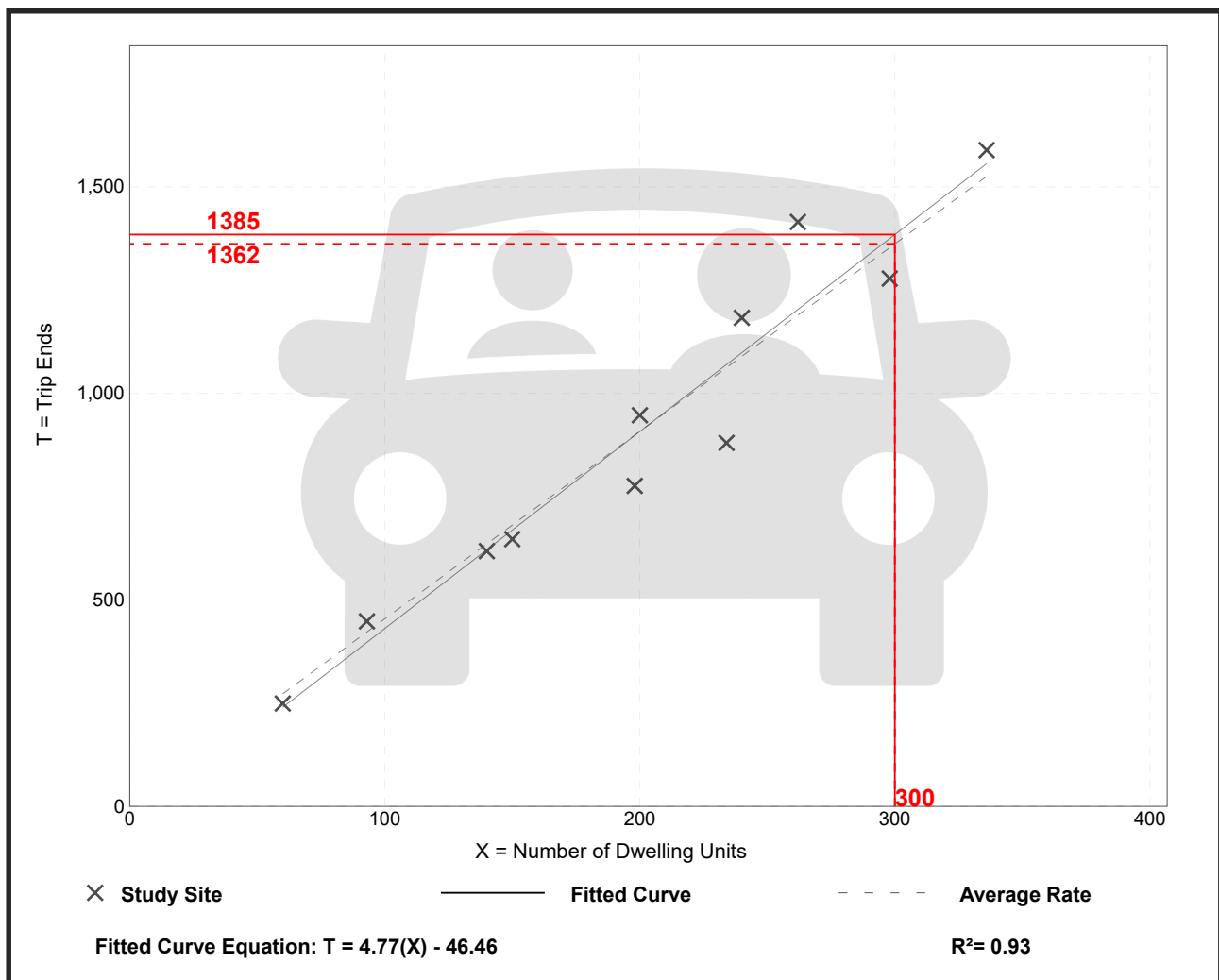
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



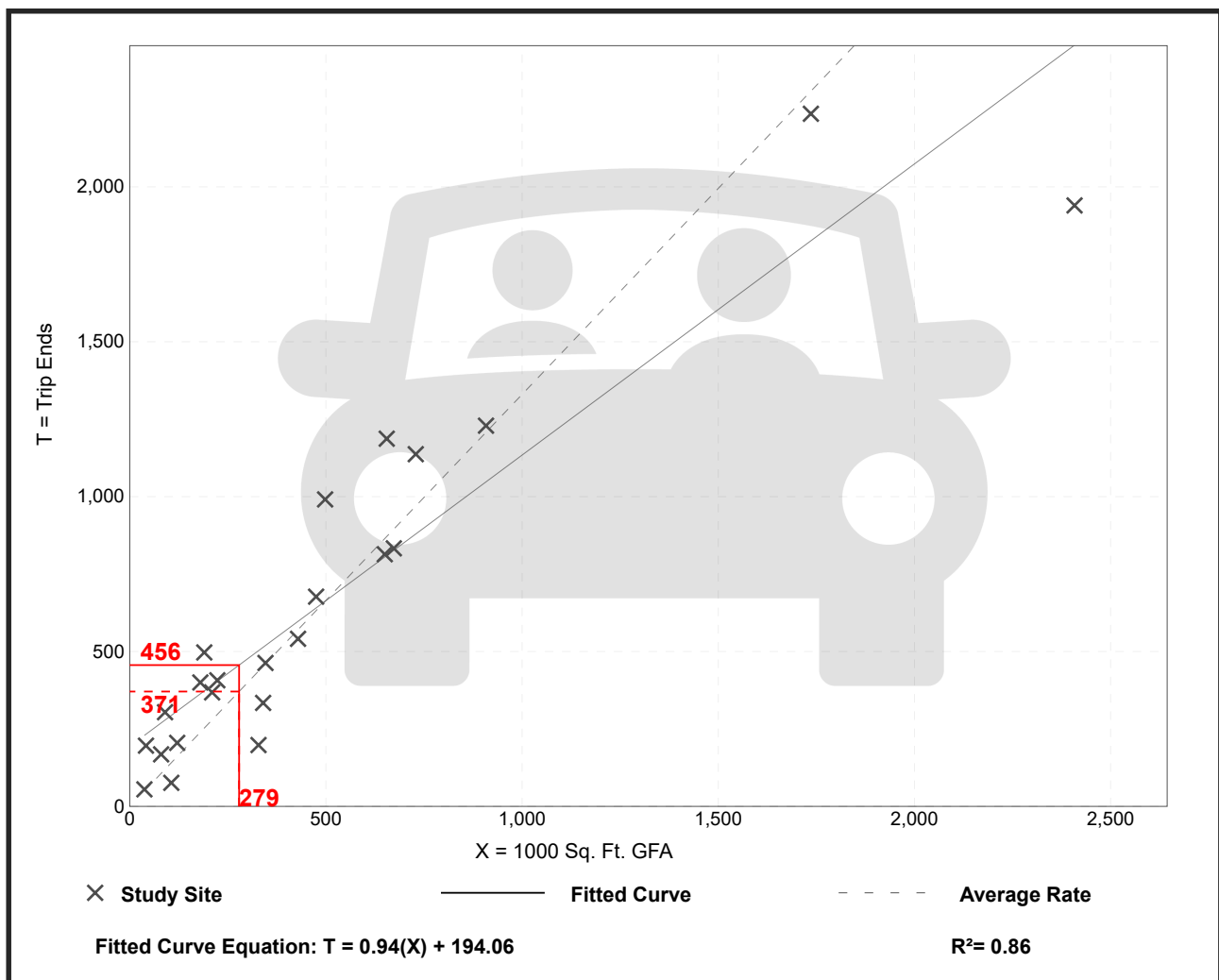
Office Park (750)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 23
 Avg. 1000 Sq. Ft. GFA: 498
 Directional Distribution: 89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.33	0.60 - 4.74	0.51

Data Plot and Equation



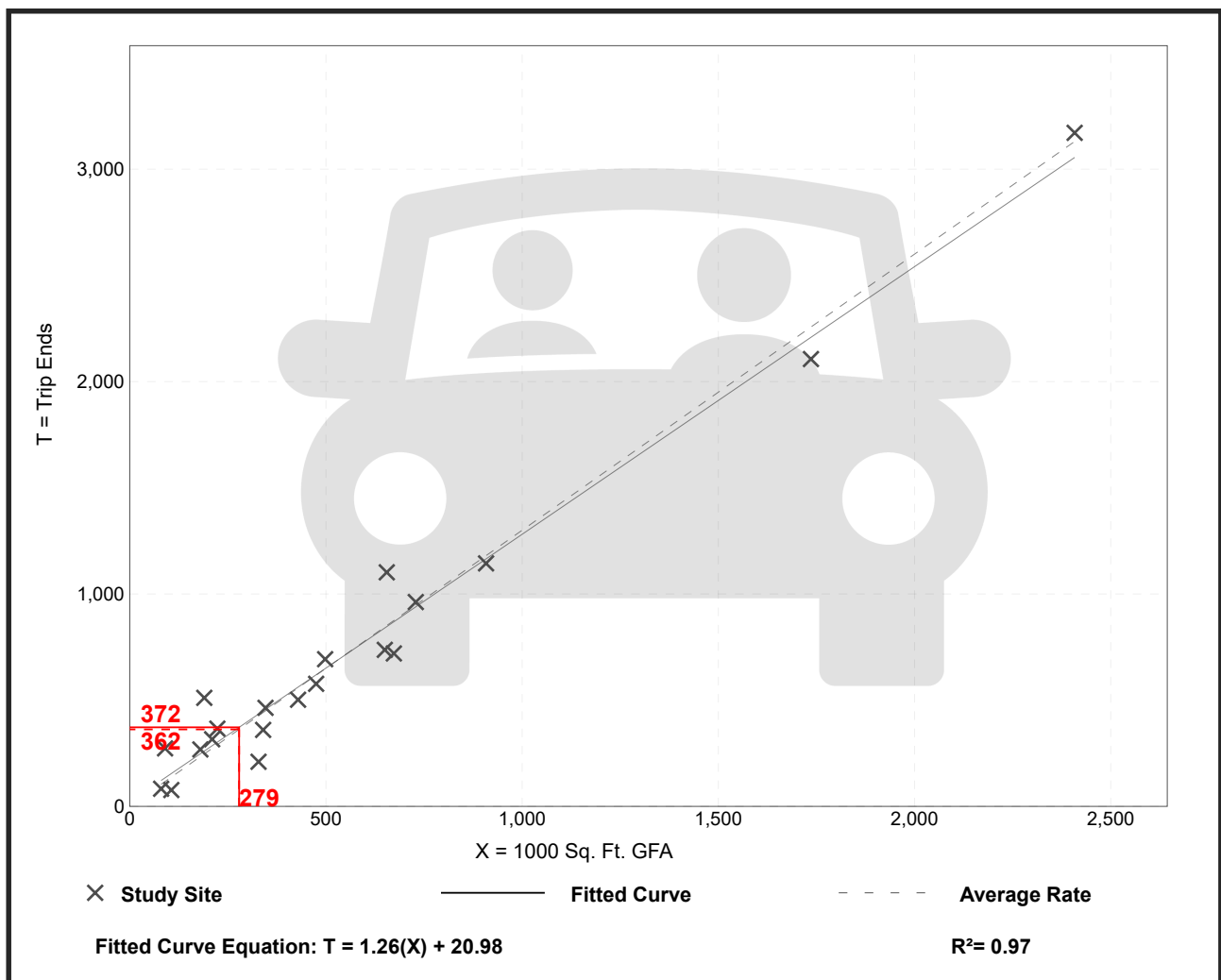
Office Park (750)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 20
 Avg. 1000 Sq. Ft. GFA: 563
 Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.30	0.64 - 3.03	0.32

Data Plot and Equation



Office Park (750)

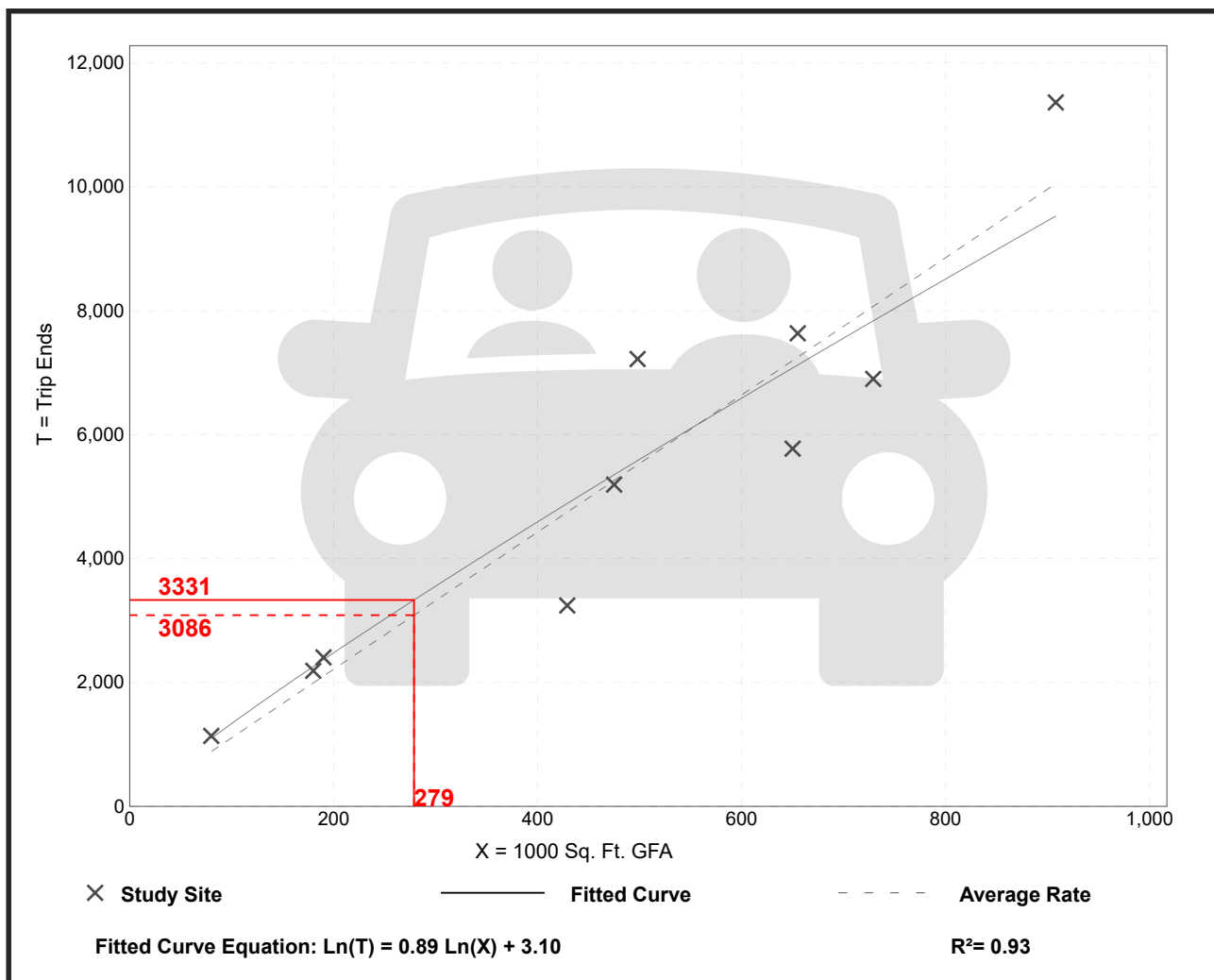
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 479
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.07	7.56 - 14.50	2.14

Data Plot and Equation



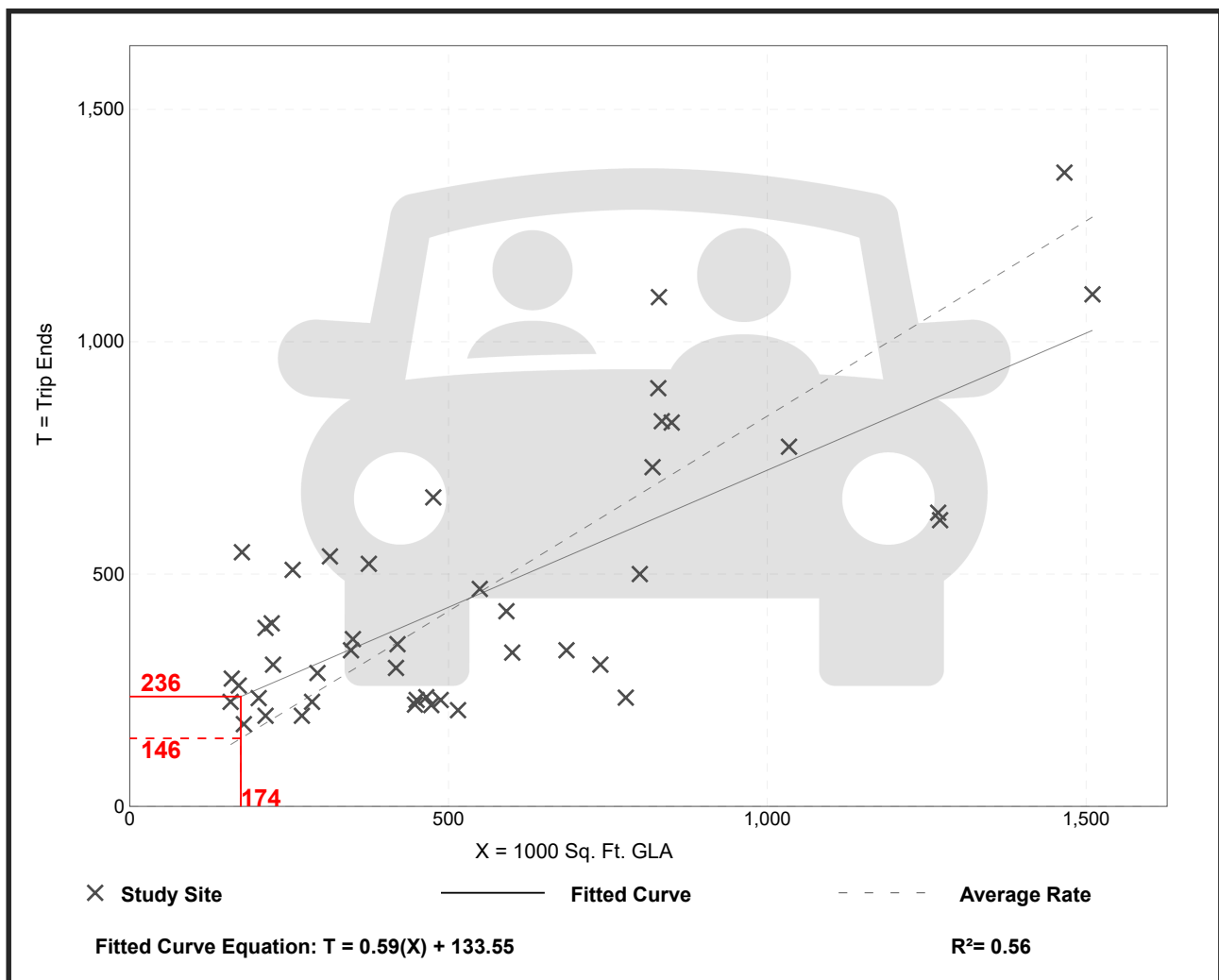
Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. 1000 Sq. Ft. GLA: 546
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



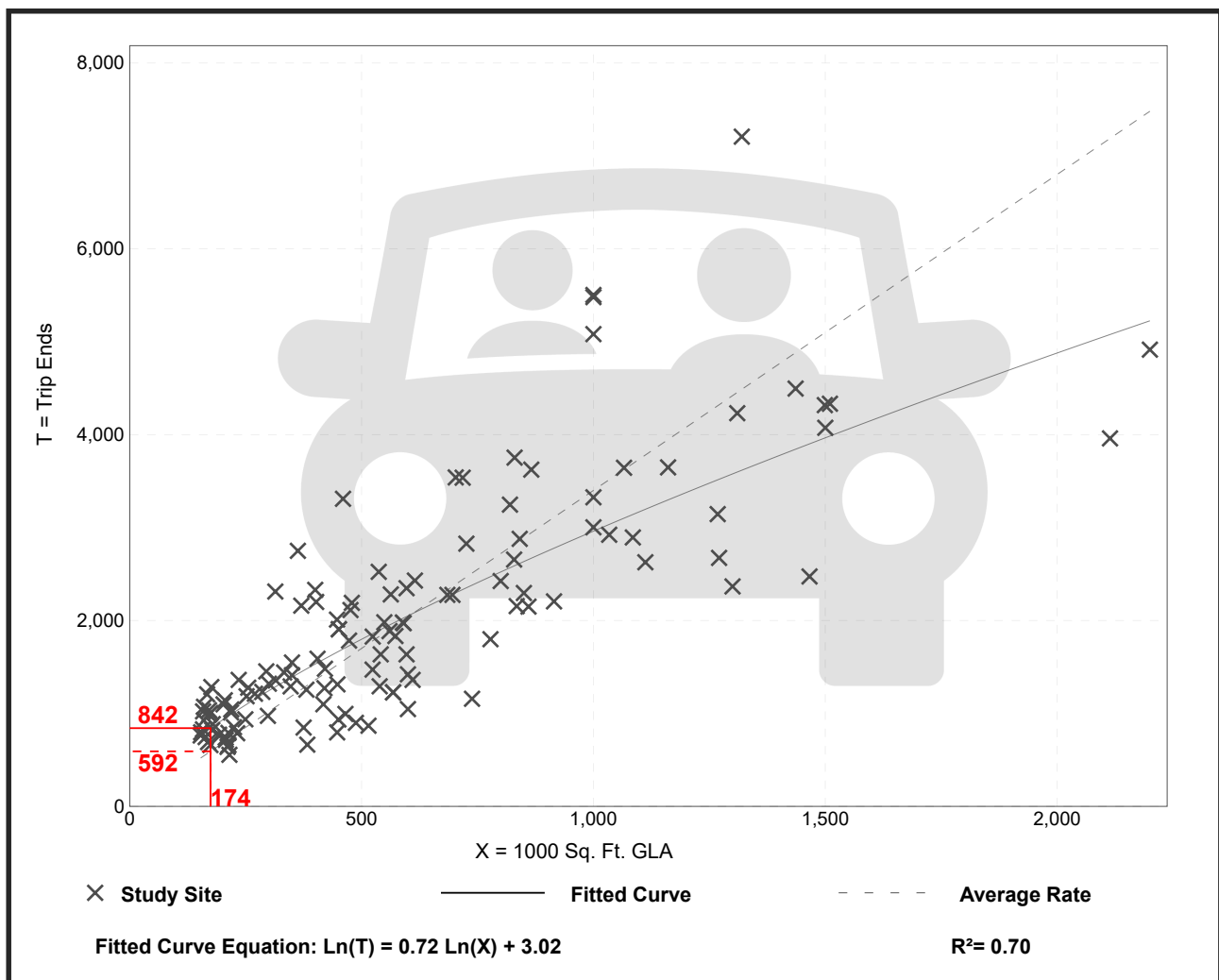
Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 126
 Avg. 1000 Sq. Ft. GLA: 581
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Shopping Center (>150k) (820)

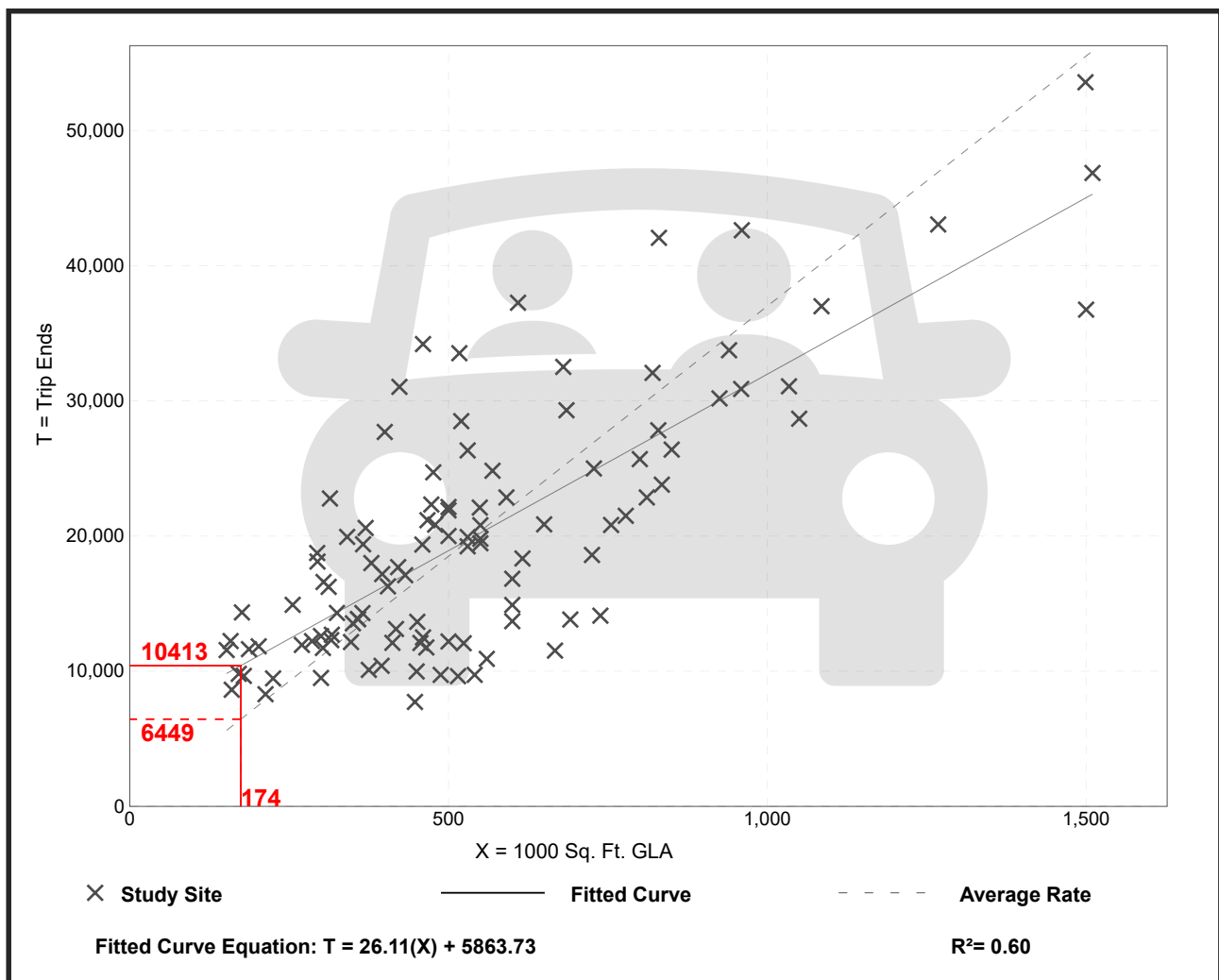
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



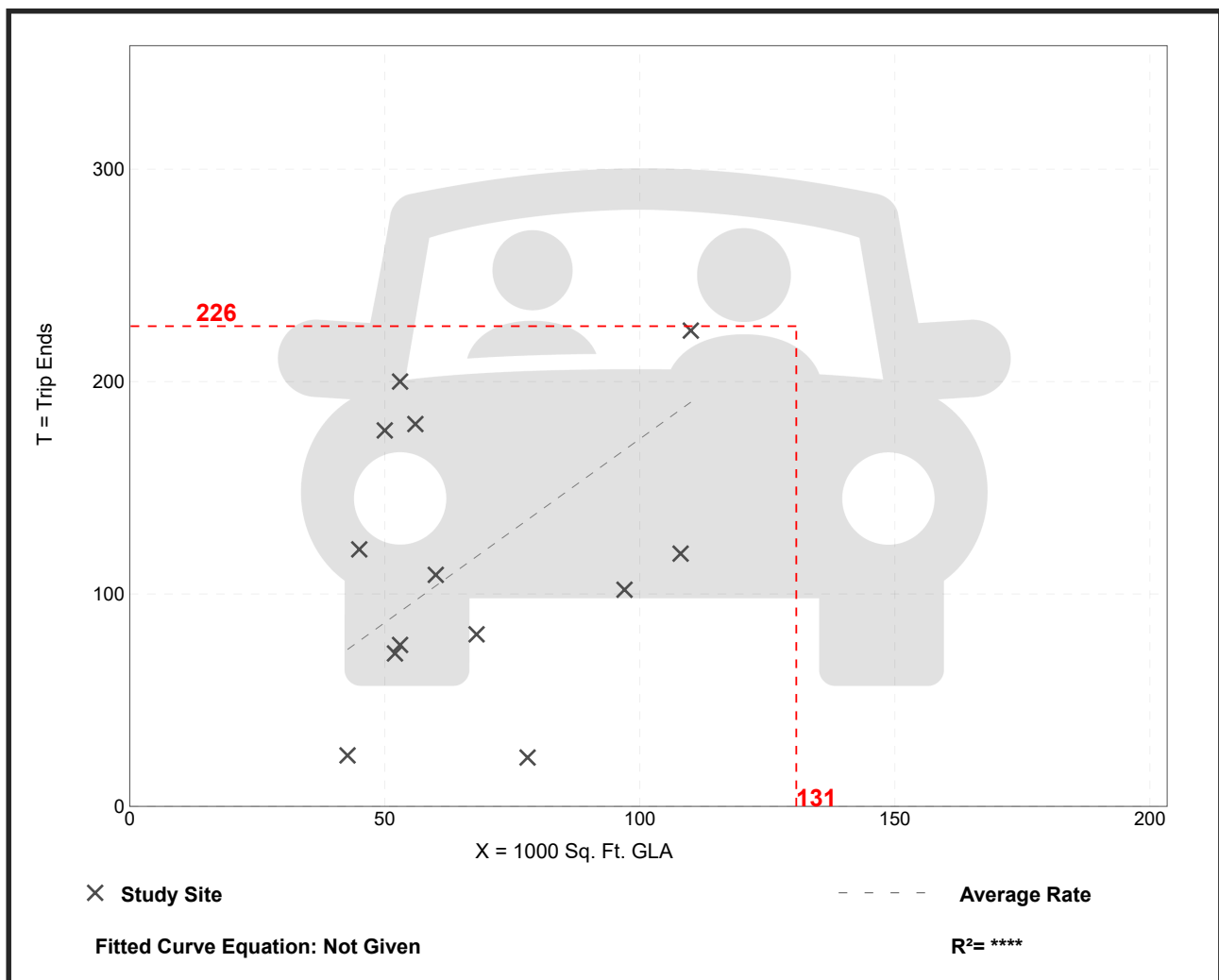
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GLA: 67
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



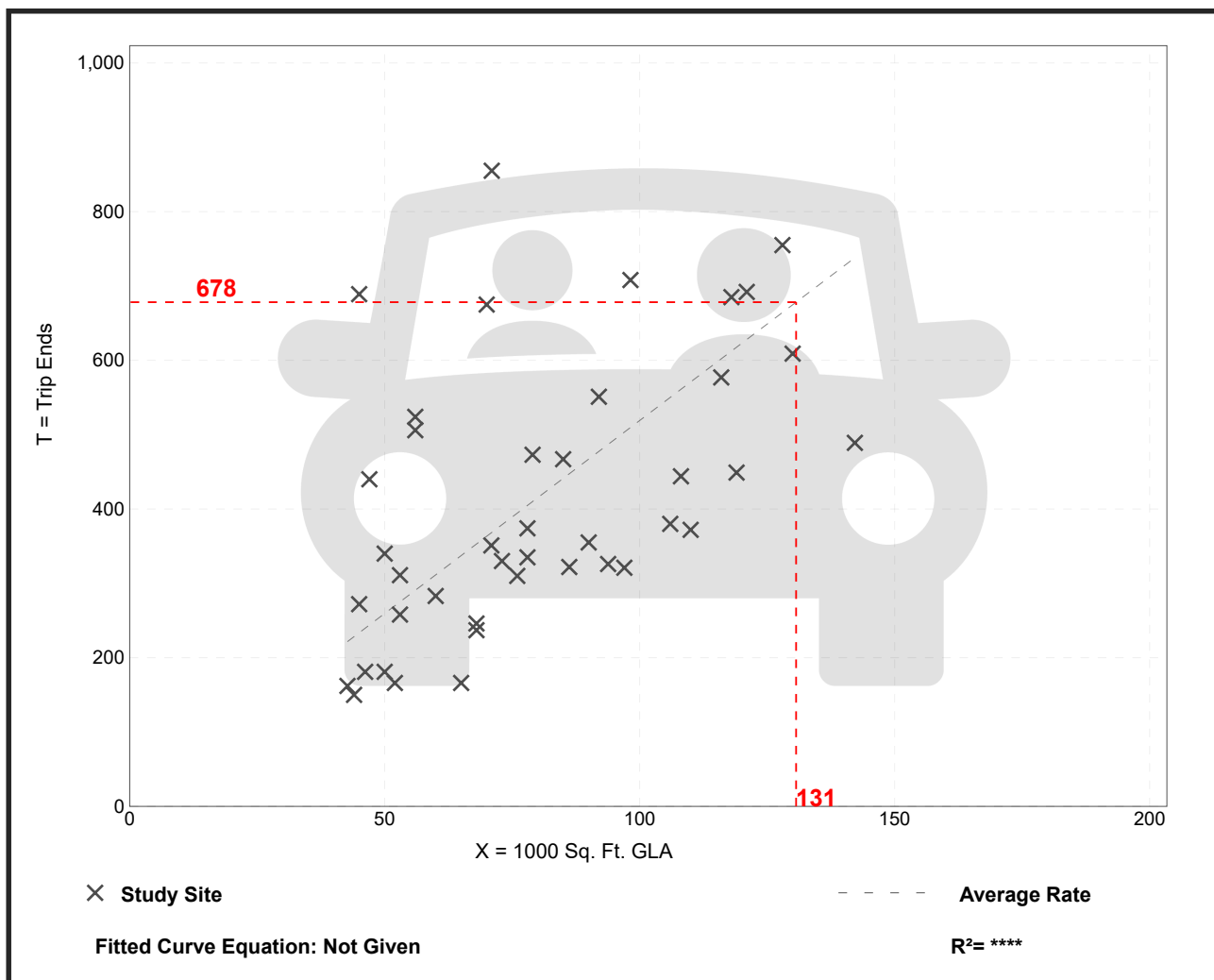
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 42
 Avg. 1000 Sq. Ft. GLA: 79
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

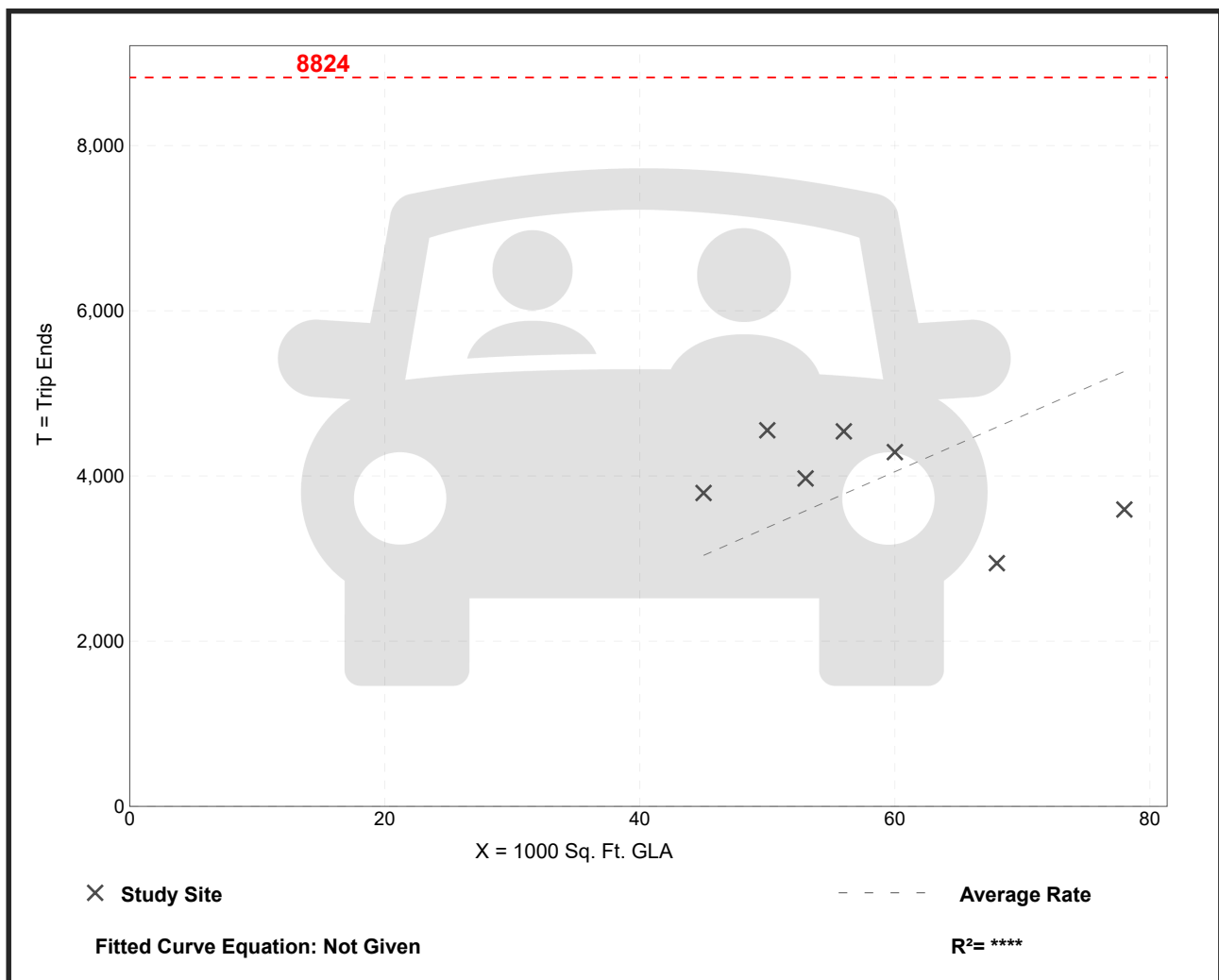
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	TES Eloy			Organization:	Y2K Engineering
Project Location:	Battaglia Road and Frontier Street			Performed By:	SJC
Scenario Description:	Full Build-Out			Date:	8/12/2025
Analysis Year:	2035			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720 and 150	2,073	KSF	761	641	120
Retail	820 and 821	305	KSF	462	287	175
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	300	DU	120	28	92
Hotel				0		
All Other Land Uses ²				0		
Total				1343	956	387

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	26		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,343	956	387
Internal Capture Percentage	10%	7%	17%
External Vehicle-Trips ³	1,215	892	323
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	4%	28%
Retail	12%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	4%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	TES Eloy			Organization:	Y2K Engineering
Project Location:	Battaglia Road and Frontier Street			Performed By:	SJC
Scenario Description:	Full Build-Out			Date:	8/12/2025
Analysis Year:	2035			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720 and 150	2,073	KSF	695	142	553
Retail	820 and 821	305	KSF	1520	736	784
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	300	DU	117	72	45
Hotel				0		
All Other Land Uses ²				0		
Total				2332	950	1382

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	3	0
Retail	16		0	0	33	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,332	950	1,382
Internal Capture Percentage	11%	14%	10%
External Vehicle-Trips ³	2,068	818	1,250
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	13%	11%
Retail	11%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	50%	47%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	TES Eloy
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	641	641	1.00	120	120
Retail	1.00	287	287	1.00	175	175
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	28	28	1.00	92	92
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	76	0	1	0
Retail	51		23	0	25	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		92	0	0	0	0
Retail	26		0	0	1	0
Restaurant	90	23		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	49	0	0		0
Hotel	19	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	28	613	641	613	0	0
Retail	35	252	287	252	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	27	28	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	34	86	120	86	0	0
Retail	27	148	175	148	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	89	92	89	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	TES Eloy
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	142	142	1.00	553	553
Retail	1.00	736	736	1.00	784	784
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	72	72	1.00	45	45
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		111	22	0	11	0
Retail	16		227	31	204	39
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	9	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	3	0
Retail	44		0	0	33	0
Restaurant	43	368		0	12	0
Cinema/Entertainment	9	29	0		3	0
Residential	81	74	0	0		0
Hotel	0	15	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	18	124	142	124	0	0
Retail	78	658	736	658	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	36	36	72	36	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	62	491	553	491	0	0
Retail	49	735	784	735	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	21	24	45	24	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX F: 2025 LEVEL OF SERVICE ANALYSIS

1: Frontier St & Tumbleweed Rd
2025 Background AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	168	224	8	19	0
Future Vol, veh/h	0	168	224	8	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	198	264	9	24	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	273	0	-	0	466	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1290	-	-	-	555	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1290	-	-	-	555	770
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	836	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.78		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1290	-	-	-	555	
HCM Lane V/C Ratio	-	-	-	-	0.043	
HCM Ctrl Dly (s/v)	0	-	-	-	11.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2: Battaglia Rd & Frontier St
2025 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	93	87	0	40	64	58	162	0	46	136	5
Future Vol, veh/h	8	93	87	0	40	64	58	162	0	46	136	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	109	102	0	47	75	73	191	0	58	160	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	637	614	163	665	616	191	166	0	0	191	0	0
Stage 1	278	278	-	336	336	-	-	-	-	-	-	-
Stage 2	359	336	-	330	281	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	390	407	882	373	406	851	1412	-	-	1383	-	-
Stage 1	729	681	-	678	642	-	-	-	-	-	-	-
Stage 2	659	642	-	683	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	285	370	882	217	369	851	1412	-	-	1383	-	-
Mov Cap-2 Maneuver	285	370	-	217	369	-	-	-	-	-	-	-
Stage 1	698	652	-	644	609	-	-	-	-	-	-	-
Stage 2	526	609	-	482	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.9	13.1	2.12	1.99
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	498 566	1383	-	-
HCM Lane V/C Ratio	0.051	-	-	0.444 0.216	0.042	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	17.9 13.1	7.7	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3 0.8	0.1	-	-

3: Battaglia Rd & 11 Mile Corner Rd 2025 Background AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	107	1	14	86	23	2	32	22	25	41	16
Future Vol, veh/h	34	107	1	14	86	23	2	32	22	25	41	16
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	126	1	16	101	27	3	40	28	29	48	19
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.5	8.6	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	30%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	141	1	123	82
LT Vol	2	34	0	14	25
Through Vol	32	107	0	86	41
RT Vol	22	0	1	23	16
Lane Flow Rate	70	166	1	145	96
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.089	0.238	0.002	0.183	0.127
Departure Headway (Hd)	4.594	5.171	4.346	4.555	4.729
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	779	695	823	787	757
Service Time	2.629	2.901	2.076	2.585	2.762
HCM Lane V/C Ratio	0.09	0.239	0.001	0.184	0.127
HCM Control Delay, s/veh	8.1	9.5	7.1	8.6	8.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0	0.7	0.4

4: 11 Mile Corner Rd & Houser Rd
2025 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	7	0	3	2	4	84	0	1	75	9
Future Vol, veh/h	10	0	7	0	3	2	4	84	0	1	75	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	0	4	3	5	99	0	1	88	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	206	204	94	199	209	99	99	0	0	99	0	0
Stage 1	96	96	-	108	108	-	-	-	-	-	-	-
Stage 2	110	108	-	91	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	752	692	963	760	688	957	1494	-	-	1494	-	-
Stage 1	911	816	-	897	806	-	-	-	-	-	-	-
Stage 2	895	806	-	917	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	743	689	963	750	685	957	1494	-	-	1494	-	-
Mov Cap-2 Maneuver	743	689	-	750	685	-	-	-	-	-	-	-
Stage 1	910	815	-	894	803	-	-	-	-	-	-	-
Stage 2	886	803	-	908	811	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.51		9.7		0.34		0.09	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	820	773	21	-	-
HCM Lane V/C Ratio	0.003	-	-	0.026	0.008	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

5: Tumbleweed Rd & Houser Rd
2025 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	11	1	0	16	0	1	6	0	2	20	4
Future Vol, veh/h	4	11	1	0	16	0	1	6	0	2	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	14	1	0	20	0	1	8	0	3	25	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	53	43	28	47	45	8	30	0	0	8	0	0
Stage 1	33	33	-	10	10	-	-	-	-	-	-	-
Stage 2	20	10	-	37	35	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	946	849	1048	954	847	1075	1583	-	-	1613	-	-
Stage 1	984	868	-	1011	887	-	-	-	-	-	-	-
Stage 2	999	887	-	979	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	922	847	1048	935	845	1075	1583	-	-	1613	-	-
Mov Cap-2 Maneuver	922	847	-	935	845	-	-	-	-	-	-	-
Stage 1	982	867	-	1010	887	-	-	-	-	-	-	-
Stage 2	975	887	-	960	864	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.21		9.36			1.04			0.56			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	257	-	-	876	845	134	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.023	0.024	0.002	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.4	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2025 Background PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	193	213	15	20	0
Future Vol, veh/h	0	193	213	15	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	227	251	18	25	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	268	0	-	0	486	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1295	-	-	-	540	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1295	-	-	-	540	779
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.99		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1295	-	-	-	540	
HCM Lane V/C Ratio	-	-	-	-	0.046	
HCM Ctrl Dly (s/v)	0	-	-	-	12	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2: Battaglia Rd & Frontier St
2025 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	50	90	0	84	52	71	163	0	55	162	3
Future Vol, veh/h	18	50	90	0	84	52	71	163	0	55	162	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	59	106	0	99	61	89	192	0	69	191	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	749	699	192	727	701	192	194	0	0	192	0	0
Stage 1	330	330	-	369	369	-	-	-	-	-	-	-
Stage 2	419	369	-	358	332	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	328	364	849	340	363	850	1379	-	-	1382	-	-
Stage 1	683	646	-	651	621	-	-	-	-	-	-	-
Stage 2	612	621	-	660	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	323	849	221	323	850	1379	-	-	1382	-	-
Mov Cap-2 Maneuver	195	323	-	221	323	-	-	-	-	-	-	-
Stage 1	649	614	-	609	581	-	-	-	-	-	-	-
Stage 2	441	581	-	497	613	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.64		18.59		2.46		2.02	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	447 423	1382	-	-
HCM Lane V/C Ratio	0.064	-	-	0.415 0.378	0.05	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	18.6 18.6	7.7	-	-
HCM Lane LOS	A	-	-	C C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2 1.7	0.2	-	-

3: Battaglia Rd & 11 Mile Corner Rd
2025 Background PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	93	1	16	105	19	2	25	20	30	36	32
Future Vol, veh/h	12	93	1	16	105	19	2	25	20	30	36	32
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	109	1	19	124	22	3	31	25	35	42	38
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9	8.8	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	11%	0%	11%	31%
Vol Thru, %	53%	89%	0%	75%	37%
Vol Right, %	43%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	105	1	140	98
LT Vol	2	12	0	16	30
Through Vol	25	93	0	105	36
RT Vol	20	0	1	19	32
Lane Flow Rate	59	124	1	165	115
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.074	0.176	0.002	0.208	0.146
Departure Headway (Hd)	4.527	5.135	4.374	4.54	4.569
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	790	699	818	791	785
Service Time	2.561	2.864	2.102	2.567	2.598
HCM Lane V/C Ratio	0.075	0.177	0.001	0.209	0.146
HCM Control Delay, s/veh	7.9	9	7.1	8.8	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0	0.8	0.5

4: 11 Mile Corner Rd & Houser Rd
2025 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	4	3	2	1	6	54	0	1	86	7
Future Vol, veh/h	5	1	4	3	2	1	6	54	0	1	86	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	5	4	3	1	8	68	0	1	101	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	191	190	105	187	194	68	109	0	0	68	0	0
Stage 1	108	108	-	83	83	-	-	-	-	-	-	-
Stage 2	84	83	-	104	112	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	768	705	949	774	701	996	1481	-	-	1534	-	-
Stage 1	898	806	-	926	826	-	-	-	-	-	-	-
Stage 2	924	826	-	902	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	700	949	764	697	996	1481	-	-	1534	-	-
Mov Cap-2 Maneuver	760	700	-	764	697	-	-	-	-	-	-	-
Stage 1	897	806	-	921	822	-	-	-	-	-	-	-
Stage 2	916	822	-	895	802	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.47		9.73		0.74		0.08	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	180	-	-	818	769	19	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.01	0.001	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

5: Tumbleweed Rd & Houser Rd
2025 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	6	1	1	12	3	0	15	0	5	18	2
Future Vol, veh/h	9	6	1	1	12	3	0	15	0	5	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	1	1	15	4	0	19	0	6	23	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	63	55	24	58	56	19	25	0	0	19	0	0
Stage 1	36	36	-	19	19	-	-	-	-	-	-	-
Stage 2	26	19	-	39	38	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	932	836	1053	939	835	1060	1589	-	-	1598	-	-
Stage 1	979	865	-	1000	880	-	-	-	-	-	-	-
Stage 2	991	880	-	976	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	833	1053	926	832	1060	1589	-	-	1598	-	-
Mov Cap-2 Maneuver	909	833	-	926	832	-	-	-	-	-	-	-
Stage 1	975	861	-	1000	880	-	-	-	-	-	-	-
Stage 2	971	880	-	963	860	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.16		9.22			0			1.45			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1589	-	-	886	872	353	-	-				
HCM Lane V/C Ratio	-	-	-	0.023	0.023	0.004	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.2	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	214	234	8	19	1
Future Vol, veh/h	13	214	234	8	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	252	275	9	24	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	285	0	-	0	564	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1278	-	-	-	487	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1278	-	-	-	480	759
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	764	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.48	0		12.75		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1278	-	-	-	489	
HCM Lane V/C Ratio	0.013	-	-	-	0.051	
HCM Ctrl Dly (s/v)	7.9	-	-	-	12.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

2: Battaglia Rd & Frontier St
2025 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	93	87	0	40	72	58	174	0	47	140	5
Future Vol, veh/h	8	93	87	0	40	72	58	174	0	47	140	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	109	102	0	47	85	73	205	0	59	165	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	658	635	168	687	638	205	171	0	0	205	0	0
Stage 1	285	285	-	350	350	-	-	-	-	-	-	-
Stage 2	373	350	-	337	288	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	377	396	876	361	395	836	1407	-	-	1367	-	-
Stage 1	722	676	-	667	633	-	-	-	-	-	-	-
Stage 2	648	633	-	677	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	359	876	207	358	836	1407	-	-	1367	-	-
Mov Cap-2 Maneuver	271	359	-	207	358	-	-	-	-	-	-	-
Stage 1	691	647	-	632	600	-	-	-	-	-	-	-
Stage 2	509	600	-	476	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.49		13.28		2.01		1.99	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1407	-	-	485	566	1367	-	-
HCM Lane V/C Ratio	0.052	-	-	0.456	0.233	0.043	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	18.5	13.3	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	0.9	0.1	-	-

3: Battaglia Rd & 11 Mile Corner Rd
2025 Total AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	108	1	14	94	33	2	52	22	27	44	16
Future Vol, veh/h	34	108	1	14	94	33	2	52	22	27	44	16
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	127	1	16	111	39	2	61	26	32	52	19
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.7	8.9	8.4	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	3%	24%	0%	10%	31%
Vol Thru, %	68%	76%	0%	67%	51%
Vol Right, %	29%	0%	100%	23%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	142	1	141	87
LT Vol	2	34	0	14	27
Through Vol	52	108	0	94	44
RT Vol	22	0	1	33	16
Lane Flow Rate	89	167	1	166	102
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.117	0.244	0.002	0.212	0.137
Departure Headway (Hd)	4.722	5.261	4.436	4.598	4.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	756	682	805	780	741
Service Time	2.766	2.998	2.173	2.637	2.865
HCM Lane V/C Ratio	0.118	0.245	0.001	0.213	0.138
HCM Control Delay, s/veh	8.4	9.7	7.2	8.9	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	1	0	0.8	0.5

4: 11 Mile Corner Rd & Houser Rd
2025 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	41	0	3	2	9	85	0	1	78	9
Future Vol, veh/h	10	0	41	0	3	2	9	85	0	1	78	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	51	0	4	3	11	100	0	1	92	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	222	221	97	215	226	100	102	0	0	100	0	0
Stage 1	99	99	-	121	121	-	-	-	-	-	-	-
Stage 2	123	121	-	94	105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	733	678	959	741	673	956	1490	-	-	1493	-	-
Stage 1	907	813	-	883	795	-	-	-	-	-	-	-
Stage 2	881	795	-	913	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	672	959	696	668	956	1490	-	-	1493	-	-
Mov Cap-2 Maneuver	721	672	-	696	668	-	-	-	-	-	-	-
Stage 1	906	812	-	876	790	-	-	-	-	-	-	-
Stage 2	868	790	-	863	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.78	0.71	0.08
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	172	-	-	901	759	20	-
HCM Lane V/C Ratio	0.007	-	-	0.071	0.008	0.001	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	9.8	7.4	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

5: Tumbleweed Rd & Houser Rd
2025 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	45	13	0	21	0	4	7	0	2	23	4
Future Vol, veh/h	4	45	13	0	21	0	4	7	0	2	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	56	16	0	26	0	5	9	0	3	29	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	68	55	31	81	58	9	34	0	0	9	0	0
Stage 1	36	36	-	19	19	-	-	-	-	-	-	-
Stage 2	32	19	-	62	39	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	924	836	1043	907	834	1073	1578	-	-	1611	-	-
Stage 1	979	865	-	1000	880	-	-	-	-	-	-	-
Stage 2	985	880	-	949	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	891	832	1043	829	830	1073	1578	-	-	1611	-	-
Mov Cap-2 Maneuver	891	832	-	829	830	-	-	-	-	-	-	-
Stage 1	978	863	-	997	877	-	-	-	-	-	-	-
Stage 2	952	877	-	872	861	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	9.53			9.48			2.65			0.5		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	655	-	-	873	830	121	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.032	0.002	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.5	9.5	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

6: Tumbleweed Rd & Driveway A
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	8	13	15	19
Future Vol, veh/h	1	4	8	13	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	16	19	24
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	79	18	0	0	26	0
Stage 1	18	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	923	1060	-	-	1588	-
Stage 1	1005	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	912	1060	-	-	1588	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.52	0		3.22		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	912 1060	794	-	
HCM Lane V/C Ratio	-	-	0.001 0.005	0.012	-	
HCM Ctrl Dly (s/v)	-	-	9 8.4	7.3	0	
HCM Lane LOS	-	-	A A	A	A	
HCM 95th %tile Q(veh)	-	-	0 0	0	-	

7: Frontier St & Driveway B
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	230	244	3	1	1
Future Vol, veh/h	3	230	244	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	271	287	4	1	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	291	0	-	0	566	289
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1271	-	-	-	485	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	484	750
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	769	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.1	0		11.13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	23	-	-	-	484	750
HCM Lane V/C Ratio	0.003	-	-	-	0.003	0.002
HCM Ctrl Dly (s/v)	7.8	0	-	-	12.5	9.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

8: Frontier St & Driveway C
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	188	243	9	4	4
Future Vol, veh/h	43	188	243	9	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	221	286	11	5	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	296	0	-	0	614	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	456	748
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	435	748
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	734	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.48	0		11.61		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	335	-	-	-	435	748
HCM Lane V/C Ratio	0.04	-	-	-	0.012	0.007
HCM Ctrl Dly (s/v)	8	0	-	-	13.4	9.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

9: Frontier St & Driveway D
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	192	247	8	0	5
Future Vol, veh/h	0	192	247	8	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	226	291	9	0	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	295
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	744
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	744
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.88		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	744		
HCM Lane V/C Ratio	-	-	-	0.008		
HCM Ctrl Dly (s/v)	-	-	-	9.9		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

10: 11 Mile Corner Rd & Driveway E
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	20	99	84	6
Future Vol, veh/h	2	2	20	99	84	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	24	116	99	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	266	102	106	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	723	953	1485	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	953	1485	-	-	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.43	1.25		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	303	-	711	953	-	-
HCM Lane V/C Ratio	0.016	-	0.004	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.1	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

13: 11 Mile Corner Rd & Driveway H
2025 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	10	91	87	31
Future Vol, veh/h	4	3	10	91	87	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	12	107	102	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	251	121	139	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	931	1445	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	731	931	1445	-	-	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.5	0.74	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	178	-	731	931	-	-
HCM Lane V/C Ratio	0.008	-	0.007	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	10	8.9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

1: Frontier St & Tumbleweed Rd
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	203	259	15	20	3
Future Vol, veh/h	2	203	259	15	20	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	239	305	18	25	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	322	0	-	0	557	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	491	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	490	727
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	797	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.08	0		12.45		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1237	-	-	-	512	
HCM Lane V/C Ratio	0.002	-	-	-	0.056	
HCM Ctrl Dly (s/v)	7.9	-	-	-	12.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

2: Battaglia Rd & Frontier St
2025 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	50	90	0	84	54	71	168	0	58	174	3
Future Vol, veh/h	18	50	90	0	84	54	71	168	0	58	174	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	59	106	0	99	64	89	198	0	73	205	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	776	727	206	754	728	198	208	0	0	198	0	0
Stage 1	351	351	-	375	375	-	-	-	-	-	-	-
Stage 2	425	375	-	379	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	315	351	834	325	350	843	1363	-	-	1375	-	-
Stage 1	665	632	-	646	617	-	-	-	-	-	-	-
Stage 2	607	617	-	643	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	311	834	208	310	843	1363	-	-	1375	-	-
Mov Cap-2 Maneuver	182	311	-	208	310	-	-	-	-	-	-	-
Stage 1	630	599	-	604	577	-	-	-	-	-	-	-
Stage 2	435	577	-	479	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.61		19.31		2.43		2.01	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	430	412	1375	-
HCM Lane V/C Ratio	0.065	-	-	0.433	0.394	0.053	-
HCM Ctrl Dly (s/v)	7.8	-	-	19.6	19.3	7.8	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.1	1.8	0.2	-

3: Battaglia Rd & 11 Mile Corner Rd
2025 Total PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	96	1	16	107	20	2	29	20	42	54	32
Future Vol, veh/h	12	96	1	16	107	20	2	29	20	42	54	32
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	113	1	19	126	24	3	36	25	49	64	38
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.2	9	8.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	11%	0%	11%	33%
Vol Thru, %	57%	89%	0%	75%	42%
Vol Right, %	39%	0%	100%	14%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	108	1	143	128
LT Vol	2	12	0	16	42
Through Vol	29	96	0	107	54
RT Vol	20	0	1	20	32
Lane Flow Rate	64	127	1	168	151
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.082	0.185	0.002	0.217	0.195
Departure Headway (Hd)	4.624	5.247	4.486	4.649	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	773	682	795	771	770
Service Time	2.666	2.987	2.226	2.687	2.691
HCM Lane V/C Ratio	0.083	0.186	0.001	0.218	0.196
HCM Control Delay, s/veh	8.1	9.2	7.2	9	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0	0.8	0.7

4: 11 Mile Corner Rd & Houser Rd
2025 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	9	3	2	1	33	57	0	1	87	7
Future Vol, veh/h	5	1	9	3	2	1	33	57	0	1	87	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	11	4	3	1	39	67	0	1	102	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	255	254	106	250	258	67	111	0	0	67	0	0
Stage 1	109	109	-	145	145	-	-	-	-	-	-	-
Stage 2	146	145	-	105	113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	698	650	948	703	647	996	1479	-	-	1534	-	-
Stage 1	896	805	-	858	777	-	-	-	-	-	-	-
Stage 2	857	777	-	900	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	675	632	948	674	628	996	1479	-	-	1534	-	-
Mov Cap-2 Maneuver	675	632	-	674	628	-	-	-	-	-	-	-
Stage 1	896	805	-	835	756	-	-	-	-	-	-	-
Stage 2	830	756	-	888	801	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.54		10.24		2.75		0.08	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	660	-	-	812	695	19	-	-
HCM Lane V/C Ratio	0.026	-	-	0.023	0.011	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.5	10.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

5: Tumbleweed Rd & Houser Rd
2025 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	11	6	1	39	3	12	18	0	5	20	2
Future Vol, veh/h	9	11	6	1	39	3	12	18	0	5	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	14	8	1	49	4	15	23	0	6	25	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	116	91	26	97	93	23	28	0	0	23	0	0
Stage 1	39	39	-	53	53	-	-	-	-	-	-	-
Stage 2	77	53	-	44	40	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	861	799	1049	886	798	1054	1586	-	-	1593	-	-
Stage 1	976	863	-	960	851	-	-	-	-	-	-	-
Stage 2	932	851	-	970	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	788	1049	852	787	1054	1586	-	-	1593	-	-
Mov Cap-2 Maneuver	795	788	-	852	787	-	-	-	-	-	-	-
Stage 1	972	859	-	951	843	-	-	-	-	-	-	-
Stage 2	867	843	-	944	858	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	9.47			9.81			2.92			1.35		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	839	802	327	-
HCM Lane V/C Ratio	0.009	-	-	0.039	0.067	0.004	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.5	9.8	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

6: Tumbleweed Rd & Driveway A
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	15	15	2	7	20
Future Vol, veh/h	3	15	15	2	7	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	19	19	3	9	25

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	63	20	0	0	21	0
Stage 1	20	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1058	-	-	1594	-
Stage 1	1003	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	938	1058	-	-	1594	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.53	0	1.88
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	938 1058	467	-
HCM Lane V/C Ratio	-	-	0.004 0.018	0.005	-
HCM Ctrl Dly (s/v)	-	-	8.9 8.5	7.3	0
HCM Lane LOS	-	-	A A	A	A
HCM 95th %tile Q(veh)	-	-	0 0.1	0	-

7: Frontier St & Driveway B
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	229	277	1	3	2
Future Vol, veh/h	1	229	277	1	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	269	326	1	4	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	327	0	-	0	598	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	465	715
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	464	715
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	774	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.03	0		11.71		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	8	-	-	-	464	715
HCM Lane V/C Ratio	0.001	-	-	-	0.008	0.003
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.8	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

8: Frontier St & Driveway C
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	223	265	3	12	13
Future Vol, veh/h	9	223	265	3	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	262	312	4	15	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	315	0	-	0	597	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1245	-	-	-	466	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	461	727
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	765	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.31	0		11.51		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	70	-	-	-	461	727
HCM Lane V/C Ratio	0.009	-	-	-	0.033	0.022
HCM Ctrl Dly (s/v)	7.9	0	-	-	13.1	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

9: Frontier St & Driveway D
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	235	238	2	0	30
Future Vol, veh/h	0	235	238	2	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	280	2	0	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	281
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	758
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	758
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	758		
HCM Lane V/C Ratio	-	-	-	0.049		
HCM Ctrl Dly (s/v)	-	-	-	10		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0.2		

10: 11 Mile Corner Rd & Driveway E
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	14	4	57	115	2
Future Vol, veh/h	6	14	4	57	115	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	18	5	71	135	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	218	136	138	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	770	912	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	912	1446	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.24	0.49		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	118	-	768	912	-	-
HCM Lane V/C Ratio	0.003	-	0.01	0.019	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

13: 11 Mile Corner Rd & Driveway H
2025 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	16	1	62	101	4
Future Vol, veh/h	24	16	1	62	101	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	20	1	78	119	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	201	121	124	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	787	930	1463	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	787	930	1463	-	-	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.44	0.12		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	29	-	787	930	-	-
HCM Lane V/C Ratio	0.001	-	0.038	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

APPENDIX G: 2030 LEVEL OF SERVICE ANALYSIS

1: Frontier St & Tumbleweed Rd
2030 Background AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	205	272	10	23	0
Future Vol, veh/h	0	205	272	10	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	241	320	12	29	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	332	0	-	0	567	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1228	-	-	-	485	715
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	485	715
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	799	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		12.89		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1228	-	-	-	485	
HCM Lane V/C Ratio	-	-	-	-	0.059	
HCM Ctrl Dly (s/v)	0	-	-	-	12.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

2: Battaglia Rd & Frontier St
2030 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	113	106	0	48	78	71	197	0	56	166	6
Future Vol, veh/h	10	113	106	0	48	78	71	197	0	56	166	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	133	125	0	56	92	89	232	0	70	195	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	776	748	199	811	752	232	202	0	0	232	0	0
Stage 1	339	339	-	409	409	-	-	-	-	-	-	-
Stage 2	438	409	-	402	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	314	341	842	298	339	807	1369	-	-	1336	-	-
Stage 1	676	640	-	619	596	-	-	-	-	-	-	-
Stage 2	598	596	-	625	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	302	842	133	301	807	1369	-	-	1336	-	-
Mov Cap-2 Maneuver	205	302	-	133	301	-	-	-	-	-	-	-
Stage 1	640	606	-	579	557	-	-	-	-	-	-	-
Stage 2	445	557	-	394	604	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	28.03		15.45			2.16			2.02			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1369	-	-	417	492	1336	-	-				
HCM Lane V/C Ratio	0.065	-	-	0.645	0.301	0.052	-	-				
HCM Ctrl Dly (s/v)	7.8	-	-	28	15.4	7.8	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	4.4	1.3	0.2	-	-				

3: Battaglia Rd & 11 Mile Corner Rd
2030 Background AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	130	1	16	105	28	3	39	27	30	49	19
Future Vol, veh/h	42	130	1	16	105	28	3	39	27	30	49	19
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	153	1	19	124	33	4	49	34	35	58	22
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.3	9.2	8.5	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	172	1	149	98
LT Vol	3	42	0	16	30
Through Vol	39	130	0	105	49
RT Vol	27	0	1	28	19
Lane Flow Rate	86	202	1	175	115
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.115	0.298	0.002	0.229	0.158
Departure Headway (Hd)	4.808	5.303	4.475	4.704	4.934
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	742	676	796	759	723
Service Time	2.864	3.053	2.225	2.756	2.988
HCM Lane V/C Ratio	0.116	0.299	0.001	0.231	0.159
HCM Control Delay, s/veh	8.5	10.3	7.2	9.2	8.9
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.4	1.2	0	0.9	0.6

4: 11 Mile Corner Rd & Houser Rd
2030 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	9	0	4	3	5	102	0	1	91	11
Future Vol, veh/h	13	0	9	0	4	3	5	102	0	1	91	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	11	0	5	4	6	120	0	1	107	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	250	248	114	241	254	120	120	0	0	120	0	0
Stage 1	116	116	-	132	132	-	-	-	-	-	-	-
Stage 2	134	132	-	109	122	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	703	655	939	713	649	931	1468	-	-	1468	-	-
Stage 1	889	800	-	872	787	-	-	-	-	-	-	-
Stage 2	869	787	-	896	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	692	651	939	701	646	931	1468	-	-	1468	-	-
Mov Cap-2 Maneuver	692	651	-	701	646	-	-	-	-	-	-	-
Stage 1	888	799	-	868	784	-	-	-	-	-	-	-
Stage 2	856	784	-	884	794	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.82		9.9		0.35		0.07					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	84	-	-	775	744	17	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.035	0.012	0.001	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	9.8	9.9	7.5	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

5: Tumbleweed Rd & Houser Rd
2030 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	14	1	0	19	0	1	8	0	3	24	5
Future Vol, veh/h	5	14	1	0	19	0	1	8	0	3	24	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	18	1	0	24	0	1	10	0	4	30	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	65	53	33	59	56	10	36	0	0	10	0	0
Stage 1	41	41	-	13	13	-	-	-	-	-	-	-
Stage 2	24	13	-	46	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	929	838	1040	937	835	1071	1575	-	-	1610	-	-
Stage 1	974	861	-	1008	885	-	-	-	-	-	-	-
Stage 2	994	885	-	967	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	835	1040	914	832	1071	1575	-	-	1610	-	-
Mov Cap-2 Maneuver	899	835	-	914	832	-	-	-	-	-	-	-
Stage 1	972	859	-	1007	884	-	-	-	-	-	-	-
Stage 2	966	884	-	944	856	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.32		9.45			0.81			0.68			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	200	-	-	859	832	163	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.029	0.029	0.002	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.5	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2030 Background PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	235	259	18	24	0
Future Vol, veh/h	0	235	259	18	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	305	21	30	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	326	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1234	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1234	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1234	-	-	-	469
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	0	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

2: Battaglia Rd & Frontier St
2030 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	22	61	110	0	102	63	86	199	0	67	197	4
Future Vol, veh/h	22	61	110	0	102	63	86	199	0	67	197	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	72	129	0	120	74	101	234	0	84	232	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	898	838	234	872	840	234	236	0	0	234	0	0
Stage 1	402	402	-	436	436	-	-	-	-	-	-	-
Stage 2	496	436	-	435	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	260	302	805	271	301	805	1331	-	-	1333	-	-
Stage 1	625	601	-	599	580	-	-	-	-	-	-	-
Stage 2	555	580	-	600	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	262	805	149	261	805	1331	-	-	1333	-	-
Mov Cap-2 Maneuver	118	262	-	149	261	-	-	-	-	-	-	-
Stage 1	586	563	-	553	536	-	-	-	-	-	-	-
Stage 2	361	536	-	411	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	33.05		27.14		2.39		2.06	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1331	-	-	347 352	1333	-	-
HCM Lane V/C Ratio	0.076	-	-	0.655 0.552	0.063	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	33 27.1	7.9	-	-
HCM Lane LOS	A	-	-	D D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.4 3.2	0.2	-	-

3: Battaglia Rd & 11 Mile Corner Rd
2030 Background PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	113	1	19	128	23	3	30	24	37	44	39
Future Vol, veh/h	15	113	1	19	128	23	3	30	24	37	44	39
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	133	1	22	151	27	4	38	30	44	52	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.5	9.4	8.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	5%	12%	0%	11%	31%
Vol Thru, %	53%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	128	1	170	120
LT Vol	3	15	0	19	37
Through Vol	30	113	0	128	44
RT Vol	24	0	1	23	39
Lane Flow Rate	71	151	1	200	141
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.094	0.221	0.002	0.26	0.186
Departure Headway (Hd)	4.739	5.281	4.517	4.685	4.753
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	752	678	789	764	752
Service Time	2.793	3.027	2.263	2.73	2.801
HCM Lane V/C Ratio	0.094	0.223	0.001	0.262	0.188
HCM Control Delay, s/veh	8.3	9.5	7.3	9.4	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0	1	0.7

4: 11 Mile Corner Rd & Houser Rd
2030 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	5	4	3	1	8	66	0	1	105	9
Future Vol, veh/h	6	1	5	4	3	1	8	66	0	1	105	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	6	5	4	1	10	83	0	1	124	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	236	234	129	229	239	83	134	0	0	83	0	0
Stage 1	131	131	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	127	136	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	719	667	921	726	662	977	1450	-	-	1515	-	-
Stage 1	872	788	-	903	810	-	-	-	-	-	-	-
Stage 2	901	810	-	877	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	708	661	921	714	657	977	1450	-	-	1515	-	-
Mov Cap-2 Maneuver	708	661	-	714	657	-	-	-	-	-	-	-
Stage 1	872	787	-	897	804	-	-	-	-	-	-	-
Stage 2	890	804	-	869	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.71	10.11	0.81	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	779	715	15	-	-
HCM Lane V/C Ratio	0.007	-	-	0.019	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.7	10.1	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

5: Tumbleweed Rd & Houser Rd
2030 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	8	1	1	15	4	0	18	0	6	22	3
Future Vol, veh/h	11	8	1	1	15	4	0	18	0	6	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	10	1	1	19	5	0	23	0	8	28	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	76	67	29	70	69	23	31	0	0	23	0	0
Stage 1	44	44	-	23	23	-	-	-	-	-	-	-
Stage 2	32	23	-	48	46	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	913	824	1045	922	822	1054	1581	-	-	1593	-	-
Stage 1	970	858	-	996	876	-	-	-	-	-	-	-
Stage 2	985	876	-	966	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	884	820	1045	905	818	1054	1581	-	-	1593	-	-
Mov Cap-2 Maneuver	884	820	-	905	818	-	-	-	-	-	-	-
Stage 1	965	854	-	996	876	-	-	-	-	-	-	-
Stage 2	959	876	-	949	852	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.29		9.31			0			1.41			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1581	-	-	864	861	340	-	-				
HCM Lane V/C Ratio	-	-	-	0.029	0.029	0.005	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.3	9.3	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	296	291	10	23	2
Future Vol, veh/h	27	296	291	10	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	348	323	11	29	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	334	0	-	0	745	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1225	-	-	-	382	713
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1225	-	-	-	371	713
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	666	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.71	0		15.15		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1225	-	-	-	386	
HCM Lane V/C Ratio	0.028	-	-	-	0.081	
HCM Ctrl Dly (s/v)	8	-	-	-	15.1	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

2: Battaglia Rd & Frontier St
2030 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	11.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	113	106	0	48	94	71	221	0	58	173	6
Future Vol, veh/h	10	113	106	0	48	94	71	221	0	58	173	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	133	125	0	56	111	89	260	0	73	204	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	818	790	207	853	793	260	211	0	0	260	0	0
Stage 1	352	352	-	438	438	-	-	-	-	-	-	-
Stage 2	466	438	-	415	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	295	323	833	279	321	779	1360	-	-	1304	-	-
Stage 1	665	632	-	598	579	-	-	-	-	-	-	-
Stage 2	577	579	-	615	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	285	833	118	283	779	1360	-	-	1304	-	-
Mov Cap-2 Maneuver	183	285	-	118	283	-	-	-	-	-	-	-
Stage 1	628	596	-	559	541	-	-	-	-	-	-	-
Stage 2	415	541	-	384	594	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	31.4		16.12		1.99		2.03	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	396	490	1304	-
HCM Lane V/C Ratio	0.065	-	-	0.681	0.341	0.056	-
HCM Ctrl Dly (s/v)	7.8	-	-	31.4	16.1	7.9	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4.9	1.5	0.2	-

3: Battaglia Rd & 11 Mile Corner Rd
2030 Total AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	132	1	16	121	48	3	80	27	34	55	19
Future Vol, veh/h	42	132	1	16	121	48	3	80	27	34	55	19
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	155	1	19	142	56	4	94	32	40	65	22
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.8	9.9	9.3	9.4
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	3%	24%	0%	9%	31%
Vol Thru, %	73%	76%	0%	65%	51%
Vol Right, %	25%	0%	100%	26%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	174	1	185	108
LT Vol	3	42	0	16	34
Through Vol	80	132	0	121	55
RT Vol	27	0	1	48	19
Lane Flow Rate	129	205	1	218	127
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.181	0.313	0.002	0.292	0.181
Departure Headway (Hd)	5.039	5.505	4.678	4.83	5.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	705	647	757	738	691
Service Time	3.122	3.283	2.455	2.906	3.222
HCM Lane V/C Ratio	0.183	0.317	0.001	0.295	0.184
HCM Control Delay, s/veh	9.3	10.8	7.5	9.9	9.4
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.7	1.3	0	1.2	0.7

4: 11 Mile Corner Rd & Houser Rd
2030 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	76	0	4	3	15	104	0	1	97	11
Future Vol, veh/h	13	0	76	0	4	3	15	104	0	1	97	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	89	0	5	4	18	122	0	1	114	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	283	281	121	274	287	122	127	0	0	122	0	0
Stage 1	123	123	-	158	158	-	-	-	-	-	-	-
Stage 2	160	158	-	116	129	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	669	628	931	678	623	929	1459	-	-	1465	-	-
Stage 1	881	794	-	845	767	-	-	-	-	-	-	-
Stage 2	842	767	-	888	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	652	619	931	605	614	929	1459	-	-	1465	-	-
Mov Cap-2 Maneuver	652	619	-	605	614	-	-	-	-	-	-	-
Stage 1	880	793	-	834	757	-	-	-	-	-	-	-
Stage 2	822	757	-	802	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.67		10.07		0.95		0.07	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	227	-	-	876	718	16	-	-
HCM Lane V/C Ratio	0.012	-	-	0.12	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.7	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

5: Tumbleweed Rd & Houser Rd
2030 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	81	24	0	29	0	7	10	0	3	30	5
Future Vol, veh/h	5	81	24	0	29	0	7	10	0	3	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	95	28	0	36	0	9	13	0	4	38	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	96	78	41	123	81	13	44	0	0	13	0	0
Stage 1	48	48	-	30	30	-	-	-	-	-	-	-
Stage 2	48	30	-	93	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	886	812	1030	852	809	1068	1565	-	-	1606	-	-
Stage 1	965	855	-	987	870	-	-	-	-	-	-	-
Stage 2	965	870	-	914	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	840	806	1030	725	802	1068	1565	-	-	1606	-	-
Mov Cap-2 Maneuver	840	806	-	725	802	-	-	-	-	-	-	-
Stage 1	963	853	-	981	865	-	-	-	-	-	-	-
Stage 2	920	865	-	788	850	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	10.01		9.7			3.01			0.57			
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	741	-	-	848	802	138	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.153	0.045	0.002	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10	9.7	7.2	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-				

6: Tumbleweed Rd & Driveway A
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	10	27	29	23
Future Vol, veh/h	2	8	10	27	29	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	13	34	36	29
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	131	29	0	0	46	0
Stage 1	29	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	864	1045	-	-	1561	-
Stage 1	993	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1045	-	-	1561	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.64	0	4.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	843	1045	1004	-
HCM Lane V/C Ratio	-	-	0.003	0.01	0.023	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

7: Frontier St & Driveway B
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	313	303	6	2	2
Future Vol, veh/h	6	313	303	6	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	348	337	7	3	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	343	0	-	0	701	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1216	-	-	-	405	702
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	402	702
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	705	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.15	0		12.08		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	34	-	-	-	402	702
HCM Lane V/C Ratio	0.005	-	-	-	0.006	0.004
HCM Ctrl Dly (s/v)	8	0	-	-	14	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

8: Frontier St & Driveway C
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	230	303	18	7	6
Future Vol, veh/h	85	230	303	18	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	256	337	20	9	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	357	0	-	0	791	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1202	-	-	-	358	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1202	-	-	-	326	696
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	646	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.23	0		13.53		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	486	-	-	-	326	696
HCM Lane V/C Ratio	0.079	-	-	-	0.027	0.011
HCM Ctrl Dly (s/v)	8.3	0	-	-	16.4	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0

9: Frontier St & Driveway D
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	237	310	16	0	11
Future Vol, veh/h	0	237	310	16	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	279	344	18	0	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	353
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	690
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.32		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	690		
HCM Lane V/C Ratio	-	-	-	0.02		
HCM Ctrl Dly (s/v)	-	-	-	10.3		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

10: 11 Mile Corner Rd & Driveway E
2030 Total AM

HCM 7th TWSC

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	41	129	104	12
Future Vol, veh/h	4	5	41	129	104	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	6	48	152	122	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	378	129	136	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	624	920	1448	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	920	1448	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.87	1.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	434	-	601	920	-	-
HCM Lane V/C Ratio	0.033	-	0.008	0.007	-	-
HCM Ctrl Dly (s/v)	7.6	0	11	8.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

13: 11 Mile Corner Rd & Driveway H
2030 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	20	113	111	61
Future Vol, veh/h	8	5	20	113	111	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	6	24	133	131	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	346	166	202	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	650	878	1369	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	878	1369	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	1.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	271	-	638	878	-	-
HCM Lane V/C Ratio	0.017	-	0.016	0.007	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.7	9.1	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

1: Frontier St & Tumbleweed Rd
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	254	352	18	24	6
Future Vol, veh/h	5	254	352	18	24	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	299	391	20	30	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	411	0	0 712 401
Stage 1	-	-	- - 401 -
Stage 2	-	-	- - 311 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1148	-	- - 399 649
Stage 1	-	-	- - 676 -
Stage 2	-	-	- - 743 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1148	-	- - 397 649
Mov Cap-2 Maneuver	-	-	- - 397 -
Stage 1	-	-	- - 673 -
Stage 2	-	-	- - 743 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	14.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	430
HCM Lane V/C Ratio	0.005	-	-	-	0.087
HCM Ctrl Dly (s/v)	8.2	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

2: Battaglia Rd & Frontier St
2030 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	61	110	0	102	66	86	208	0	73	220	4
Future Vol, veh/h	22	61	110	0	102	66	86	208	0	73	220	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	72	129	0	120	78	101	245	0	91	259	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	951	891	261	924	893	245	264	0	0	245	0	0
Stage 1	444	444	-	447	447	-	-	-	-	-	-	-
Stage 2	507	447	-	477	446	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	240	282	777	250	281	794	1301	-	-	1321	-	-
Stage 1	593	575	-	591	573	-	-	-	-	-	-	-
Stage 2	548	573	-	569	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	242	777	131	241	794	1301	-	-	1321	-	-
Mov Cap-2 Maneuver	100	242	-	131	241	-	-	-	-	-	-	-
Stage 1	552	536	-	545	529	-	-	-	-	-	-	-
Stage 2	353	529	-	382	534	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	41.15		30.62		2.34		2.04	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	315	332	1321	-	-
HCM Lane V/C Ratio	0.078	-	-	0.721	0.596	0.069	-	-
HCM Ctrl Dly (s/v)	8	-	-	41.1	30.6	7.9	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.2	3.6	0.2	-	-

3: Battaglia Rd & 11 Mile Corner Rd
2030 Total PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	119	1	19	131	26	3	38	24	61	80	39
Future Vol, veh/h	15	119	1	19	131	26	3	38	24	61	80	39
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	140	1	22	154	31	4	48	30	72	94	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.1	9.9	8.6	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	5%	11%	0%	11%	34%
Vol Thru, %	58%	89%	0%	74%	44%
Vol Right, %	37%	0%	100%	15%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	134	1	176	180
LT Vol	3	15	0	19	61
Through Vol	38	119	0	131	80
RT Vol	24	0	1	26	39
Lane Flow Rate	81	158	1	207	212
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.111	0.242	0.002	0.283	0.289
Departure Headway (Hd)	4.939	5.517	4.754	4.912	4.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	718	646	745	725	726
Service Time	3.023	3.294	2.531	2.986	2.972
HCM Lane V/C Ratio	0.113	0.245	0.001	0.286	0.292
HCM Control Delay, s/veh	8.6	10.1	7.5	9.9	10
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.4	0.9	0	1.2	1.2

4: 11 Mile Corner Rd & Houser Rd
2030 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	15	4	3	1	62	72	0	1	107	9
Future Vol, veh/h	6	1	15	4	3	1	62	72	0	1	107	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	19	5	4	1	73	85	0	1	126	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	366	364	131	359	369	85	136	0	0	85	0	0
Stage 1	134	134	-	231	231	-	-	-	-	-	-	-
Stage 2	232	231	-	129	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	590	564	918	596	560	974	1448	-	-	1512	-	-
Stage 1	870	786	-	772	714	-	-	-	-	-	-	-
Stage 2	771	714	-	875	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	554	534	918	551	530	974	1448	-	-	1512	-	-
Mov Cap-2 Maneuver	554	534	-	551	530	-	-	-	-	-	-	-
Stage 1	869	785	-	731	676	-	-	-	-	-	-	-
Stage 2	725	676	-	855	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.93		11.39		3.53		0.06	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	758 574	15	-	-
HCM Lane V/C Ratio	0.05	-	-	0.036 0.017	0.001	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	9.9 11.4	7.4	0	-
HCM Lane LOS	A	A	-	A B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1 0.1	0	-	-

5: Tumbleweed Rd & Houser Rd
2030 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	18	10	1	69	4	23	24	0	6	24	3
Future Vol, veh/h	11	18	10	1	69	4	23	24	0	6	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	23	13	1	86	5	29	30	0	8	30	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	178	134	32	144	136	30	34	0	0	30	0	0
Stage 1	47	47	-	88	88	-	-	-	-	-	-	-
Stage 2	131	88	-	56	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	785	756	1042	825	755	1044	1578	-	-	1583	-	-
Stage 1	967	856	-	920	822	-	-	-	-	-	-	-
Stage 2	873	822	-	956	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	675	739	1042	773	737	1044	1578	-	-	1583	-	-
Mov Cap-2 Maneuver	675	739	-	773	737	-	-	-	-	-	-	-
Stage 1	962	852	-	903	807	-	-	-	-	-	-	-
Stage 2	762	807	-	915	850	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.95		10.48			3.58			1.32			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	881	-	-	776	749	320	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.063	0.123	0.005	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.9	10.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-				

6: Tumbleweed Rd & Driveway A
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	29	18	5	11	24
Future Vol, veh/h	6	29	18	5	11	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	36	23	6	14	30
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	83	26	0	0	29	0
Stage 1	26	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	919	1050	-	-	1584	-
Stage 1	997	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	911	1050	-	-	1584	-
Mov Cap-2 Maneuver	911	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.62	0		2.29		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	911 1050	566	-	
HCM Lane V/C Ratio	-	-	0.008 0.035	0.009	-	
HCM Ctrl Dly (s/v)	-	-	9 8.6	7.3	0	
HCM Lane LOS	-	-	A A	A	A	
HCM 95th %tile Q(veh)	-	-	0 0.1	0	-	

7: Frontier St & Driveway B
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	285	370	2	6	6
Future Vol, veh/h	2	285	370	2	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	335	411	2	8	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	413	0	-	0	752	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1146	-	-	-	378	640
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1146	-	-	-	377	640
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	721	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.06	0		12.72		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	13	-	-	-	377	640
HCM Lane V/C Ratio	0.002	-	-	-	0.02	0.012
HCM Ctrl Dly (s/v)	8.1	0	-	-	14.7	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

8: Frontier St & Driveway C
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	274	347	7	23	25
Future Vol, veh/h	17	274	347	7	23	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	322	386	8	29	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	393	0	-	0	752	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1165	-	-	-	378	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1165	-	-	-	370	659
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	704	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.48	0		13.04		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	105	-	-	-	370	659
HCM Lane V/C Ratio	0.017	-	-	-	0.078	0.047
HCM Ctrl Dly (s/v)	8.1	0	-	-	15.5	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

9: Frontier St & Driveway D
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	297	292	3	0	62
Future Vol, veh/h	0	297	292	3	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	349	344	4	0	78
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	345
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	698
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	698		
HCM Lane V/C Ratio	-	-	-	0.111		
HCM Ctrl Dly (s/v)	-	-	-	10.8		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.4		

10: 11 Mile Corner Rd & Driveway E
2030 Total PM

HCM 7th TWSC

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	28	8	71	152	5
Future Vol, veh/h	12	28	8	71	152	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	35	9	84	179	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	284	182	185	0	-	0
Stage 1	182	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	706	861	1390	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	861	1390	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	0.77	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	182	-	701	861	-	-
HCM Lane V/C Ratio	0.007	-	0.021	0.041	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.2	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

13: 11 Mile Corner Rd & Driveway H
2030 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	32	3	80	125	8
Future Vol, veh/h	48	32	3	80	125	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	40	4	94	147	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	253	152	156	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	736	894	1423	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	894	1423	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.89	0.27		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	65	-	734	894	-	-
HCM Lane V/C Ratio	0.002	-	0.082	0.045	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.3	9.2	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.1	-	-

APPENDIX H: 2035 LEVEL OF SERVICE ANALYSIS

1: Frontier St & Tumbleweed Rd
2035 Background AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	249	331	12	28	0
Future Vol, veh/h	0	249	331	12	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	293	368	13	35	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	381	0	-	0	667	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1177	-	-	-	424	672
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1177	-	-	-	424	672
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	757	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		14.26		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1177	-	-	-	424	
HCM Lane V/C Ratio	-	-	-	-	0.083	
HCM Ctrl Dly (s/v)	0	-	-	-	14.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

2: Battaglia Rd & Frontier St
2035 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	24.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	137	129	0	58	95	86	240	0	68	202	8
Future Vol, veh/h	12	137	129	0	58	95	86	240	0	68	202	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	161	152	0	68	112	101	282	0	85	238	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	931	897	242	973	902	282	247	0	0	282	0	0
Stage 1	412	412	-	485	485	-	-	-	-	-	-	-
Stage 2	519	485	-	488	417	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	247	279	796	231	278	757	1319	-	-	1280	-	-
Stage 1	617	594	-	564	552	-	-	-	-	-	-	-
Stage 2	540	552	-	561	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	241	796	59	239	757	1319	-	-	1280	-	-
Mov Cap-2 Maneuver	135	241	-	59	239	-	-	-	-	-	-	-
Stage 1	576	555	-	520	509	-	-	-	-	-	-	-
Stage 2	368	509	-	301	552	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	75.96		20.11		2.1		2.05	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	339	416	1280	-	-
HCM Lane V/C Ratio	0.077	-	-	0.964	0.433	0.066	-	-
HCM Ctrl Dly (s/v)	8	-	-	76	20.1	8	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10.3	2.1	0.2	-	-

3: Battaglia Rd & 11 Mile Corner Rd
2035 Background AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	159	2	20	128	34	3	48	32	37	60	23
Future Vol, veh/h	51	159	2	20	128	34	3	48	32	37	60	23
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	187	3	24	151	40	4	56	38	44	71	27
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	11.5	10	9	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	58%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	210	2	182	120
LT Vol	3	51	0	20	37
Through Vol	48	159	0	128	60
RT Vol	32	0	2	34	23
Lane Flow Rate	98	247	3	214	141
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.138	0.375	0.003	0.291	0.203
Departure Headway (Hd)	5.09	5.462	4.634	4.894	5.188
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	696	655	764	726	685
Service Time	3.181	3.24	2.412	2.975	3.273
HCM Lane V/C Ratio	0.141	0.377	0.004	0.295	0.206
HCM Control Delay, s/veh	9	11.5	7.4	10	9.6
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.5	1.7	0	1.2	0.8

4: 11 Mile Corner Rd & Houser Rd
2035 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	11	0	5	3	6	125	0	2	111	14
Future Vol, veh/h	15	0	11	0	5	3	6	125	0	2	111	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	0	14	0	6	4	7	147	0	2	131	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	308	305	139	296	313	147	147	0	0	147	0	0
Stage 1	144	144	-	161	161	-	-	-	-	-	-	-
Stage 2	164	161	-	135	152	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	645	609	909	656	602	900	1435	-	-	1435	-	-
Stage 1	859	778	-	841	765	-	-	-	-	-	-	-
Stage 2	838	765	-	868	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	631	604	909	641	598	900	1435	-	-	1435	-	-
Mov Cap-2 Maneuver	631	604	-	641	598	-	-	-	-	-	-	-
Stage 1	858	777	-	836	761	-	-	-	-	-	-	-
Stage 2	823	761	-	853	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	10.34	0.34	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	725 684	28	-	-
HCM Lane V/C Ratio	0.005	-	-	0.045 0.015	0.002	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.2 10.3	7.5	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

5: Tumbleweed Rd & Houser Rd
2035 Background AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	17	2	0	23	0	2	9	0	3	29	6
Future Vol, veh/h	6	17	2	0	23	0	2	9	0	3	29	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	21	3	0	29	0	3	11	0	4	36	8
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	78	64	40	71	68	11	44	0	0	11	0	0
Stage 1	48	48	-	16	16	-	-	-	-	-	-	-
Stage 2	31	16	-	54	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	911	827	1031	921	823	1070	1565	-	-	1608	-	-
Stage 1	966	855	-	1003	882	-	-	-	-	-	-	-
Stage 2	986	882	-	958	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	824	1031	892	820	1070	1565	-	-	1608	-	-
Mov Cap-2 Maneuver	875	824	-	892	820	-	-	-	-	-	-	-
Stage 1	964	853	-	1002	880	-	-	-	-	-	-	-
Stage 2	952	880	-	930	850	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.4		9.55			1.33			0.57			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	327	-	-	849	820	137	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.037	0.035	0.002	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	9.6	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2035 Background PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	286	316	22	29	0
Future Vol, veh/h	0	286	316	22	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	336	351	24	36	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	376	0	-	0	700	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1183	-	-	-	406	682
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1183	-	-	-	406	682
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	724	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		14.75		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1183	-	-	-	406	
HCM Lane V/C Ratio	-	-	-	-	0.089	
HCM Ctrl Dly (s/v)	0	-	-	-	14.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

2: Battaglia Rd & Frontier St
2035 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	62.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	26	74	134	0	125	77	105	242	0	82	240	5
Future Vol, veh/h	26	74	134	0	125	77	105	242	0	82	240	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	87	158	0	147	91	124	285	0	96	282	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	1010	285	1051	1013	285	288	0	0	285	0	0
Stage 1	478	478	-	532	532	-	-	-	-	-	-	-
Stage 2	605	532	-	519	481	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	195	240	754	205	239	754	1274	-	-	1278	-	-
Stage 1	568	555	-	531	526	-	-	-	-	-	-	-
Stage 2	484	526	-	540	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	43	200	754	82	199	754	1274	-	-	1278	-	-
Mov Cap-2 Maneuver	43	200	-	82	199	-	-	-	-	-	-	-
Stage 1	525	513	-	480	475	-	-	-	-	-	-	-
Stage 2	266	475	-	328	512	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	235.74		63.66		2.46		2.02	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	202	277	1278	-
HCM Lane V/C Ratio	0.097	-	-	1.36	0.858	0.076	-
HCM Ctrl Dly (s/v)	8.1	-	-	235.7	63.7	8	-
HCM Lane LOS	A	-	-	F	F	A	-
HCM 95th %tile Q(veh)	0.3	-	-	15.7	7.3	0.2	-

3: Battaglia Rd & 11 Mile Corner Rd
2035 Background PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	137	2	23	155	28	3	37	29	45	54	48
Future Vol, veh/h	18	137	2	23	155	28	3	37	29	45	54	48
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	161	3	27	182	33	4	46	36	53	64	56
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.4	10.3	8.8	9.6
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	12%	0%	11%	31%
Vol Thru, %	54%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	155	2	206	147
LT Vol	3	18	0	23	45
Through Vol	37	137	0	155	54
RT Vol	29	0	2	28	48
Lane Flow Rate	86	182	3	242	173
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.12	0.277	0.003	0.328	0.239
Departure Headway (Hd)	5.003	5.466	4.701	4.871	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	709	653	753	732	714
Service Time	3.09	3.245	2.48	2.946	3.058
HCM Lane V/C Ratio	0.121	0.279	0.004	0.331	0.242
HCM Control Delay, s/veh	8.8	10.4	7.5	10.3	9.6
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.4	1.1	0	1.4	0.9

4: 11 Mile Corner Rd & Houser Rd
2035 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	6	5	3	2	9	80	0	2	128	11
Future Vol, veh/h	8	2	6	5	3	2	9	80	0	2	128	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	3	8	6	4	3	11	94	0	2	151	13
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	279	277	157	272	284	94	164	0	0	94	0	0
Stage 1	162	162	-	115	115	-	-	-	-	-	-	-
Stage 2	117	115	-	157	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	673	631	888	681	625	963	1415	-	-	1500	-	-
Stage 1	840	764	-	889	800	-	-	-	-	-	-	-
Stage 2	887	800	-	846	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	661	625	888	666	619	963	1415	-	-	1500	-	-
Mov Cap-2 Maneuver	661	625	-	666	619	-	-	-	-	-	-	-
Stage 1	839	763	-	882	794	-	-	-	-	-	-	-
Stage 2	874	794	-	834	758	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	10.1		10.29			0.76			0.11			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	182	-	-	725	693	25	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.028	0.018	0.002	-	-				
HCM Ctrl Dly (s/v)	7.6	0	-	10.1	10.3	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

5: Tumbleweed Rd & Houser Rd
2035 Background PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	9	2	2	18	5	0	22	0	8	26	3
Future Vol, veh/h	14	9	2	2	18	5	0	22	0	8	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	11	3	3	23	6	0	28	0	10	33	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	93	82	34	86	84	28	36	0	0	28	0	0
Stage 1	54	54	-	28	28	-	-	-	-	-	-	-
Stage 2	39	28	-	58	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	890	808	1039	901	806	1048	1575	-	-	1586	-	-
Stage 1	958	850	-	990	872	-	-	-	-	-	-	-
Stage 2	976	872	-	954	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	855	803	1039	880	801	1048	1575	-	-	1586	-	-
Mov Cap-2 Maneuver	855	803	-	880	801	-	-	-	-	-	-	-
Stage 1	952	844	-	990	872	-	-	-	-	-	-	-
Stage 2	945	872	-	933	843	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.41		9.41			0			1.57			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1575	-	-	847	847	381	-	-				
HCM Lane V/C Ratio	-	-	-	0.037	0.037	0.006	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.4	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

1: Frontier St & Tumbleweed Rd
2035 Total AM

HCM 7th TWSC

Intersection

Int Delay, s/veh 6.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations      

Traffic Vol, veh/h 117 542 519 35 57 71

Future Vol, veh/h 117 542 519 35 57 71

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 200 - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 85 90 90 90 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 138 602 577 39 67 84

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 616 0 - 0 1474 596

Stage 1 - - - - 596 -

Stage 2 - - - - 878 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 964 - - - 139 503

Stage 1 - - - - 550 -

Stage 2 - - - - 407 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 964 - - - 120 503

Mov Cap-2 Maneuver - - - - 120 -

Stage 1 - - - - 472 -

Stage 2 - - - - 407 -

Approach EB WB SB

HCM Ctrl Dly, s/v 1.74 0 58.17

HCM LOS F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 964 - - - 207

HCM Lane V/C Ratio 0.143 - - - 0.727

HCM Ctrl Dly (s/v) 9.4 - - - 58.2

HCM Lane LOS A - - - F

HCM 95th %tile Q(veh) 0.5 - - - 4.8

2: Battaglia Rd & Frontier St
2035 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	69.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	137	129	0	58	201	86	322	0	146	235	8
Future Vol, veh/h	12	137	129	0	58	201	86	322	0	146	235	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	90	90	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	161	152	0	68	236	101	358	0	172	276	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1219	1185	281	1261	1190	358	286	0	0	358	0	0
Stage 1	625	625	-	560	560	-	-	-	-	-	-	-
Stage 2	594	560	-	701	629	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	157	189	758	147	188	686	1276	-	-	1201	-	-
Stage 1	473	477	-	513	510	-	-	-	-	-	-	-
Stage 2	491	510	-	430	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	~ 149	758	-	148	686	1276	-	-	1201	-	-
Mov Cap-2 Maneuver	49	~ 149	-	-	148	-	-	-	-	-	-	-
Stage 1	405	409	-	472	470	-	-	-	-	-	-	-
Stage 2	253	470	-	178	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 320.83		1.78	3.19
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1276	-	-	208	-	1201	-
HCM Lane V/C Ratio	0.079	-	-	1.572	-	0.143	-
HCM Ctrl Dly (s/v)	8.1	-	-	\$ 320.8	-	8.5	-
HCM Lane LOS	A	-	-	F	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	20.8	-	0.5	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

3: Battaglia Rd & 11 Mile Corner Rd
2035 Total AM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	169	2	20	172	107	3	181	32	123	138	85
Future Vol, veh/h	119	169	2	20	172	107	3	181	32	123	138	85
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	199	3	22	191	119	4	213	38	137	153	94
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	33.2	26.4	20.4	33.3
HCM LOS	D	D	C	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	41%	0%	7%	36%
Vol Thru, %	84%	59%	0%	58%	40%
Vol Right, %	15%	0%	100%	36%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	288	2	299	346
LT Vol	3	119	0	20	123
Through Vol	181	169	0	172	138
RT Vol	32	0	2	107	85
Lane Flow Rate	254	339	3	332	384
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.555	0.769	0.005	0.698	0.792
Departure Headway (Hd)	7.858	8.175	7.239	7.561	7.42
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	457	444	495	478	488
Service Time	5.929	5.916	4.98	5.605	5.464
HCM Lane V/C Ratio	0.556	0.764	0.006	0.695	0.787
HCM Control Delay, s/veh	20.4	33.4	10	26.4	33.3
HCM Lane LOS	C	D	A	D	D
HCM 95th-tile Q	3.3	6.6	0	5.3	7.2

4: 11 Mile Corner Rd & Houser Rd
2035 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Future Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	187	0	6	4	107	151	0	2	144	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	524	521	152	513	529	151	160	0	0	151	0	0
Stage 1	156	156	-	365	365	-	-	-	-	-	-	-
Stage 2	368	365	-	148	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	464	460	894	472	455	896	1419	-	-	1430	-	-
Stage 1	846	768	-	654	623	-	-	-	-	-	-	-
Stage 2	652	623	-	854	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	417	421	894	342	417	896	1419	-	-	1430	-	-
Mov Cap-2 Maneuver	417	421	-	342	417	-	-	-	-	-	-	-
Stage 1	844	767	-	601	572	-	-	-	-	-	-	-
Stage 2	589	572	-	674	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	12.04	3.22	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	814	521	26	-
HCM Lane V/C Ratio	0.075	-	-	0.251	0.019	0.002	-
HCM Ctrl Dly (s/v)	7.7	0	-	10.9	12	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0	-

5: Tumbleweed Rd & Houser Rd
2035 Total AM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	155	47	42	66	0	13	20	10	3	54	6
Future Vol, veh/h	6	155	47	42	66	0	13	20	10	3	54	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	182	55	49	78	0	16	25	13	4	68	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	175	149	71	230	146	31	75	0	0	38	0	0
Stage 1	79	79	-	64	64	-	-	-	-	-	-	-
Stage 2	96	70	-	166	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	788	743	991	725	745	1043	1524	-	-	1573	-	-
Stage 1	930	829	-	947	842	-	-	-	-	-	-	-
Stage 2	910	837	-	836	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	696	733	991	509	735	1043	1524	-	-	1573	-	-
Mov Cap-2 Maneuver	696	733	-	509	735	-	-	-	-	-	-	-
Stage 1	928	827	-	937	833	-	-	-	-	-	-	-
Stage 2	816	828	-	614	824	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.74		12.2		2.23		0.35	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	510	-	-	777 627	84	-	-
HCM Lane V/C Ratio	0.011	-	-	0.315 0.203	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	11.7 12.2	7.3	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4 0.8	0	-	-

6: Tumbleweed Rd & Driveway A
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	18	26	126	63	77
Future Vol, veh/h	50	18	26	126	63	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	23	31	148	74	91

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	344	105	0	0	179	0
Stage 1	105	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	653	950	-	-	1397	-
Stage 1	920	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	950	-	-	1397	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.81	0	3.47
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616 950	810	-
HCM Lane V/C Ratio	-	-	0.101 0.024	0.053	-
HCM Ctrl Dly (s/v)	-	-	11.5 8.9	7.7	0
HCM Lane LOS	-	-	B A	A	A
HCM 95th %tile Q(veh)	-	-	0.3 0.1	0.2	-

7: Frontier St & Driveway B
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	573	541	43	10	18
Future Vol, veh/h	24	573	541	43	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	637	601	48	13	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	649	0	-	0	1315	625
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	937	-	-	-	174	485
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	937	-	-	-	167	485
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	498	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.36	0		18.35		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	72	-	-	-	167	485
HCM Lane V/C Ratio	0.028	-	-	-	0.075	0.046
HCM Ctrl Dly (s/v)	9	0	-	-	28.4	12.8
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

8: Frontier St & Driveway C
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	377	574	33	11	10
Future Vol, veh/h	206	377	574	33	11	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	419	638	37	14	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	674	0	-	0	1533	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	917	-	-	-	128	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	917	-	-	-	87	465
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	407	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.61	0		34.6		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	636	-	-	-	87	465
HCM Lane V/C Ratio	0.25	-	-	-	0.159	0.027
HCM Ctrl Dly (s/v)	10.2	0	-	-	54.3	12.9
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	1	-	-	-	0.5	0.1

9: Frontier St & Driveway D
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	388	505	31	0	102
Future Vol, veh/h	0	388	505	31	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	431	561	34	0	120
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	578
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		14.09		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	515		
HCM Lane V/C Ratio	-	-	-	0.233		
HCM Ctrl Dly (s/v)	-	-	-	14.1		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.9		

10: 11 Mile Corner Rd & Driveway E
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	72	185	221	271	24
Future Vol, veh/h	14	72	185	221	271	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	90	206	246	319	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	990	333	347	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	273	709	1212	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	709	1212	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.77	3.91		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	820	-	220	709	-	-
HCM Lane V/C Ratio	0.17	-	0.08	0.127	-	-
HCM Ctrl Dly (s/v)	8.6	0	22.8	10.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	0.4	-	-

11: 11 Mile Corner Rd & Driveway F
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	78	24	211	217	3
Future Vol, veh/h	9	78	24	211	217	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	92	28	248	255	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	562	257	259	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	782	1306	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	476	782	1306	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.49	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	184	-	476	782	-	-
HCM Lane V/C Ratio	0.022	-	0.024	0.117	-	-
HCM Ctrl Dly (s/v)	7.8	0	12.7	10.2	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

12: 11 Mile Corner Rd & Driveway G
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	36	18	202	184	2
Future Vol, veh/h	30	36	18	202	184	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	45	21	238	216	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	498	218	219	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	532	822	1351	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	522	822	1351	-	-	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.9	0.63		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	147	-	522	822	-	-
HCM Lane V/C Ratio	0.016	-	0.072	0.055	-	-
HCM Ctrl Dly (s/v)	7.7	0	12.4	9.6	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.2	-	-

13: 11 Mile Corner Rd & Driveway H
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	13	47	185	173	122
Future Vol, veh/h	35	13	47	185	173	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	16	55	218	204	144
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	604	275	347	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	462	763	1212	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	763	1212	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.97	1.64		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	365	-	438	763	-	-
HCM Lane V/C Ratio	0.046	-	0.1	0.021	-	-
HCM Ctrl Dly (s/v)	8.1	0	14.1	9.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

14: 11 Mile Corner Rd & Driveway I
2035 Total AM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	24	0	220	271	8
Future Vol, veh/h	0	24	0	220	271	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	259	319	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	324	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	717	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	717	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.24	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 717		-	-		
HCM Lane V/C Ratio	- 0.042		-	-		
HCM Ctrl Dly (s/v)	- 10.2		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.1		-	-		

1: Frontier St & Tumbleweed Rd
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	281.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	176	652	825	89	144	150
Future Vol, veh/h	176	652	825	89	144	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	724	917	99	169	176

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1016	0	0 2105 966
Stage 1	-	-	- 966 -
Stage 2	-	-	- 1139 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	683	-	- ~ 57 309
Stage 1	-	-	- 369 -
Stage 2	-	-	- 305 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	- ~ 39 309
Mov Cap-2 Maneuver	-	-	- ~ 39 -
Stage 1	-	-	- 257 -
Stage 2	-	-	- 305 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.79	0	\$ 1858.63
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	683	-	-	-	71
HCM Lane V/C Ratio	0.303	-	-	-	4.87
HCM Ctrl Dly (s/v)	12.5	-	-	-	\$ 1858.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	37.8

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

2: Battaglia Rd & Frontier St
2035 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	74	134	0	125	151	105	347	0	329	377	5
Future Vol, veh/h	26	74	134	0	125	151	105	347	0	329	377	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	87	158	0	147	178	124	386	0	366	419	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1859	1785	422	1826	1788	386	424	0	0	386	0	0
Stage 1	1153	1153	-	633	633	-	-	-	-	-	-	-
Stage 2	706	633	-	1194	1156	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	56	~ 81	632	59	~ 81	662	1135	-	-	1173	-	-
Stage 1	240	272	-	468	474	-	-	-	-	-	-	-
Stage 2	427	474	-	228	271	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 50	632	-	~ 50	662	1135	-	-	1173	-	-
Mov Cap-2 Maneuver	-	~ 50	-	-	~ 50	-	-	-	-	-	-	-
Stage 1	165	187	-	417	422	-	-	-	-	-	-	-
Stage 2	181	422	-	63	187	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			2.08	4.37
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1135	-	-	-	1173	-	-
HCM Lane V/C Ratio	0.109	-	-	-	0.312	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	-	9.5	-	-
HCM Lane LOS	A	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.3	-	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

3: Battaglia Rd & 11 Mile Corner Rd
2035 Total PM

HCM 7th AWSC

Intersection	
Intersection Delay, s/veh	128
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	223	179	2	23	190	138	3	200	29	168	265	87
Future Vol, veh/h	223	179	2	23	190	138	3	200	29	168	265	87
Peak Hour Factor	0.90	0.90	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	248	199	3	26	211	153	4	235	34	187	294	97
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	124.8	68	37	214
HCM LOS	F	F	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	55%	0%	7%	32%
Vol Thru, %	86%	45%	0%	54%	51%
Vol Right, %	13%	0%	100%	39%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	402	2	351	520
LT Vol	3	223	0	23	168
Through Vol	200	179	0	190	265
RT Vol	29	0	2	138	87
Lane Flow Rate	273	447	3	390	578
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.709	1.144	0.006	0.943	1.385
Departure Headway (Hd)	11.066	10.382	9.357	10.345	9.219
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	330	353	385	355	399
Service Time	9.066	8.082	7.057	8.345	7.219
HCM Lane V/C Ratio	0.827	1.266	0.008	1.099	1.449
HCM Control Delay, s/veh	37	125.4	12.1	68	214
HCM Lane LOS	E	F	B	F	F
HCM 95th-tile Q	5.1	15.7	0	9.9	26.5

4: 11 Mile Corner Rd & Houser Rd
2035 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Future Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	93	6	4	3	176	106	0	2	154	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	626	624	161	619	631	106	167	0	0	106	0	0
Stage 1	165	165	-	459	459	-	-	-	-	-	-	-
Stage 2	461	459	-	160	172	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	397	402	884	401	398	948	1411	-	-	1485	-	-
Stage 1	837	761	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	842	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	339	348	884	309	345	948	1411	-	-	1485	-	-
Mov Cap-2 Maneuver	339	348	-	309	345	-	-	-	-	-	-	-
Stage 1	835	760	-	505	491	-	-	-	-	-	-	-
Stage 2	498	491	-	750	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.58		15.06		4.95		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	750	370	25	-	-
HCM Lane V/C Ratio	0.125	-	-	0.14	0.034	0.002	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	10.6	15.1	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.1	0	-	-

5: Tumbleweed Rd & Houser Rd
2035 Total PM

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	48	15	30	131	5	41	69	34	8	64	3
Future Vol, veh/h	14	48	15	30	131	5	41	69	34	8	64	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	56	18	35	154	6	48	81	40	10	80	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	357	320	82	326	301	101	84	0	0	121	0	0
Stage 1	102	102	-	198	198	-	-	-	-	-	-	-
Stage 2	255	218	-	128	104	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	599	597	978	627	611	954	1513	-	-	1466	-	-
Stage 1	904	811	-	804	737	-	-	-	-	-	-	-
Stage 2	750	723	-	876	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	425	573	978	534	586	954	1513	-	-	1466	-	-
Mov Cap-2 Maneuver	425	573	-	534	586	-	-	-	-	-	-	-
Stage 1	898	805	-	777	712	-	-	-	-	-	-	-
Stage 2	564	698	-	794	804	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	12.31		14.26		2.12		0.8					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	481	-	-	583	583	190	-	-				
HCM Lane V/C Ratio	0.032	-	-	0.155	0.335	0.007	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	12.3	14.3	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.5	0	-	-				

6: Tumbleweed Rd & Driveway A
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	217	68	77	188	32	76
Future Vol, veh/h	217	68	77	188	32	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	85	91	221	38	89
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	366	201	0	0	312	0
Stage 1	201	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	634	840	-	-	1249	-
Stage 1	833	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	840	-	-	1249	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	13.68	0		2.36		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	614	840	533	-
HCM Lane V/C Ratio	-	-	0.416	0.101	0.03	-
HCM Ctrl Dly (s/v)	-	-	15	9.8	8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	2	0.3	0.1	-

7: Frontier St & Driveway B
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	773	846	79	42	74
Future Vol, veh/h	34	773	846	79	42	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	859	940	88	53	93
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1028	0	-	0	1918	984
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	934	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	676	-	-	-	74	301
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	66	301
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	382	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.45	0		72.06		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	76	-	-	-	66	301
HCM Lane V/C Ratio	0.056	-	-	-	0.794	0.307
HCM Ctrl Dly (s/v)	10.6	0	-	-	160	22.1
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.7	1.3

8: Frontier St & Driveway C
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	13					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	146	669	880	9	41	45
Future Vol, veh/h	146	669	880	9	41	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	743	978	10	51	56
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	988	0	-	0	2051	983
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1068	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	700	-	-	-	61	302
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	330	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	700	-	-	-	~ 37	302
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	330	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.09	0		224.66		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	322	-	-	-	37	302
HCM Lane V/C Ratio	0.232	-	-	-	1.385	0.186
HCM Ctrl Dly (s/v)	11.7	0	-	-	\$ 449.7	19.6
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	5.4	0.7
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s				
+: Computation Not Defined		*: All major volume in platoon				

9: Frontier St & Driveway D
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	711	519	4	0	371
Future Vol, veh/h	0	711	519	4	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	790	577	4	0	412
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	579
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		34.43		
HCM LOS	D					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	515		
HCM Lane V/C Ratio	-	-	-	0.801		
HCM Ctrl Dly (s/v)	-	-	-	34.4		
HCM Lane LOS	-	-	-	D		
HCM 95th %tile Q(veh)	-	-	-	7.6		

10: 11 Mile Corner Rd & Driveway E
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	222	304	257	297	11
Future Vol, veh/h	23	222	304	257	297	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	261	338	286	330	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1297	336	342	0	-	0
Stage 1	336	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	179	706	1217	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	706	1217	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.17	4.93		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	975	-	120	706	-	-
HCM Lane V/C Ratio	0.278	-	0.24	0.37	-	-
HCM Ctrl Dly (s/v)	9.1	0	44.3	13.1	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	0.9	1.7	-	-

11: 11 Mile Corner Rd & Driveway F
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	48	83	197	260	9
Future Vol, veh/h	5	48	83	197	260	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	60	98	232	306	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	738	311	316	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	729	1244	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	729	1244	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.86	2.41	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	534	-	350	729	-	-
HCM Lane V/C Ratio	0.079	-	0.018	0.082	-	-
HCM Ctrl Dly (s/v)	8.1	0	15.5	10.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.3	-	-

12: 11 Mile Corner Rd & Driveway G
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	24	61	141	245	7
Future Vol, veh/h	20	24	61	141	245	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	30	72	166	288	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	602	292	296	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	463	747	1265	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	747	1265	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.74	2.42		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	544	-	434	747	-	-
HCM Lane V/C Ratio	0.057	-	0.058	0.04	-	-
HCM Ctrl Dly (s/v)	8	0	13.8	10	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.1	-	-

13: 11 Mile Corner Rd & Driveway H
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	63	30	131	189	22
Future Vol, veh/h	104	63	30	131	189	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	79	35	154	222	26
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	460	235	248	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	804	1317	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	804	1317	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.14	1.45		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	335	-	543	804	-	-
HCM Lane V/C Ratio	0.027	-	0.225	0.098	-	-
HCM Ctrl Dly (s/v)	7.8	0	13.5	10	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.3	-	-

14: 11 Mile Corner Rd & Driveway I
2035 Total PM

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	16	0	235	195	27
Future Vol, veh/h	0	16	0	235	195	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	276	229	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	245	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	793	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	793	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.65	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 793		-	-		
HCM Lane V/C Ratio	- 0.025		-	-		
HCM Ctrl Dly (s/v)	- 9.7		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0.1		-	-		

APPENDIX I: 2035 MITIGATION LEVEL OF SERVICE

1: Frontier St & Tumbleweed Rd
2035 Total AM - Mitigation

Timings

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	117	542	519	35	57	71
Future Volume (vph)	117	542	519	35	57	71
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	12.2	65.2	53.0	53.0	24.8	24.8
Total Split (%)	13.6%	72.4%	58.9%	58.9%	27.6%	27.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	48.0	48.0	35.9	35.9	33.0	33.0
Actuated g/C Ratio	0.53	0.53	0.40	0.40	0.37	0.37
v/c Ratio	0.48	0.61	0.78	0.06	0.10	0.13
Control Delay (s/veh)	14.9	16.5	30.4	6.3	23.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	16.5	30.4	6.3	23.1	6.6
LOS	B	B	C	A	C	A
Approach Delay (s/veh)		16.2	28.9		13.9	
Approach LOS		B	C		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 21.2

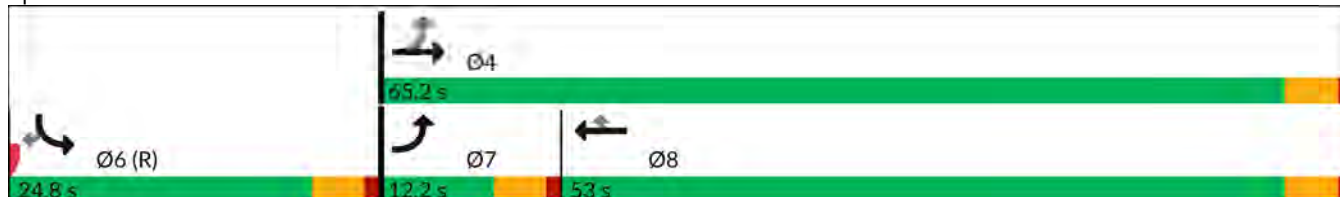
Intersection LOS: C

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Frontier St & Tumbleweed Rd



1: Frontier St & Tumbleweed Rd
2035 Total AM - Mitigation

HCM 7th Signalized Intersection Summary

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	117	542	519	35	57	71	
Future Volume (veh/h)	117	542	519	35	57	71	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	138	602	577	39	67	84	
Peak Hour Factor	0.85	0.90	0.90	0.90	0.85	0.85	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	253	882	663	562	763	679	
Arrive On Green	0.07	0.47	0.35	0.35	0.43	0.43	
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585	
Grp Volume(v), veh/h	138	602	577	39	67	84	
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585	
Q Serve(g_s), s	4.2	22.6	25.9	1.5	2.0	2.9	
Cycle Q Clear(g_c), s	4.2	22.6	25.9	1.5	2.0	2.9	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	253	882	663	562	763	679	
V/C Ratio(X)	0.54	0.68	0.87	0.07	0.09	0.12	
Avail Cap(c_a), veh/h	286	1261	1008	854	763	679	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.3	18.5	27.1	19.2	15.3	15.5	
Incr Delay (d2), s/veh	1.8	0.9	5.5	0.1	0.2	0.4	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.8	9.4	12.1	0.5	0.8	3.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	22.1	19.5	32.6	19.3	15.5	15.9	
LnGrp LOS	C	B	C	B	B	B	
Approach Vol, veh/h		740	616		151		
Approach Delay, s/veh		20.0	31.8		15.7		
Approach LOS		B	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				46.9	43.1	10.6	36.4
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				60.7	20.3	7.7	48.5
Max Q Clear Time (g_c+I1), s				24.6	4.9	6.2	27.9
Green Ext Time (p_c), s				4.6	0.4	0.0	4.0
Intersection Summary							
HCM 7th Control Delay, s/veh			24.4				
HCM 7th LOS			C				

2: Battaglia Rd & Frontier St
2035 Total AM - Mitigation

Timings

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	137	58	201	86	322	146	235
Future Volume (vph)	137	58	201	86	322	146	235
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	8		5	2	1	6
Permitted Phases			8	2		6	
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	24.0	24.0	10.0	24.0	16.0	30.0
Total Split (%)	28.9%	26.7%	26.7%	11.1%	26.7%	17.8%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	18.6	9.2	9.2	42.0	33.9	47.1	38.2
Actuated g/C Ratio	0.21	0.10	0.10	0.47	0.38	0.52	0.42
v/c Ratio	0.82	0.36	0.63	0.19	0.51	0.36	0.36
Control Delay (s/veh)	46.7	37.8	19.8	13.2	28.3	14.5	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.7	37.8	19.8	13.2	28.3	14.5	22.6
LOS	D	D	B	B	C	B	C
Approach Delay (s/veh)	46.7	23.8			25.0		19.6
Approach LOS	D	C			C		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 27.7

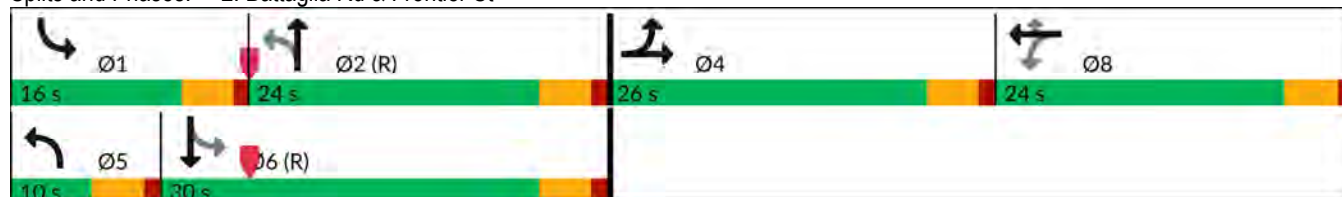
Intersection LOS: C

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Battaglia Rd & Frontier St



2: Battaglia Rd & Frontier St
2035 Total AM - Mitigation

HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	137	129	0	58	201	86	322	0	146	235	8
Future Volume (veh/h)	12	137	129	0	58	201	86	322	0	146	235	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	161	152	0	68	236	101	358	0	172	276	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.90	0.90	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	180	170	0	322	273	445	617	0	407	649	21
Arrive On Green	0.21	0.21	0.21	0.00	0.17	0.17	0.05	0.33	0.00	0.09	0.36	0.36
Sat Flow, veh/h	74	848	801	0	1870	1585	1781	1870	0	1781	1801	59
Grp Volume(v), veh/h	327	0	0	0	68	236	101	358	0	172	0	285
Grp Sat Flow(s),veh/h/ln	1723	0	0	0	1870	1585	1781	1870	0	1781	0	1860
Q Serve(g_s), s	16.6	0.0	0.0	0.0	2.8	13.0	3.3	14.3	0.0	5.6	0.0	10.4
Cycle Q Clear(g_c), s	16.6	0.0	0.0	0.0	2.8	13.0	3.3	14.3	0.0	5.6	0.0	10.4
Prop In Lane	0.04		0.46	0.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	366	0	0	0	322	273	445	617	0	407	0	670
V/C Ratio(X)	0.89	0.00	0.00	0.00	0.21	0.86	0.23	0.58	0.00	0.42	0.00	0.43
Avail Cap(c_a), veh/h	411	0	0	0	405	343	457	617	0	483	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.71	0.71	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	0.0	32.0	36.2	18.4	25.0	0.0	18.3	0.0	21.7
Incr Delay (d2), s/veh	19.7	0.0	0.0	0.0	0.2	12.6	0.3	3.9	0.0	0.7	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	0.0	1.3	5.9	1.4	6.8	0.0	2.3	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	0.0	0.0	0.0	32.2	48.8	18.7	28.9	0.0	19.0	0.0	23.7
LnGrp LOS	D				C	D	B	C		B		C
Approach Vol, veh/h		327			304			459			457	
Approach Delay, s/veh		54.1			45.1			26.7			21.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	34.2		23.6	9.4	36.9		20.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	19.5		21.5	5.5	25.5		19.5				
Max Q Clear Time (g_c+I1), s	7.6	16.3		18.6	5.3	12.4		15.0				
Green Ext Time (p_c), s	0.2	0.6		0.5	0.0	1.3		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.7									
HCM 7th LOS			C									

3: Battaglia Rd & 11 Mile Corner Rd

2035 Total AM - Mitigation

Timings

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	119	169	2	20	172	181	123	138	85
Future Volume (vph)	119	169	2	20	172	181	123	138	85
Turn Type	pm+pt	NA	Perm	Perm	NA	NA	Perm	NA	Perm
Protected Phases	7	4			8	2		6	
Permitted Phases	4		4	8			6		6
Detector Phase	7	4	4	8	8	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	42.0	42.0	28.0	28.0	23.0	25.0	25.0	25.0
Total Split (%)	15.6%	46.7%	46.7%	31.1%	31.1%	25.6%	27.8%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag		Lag			
Lead-Lag Optimize?	Yes			Yes		Yes			
Recall Mode	None	None	None	None	None	C-Max	Max	Max	Max
Act Effct Green (s)	32.5	32.5	32.5	18.9	18.9	23.5	20.5	20.5	20.5
Actuated g/C Ratio	0.36	0.36	0.36	0.21	0.21	0.26	0.23	0.23	0.23
v/c Ratio	0.50	0.30	0.00	0.09	0.78	0.53	0.54	0.36	0.21
Control Delay (s/veh)	20.7	15.8	0.0	27.3	43.9	33.8	39.5	32.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	15.8	0.0	27.3	43.9	33.8	39.5	32.2	3.7
LOS	C	B	A	C	D	C	D	C	A
Approach Delay (s/veh)		17.6			42.8	33.8		27.8	
Approach LOS		B			D	C		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 30.1

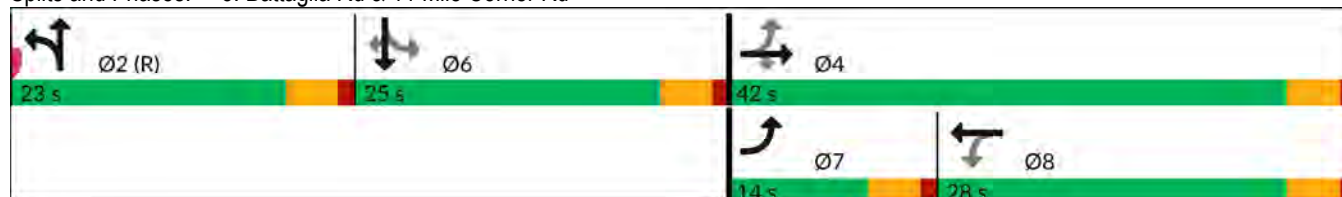
Intersection LOS: C

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Battaglia Rd & 11 Mile Corner Rd



3: Battaglia Rd & 11 Mile Corner Rd
2035 Total AM - Mitigation

HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	169	2	20	172	107	3	181	32	123	138	85
Future Volume (veh/h)	119	169	2	20	172	107	3	181	32	123	138	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	199	2	22	191	119	4	213	38	137	153	94
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	625	530	322	220	137	8	438	78	406	426	361
Arrive On Green	0.03	0.11	0.11	0.20	0.20	0.20	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1181	1078	672	29	1520	271	1781	1870	1585
Grp Volume(v), veh/h	140	199	2	22	0	310	255	0	0	137	153	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1181	0	1749	1820	0	0	1781	1870	1585
Q Serve(g_s), s	5.3	8.8	0.1	1.4	0.0	15.4	10.4	0.0	0.0	5.8	6.2	4.4
Cycle Q Clear(g_c), s	5.3	8.8	0.1	1.4	0.0	15.4	10.4	0.0	0.0	5.8	6.2	4.4
Prop In Lane	1.00		1.00	1.00		0.38	0.02		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	257	625	530	322	0	358	524	0	0	406	426	361
V/C Ratio(X)	0.54	0.32	0.00	0.07	0.00	0.87	0.49	0.00	0.00	0.34	0.36	0.26
Avail Cap(c_a), veh/h	303	779	660	388	0	457	524	0	0	406	426	361
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	30.6	26.7	29.0	0.0	34.6	26.5	0.0	0.0	29.1	29.2	28.5
Incr Delay (d2), s/veh	1.3	0.2	0.0	0.1	0.0	13.3	3.2	0.0	0.0	2.2	2.3	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	0.0	0.4	0.0	7.7	4.9	0.0	0.0	2.7	3.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	30.8	26.7	29.1	0.0	47.9	29.7	0.0	0.0	31.3	31.6	30.3
LnGrp LOS	C	C	C	C		D	C			C	C	C
Approach Vol, veh/h	341			332			255			384		
Approach Delay, s/veh	29.7			46.7			29.7			31.2		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	30.4			34.6			25.0			11.7		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.5			37.5			20.5			9.5		
Max Q Clear Time (g_c+I1), s	12.4			10.8			8.2			7.3		
Green Ext Time (p_c), s	0.7			1.1			1.3			0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	34.4											
HCM 7th LOS	C											

4: 11 Mile Corner Rd & Houser Rd
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Future Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	187	0	6	4	107	151	0	2	144	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	524	521	152	513	529	151	160	0	0	151	0	0
Stage 1	156	156	-	365	365	-	-	-	-	-	-	-
Stage 2	368	365	-	148	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	464	460	894	472	455	896	1419	-	-	1430	-	-
Stage 1	846	768	-	654	623	-	-	-	-	-	-	-
Stage 2	652	623	-	854	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	421	894	342	417	896	1419	-	-	1430	-	-
Mov Cap-2 Maneuver	417	421	-	342	417	-	-	-	-	-	-	-
Stage 1	844	767	-	601	572	-	-	-	-	-	-	-
Stage 2	589	572	-	674	761	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.9		12.04		3.22		0.11					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	748	-	-	814	521	26	-	-				
HCM Lane V/C Ratio	0.075	-	-	0.251	0.019	0.002	-	-				
HCM Ctrl Dly (s/v)	7.7	0	-	10.9	12	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0	-	-				

5: Tumbleweed Rd & Houser Rd
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	155	46	42	66	0	13	20	10	3	53	6
Future Vol, veh/h	6	155	46	42	66	0	13	20	10	3	53	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	182	54	49	78	0	16	25	13	4	66	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	174	148	70	229	145	31	74	0	0	38	0	0
Stage 1	78	78	-	64	64	-	-	-	-	-	-	-
Stage 2	96	70	-	165	81	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	789	744	993	726	746	1043	1526	-	-	1573	-	-
Stage 1	931	830	-	947	842	-	-	-	-	-	-	-
Stage 2	910	837	-	837	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	697	734	993	511	736	1043	1526	-	-	1573	-	-
Mov Cap-2 Maneuver	697	734	-	511	736	-	-	-	-	-	-	-
Stage 1	929	828	-	937	833	-	-	-	-	-	-	-
Stage 2	816	828	-	616	825	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.72		12.17		2.23		0.35					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	510	-	-	778	629	85	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.313	0.202	0.002	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	11.7	12.2	7.3	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.3	0.8	0	-	-				

6: Tumbleweed Rd & Driveway A
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	18	26	126	62	77
Future Vol, veh/h	50	18	26	126	62	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	23	31	148	73	91
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	267	31	0	0	179	0
Stage 1	31	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	722	1044	-	-	1397	-
Stage 1	992	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	1044	-	-	1397	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	10.19	0	3.44			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 684 1044	1397	-		
HCM Lane V/C Ratio	-	- 0.091 0.022	0.052	-		
HCM Ctrl Dly (s/v)	-	- 10.8 8.5	7.7	-		
HCM Lane LOS	-	- B A	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 0.1	0.2	-		

7: Frontier St & Driveway B
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	573	541	43	10	18
Future Vol, veh/h	24	573	541	43	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	637	601	48	13	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	649	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	933	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	933	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	12.4
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	933	-	-	-	337	696
HCM Lane V/C Ratio	0.029	-	-	-	0.037	0.032
HCM Ctrl Dly (s/v)	9	-	-	-	16.1	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

8: Frontier St & Driveway C
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	377	574	33	11	11
Future Vol, veh/h	206	377	574	33	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	419	638	37	14	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	674	0	-	0	1305	319
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	913	-	-	-	179	677
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	913	-	-	-	134	677
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.63	0		15.01		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	913	-	-	-	260	677
HCM Lane V/C Ratio	0.251	-	-	-	0.053	0.02
HCM Ctrl Dly (s/v)	10.3	-	-	-	19.6	10.4
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	1	-	-	-	0.2	0.1

9: Frontier St & Driveway D
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	388	505	31	0	102
Future Vol, veh/h	0	388	505	31	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	431	561	34	0	120
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	281
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	717
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.03		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	717		
HCM Lane V/C Ratio	-	-	-	0.167		
HCM Ctrl Dly (s/v)	-	-	-	11		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.6		

10: 11 Mile Corner Rd & Driveway E
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	72	185	221	271	24
Future Vol, veh/h	14	72	185	221	271	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	90	206	246	319	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	975	319	347	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	279	722	1212	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	722	1212	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.51	3.91		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1212	-	231	722	-	-
HCM Lane V/C Ratio	0.17	-	0.076	0.125	-	-
HCM Ctrl Dly (s/v)	8.6	-	21.8	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	0.4	-	-

11: 11 Mile Corner Rd & Driveway F
2035 Total AM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	78	24	211	217	3
Future Vol, veh/h	9	78	24	211	217	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	92	28	248	255	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	560	255	259	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	489	783	1306	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	783	1306	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.48	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1306	-	479	783	-	-
HCM Lane V/C Ratio	0.022	-	0.023	0.117	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.7	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

1: Frontier St & Tumbleweed Rd
2035 Total PM - Mitigation

Timings

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	177	652	825	89	144	150
Future Volume (vph)	177	652	825	89	144	150
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	12.2	65.2	53.0	53.0	24.8	24.8
Total Split (%)	13.6%	72.4%	58.9%	58.9%	27.6%	27.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	59.6	59.6	47.4	47.4	21.4	21.4
Actuated g/C Ratio	0.66	0.66	0.53	0.53	0.24	0.24
v/c Ratio	0.89	0.59	0.93	0.12	0.40	0.35
Control Delay (s/veh)	56.9	10.6	37.7	6.2	33.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	10.6	37.7	6.2	33.0	6.8
LOS	E	B	D	A	C	A
Approach Delay (s/veh)		20.9	34.7		19.6	
Approach LOS		C	C		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 26.8

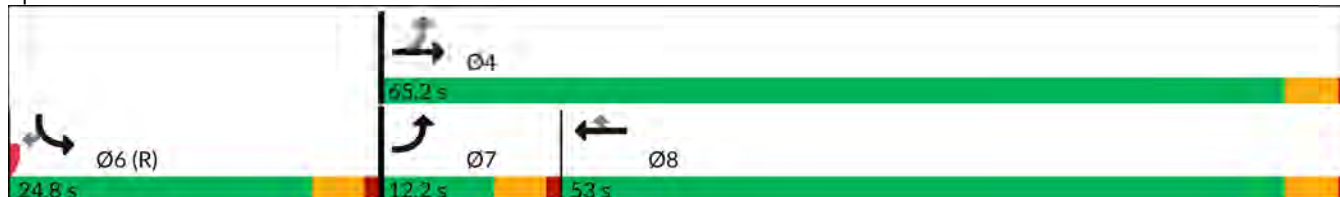
Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Frontier St & Tumbleweed Rd



1: Frontier St & Tumbleweed Rd
2035 Total PM - Mitigation

HCM 7th Signalized Intersection Summary

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	177	652	825	89	144	150	
Future Volume (veh/h)	177	652	825	89	144	150	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	208	724	917	99	169	176	
Peak Hour Factor	0.85	0.90	0.90	0.90	0.85	0.85	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	243	1202	968	821	458	408	
Arrive On Green	0.07	0.64	0.52	0.52	0.26	0.26	
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585	
Grp Volume(v), veh/h	208	724	917	99	169	176	
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585	
Q Serve(g_s), s	4.7	20.3	41.8	2.9	7.0	8.3	
Cycle Q Clear(g_c), s	4.7	20.3	41.8	2.9	7.0	8.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	243	1202	968	821	458	408	
V/C Ratio(X)	0.85	0.60	0.95	0.12	0.37	0.43	
Avail Cap(c_a), veh/h	262	1261	1008	854	458	408	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.8	9.4	20.5	11.2	27.4	27.9	
Incr Delay (d2), s/veh	22.0	0.7	16.8	0.1	2.3	3.3	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.7	7.4	21.0	1.0	3.2	8.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	42.8	10.1	37.3	11.2	29.7	31.2	
LnGrp LOS	D	B	D	B	C	C	
Approach Vol, veh/h		932	1016		345		
Approach Delay, s/veh		17.4	34.8		30.5		
Approach LOS		B	C		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				62.3	27.7	11.2	51.1
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				60.7	20.3	7.7	48.5
Max Q Clear Time (g_c+l1), s				22.3	10.3	6.7	43.8
Green Ext Time (p_c), s				6.1	0.8	0.1	2.8
Intersection Summary							
HCM 7th Control Delay, s/veh			27.1				
HCM 7th LOS			C				

2: Battaglia Rd & Frontier St
2035 Total PM - Mitigation

Timings

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	74	125	151	105	347	329	377
Future Volume (vph)	74	125	151	105	347	329	377
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	8		5	2	1	6
Permitted Phases			8	2		6	
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	25.0	24.0	24.0	10.0	24.0	17.0	31.0
Total Split (%)	27.8%	26.7%	26.7%	11.1%	26.7%	18.9%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.9	12.5	12.5	30.0	22.1	48.1	35.7
Actuated g/C Ratio	0.18	0.14	0.14	0.33	0.25	0.53	0.40
v/c Ratio	0.77	0.57	0.47	0.32	0.84	0.72	0.58
Control Delay (s/veh)	40.6	37.7	14.6	16.8	52.5	28.6	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.6	37.7	14.6	16.8	52.5	28.6	27.9
LOS	D	D	B	B	D	C	C
Approach Delay (s/veh)	40.6	25.0			43.8		28.2
Approach LOS	D	C			D		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 33.6

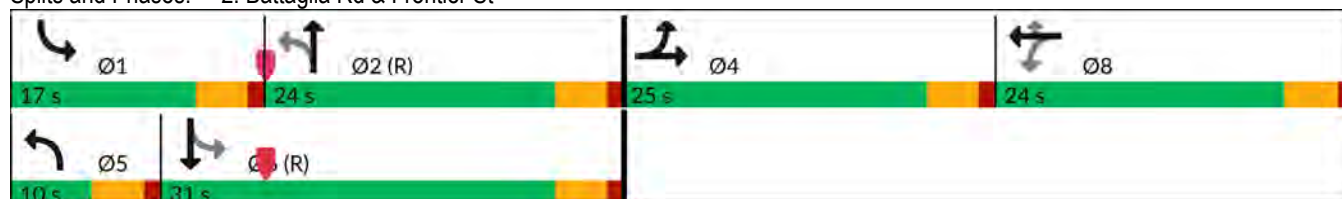
Intersection LOS: C

Intersection Capacity Utilization 71.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: Battaglia Rd & Frontier St



2: Battaglia Rd & Frontier St
2035 Total PM - Mitigation

HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	74	134	0	125	151	105	347	0	329	377	5
Future Volume (veh/h)	26	74	134	0	125	151	105	347	0	329	377	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	87	158	0	147	178	124	386	0	366	419	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	100	181	0	267	226	414	619	0	484	752	11
Arrive On Green	0.19	0.19	0.19	0.00	0.05	0.05	0.06	0.33	0.00	0.14	0.41	0.41
Sat Flow, veh/h	189	532	966	0	1870	1585	1781	1870	0	1781	1839	26
Grp Volume(v), veh/h	276	0	0	0	147	178	124	386	0	366	0	425
Grp Sat Flow(s),veh/h/ln	1687	0	0	0	1870	1585	1781	1870	0	1781	0	1866
Q Serve(g_s), s	14.3	0.0	0.0	0.0	6.9	10.0	4.1	15.7	0.0	11.8	0.0	15.7
Cycle Q Clear(g_c), s	14.3	0.0	0.0	0.0	6.9	10.0	4.1	15.7	0.0	11.8	0.0	15.7
Prop In Lane	0.11		0.57	0.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	317	0	0	0	267	226	414	619	0	484	0	762
V/C Ratio(X)	0.87	0.00	0.00	0.00	0.55	0.79	0.30	0.62	0.00	0.76	0.00	0.56
Avail Cap(c_a), veh/h	384	0	0	0	405	343	414	619	0	484	0	762
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.64	0.64	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	0.0	40.1	41.5	18.4	25.4	0.0	17.4	0.0	20.4
Incr Delay (d2), s/veh	16.7	0.0	0.0	0.0	1.1	4.4	0.4	4.7	0.0	6.7	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	0.0	0.0	3.4	4.5	1.7	7.5	0.0	5.4	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	0.0	0.0	0.0	41.2	46.0	18.8	30.1	0.0	24.1	0.0	23.3
LnGrp LOS	D				D	D	B	C		C		C
Approach Vol, veh/h		276			325			510			791	
Approach Delay, s/veh		52.2			43.8			27.3			23.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	34.3		21.4	10.0	41.3		17.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	12.5	19.5		20.5	5.5	26.5		19.5				
Max Q Clear Time (g_c+l1), s	13.8	17.7		16.3	6.1	17.7		12.0				
Green Ext Time (p_c), s	0.0	0.4		0.6	0.0	1.7		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.2									
HCM 7th LOS			C									

3: Battaglia Rd & 11 Mile Corner Rd

2035 Total PM - Mitigation

Timings

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	223	179	2	23	190	201	168	265	87
Future Volume (vph)	223	179	2	23	190	201	168	265	87
Turn Type	pm+pt	NA	Perm	Perm	NA	NA	Perm	NA	Perm
Protected Phases	7	4			8	2		6	
Permitted Phases	4		4	8			6		6
Detector Phase	7	4	4	8	8	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	42.0	42.0	28.0	28.0	23.0	25.0	25.0	25.0
Total Split (%)	15.6%	46.7%	46.7%	31.1%	31.1%	25.6%	27.8%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes		
Recall Mode	None	None	None	None	None	C-Max	Max	Max	Max
Act Effct Green (s)	34.7	34.7	34.7	20.7	20.7	21.3	20.5	20.5	20.5
Actuated g/C Ratio	0.39	0.39	0.39	0.23	0.23	0.24	0.23	0.23	0.23
v/c Ratio	0.96	0.29	0.00	0.10	0.84	0.63	0.79	0.74	0.22
Control Delay (s/veh)	63.8	20.2	0.0	26.7	47.6	38.7	57.0	44.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	20.2	0.0	26.7	47.6	38.7	57.0	44.1	4.7
LOS	E	C	A	C	D	D	E	D	A
Approach Delay (s/veh)	44.0			46.2			41.7		
Approach LOS	D			D			D		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 42.9

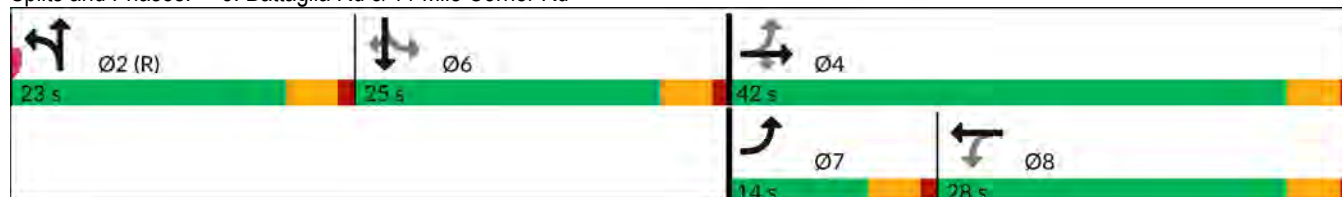
Intersection LOS: D

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Battaglia Rd & 11 Mile Corner Rd



3: Battaglia Rd & 11 Mile Corner Rd
2035 Total PM - Mitigation

HCM 7th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	179	2	23	190	138	3	201	29	168	265	87
Future Volume (veh/h)	223	179	2	23	190	138	3	201	29	168	265	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	211	2	26	211	153	4	236	34	198	312	102
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	727	616	353	235	171	6	367	53	406	426	361
Arrive On Green	0.03	0.13	0.13	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1168	1008	731	27	1575	227	1781	1870	1585
Grp Volume(v), veh/h	262	211	2	26	0	364	274	0	0	198	312	102
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1168	0	1739	1828	0	0	1781	1870	1585
Q Serve(g_s), s	9.5	9.2	0.1	1.6	0.0	18.3	12.2	0.0	0.0	8.7	13.9	4.8
Cycle Q Clear(g_c), s	9.5	9.2	0.1	1.6	0.0	18.3	12.2	0.0	0.0	8.7	13.9	4.8
Prop In Lane	1.00		1.00	1.00		0.42	0.01		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	299	727	616	353	0	406	427	0	0	406	426	361
V/C Ratio(X)	0.88	0.29	0.00	0.07	0.00	0.90	0.64	0.00	0.00	0.49	0.73	0.28
Avail Cap(c_a), veh/h	299	779	660	385	0	454	427	0	0	406	426	361
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	28.0	24.0	27.1	0.0	33.5	31.1	0.0	0.0	30.2	32.2	28.7
Incr Delay (d2), s/veh	15.8	0.1	0.0	0.1	0.0	18.9	7.2	0.0	0.0	4.2	10.6	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	4.5	0.0	0.4	0.0	9.6	6.1	0.0	0.0	4.1	7.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	28.1	24.0	27.1	0.0	52.4	38.4	0.0	0.0	34.3	42.8	30.6
LnGrp LOS	D	C	C	C		D	D			C	D	C
Approach Vol, veh/h	475			390			274			612		
Approach Delay, s/veh	35.8			50.7			38.4			38.1		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	25.5			39.5			25.0			14.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.5			37.5			20.5			9.5		
Max Q Clear Time (g_c+I1), s	14.2			11.2			15.9			11.5		
Green Ext Time (p_c), s	0.6			1.2			1.3			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	40.3											
HCM 7th LOS	D											

4: 11 Mile Corner Rd & Houser Rd
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Future Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	93	6	4	3	176	106	0	2	154	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	626	624	161	619	631	106	167	0	0	106	0	0
Stage 1	165	165	-	459	459	-	-	-	-	-	-	-
Stage 2	461	459	-	160	172	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	397	402	884	401	398	948	1411	-	-	1485	-	-
Stage 1	837	761	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	842	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	339	348	884	309	345	948	1411	-	-	1485	-	-
Mov Cap-2 Maneuver	339	348	-	309	345	-	-	-	-	-	-	-
Stage 1	835	760	-	505	491	-	-	-	-	-	-	-
Stage 2	498	491	-	750	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.58		15.06		4.95		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	750	370	25	-	-
HCM Lane V/C Ratio	0.125	-	-	0.14	0.034	0.002	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	10.6	15.1	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.1	0	-	-

5: Tumbleweed Rd & Houser Rd
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	48	15	30	131	5	41	69	34	8	63	3
Future Vol, veh/h	14	48	15	30	131	5	41	69	34	8	63	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	56	18	35	154	6	48	81	40	10	79	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	355	318	81	325	300	101	83	0	0	121	0	0
Stage 1	101	101	-	198	198	-	-	-	-	-	-	-
Stage 2	255	218	-	127	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	600	598	979	628	612	954	1515	-	-	1466	-	-
Stage 1	906	812	-	804	737	-	-	-	-	-	-	-
Stage 2	750	723	-	877	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	426	573	979	536	587	954	1515	-	-	1466	-	-
Mov Cap-2 Maneuver	426	573	-	536	587	-	-	-	-	-	-	-
Stage 1	899	806	-	777	712	-	-	-	-	-	-	-
Stage 2	564	698	-	795	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.29	14.24	2.12	0.81
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	584	584	193	-
HCM Lane V/C Ratio	0.032	-	-	0.155	0.335	0.007	-
HCM Ctrl Dly (s/v)	7.5	0	-	12.3	14.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.5	0	-

6: Tumbleweed Rd & Driveway A
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	217	68	77	189	31	76
Future Vol, veh/h	217	68	77	189	31	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	85	91	222	36	89
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	253	91	0	0	313	0
Stage 1	91	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	967	-	-	1247	-
Stage 1	933	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	967	-	-	1247	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	11.89	0	2.31			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 714 967 1247	-	-		
HCM Lane V/C Ratio	-	- 0.357 0.088 0.029	-	-		
HCM Ctrl Dly (s/v)	-	- 12.8 9.1 8	-	-		
HCM Lane LOS	-	- B A A	-	-		
HCM 95th %tile Q(veh)	-	- 1.6 0.3 0.1	-	-		

7: Frontier St & Driveway B
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	773	846	79	42	74
Future Vol, veh/h	34	773	846	79	42	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	859	940	88	53	93

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1028	0	0 1445 470
Stage 1	-	-	- 940 -
Stage 2	-	-	- 505 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	671	-	- *178 540
Stage 1	-	-	- *340 -
Stage 2	-	-	- *815 -
Platoon blocked, %	-	-	- 0
Mov Cap-1 Maneuver	671	-	- *168 540
Mov Cap-2 Maneuver	-	-	- *168 -
Stage 1	-	-	- *321 -
Stage 2	-	-	- *815 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	21.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	671	-	-	-	168	540
HCM Lane V/C Ratio	0.056	-	-	-	0.313	0.171
HCM Ctrl Dly (s/v)	10.7	-	-	-	36	13
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.6

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

8: Frontier St & Driveway C
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	146	669	880	9	41	46
Future Vol, veh/h	146	669	880	9	41	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	743	978	10	51	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	988	0	-	0	1674	489
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	695	-	-	-	107	525
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	695	-	-	-	82	525
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	639	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.1	0		21.04		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	695	-	-	-	192	525
HCM Lane V/C Ratio	0.233	-	-	-	0.267	0.11
HCM Ctrl Dly (s/v)	11.7	-	-	-	30.4	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1	0.4

9: Frontier St & Driveway D
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	711	519	4	0	371
Future Vol, veh/h	0	711	519	4	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	790	577	4	0	412
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	288
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	708
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	708
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		16.91		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	708		
HCM Lane V/C Ratio	-	-	-	0.582		
HCM Ctrl Dly (s/v)	-	-	-	16.9		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	3.8		

10: 11 Mile Corner Rd & Driveway E
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	222	305	257	297	11
Future Vol, veh/h	23	222	305	257	297	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	261	339	286	330	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1293	330	342	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	712	1217	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	712	1217	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.7	4.94		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1217	-	130	712	-	-
HCM Lane V/C Ratio	0.279	-	0.222	0.367	-	-
HCM Ctrl Dly (s/v)	9.1	-	40.5	13	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	0.8	1.7	-	-

11: 11 Mile Corner Rd & Driveway F
2035 Total PM - Mitigation

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	48	83	197	260	9
Future Vol, veh/h	5	48	83	197	260	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	60	98	232	306	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	733	306	316	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	388	734	1244	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	734	1244	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.8	2.41		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1244	-	357	734	-	-
HCM Lane V/C Ratio	0.079	-	0.017	0.082	-	-
HCM Ctrl Dly (s/v)	8.1	-	15.3	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.3	-	-

December 23, 2025

TES Eloy PAD

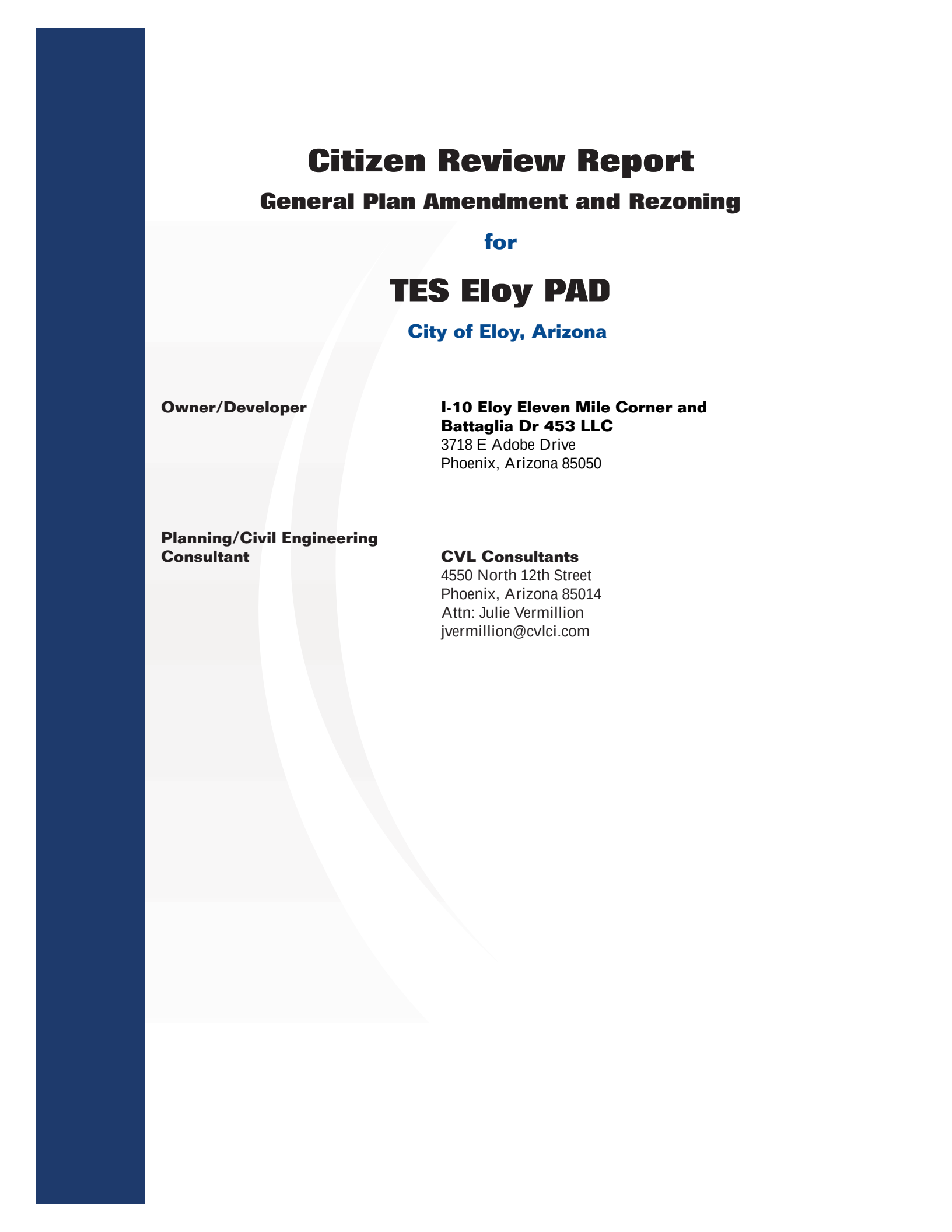
Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Citizen Review Report - General Plan Amendment and Rezoning



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01



Citizen Review Report

General Plan Amendment and Rezoning

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

**I-10 Eloy Eleven Mile Corner and
Battaglia Dr 453 LLC**
3718 E Adobe Drive
Phoenix, Arizona 85050

**Planning/Civil Engineering
Consultant**

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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Exhibits

- Vicinity Plan
- Ownership Map
- Sign Mock-up
- Draft Notification Letter
- 300' Notification Buffer Map
- Mailing Labels

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this Citizen Review Report to the City of Eloy (City) in support of a master-planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Refer to Vicinity Map).

Please refer to the General Plan Amendment and Rezoning Application Narratives for additional details regarding this request. The applicant will complete the following citizen notification procedures required to pursue the concurrent General Plan Amendment and Rezoning Applications for the Project.

2. Stakeholders & Parties Affected

The stakeholders and other parties most likely to be affected by the request for the Property include:

- All property owners within 300' of the subject property. (Refer to Ownership Map).
- Neighborhood Home Owners Associations, other property owners associations, or groups in the vicinity of the subject property, as identified by City staff, as having an interest in the subject property or immediate area.
- To date, no associations or other groups in the immediate vicinity have been identified by City staff for inclusion in this plan.
- Any other persons or parties interested in the property, as identified by City staff.
- To date, City staff have not identified any additional persons in the immediate vicinity for inclusion in this plan.

3. Neighborhood Meeting

The applicant held a neighborhood meeting in the Community Room at Eloy City Hall on Thursday, December 4th at 5:30pm. The meeting was held at least fifteen (15) calendar days before the first public hearing on the application at a publicly accessible location near the subject property. The meeting was held on a weekday evening at a reasonable time. The applicant waited at the meeting location for one hour. No members of the public were in attendance.

The applicant completed the following citizen notification steps for the neighborhood meeting:

- Notification letters mailed via first-class U.S. Mail to all property owners within 300' of the subject property, as well as any other interested persons, parties, and/or interested neighborhood groups as identified by City staff.
- Notified City staff of this neighborhood meeting via e-mail.
- The neighborhood meeting was notified at least ten (10) calendar days before its date.
- The notification included information regarding the description of the proposed request, details required to attend the neighborhood meeting, and the applicant's name and contact information.

4. Public Hearing Notification

Once the applicant has been notified of the hearing date(s) for the project, the following will occur at least fifteen (15) days prior to the first public hearing:

- The Property will be posted in accordance with City requirements.
- Mailed notices will be sent to all property owners and any interested parties / neighborhood groups as identified by City staff.
- Published notification on an area newspaper or other approved printed media will be completed in accordance with the City's requirements.

5. Response Procedure

Throughout the review process, should any additional comments be received on this application, the applicant will meet with and work with any groups, interested parties, and/or individuals to discuss the proposed development and to mitigate any concerns.

From these meetings and discussions, as well as any other comments provided by other interested parties and/or the City, the related request will be amended to the extent possible to address any comments/concerns made.

6. Status Procedure

The applicant recognizes that it is to our benefit to keep City staff apprised of the notification efforts and any responses received by any interested party. Therefore, the applicant, in addition to the requirements noted above, will keep staff apprised of meetings and discussions through periodic correspondence, including letters, e-mails, and/or phone calls as necessary. Additional notices of status changes will occur as required, and/or as requested by City staff.

7. Conclusion

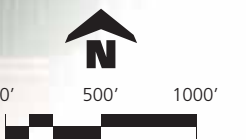
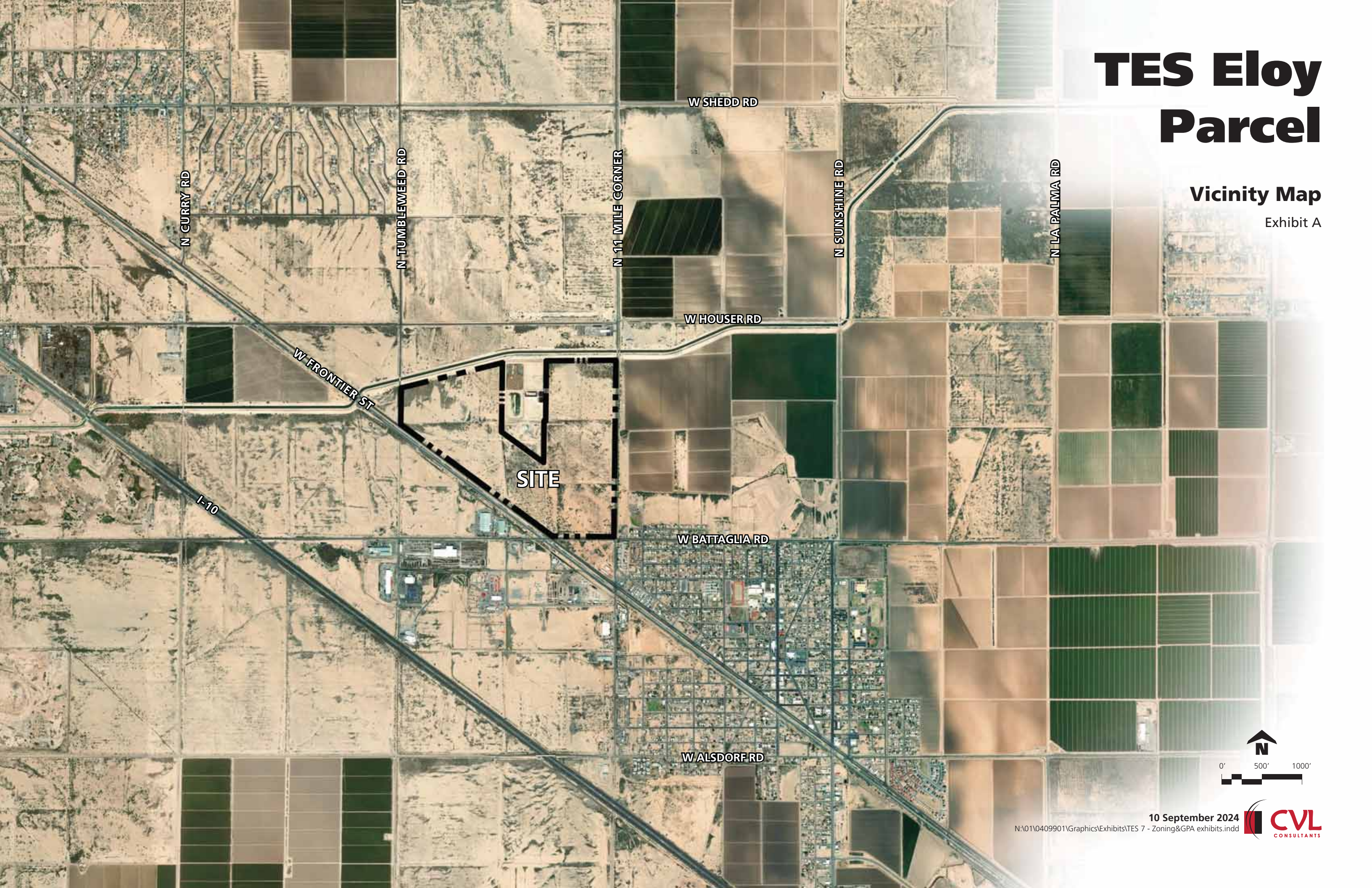
TES Eloy PAD will transform the existing undeveloped site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with existing development in the area while supporting the goals and objectives of the City of Eloy. The proposed request makes good land use sense for this property, maintains compatibility with the surrounding uses, and will be an economically attractive presence in the area.

Thank you for your consideration. We respectfully request your approval of this request intended to establish the highest and best use for the Property.

TES Eloy Parcel

Vicinity Map

Exhibit A



10 September 2024

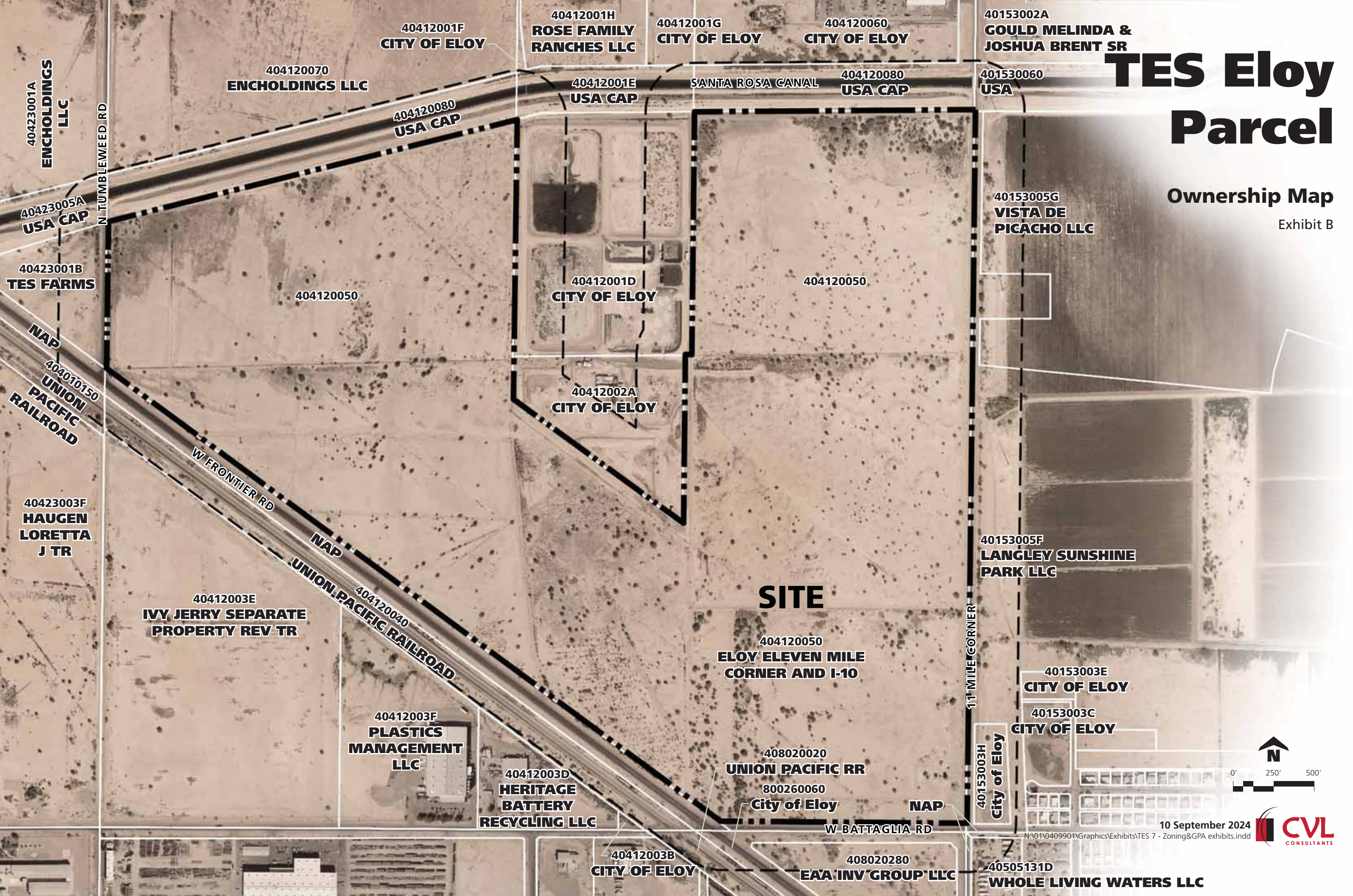
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TES Eloy Parcel

Ownership Map

Exhibit B



10 September 2024
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NAP , -	40423005A USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	404120060 CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255
NAP , -	40412001D CITY OF ELOY MAIL RETURN , -	404120080 USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302
NAP , -	404120050 I-10 ELOY ELEVEN MILE CORNER AND 3718 E ADOBE DR PHOENIX , AZ 85050-0834	401530060 USA MAIL RETURN , -
NAP , -	404120080 USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	40153002A GOULD MELINDA & JOSHUA BRENT SR 206 S APACHE AVE ELOY , AZ 85131-1282
40505131D WHOLE LIVING WATERS LLC 531 MAIN ST STE 102 EL SEGUNDO , CA 90245-5306	40412001E USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	40153005F LANGLEY SUNSHINE PARK LLC 2738 E GUADALUPE RD GILBERT , AZ 85234-8523
408020020 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100	40153005G VISTA DE PICACHO LLC MAIL RETURN , -	408020280 EAA INV GROUP LLC 5635 W ALAMEDA RD GLENDALE , AZ 85310-0361
40153003H CITY OF ELOY MAIL RETURN , -	40423001A ENCHOLDINGS LLC PO BOX 12947 CHANDLER , AZ 85248-8003	800260060 CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255
404120040 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100	404120070 ENCHOLDINGS LLC PO BOX 12947 CHANDLER , AZ 85248-8003	404010150 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100
40412002A CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	40412001F CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	
40423001B DALCOR REAL ESTATE LLC 624 E LAGUNA DR TEMPE , AZ 85282-2533	40412001G CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

November 20, 2025

Subject: TES Eloy PAD - Planned Area Development & Major General Plan Amendment
Case #: GPA2025-001 & RZPAD2025-002

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Planned Area Development (PAD) and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for TES Eloy PAD. The applications request to amend the current zoning for the ±338-acre site known as TES Eloy PAD generally located at the northwest corner of Battaglia Road & 11 Mile Corner from R1-12 to Mixed Use (MU) PAD zoning and for a major amendment to the general plan land use from Medium Density Residential & General Industrial to overall to Mixed Use. The intention is to allow for the development of a new master plan featuring residential, commercial, and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

- **Neighborhood Meeting**

Date: December 4, 2025

Time: 5:30 p.m.

Location: Community Room, Eloy City Hall, 595 N C St. Eloy

We look forward to meeting with you at the scheduled meeting and answering all of your questions regarding this proposed request. If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s GPA2025-001 & RZPAD2025-002, Project Name: TES Eloy - PAD and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Julie Vermillion", is written over a light blue horizontal line.

Julie Vermillion

Project Manager, CVL Consultants

4550 North 12 Street, Phoenix, Arizona 85014

Phone: 602-753-8311 | Email: jvermillion@cvlci.com

TES Eloy Parcel

Existing General Plan Land Use

Legend

General Industrial

Medium Density Residential (3.0 - 6.0 du/ac)

High Density Residential (10 - 24 du/ac)

Community Commercial

Parks/Open Space

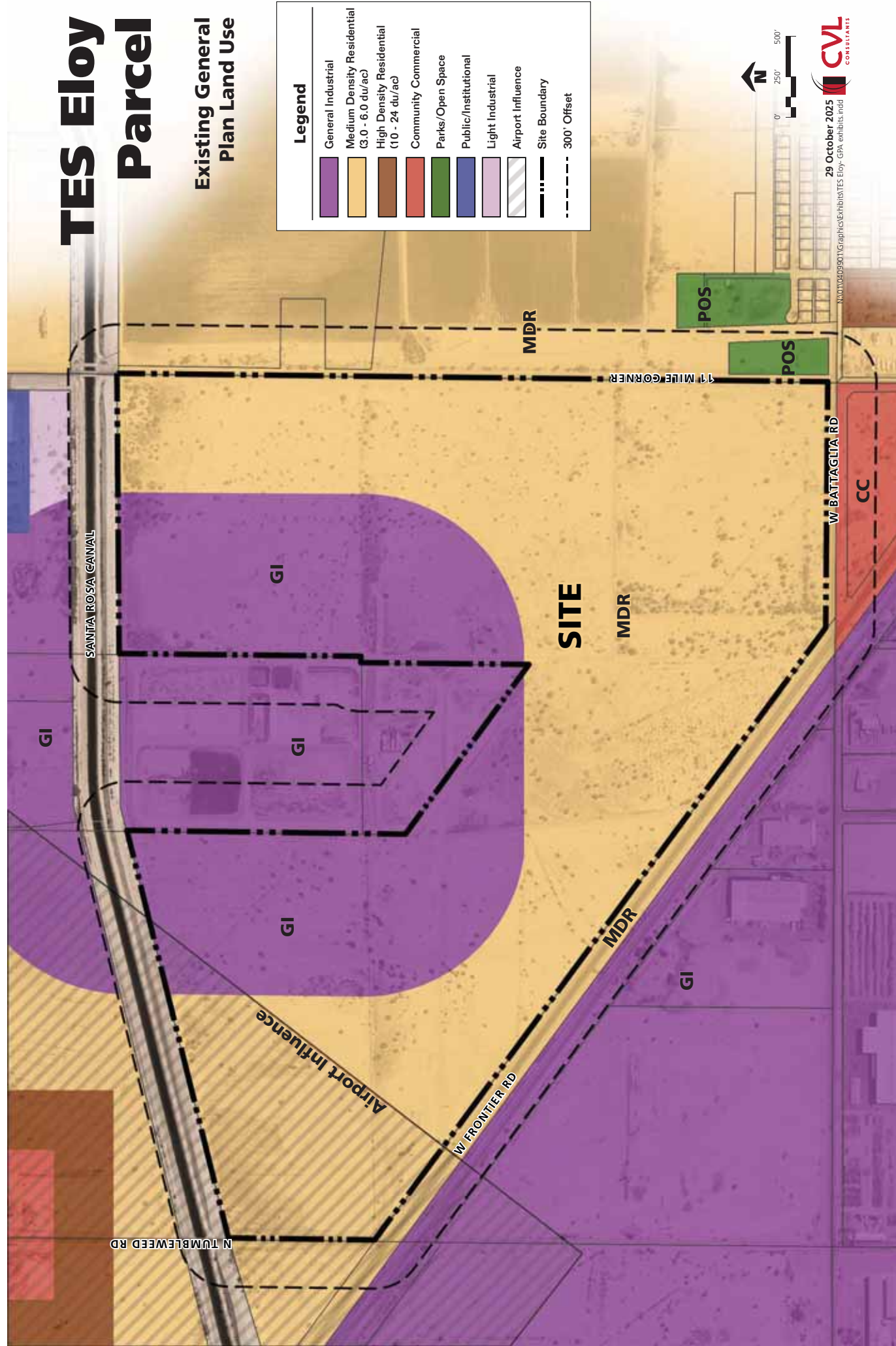
Public/Institutional

Light Industrial

Airport Influence

Site Boundary

300' Offset



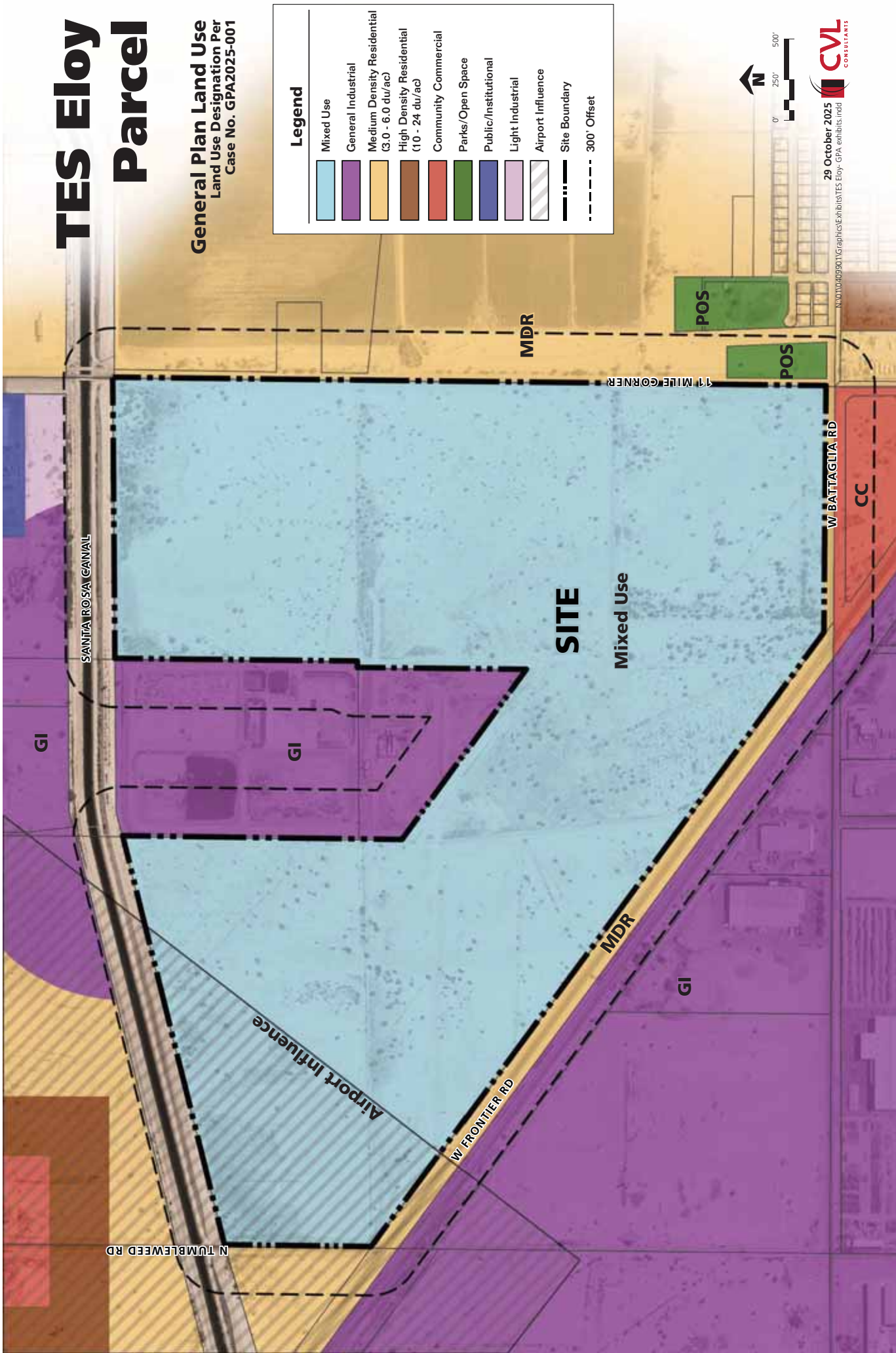
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Legend	
	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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CVL
CONSULTANTS

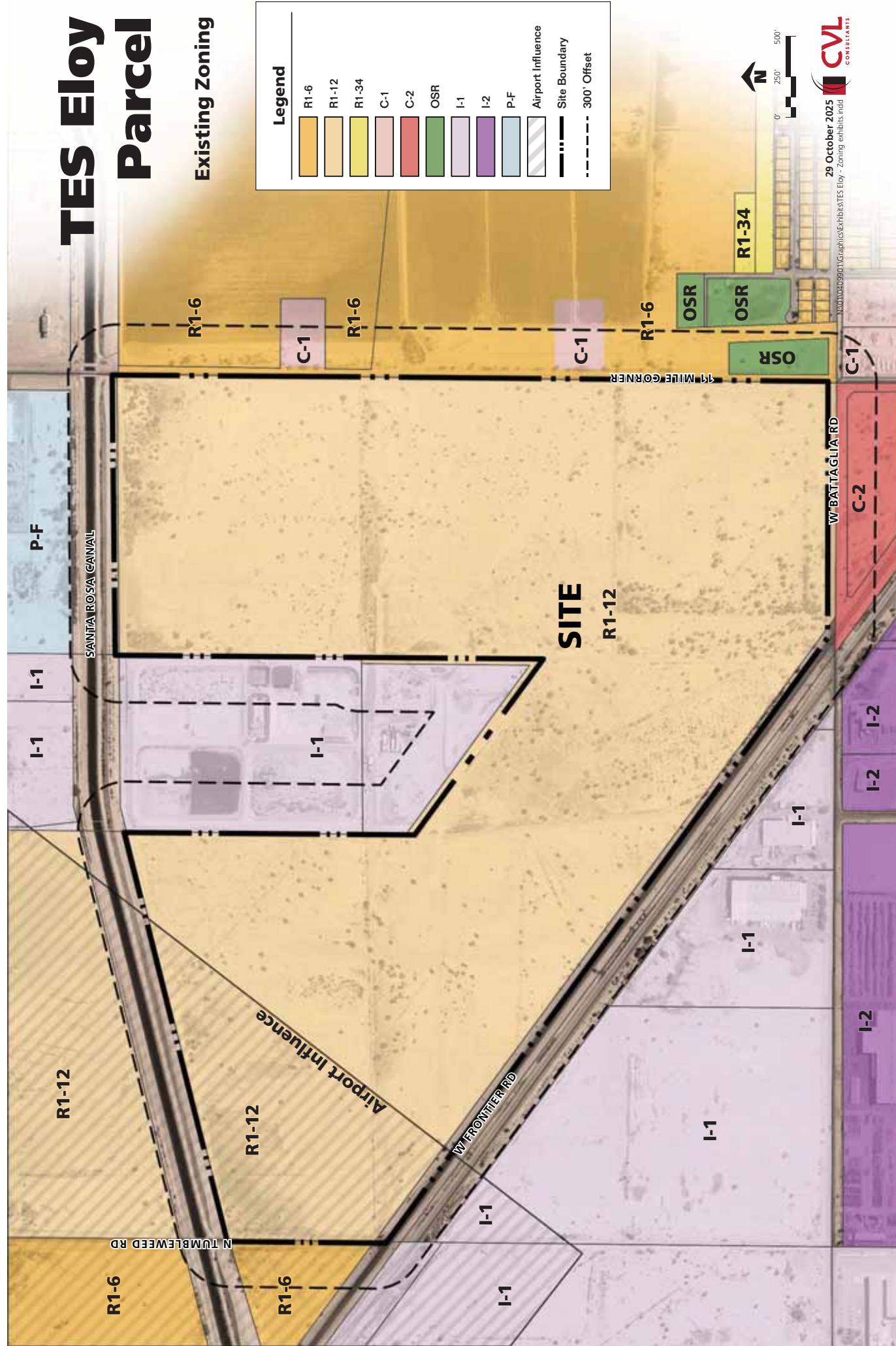


TES Eloy Parcel

Existing Zoning

Legend

	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

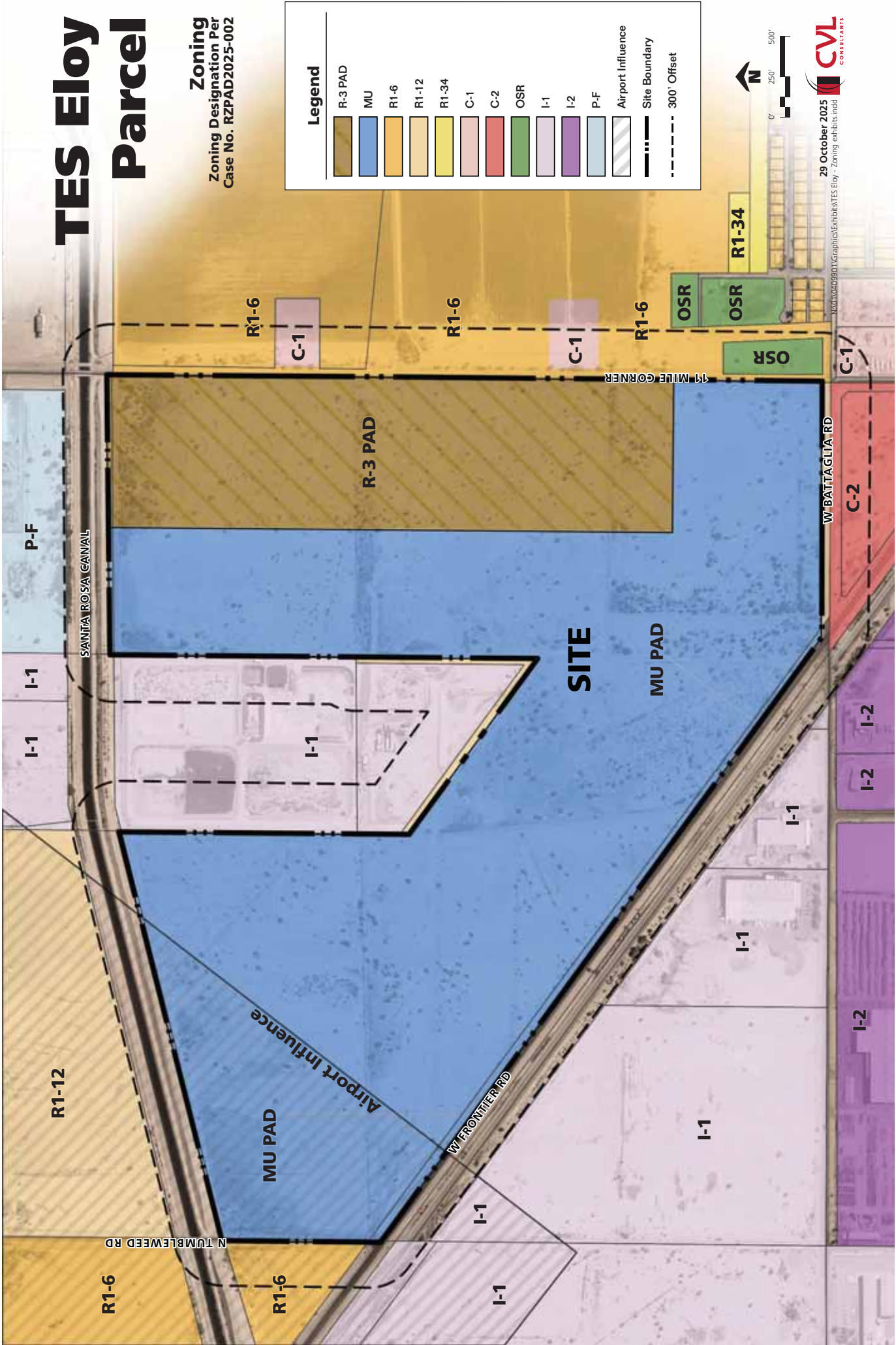
Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Legend

	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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CVL
CONSULTANTS



City of Eloy Public Hearing Notice

Case #s: GPA2025-001 & RZPAD2025-002

Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Mixed Use.

Site Location: Northwest corner of Battaglia Road & 11 Mile Corner

Site Size: ±338 acres

Proposed Use: New master plan consisting of residential, commercial, and industrial uses.

Applicant Name: Julie Vermillion

Phone Number: 602-753-8311

Email: jvermillion@cvlci.com

Neighborhood Meeting

Date: December 4, 2025

Time: 5:30 p.m.

Location: Community Room,
595 N C St. Eloy

Planning & Zoning Commission

Date: TBD

Time: 6:00 p.m.

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: 6:00 p.m.

Location: City Council Chambers, 595 N C St. Eloy

City Council

Date: TBD

Time: 6:00 p.m.

Location: City Council Chambers, 595 N C St. Eloy

(insert site
location map,
1.5 foot x 1.5 foot min)

Information available at: City of Eloy, Community Development
595 N C St. Eloy, Arizona (520) 466-2578

6-foot min.



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

DATE

Subject: TES Eloy PAD - Planned Area Development & Major General Plan Amendment
Case #: GPA2025-001 & RZPAD2025-002

Dear Neighbor:

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Planning and Zoning Commission	Planning and Zoning Commission	City Council
Date: _____ Time: _____ Location: _____	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy

If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s GPA2025-001 & RZPAD2025-002, Project Name: TES Eloy - PAD and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

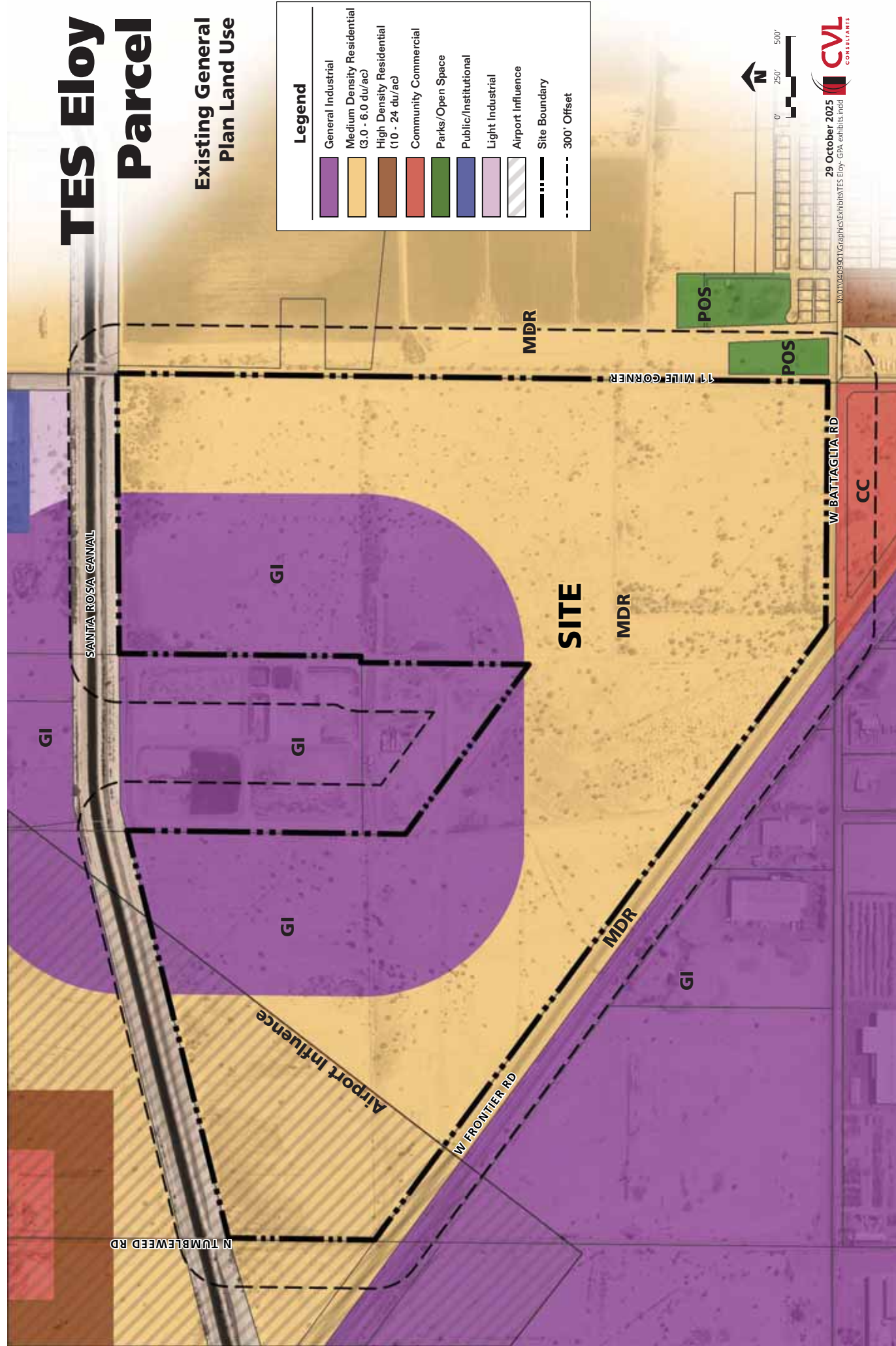
Julie Vermillion
Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-753-8311 | Email: jvermillion@cvlci.com

TES Eloy Parcel

Existing General Plan Land Use

Legend

	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



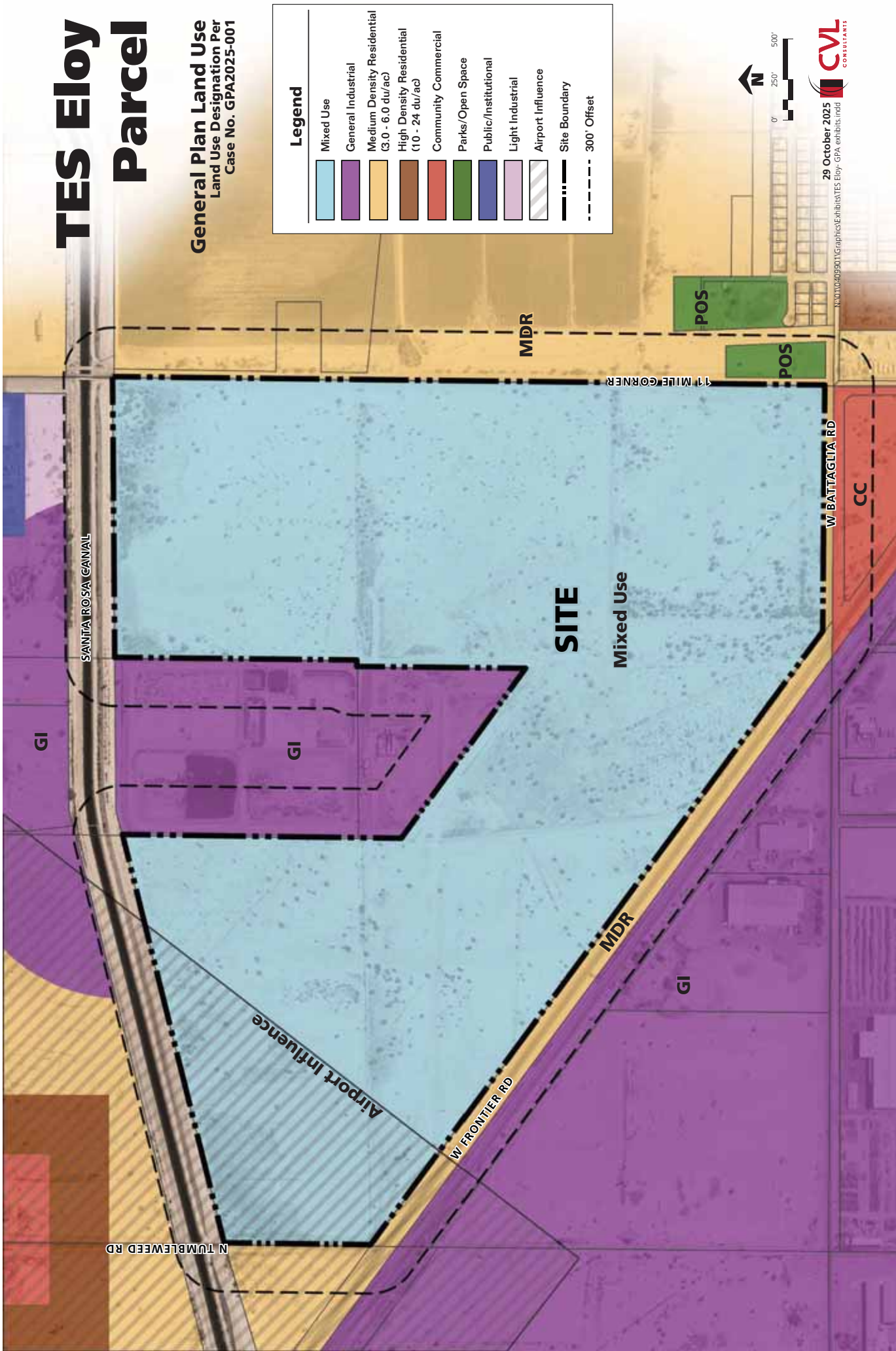
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Legend	
	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
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29 October 2025
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CVL
CONSULTANTS

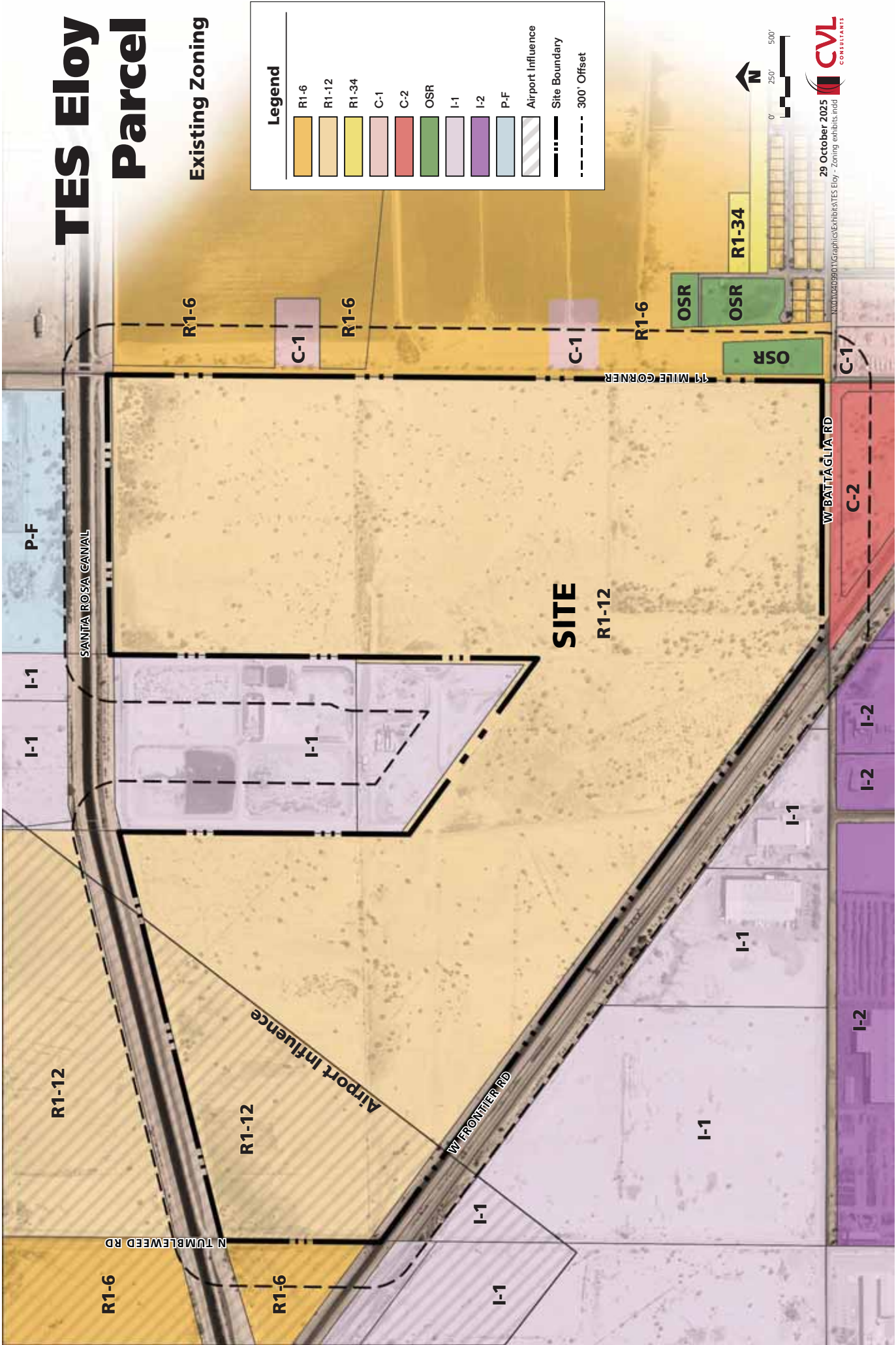


TES Eloy Parcel

Existing Zoning

Legend

	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

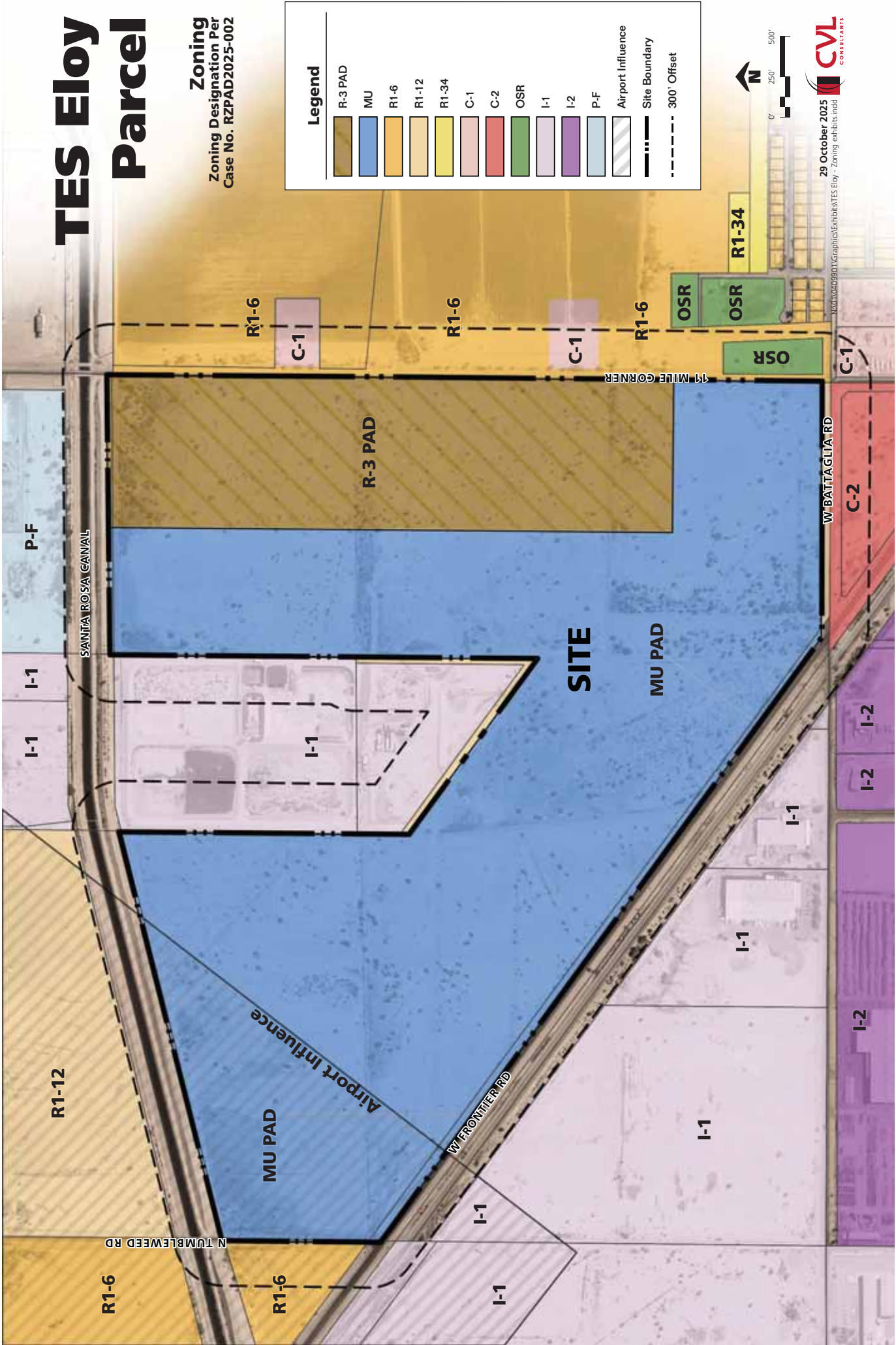
Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Legend

	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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CVL
CONSULTANTS



AFFIDAVIT OF SIGN POSTING

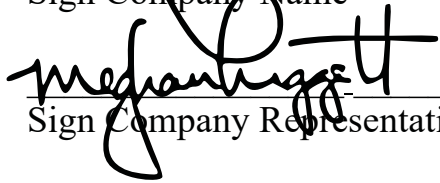
The undersigned Applicant has complied with the City of Eloy's posting requirements for Case # GPA2025-001 & RZPAD2025-002 on 11/20/25.

See attached photo exhibit.

For applicant:

COE & VAN LOO CONSULTANTS, INC.

Dynamite Signs, Inc.
Sign Company Name

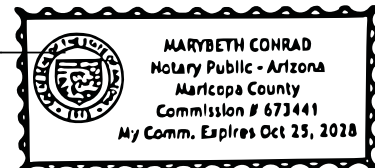

Sign Company Representative

Subscribed and sworn to be on 11/20/25 by Meghan Liggett.

IN WITNESS WHEREOF, I Hereto set my hand and official seal.


Notary Public

My Commission expires: 10-25-28



City of Eloy Public Hearing Notice

Case Number: GPA2025-001 & RZPAD2025-002

Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Planned Community Area.

Site Location: Northwest corner of Battaglia Road & 11 Mile Corner

Site Size: ±338 acres

Proposed Use: New master plan consisting of residential, commercial, and industrial uses.

Applicant Name: Julie Vermillion

Phone Number: (602) 753-8311

Applicant Email: jvermillion@cvtci.com

Neighborhood Meeting

Date: December 4, 2025

Time: 5:30 PM

Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 20, 2025 at 11:55 AM

+32.767869, -111.567821

11th Mile Corner Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

Case Number: GPA2025-001 & RZPAD2025-002

Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Planned Community Area.

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City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

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595 N C St. Eloy, Arizona (520) 466-2578



November 20, 2025 at 11:55 AM

+32.767869, -111.567821

11th Mile Corner Rd

Eloy AZ 85131



City of Eloy Public Hearing Notice

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Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 20, 2025 at 11:27 AM

+32.767524, -111.579799

W Frontier St

Eloy AZ 85131

City of Eloy Public Hearing Notice



Case Number: GPA2025-001 & RZPAD2025-002

Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Planned Community Area.

Site Location: Northwest corner of Battaglia Road & 11 Mile Corner

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Applicant Name: Julie Vermillion

Phone Number: (602) 753-8311

Applicant Email: jvermillion@cvlci.com

Neighborhood Meeting

Date: December 4, 2025

Time: 5:30 PM

Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578

November 20, 2025 at 11:26 AM

+32.767524, -111.579799

W Frontier St

Eloy AZ 85131



4550 N 12th Street
Phoenix, AZ 85014

ORDINANCE NO.: 26-999

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, PINAL COUNTY, ARIZONA, APPROVING CASE NO. RZPAD2025-05: TES ELOY, AN AMENDMENT TO THE ZONING MAP (REZONE) FROM SINGLE-FAMILY RESIDENTIAL (R1-12) TO MIXED-USE (MU) PLANNED AREA DEVELOPMENT OVERLAY (PAD) MULTIPLE FAMILY RESIDENTIAL (R-3) PLANNED AREA DEVELOPMENT OVERLAY (PAD) ON APPROXIMATELY 338 ACRES OF LAND, AND MAINTAINING THE AIRPORT OVERLAY (AO) ON APPROXIMATELY 40 ACRES OF LAND, LOCATED AT THE NORTHEAST CORNER OF WEST BATTAGLIA ROAD AND WEST FRONTIER STREET; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, The Coe & Van Loo Consultants, Inc, c/o Julie Vermillion, as applicant, on behalf of the property owner, has applied for an Amendment to the Zoning Map (Rezone) from from Single-Family Residential (R1-12) to Mixed-Use (MU) Planned Area Development Overlay (PAD) and Multiple Family Residential (R-3) Planned Area Development Overlay (PAD), on approximately 338 acres of land, and maintaining the Airport Overlay (AO) on approximately 40 acres of land, located at the northeast corner of West Battaglia Road and West Frontier Street, as delineated in Exhibit 1, and incorporated by this reference; and

WHEREAS, the designation of the subject parcels on the Eloy General Plan Land Use Map is compatible with the proposed zoning; and

WHEREAS, the property owners located within three hundred (300) feet of the proposed rezoning were notified of this rezoning application by first class mail of a Public Hearing conducted by the Eloy Planning and Zoning Commission; and

WHEREAS, a "Public Hearing," as required by ARS §9-462.04 and Section 21-6-2.6 of the Eloy Zoning Ordinance, was held at a regular meeting of the Eloy Planning and Zoning Commission on February 18, 2026, to hear from persons for, or against, the proposed rezoning; and

WHEREAS, notice for this Public Hearing was given at least 15 days and not more than 30 days before the public hearing by publication of the notice in the Pinal Central and posting at the official City posting locations; and,

WHEREAS, the Planning and Zoning Commission has recommended approval of the rezoning as requested by Coe & Van Loo Consultants, Inc, c/o Julie Vermillion, as applicant, on behalf of the property owner.

WHEREAS, the City Council has considered the probable impact of Ordinance No 26-999 on the cost to construct housing for sale or rent; and

WHEREAS, the City Council held a public meeting on March 9, 2026, concerning the proposed rezoning, and after considering the Issues for Consideration for a Zoning Map Amendment, finds that the criteria have been met and the application is substantially consistent with the General Plan of the City of Eloy.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA, AS FOLLOWS:

SECTION I. REZONING. That the Mayor and City Council of the City of Eloy, Arizona, hereby approve the Amendment to the Zoning Map (Rezone) from from Single-Family Residential (R1-12) to Mixed-Use (MU) Planned Area Development Overlay (PAD) and Multiple Family Residential (R-3) Planned Area Development Overlay (PAD), on approximately 338 acres of land, and maintaining the Airport Overlay (AO) on approximately 40 acres of land, located at the northeast corner of West Battaglia Road and West Frontier Street, as delineated in Exhibit 1, and by adopting that certain document entitled "RZPAD2025-002: TES Eloy PAD Development Plan" declared a public record by Resolution No. 26-1648, which is incorporated into this Ordinance by reference as if fully set forth herein.

SECTION III. CONDITIONS OF APPROVAL. That the above rezoning approval is conditioned upon compliance with all Conditions of Approval attached hereto as Exhibit 2 and incorporated herein by reference.

SECTION IV. SEVERABILITY. If any section, subdivision, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining provisions of the Ordinance or parts thereof.

SECTION IV. EFFECTIVE DATE.

This Ordinance shall become effective as provided by law on the 9th day of April 2026.

PASSED AND ADOPTED by the Mayor and City Council of the City of Eloy, Arizona, on this 9th day of March 2026.

Signatures on the next page

BY:

Andrew Sutton, Mayor

ATTEST:

Celine Kidwell, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney

Rezoning Exhibit - Case No: RZPAD2025-002
TES Eloy Parcel
Existing Zoning: ± 338 acres R1-12
Proposed Zoning: ± 268 acres MU and ± 70 acres R-3 with PAD

EXHIBIT 2

Conditions of Approval for the Amendment to the Zoning Map (Rezone):

Case No. RZPAD2025-002

TES Eloy PAD

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

Bold underlined text are additions, and **~~Bold-crossed-out text~~** are deletions made after the Planning and Zoning Commission recommendation.

SITE DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT PLAN.** The development shall conform to the Development Plan, entitled "RZPAD2025-002: TES Eloy PAD Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 26-1651, and incorporated into these Conditions of Approval and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator based on criteria including, but not limited to, land use, density, or improvements, shall be subject to additional action and public hearings before the Planning and Zoning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
2. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** The development shall conform to the amended development standards included in the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning and Zoning Commission and City Council.
3. **LOCATION OF USES IN THE MIXED USE ZONE.** The land use of the Mixed-use zone shall limited to the following locations:
 - a. **Commercial, and Public and Semi-public, Uses.** The location of Commercial and Public and Semi-Public uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Commercial Uses, Commercial/Multi-Family Residential/Vertical Mixed Use, and Industrial Buildings on the Conceptual Site Plan (Exhibit E of the Development Plan).
 - b. **Industrial Use.** The location of Industrial uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Industrial Buildings on the Conceptual Site Plan (Exhibit E of the Development Plan), in accordance with the additional location criteria specified in the Use Regulations.
 - c. **Residential Use and Mixed Use (residential and commercial).** The location of Residential uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Residential Multi-family Residential, and Vertical Mixed Use, on the Conceptual Site Plan (Exhibit E of the Development Plan).
4. **BUILDING MASSING AND ARTICULATION.** The design of the buildings on the property subject to the Development Plan shall incorporate building massing, architectural articulation, wall offsets, and accent features, including comparable alternatives that are similar in scale, form, and character, consistent with Exhibits H.1, H.2, and H.3 of the Development Plan, as approved by the Community Development Director, or designee.

5. DEFINITIONS. For the purposes of these Conditions of Approval, the term “*Development Site*” is defined as follows: *Development Site* is a specific area within the Development Plan which is proposed for a specified zone, use, or density, and may be developed separately from the balance of the property of the Development Plan.
6. SUBDIVISION BY PLAT. The subdivision or splitting of property shall only be allowed by a subdivision plat approved by the City of Eloy. The first subdivision plat shall include the entire property indicated in the Development Plan.
7. OPENSOURCE. The open space requirements specified in the Development Plan are in addition to any streetscape landscape areas, parking area landscaping, and landscaped buffer area requirements and area of lot to comply with a lot’s lot coverage requirements of the Zoning Ordinance. Each *Development Site* shall provide open space in accordance with the standards of the Development Plan and shall independently comply with these requirements, without relying on open space provided on another *Development Site*.
8. TRANSFER OF DEVELOPMENT RIGHTS. Transfer of the development rights, including density between lots/parcels and *Development Sites*, is prohibited without an amendment to the Development Plan, which shall be processed as a separate Amendment to the Zoning Map (rezone).
9. FAÇADE WIDTH. The maximum width of any building fronting West Frontier Road in the area labeled “Industrial Buildings” on the Conceptual Site Plan (Exhibit E of the Development Plan) shall not exceed 500 feet, regardless of building orientation, unless the building is a Retail, General or Office development, in which case the Zoning Administrator may approve a building width not to exceed 750 feet, regardless of building orientation. The measurement of the building width shall be made parallel to West Frontier Road of the exterior wall face, excluding architectural projections.
10. WEST FRONTIER ROAD LANDSCAPE BUFFER. A landscape buffer along the frontage of West Frontier Road shall be at least twenty (20) feet wide, measured from the right-of-way dedication required for the street, and shall not include parking, parking lot drive aisles, or screenwalls.
11. MULTI-USE PATH AND TRAIL. The street sidewalk parallel to West Frontier Road shall be a minimum of ten (10) feet wide and shall have a minimum six (6) foot wide compacted decomposed granite trail adjacent to the sidewalk. The sidewalk shall be setback a minimum of three (3) feet from the back of the curb, based on the City’s ultimate street cross-section design for a Major Arterial street. Where the sidewalk and trail encroach beyond the required right-of-way width, the property owner shall dedicate a Multi-use Public Path and Trail Easement to the City.
12. RIGHT-OF-WAY. The property owner/developer shall dedicate to the City all right-of-way, as determined to serve the development of the property. Right-of-way widths shall conform to the City’s applicable standards for the corresponding street at the time of development, and shall include any additional right-of-way for cul-de-sacs, turn lanes, roundabouts, and other street improvements necessary to serve the development and provide access to lots within the property, as determined by the City Engineer or designee.
13. PERIMETER STREET RIGHT-OF-WAY DEDICATION. The following perimeter street right-of-ways shall be dedicated with the first subdivision plat of the property indicated in the Development Plan, unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement:
 - a. West Frontier Road. The developer shall dedicate a minimum of half a street right-of-way for a Major Arterial right-of-way along the entire frontage of the property.

- b. West Battaglia Road. The developer shall dedicate a minimum of half a street right-of-way for a Major Arterial right-of-way along the entire frontage of the property.
 - c. North Eleven Mile Corner Road. The developer shall dedicate a minimum of half a street right-of-way for a Minor Arterial Street along the entire frontage of the property.
 - d. North Tumbleweed Road. The developer shall dedicate a minimum of half a street right-of-way for a Commercial Collector Street along the entire frontage of the property.
14. EASEMENTS. The property owner/developer shall dedicate to the City all easements, as determined by the City Engineer or designee, or Zoning Administrator, necessary to serve the development of the property.
15. LOT FRONTAGE. All lots shall abut a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, or a private street tract providing access to a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, as determined by the City Engineer or designee. The private tract and street improvements shall comply with the width and construction standards approved by the City Engineer or designee.
16. PRIVATE STREETS.
- a. Residential Private Street(s). Residential Private Street(s) shall be located in a private subdivision street tract, and street improvements shall comply with the public street widths and construction standards approved by the City Engineer or designee.
 - b. Residential Private Street Gates. Street gate(s) shall be provided across private streets that directly connect to a public street right-of-way.
 - c. Non-residential Private Street(s). A street gate shall be provided across private streets that directly connect to a public street right-of-way when required by the City Engineering or the Zoning Administrator.
 - d. Private subdivision street tracks and improvements shall not be conveyed or accepted by the City of Eloy.
17. GATED STREETS AND DRIVEWAYS. The location of the call box and gates of the gated street or driveway shall be placed in location in accordance with the City's standards. If the aforementioned standards are not in place at the time of construction document approval, the locations of the call box and gates shall be determined by the Zoning Administrator.
18. SUBDIVISION LAND TRACTS. All subdivision land tracts, including private street tracts, shall be owned and maintained by a property owner association.
19. SCREEN AND SECURITY WALL. At the time, as determined by the Zoning Administrator, of the development of the property abutting the Wastewater Treatment Facility (WWTF) shown on the Conceptual Site Plan (Exhibit E of the Development Plan), the developer shall construct a minimum six (6) foot tall, maximum eight (8) foot tall masonry, concrete, or metal wall along the shared property line.
20. STREETLIGHT IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.

21. MAINTENANCE IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to private streets, landscaping adjacent to designated public roadways and parkways, subdivision land tracts and associated improvements, drainage and retention within each proposed district.

INFRASTRUCTURE

22. TRAFFIC IMPACT ANALYSIS. With each site plan or preliminary plat application submittal for the development of the property, unless specifically not required by the City Engineer, the property owner/developer shall submit and receive acceptance from the City Engineer or designee of an update to the Traffic Impact Analysis (TIA) attached to the City Council Report and dated February 18, 2026 by City Staff (hereafter, the "Master TIA"). The updated TIA shall be produced by a registered Traffic Engineer licensed to practice in Arizona. At a minimum, the updated Traffic Impact Analysis shall address on-site and off-site traffic flows; project impacts and mitigation measures and improvements; anticipated trip generation; and the level of service.

a. Driveway Entrances.

- i. The driveways shown and labeled 7, 11, 12, and 14 on the map on Page 12 of the Master TIA shall be limited to right in and right out only, unless otherwise approved by the City Engineer in the updated TIA.
- ii. No driveway entrance/exit between the intersection of West Battaglia Road and West Frontier Road (Frontier St as labeled on the map), and driveway 8 shown and labeled on the map on Page 12 of the Master TIA is allowed, unless otherwise approved by the City Engineer in the updated TIA.
- iii. Unless otherwise approved by the City Engineer or designee, driveway 13 labeled on the map on Page 12 of the Master TIA is to be aligned with West Arbor Avenue as shown on the Preliminary Plat for Vista De Picacho, Case No. PP2022-009.
- iv. Any driveway access from West Battaglia Road, if proposed with an update to the Master TIA, shall be limited to one full movement intersection, and right-in and right-out drives, if allowed by the City Engineer or designee.

23. WATER AND WASTEWATER INFRASTRUCTURE. The property owner/developer shall be responsible for providing and constructing all infrastructure necessary to serve the development of the property as determined by the City Engineer or designee.

24. BASIS OF DESIGN REPORT. With each site plan or preliminary plat application submittal for the development of the property, unless specifically not required by the City Engineer or designee, the property owner/developer shall submit and receive acceptance from the City Engineer or designee of a Basis of Design Report for Water and a Basis of Design Report for Wastewater for the development identified in the aforementioned application. The City Engineer or designee may defer the submittal of the aforementioned report(s) until the construction document submittal for the related site plan or plat map.

25. STREET AND RELATED INFRASTRUCTURE. The property owner/developer shall be responsible for providing and constructing **all street, curb, gutter, sidewalk, landscaping, traffic control and signization, lighting, drainage, etc. infrastructure necessary to serve the development of the property in accordance with the Eloy City Code, and the Master TIA, and any updated TIA reviewed**

and acceptance by the City Engineer, the following in accordance with City Standards, **including the following**:

- a. West Frontier Road. The developer shall construct all half-street improvements for a Major Arterial Street, as well as turn lanes and intersection improvements to serve the development.
 - b. West Battaglia Road. The developer shall construct all half-street improvements for a Major Arterial Street, as well as turn lanes and intersection improvements to serve the development.
 - c. North Eleven Mile Corner Road. The developer shall construct all half-street improvements for a Minor Arterial Street, as well as turn lanes and intersection improvements to serve the development.
 - d. North Tumbleweed Road. The developer shall construct all half-street improvements along the property's frontage for a Commercial Collector Street, as well as turn lanes and intersection improvements to serve the development.
 - e. Internal Streets. Full street improvements shall be constructed by the developer in accordance with the Eloy City Code and street cross sections. In addition, the developer shall construct traffic calming as an integral part of the street improvement, in locations specified by the Zoning Administrator, City Engineer, or designee.
 - f. Improvements to Perimeter Streets. Unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement, the construction of the improvements for the perimeter streets shall be a requirement of the first Preliminary and the first Final Plat applications for the property indicated in the Development Plan, and the development of the perimeter street shall be a condition of the preliminary and final plat approvals.
26. **ROUNABOUT INTERSECTIONS.** The developer shall construct a roundabout intersection in locations specified by the City Engineer or designee as an alternative to a signalized intersection, or driveway and street intersection.
27. **IN-LIEU PAYMENT AND IMPROVEMENTS.** Upon written request of the City Engineer or designee, the property owner or developer shall pay to the City an in-lieu fee representing the development's proportionate share of the cost to design, construct, and install the ultimate roadway configuration and related street improvements necessary to accommodate the development, including, but not limited to, traffic control devices, signalized intersections, and roundabout intersections. The proportionate share shall be calculated based on standards, methodologies, and the engineer's cost estimates accepted by the City Engineer and consistent with an update to the Master TIA and City Code. Payment of the in-lieu fees shall be made prior to issuance of any permits or final plat approval, unless the City Council authorizes an alternative schedule in a separate agreement.
- i. If the City Engineer or designee determines that the median for the West Battaglia Road and North Eleven Mile Corner Road is not to be constructed as part of the half-street improvements, the developer shall make an in-lieu payment to the City for their proportional share of median improvements prior to the issuance of any permits to construct the street, unless the City Council authorizes an alternative schedule in a separate agreement.
28. **STANDARDS OF IMPROVEMENTS.** With the development of the property, all required infrastructure improvements shall be constructed in accordance with the most recent Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development.

29. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, or Final Inspection, whichever is first, for the applicable phase of development property, the property owner shall complete all the infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer.

PUBLIC NOTICE

30. NOTICE FOR SUBDIVISION PUBLIC REPORT AND RECORDED PLAT. The property owner/developer shall incorporate the following notice in the Subdivision Public Report submitted to the Arizona Department of Real Estate for each final plat, and shall provide the notice cover sheet of all preliminary and final plat maps:

Notice is hereby given that this subdivision is located in close proximity to the City of Eloy Wastewater Treatment Plant.

- A. Wastewater treatment operations conducted at the City of Eloy Wastewater Treatment Plant that are consistent with Arizona Department of Environmental Quality rules and regulations and established prior to surrounding residential and commercial uses are presumed to be reasonable and do not constitute a nuisance unless the wastewater treatment operations has a substantial adverse effect on the public health and safety.
- B. Wastewater treatment operations undertaken in conformity with federal, state and local laws and regulations are presumed to be good wastewater treatment practices and not adversely affecting the public health and safety.

Notice is hereby given of the normal wastewater treatment operations and practices in the immediate and surrounding area including, but not necessarily limited to, the odors, flies and dust. Notice is further given that wastewater treatment operations will occur on a 24-hour-a-day basis, which will also include lights, noise, odor and trucking activities.

RESOLUTION NO.: 26-1647

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA, APPROVING A MAJOR GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL AND GENERAL INDUSTRIAL TO MIXED USE ON APPROXIMATELY 338 ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF WEST BATTAGLIA ROAD AND WEST FRONTIER STREET.

WHEREAS, the City Council, through its members and staff, has solicited and encouraged public participation in the consideration of the Major General Plan amendment, consulted and advised with public officials and agencies as required by Arizona Revised Statutes Section 9-461.06, transmitted to the City Council and submitted a review copy of the general plan amendment proposal to each agency required by ARS Section 9-461.06 and all persons or entities who made a written request to receive a review copy of the proposal, and considered comments concerning the proposed amendment and alternatives;

WHEREAS, the Planning and Zoning Commission held a public hearing on February 18, 2026, concerning the Major General Plan Amendment; and

WHEREAS, Upon considering the Issues for Consideration for a General Plan Amendment of the Eloy Zoning Ordinance and the criteria of the Amendment Guidelines specified in the General Plan, the Planning and Zoning Commission has made findings in conformance with the following guideline criteria in its recommendation for approval, and the City Council also finds:

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.
2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.
3. The amendment will not adversely impact any portion of the community, by:
 - Creating incompatible land use patterns;
 - Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;
 - Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or
 - Adversely affecting the livability of an area or the health and safety of existing residents.
4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL
OF THE CITY OF ELOY, ARIZONA, AS FOLLOWS:**

Section 1. The City Council hereby amends the Eloy General Plan's Land Use Map from Medium Density Residential and General Industrial to Mixed Use on approximately 338 acres of land located at the northeast corner of West Battaglia Road and West Frontier Street.

Section 2. The above amendment is described in Case No. GPA2025-001, and depicted on Exhibit "1", attached hereto and incorporated by this reference.

PASSED AND ADOPTED by the City Council of the City of Eloy, Arizona, on March 9, 2026.

APPROVED:

Andrew Sutton, Mayor

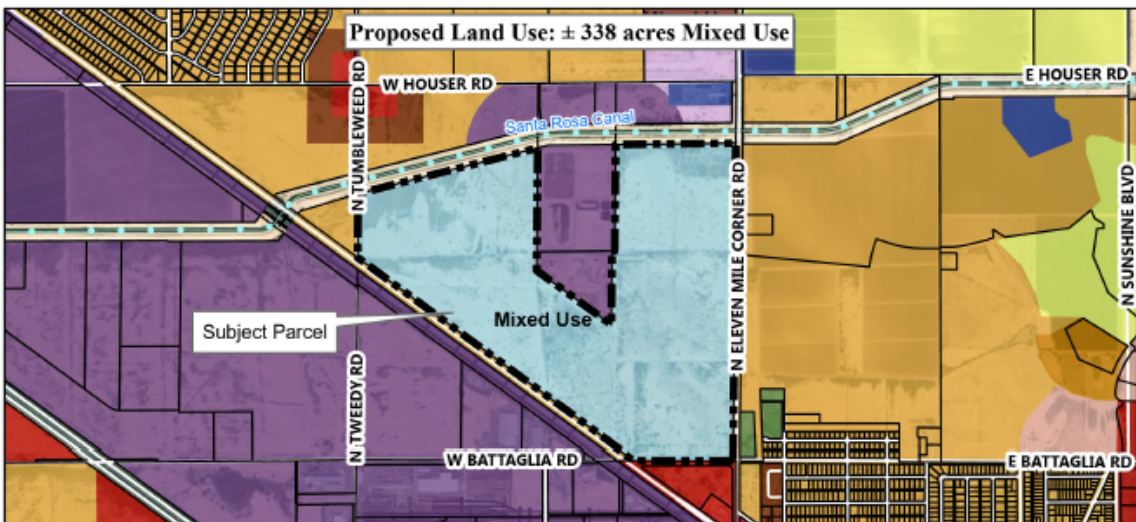
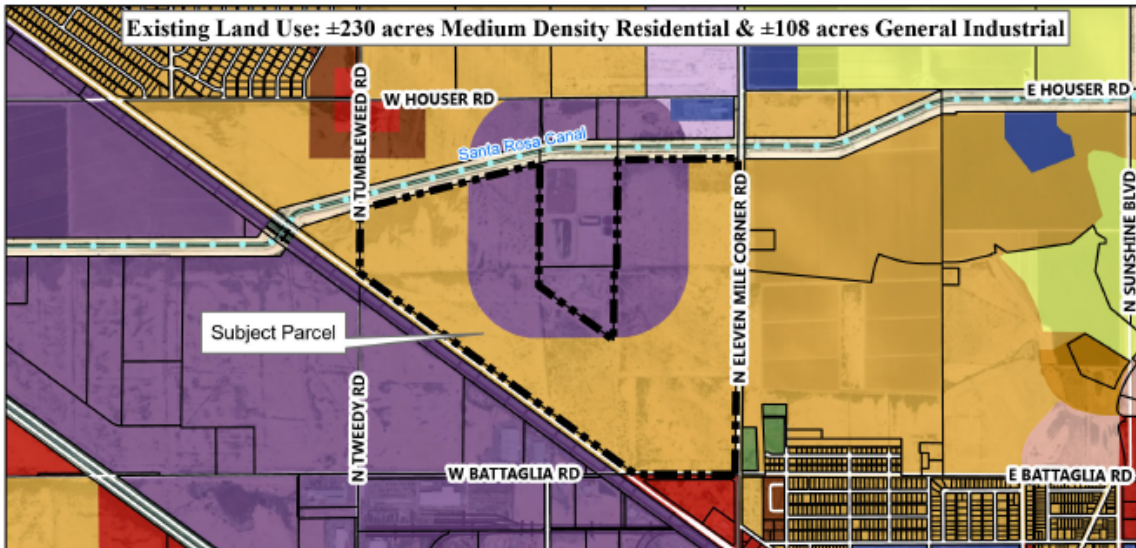
ATTEST:

Celine Kidwell, City Clerk

APPROVED AS TO FORM:

Stephen Cooper, City Attorney

Exhibit 1 Location and Land Use Map



Existing Land Use: ± 230 acres - MDR, ± 108 acres GI
Proposed Land Use: ± 338 acres - Mixed Use

TES Eloy Parcel General Plan Amendment Exhibit - Case No: GPA2025-001

Land Use

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial

Community Commercial

Industrial

- Light Industrial
- General Industrial

Other

- Parks/Open Space
- Mixed Use
- Public/Institutional

Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.



RESOLUTION NO.: 26-1651

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, PINAL COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK ENTITLED “RZPAD2025-002: TES ELOY PAD DEVELOPMENT PLAN”.

WHEREAS, State Law allows cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Eloy wishes to incorporate by reference amendments to the Amendments to Zoning Map (Rezone), by first declaring said amendment to be a public record.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA, AS FOLLOWS:

SECTION 1. Declaration of a Public Record. That certain document entitled “RZPAD2025-002: TES Eloy PAD Development Plan,” a copy of which is attached hereto as Exhibit A is hereby declared a public road.

SECTION 2. Copies Filed with the City Clerk. Three copies of that certain document entitled “RZPAD2025-002: TES Eloy PAD Development Plan” shall remain on file with the City Clerk and to be available for public use and inspection during regular business hours.

PASSED AND ADOPTED by the City Council of the City of Eloy, Pinal County, Arizona, this 9th day of March 2026.

Signatures on the next page

BY:

Andrew Sutton, Mayor

ATTEST:

Celine Kidwell, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney

Exhibit A
RZPAD2025-002: TES Eloy PAD Development Plan

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Development Plan - Amended Land Use & Development Standards

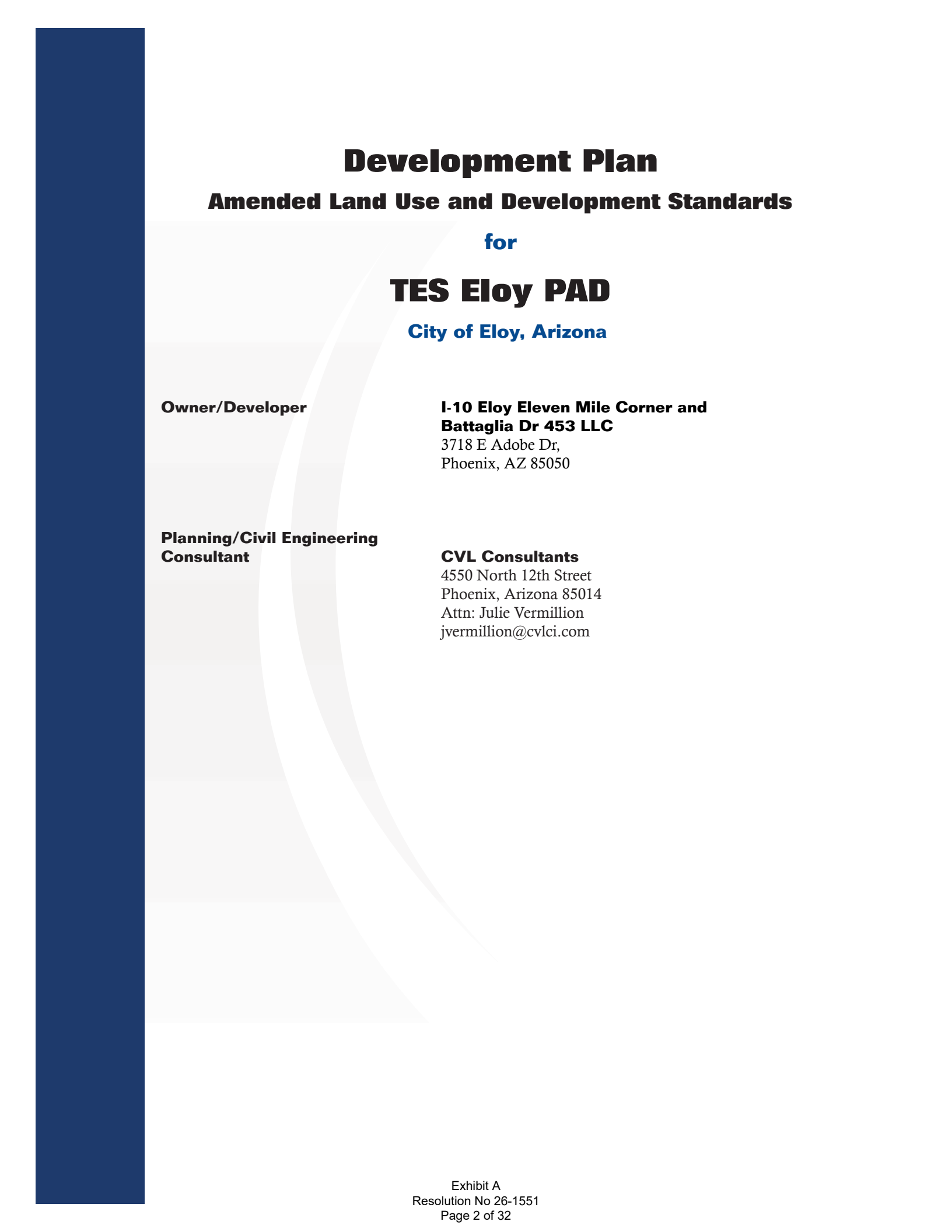


4550 N 12th Street

Phoenix, AZ 85014

Job #: 1-01-04099-01

STAFF DATE 02/18/2026
RZPAD2025-002



Development Plan

Amended Land Use and Development Standards

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

**I-10 Eloy Eleven Mile Corner and
Battaglia Dr 453 LLC**
3718 E Adobe Dr,
Phoenix, AZ 85050

**Planning/Civil Engineering
Consultant**

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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6. Landscape and Open Space.	17
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Exhibits

Vicinity Map.	Exhibit A
General Plan Land Use	Exhibit B
Existing Zoning Map	Exhibit C
Zoning Map	Exhibit D
Conceptual Site Plan	Exhibit E
Circulation Plan	Exhibit F
FEMA Map	Exhibit G
Concept Photos	Exhibit H
Concept Photos: Commercial	Exhibit H.1
Concept Photos: Industrial	Exhibit H.2
Concept Photos: Residential	Exhibit H.3

1. Introduction

The purpose of this Development Plan (hereafter, the TES Eloy PAD) is to establish the amended land uses and locations &, development standards, architectural character and form, primary vehicular circulation routes, and provide a Zoning Land Use Plan for the TES Eloy Planned Area Development (PAD) Overlay Zoning District. Site and building design and improvements, as well as building sizes, will be determined with each site plan application for the development of the property.

2. Governing Provisions of the TES Eloy PAD

The TES Eloy PAD serves as a regulatory document, and is intended to establish the framework for the development of the property.

- Where this TES Eloy PAD is silent on a topic, the Zoning Ordinance shall govern. Where there is conflict between the TES Eloy PAD and the Zoning Ordinance, the TES Eloy PAD shall govern.
- Development of the TES Eloy PAD shall conform to the exhibits attached hereto.
- For the purpose of the TES Eloy PAD, Mixed-Use is the inclusion of residential with commercial or public and semi-public uses identified on the Table of Uses for the TES Eloy PAD below, either vertically or horizontally, on one parcel of land. See the Zoning Land Use Plan for the locations where vertical mixed-use is an option but horizontal mixed-use is not.
- Residential dwellings shall not be provided above, or horizontally attached to any building containing an industrial use.

3. Development Standards

The table below identifies the development standards for this TES Eloy PAD to facilitate the development of the project.

Development Standards

TES Eloy PAD			
Mixed-Use PAD Property Development Standards			
Development Type and Regulation			TES Eloy PAD
			MU PAD
			Development Standard
Non-residential, Nursing Home, and Assisted Living Center Developments			
	Setbacks, minimum		
		Front	20 ft ¹
		Side, adjacent to residential-only and mixed-use	30 ft
		Side setback to the boundary of the TES Eloy PAD zone	15 ft
		Side, all other	15 ft ²
		Street side	15 ft
		Rear, adjacent to residential-only and mixed-use	30 ft
		Rear, all other	15 ft
	Lot Coverage, maximum		65%
	Building height, maximum:		48 ft
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a residential or mixed-use development		15 ft ^{3, 4, 11}
	Landscape buffer minimum width abutting the property line and right-of-way line of the boundary of the TES Eloy PAD zone		15 ft
Mixed-Use Development			
	Setbacks, minimum		
		Front	20 ft ¹
		Side, adjacent to residential-only	30 ft
		Side, all other	15 ft ²
		Street side	15 ft ⁵
		Rear, adjacent to residential-only development	30 ft
		Rear, all other	15 ft
	Lot Coverage, maximum		65%

	Building height, maximum	
	(Height is allowed in areas that have the Mixed Use areas designated on the Zoning Land Use Plan)	48 ft
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or a residential-only development	15 ft ^{3, 4, 11}
	Landscape buffer minimum width abutting the property line and right-of-way line of the boundary of the TES Eloy PAD zone	15 ft
	Horizontal separation between residential, mixed-use and non-residential buildings and structures on the same lot or parcel, minimum	10 ft
	Residential density (dwelling units/gross acre) of a mixed-use development, minimum	10 du/ac ¹²
	Residential Floor Area, maximum	Note 6
Residential-Only Development		
(Excluding Nursing Home, and Assisted Living Center)		
	Net Lot Area, minimum	
	Single-family Residential, Attached Dwelling	3,500 sf
	Single-family Residential, Detached Dwelling	5,000 sf
	Multi-family Dwelling Development	7,000 sf ⁷
	Lot width, minimum	
	Single-family Residential, Attached	25 ft
	Single-family Residential, Detached	40 ft
	Setbacks, minimum – Single-family Residential, Attached	
	Front	10 ft ⁵
	Side	0 ft ^{5, 8, 9}
	Street side	10 ft ^{5,8,9}
	Rear	25 ft ¹⁰
	Setbacks, minimum – Single-family Residential, Detached	
	Front	10 ft ⁵
	Side	5 ft ^{5, 9}
	Street side	10 ft ⁵
	Rear	25 ft
	Setbacks, minimum – Multi-family Dwelling Development	
	Front	20 ft ¹
	Side	15 ft
	Street side	15 ft ⁵
	Rear	15 ft

Lot Coverage, maximum	60%
Building height, maximum	35 ft ¹³
Residential density (dwelling units/gross acre) (Single-family Residential, Detached dwelling units)	3 du/ac ¹² Min. 7 du/ac ¹² Max.
Residential density (dwelling units/gross acre) (Single-family Residential, Attached dwelling units)	12 du/ac Max.
Residential density (dwelling units/gross acre) (Multi-family Residential Development)	10 du/ac ¹² Min. 24 du/ac ¹² Max.
Product acreage range (Single-family Residential, Detached dwelling units)	0-15 acres
Product acreage range (Single-family Residential, Attached dwelling units)	0-15 acres
Product acreage range (Multi-family Residential Development)	15-20 acres
Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or mixed-use development	15 ft ^{3, 4, 11}
Landscape buffer minimum width abutting the TES Eloy PAD's zoning boundary property line and the Shedd Rd. right-of-way line.	15 ft
Horizontal separation between multi-family residential buildings and structures on the same lot or parcel, minimum	10 ft

MU PAD Development Standard Notes:

1. A minimum of fifteen (15) foot front setback for street-facing parking lots and drive aisles is allowed.
2. A zero (0) setback is allowed between non-residential and non-residential structures and between mixed-use and mixed-use structures on separate lots or parcels if each structure that has a zero (0) side setback complies with the applicable regulations of the City of Eloy Building Codes of Chapter 5 of the City Code, as amended.
3. A minimum of fifteen (15) foot landscape buffer is to be provided between residential-only, mixed-use development, and non-residential developments, including areas identified in Exhibit E that are to contain a residential or mixed-use development.
4. If a landscape buffer is required and the existing development on an abutting lot or parcel has not provided a minimum fifteen (15) foot landscape buffer abutting the shared property line, then the minimum width of the landscape buffer shall be a minimum of thirty (30) feet abutting the shared property line – exclude any landscape area on the abutting lot.
5. A setback of twenty (20) feet shall be provided for front entry garages and carports accessed directly from a public or private street.
6. For each one (1) gross square foot of non-residential floor, a maximum of three (3) gross square feet of residential floor area, including the gross floor area of interior amenities and common areas, is allowed. Residential and non-residential shall be on the same lot or parcel.
7. Residential condominium developments on a single parcel, the minimum lot area required shall be seven hundred (700) square feet per dwelling unit.

8. A five (5) foot side setback shall be provided on the end lot abutting an interior side property line. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.
9. A minimum ten (10) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The owner association shall own the subdivision tract.
10. A ten (10) foot minimum rear yard setback is allowed when abutting a property containing a Single-family Residential, Attached dwelling.
11. A minimum thirty (30) foot wide landscaped subdivision track may be provided between residential-only, mixed-use development, and non-residential developments in place of the landscape buffer.
12. Residential density is based on gross area lot or parcel specifically containing the development. Density transfers from one lot or parcel within the TES Eloy PAD requires a separate zoning approval specifically addressing the transfer of development rights.
13. Multiple-family developments are allowed a height up to 48 feet.

TES Eloy PAD			
R-3 PAD Property Development Standards			
Development Type and Regulation			TES Eloy PAD
			R-3 PAD
			Development Standard
Residential-Only Development			
	Net Lot Area, minimum		
		Single-family Residential, Attached Dwelling	3,500 sf
		Single-family Residential, Detached Dwelling	6,000 sf
		Multi-family Dwelling Development	7,000 sf ¹
	Lot width, minimum		
		Single-family Residential, Attached	25 ft
		Single-family Residential, Detached	45 ft
	Setbacks, minimum – Single-family Residential, Attached		
		Front	10 ft ²
		Side	0 ft ^{2, 3, 4}
		Street side	10 ft ²
		Rear	25 ft ⁵
	Setbacks, minimum – Single-family Residential, Detached		
		Front	10 ft ²
		Side	5 ft ^{2, 4}
		Street side	10 ft ²
		Rear	25 ft
	Setbacks, minimum – Multi-family Dwelling Development		

	Front	20 ft ⁶
	Side	15 ft
	Street side	15 ft ²
	Rear	15 ft
	Lot Coverage, maximum	60%
	Building height, maximum	35 ft ⁷
	Residential density (dwelling units/gross acre) (Single-family Residential, Detached dwelling units)	3 du/ac ⁸ Min. 7 du/ac ⁸ Max.
	Residential density (dwelling units/gross acre) (Single-family Residential, Attached dwelling units)	12 du/ac Max.
	Residential density (dwelling units/gross acre) (Multi-family Residential Development)	10 du/ac ⁸ Min. 24 du/ac ⁸ Max.
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or mixed-use development	15 ft ^{9, 10, 11}
	Landscape buffer minimum width abutting the TES Eloy PAD's zoning boundary property line and the Shedd Rd. right-of-way line.	15 ft
	Horizontal separation between multi-family residential buildings and structures on the same lot or parcel, minimum	10 ft
	Nursing Home and Assisted Living Center uses	Comply with MU- PAD Development Standards as indicated on standards table.
R-3 PAD Development Standard Notes:		
1. Residential condominium developments on a single parcel, the minimum lot area required shall be seven hundred (700) square feet per dwelling unit.		
2. A setback of twenty (20) feet shall be provided for front entry garages and carports accessed directly from a public or private street.		
3. A five (5) foot side setback shall be provided on the end lot abutting an interior side property line. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.		
4. A minimum ten (10) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The owner association shall own the subdivision tract.		
5. A ten (10) foot minimum rear yard setback is allowed when abutting a property containing a Single-family Residential, Attached dwelling.		
6. A minimum of fifteen (15) foot front setback for street-facing parking lots and drive aisles is allowed.		
7. Multiple-family developments are allowed a height up to 48 feet. A zero (0) setback is allowed between non-residential and non-residential structures and between mixed-use and mixed-use structures on separate lots or parcels if each structure that has a zero (0) side setback complies with the applicable regulations of the City of Eloy Building Codes of Chapter 5 of the City Code, as amended.		

8. Residential density is based on gross area lot or parcel specifically containing the development. Density transfers from one lot or parcel within the TES Eloy PAD requires a separate zoning approval specifically addressing the transfer of development rights.
9. A minimum of fifteen (15) foot landscape buffer is to be provided between residential-only, mixed-use development, and non-residential developments, including areas identified in Exhibit E that are to contain a residential or mixed-use development.
10. If a landscape buffer is required and the existing development on an abutting lot or parcel has not provided a minimum fifteen (15) foot landscape buffer abutting the shared property line, then the minimum width of the landscape buffer shall be a minimum of thirty (30) feet abutting the shared property line – exclude any landscape area on the abutting lot.
11. A minimum thirty (30) foot wide landscaped subdivision track may be provided between residential-only, mixed-use development, and non-residential developments in place of the landscape buffer.

4. Use Regulations

The Table below, labeled “Table of Uses for the TES Eloy PAD,” lists the land uses and indicates whether they are permitted (“Allowed”) by right, with approval of a Conditional Use Permit (CUP) or are an accessory use to a primary use on the property. In addition, the table identifies the section of the Supplemental Use Regulations of the zoning ordinance that applies to the specific land uses.

The regulations are established by letter designations as follows:

- “P” designates an allowed land use.
- “C” designates a land use that requires the approval of a Conditional Use Permit to be allowed.
- “N/P” designates land uses that are not allowed.
- “P/C” designated a land use that requires the approval of a Conditional Use Permit to be allowed if the “Note” criteria specified in the land use table are applicable. If the “Note” criteria are not applicable, the use is allowed without a Conditional Use Permit.
- “P/O” designates that the use requires the application and approval of the appropriate Manufactured Home overlay district.
- “A” designates a land use that is allowed as an accessory use only to an established primary land use allowed on the property. Other accessory uses are allowed that are not specifically identified on the table.

Table of Uses for the TES Eloy PAD				
Use Category	Specific Use Type	R-3 PAD	MU PAD	Supplemental Use Regulations
Residential	Assisted living center	P	P	21-3-1.5
	Boarding/shelter care	NP	C	Note 4
	Caretaker's quarters (living quarters)	NP	C	21-3-1.9
	Child care, home	P	P	
	Dwelling, live/work	NP	P	
	Dwelling, duplex	P	P	
	Dwelling, manufactured home ¹	P/O	NP	
	Dwelling, multi-family	P	P	
	Dwelling, single-family attached	P	P	
	Dwelling, single-family detached	P	P	
	Manufactured home, park ¹	P/O	NP	
	Nursing home	P	P	21-3-1.28
	Park Models ¹	P/O	NP	
	Recreational vehicle, park ¹	P/O	NP	
	Vacation home rentals	P	P	
Public and semi-public	Arboretum or botanical garden	NP	P	
	Assembly hall/ auditorium	NP	P	
	Bus terminal	NP	C	Note 2
	Campground	NP	C	21-3-1.8
	Cemetery	NP	C	Note 2
	Child care, center	NP	P	21-3-1.11
	College or university	NP	P	21-3-1.13
	Community playfields and parks	NP	P	
	Community recreation center	NP	P	
	Crematorium or funeral parlor	NP	P	
	Cultural facility	NP	P	
	Fraternal or social club, nonprofit	NP	P	
	Government offices and civic buildings	NP	P	

	Health care/medical facility or clinic	NP	P	
	Hospitals	NP	P	
	Library	NP	P	
	Museum, cultural facility	NP	P	
	Non-profit/non-governmental organization	NP	C	
	Public safety facility	NP	P	
	Religious assembly	NP	P	21-3-1.33
	School, boarding	NP	C	21-3-1.35
	School, public or private, K - 8	NP	C	21-3-1.35
	School, public or private, 9 - 12	NP	C	21-3-1.35
	Social service facility	NP	C	
	Solar generation facility	NP	C	21-3-1.38
	Utility facility and service yard, major	NP	P	Notes 3 and 4
	Utility facility, minor	NP	P	
	Wireless facility (including tower and supporting facilities)	NP	P	21-4-4
Commercial	Alcoholic beverages, retail sale	NP	P	
	Animal, hospital/veterinarian	NP	P	21-3-1.4
	Animal kennel/shelter	NP	P	Note 2
	Automobile rentals	NP	P	
	Automobile repair major	NP	P	21-3-1.6, Note 3 and 4
	Automobile repair minor	NP	P	21-3-1.6
	Automobile sales and leasing	NP	P	Note 3
	Bar, lounge, or tavern	NP	P	
	Business services	NP	P	
	Car wash	NP	P	Note 5
	Coffee shop/cafe	NP	P	
	Coffee shop/cafe with drive through	NP	P	21-3-1.18 Note 8, 9
	Commercial entertainment, indoor	NP	C	Note 5

	Commercial entertainment, outdoor	NP	C	Note 3
	Convenience store	NP	P	21-3-1.15
	Farmers market	NP	P	
	Feed store	NP	P	
	Financial institution (chartered; bank)	NP	P	21-3-1.18
	Financial institution (chartered), with drive through	NP	P	21-3-1.18, Note 8 and 9
	Fitness and sports center	NP	P	
	Flea market	NP	C	Note 3
	General market	NP	P	
	General personal services	NP	P	
	General personal services with drive through	NP	P	21-3-1.18, Note 8 and 9.
	General recreation, indoor	NP	P	
	Hotel or motel	NP	P	
	Instructional services or trade schools	NP	P	
	Medical marijuana dispensary	NP	C	21-3-1.25, Note 6
	Medical marijuana cultivation	NP	C	21-3-1.24, 21-3-1.25, 21-3-1.26, Note 4, 6 and 13
	Medical marijuana infusion	NP	C	21-3-1.26, Note 6
	Microbrewery, craft distillery or tasting room	NP	P	21-3-1.27
	Mixed-use	NP	P	
	Movie theater	NP	P	
	Nightclub	NP	C	
	Non-chartered financial institution (payday loan/check cashing)	NP	NP	
	Nursery, commercial	NP	C	Note 4
	Office, business or professional	NP	P	
	Outdoor/mobile vending	NP	A	Note 7

	Parking lots and parking structure	NP	P	
	Recreational marijuana establishments and dual licensee facilities	NP	C	21-3-1.33, note 6
	Recreational marijuana: establishments, testing facilities and dual licensee facilities	NP	C	21-3-1.33, note 6
	Restaurant	NP	P	
	Restaurant, with drive-through	NP	P/C	21-3-1.18, Note 8, 9
	Restaurant, with off track betting	NP	C	
	Retail, general	NP	P	
	Retail, general with drive-through	NP	P/C	21-3-1.18, Note 8, 9
	Retail, large format	NP	P	
	Retail, pawnshop	NP	P	Note 4
	Retail, smoke shop	NP	P	
	Self-storage, indoor	NP	P	21-3-1.37, Note 5
	Service station	NP	P	21-3-1.38
	Service station with car wash	NP	P	21-3-1.37, Note 5
	Tour services	NP	P	
Industrial	Assembly, light	NP	P	Note 3 and 4
	Auctions, indoor	NP	P	
	Building materials sales, indoor retail	NP	P/C	Note 8
	Building materials sales, outdoor or wholesale	NP	P	Note 3 and 4
	Distribution/ Warehousing Center, Indoor	NP	P	
	Manufacturing, light	NP	P	Note 3 and 4
	Outside storage (vehicles, boat, RV)	NP	P	21-3-1.30, Note 3, 4
	Research laboratory	NP	P	
	Truck stop	NP	NP	
	Heavy rental, outdoor	NP	NP	
	Wholesale establishment	NP	P	Note 3 and 4

Notes
1. May be permitted in any Residential Zoning District that is also located within an existing Manufactured Home Overlay District.
2. The listed use shall not be on a lot or parcel within 1000 feet of another lot or parcel containing a residential use or a residential zoning district.
3. The listed use shall not be on the same property containing a residential use, within 1000 feet of another lot or parcel containing a residential use or a residential zoning district, at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use
4. Use is limited to area within 500 feet of a southwest and west property line of the water treatment facility identified on the Zoning Land Use Site Plan.
5. The listed use shall not be on the same property containing a residential use, within 500 feet of another lot or parcel containing a residential use or a residential zoning district, at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use.
6. The listed use shall not be on the same property containing a residential use, or within 1320 feet of another lot or parcel containing a residential use at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use. This distance shall be measured in a straight line from the exterior walls of the building or portion thereof in which the business is conducted or proposed to be conducted to the property line of the of the lot or parcel containing a residential uses.
7. Outdoor/Mobile Vending is allowed Accessory Land Use as on a lot or parcel containing an established allowed primary commercial or industrial use identified in the land use table of the properties zone, in accordance with the following requirements:
a. Outdoor/Mobile Vending businesses shall not to be place on the property in a permanent way.
b. All signs shall be affixed to the vending cart, stand, vehicle, or stall.
c. Vending carts, stands, vehicles, stalls, tables, chairs, bench, refuse receptacle, or structures and features associated Outdoor/Mobile Vending use shall be:
i. Placed or located in a manner that is on, or block, a driveway, sidewalk or other point of emergency vehicular access, including emergency access points.
ii. Located at on the property and at least five feet (5') from any street sidewalk and/ or ten feet (10') from any street whichever is the lesser.
iii. Located outside a visibility triangle per section 21-4-2.11 of this chapter.
d. Located in paved parking areas and shall not occupy parking spaces required for the principal use if said principal use is in operation during the same hours as the outdoor vendor.
8. A Conditional Use Permit is required and shall be obtained for the listed use that is on the same lot or parcel containing a residential use, within 250 feet of another lot or parcel containing a residential use or a residential zoning district.
9. The property owner shall submit a traffic impact study evaluating the effects of a drive-through on adjacent street traffic, internal vehicular circulation, and drive-through queue length design. The evaluation shall be based on a comparable use, approved by the City Engineer or their designee. The study shall include minimum drive-through queue lengths required to accommodate the use and proposed mitigation measures for vehicular circulation. Drive-through queue designs shall also address queue overflow to ensure that vehicular parking and drive aisles are not obstructed. The traffic impact study shall receive acceptance from by the City Engineer or their designee.

5. Architectural Design Standards

Specific product type and elevations will be provided during the City's architectural design review process. All development within the Project shall be subject to the City's design review process, as required by the Zoning Ordinance. Building elevations shall provide architectural features that meet or exceed City requirements and fit within the character of the TES Eloy PAD as proposed.

Industrial, Commercial, and Mixed-Use

Industrial, commercial, and mixed-use areas within the development shall be designed to positively contribute to the overall character of TES Eloy PAD through the intentional use of massing and scale, colors and materials, architectural design, building orientation, and façade articulation. (Refer to Exhibit H, Concept Photos)

To contribute to the identity of the development, and coexist with the adjacent uses and development, both internal and external to the TES Eloy PAD, the development shall adhere to the design guidelines listed below.

- Development within business parks and employment areas shall be designed to minimize potential visual impacts due to scale, location of mechanical equipment, and outdoor storage. These visual impacts shall be mitigated in accordance with the zoning ordinance.
- Buildings, entries, windows, and other prominent design features should face streets and public areas, where appropriate.
- Architectural enhancements, special landscaping and hardscape treatments and other design features that will provide visual interest are concentrated in areas visible from the public view and in public areas within the site where possible. This includes views from streets, freeways, and the public areas of adjacent properties.
- All building elevations shall incorporate complementary or similar related materials, textures, details, and colors.
- Offsets or changes of roof planes are encouraged to provide visual relief. A mix of slope roof and flat roof forms are encouraged.
- Awnings, windows, and entrances are encouraged, and shall be comprised of consistent form, material, color, and mounting arrangement for structures utilized on one or more buildings. The color of the awnings shall complement the character.
- Architectural styles should draw from local or regional design influences with an overall effect of cohesiveness and a quality built environment.

- Ensure development that provides consistency with the residential portions of the Project and appear as an integrated part of the overall TES Eloy PAD design concept.

Residential

The development will have the flexibility to provide a mixture of housing products (single-family attached, single-family-detached, multiple-family, etc.) pursuant to the development standards and permitted uses identified in the tables provided herein. Housing product will be designed to meet the needs of the diverse population within the City, providing the framework for a range of housing opportunities for all lifestyles and economic needs. (Refer to Exhibit H, Concept Photos).

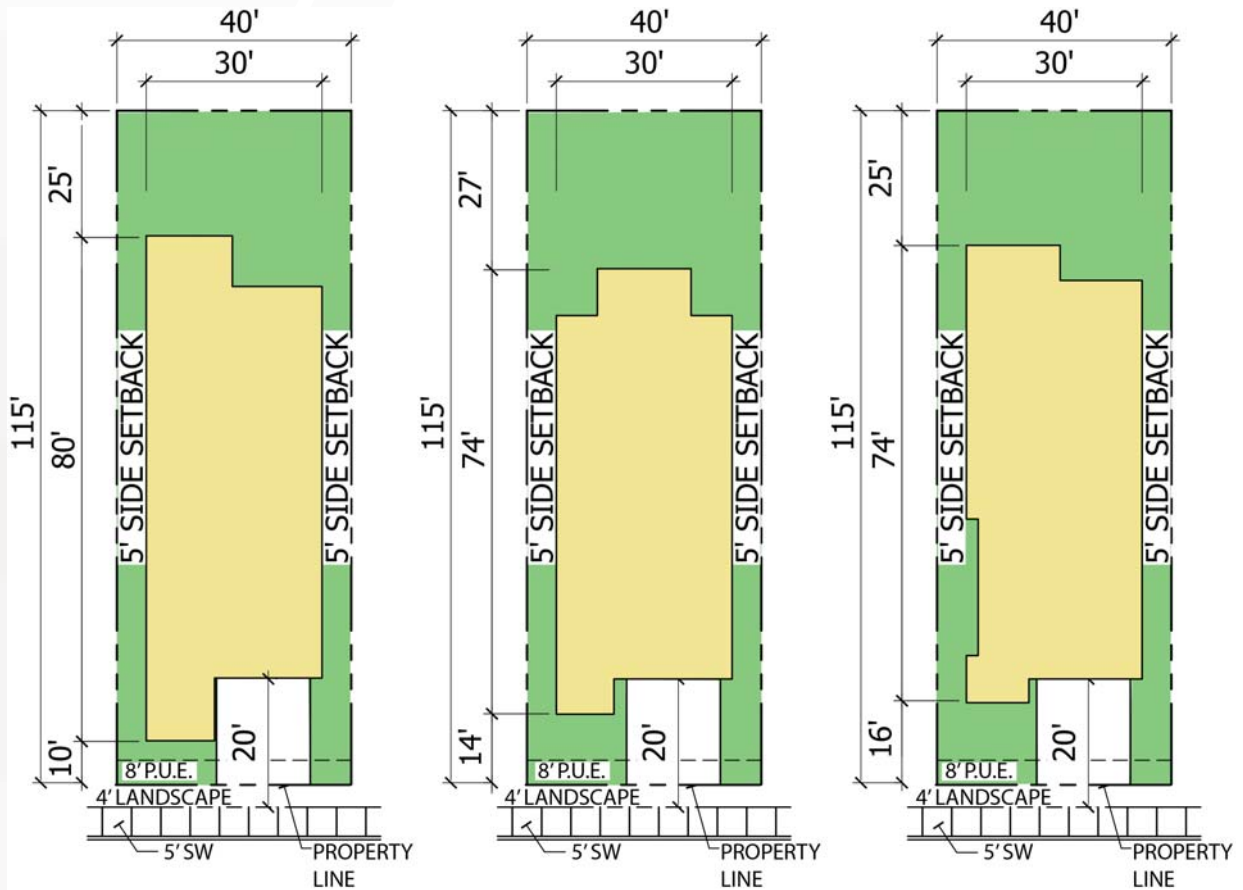
Single family detached housing product shall adhere to the design guidelines listed below.

- A minimum of four (4) floor plans will be provided for each subdivision unit. Each floor plan will provide a minimum of three (3) distinctly different elevations.
- A minimum of three (3) distinctly different exterior paint color schemes will be provided for each floor plan with a minimum of three (3) colors of roof material, three (3) styles of garage doors.
- The same elevations will not be utilized across from or adjacent to each other.
- Home design will incorporate four-sided architecture elements when architecture is visible from public view.
- Front porches are encouraged.
- Rear patios must be covered.
- Each detached single residence will include a minimum two (2) car garage. The design and materials of detached garages will be compatible with the main structure. Tandem garages are permitted to encourage elevation and floor plan diversity.
- Forward facing garage doors located on the front half of the lot and facing the street, shall have a surface design in relief and/or windows.
- Forward facing garage doors shall not exceed sixty percent (60%) of the house width. Where more than a standard two car front-entry garage can be accommodated, the additional garage bay(s) shall be architecturally designed to appear separate and distinct from the remainder of the garage.

- Forward facing garage elevations shall have a recessed façade and door, with the recess setback a minimum of three feet (3') from the primary building façade or the façade of a front covered patio or portico, whichever extends farther from the garage face.
- Overhanging eaves and front facing covered porches are encouraged.
- Wood shake and shingles are prohibited.
- Open gable roofs are permitted provided that a minimum of one architectural enhancement is included in the gable design. Architectural elements include roof vents, pop-outs, and other articulation.
- Varying rooflines, style combinations, stepping, or different orientations will be demonstrated in building elevations.
- Enhanced window design and styles are required (i.e. window embellishments, architectural enhancements, trim, window recesses, and structural pop-outs).
- Paint and material colors will have a light reflective value ("LRV") no greater than forty (40) percent. Limited use of contrasting accenting colors in excess of forty (40) percent LRV for small elements such as entryways and special architectural features of the building may be allowed.
- Residential mirrored surfaces, or reflective treatments that change or enhance ordinary glass into mirrored surfaces are prohibited. Solar panels are expressly permitted.
- Bright, untarnished metallic surfaces, including roof materials with the exception of solar panels, will be chemically treated so as to be non-reflective.
- Roof mounted mechanical equipment (other than solar installations) is prohibited. All mechanical equipment will be installed at ground level or be wall mounted and will be screened from public view and designed to appear as an integral part of the building.

Conceptual 40' Lot Detail

The development will provide visual interest by providing architectural variety through the use of distinct building elevations, exterior materials, roof lines, garage placement, and/or building placement. A conceptual lot detail for a 40' single family detached housing product option is provided below for reference . Pursuant to the development standards provided herein, the garage must be 20 feet back from the sidewalk and all setbacks must be measured from the property line.



Conceptual 40' Lot Detail

N.T.S.

6. Landscape and Open Space

Development of the Property shall comply with the City design standards for each of the various land use categories of the Eloy TES PAD as modified in the TES Eloy PAD Development Plan Development Standards herein.

Open space areas will be primarily focused primarily focus on creating a feeling of spaciousness, using uniform details and plant materials, providing a variety of screening techniques and setbacks for visual interest, and creating linear connections to unify the Property.

Total Open Space

This PAD is committed to providing a portion of the Property as Open Space Recreation (OSR). A modification from the 15% of the net subject property acreage required by the Zoning Ordinance for PAD zoning is requested due to the significant acreage of industrial use planned within the TES Eloy PAD.

- The residential portions of the development will be subject to provide a minimum of eighteen percent (18%) of the net residential acreage as Open Space Recreation (OSR).
- The commercial portions of the development will be subject to provide a minimum of ten percent (10%) of the net commercial acreage as Open Space Recreation (OSR).
- The industrial portions of the development will be subject to provide a minimum of five percent (5%) of the net industrial acreage as Open Space Recreation (OSR).

Open space areas are identified on the Conceptual Site Plan provided as Exhibit E. All landscaping will be provided as required by the Zoning Ordinance.

Open Space Buffer (Between Land Uses)

Open space buffers are required to be provided where the Light Industrial and/or General Industrial categories abut Residential and Mixed-Use. All open space buffers required between land uses shall contain 30' of landscaped tract area situated along the shared parcel boundary, to be centered with even distribution on either side, off-center, or located entirely on one side or the other.

This 30' minimum width of tract area is not defined as a separate platted tract or excluded from any other setbacks, landscape buffers, or open space requirements for development. Open space buffers may overlap with other required perimeter

landscape buffers, recreation areas, and contribute to open space calculations, as well as contribute to open space calculations, contain retention, and easements, and serve to meet the other City Code and PAD requirements established in this proposal.

7. Walls and Fences

Fence and wall requirements shall comply with City standards except as modified herein. Walls will be designed to reflect the quality and character of the master plan while aesthetically complementing adjacent developments and existing forms found in the natural desert environment. Walls shall be constructed of masonry, brick, block, painted block, stone, stucco, architectural metal, concrete, split-face, single-score, or patterned integrally colored block or similar.

8. Conclusion

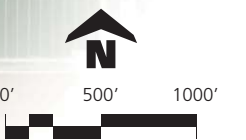
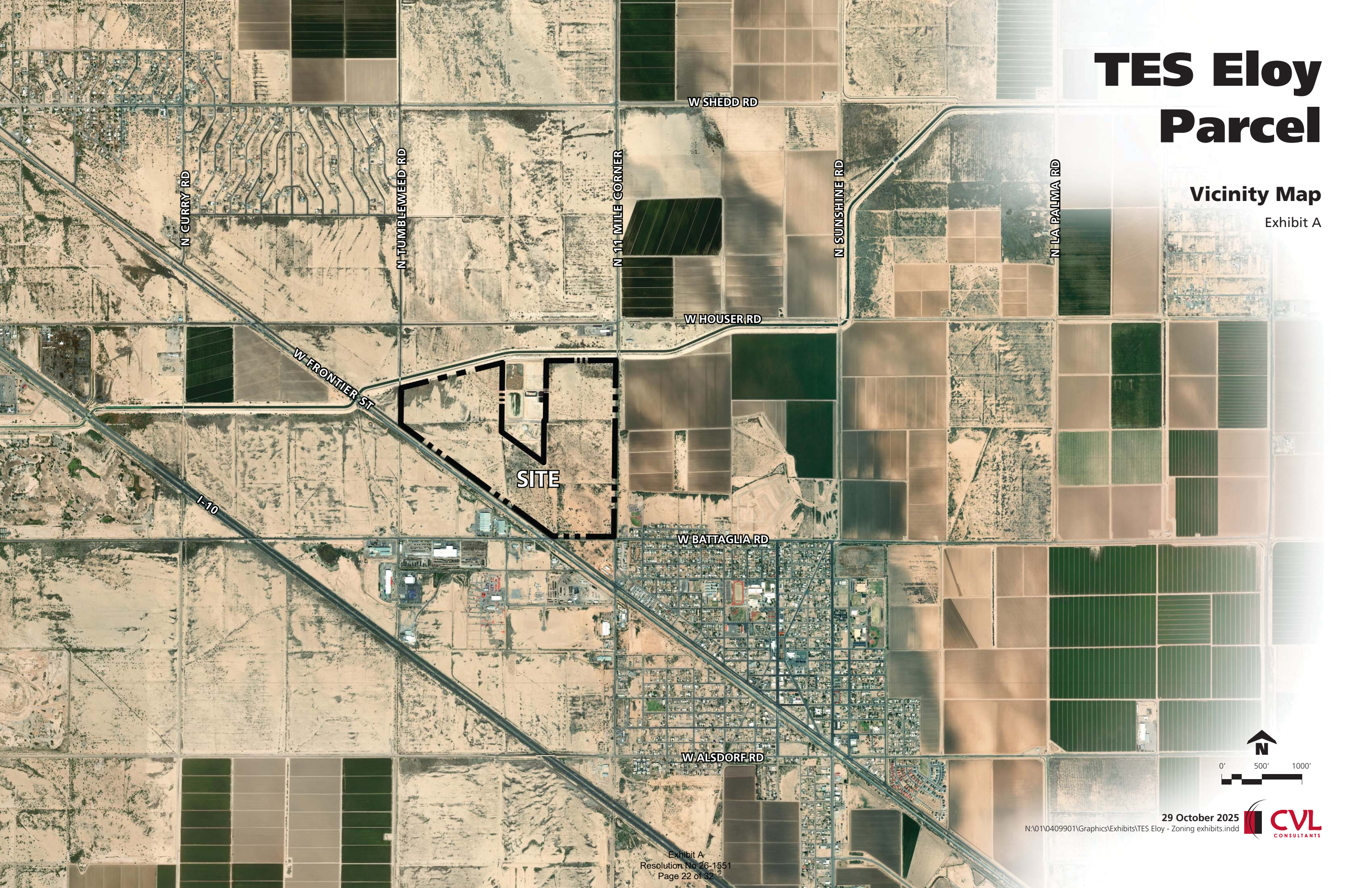
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities to residents, fulfilling a need in this area of the City. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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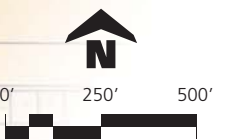
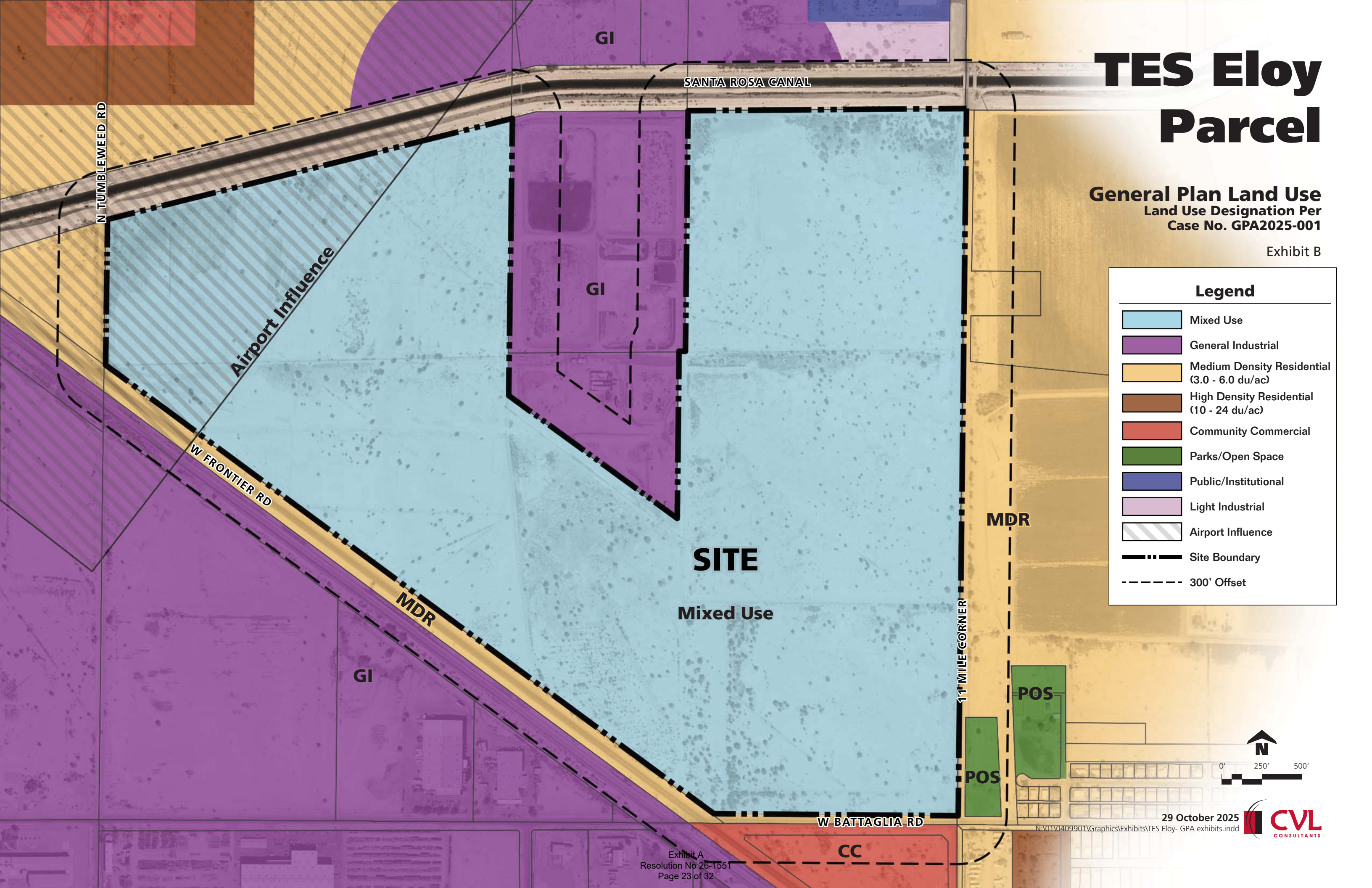
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Exhibit B

Legend

	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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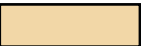
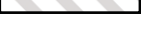


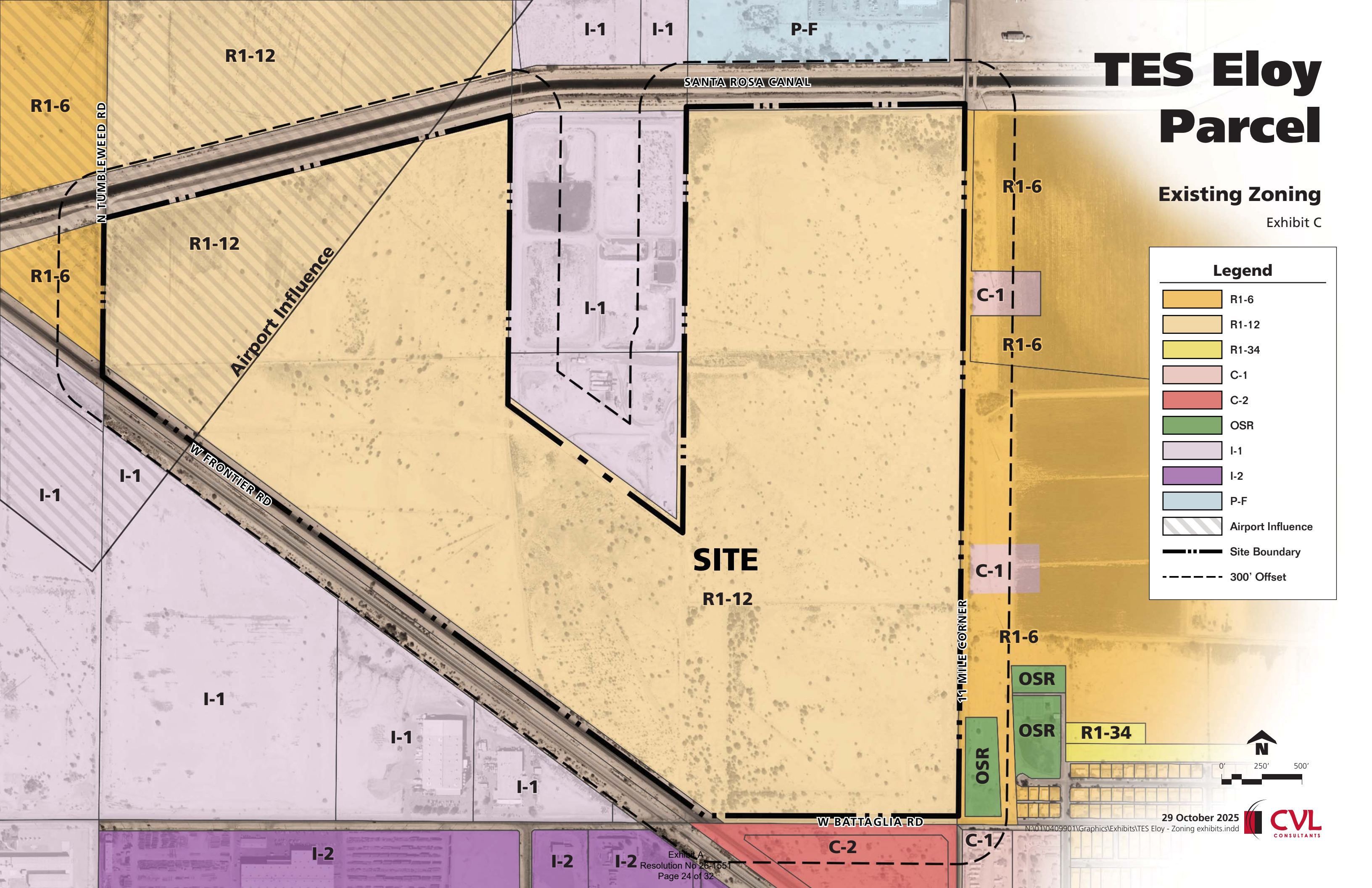
TES Eloy Parcel

Existing Zoning

Exhibit C

Legend

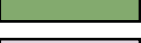
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Exhibit D

Legend	
	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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TES Eloy Parcel

Conceptual Site Plan

Exhibit E

Site Data

Gross Area	338 acres
Existing Land Use	GI, MDR (3.0 - 6.0 du/ac)
Proposed Land Use	MU
Existing Zoning	R1-12
Proposed Zoning	MU PAD & R-3 PAD

N TUMBLEWEED RD

**Commercial
Uses**

Proposed
Site Access

W FRONTIER RD

**Industrial
Buildings**

**Existing
WWTP**

Open
Space
Area

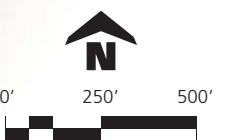
**Single Family
Detached
Residential**

**Multi-Family
Attached or
Multi-Family
Residential**

**Commercial /
Multi-Family Residential /
Vertical Mixed Use**

W BATTAGLIA RD

11 MILE CORNER



29 October 2025
TES Eloy - Zoning exhibits.indd



TES Eloy Parcel

Circulation Plan

Exhibit F

Legend

- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Local Roads
- Site Boundary

SITE





NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas
PANEL 1590 of 2575



Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1590	F
PINAL COUNTY	040077	1590	F

VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1590F

MAP REVISED
MAY 16, 2019

TES Eloy Parcel

FEMA Map

Exhibit G

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
OTHER AREAS OF FLOOD HAZARD		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes. Zone X
OTHER AREAS		Area with Flood Risk due to Levee Zone D
		NO SCREEN Area of Minimal Flood Hazard Zone X
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
OTHER FEATURES		Coastal Transect
		Coastal Transect Baseline
OTHER FEATURES		Profile Baseline
		Hydrographic Feature
OTHER FEATURES		Base Flood Elevation Line (BFE)
		Limit of Study
OTHER FEATURES		Jurisdiction Boundary
		Jurisdiction Boundary

TES Eloy PAD

Concept Photos: Commercial

Exhibit H.1

Note: All building color shall comply with the Zoning Ordinance. Colors shown are not representative of exception, modification, or amendment to the Zoning Code; and are not approved as part of the application.



TES Eloy PAD

Concept Photos: Industrial

Exhibit H.2



Note: All building color shall comply with the Zoning Ordinance. Colors shown are not representative of exception, modification, or amendment to the Zoning Code; and are not approved as part of the application.

29 August 2025



TES Eloy PAD

Concept Photos: Residential

Exhibit H.3



Note: All building color shall comply with the Zoning Ordinance. Colors shown are not representative of exception, modification, or amendment to the Zoning Code; and are not approved as part of the application.



4550 N 12th Street
Phoenix, AZ 85014

CITY OF ELOY

REQUEST FOR COUNCIL ACTION

Agenda Item: **VIII.A.**

Date: **3/9/2026**

Date submitted:
02/27/2026

Action: Formal

**Subject: General Plan Update - Status
Update and Public Review Period**

Date requested:
3/9/2026

TO: Mayor and City Council

FROM: Dan Symer, Community Development Director

RECOMMENDATION:

Staff recommends that the City Council receive a presentation, public comments and discuss, ask questions, and provide feedback to the staff and the City's consultant on the General Plan Update.

DISCUSSION:

The City of Eloy initiated an update to its General Plan in February 2025, marking an important step in guiding the community's long-term growth and development. Since the launch of the General Plan update effort, City staff and consulting team members have conducted a variety of outreach activities to gather community input. These activities included online questionnaires, in-person events, stakeholder listening sessions, and public workshops.

Following the General Plan progress update provided to the City Council on December 8, 2025, staff and the consulting team focused on concluding the community outreach phase, consolidating public comments, and preparing the draft General Plan.

On March 4, 2026, the draft General Plan (attached) was released, initiating the statutorily required 60-day public review and comment period. The draft plan is available for public review through links on the City's website, the General Plan's dedicated project website, and at the following link:

- <https://publicinput.com/eloygeneralplan>

Public comments may be submitted through a web-based interactive commenting application where the draft plan may be viewed. The application is compatible with standard web browsers, including Bing, Chrome, Firefox, and Safari. No special software is required to access the document or submit comments.

On March 9, 2026, a representative from the City's consultant team for the General

Plan will provide a summary presentation of the General Plan Update, and staff and the consultant will be available for questions and discussion.

FISCAL IMPACT:

No fiscal impact is anticipated from this agenda item.

Approved as to Form:

A handwritten signature in blue ink, appearing to read "Stephen R. Cooper", is written over a solid black horizontal line.

Stephen R. Cooper, City Attorney

60-DAY PUBLIC DRAFT

March 4, 2026



Eloy General Plan

PLANNING TODAY, FOR A STRONGER TOMORROW



ACKNOWLEDGMENTS

CITY COUNCIL

Mayor Andrew Sutton
Vice-Mayor Michelle McKinley-Tarango
Councilmember Sara Curtis
Councilmember Jose Garcia
Councilmember Josephine “JoAnne” Galindo
Councilmember Daniel Snyder
Councilmember Michael Vodrazka

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Conrad Tolson, Vice-Chairperson
Commissioner Allen Crawford
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Peacemaker Aviation, LLC

PHOTO CREDIT

City of Eloy

A special thank you to all participants!



ELOY GENERAL PLAN

Planning Today, for a Stronger Tomorrow

60-Day Draft | March 4, 2026



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1

CHAPTER 1: OUR PROCESS

The City of Eloy is shaped by its location, opportunity, and growth potential. Situated between the Phoenix and Tucson metropolitan areas and served by major interstate highways and rail corridors, Eloy occupies a strategic position within the region. Its access to multimodal transportation, availability of large developable land areas, and proximity to major markets have made the City increasingly attractive for logistics, manufacturing, and distribution industries. At the same time, regional population growth and housing market pressures have increased residential demand, reinforcing Eloy’s role as a community where people can live, work, and invest.

Our Process was punctuated by the overall organization of the General Plan as illustrated in *Figure 1*.

Eloy General Plan: Planning Today for a Stronger Tomorrow is organized with a community derived vision statement that drives community aspirations, goals, policies, and actions within each theme. These key terms are defined in this chapter and in *Appendix E*.



Figure 1. General Plan Organization

The General Plan is the City’s primary policy document for the broad functions of the City for the provision of services, programs, fiscal responsibility, and managing its growth and development. It sets goals and policies for topics such as growth, land use, circulation, housing, economic development, recreation, public safety, and quality of life, as required by state law and shaped by Eloy’s population and growth rate. The information in the General Plan, and its goals and policy, are intended to guide future decisions and align with the community’s shared priorities.

This General Plan represents an update to the plan originally adopted in 2011 and readopted in 2020. While the previous plan provided a strong foundation and reflected the priorities of its time, evolving economic conditions,

market forces, and regional growth patterns have reshaped Eloy’s trajectory. The General Plan responds to these changes, addresses current conditions, and provides the goals, policies, and implementation actions to provide for a prosperous Eloy. The General Plan was developed through a collaborative public process involving City Council, the Planning and Zoning Commission, advisory committees, City departments, and community members. This process helps the plan reflect local values and provides clear direction for how Eloy should evolve.

The ***Eloy General Plan: Planning Today for a Stronger Tomorrow*** builds on the City’s strengths and guides it in a way that supports economic vitality, infrastructure investment, environmental stewardship, and long-term community well-being.

VISION STATEMENT:

A broad, community driven statement describing the desired future character of the City.

COMMUNITY ASPIRATION:

A statement describing the future aspirations of the community (related to a specific topic).

GOAL:

A broad, long term desired outcome that expresses the community’s overarching vision for the future.

POLICY:

A statement providing specific direction on how the City will achieve a goal.

ACTIONS:

Specific tasks, strategies, programs, regulations, or investments that bring policies to fruition.



Picacho Mountains

PURPOSE

The General Plan serves as a roadmap to guide the provision of services, programs, improvements, and growth in a manner that honors Eloy’s heritage while supporting new opportunities. A general plan is not regulatory, is not a zoning map or a set of specific project plans, and is not an automatic approval for

development. Instead, it provides broad policy direction for decision making. The General Plan reflects the community’s vision, rooted in what residents value most, and seeks a balance between services, preservation, and development so Eloy remains a place where families, businesses, and visitors can thrive.

The General Plan is intended to be adaptable over time. As conditions change, the City may amend the plan through the public review and legislative approval procedures required by state and City law. The amendment process, including public participation requirements, is described in *Appendix A*.



Using the General Plan
City Council, the Planning and Zoning Commission, and City staff use the General Plan to guide how Eloy grows, provides programs and services, and invests in the community. Residents, property owners, and the development community also rely on it to understand the City’s expectations for land use, infrastructure, public service, and community investment.

The goals and policies in each theme chapter guide policy discussions, legislative actions, development review, capital improvement planning, and coordination with other agencies.

Even though the plans are not regulatory, it does provide the basis for the zoning ordinance and other provisions of the Eloy zoning ordinance and other regulatory documents.

Relationship with Other Plans and Policies
The General Plan does not exist in isolation. It serves as the central document in a community’s broader planning framework, connecting and aligning topic-specific plans, policies, and studies. While Eloy adopts plans that address specific subject areas or locations, the General Plan provides overall policy direction to keep those efforts consistent.

Figure 2 describes the General Plan’s relationship to the City Code, specific and master plans, site plans and plats, building plans, and Certificate of Occupancy signifying the completion of a project. Appendix B identifies the reference documents from the City and pertinent documents from the region that informed the development of the General Plan.

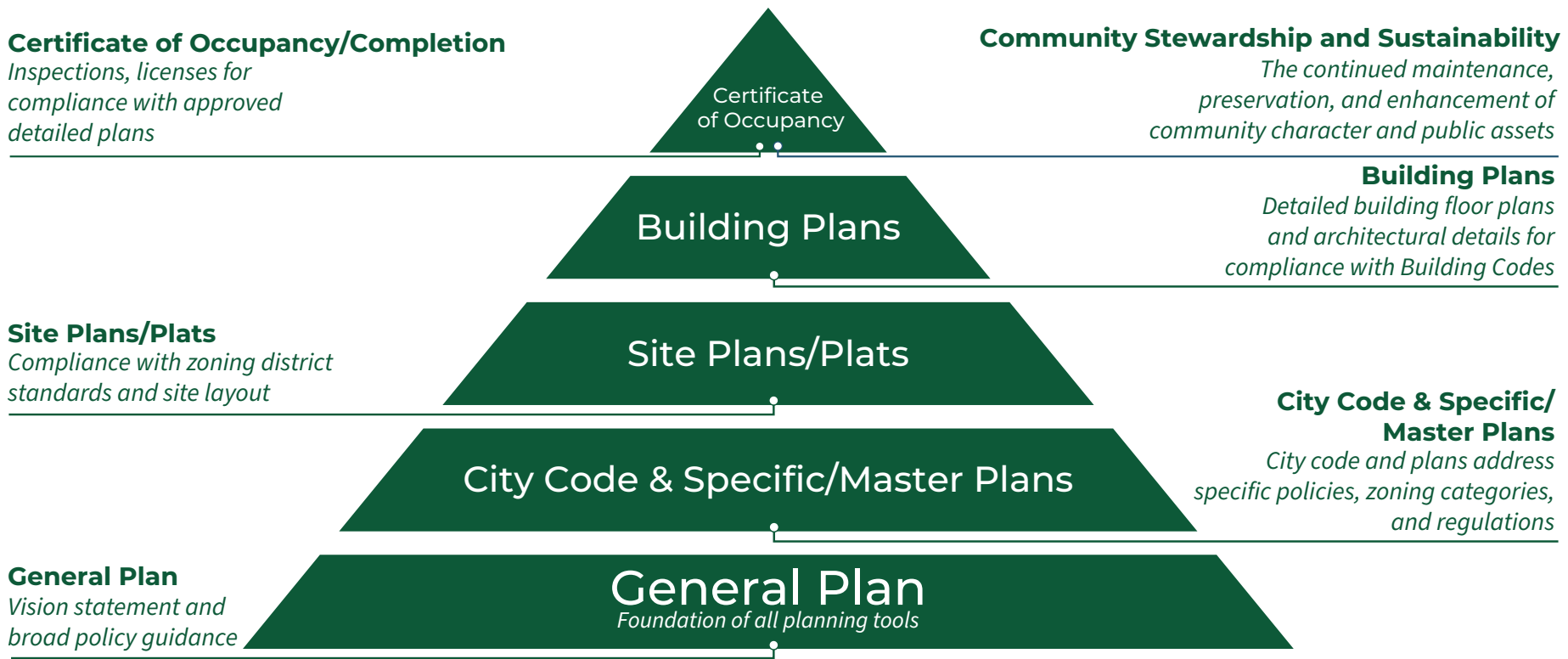


Figure 2. Plan Relationship Diagram

OUR PROCESS

The General Plan is prepared in accordance with Arizona Revised Statutes § 9-461.05, which establishes the required elements for municipal general plans. Eloy’s 2024 population of 18,994 exceeded the statutory threshold requiring the inclusion of seven mandatory elements. In addition to these required elements, the City elected to include five optional elements to create a more comprehensive and forward-looking plan.

Figure 3 illustrates the required and elective elements included in the General Plan. The **Eloy General Plan: Planning Today for a Stronger Tomorrow** complies with all statutory requirements for mandatory elements.

Elements	Required for populations over 10,000	Elective
Land Use (required for all municipalities)	✓	
Circulation (required for all municipalities)	✓	
Open Space & Recreation	✓	
Growth Areas	✓	
Environment	✓	
Cost of Development	✓	
Water Resources	✓	
Public Services & Facilities		✓
Housing & Neighborhoods		✓
Parks		✓
Downtown		✓
Economic Growth		✓

Figure 3. Required vs. Elective Elements

PLAN STRUCTURE

The structure below is a guide to the General Plan that highlights community-derived themes and the content of each chapter. Chapters 1 and 2 provide background on the General Plan and its process; Chapters 3 provides a summary of community

engagement; Chapters 4 through 7 describe key themes and associated goals and policies; Chapter 8 outlines implementation; and the Appendices provide supporting documentation.

Chapter Title	Chapter Contents
Background	
Chapter 1 – Our Process	Purpose and Plan Structure
Chapter 2 – Our Foundation	Regional & Historic Context; and Existing Conditions Highlights
Chapter 3 – Inspired Community	Community Outreach Summary and Community Vision Statement

Key Themes		
	Chapter 4 – Purposeful Growth	Community Aspirations; Land Use and Growth Areas Summaries; Goals and Policies
	Chapter 5 – Prosperous Economy	Community Aspirations; Economic Growth, Housing and Downtown Summaries; Goals and Policies
	Chapter 6 – Balanced Environment	Community Aspirations; Parks, Recreation and Open Space and Environmental Planning Summaries; Goals and Policies
	Chapter 7 – Resilient Infrastructure	Community Aspirations; Circulation, Public Services and Facilities, Water Resources, and Cost of Development Summaries; Goals and Policies

Implementation and Appendices	
Chapter 8 – Our Strategy	Implementation Action Plan by Theme, Topic, Timeframe, and Status
Appendices	Amendment Criteria; Reference Documents; Community Engagement Events & Activities List; 60-Day Event Summary; Glossary; and High-Resolution Growth Area Maps

2

CHAPTER 2: OUR FOUNDATION

Eloy's story is shaped by its land, its people, and its role within the larger regional landscape. From ancient desert civilizations to today's transportation corridors, the community has long been a place of connection and movement. This history and regional context

provide ***Our Foundation*** for planning Eloy's future by honoring a deep cultural legacy, recognizing regional relationships, and building on the City's long-standing role as a resilient, connected, and evolving community.



Historic Downtown Eloy

REGIONAL & HISTORIC CONTEXT

Eloy is located in south-central Arizona within Pinal County, positioned between two major metropolitan areas with Phoenix to the north and Tucson to the south. This location shown in *Figure 4* puts both cities within a 60-minute drive. Its proximity to Interstate 10 (I-10), Interstate 8 (I-8) as well as the future Interstate 11 (I-11) and the Union Pacific rail line makes Eloy a critical link for regional transportation and commerce. Nearby communities include Casa Grande, Coolidge, and Florence to the north and Marana to the southeast.

As shown in *Figure 5*, the Tohono O'odham Nation is to the southwest and the unincorporated community of Arizona City is due west of Eloy's incorporated area.

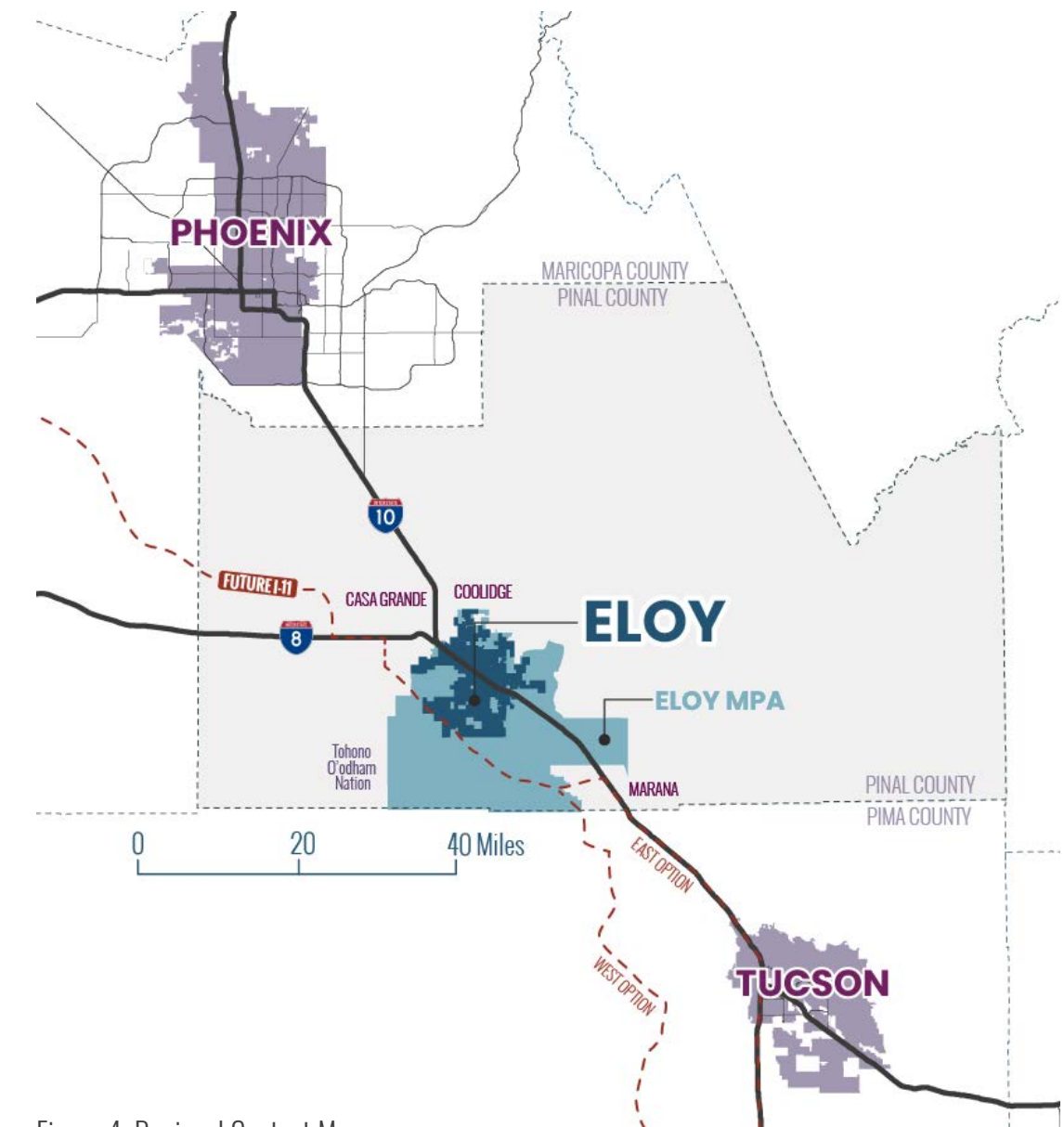


Figure 4. Regional Context Map



Cotton fields near Eloy

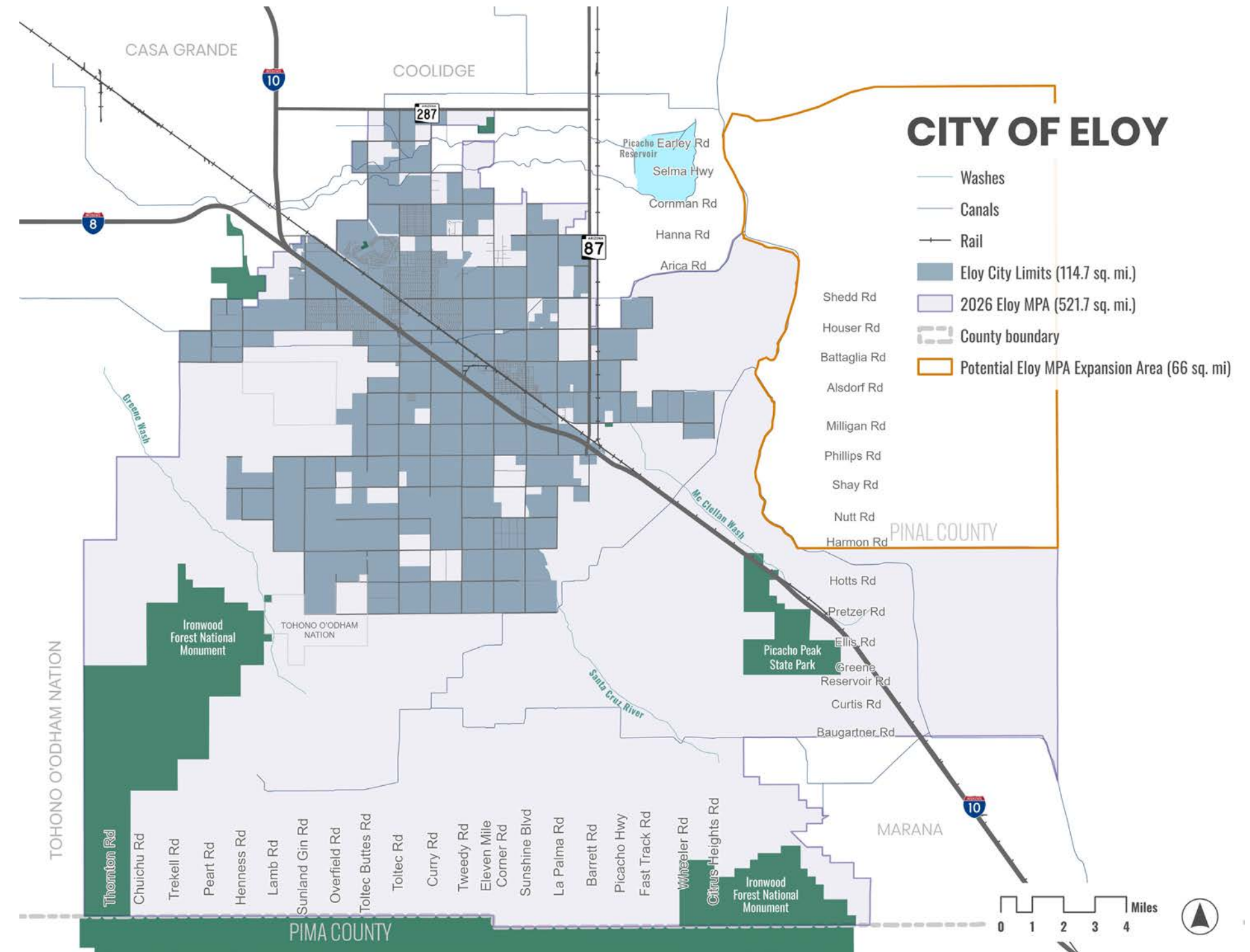
The City benefits from access to regional markets, employment centers, and recreational destinations, while maintaining its identity as a smaller, close-knit community.

Eloy's incorporated area is 114.7 square miles as compared to its Municipal Planning Area (MPA) of 521.7 square miles. The MPA shown includes the City's incorporated boundary but also extends beyond it. This area outside the incorporated boundary is beyond the City's regulatory control but within their area of influence.

An additional 66 square miles is shown in *Figure 5* as the Potential Eloy MPA Expansion Area (MPAEA). This area may be considered for a future expansion of the MPA and would require coordination with the Arizona State Land Department (ASLD), the Bureau of Land Management (BLM), and Pinal County.

Figure 5. Municipal Planning Area Map

Source: City of Eloy



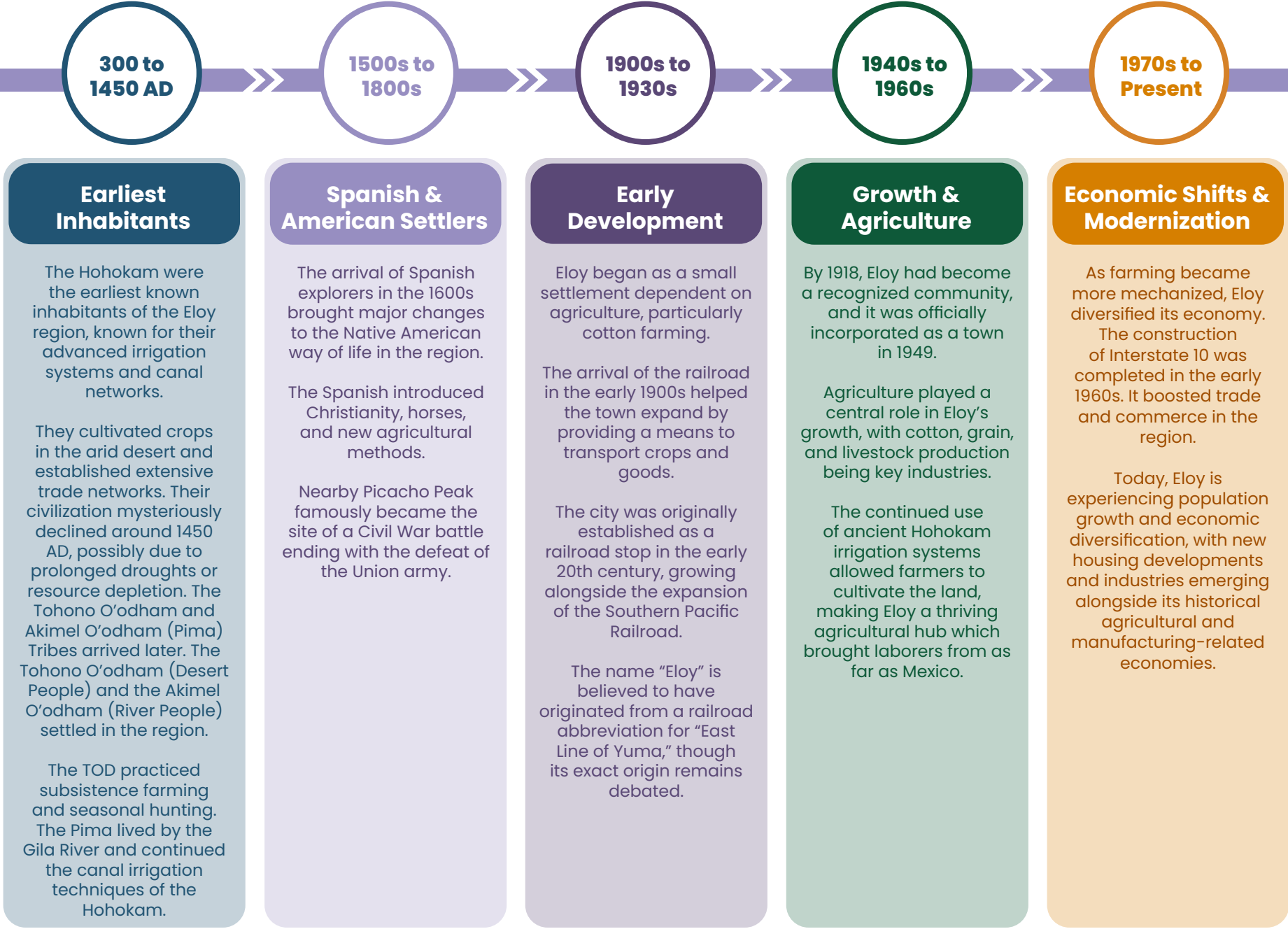


Union Pacific Railroad Sunset Route in Eloy

Long before Eloy was a railroad stop or a map dot, it was home to the Hohokam. Known for their advanced irrigation systems and canal networks, they cultivated crops in the arid desert and established extensive trade networks. Later the Tohono O’odham (Desert People) and the Akimel O’odham (River People) settled in the region. The arrival of Spanish explorers in the 1600s brought major changes for Native American communities in the region, including shifts in agriculture and settlement patterns

Nearby Picacho Peak is the site of a Civil War battle that ends with the defeat of the Union Army. Eloy began in 1902 as a Southern Pacific railroad stop as ELOY, an acronym for “East Line Of Yuma”. Rail access facilitated trade, reinforcing Eloy’s role as a regional agricultural center. For nearly 50 years the community’s economy is largely agricultural, as part of the Santa Cruz Basin, one of Arizona’s most fertile agricultural areas with more than 100,000 irrigable acres. Cotton was the primary crop that helped Eloy earn the nickname “Cotton City”.

Eloy eventually incorporated in 1949. Shortly after incorporation, the stretch of I-10 between Tucson and Phoenix was constructed in 1958, creating a major transportation artery across the State. Agriculture and transportation remain integral to Eloy’s landscape, and over time the community added manufacturing and logistics as key business development opportunities, making use of its transportation assets. While maintaining its small-town feel, the community strives to balance heritage with new opportunities, which is a central focus of this General Plan.





Existing Conditions Report

EXISTING CONDITIONS HIGHLIGHTS

Existing conditions describe Eloy at a point in time and provide a starting place for future planning. In 2025, Eloy’s estimated population by the Arizona office of Economic Opportunity was 19,531, nearly double the 2020 population of 10,275. While growth in Eloy has been modest in recent decades, the area is expected to experience a significant growth trend.

According to the Arizona Office of Economic Opportunity, that growth trajectory is projected to reach 87,161 in 2050. In addition to population growth, Eloy is projected to continue expanding its economy, fueled by competitively priced land and direct access to I-10, I-8, and the Union Pacific mainline—assets that are attractive and well-suited for major employers and businesses in manufacturing, distribution, and logistics.

An *Existing Conditions Report* was developed to provide an inventory and analysis of factual data detailing Eloy today. Subject matter experts from City staff provide data to create a timely, comprehensive report. The report is the “before” picture for this General Plan and serves as the baseline for the vision, goals, and implementation actions that follow. The complete report is available in the City Clerk’s

office, which was created as a Public Record by the City Council in **Resolution No. 26-####**. The report baseline helped keep the development of the plan grounded in current data and conditions. It includes key topic areas that provide a ‘snapshot in time’, highlighting both opportunities and challenges, as summarized in *Figure 6*.

Eloy’s demographics also play an essential role in describing the community’s existing conditions, as illustrated in *Figure 7*. Eloy’s numbers tell an important story. A clear picture of current demographics helps Eloy set realistic goals and identify gaps and opportunities.



Figure 6. Existing Conditions Highlights

Eloy Demographics

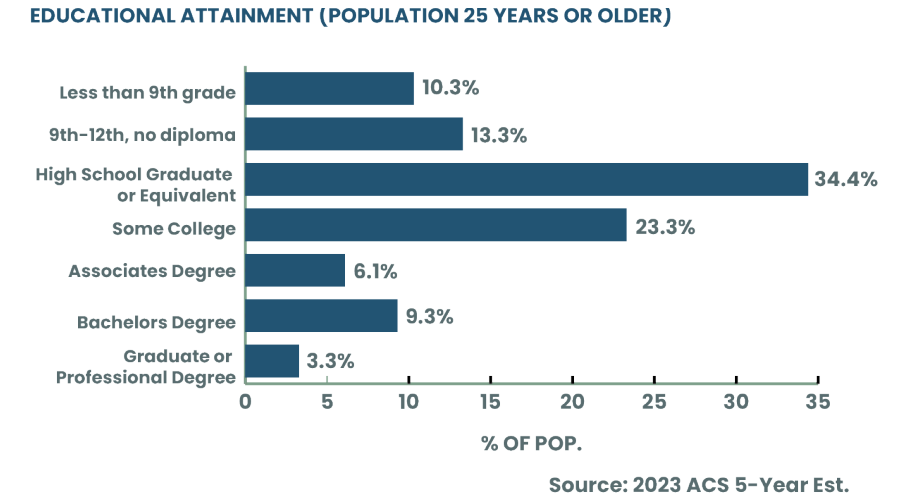
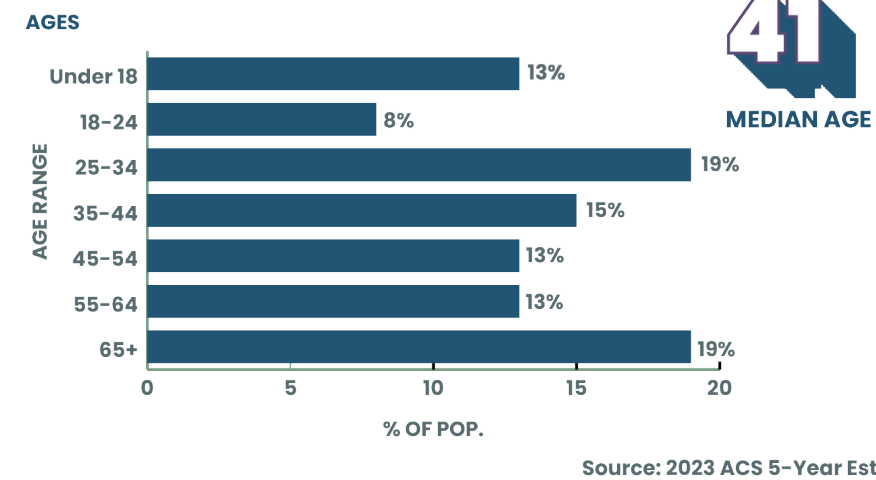


Figure 7. Demographics

3

CHAPTER 3: INSPIRED COMMUNITY

Inspired Community illustrates and celebrates that in Eloy, community engagement is a partnership that helps inform the community vision, values, and priorities. Arizona law (ARS § 9-461.06 C) emphasizes that residents must have an early and continuous voice in shaping their City’s future. Eloy embraced this principle throughout the General Plan process by inviting residents to share ideas at many different points.

Over the course of eighteen months, the General Plan took shape as residents gathered at community forums, workshops, listening sessions, and local drop

in events, as well as participated in online questionnaires and virtual workshops both in English and Spanish. Each conversation and contribution added another piece to the story. Voices from across the community shared hopes, concerns, and ideas, weaving a common vision of what Eloy is and what it could become. Each of these engagement opportunities informed priorities, values, and aspirations that culminated in the *Community Vision Statement*. Through this process, the **Eloy General Plan: Planning Today for a Stronger Tomorrow** reflects the priorities of the community it serves.

COMMUNITY OUTREACH SUMMARY

The General Plan was shaped through an extensive community outreach effort that invited residents to share their perspectives through many different formats. This broad and inclusive approach helped ensure a wide range of voices were included in the plan. The following summary highlights the key engagement activities that ultimately led to the creation of the *Community Vision Statement* as well as community theme aspirations, goals, policies, and actions.



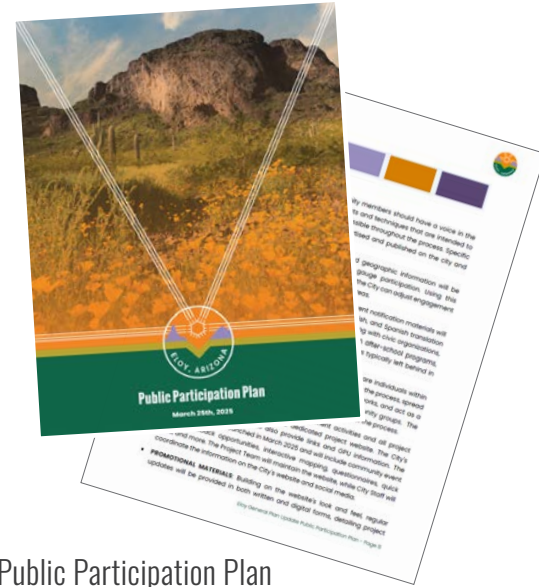
EloyTalks Participants

Public Participation Plan

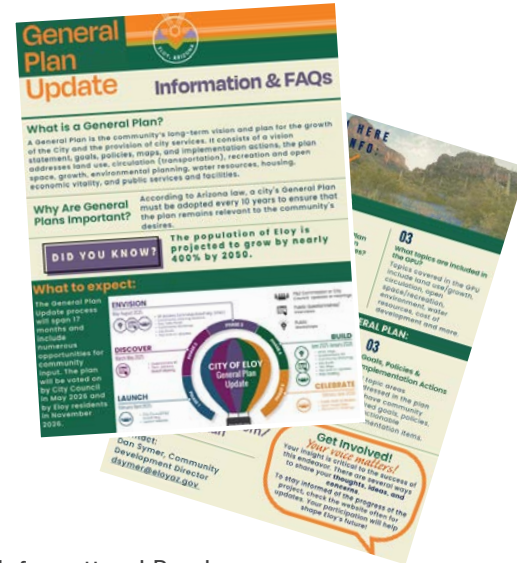
Community engagement was a top priority throughout the General Plan process and was guided by a City Council adopted *Public Participation Plan (PPP)* created as a public record by City Council in Resolution No. 25-1614. Guided by the statutory framework in § 9-461.06.C., the PPP outlined the ways residents, stakeholders, and leaders might come together and share ideas and shape the General Plan. An informational brochure was produced at the beginning of the project and was widely distributed to increase understanding of the General Plan. All community engagement materials were produced in both English and Spanish.

A variety of mediums were used to connect with the community, including the project website as well as social media posts and project-specific branding. Together, these approaches ***achieved over 7,674 engagements.***

Figure 9 illustrates an overview of community engagement opportunities and number of participants. A complete list of community engagement events and activities is in *Appendix C* and the 60-Day Event summary featuring the *Mobile Immersion Lab*, is illustrated in *Appendix D*.



Public Participation Plan



Informational Brochure

EloyTalks

The project kicked off with a rousing community symposium and workshop featuring internationally acclaimed author and strategist Peter Kageyama held on June 21, 2025, at Eloy

City Hall. With **51 Attendees**, the event brought together residents, business owners, and community leaders to discuss grassroots community design. Attendees also had the opportunity to learn about the General Plan, ask

questions, and share feedback and ideas. During the event, Mr. Kageyama led several small groups through two hands-on challenges, which sparked creative, community-focused ideas.



EloyTalks participants



Informational Brochure

KEY INSIGHTS FROM LISTENING SESSIONS:

INFRASTRUCTURE AND BASIC SERVICES

- Road conditions and Improvements
- Strong desire for regional and intercity transit

ECONOMIC DEVELOPMENT AND JOBS

- Lack of local employment
- Downtown decline; High taxes

HOUSING AND COST OF LIVING

- Affordable housing shortage
- Homelessness and transitional support

YOUTH AND EDUCATION

- Lack of programs; Underfunded schools
- Education access

PUBLIC SAFETY AND BEAUTIFICATION

- Crime and blight
- Cleanliness and beautification

Listening Sessions

Listening sessions or community interviews provided community members and stakeholders with opportunities for one-on-one dialogue. **62 Listening Sessions** were conducted over the course of the project with a broad range of members of the community. The result was valuable insights into the top issues of the community and stakeholders providing opportunities and ideas to integrate into the General Plan.

Online Questionnaire

The online questionnaires, two of which were virtual versions of the in-person workshops, proved to be a critical tool for feedback with **306 Community Responses**. The first questionnaire posed questions on Eloy’s strengths, weaknesses, opportunities, and threats associated with growth and development and revealed several notable themes that contributed to the development of the plan.

“Infrastructure is lagging behind our growth.”

49.5% see commercial infrastructure as a major challenge.

“We’re growing fast—let’s not lose our small-town charm.”

43.4% are concerned about losing the small-town feel.

“Affordable living and easy freeway access are what keep us here.”

46.5% cited both cost of living and freeway access as top attributes.



Mapping the Future community workshop

Workshop Series

Efforts to engage the community included multiple workshop events held both in-person at various locations around Eloy, as well as virtually. The forums invited participants to take a closer look at Eloy’s challenges and opportunities, as well as evaluate varied potential future scenarios for Eloy. Through activities, **159 In-Person Attendees** explored the values they felt should guide growth.

Envisioning the Future: Three in-person community workshops and one virtual workshop focused on the City’s Vision for the Future and refining ‘Areas of Change’ within Eloy. The Area of Change mapping exercise helped inform the future land use map development by identifying areas to be preserved, sustained or that may evolve in the future. Participants provided meaningful feedback on the community vision statement, themed aspirational statements, and General Plan goals.

Mapping the Future: Three in-person community workshop sessions and one virtual workshop focused on the future land use maps and categories as well as place types. The future land use mapping and place type exercises provided an opportunity for participants to identify what land uses were desirable in certain areas ensuring growth is harmonious with the community’s desires.

Drop-In Events

Eloy’s community understands how to come together, from Easter to Christmas and beyond! The project team attended 10 local events and connected with **1,088 Participants** over the course of the General Plan development. Bringing information and activities to familiar community events increased awareness of the General Plan and made it easier for residents to take part in the process.

10 DROP-IN EVENTS

- Robson Ranch Sidewalk Sale
- Easter Egg Hunt
- Eloy Cruise & Food
- Cinco de Mayo
- Summer Kickoff
- Fiestas Patrias
- GAIN
- Eloy GLOW
- Family Bingo Night
- Christmas in Eloy



Eloy GLOW



Cinco de Mayo

COMMUNITY VISION STATEMENT

The *Community Vision Statement* was the culmination of the thorough and inclusive engagement events described above. Over the course of the 18 month process, thousands of comments were collected at the six in-person workshops, two virtual workshops, online questionnaires, the project website, and input from the City Council, and Planning and Zoning Commission. The collaboratively-derived vision statement was ultimately confirmed by the community. Each theme chapter of the General Plan also contains a more specific topical statement of values entitled “Community Aspirations”.

The *Community Vision Statement* is an **expression of Eloy’s shared aspirations and values** for the entire community. The vision statement helped to drive each theme’s aspirational statement as well as the goals, policies, and actions that all serve as clear guidance for Eloy’s long-term planning and decision-making decades into the future. The City of Eloy is a dynamic and evolving community, built on industrious resilience. As Eloy looks toward the future, it is imperative that its long-range vision continue to reflect the values and aspirations of the evolving community.

Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity.

COMMUNITY VISION STATEMENT



Figure 8. General Plan Vision Statement & Related Themes

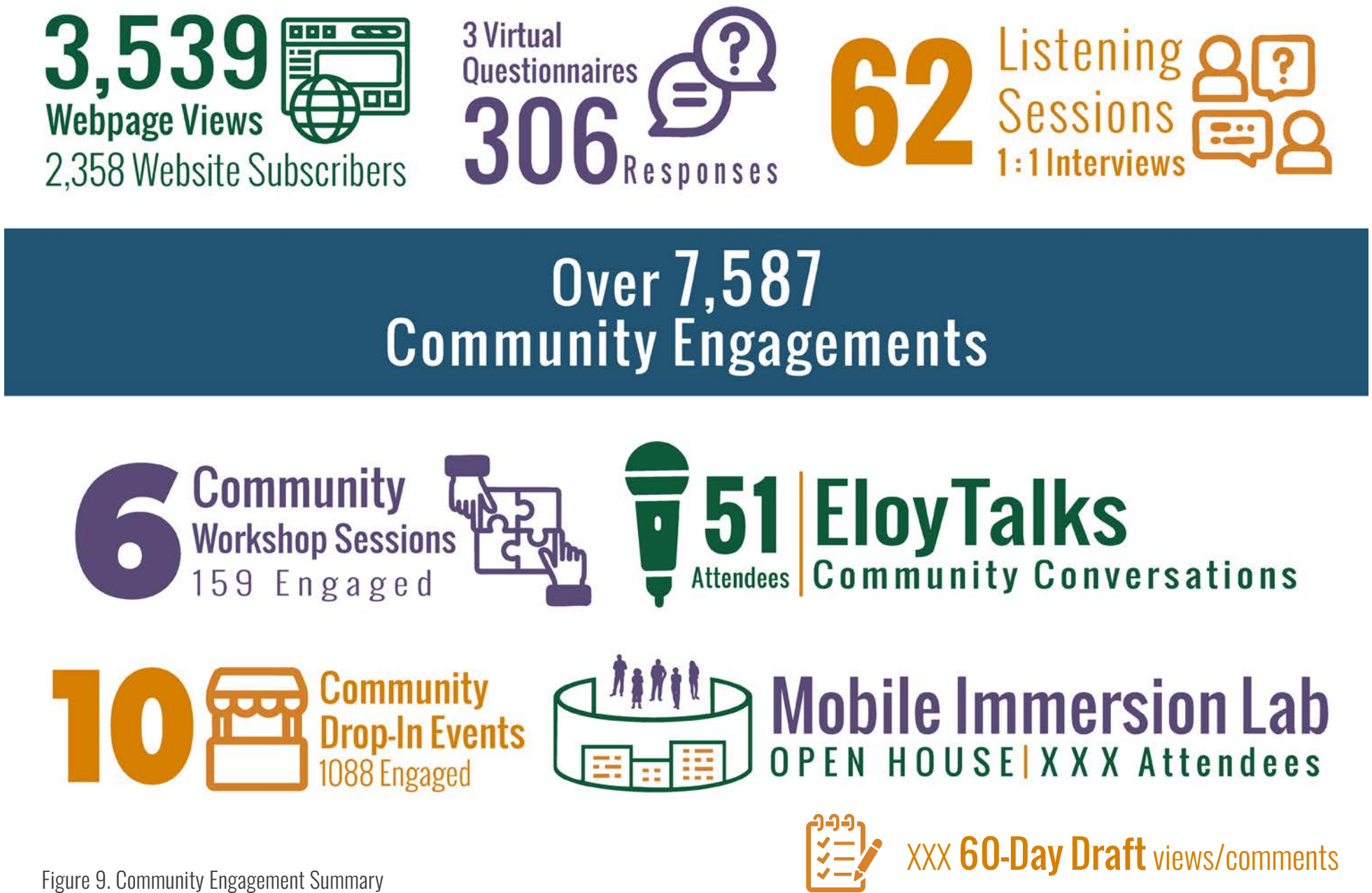
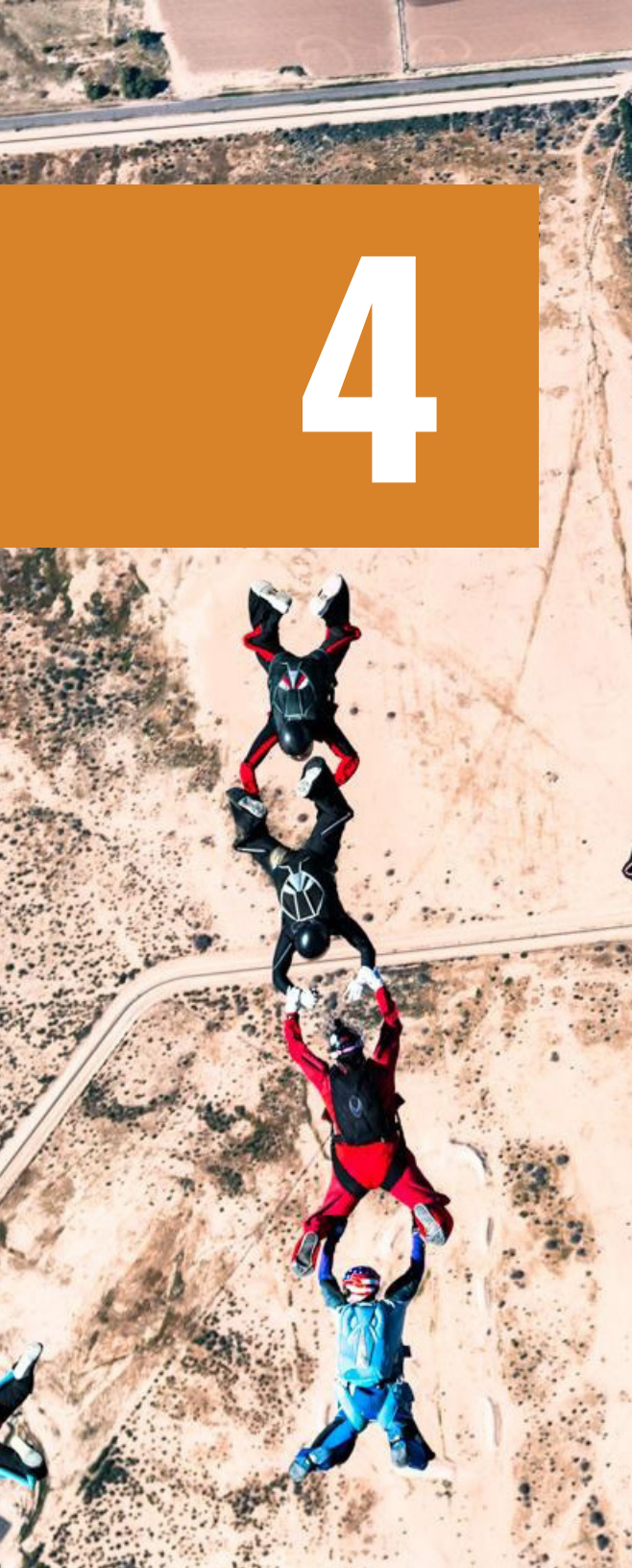


Figure 9. Community Engagement Summary



4

CHAPTER 4: PURPOSEFUL GROWTH

Eloy is committed to **Purposeful Growth** that channels change into visible, community-driven improvements while preserving small-town character. Thoughtful land use decisions are intended to support a balanced mix of housing, employment, services,

and recreation, all coordinated with infrastructure capacity and environmental stewardship. Achieving this vision requires strong regional coordination, which is a theme that is integrated across all topical areas of the General Plan.

Community Aspirations for Purposeful Growth

Eloy will guide purposeful growth by balancing development and preservation to maintain its small-town character, support revitalization, encourage compatible development, and protect the desert views and open spaces that define its identity.

“*Eloy is a blank canvas with large parcels of land. Our efforts today will define our future. Will we become a thriving hub of activity or just an exit on the freeway?*”
—Pinal Partnership

LAND USE

The community’s commitment to balanced, intentional growth that both preserves Eloy’s small-town identity and embraces new opportunities shapes the land use vision of this chapter. The *Future Land Use (FLU)* designations and *Future Land Use Map (FLUM)* are the primary tools for turning this vision into an on-the-ground development pattern over time. It organizes residential, mixed-use, business, employment, open space,

and community-serving areas so they fit together as a cohesive whole rather than as isolated projects.

The FLU and FLUM create a framework that supports infill and redevelopment in existing areas, especially downtown and partially built neighborhoods, while identifying larger parcels where development can occur with proper infrastructure and services.

Smooth transitions between land uses, such as stepping down intensities near established neighborhoods and buffering, promote compatible new development. Coordinating land use with transportation networks, utility capacity, and environmental constraints establishes a foundation that supports future growth while maintaining Eloy’s livability, mobility, and fiscal health.

Existing Land Uses

Eloy’s existing land use pattern reflects its deep connection to the surrounding desert and its potential for thoughtful future growth. The City is shaped by its open landscapes, agricultural roots, and a few concentrated areas of development that set the stage for reinvestment and purposeful expansion.

Within the MPA, about 63% of the land remains vacant or undeveloped desert. Agriculture is the largest singular land use at nearly 24%, demonstrating its continued importance to Eloy’s identity and economy. Public and protected lands account for just under 9% and include nationally and state-recognized resources like Ironwood Forest National Monument and Picacho Peak State Park. 1.1% of land in Eloy is dedicated to residential uses.



4. PURPOSEFUL GROWTH

The remaining 2% of land is comprised of various uses including transportation, governmental, commercial and industrial.

Development today is primarily focused in two areas: Downtown Eloy and Robson Ranch. Robson Ranch is a large master-planned, active adult community with neighborhoods, recreational amenities, and community facilities that have grown in phases over time. Downtown Eloy, on the other hand, is a mix of existing buildings and vacant land, creating strong opportunities for redevelopment and infill that can strengthen the City’s core. In the Toltec area, portions of previously inactive subdivisions are beginning to see new activity, marking an important step toward reconnecting these neighborhoods with the broader

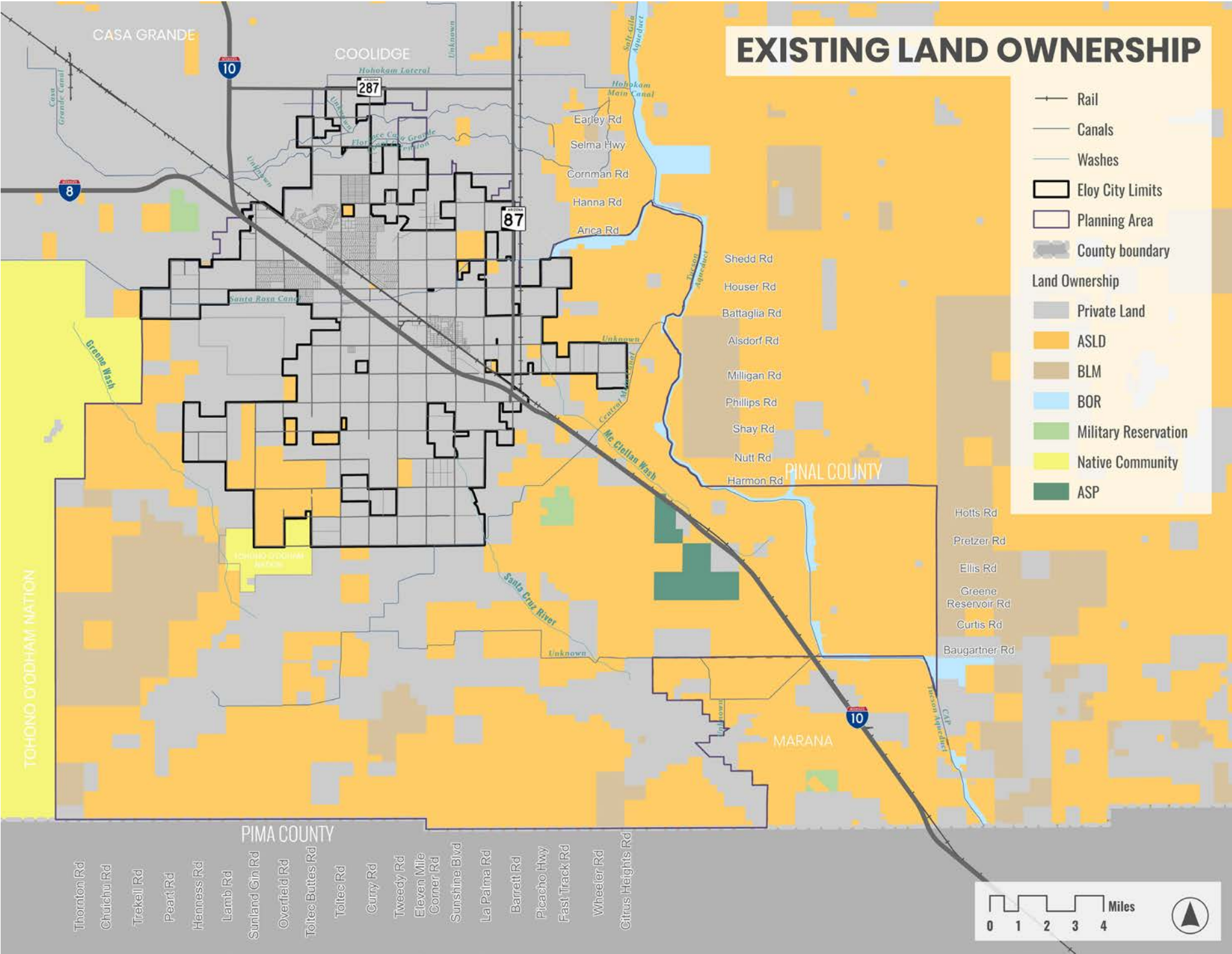
community and supporting steady, coordinated growth.

Across Eloy, thirty-three residential developments, known as zombie subdivisions, were planned or partially built. These developments were never fully completed, often due to past economic downturns or financial challenges. While these unfinished areas have created challenges such as incomplete infrastructure and limited utility access, they also represent one of the City’s greatest opportunities for reinvestment. Through thoughtful planning and sustained effort, these areas can evolve into complete, well-connected neighborhoods that reflect Eloy’s growth and community spirit.

Land Ownership

Land ownership within Eloy’s MPA, shown on *Figure 10* is a diverse mix of public and private lands. Private property and land managed by the Arizona State Land Department (ASLD) each make up roughly 46% of the total area, followed by Bureau of Land Management (BLM) holdings at about 6%. The remaining 2% consists of lands managed by the Bureau of Reclamation, Military Reservation, Native Community, and Arizona State Parks. ASLD parcels are subject to a minimum entitlement of one dwelling unit per acre, while most BLM lands are preserved as open space and for recreation.

Figure 10. Existing Land Ownership Map
Source: City of Eloy



Future Land Uses

The *Future Land Use Map (FLUM)* lays out Eloy’s vision for how the community will grow and change over time. Instead of directing development parcel-by-parcel, the FLUM provides a flexible framework that guides land use decisions, supports infrastructure planning, and helps future growth reflect the community’s goals and values. Together with the policies and actions in this General Plan, it creates a coordinated approach that allows the City to manage growth while maintaining the character and quality of life that define Eloy. As shown in both *Figure 11* and *Figure 12* the FLUM envisions a development pattern that balances preservation with opportunity.

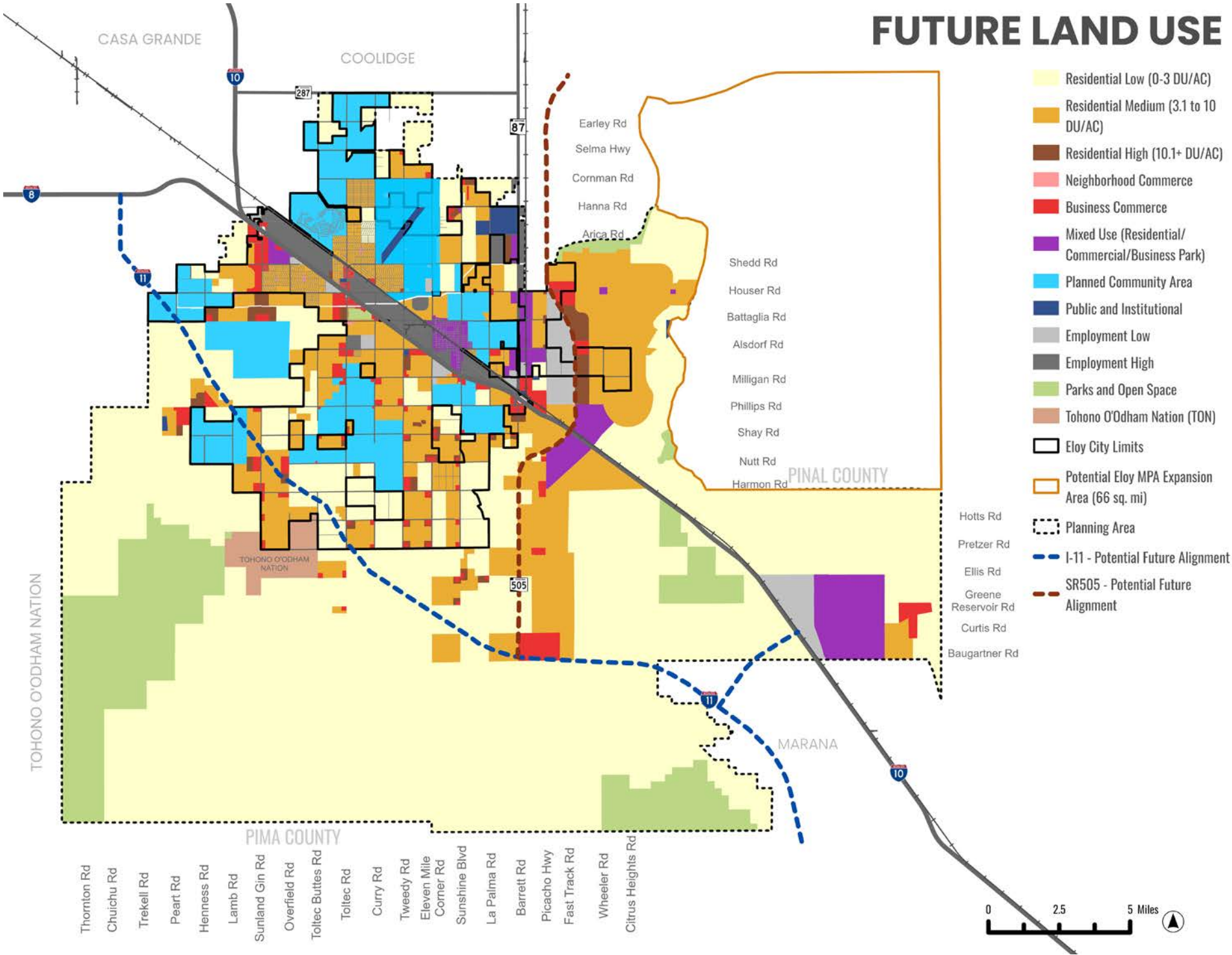
Approximately two-thirds of the MPA is designated for low-density

residential, agricultural, and open space uses, preserving the community’s rural landscape and connection to the desert. Medium-density residential areas account for a little more than 15% of the MPA, providing a wider range of housing choices. Mixed-use and planned community designations make up just under 10% and create opportunities for integrated neighborhoods with parks, services, and gathering places.

Future Land Use Designation	Acres	Percent
Residential Low (RL)	189,492.72	56.87%
Residential Medium (RM)	50,990.70	15.30%
Residential High (RH)	3,147.48	0.94%
Neighborhood Commerce (NC)	96.48	0.03%
General Commerce (GC)	6,770.96	2.03%
Mixed Use (MU)	9,592.72	2.88%
Planned Community Area (PCA)	28,147.05	8.45%
Public and Institutional (PI)	1,375.99	0.41%
Employment Light (EL)	4,984.05	1.50%
Employment Heavy (EH)	5,302.58	1.59%
Parks and Open Space (POS)	29,967.72	8.99%
Tohono O’odham Nation (TON)	3,311.53	0.99%
Total	333,179.97	100.00%

Figure 11. Future Land Use Designations

Figure 12. Future Land Use Map
Source: City of Eloy





Eloy agricultural fields

Future Land Use Designations

The **12 Future Land Use (FLU)** designations describe how different areas of Eloy are intended to grow and evolve over time. Developed through community input, they reflect shared aspirations for the City's character, scale, and mix of land uses, and serve as a tool for putting the General Plan's vision into action. The accompanying renderings illustrate the community's intended look and feel of each designation and are conceptual in nature, providing visual guidance to encourage context-sensitive and well-designed development rather than prescriptive standards.

RESIDENTIAL LOW (RL)

This designation accommodates an **agricultural and rural neighborhood character with densities less than 3.0 du/ac**. The Residential Low land use designation may be used for agricultural activities, ranching, detached single-family residential development, and

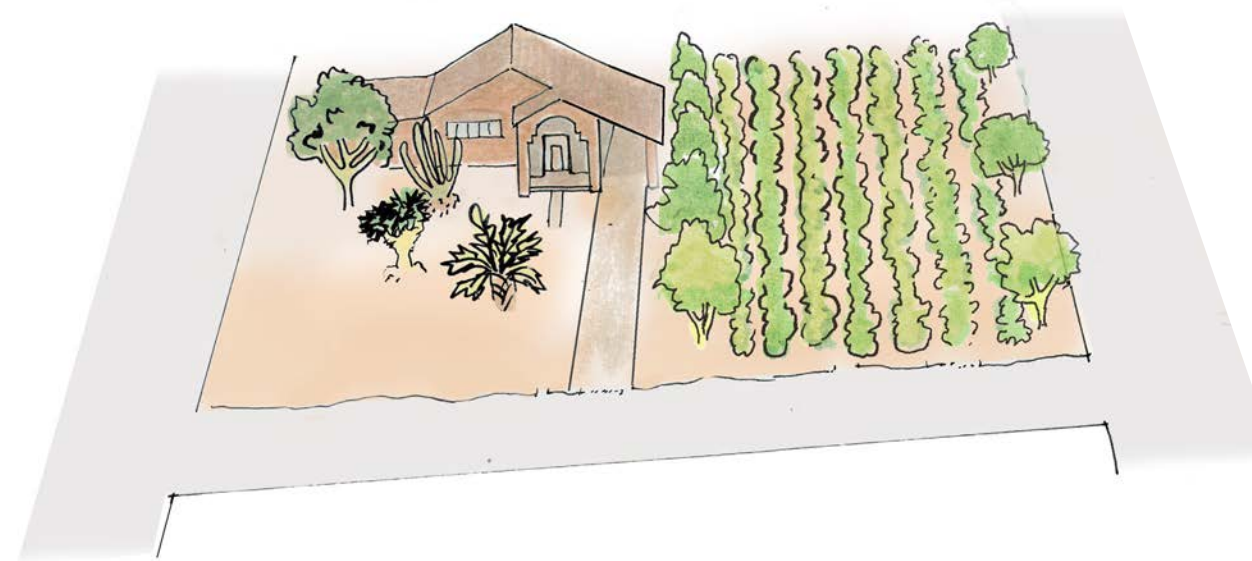
other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns,

and natural or human-made constraints.

Zoning districts that are consistent with this designation are RR-20, RR-5, RR-2.5, R1-54, R1-43, OSC, and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

RL Key Design Components

- Large lots, deep setbacks
- 1-story detached homes
- Native desert / open land / agriculture





4. PURPOSEFUL GROWTH

RESIDENTIAL MEDIUM (RM)

This designation accommodates a **suburban neighborhood character with densities equal to, and greater than 3.0 du/ac, and less than 10.0 du/ac**. The Residential Medium land use designation may be used for single-family detached and attached homes, including small lot residential dwellings such as duplexes, townhomes, and/or

patio homes, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future

land use patterns, and natural or human-made constraints.

Zoning districts that are consistent with this designation are R1-12, R1-6, R-2, OSC, and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

RM Key Design Components

- Small-medium lot single family residential and duplex
- Street trees, sidewalks, curbs
- 1, 2, and 3 stories
- Neighborhood park nearby



RESIDENTIAL HIGH (RH)

This designation accommodates **urban neighborhoods with densities equal to, and greater than, 10 du/ac**. The Residential High land use designation may include a small lot of single-family detached and attached homes, duplexes, triplexes, townhomes, patio homes, and/or multifamily residential and other compatible neighborhood

uses, such as schools, open space, parks, recreation, public facilities, utilities, and religious facilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Zoning districts that are consistent with this designation are R-3, OSC, and OSR. R-2 zoning may be utilized when the density of property containing the development exceeds 12 du/ac. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

RH Key Design Components

- Small-lot single family residential, patio homes, townhomes, duplexes, and multifamily apartments
- On-street parking, mixed-use edge
- Urban streetscapes
- 2-4 stories



4. PURPOSEFUL GROWTH

NEIGHBORHOOD COMMERCE (NC)

This designation accommodates **neighborhood serving small-scale commercial uses providing goods, offices, retail and services for residents, workers, and visitors, with horizontally or vertically integrated residential units allowed and encouraged, within approximately a one-mile**

radius in which the designation is located. The size and scale of development within Neighborhood Commerce should be compatible with surrounding areas and incorporate adequate buffering, screening, or separation from existing and planned residential uses. Developments should also include appropriate circulation connections to adjacent sites to provide access for pedestrians,

bicycles, and other alternative modes of transportation, while minimizing the need for vehicular travel.

The zoning district that is consistent with this designation is C-1. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

NC Key Design Components

- Storefronts front street with sidewalks and shade
- Shared parking to rear or side
- Pedestrian and bike connections to surrounding homes
- Residential or office above ground floor retail
- Landscaping buffers when adjacent to single-family 1-3 stories | ≤15 DU/AC | small-scale, walkable mixed use



BUSINESS COMMERCE (BC)

This designation accommodates **a variety of goods, office, retail, and service uses, through varying intensities of commerce activity that serve either a larger community or the greater region.** Developments within General Commerce land use designation should include an appropriate circulation system that allows for pedestrians, bicycles, and other

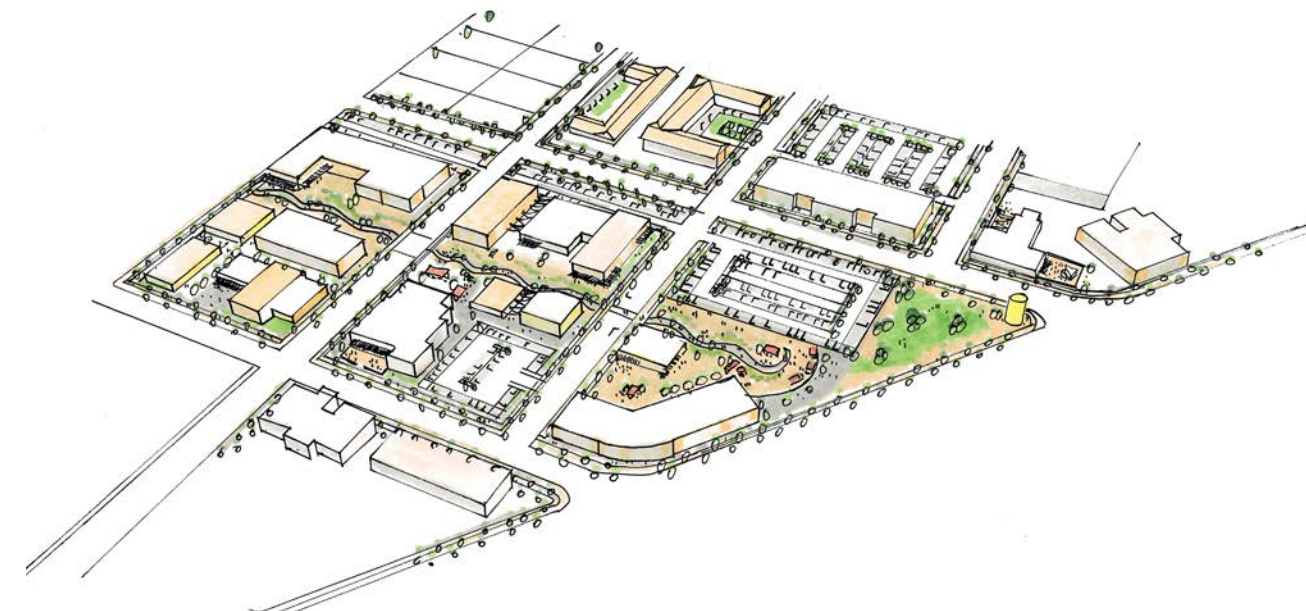
alternative modes of transportation to connect the various components within the development, as well as methods to accommodate a greater level of vehicular access. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses. A

site with the Business Commerce designation should have adequate vehicular access from a collector or arterial street.

The zoning districts that are consistent with this designation are C-2 and BP. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

BC Key Design Components

- Multi-tenant commercial buildings
- Parking lots or shared parking courts
- Anchors like grocery, retail, or employment uses
- Defined pedestrian routes between buildings
- Landscape screening at residential edges
- 1-4 stories
- Large-scale retail and service hub



4. PURPOSEFUL GROWTH

MIXED USE (MU)

This designation accommodates ***mixed-use neighborhoods that combine high-density residential and non-residential land uses, integrated vertically and/or horizontally in a human-scaled manner within a defined area.***

Most suitable near and within Growth and Activity Areas, this designation generally includes complementary and mutually supportive uses such as public and religious facilities, utilities, residential development with densities greater than 10 dwelling units per acre, and non-residential uses. However, areas with the Mixed-Use designation should not be used substantially for residential purposes. Developments within Mixed-Use designation should include an appropriate circulation system for pedestrians, bicycles, and other alternative modes

of transportation to connect the various components of the development while minimizing the need for vehicular travel. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses.

Zoning districts that are consistent with this designation are the MU zone, PAD for limited compatible light industrial uses, or a combination of the following residential and non-residential R-2, R-3, C-1, C-2, MU, BP, OSC, and OSR zones. Zoning applications within the mixed-use designation should include multiple uses and/or integration of at least two uses within individual structures. The base zoning district(s) may have an appropriate zoning overlay

district and still be considered in concert with the designation if the intent is met.

MU Key Design Components

- Vertical and horizontal mix of uses
- Pedestrian and bike-friendly circulation
- Housing over shops or alongside offices and blend of residential, retail, and office
- Public plazas, shade, and streetscape amenities
- 1-4 stories
- 10+ DU/AC





PLANNED COMMUNITY AREA (PCA)

This designation accommodates **areas that comprise large-scale (approximately 640 gross acres or more) master or area-planned developments that include a mixture of land use opportunities.** Such development should also include recreational and community-serving facilities, and an appropriate circulation system for vehicles, pedestrians, bicycles, and other alternative modes of transportation connecting residential and non-residential uses, and adjacent developments. Developments that are primarily residential should include a variety of residential densities to promote housing choices and diversity and are encouraged to provide supportive and complementary non-residential use. Projects that

are primarily employment should also include other complementary retail, office, service, and other commerce uses.

All zoning districts are appropriate within this designation, and there should be at least four different zones utilized to implement this designation. The base zoning district may also include an appropriate zoning overlay and still be considered consistent with the designation, provided the overall intent is met.

PUBLIC AND INSTITUTIONAL (PI)

This designation accommodates **land uses that are owned and/or operated by a governmental, quasi-governmental, or philanthropic institution (typically greater than 5 acres in size) that provides educational, cultural,**

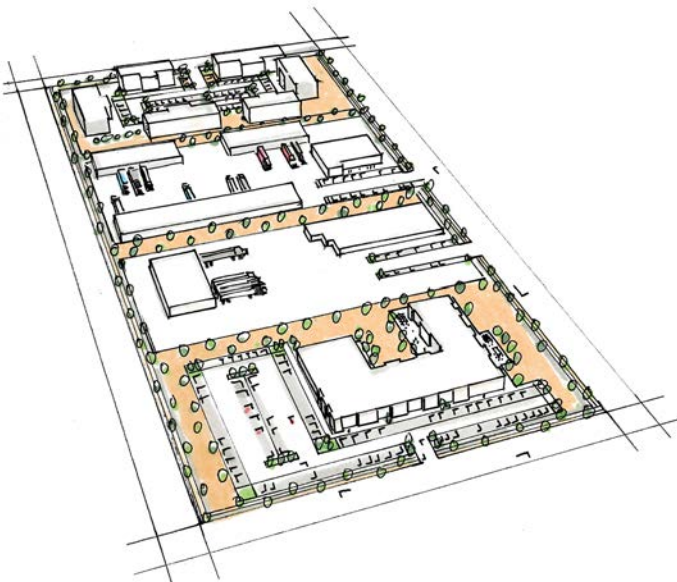
governmental, aviation, public services, correctional services, or other similar uses. These essential public and institutional uses should support and enhance the overall community’s land use patterns and visual aesthetics in order to minimize potential negative impacts.

The zoning district that is consistent with this designation is PF. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

EMPLOYMENT LOW (EL)

This designation accommodates **employment opportunities provided by varying business, research, and light to medium industrial uses that have a focus on contributing to the overall local and regional economy.**

The Employment Light land use designation also includes a variety of employment supportive uses, such as packaging of goods,



office, schools, open space, parks, recreation, public and religious facilities, retail, research and development, services, storage, utilities, and wholesale. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Light designation

should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with designation.

The zoning districts that are consistent with this designation are BP and I-1. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

MU Key Design Components

- Vertical and horizontal mix of uses
- Pedestrian and bike-friendly circulation
- Housing over shops or alongside offices and blend of residential, retail, and office
- Public plazas, shade, and streetscape amenities
- 1-4 stories
- 10+ DU/AC

4. PURPOSEFUL GROWTH

EMPLOYMENT HIGH (EH)

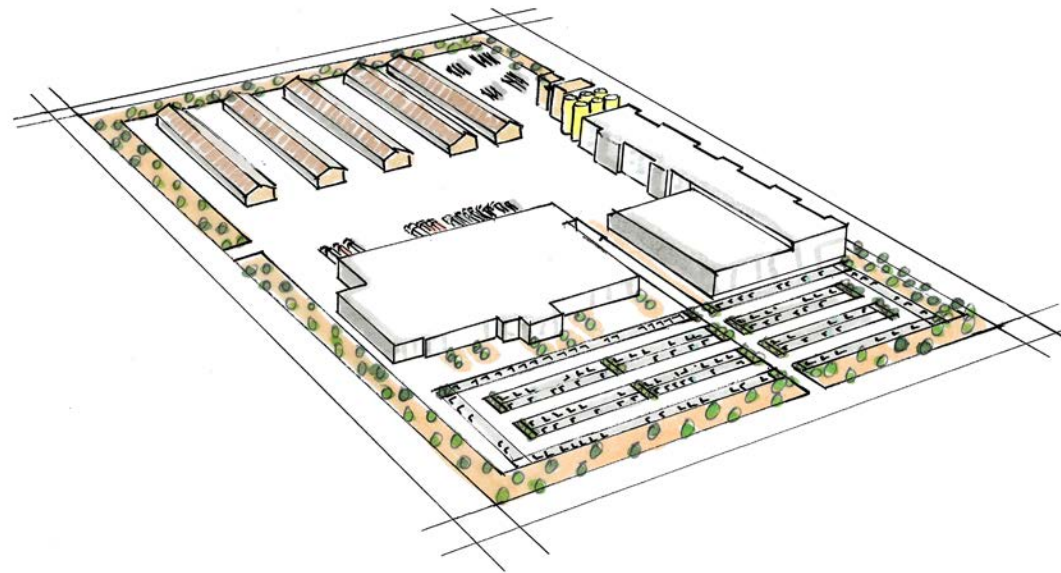
This designation accommodates **employment opportunities provided by heavy industrial uses that have a focus on contributing to the overall local and regional economy.** The Employment Heavy land use designation also includes a variety of more intensive uses such as wholesale and storage warehouses, external storage

yards, fabrication, manufacturing, processing, repairing, and packaging of goods, public facilities, and utilities. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Heavy designation should have adequate vehicular access via a street network designed to accommodate the

varying intensity of vehicular traffic associated with this designation. The zoning district that is consistent with this designation is I-2. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

EH Key Design Components

- Warehousing, distribution, and manufacturing uses
- Visual and noise buffers at edge
- Large buildings with truck bays and yard spaces
- Proximity to major roads or rail access
- Internal circulation for freight and employee vehicles
- High intensity Industrial and Logistics operations



Open space near Eloy

PARKS AND OPEN SPACE (POS)

This designation accommodates **land uses for active parks and passive natural areas (typically greater than 5 acres in size) that are intended for public recreation and resource conservation and contribute to the overall natural character and scenic beauty of the City of Eloy.** The Parks and Open Space land use designation also includes facilities that support the open space or recreational areas, such as trailheads, parking, and public facilities and utilities. Residential uses may be allowed on any privately held or state trust lands at a density of no more than one dwelling unit per acre (1 du/ac). Zoning districts that are consistent with this designation are OSC and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the category if the intent is met.

TOHONO O'ODHAM NATION (TON)

This designation accommodates **areas held by the Tohono O'odham sovereign nation.** This area is including in the City's MPA but the General Plan has no governing control of lands with this designation.

4. PURPOSEFUL GROWTH

DISTINCTIVE CHARACTER

Eloy reflects a unique blend of deep heritage and forward-looking ambition. Rooted in agricultural traditions, transportation connections, and a strong sense of local cultural identity, the city's character is defined by resilience and openness, fostered by its connection to the surrounding Sonoran Desert, Picacho Mountains, and agricultural landscapes that provide a distinctive backdrop palette. Community design should thoughtfully respond to this unique environment while providing and strengthening urban and neighborhood identity, enhancing quality of life, and contributing to Eloy's distinctive sense of place, and a sense of place for the community and visitors.

As Eloy continues to evolve, new development should embrace human-scaled, innovative, and progressive design that balances priorities without compromising quality. Architectural elements and materials should consider regional context and climate, avoiding generic corporate aesthetics. Streetscapes, walkable neighborhoods, commercial corridors, and mixed-use area should encourage pedestrian activity and vibrant public life. By integrating heritage, natural beauty, and forward-thinking design, Eloy can preserve its sense of identity while cultivating a cohesive, welcoming, and enduring visual character for current and future generations.



Christmas in Eloy event

“**Growth must be smart and intentional to provide a quality of life, not just rapid expansion.**
—Councilmember”

GROWTH AREAS

Eloy is entering a period of significant change that will shape the community for generations to come. With a population just under 19,000 and projections of substantial growth over the next 25 years, the City has an opportunity to guide this change in ways that strengthen quality of life and express community identity. The General Plan lays the foundation for this direction by promoting a balanced mix of land uses that



Gold Bond National Gypsum Manufacturing Facility

support housing, employment, services, and recreation, along with transportation options, commerce, and infrastructure that serve a growing population efficiently.

To help manage this growth, the plan identifies **Six Growth Areas** and **Six Activity Centers** as key tools for focusing development in strategic locations. These designations provide a clear framework for organizing future

land uses, reducing sprawl, improving connectivity, and aligning public and private investment with long-term community goals.

The *Growth Areas* and *Activity Centers* are illustrated in *Figure 13* and described in more detail in the sections that follow. *Appendix F* provides high-resolution maps of each *Growth Area*.



Eloy Municipal Airport entrance

GROWTH AREAS

Growth Areas are the City’s primary focus for development over the next decade. They identify where future investment and infrastructure expansion will be most effective in supporting Eloy’s long-term growth. Each *Growth Area* reflects its location and context, guiding an appropriate mix of residential, commercial, and employment uses.

ACTIVITY CENTERS

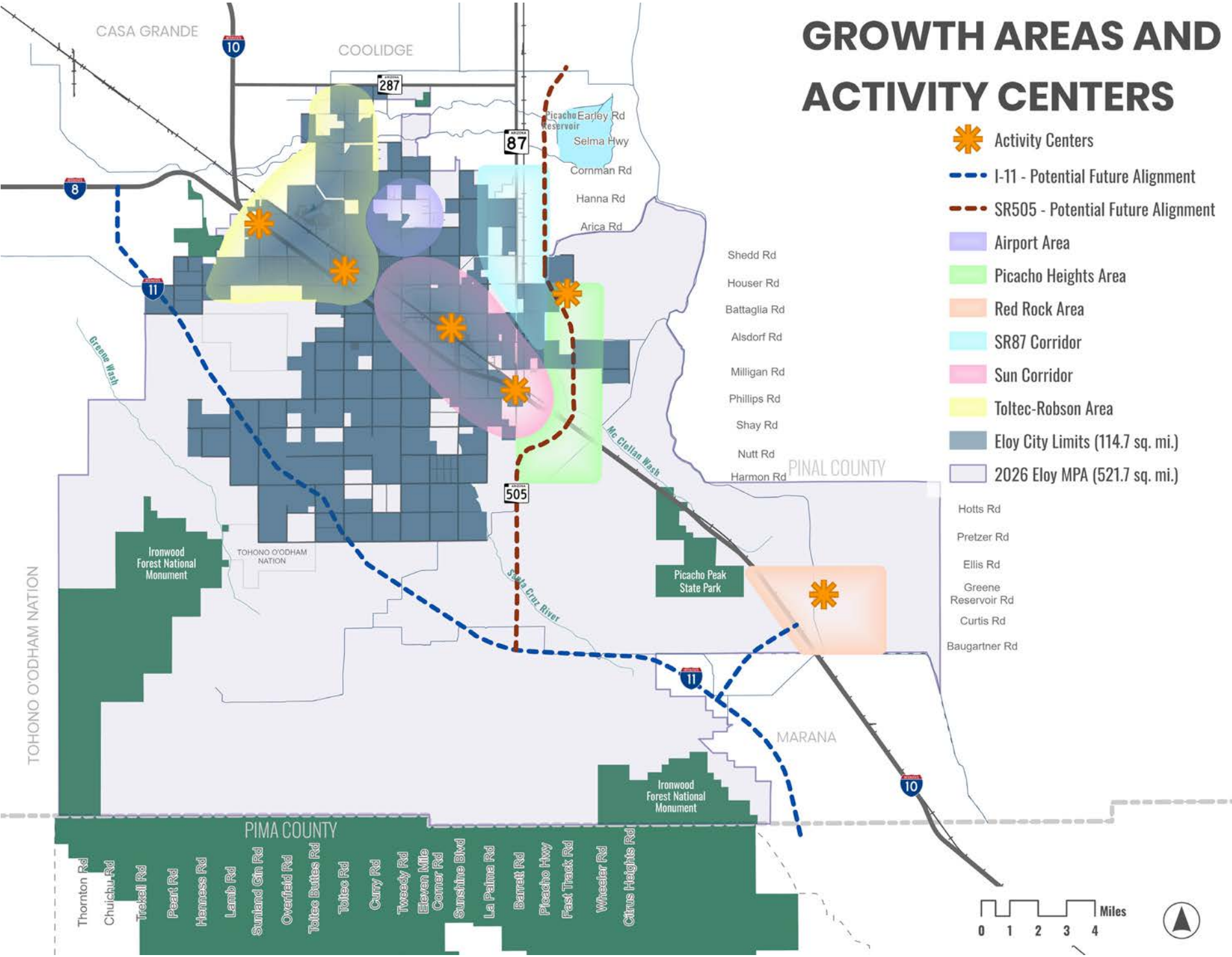
Activity Centers are the focal points within a *Growth Area* where more compact, mixed-use development is encouraged. These centers are envisioned as walkable, human-scaled places that bring together housing, jobs, retail, and recreation in a way that supports daily needs and community interaction. Some will form in established areas, while others will emerge within planned new communities.

DEVELOPMENT AREAS

Development Areas are prioritized geographic area where economic development and capital improvement planning and projects are focused in the near term and generally aligning infrastructure within the *Growth Areas*. Refer to *Chapter 7* for details on Development Areas.

Figure 13. Growth Areas & Activity Centers Map
Source: City of Eloy

GROWTH AREAS AND ACTIVITY CENTERS





Eloy Municipal Airport Growth Area

Airport Growth Area

Eloy's *Airport Growth Area* plays an important role in supporting the City's aviation activities and regional connections while creating opportunities for well-planned future growth. Located east of the *Toltec–Robson Growth Area*, it includes Development Area C shown in *Figure 23* and detailed in

Chapter 7 (Cost of Development) and is recognized as a top skydiving destination. Skydive Arizona is a long-established operation that has grown into the world's largest skydiving center, averaging more than 140,000 jumps per year.

The *Eloy Municipal Airport*, owned and operated by the City, occupies roughly 90 acres about three miles northwest of the central business core. It is accessed from Tumbleweed Road, which terminates at the airport entrance, while Lear Drive runs along the south side of the property and provides access to T-hangar facilities.

The City of Eloy has initiated the Eloy Airpark Area Plan to guide the growth and development of the Municipal Airport and surrounding Airpark. This specific area plan will

align with the General Plan while providing more detailed direction for zoning and development decisions within the Airpark. Its primary purpose is to keep the Airpark competitive and relevant, make the most of new economic and aviation-related opportunities, and address current and emerging challenges facing the Airport.



Picacho Heights Growth Area

Picacho Heights Growth Area

Eloy's *Picacho Heights Growth Area* is envisioned as a thoughtfully planned residential area that balances scenic desert living, environmental protection, and regional connectivity. Located along the North–South Corridor to the west and I-10 to the south, the area extends from open space and future parklands along the Santa Rosa Canal to the north, to the Central Arizona Project (CAP) Canal and the Picacho Mountains to the east, and includes *Development Area G* shown in *Figure 23* and detailed in Chapter 7 (Cost of Development).

This *Growth Area* is planned to support enhanced residential development while remaining compatible with the mission of the Arizona Army National Guard (AZARNG) Picacho Stagefield and maintaining operational

connectivity with the Silverbell Army Heliport to the southeast.

Picacho Heights *Growth Area* includes a mix of residential densities, along with mixed-use areas, and offers potential for upscale, resort-style living given its proximity to the Picacho Mountains. Future resort sites could serve as gateways to a proposed regional park and provide access to the CAP Canal trail corridor. Residential densities are intended to transition from higher in the east to lower in the west to help protect viewsheds, wildlife movement, and the surrounding desert landscape.

Development within this *Growth Area* should maintain a high level of multimodal connectivity, with compatible uses providing off-street bicycle and pedestrian linkages. *One Activity Center is identified in this Growth Area*

located near the intersection of Houser Road and Edgedale Road. Picacho Hwy is envisioned as a principal north–south arterial that supports regional connectivity. The planned North–South Corridor (State Route 505) through Pinal County is anticipated to further strengthen regional connectivity by linking U.S. Route 60 in Apache Junction, I-10 near Eloy and Picacho, the planned I-11 alignment to the south, and State Route 287.

A potential wildlife corridor is planned to preserve natural wash systems and maintain connectivity between the Picacho Mountains and Picacho Peak State Park. Improvements to McClellan Wash are intended to manage stormwater flows in ways that protect adjacent development potential, preserve environmental quality, and enhance regional recreational connectivity.



Red Rock Growth Area

Red Rock Growth Area

Planned as a strategic, employment-focused area, the *Red Rock Growth Area* is located east of the I-10 freeway, across from Picacho Peak State Park. The primary land use designations in this area include Employment Low, Mixed Use, and Residential Low. One *Activity Center* is identified in this *Growth Area*. Development will be expected to occur in step with the extension of appropriate services and infrastructure to support these uses.

State Route 87 Corridor Growth Area

Envisioned as a flexible corridor that supports employment, mobility, and community-serving uses, the *State Route 87 Corridor Growth Area* is located along both sides of State Route 87, extending south from Cornman Road to Battaglia Road, and includes

Development Areas C, D, and G.

The corridor has strong potential as an employment area with direct access to I-10, State Route 87, and the Union Pacific Railroad.

The *State Route 87 Corridor Growth Area* includes a mix of Employment Low, Mixed Use, Residential Low and Medium, with smaller areas of Residential High and Business Commerce. Public and Institutional uses within the area are not expected to expand and should be buffered from surrounding development.



State Route 87 Corridor Growth Area



Sun Corridor Growth Area

Sun Corridor Growth Area

Serving as the civic and economic heart of the community, the *Sun Corridor Growth Area* is located in the center of Eloy and includes *Development Areas B, C, D, E, F, and G*. It features a full range of uses, including Employment Low and High, Business Commercial, Planned Community Areas, Mixed Use, Parks and Open Space, and all residential land use categories, with convenient access to I-10 and the Union Pacific Railroad. *Two Activity Centers are identified in this Growth Area*, both located along West Frontier Street – one at Battaglia Road and the other at Milligan Road (Casa Grande-Picacho Highway). This central location, along with access to I-10 and State Route 84, makes the Sun Corridor a prime area for future development and reinvestment.

The *Sun Corridor Growth Area* encompasses the entire downtown, which is further addressed in Chapter 5 and is expected to focus on redevelopment, infill, and rehabilitation of existing buildings. It also includes an industrial corridor between I-10 and Frontier Street, as well as much of the E land along State Route 87 and within the downtown area. Residential uses in this *Growth Area* include a range of densities, with a larger share designated medium density residential being planned primarily for single-family neighborhoods, supporting a more compact, mixed-use urban pattern.



Robson Ranch entry monument

Toltec–Robson Growth Area

Serving as a gateway to residential growth, recreation, and regional access, the *Toltec–Robson Growth Area* is located south and west of the I-10 and I-8 junction, just south of the City of Casa Grande, and includes Development Areas A and B. *Two Activity Centers* are identified in this *Growth Area* – one in the downtown area, in the vicinity of SR-87, north and south of I-10 and the other on either side of Sunland Gin Road, generally north of Shedd Road near Nelson Farm Road. It contains Robson Ranch, Eloy’s first upscale master-planned community, as well as proposed retail uses that serve both residents and interstate travelers.

The 1,025-acre Casa Grande Mountain Park is also within this *Growth Area* and offers an important opportunity for Eloy and Casa Grande to preserve a

large open space with multiple hiking trails. This area is primarily designated for residential and planned communities and includes a mix of low- to medium-density residential uses, along with some commercial and industrial parcels. Commercial and industrial lands are generally located along I-10 and Frontier Street and are positioned to accommodate employers in logistics, manufacturing, and technology sectors. Residential densities are intended to step down farther northeast and southwest from the freeway to provide appropriate transitions to surrounding areas.

“

Being a regional water provider, we deal with all officials. It is all one big system in Arizona, and we treat all leadership across the state the same. Everyone benefits when the cities coordinate. The cities should work together and collaborate by coming up with some mechanism to identify themselves cohesively, creating a common identity through collaboration. –Community Water Provider

”

REGIONAL PLANNING COORDINATION

Eloy’s growth prospects, and its vision for balanced housing, local amenities, employment opportunities, and the preservation of its desert landscape and small-town character, rely heavily on strong, ongoing coordination across the greater Pinal County region. Regional planning is not just a supporting effort; it is one of the most important tools Eloy has to influence how growth occurs, how infrastructure is funded and delivered, and how the community benefits from new investment. By

working closely with neighboring communities, utilities, regional planning organizations, service districts, and state and federal agencies, Eloy can help shape shared solutions for infrastructure, mobility, workforce development, and economic opportunity that no single community could accomplish alone. This kind of coordination positions Eloy as a proactive partner in the Sun Corridor, rather than a passive recipient of regional growth decisions.

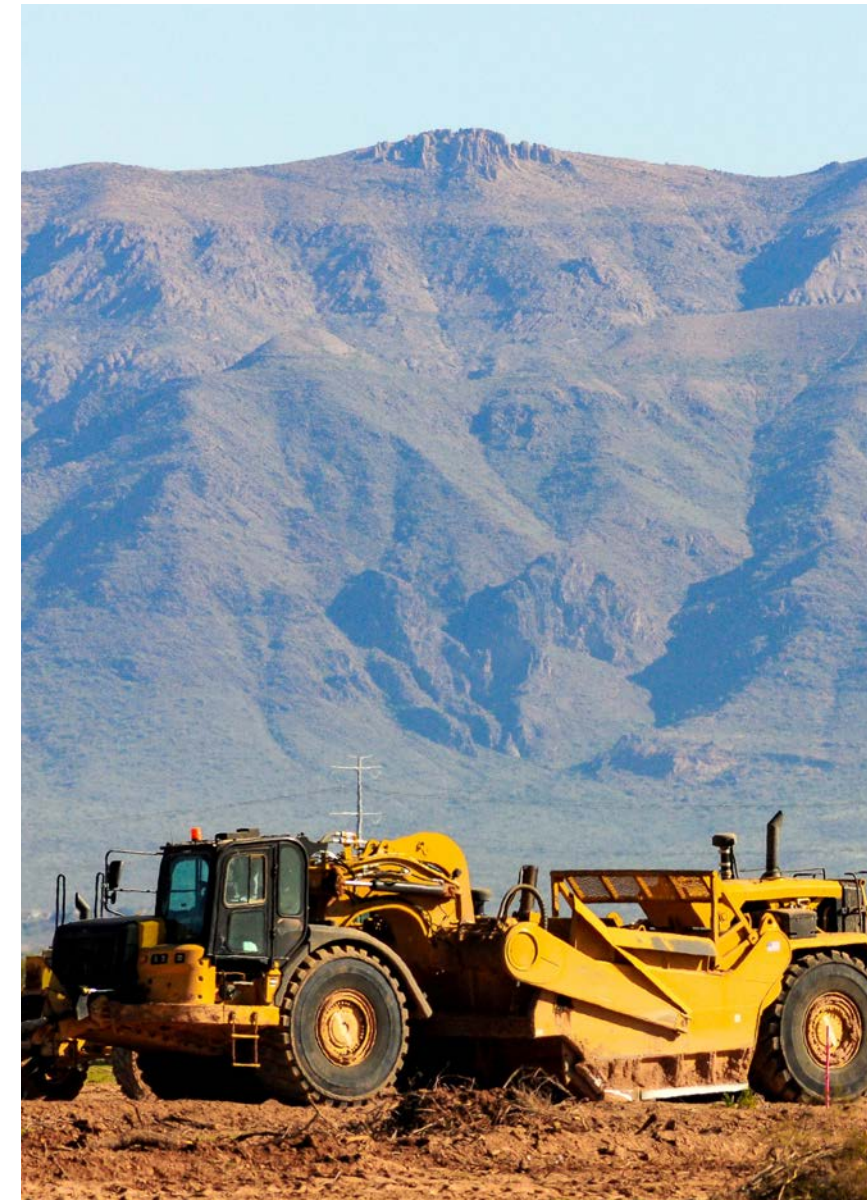
Community input has consistently emphasized the importance of a unified regional identity, coordinated corridor and infrastructure planning, and joint outreach to employers and educators so that Eloy community share in the benefits of regional growth. Regional planning coordination can help Eloy secure its fair share of jobs, services, and infrastructure, while reinforcing the qualities that make the community distinct.



4. PURPOSEFUL GROWTH

Strategies for regional planning coordination include:

- **A Tri-City Identity.** Eloy, together with Casa Grande and Marana, could explore a shared “tri-city” identity, similar to Mesa–Chandler–Gilbert, to highlight their combined strengths and help position Eloy within a larger, more marketable regional hub.
- **Regional Advantage.** Eloy’s location between Phoenix and Tucson, with direct access to I-10, I-8, and rail, gives the City a strong platform to participate in regional strategies for logistics, manufacturing, and employment that can bring additional jobs and investment to Eloy.
- **Build on Existing Partnerships.** Eloy can continue to engage with regional organizations and partnerships in Pinal County to elevate its interests, contribute to joint branding and advocacy, and remain an active voice in regional planning conversations.
- **Coordinated Infrastructure and Service Planning.** Working with neighboring jurisdictions and service providers on transportation corridors, utilities, and area-wide water quality management efforts can help position infrastructure investments that support its long-term service needs and development goals.
- **Regional Park and Open Space Planning.** The potential expansion of Eloy’s MPA to the east, including a site under consideration for a new regional park, offers an opportunity for Eloy to partner with Pinal County on open space, trails, and recreation facilities that serve the Eloy community while strengthening the City’s role in the regional recreation network.



Purposeful growth in Eloy

PURPOSEFUL GROWTH GOALS & POLICIES

Land Use

GOAL LU 1: Diversity of Land Uses. Encourage a diversity of land uses to provide for a balanced and resilient community.

Policy LU 1.1: Mixed-Use Development. Promote mixed-use development within designated areas, including downtown and *Activity Centers*.

Policy LU 1.2: Employment and Economic Uses. Promote opportunities for the expansion of employment and commercial uses within the City to attract jobs, housing starts, and subsequent amenities.

Policy LU 1.3: Aviation-Related Development. Support aviation-related development opportunities and compatible land uses near the *Eloy Municipal Airport*.

Policy LU 1.4: Employment Area Location. Locate employment and major non-residential uses within designated areas to limit impacts on residential areas.

Policy LU 1.5: Balance Land Use. Ensure a balanced mix of land uses that supports a self-sustaining environment and provides for the needs of the community.



4. PURPOSEFUL GROWTH

GOAL LU 2: Compatible and Efficient Development.

Promote development, including the revitalization of existing developed areas, that is environmentally responsive, encourages coordinated land-use patterns, and retains small-town character.

Policy LU 2.1: Land Use Transitions and Buffers.

Maintain transitional buffers between uses of differing intensity and density to reduce noise, visual impacts, and traffic conflicts.

Policy LU 2.2: Small-Town Character. Encourage land uses and development that are consistent with and preserve and celebrate the City’s small-town character.

Policy LU 2.3: Pedestrian-Oriented Design. Encourage development patterns that prioritize human-scale, pedestrian-oriented, context-sensitive design; foster streetscapes and public spaces that support pedestrian activity, social interaction, and community engagement; and reduce vehicle dependence while promoting sustainable mobility.

Policy LU 2.4: Infrastructure-Supported Growth. Support land use density and intensity, including future annexations, with the commensurate provision of adequate services and infrastructure.

Policy LU 2.5: Community-Supported Design.

Encourage new development to incorporate design elements shaped by community input.

Policy LU 2.6: Quality and Compatible Design.

Encourage the design of public and private developments to conform with design guidelines and standards that enhance Eloy’s small-town character, compatibility, aesthetics, and quality of life.

Policy LU 2.7: Innovative Design. Promote innovative and progressive design that is unique, high-quality, responsive to the Sonoran Desert climate, and balances functional, economic, and aesthetic priorities, without compromising quality or resorting to generic, corporate-style architecture.

Policy LU 2.8: Efficient Landscape. Encourage architectural designs that respond to the Sonoran Desert climate, including sustainable building practices and water-wise landscaping.



Downtown Eloy

Growth Areas

GOAL GA 1: Growth Area Development. Encourage new development and revitalization of existing development in *Growth Areas*.

Policy GA 1.1: High-quality Development. Encourage high-quality development and uses in *Growth Areas* to drive economic and community vitality.

Policy GA 1.2: Employment Corridor Development. Promote key corridors in *Growth Areas* for employment, logistics, and advanced manufacturing uses, while encourage complementary uses commerce and housing.

Policy GA 1.3: Infill and Revitalization Development. Promote infill and revitalization development in *Growth Areas* to efficiently use existing infrastructure.

Policy GA 1.4: Development of Vacant and Undeveloped Sites. Support programs and public-private partnerships to encourage redevelopment, revitalization, and development of vacant, underutilized and undeveloped property in key locations of *Growth Areas* and *Activity Centers* for infill development of housing and commercial uses.

Policy GA 1.5: Infrastructure Efficiency and Infill. Promote infill development where possible to more efficiently manage infrastructure costs.



4. PURPOSEFUL GROWTH



Main Street Park

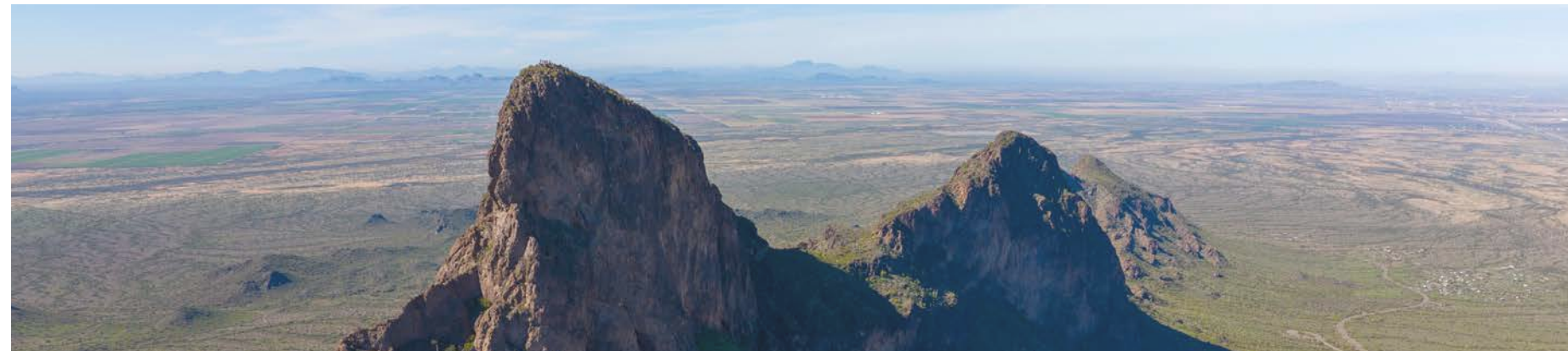
GOAL GA 2: Vibrant Sensitive Growth. Encourage vibrant, walkable, development that is context-sensitive, pedestrian-focused, and provides mix of use and activities in *Growth Areas*.

Policy GA 2.1: Gradual Transitions in Intensity. Ensure development intensity within *Growth Areas* transitions gradually and responds sensitively to surrounding neighborhoods and community character.

Policy GA 2.2: Livable and Walkable Environments. Incorporate pedestrian-oriented design—including shaded sidewalks, appropriate pedestrian architectural massing and features, bicycle-focused elements, landscaping, and open spaces—to enhance livability in *Growth Areas*.

Policy GA 2.3: Mixed-Use Activity Areas. Encourage a balanced mix of commercial and residential uses in a compact, neo-traditional format with higher intensity and density in activity areas.

Policy GA 2.4: Mixed-Use Development Flexibility. Encourage vertically integrated mixed-use development with ground-floor commercial, and co-working spaces, with residential uses above in active areas, Downtown, and neighborhood commercial zones.



Picacho Peak

GOAL GA 3: Regional Planning Coordination. Coordinate with surrounding jurisdictions and service districts on planning and development issues.

Policy GA 3.1: Growth Area Coordination. Plan and coordinate infrastructure and mobility improvements with Pinal County, Sun Corridor Metropolitan Planning Organization, Arizona Department of Transportation, and utility providers to plan, fund, and deliver infrastructure, transportation systems, and mobility corridors to support development in *Growth Areas*.

Policy GA 3.2: Integrated Planning. Actively engage Pinal County, Arizona State departments, and neighboring jurisdictions in coordinating land use planning, regional open space, trails and path networks, stormwater management, and shared infrastructure improvements.

Policy GA 3.3: Regional Identity. Participate in regional planning initiatives that strengthen a shared regional identity while preserving the Eloy's character and local distinctiveness.

5

CHAPTER 5: PROSPEROUS ECONOMY

Eloy is building a **Prosperous Economy** by creating a welcoming environment for businesses and families, supporting job creation and retention, and expanding housing options for current residents and future generations. Ongoing economic growth, strong neighborhoods, and a lively downtown each play an important

role in supporting a resilient local economy and a high quality of life. With its location along major transportation corridors, Eloy is well positioned to attract logistics, manufacturing, and emerging industries while continuing to support a diverse workforce and community.

Community Aspirations for Prosperous Economy

Eloy envisions a thriving community cultivated by a diverse and vibrant economy that provides opportunities for business growth, job creation, and housing opportunities for all income levels.

“We want to draw businesses here to provide more amenities for the residents. If you have a job here and we can provide reasonable housing, it’s a win/win.”
–Councilmember

ECONOMIC GROWTH

Eloy has experienced rapid population growth over the past two decades, nearly doubling since 2000 and continuing to expand at one of the fastest rates in Pinal County. Projections show a population of more than 87,000 by 2050. Historically, Eloy’s growth has been largely shaped by its agriculture and its transportation assets, including access to rail and freeway that anchor the community’s role within the region. Today, Eloy recognizes

that sustaining a strong workforce depends on the continued growth and stability of its businesses and industries. To support this, Eloy is cultivating an economic climate that attracts investment, promotes entrepreneurship, and creates lasting opportunities for residents and their families.

The City’s population is largely of working age, with a median age of 41 and more than 75% of residents over 25, providing a strong

foundation for a stable and active workforce. Eloy’s economic base is diverse, with large manufacturers, distribution centers, hotels, and restaurants situated along the I-10 freeway. Major industries include business services, manufacturing, with major employers such as Corecivic, Republic Plastics, Schuff Steel, and National Gypsum. Retail and consumer services also support the regional workforce and traveling public.

20
MAJOR
EMPLOYERS

5%
UNEMPLOYMENT
RATE

60%
JOB GROWTH
BY 2040

46.3%
LABOR FORCE
PARTICIPATION RATE

Eloy’s economic future is rooted in both opportunity and livability.

A balanced economy leverages regional advantages, transportation assets, and available industrial land, while also investing in the everyday places and services that make the City a desirable place to live, work, and visit.

Eloy’s location within the Sun Corridor positions the City to capitalize on regional economic activity and attract new employers, strengthen supplier networks, and expand employment opportunities. The following competitive advantages further support Eloy’s capacity for continued growth and long-term prosperity:

- A central location between Arizona’s two major metropolitan areas, Phoenix and Tucson.
- Direct access to major transportation corridors, including I-10, I-8, and the Union Pacific double-track railroad.
- Proximity to California and Mexico markets with overnight delivery capabilities.
- Large development sites with land costs below metropolitan averages.
- Key industrial sites with rail spurs, some of which are shovel-ready or could be brought to shovel-ready in the near term.
- Proximity to major employers such as Lucid Motors and Procter & Gamble.
- A municipal airport is recognized as one of the world’s premier skydiving destinations.
- A strong partnership with Central Arizona College as a workforce development provider.
- Designated Opportunity Zones and a Foreign Trade Zone that encourage private investment.



Schuff Steel Fabrication Facility

As Eloy advances toward a more dynamic economy, strategic investments in infrastructure, housing, and the downtown will be critical to attracting new residents and supporting business growth. Manufacturing, transportation, logistics, and related industries will remain the foundation of Eloy’s economic success, as these sectors create stable jobs and broaden the tax base.

At the same time, the Eloy community has expressed a desire for economic development that is local, visible, and community-serving. Encouraging small business growth, simplifying

permitting processes, and promoting downtown revitalization will help create destinations that meet daily needs while reflecting Eloy’s identity and sense of place and complement, rather than compete with large-scale industrial recruitment.

Workforce development connects these priorities. Continued collaboration with local employers and with educational partners will support pathways into both industrial, service, and entrepreneurial careers, preparing the community for success in a growing and evolving economy.



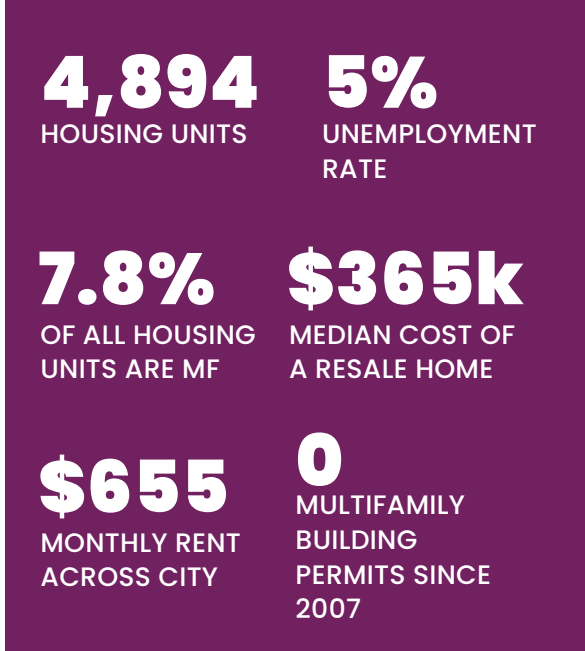
Eloy Water Tower

Targeted Industry Clusters

Eloy has identified **Six Industry Clusters** for economic growth that fit with the current assets and resources of the community including employment growth, wages, market strength, and existing presence. Targeting economic development recruitment toward these clusters is expected to deliver the greatest benefit to the Eloy community in the near term. However, these clusters will likely change over time as the economy of Eloy and Pinal County shift and expand over time. Those clusters include:

- **Agribusiness** – Irrigated desert farming supported by long growing seasons, Central Arizona Project (CAP) water access, and proximity to major transportation corridors.
 - **Arts, Entertainment, Recreation, and Visitor Industries** – Accommodations and food services
 - **Business & Financial Services** – Facility support services and waste management and remediation services
- **Manufacturing** – A wide range of manufacturing operations from plastic, cement, and metal manufacturing with a future focus on electrical vehicle manufacturing and suppliers.
 - **Personal & Commercial Services** – Industrial machinery and equipment repair and maintenance
 - **Transportation & Logistics** – Warehousing, rail, and truck transportation

“*Having flexible residential categories is important for the City to support. Affordable housing and rigid land development codes contribute to affordability issues across the State. If the City stays flexible with the land development and zoning codes, it may alleviate the challenges to bringing in affordable housing.* –Local Developer”



HOUSING

Housing Stock

Eloy has opportunity to provide broader mix of housing types to accommodate a variety of lifestyles and options for the Eloy community. Eloy’s housing stock is currently dominated by single-family homes, which is typical of small and rural communities that have grown primarily through subdivision development. This pattern has provided stable, traditional neighborhood options for families, but it also leaves fewer choices for residents who need smaller, more flexible, or rental housing options. Looking ahead,

the Eloy community supports a broader mix of housing types, such as townhomes, small-lot single-family homes, and well-designed multifamily, to better serve residents at different life stages and income levels.

A defining feature of Eloy’s housing stock is Robson Ranch, the age restricted, active adult community that has accounted for a substantial share of the City’s population growth over the past decade. With an estimated of 5,589 persons and 2,663 housing units with a median age of 56.5 years, Robson Ranch adds a large



Robson Ranch Clubhouse

number of higher-priced, age-restricted homes to the market, which generously shapes the City’s demographic profile and its overall housing mix. While this benefits Eloy by bringing new investment and amenities, it also

means much of the recent growth has occurred in a segment that does not directly serve many working-age households with children or younger residents entering the housing market. At the same time, this pattern highlights

the importance of also creating housing options for working-age families, younger adults, and residents who wish to remain in Eloy but do not want or qualify for age-restricted communities.

Housing Inventory

According to 2023 ACS 5-Year Estimates, Eloy has 4,894 housing units, most of which are single-family homes, and only a small share are multifamily units such as apartments or duplexes. About 4.7% of all units are estimated to be occupied on a part-time basis by residents whose primary home is in another city or state, most of whom live in Robson Ranch and spend only part of the year in Eloy. This seasonal occupancy pattern supports local spending but can result in some neighborhoods being less active year-round. Expanding year-round housing options, particularly near



Residential development adjacent to Downtown

jobs, schools, and services, can help support more consistent neighborhood activity and demand for local businesses.

Residential building permit activity over the last 15 years has been almost entirely in the single-family residence category, with only a small share of multifamily units such as apartments or duplexes. Most of the new housing has been developed by Robson Communities, Century Communities, and independent home builders. Robson Communities is developing Robson Ranch, and Century Communities is building in the Esperanza subdivision and scattered lots throughout the Toltec Arizona Valley subdivisions. This has resulted in a housing inventory that offers relatively few apartments, townhomes, or small-lot products, which can make it difficult for local

employees, young adults, smaller households, and some seniors to find housing that matches their needs and budgets– providing for niche market opportunities for housing developers.

Housing Costs & Affordability

Eloy is experiencing growing interest as a place to live, reflecting its quality of life, strategic location, and expanding opportunities. Housing costs have risen in recent years, with the median price of a single-family home increasing from about \$203,000 to \$365,000 over the past five years, and homes in Robson Ranch reaching a median of \$549,000.

Using the federal affordability benchmark that housing costs should not exceed 30% of household income, many Eloy renters face housing cost pressures. An estimated 43%



5. PROSPEROUS ECONOMY

of renter households pay more than 30% of their income toward housing, and 379 households pay more than half, placing them in the severely cost-burdened category. Apartment rents in Eloy remain below the Pinal County average, largely because most complexes were originally developed under the Low-Income Housing Tax Credit program. However, demand for attainable units outpaces current supply, resulting in long waiting lists and limited vacancies.

These conditions present an opportunity for Eloy to work with private, nonprofit, and regional partners to support additional attainable and workforce housing, reduce barriers to producing a wider range of housing types, and focus new housing in areas well connected to jobs, services, and transportation. For many working families, the combination of rising ownership costs, limited multifamily choices, and a small supply of diverse ownership options such

as townhomes or condominiums underscores the need to broaden housing options. Addressing this gap will help Eloy attract and retain workers, support long-term economic vitality, and strengthen neighborhood stability.

“***A vibrant downtown with people parked and walking everywhere. People wanting to come and visit, for mom and pop stores or whatever, bringing people off the interstate. That’s my hope.***
–Resident”



Historic Downtown Eloy

DOWNTOWN

Downtown Eloy is a historic center with strong character and significant opportunity for reinvestment. Once the commercial heart of a thriving agricultural community, it grew around Main Street businesses supported by cotton production and regional trade. While today’s economic base has shifted, Downtown still retains many buildings with solid historic “bones” and a recognizable small-town main street pattern that can anchor future growth and community life.

In recent years, the City, Chamber of Commerce, and community partners have taken important steps to reinvigorate the area, including cleaning up properties, promoting responsible ownership, and recruiting new tenants for existing buildings. There is a civic

5. PROSPEROUS ECONOMY

commitment and market interest to provide a foundation for more coordinated revitalization. At the same time, challenges remain. Several storefronts and parcels are still vacant or underutilized, and some buildings show signs of deferred maintenance, which can diminish the overall impression of the district.



City Hall in Downtown Eloy

To support a renewed era of growth and investment, the City is focused on encouraging new development, infill, and redevelopment that strengthen Downtown's vitality while respecting its historic form and character. This includes promoting preservation, rehabilitation, and adaptive reuse of historic and

cultural resources, as well as stabilizing and reinvesting in surrounding neighborhoods so that the Downtown core is supported by strong nearby housing. With roughly 40 City-owned properties in the area, Eloy is well positioned to use public land strategically through partnerships, phased redevelopment, or demonstration projects to catalyze private investment and job creation and to shape Downtown as a prosperous destination.

Stakeholder input highlights a shared understanding of both the issues and the opportunities in Downtown. Vacant and deteriorating buildings create visual gaps in the streetscape and can discourage new businesses from locating in the area, but they also represent some of the most immediate opportunities for adaptive reuse



Downtown Eloy character

and creative redevelopment. Ground-floor spaces that once housed traditional retail could be re-imagined as restaurants, neighborhood-serving shops, co-working or small business incubator spaces, or arts and maker studios that draw people throughout the day and evening. By pairing code enforcement and basic stabilization with incentives, technical assistance, and flexible standards, the City can help move these properties from liability to asset and support new uses that generate jobs, sales tax revenue, and foot traffic.

Residents consistently express a desire for more everyday services and gathering places in Downtown, such as grocery options, cafes, restaurants, and specialty shopping. Many people currently travel to Casa Grande, Marana, or other communities for shopping

and dining, which results in economic leakage and fewer local destinations for social connection. Expanding retail and food options that reflect Eloy's cultural identity and local entrepreneurship can help keep more spending in the community, create jobs, and transform Downtown from a place primarily used for errands into a place where people choose to spend time. Over time, a stronger mix of retail, dining, and services in the core can complement Eloy's industrial employment base by giving workers and visitors more reasons to stay, spend, and invest locally.

Perceptions of Downtown are evolving but are still shaped by visible vacancies and limited activity at certain times of day. While some view the area as rundown or lacking amenities, others realize the potential as a



5. PROSPEROUS ECONOMY



Downtown Eloy

walkable, authentic district that celebrates Eloy’s history and diverse cultures. Strengthening the district’s identity through coordinated branding, public art, façade improvements, and wayfinding can help shift this narrative, build community pride, and signal to investors that Downtown is a priority. As Eloy continues to grow its employment base in manufacturing, logistics, and services, a recognizable,

attractive downtown can become a key asset in talent attraction and business recruitment.

Many stakeholders envision a future Downtown that functions as a true destination: walkable, shaded, and rich with local character. Ideas include an arts and culture-oriented district with galleries, antique shops, studios, and locally owned restaurants and cafes, similar in feel to beloved

Arizona main streets. Streetscape improvements such as trees, decorative lighting, public art, and comfortable outdoor seating can make the environment more inviting year-round in the desert climate. Regular events such as cultural festivals, art walks, markets, and seasonal celebrations can further animate the district, support small businesses, and give residents and visitors repeated reasons to return. Increasing foot

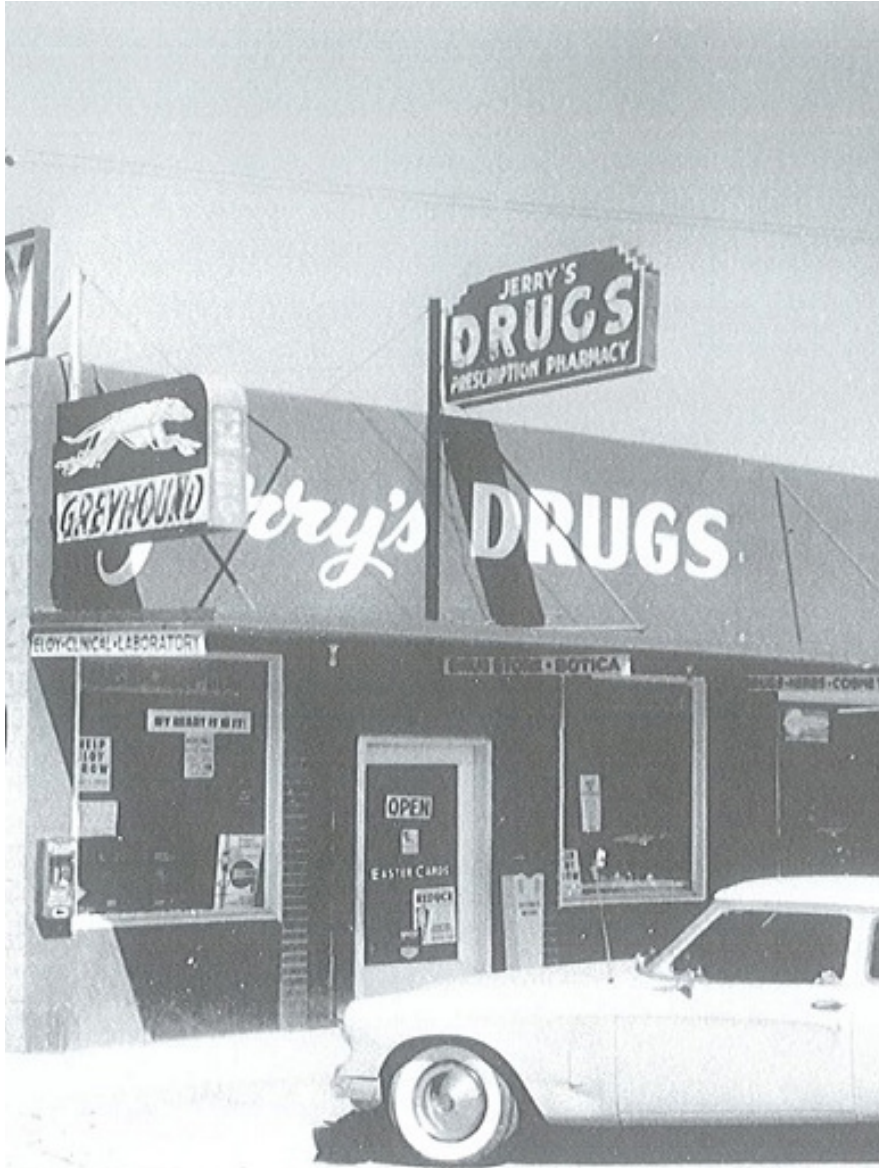
traffic and extending dwell time are critical to building a customer base that can sustain local enterprises.

Supporting small businesses is central to this vision. Entrepreneurs in Eloy often face startup costs, financing constraints, and a need for technical assistance in areas such as business planning, marketing, and storefront design. Connecting local businesses to training, grants or low-interest loans where available, and incubator or shared-space models in vacant buildings, the City and its partners can help grow a diverse

mix of shops and services that reinforce Downtown’s role as the social and economic heart of the community. A thriving small business ecosystem in Downtown can complement larger employers elsewhere in the City by providing amenities for workers and supporting opportunities for local ownership.

Opportunities exist to include the areas visibility and access that are necessary to realize Downtown’s potential. Many drivers pass through or near Eloy without recognizing what the City

center offers. Clear wayfinding signs, branded gateways, and a strong online and social media presence can draw attention to local businesses and events. As public and private improvements accumulate, including rehabilitated facades, reused buildings, new gathering spaces, murals, and landscaped streets, they will collectively signal momentum and invite more residents, visitors, and investors to see Downtown Eloy not as a place in decline, but as a district on the rise.



Historic Downtown Eloy

PROSPEROUS ECONOMY GOALS & POLICIES

Economic Growth

GOAL EG 1: Employer Attraction and Retention. Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.

Policy EG 1.1: Industry Targeting and Monitoring. Periodically evaluate Eloy’s targeted industries as the economy of Eloy changes over the long term.

Policy EG 1.2: Regional Economic Partnerships. Support and work with regional economic development programs including Pinal County, the Chamber of Southern Arizona, the Arizona Commerce Authority, Greater Phoenix Economic Council (GPEC), Arizona Public Service (APS), Electrical District 2 (ED2) and Electrical District 4 (ED4), and others as they request detailed responses to prospect inquiries.

Policy EG 1.3: Business Site Readiness. Create an accurate database of site-ready business and industrial sites in Eloy to successfully compete for companies in the Arizona Commerce Authority’s prospect portfolio.

Policy EG 1.4: Economic Development Marketing. Create a central repository for Eloy economic development information and produce effective digital economic development marketing materials for posting on the City’s website.

Policy EG 1.5: Workforce Development. Promote adult workforce and skill development programs in conjunction with Central Arizona College and other institutions and work with local school districts to prepare youth for success in school and careers.

Policy EG 1.6: Airport-Related Employment. Support Eloy Airport industries, services, recreation, and future aviation employment.

Policy EG 1.7: Employment in Growth Areas. Promote employment opportunities and industry development in *Growth Areas*.

GOAL EG 2: Infrastructure to Support Business. Improve the City’s infrastructure, utility systems, and community amenities to support business attraction.

Policy EG 2.1: Strategic Public Investment. Prioritize strategic public investments through a comprehensive capital improvement program and public-private partnerships to support economic growth and stimulate job creation.

Policy EG 2.2: Redevelopment and Reinvestment. Encourage redevelopment, revitalization, and the utilization of underused property to create economic and housing growth opportunities.



Residential development in Eloy

Housing & Neighborhoods

GOAL HN 1: Housing Choice and Affordability.

Encourage a diverse range and choice of housing types for all household income levels.

Policy HN 1.1: Housing Diversity and Efficiency. Support diverse, safe, and resource-efficient housing options.

Policy HN 1.2: Flexible Housing Standards. Provide a variety of housing options supported by flexible development standards to meet the needs of the Eloy community.

Policy HN 1.3: Attainable and Workforce Housing Incentives. Increase resources to support production of attainable and workforce housing through incentives permitted under state law.

Policy HN 1.4: Homeownership Opportunities. Expand opportunities for homeownership by working with local developers and homebuilders.

Policy HN 1.5: Employer and Nonprofit Partnerships. Work with employers and nonprofit organizations to promote the development of attainable housing.

Policy HN 1.6: Innovative Housing Finance. Consider the use of industrial development authority bonds to support financing of attainable housing.

GOAL HN 2: Neighborhood Stability and Revitalization. Sustain and strengthen neighborhoods through revitalization, rehabilitation, and adaptive reuse of housing and commercial buildings.

Policy HN 2.1: Neighborhood Preservation. Maintain the existing attainable housing inventory through housing rehabilitation and redevelopment programs to preserve and stabilize existing neighborhoods.

Policy HN 2.2: Code Enforcement and Education. Conduct proactive code enforcement activities and related education to ensure neighborhood integrity.

Policy HN 2.3: Housing Development Support. Provide financial and staffing resources to promote attainable and workforce housing development in the community.

Policy HN 2.4: Infrastructure Financing Tools. Support the use of improvement districts to assist in reducing infrastructure development costs.

Policy HN 2.5: Land Banking. Consider the establishment of a land bank.

Downtown

GOAL DT 1: Downtown as Community Centerpiece. Establish Downtown Eloy as a centerpiece of the community featuring restaurants, shops, small businesses, and activities supported by quality neighborhoods.

Policy DT 1.1: Downtown Revitalization. Encourage new development, infill, revitalization, and redevelopment to enhance Downtown vitality.

Policy DT 1.2: Historic and Cultural Preservation. Promote the protection, preservation, rehabilitation, and adaptive reuse of historic and cultural landmarks and resources.

Policy DT 1.3: Downtown Neighborhood Stability. Protect, stabilize, and reinvest in Downtown neighborhoods.

Policy DT 1.4: Public Investment and Infrastructure. Continue to make significant public investments in buildings and infrastructure to foster private capital investment and job growth.

Policy DT 1.5: Pedestrian-Oriented Streetscapes. Promote urban streetscapes to create “outdoor living rooms” that foster pedestrian comfort, safety, interest, and usefulness using human-scale elements.

Policy DT 1.6: Heat Mitigation Design. Employ heat island reduction techniques in architecture and landscapes to reduce the effects of reflective heat and glare.

Policy DT 1.7: Arts and Cultural Destinations. Strengthen Downtown Eloy arts destinations through adaptive reuse, physical improvements, marketing, and collaboration among community organizations.

Policy DT 1.8: Multimodal Street Design. Design Downtown streets for low speeds, incorporating space and design for alternative mobility and curb management.

Policy DT 1.9: Regulatory Flexibility. Continue to utilize the *Downtown Core Overlay* to exert appropriate flexibility relative to setbacks, parking standards, landscape requirements, mixed use, and design standards.

Policy DT 1.10: Investment Incentives. Explore and evaluate viable strategies for the City to incentivize

investors to acquire, improve, and redevelop Downtown properties.

Policy DT 1.11: Downtown Infrastructure Focus. Continue to focus roadway, sewer, water, and fire protection upgrade projects in Downtown through the City’s adopted Capital Improvements Program.





6

CHAPTER 6: BALANCED ENVIRONMENT

Eloy embraces a **Balanced Environment** as a cornerstone of its community vision, integrating shared values and priorities into a unified framework that informs strategic planning, stewardship, investment, and service decisions while safeguarding and enhancing environmental resources, open spaces, and recreational opportunities. Grounded in

community input and shaped by local conditions, this chapter promotes long-term sustainability, resilience, and an exceptional quality of life, ensuring the City’s balanced environment enhances the well-being of all who live, work, and visit the community now and into the future.

Community Aspirations for Balanced Environment

Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City’s heritage.



Picacho Peak in Spring

“*Open space, parks and walking trails are so important. Especially in a historically agricultural community, we love that it is still very open.*”
–Eloy Resident

PARKS, RECREATION, & OPEN SPACE

Parks, Trails, and Open Space as illustrated in *Figure 15* in Eloy provide residents and visitors with a range of active and passive opportunities while preserving the natural and restored landscapes that contribute to a high quality of life. Eloy’s approach includes setting aside land for public parks

and open spaces, protecting environmentally sensitive areas, and, where possible, connecting neighborhoods to these places through multiple transportation options. This planning approach supports the community’s desired quality of life and helps keep Eloy a livable, vibrant place.



Open Space

Eloy’s open space areas provide important environmental, conservation, and recreational benefits that enrich the experiences of residents and visitors. According to the state statute, they include preserved and restored desert landscapes that support flora, wildlife habitat and movement corridors, cleaner air, and natural systems for watershed function and flood control. Open space areas also host low-impact recreation such as trailheads, paths and trails, educational programs, and visitor facilities. Also, these areas frequently include protection of cultural and historic resources, including archaeological sites.

Within Eloy’s MPA and the potential Expansion Area, several landscape features are key to bridging a connected open space network.

Key areas include Ironwood Forest National Monument, Picacho Peak State Park, Newman Peak and the Picacho Mountains, as well as McClellan Wash, Greener Wash, the Santa Cruz River, and other major arroyos. Together, these open space areas encompass roughly 49,579 acres. Much of the proposed open space shown on *Figure 15* is derived from the 2007 Pinal County Open Space and Trails Master Plan. Some of this proposed open space is reflected on the FLUM and any designated open space traversing ASLD or privately held land statutorily can have up to 1 dwelling unit per acre.

Additional opportunities for open space preservation exist within the Eloy MPA, particularly on land currently or historically used for agriculture. As a community with agricultural roots, Eloy has a unique opportunity to maintain some

Open Space is defined in ARS 9 464.6.3 as open space lands or open area conservation, any space or area characterized by great natural scenic beauty or whose existing openness, natural condition, or present state of use, if retained, would maintain or enhance the conservation of natural or scenic resources, or the production of food and fiber.

WHAT IS OPEN SPACE?

working and legacy agricultural areas as part of the broader open space network while also conserving its cultural heritage. Retaining agricultural land would require collaboration with willing property owners, since much of this land is already entitled for development or utility-scale solar, and may also involve partnerships with conservation organizations.

Through deliberate coordination among the City, regional partners, and landowners, Eloy can continue to build and maintain a comprehensive open space network that serves environmental, recreational, and cultural goals.

Recreation

Recreation opportunities are an important part of Eloy’s overall quality of life and community well-being. The City’s recreation system includes neighborhood

and community parks, mini-parks, sports fields, community centers, and paths and trails that provide spaces for play, gathering, and active living for residents of all ages. Community services and recreation programs offer activities for youth, families, and older adults, helping to keep providing activities and programming throughout the year and supporting social connection, health, and community identity.

Eloy’s recreational services include a broad range of programs that support learning, enjoyment, wellness, and engagement across all stages of life. In partnership with service organizations and nonprofit providers, the City offers programs that highlight culture and heritage, support youth development and adult enrichment, encourage intergenerational interaction, and recognize past and present

community members. As Eloy continues to grow, the recreation system is expected to evolve by improving existing parks and facilities, addressing service gaps in under-served areas, and extending paths and trails to strengthen connections between homes, schools, parks, and regional open spaces, with the overall goal of enriching the daily lives of residents, workers, and visitors.



Eloy Veterans Heritage Park



Parks

Eloy’s parks provide settings for recreation and community gathering, typically offering developed facilities such as pavilions, playgrounds, pools, sports fields and courts, community centers, and other amenities. Many of these parks are located within larger open space areas, creating an integrated environment that combines active recreation with natural landscapes. As of June 2026, the City has approximately 22 acres of developed parks and recreation facilities and owns about 18 additional acres identified for future parks.

PROPOSED PARK

PROPOSED: Pinal County Regional Park

A proposed 50,680 acre regional park north of Picacho Peak was included in the 2007 in the Pinal County Open Space and Trails Master Plan. ASLD is the primary landowner, with portions also held by BLM. While the proposed park boundary sits outside Eloy’s MPA, it presents an opportunity to consider expanding the planning area to include portions of the future park.

• **Mini-parks** are small, typically under an acre, localized parks generally serving residents with playgrounds and small open spaces.

• **Community parks** are larger parks, often between .5–20 acres, that accommodate a broader range of activities, including sports fields, picnic areas, and facilities for group activities and programmed activities.

• **Regional Parks** are much larger areas, often hundreds or thousands of acres, that support a wide variety of active and passive recreation from picnics and day trips to hiking and backpacking. While Eloy does not currently have a regional park within its incorporated limits, several significant open space areas within or adjacent to the MPA provide regional-scale recreation opportunities, including:

- *Ironwood Forest National Monument* established in 2000, under the Antiquities Act to protect its unique biological, geological, and cultural resources, spanning nearly **129,000** acres of Sonoran Desert terrain.
- *Picacho Peak State Park* was identified for acquisition by the Arizona State Parks Board in 1958 Best known for its striking Picacho Peak, a 1,500-foot volcanic remnant now consists of **3,469 acres** of land.
- *Casa Grande Mountain Park* was established in 2010. The park is comprised of approximately **1,000 acres** within Pinal County, although the City of Casa Grande owns, manages and operates the site. Highlights include nearly 17 miles of marked and mapped trails of varying degrees of difficulty.

Eloy’s parks, along with their facilities, acreage, and service radius, are illustrated in *Figure 14*.

PARK CLASSIFICATIONS

Park Name	Facilities	Acres	Service Radius
Mini-Park			
Anita Park	Picnic area, playground equipment	0.5	0.25
Chamber of Commerce Park	Grass area	0.1	0.25
Fire Station Park	Covered picnic area, playground, half-court basketball	0.5	0.25
Maddox Park	Grass area, picnic area	0.25	0.25
Toltec Senior Community Park	Picnic area, grass area, shuffleboard	0.9	0.25
Veteran’s Heritage Park	Seating area, gathering area	0.23	0.5
Community Park			
Central (Main Street) Park	Grass field, park benches, and gazebo	1.32	0.5
Jones Park	Baseball field, concessions, basketball court, playground, picnic area, swimming pool, skate park, restrooms	4.55	0.5
North Toltec Park	Picnic area, grass area, playground, half-court basketball	0.77	0.5
Shumway (North) Park	Baseball field, concessions, tennis court, playground, picnic area, restrooms, basketball court	7.42	0.5
Troy Thomas/Trekell Park	Grass area, playground, picnic area, basketball court	3.5	0.5
Sunland Visitors Center Park	Ramadas, passive area, path	1.7	0.5
Total		21.74	

Figure 14. Park Classifications

Source: City of Eloy

Park facilities play an important role in supporting recreation, health, and social connections, contributing to Eloy’s overall livability. As the community grows, expanding and enhancing the park system will become increasingly important.

Eloy has an opportunity to increase park acreage, diversify amenities, and improve access through public–private partnerships with developers and property owners, as well as through intergovernmental agreements with Pinal County, neighboring municipalities, and local school districts. These collaborations can support co-location and shared use of facilities, joint programming, and complementary services provided by schools and nonprofit organizations, broadening recreational opportunities for the community.



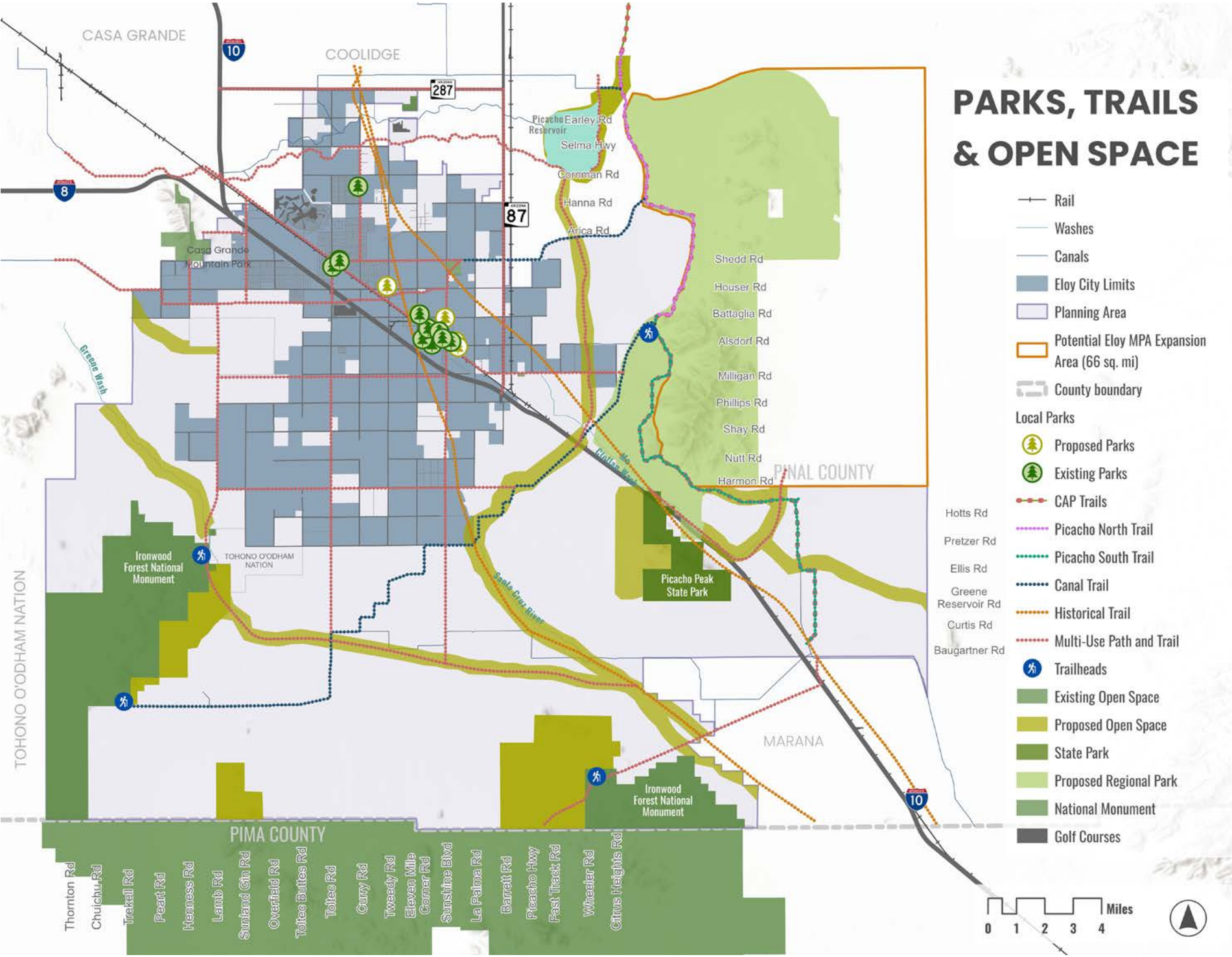
Picacho Peak in the distance

Paths & Trails

Eloy’s planned paths and trails network will support active lifestyles and creates important connections between neighborhoods, schools, parks, open spaces, employment centers, commercial areas, neighboring municipalities, and regional destinations. The system also offers residents options for walking, running, and bicycling that can be incorporated into daily routines, supporting health, safety, and community interaction. The Anza and Butterfield Overland trail segments cross the airport. Future realignments of these historical trails may need to be considered. As Eloy grows, enhancing this network can help link emerging neighborhoods with existing community destinations, reduce barriers for people who do not drive, and strengthen access to key services and recreational areas.

Building on this opportunity, maintaining and expanding an integrated, convenient network of paths and trails throughout the MPA; encouraging new development to connect to and extend this network; and advancing intergovernmental coordination on regional improvements will further strengthen Eloy’s recreational system and overall livability. These efforts can also support wayfinding, create opportunities for shade and streetscape improvements, and promote partnerships with schools, health providers, and regional agencies to program events and activities along the network.

Figure 15. Parks, Trails, & Open Space Map
Source: City of Eloy; Pinal County
Open Space and Trails Plan





“
Please use a wildlife-friendly approach! As I learn more about biodiversity I realize, Eloy can choose to support that or undermine it.
—Eloy Resident
”

ENVIRONMENTAL PLANNING

Environmental planning reflects Eloy’s commitment to managing growth in a way that respects the community’s landscape today and for future generations. It focuses on protecting the natural features that help define Eloy’s identity, while reducing environmental risks that could affect public safety and long-term stability.

Eloy’s approach centers on using land and resources carefully, protecting sensitive desert and agricultural areas, and working with local, regional, state, and federal partners to support responsible growth. The City gives attention to conserving aggregate resources, desert ecosystems, wildlife habitat, and working lands, while also addressing urban heat, stormwater and flooding, and air and water quality. By weighing land use

decisions alongside environmental effects, solar potential, and nearby military operations, Eloy also looks to maintain open space, recreation areas, and healthy watersheds that support daily life and local wildlife. Through ongoing coordination with other agencies, conservation partners, and the community, Eloy aims to align growth, public safety, and environmental care so that the City can remain resilient and livable over the long term.



Pima County’s Western Yellow-Billed Cuckoo



Petroglyphs near Eloy

Solar Energy

Located in the Sonoran Desert, Eloy experiences more than 300 days of sunshine each year, creating strong potential for solar energy production and positioning the community as a contributor to Arizona’s renewable energy future. The community’s expansive undeveloped lands and proximity to high-voltage grid infrastructure within the MPA make Eloy a competitive location for utility-scale solar facilities and related investment.

As Eloy plans for this, land use decisions can consider how solar projects align with long-term goals for agriculture, planned development, and eventual site restoration once facilities reach the end of their life cycle. Careful siting near the *Eloy Municipal Airport* and nearby military operations, with attention to solar glare and

potential interference with radar or navigational systems, can keep solar development compatible with aviation and defense activities.

Cultural Resources

The Eloy MPA and its surroundings lie within the ancestral lands of Indigenous peoples, including the Hohokam, renowned for their advanced irrigation systems in central Arizona.

While specific archaeological sites within the City limits of Eloy are not well-documented, the broader Pinal County region is home to several significant archaeological sites.



6. BALANCED ENVIRONMENT

These sites include the following:

- **Casa Grande Ruins National Monument** (Coolidge) features the remains of a massive four-story adobe structure and remnants of irrigation canals showcasing the Hohokam’s advanced farming and engineering skills built around 1350 AD. Casa Grande was one of the first prehistoric ruins protected by the U.S. government in 1892.
- **Grewe Site** (Near Casa Grande Ruins) is an earlier Hohokam village dating back to around 300–1100 AD.
- **Picacho Mountains Petroglyph Sites** highlight ancient rock carvings created by prehistoric peoples, with a trail system allowing visitors to explore these petroglyphs.

Honoring Native American cultural resources reinforces Eloy’s respect for its deep historical roots and supports a future shaped by cultural understanding, collaboration, and sensitive stewardship.

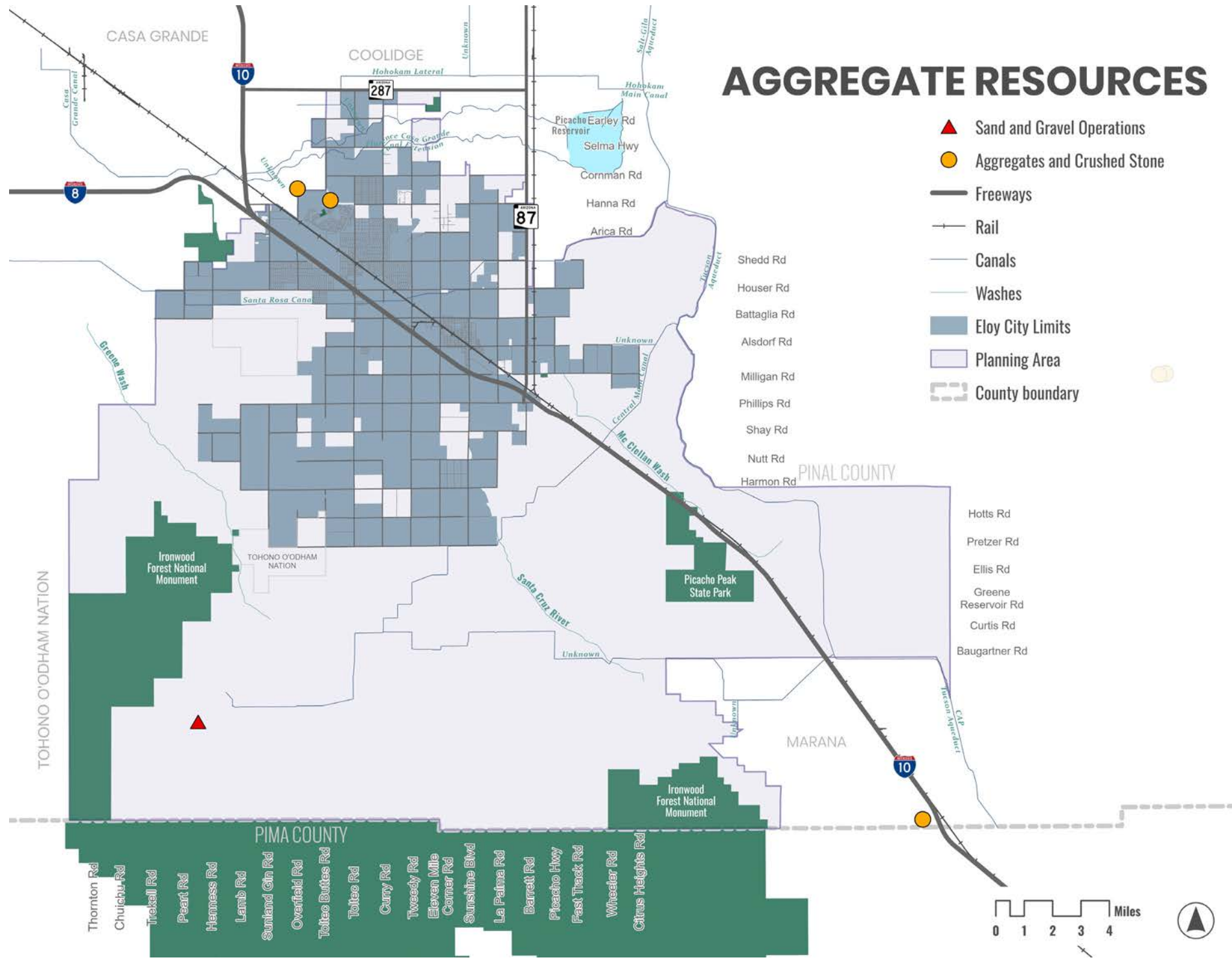
Aggregate Resources

Eloy’s aggregate resources within the MPA shown in *Figure 16* were deposited by the Santa Cruz River and provide a local source of material that can support the City’s current and future growth. Protecting these resources for future use will require deliberate land use and buffering decisions that limit the introduction of nearby uses that could be affected by noise, light, dust, or truck traffic associated with resource extraction and hauling.

Maintaining access to local aggregate can also help reduce construction and infrastructure costs, which supports community affordability. Additional technical information about these resources is available from the Arizona Geological Survey.

Figure 16. Aggregate Resources Map
Source: City of Eloy; Arizona Geological Survey

AGGREGATE RESOURCES





Eloy’s desert ecosystem

Extreme Heat

Eloy experiences the effects of urban heat, although generally to a lesser extent than larger metropolitan areas such as Tucson and Phoenix. Urban heat occurs when native desert vegetation is replaced with buildings, pavement, and other hard surfaces that absorb and retain heat, combined with additional warmth from vehicle travel,

industrial activity, and mechanical cooling. Extreme heat mitigation is an important consideration for public health, energy use, and outdoor comfort. Strategies for Eloy include prioritizing native and desert-adapted species, planting shade trees along streets, in parking areas, parks, and public spaces, and encouraging the use of cooler paving and roofing materials.

Desert Ecosystem Management

Local ecosystems in and around Eloy play an important role in maintaining overall environmental health and supporting biodiversity. As the community grows, it is important to incorporate the preservation of key natural features, including wildlife corridors, sensitive ecosystems, wash and floodplain areas, and notable plant habitats, into land use and

development decisions. These areas support diverse wildlife by providing food, shelter, and connected movement routes that contribute to ecological resilience. Maintaining them as natural or restored open space, and limiting habitat fragmentation, is essential to conserving native flora and fauna, sustaining Eloy’s desert ecosystem, and protecting the richness of local species. New development should consider designing around and buffering wildlife corridors while connecting the built environment to nature through open space and trails.

Flooding & Stormwater

Eloy experiences flooding primarily from stormwater flows during severe monsoon storms, Pacific hurricanes, and El Niño events. Because the area is located on a flat valley floor with braided drainage patterns, numerous

washes draining from the Casa Grande and Sawtooth Mountains, and the Santa Cruz River, portions of the community are susceptible to rapid flooding. Approximately 112 square miles within the Eloy Planning Area are situated inside the 100-year floodplain, representing about 21% of the total MPA.

Flooding and stormwater can cause significant property damage and pose serious risks to residents, businesses, and infrastructure. Whenever feasible, natural washes and drainageways should be preserved, and new development should incorporate appropriate engineering and stormwater management practices to reduce hazards to people and property. Through intergovernmental coordination, development standards, and targeted capital improvements, flood and

stormwater impacts can be reduced. Ongoing attention to flood risk will be important to protecting lives, property, and community investment.



Eloy cotton fields

Air & Water Quality

Eloy exists within the West Pinal PM10 Nonattainment Area, a designated geographic area where airborne particulate matter (dust) levels have at times exceeded federal air-quality standards. This designation requires special dust-control practices and permitting for land-disturbing activities to help meet federal *Clean Air Act* requirements. Even with this status, Eloy generally experiences good air quality due to relatively low levels of industrial activity compared with larger urban centers. Continued attention to dust and emissions from traffic, construction, and agricultural operations will be important to maintaining healthy air quality for the community as Eloy grows.

Eloy provides high-quality potable water to the portions of the community served by the City’s

water system. Groundwater in the region is generally suitable for agricultural and municipal use, but often contains elevated salinity, nitrates, and total dissolved solids related to natural mineral conditions and long-term farming practices. Effective treatment and monitoring are therefore essential. The City prepares and publishes an annual Consumer Confidence Report, as required by state and federal regulations, to inform customers about water quality and system performance. Ongoing investment in water treatment and distribution facilities will help Eloy continue to deliver reliable, safe drinking water and support community health.

Water Conservation & Watershed Management

Eloy is part of the Sonoran Desert ecosystem and is committed to responsible water stewardship. Through planning, education, regulatory tools, and the use of best practices in development and construction, the City seeks to minimize water demand and expand opportunities for groundwater recharge. Strategic partnerships with regional water providers, conservation organizations, and local stakeholders will support coordinated water management and the use of sustainable practices. With these practices in place, Eloy can better match its water use to available supplies while still supporting future growth.

Eloy’s watershed management is critical to protecting water quality, improving groundwater recharge,

and supporting sustainable land and water use. As part of the Pinal Active Management Area, Eloy’s watershed is shaped by stormwater runoff, agricultural irrigation practices, and groundwater recharge dynamics. Key strategies include promoting efficient stormwater management, preventing contamination, minimizing erosion, maintaining natural filtration functions, and preserving local ecosystems. Sustainable watershed management practices are important to maintaining a reliable, resilient, high-quality water supply for the Eloy community and its future growth.

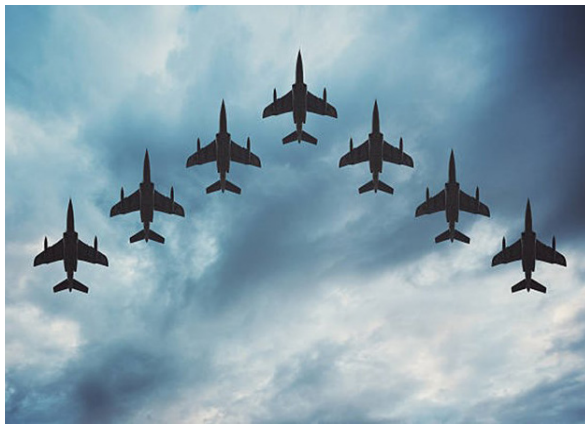
Military Operations

Eloy is located near several military installations and training areas, particularly those associated with the Arizona Army National Guard. These facilities and flight corridors

are an important part of the region’s defense infrastructure and influence how land is used within and around the Eloy MPA. Several military training routes (MTRs) wrap around the eastern side of Eloy and extend south into restricted airspace and Military Operating Areas near Florence, as shown in *Figure 17*. These MTRs (VR 239, VR 241, and VR 244) are identified by the Department of Defense as “critical routes” because they provide tactical access to the Barry M. Goldwater Range, which is used year-round by military units from across the country.



6. BALANCED ENVIRONMENT



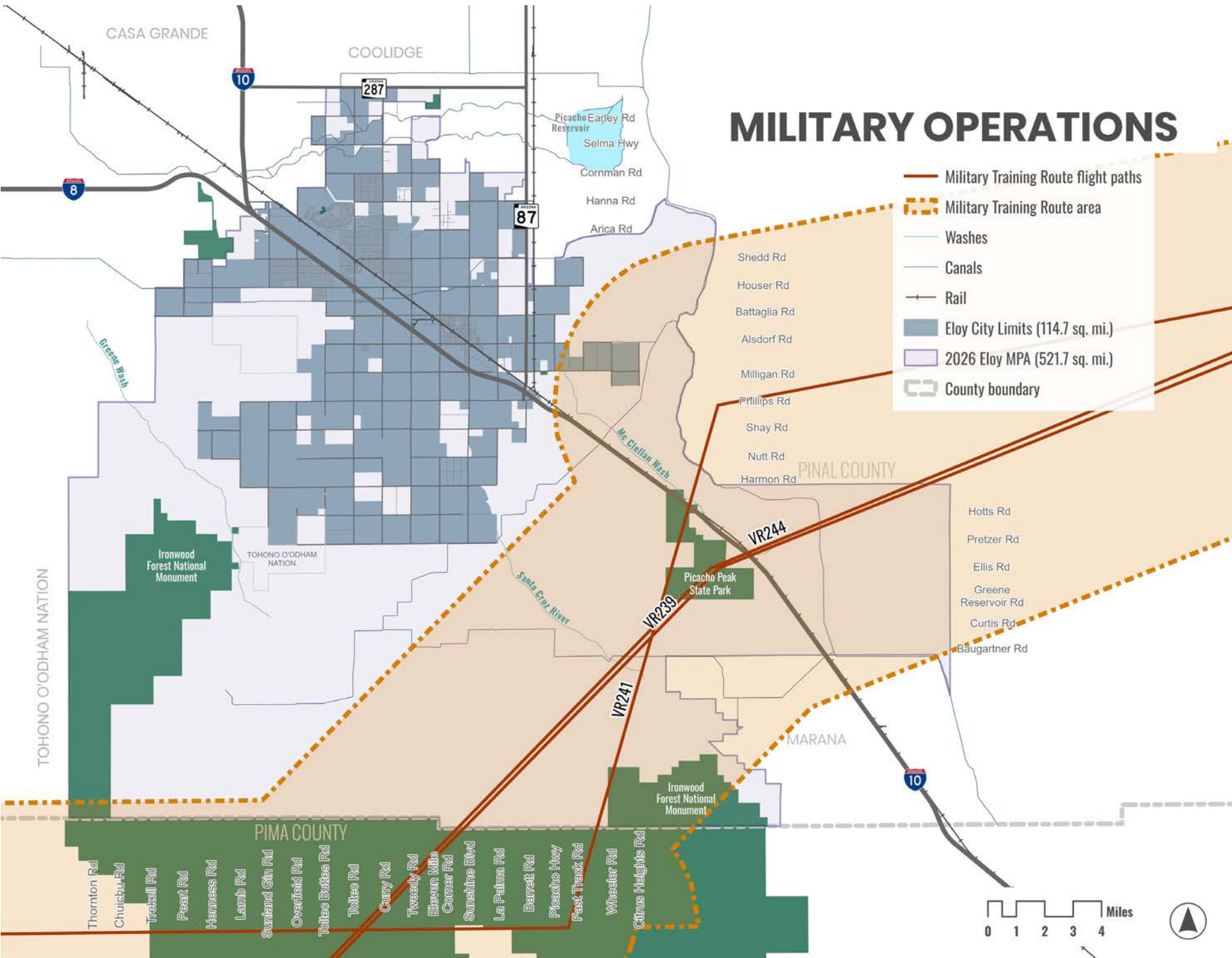
Jets in Pinal County airspace

Portions of these routes pass through the Eloy MPA, including areas around Picacho Peak State Park. In addition to their role in supporting military readiness and aviation training, nearby installations and related infrastructure generate substantial economic benefits for Arizona and Pinal County. Key military installations in the broader area include:

- **Silverbell Army Helipoint (SBAHP).** Located near Marana at Pinal Airpark, approximately 20 miles northwest of Eloy, SBAHP is a major aviation training site for the Department of Defense and the Arizona Army National Guard. It supports the Western Army National Guard Aviation Training Site, which trains UH 72 Lakota and UH 60 Black Hawk aircrews and maintainers, and accommodates the 1st Attack Reconnaissance Battalion, 285th Aviation Regiment (AH 64 Apache).
- **Florence Military Reservation.** Located in Florence, this National Guard training site is operated in partnership with state and federal entities and provides live fire weapons training, tactical maneuver areas, and specialized readiness exercises for more than 5,000 soldiers annually.
- **Picacho Stagefield.** Situated near Pinal Airpark, approximately 10 miles north of Eloy, Picacho Stagefield is managed by the Arizona Army National Guard and functions as a helicopter training area supporting a range of aviation operations and exercises.

The City is well positioned to be a strong partner to these military operations. Planning for compatible development in areas influenced by MTRs and nearby facilities can help protect long-term military missions and reduce future land use conflicts. Considerations for compatibility include cross-jurisdictional and regional coordination, restricted airspace and UAV operations, and compatible land uses.

Figure 17. Military Operations Map
Source: Luke Air Force Base





Picacho Reservoir

BALANCED ENVIRONMENT GOALS & POLICIES

Open Space & Recreation

GOAL OSR 1: Open Space and Recreation. Elevate the quality of life of the Eloy community by enhancing, connecting, promoting, and expanding high-quality parks, paths and trails, active and passive open spaces, and cultural and recreational programs.

Policy OSR 1.1: Open Space and Recreation Network.

Maintain and encourage the development of connected, citywide parks and open space network that supports active and passive recreation through proactive planning, intergovernmental cooperations, public-private partnerships, and open space requirement to enriches live of the Eloy community, and enhances visitor experiences

Policy OSR 1.2: Connectivity and Access. Prioritize development of an integrated community-wide comprehensive multi-use path and trail network that incorporates connections between commercial and employment areas, cultural and historic sites, neighborhoods, open space, parks, recreational destinations, and regional trail systems within the Municipal Planning Area.

Policy OSR 1.3: Recreation Standards and Development. Establish adequate, accessible and equitable park, open space, and path/trail standard and judiciously require applicable development plans to incorporate usable open space, recreation amenities, and path and trail network connectivity.

Policy OSR 1.4: Inclusive Recreation. Provide inclusive recreational facilities, programs, and services that support all ages and abilities and promote community health, learning opportunities, multi-generational interaction, and well-being.

Policy OSR 1.5: Sensitive Recreational Use. Maintain and support the development of environmentally low-impact educational and recreational uses, facilities and programs for diverse abilities, including trailheads, multi-use paths and trails, visitor accommodations in open space areas.

Policy OSR 1.6: Cultural and Historic Resources. Preserve and celebrate cultural, historic, and archaeological resources within parks and open space areas, and standalone location.

Policy OSR 1.7: Regional Parks and Open Spaces. Integrate regionally significant parks and open spaces

and recreational destinations into the City’s open space, parks and recreation system.

Policy OSR 1.8: Adaptive Recreation. Regularly review and update recreational facilities, programs, and services to address changing community needs.

Policy OSR 1.9: Maintenance and Enhancement. Maintain and enhance existing parks, open spaces, trails, and facilities to meet community needs and accommodate growth.

GOAL OSR 2:Viewsheds and Open Space. Protect and maintain viewsheds and open space.

Environmental Planning

GOAL EP 3: Environmental Elements. Protect native vegetation, sustain essential natural habitats, and restore disturbed areas within the desert ecosystem.

Policy EP 3.1: Desert Preservation. Prioritize the preservation, restoration, and proactive management of scenic corridors and sensitive environmental and vulnerable open spaces, natural terrain and native desert vegetation to support long-term ecosystem health and resilience and judiciously require applicable development plans to maintain these areas.



Policy EP 3.2: Wildlife Habitat and Corridors. Prioritize the protection and connectivity of wildlife habitats and regional corridors, particularly along washes, arroyos, mountain ranges, and river corridors as part of open space and development planning.

Policy EP 3.4: Agricultural Lands. Encourage voluntary preservation of agricultural lands to support the provision of local products, habitat, and Eloy’s agricultural heritage and scenic character.

Policy EP 3.5: Conservation Partnerships. Collaborate with landowners, conservation organizations, and other governmental agencies to conserve, restore, and protect environmental open spaces and sensitive ecosystem areas, including efforts to expand municipality, county, state, and federal parks, and forest monuments.

GOAL EP 4: Environmental Stewardship. Maintain local and regional air and water quality, promote water conservation, and reduce or mitigate environmental hazards and development in environmentally sensitive and high-risk areas.

Policy EP 4.1: Sustainable Infrastructure Practices. Incorporate sustainable construction and green stormwater infrastructure practices to reduce demand on conventional infrastructure solutions.

Policy EP 4.2: Environmental Buffering. Encourage land use buffers around potential environmental hazards such as aggregate resources or military operations and sensitive ecosystems.

Policy EP 4.3: Connectivity. Plan for connectivity of open spaces within the City through canals, and drainage ways.

Policy EP 4.4: Natural Preservation. Promote Eloy’s unique heritage by preserving natural open space, viewsheds, agricultural, and natural ecosystems.

Policy EP 4.5: Cultural Preservation. Preserve indigenous cultural resources throughout the City and MPA.

Policy EP 4.6: Air Quality. Protect and improve community air quality by minimizing dust and particulate matter, promoting clean transportation options, and increasing public awareness of best practices that support healthier air.

Policy EP 4.7: Water Safety. Provide safe, clean water by monitoring water quality, maintaining and upgrading regulations and treatment facilities and ensuring services and infrastructure can accommodate growth.

Policy EP 4.8: Water Resource Protection and Conservation. Protect ground and surface water resources and watersheds by implement and require water conservation measures, maintaining and expanding groundwater recharge facilities and promoting public education on sustainable water use.

Policy EP 4.9: Floodplain and Wash Preservation. Protect washes, arroyos, and floodplains to maintain natural flood control and reduce hazards and judiciously require that applicable development plans maintain these areas in their natural state and limit development in high-risk areas.

Policy EP 4.10: Environmentally Sensitive Areas. Protect sensitive ecosystems and species by requiring buffers around potential environmentally critical areas and judiciously ensure that applicable development plans preserve these areas in their natural state.

Policy EP 4.11: Urban Heat Reduction. Encourage heat-responsive design techniques, low heat-retaining building materials, strategic shade placement, and urban forestry in developments, public spaces, and along streets to minimize urban heat impacts.

Policy EP 4.12: Military Coordination and Planning. Coordinate with military partners, consider surface, airspace and aviation requirements in planning decisions, and promote compatible land uses and buffers – including limiting residential or other noise-sensitive development near military operation and airspace areas.

Policy EP 4.13: Intergovernmental Coordination. Coordinate with federal, state, regional, and local agencies to ensure consistent and compatible land uses planning and environmental protection, open space planning, water and air quality, hazard mitigation, and military operations.

Policy EP 4.14: Aggregate Resources. Support aggregate resource extraction in areas identified by state agencies and ensure mitigation and remediation plans are in place for aggregate operations.



CHAPTER 7: RESILIENT INFRASTRUCTURE

Eloy strives to provide a **Resilient Infrastructure** system as the backbone for meeting the needs of the community. Ranging from roads, water supply, utilities, flood protection, public safety, and community facilities and services, Eloy’s infrastructure is delivered by the City in coordination with regional agencies, utilities, and private providers. As the community grows, careful planning is critical to ensure the provision of reliable, safe, and efficient

access to essential services. Through strategic investment, public-private coordination and partnerships, resource management, and thoughtful planning and development, the City will provide an adaptable Resilient Infrastructure system that supports the community, prepares for growth opportunities, and continues to make Eloy a livable and vibrant location.

Community Aspirations for Resilient Infrastructure

Eloy will invest in strategic, reliable infrastructure that keeps pace with growth—delivering safe roads, efficient public services, and sustainable water systems. Through thoughtful planning and equitable investment, we will support both new development and established neighborhoods with modern, resilient facilities.

“*Transportation is always going to be the top issue. If we solve that, it will cascade and improve a lot of things, like access to education and grocery stores.*”
—Eloy Elementary School District #11 Schoolboard Member

CIRCULATION

Eloy’s existing transportation network, both within the City and throughout the surrounding area, provides a strong foundation for convenient local and regional travel. Planned new and enhanced corridors, along with collaboration with nearby communities, will

further improve connectivity and expand economic opportunity. While the current system will continue to serve the community well, it must be expanded and improved to keep pace with projected population growth, so future decisions should be guided by conservative growth assumptions and proactive



Vehicles on Interstate 10

planning. Through deliberate City and intergovernmental cooperation, and coordinated investment in transportation infrastructure, Eloy can provide the community with a comprehensive, high-quality network while positioning itself to capitalize on growth opportunities and meet future demand.



Eloy roadway

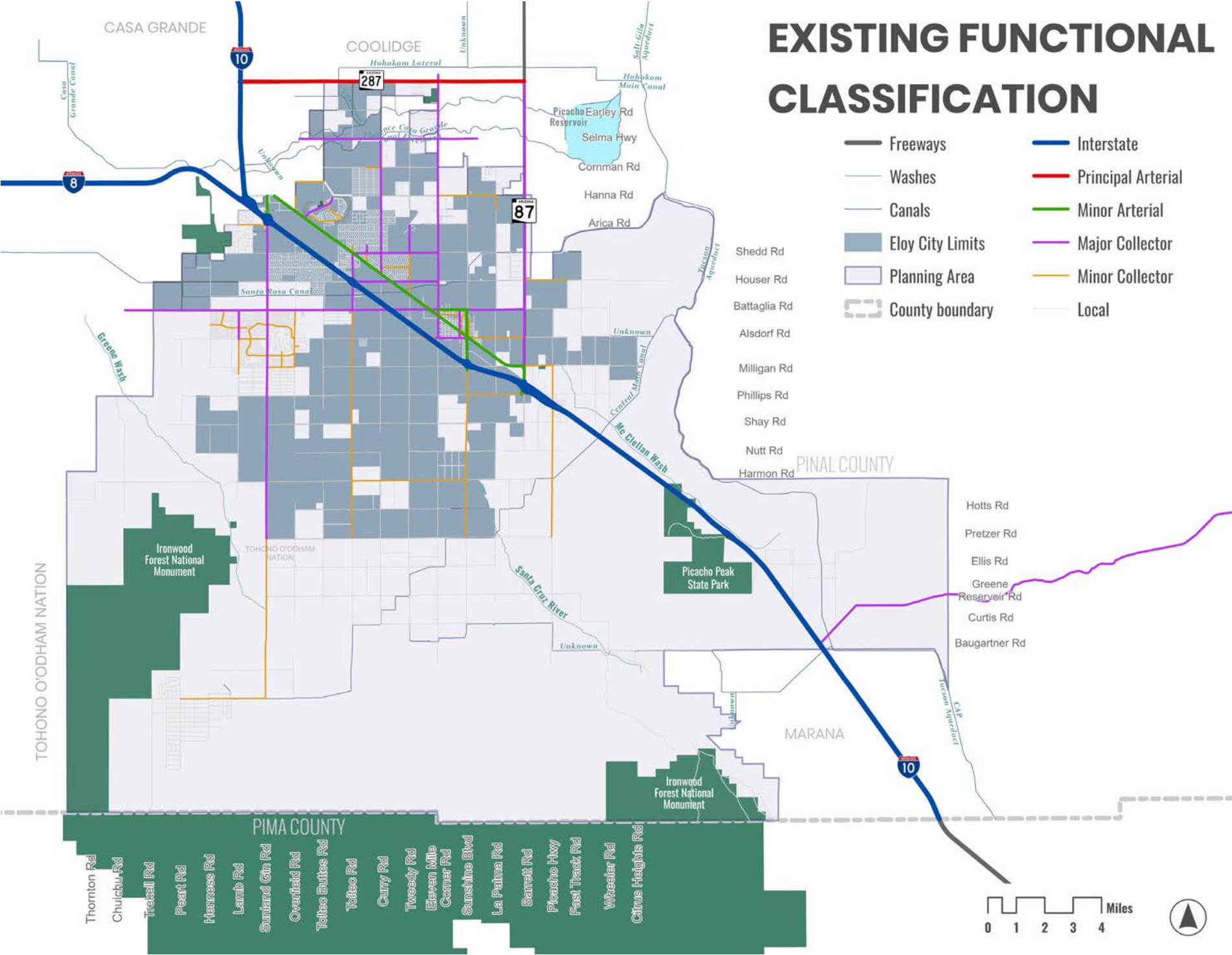
Existing Roadway Network

Eloy maintains an extensive roadway network that provides access throughout the MPA. The primary connections between Eloy and other major population centers include I-10, State Route 87, State Route 287, and Jimmie Kerr Boulevard/Frontier Street. I-10 runs directly through Eloy

and has been the core catalyst for the community’s growth and establishment as a regional crossroads. The roadway system extends beyond the current City limits into the broader MPA, positioning Eloy for future annexation and continued growth. Using the Federal Highway

Administration functional classification system, which defines the role each roadway plays in traffic movement and distribution, Eloy’s existing roadway network shown in *Figure 18* includes several functional classifications as defined in *Appendix E*.

Figure 18. Functional Classification Network Map
Source: Arizona Department of Transportation (ADOT)





Eloy Municipal Airport

Rail and Air Transportation

Eloy Municipal Airport is a major economic asset and an important part of the community’s multimodal transportation system. In 2025, the City updated the Airport Master Plan to guide future airport improvements; and, at the time this General Plan was prepared, the city began to develop an Airpark Area Plan to direct land use, infrastructure, and employment-focused development around the airport. Numerous aviation-related businesses operate at the airport, including its through the fence operator, Skydive

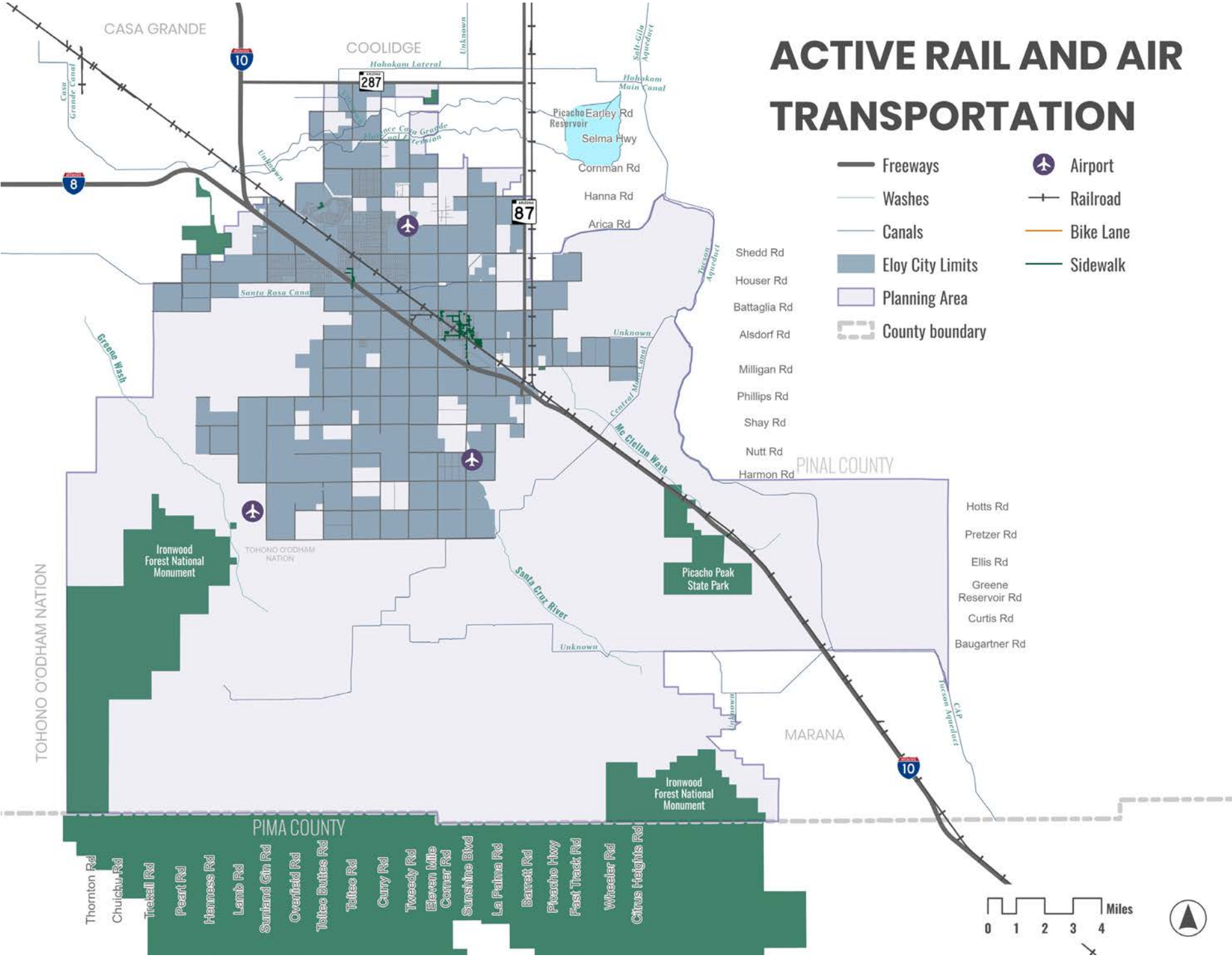
Arizona, which is widely regarded as one of the premier skydiving operators in the world. Other major activities at the airport include recreational flying, flight training, corporate and business operations, and aerospace manufacturing. There are also two private airports near the intersection of Sunshine Boulevard and Nutt Road and south of Sunland Gin Road and Harmon Road.

The Union Pacific Railroad corridor runs generally parallel to I-10 and State Route 87 through Eloy, giving existing and future employment

areas direct access to both highway and rail freight corridors. This pairing positions Eloy as a competitive location for logistics, manufacturing, and other freight-dependent industries. Coordinated planning for airport- and rail-served employment areas can help attract high-value jobs, support goods movement, and advance the community’s goals for a diverse economic base. Air and rail transportation facilities in Eloy are shown in *Figure 19*.

Figure 19. Active Rail & Air Transportation Map

Source: City of Eloy



RESILIENT INFRASTRUCTURE

Future Transportation Network

Eloy’s Future Transportation Network illustrated in *Figure 20* is designed as a multimodal system that knits together freeways, expressways, arterials, collectors, transit, rail, and active transportation corridors. It supports planned growth, strengthens regional connections, and links neighborhoods with schools, parks, employment centers, and commercial destinations across the MPA. As the system expands, it is essential that the improvements are coordinated with local, county, regional, state, and federal partners to keep it safe, connected, and resilient.

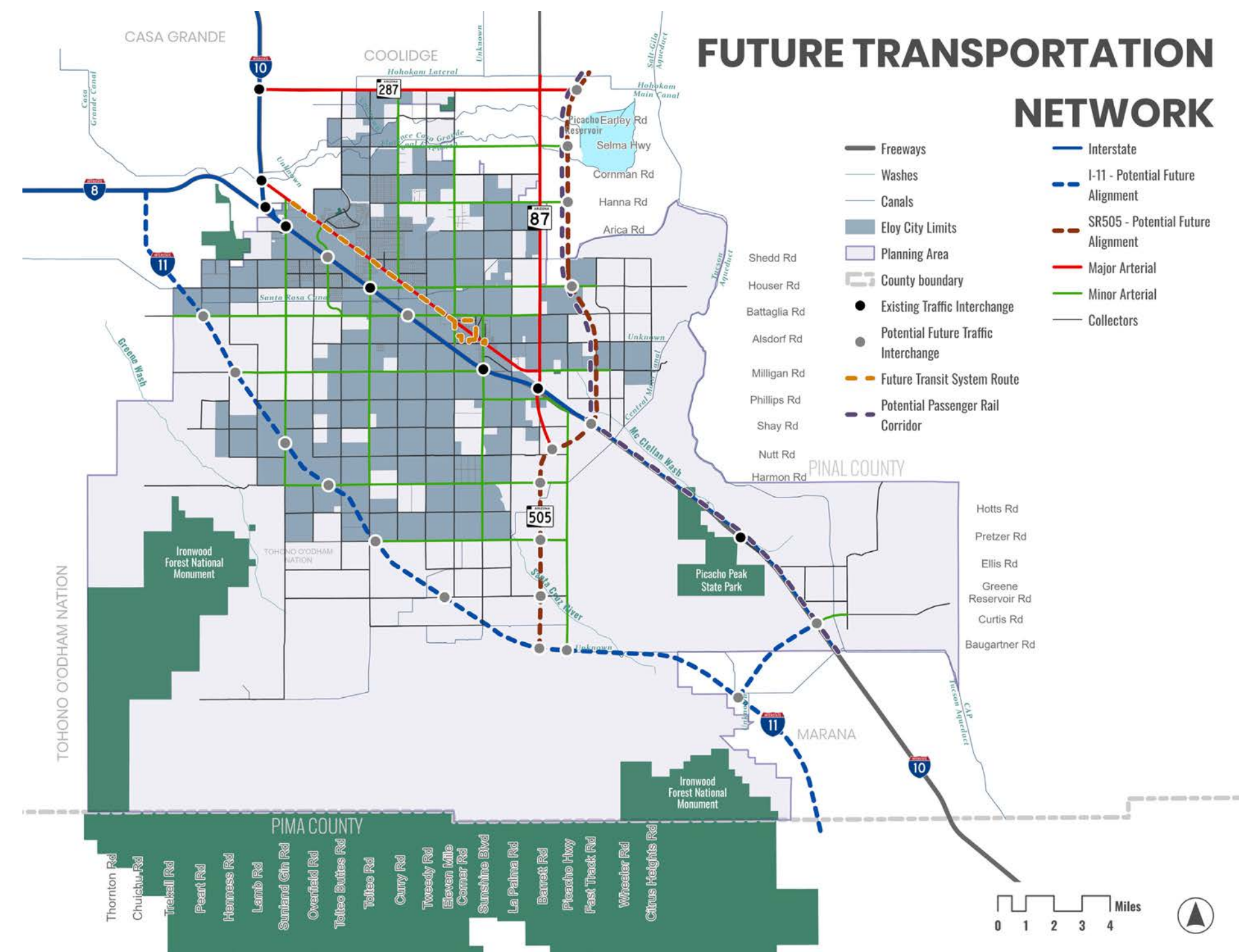
- **Roads and Highways** - The Future Transportation Network features an expanded grid of major and minor arterials and major and minor collectors that extend across the Planning Area, including areas that are now unincorporated but expected to develop over time. This grid is

organized around I-10 and the planned I-11 corridor, with new and upgraded interchanges, both existing and potential, providing multiple access points into Eloy’s *Growth Areas*. The planned North-South Corridor is shown as a new expressway connection that will tie Eloy’s eastern employment and residential areas into a broader regional system. The freeway access locations supported by the arterial grid are situated near higher-intensity development areas, positioning them close to future employment, commercial, and mixed-use activity.

- **Mass Transit** - The Future Transportation Network identifies a future transit system route, running east-west through Eloy’s core and connecting key destinations along the I-10 corridor and major north-south arterials. This route illustrates opportunities to coordinate with Central Arizona Regional Transit and Casa Grande’s LINK service to create seamless street transit connection between Eloy neighborhoods, regional commerce centers, and higher-education and workforce destinations. In addition to the street transit network opportunities, an intercity passenger rail service

between Tucson and Phoenix is being planned by the Arizona Department of Transportation (ADOT). Generally located along I-10 before turning north near State Route 87, the rail service will provide access to regional employment centers. With potential station areas identified near Eloy, the rail service provides a unique opportunity to reinforce the City’s role as a multimodal hub and expand its future transportation network.

Figure 20. Future Transportation Network Map
Source: ADOT, City of Eloy



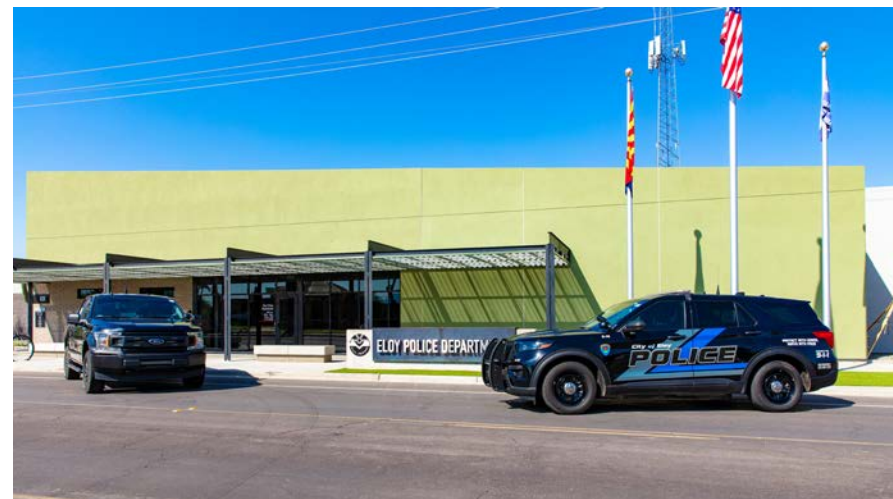


“
We have before and after school programs with limited capacity, from funding to facilities. We might need to look at combining the youth community center and senior center in a new facility.
–Councilmember”

PUBLIC SERVICES & FACILITIES

Eloy provides a range of essential public services and facilities that support a safe, healthy, and thriving community. These include public safety, the Eloy Airpark, medical centers, educational facilities, community centers and libraries, solid waste and recycling, and utilities that serve the Eloy community while creating a strong foundation for future growth. As the community grows, Eloy will continue to prioritize innovative, cost-effective approaches to maintaining and improving service levels, with an

eye toward environmental, social, and technological change and evolving community expectations. Partnerships with regional agencies, nonprofit organizations, and private providers are expected to play an increasingly important role in delivering services efficiently and equitably. By planning for and investing in new and existing facilities, programs, and services that protect public health and enhance quality of life, Eloy positions itself to continue providing high-quality services while accommodating growth. Public facilities are illustrated on *Figure 21*.



Eloy Police Department

Public Safety

Public safety planning in Eloy reflects a commitment to a healthy, resilient, and well-functioning community supported by coordinated, proactive services. The City emphasizes an integrated approach to policing and fire protection that protects the Community, reduces risk, and supports overall well-being, particularly as new neighborhoods and employment areas develop. Ongoing investments in responsive service delivery, strengthened interagency collaboration, and planning for future facilities help ensure that essential services remain reliable, adaptive, and aligned with long-term growth.

- **Eloy Police Department** – The mission of the Eloy Police Department (EPD) is to make Eloy the Safest City in Arizona. EPD is committed to delivering professional, responsive policing that protects public safety and enhances the community’s quality of life as Eloy continues to grow. The City proactively evaluates and strengthens EPD staffing levels, police facilities, and service delivery to ensure resources keep pace with development and expanding service demands. Police facilities and operational deployment are planned to maintain effective coverage and reliable response times across both established neighborhoods and emerging *Growth Areas*. Through evidence-based crime-prevention strategies and community engagement programs—built on partnerships, visibility, and trust—EPD supports safe neighborhoods, thriving *Activity Centers*, and a secure environment for residents, businesses, and visitors. Facilities are strategically located across Eloy to support effective coverage and response times as development expands into new areas. The City regularly reviews EPD staffing, facilities, and crime-prevention programs so that services keep pace with growth and continue to support safe neighborhoods and *Activity Centers*.
- **Eloy Fire District** – The Eloy Fire District (EFD) provides fire protection and emergency medical response, guided by a mission of protection through selfless service and strong relationships with the community. Its role extends beyond emergency response to include development review and public education, which help ensure that new growth is served by adequate facilities and built with safety in mind. Regular evaluation of EFD staffing, station locations, and equipment needs positions the City and District to maintain adequate coverage as the community expands and land uses intensify.



Toltec Elementary School

Educational Facilities

Education is a vital element of a healthy and prosperous community. While the City of Eloy does not directly provide education to the public, the City has a vested interest in the provision of high-quality education for the Community. The following school districts provide education to elementary, middle, and high school students:

- Casa Grande Elementary School District
- Casa Grande High School District
- Eloy Elementary School District
- Picacho Elementary School District
- Red Rock Elementary School District
- Santa Cruz Valley Union High School District
- Toltec School District

Although there is currently no higher education institution within the city limits, partnerships—particularly with Central Arizona College—provides for expanded

workforce development and lifelong learning opportunities, helping residents access emerging employment options in Eloy and throughout the region. Continued collaboration with educational providers creates future opportunities for shared facilities, career-technical programs, and satellite campuses that reinforce the Eloy’s economic development goals.

Recycling & Solid Waste

As the Arizona Department of Environmental Quality develops a new Integrated Solid Waste and Materials Management Plan, Eloy is well-positioned to align local strategies with a broader, long-term statewide framework for managing municipal solid waste,

recyclables, and other materials. Building upon and improving its existing system and private partnerships, Eloy is positioned to respond to continued population growth and associated increases in residential, commercial, and construction waste.

Medical Centers

Public engagement has highlighted community concern about access to healthcare as Eloy grows. The opening of the Exceptional Community Hospital demonstrates the City’s support for expanded medical services and signals opportunities for additional healthcare providers and related employers to locate in Eloy over the life of the General Plan.

RESILIENT INFRASTRUCTURE

Community Centers, Libraries & Museums

Eloy’s community centers, museums and libraries focus on providing accessible places for people to gather, learn, and connect. These facilities serve as everyday hubs for education, recreation, and social activities, helping build a stronger sense of community for all ages. As Eloy grows, the development of new facilities and the investment, modernization, and updated programming of existing ones will ensure adequate services are provided to meet the community’s evolving needs.

- **Toltec Community Center & Senior Center** – A facility with a kitchen and an assembly hall that supports social gatherings, educational workshops, and recreation for youth and adults, providing flexible space that can respond to changing community needs.
- **Troy Thomas Community Center** – A facility that offers classes for preschoolers, youth, teens, and adults, and includes a 2,300 square-foot multipurpose room with a kitchen suitable for performances, meetings, and receptions, supporting both daily programming and special events.
- **Santa Cruz Valley Historic Museum** – Former school buildings dating to the 1920s–30s, showcasing the heritage of Toltec, Eloy, and the Santa Cruz Valley, and providing for cultural tourism and educational opportunities.

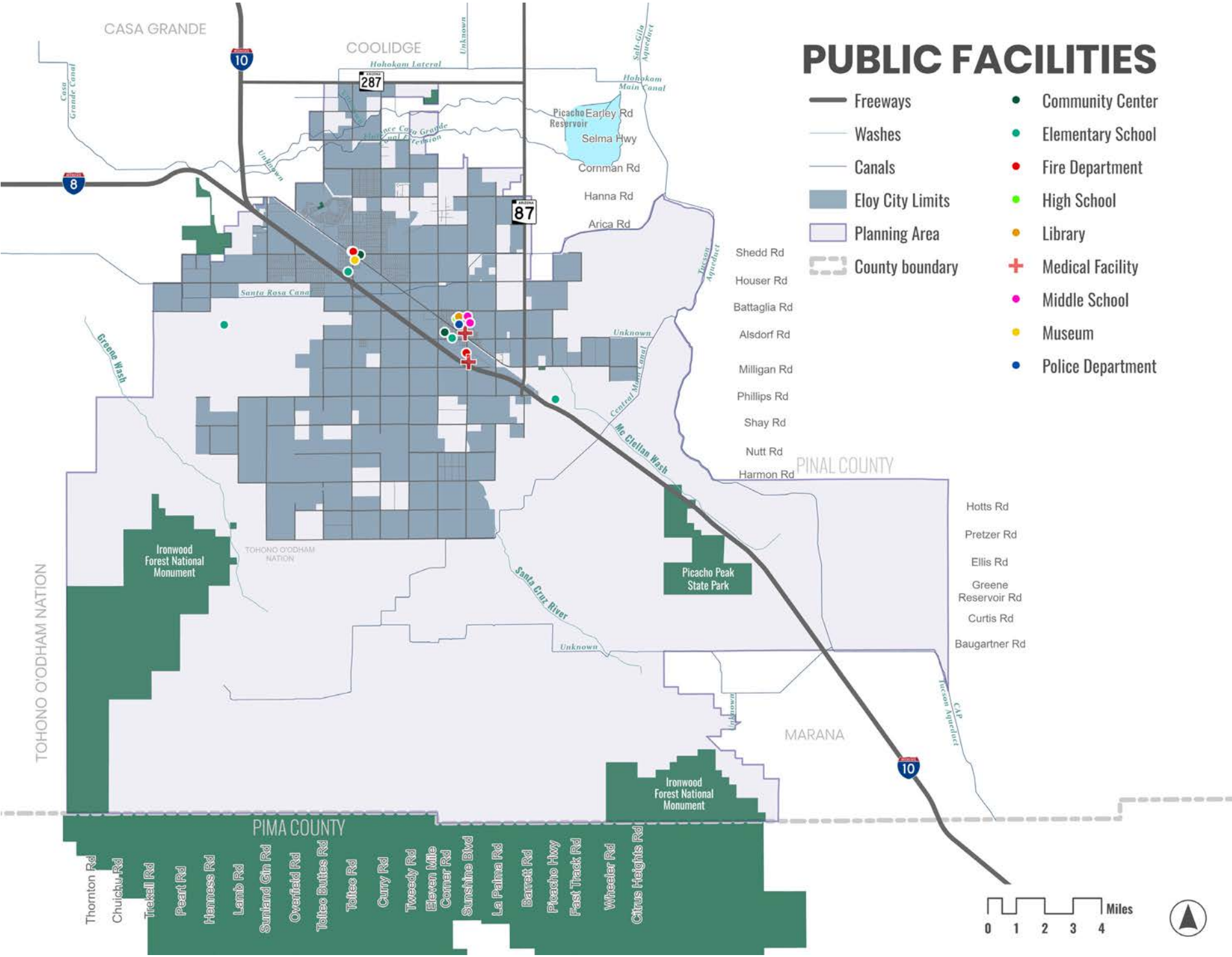
- **Santa Cruz Library** – A traditional facility providing services along with technology access, gaming systems, special events, and free wireless internet, and has strong potential to expand its role in workforce development through digital literacy programs, job-seeker support, and skills-based training.



Santa Cruz Valley Historic Museum

Figure 21. Public Facilities Map

Source: City of Eloy





Central Arizona Canal

“
Water is going to be a challenge, we know. But Eloy is doing a great job trying to improve the situation for the future.
–Community Water Provider
”

WATER RESOURCES

Eloy’s water resource planning reflects a long-term commitment to managing growth, infrastructure, and natural systems in a way that maintains reliable, sustainable water service for current and future Community members. As a groundwater-dependent community in the Sonoran Desert, Eloy emphasizes protecting its potable supply, coordinating with regional partners, and gradually diversifying water sources to

support long-term resilience. The City’s approach focuses on responsible groundwater management, strategic use of renewable supplies, and continued investment in system upgrades, wastewater treatment, and effluent reuse. Through conservation, added recharge projects, and planning for changing climate conditions, Eloy works to match growth with careful water management, so its system stays reliable and supports the community’s long-term needs.

Water Availability

Eloy provides clean, dependable water through City-operated wells and distribution infrastructure that draw from a consistent groundwater source. Ongoing efforts to manage storage and delivery systems efficiently help reduce water loss, improve operations, and position the system to serve new development areas.

Future Water Demands

Eloy lies within the Eloy, Maricopa, and Stanfield Basin, where groundwater is the primary supply for agriculture, industry, and growing municipal demands. Regional forecasts indicate that there will be increased pressure on existing groundwater resources due to the reduction in the natural recharge. Therefore, expanding the use of recycled water and

pursuing additional renewable supplies are necessary. In this context, Eloy is working toward a more diversified long-term portfolio through measures such as expanding aquifer recharge, pursuing additional water rights, and exploring partnerships with regional agencies to support a resilient water supply as the community grows.

Wastewater Processing

Eloy has taken steps to address water scarcity by upgrading the Eloy Wastewater Treatment Plant and recharging all treated effluent. A multi-year improvement program initiated in 2022 increases treatment capacity and reliability, modernizes aging infrastructure, and enhances nutrient removal and odor control to meet evolving regulatory and environmental

standards. Participation in the Eloy and Maricopa–Stanfield Basin Study demonstrates the City’s readiness to respond to anticipated groundwater declines by maximizing renewable supplies, expanding effluent reuse, and laying groundwork for potential future potable reuse.



“
Universal trend among member agencies: making sure planning docs, cost of development and roads and infrastructure really reflect costs. As the transportation director at CAG, having a thorough understanding of a lane mile is \$3–4 million, as you accommodate development and infrastructure at the time of development, making sure there are adequate impact and development fees, or other growth-related instruments.
–Central Arizona Governments”

COST OF DEVELOPMENT

In newly developing areas, capital infrastructure is needed to extend services to residential, employment and commercial projects. Arizona law allows a range of funding tools, including bonding, special taxing districts, development impact fees (DIFs), in-lieu fees, facility construction and dedications, and, in some cases, private provision of services.

The City of Eloy provides a full suite of municipal services for residents, businesses, and visitors, including:

- Street construction and maintenance
- Potable water delivery, construction and maintenance
- Wastewater collection, construction and maintenance

- Public safety services
- Parks and open space construction and maintenance
- Library services
- Municipal courts – Employ and retain a judge and support staff
- Airport management and construction services
- General government services

Each year, Eloy prepares a five year Capital Improvement Plan (CIP) as part of the annual budget. The CIP identifies major projects, equipment, and studies, along with financing strategies, and is informed by analysis of funding options, revenue trends, borrowing capacity, and existing debt. Available funding mechanisms provide flexibility: utility projects may be supported through water

and sewer user fees, while other facilities may rely on pay as you go funding, development impact fees, municipal bonds, lease purchase agreements, improvement districts, grants, state shared revenues, or user fees. To ensure new development contributes to the provision of facilities to accommodate growth, the City conducts a comprehensive Infrastructure Improvement Plan and Development Impact Fees analysis every five years to adjust development impact fees. These fees help fund the infrastructure and public services needed to support increased city service demands. Developer exactions and constructed infrastructure are other methods utilized by the City to help ensure that new development contributes to the cost of development. These methods often include the construction and dedication of onsite and

nearby improvements, such as parks, recreational amenities, and streets in accordance with the City’s Subdivision Ordinance and development agreements. Another method includes the establishment of special financing districts to help fund needed infrastructure improvements that are typically paid for by property owners via tax payments.

Development Areas

A Development Area is a prioritized geographic area where economic development and capital improvement planning and projects are focused in the near term in program capital upgrades (water/sewer mains, street lighting, safety projects), generally aligning implementation with *Growth Areas* and FLUM. Eloy has identified **Seven Development Areas** described in *Figure 22* and shown in *Figure 23* as priority locations for public

investment. Over the past two years, the City has advanced a five-year CIP that focuses on water, wastewater, and street upgrades and extensions in these areas. By concentrating resources where zoning, infrastructure, and market conditions align, these development areas create opportunities for strategic growth and provide a clear framework for coordinating public and private investment.

Development Area	Description
A	With its mix of residential, multifamily, commercial, and mixed-use zoning southwest of I-10, this area offers potential for new housing developments and supporting retail or service-oriented businesses. Its proximity to the interstate enhances accessibility and market attractiveness.
B	As a business park and industrial district with integrated park/open space, this area is well-positioned to attract employers in logistics, manufacturing, and technology. The open space component enhances the area’s appeal by providing recreational amenities for workers and residents.
C	This area’s single-family and multifamily zoning, combined with industrial uses along W. Houser Road, supports a balanced residential and employment growth approach. The ASLD-managed land in the northeast corner presents opportunities for planned development in coordination with the state.
D	With a predominantly industrial focus and some supporting multifamily, this area is prime for job creation and economic expansion. Its industrial zoning allows for large-scale development, attracting businesses that benefit from Eloy’s transportation network.
E	This area’s multifamily zoning, supplemented by single-family and commercial districts, supports higher-density residential development. The mix of housing options can accommodate workforce growth, while commercial districts provide retail and service opportunities.
F	Bisected by I-10, this area has industrial uses to the north and a mix of residential and commercial zoning to the south. The industrial zone benefits from highway access, supporting warehousing, logistics, and manufacturing, while the residential portion offers diverse housing options.
G	With estate residential zoning (R1-43) allowing one dwelling per acre, this area is suited for lower-density housing, catering to those seeking larger lots and a semi-rural environment. Its location near ASLD properties presents potential for future expansion or coordinated development. The future State Route 505 corridor also enhances the area’s long-term accessibility and visibility, improving its attractiveness for estate residential development and related rural lifestyle amenities.
H	With its mix of Planned Community Area (PCA), Employment Low (EL), and Public Institutional (PI) designations, this area falls within the Eloy Airport Area Plan boundary. This area prioritizes structured aviation-compatible development, public facilities, and compatible employment uses to support airport operations and future safety zones without introducing incompatible residential densities. It serves as a buffer and institutional anchor for the airport’s long-term expansion.

Figure 22. Development Areas Descriptions

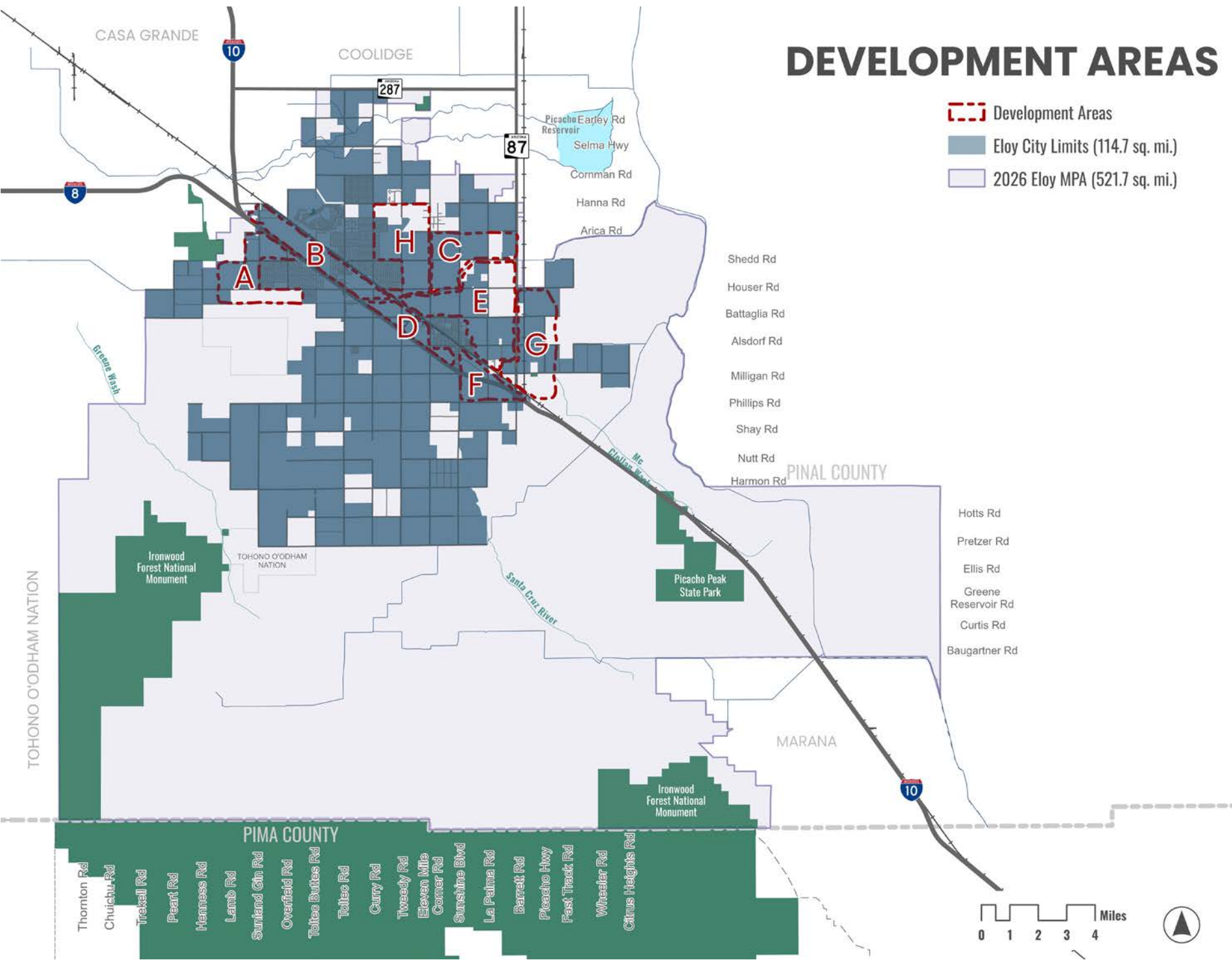


Figure 23. Development Areas Map

Source: City of Eloy



Santa Cruz Library

RESILIENT INFRASTRUCTURE GOALS AND POLICIES

Circulation

GOAL C 1: Circulation. Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.

Policy C 1.1: Roadway Network. Support the development of a cohesive roadway network that accommodates all modes of travel.

Policy C 1.2: Multimodal. Reduce multimodal conflicts using access management and proper spacing of intersections.

Policy C 1.3: Accessibility. Develop and maintain a safe and accessible roadway network for all modes of travel.

Policy C 1.4: Maintenance. Ensure transportation facilities, including roadways, bridges, and active transportation amenities, are maintained at a high standard of quality.

Policy C 1.5: Road Improvement. Reduce the number of unpaved/unimproved roads within City limits.

Policy C 1.6: Future Demand. Ensure the roadway network can meet existing and future multimodal demand as the City grows.

Policy C 1.7: Impact Mitigation. Determine and define traffic impact mitigation measures to preserve mobility and access through the City’s roadway network.

Policy C 1.8: Regional Transit. Advocate for new regional transit connections to provide service for the Eloy community.

Policy C 1.9: Intercity Rail. Advocate for intercity rail connections for greater mobility and access for residents and visitors from Maricopa County to Pima County.

Policy C 1.10: Non-vehicular Improvements. Prioritize pedestrian and bicycle improvements, including sidewalks, crosswalks, and lighting, especially in *Growth Areas*, *Activity Centers*, and near schools.

Policy C 1.11: Connectivity. Enhance multimodal connectivity to Downtown Eloy and community *Activity Centers*.

Policy C 1.12: Technology. Integrate emerging transportation technologies, including electric vehicle

charging and autonomous vehicle readiness, into circulation planning.

Public Services & Facilities

GOAL PSF 1: Public Services and Facilities. Support anticipated growth by maintaining and modernizing existing public facilities and services, strategic planning for long-term capacity needs, and locating new facilities to accommodate future necessities.

Policy PSF 1.1: Education. Ensure high-quality educational institutions and workforce and vocational training programs by providing adequate resources and supporting effective teaching and learning practices to empower residents with skills, knowledge and opportunities that align with emerging industries.

Policy PSF 1.2: Crime Prevention. Leverage crime data analysis, proactive community engagement and collaboration, and education initiatives to reduce crime and improve public safety.

Policy PSF 1.3: Response Times. Maintain excellent emergency response capabilities.



7. RESILIENT INFRASTRUCTURE

Policy PSF 1.4: Infrastructure. Coordinate with private and quasi-governmental agencies and private developers to ensure the provision of adequate infrastructure to support Eloy’s growth.

Policy PSF 1.5: Animal Control. Maintain a robust animal control program to ensure public safety, reduce stray animal populations, and promote responsible pet ownership through enforcement and education.

Policy PSF 1.6: Infrastructure and Service Coordination. Maintain, plan, and develop services, infrastructure, and utilities that are commensurate each *Growth Area*, support more intensive mixed-use activity areas, and are strategically expanded to minimize maintenance and development costs.

Water Resources

GOAL WR 1: Water Resources. Ensure a sustainable, reliable, high-quality water supply for current and future residents and businesses by expanding water infrastructure, promoting conservation, maximizing renewable water use, and enhancing operational efficiency.

Policy WR 1.1: Water Quality. Continue to provide safe, quality water to residents and businesses as the City grows.

Policy WR 1.2: Water Supply. Strategically expand the City’s water supply to accommodate future population and employment growth in line with the General Plan’s future land use map and the Water, Wastewater, and Reclaimed Water Master Plan Update.

Policy WR 1.3: Conservation. Continue to promote water conservation practices to ensure available water supplies during emergencies and/or drought.

Policy WR 1.4: Water Conservation. Proactively explore strategies to maximize the use of renewable water supplies, reduce dependence on groundwater, optimize the siting and recovery of underground storage facilities.

Policy WR 1.5: Water Distribution. Manage the City’s water distribution and storage systems to minimize water loss and enhance operational efficiency.

Policy WR 1.6: Regional Cooperation. Explore the creation of a Basin-wide, regional cooperative to strengthen water conservation outcomes in the future.

Cost of Development

GOAL CD 1: Cost of Development. Ensure that new development pays its fair share so that it does not burden existing residents and ensures cost-effective service delivery and mitigation of public infrastructure and facilities impacts.

Policy CD 1.1: Impact Mitigation. Determine and define traffic impact mitigation measures to preserve mobility and access through the City’s roadway network.

Policy CD 1.2: Levels of Service. Maintain adequate levels of public services as the City grows.

Policy CD 1.3: Infrastructure. Implement infrastructure improvements in accordance with Eloy’s Capital Improvement Plan.

Policy CD 1.4: Plan Updates. Administer and periodically update the Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report to assess needs and costs for infrastructure and services that will be required by new development.

Policy CD 1.5: Impact Fees. Assess fair and proportionate impact fees such that new development pays for its fair share of infrastructure improvement costs without burdening existing land uses.



CHAPTER 8: OUR STRATEGY

Our Strategy outlines a systematic action plan that brings the goals and policies from each theme into focus to implement the community’s vision and aspirations for ***Eloy General Plan: Planning Today for a Stronger Tomorrow.*** These actions and timeframes

will assist the City in complying with the statutory general plan reporting requirements detailed in ARS §9-461.07. These actions are a guide to help the City; however, they remain flexible and subject to staffing and financial resources.

IMPLEMENTATION ACTION TABLE

The **103 actions** detailed in the table on the next page are organized by theme and topic areas. Implementation is intended to occur within, or between, four possible timeframes: **Short-term (1–5 years)**, **Mid-term (5–10 years)**, or **Long-term (10 or more years)**, or an **Ongoing** basis.

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PURPOSEFUL GROWTH			
Land Use			
PG 1	Revise the C-1 zoning district to allow residential units in horizontally and vertically integrated commercial uses.	Short-term	
PG 2	Update the subdivision ordinance.	Short-term	
PG 3	Update the design guidelines to enhance architectural quality and façade articulation, encourage variety, and minimize corporate architecture while reinforcing small-town character through human-scale design, building form, thoughtful materials, and cohesive streetscapes.	Short-term	
PG 4	Update the Building Code to the latest ICC standards.	Short-term	
PG 5	Submit the Sunland Visitor Center Historic Museum for a Historic Property Designation.	Short-term	
PG 6	Submit the Cosillos Apartments for a historic property designation.	Short-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PG 7	Fill key building department roles with full-time staff.	Short-term	
PG 8	Expand Municipal Planning Area in Northeast to include proposed Pinal County regional park.	Short-term	
PG 9	Conduct a comprehensive review and update of the City Zoning Ordinance to conform to the general plan.	Ongoing	
PG 10	Evaluate rezonings and Zoning Ordinance text amendments for consistency with the General Plan.	Ongoing	
PG 11	Coordinate with neighboring jurisdictions and State and Federal agencies on boundary land uses and potential MPA expansion areas.	Ongoing	
PG 12	Adopt a new Strategic Plan every three years.	Ongoing	
Growth Areas			
PG 13	Prepare a Specific Area Plan for the Airpark Growth Area.	Short-term	
PG 14	Prepare Activity Area Plans with boundary locations.	Short-term	
PG 15	Prepare and adopt a Redevelopment Plan and Feasibility Study for Toltec and Toltec West areas.	Short-term	
PG 16	Prepare a Specific Area Plan for the SR 87 Corridor Growth Area.	Mid-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PG 17	Prepare a Specific Area Plan for the Red Rock Growth Area.	Long-term	
PG 18	Prepare a Specific Area Plan for the Picacho Heights Growth Area.	Long-term	
PG 19	Study the I-11 Corridor area as a future Growth Area.	Long-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PROSPEROUS ECONOMY			
Economic Growth			
PE 1	Improve the City’s online presence for economic development and business attraction, citing its assets, available development sites, incentives, and target industries.	Short-term	
PE 2	Prepare readily available documentation to quickly respond to development inquiries from prospective businesses generated by organizations such as Arizona Commerce Authority.	Short-term	
PE 3	Review and update the City’s target industries as the economy of Pinal County evolves.	Mid-term	
PE 4	Evaluate the impact of renewable energy projects, particularly solar farms, on the long-term economy of Eloy.	Mid-term	
PE 5	Create a one-stop shop for economic development information and provide full-time staffing for the City’s economic development effort.	Ongoing	
PE 6	Work with organizations like Pinal Partnership and The Chamber of Southern Arizona to amplify regional branding and economic development efforts.	Ongoing	
PE 7	Continue to foster relationships with economic development organizations such as the Pinal County Economic Development Department, APS, and the Arizona Commerce Authority (ACA).	Ongoing	
PE 8	Collaborate with neighboring communities as well as Pinal Partnership to market the regional hub as a unified economic region.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PE 9	Coordinate industrial development along economic development corridors to strengthen the region’s logistics and employment base.	Ongoing	
PE 10	Continue to foster a relationship with Central Arizona College for job training and business development.	Ongoing	
Housing			
PE 11	Review provisions of the City zoning code to provide a more efficient and flexible process for housing entitlements. Conduct a housing gap and feasibility analysis.	Short-term	
PE 12	Actively solicit Low Income Housing Tax Credit (LIHTC) developers to engage with the City in identifying sites for affordable housing.	Short-term	
PE 13	Promote the development of new high quality master planned communities that provide a variety of housing options and community amenities.	Short-term	
PE 14	Promote the development of infill housing opportunities and provide incentives for infill development in Downtown.	Short-term	
PE 15	Create ready-to-use standard residential plans that are available for the public to use at no cost.	Short-term	
PE 16	Formalize programs with non-profit partners such as Habitat for Humanity, Chicanos Por la Casa, or others to produce ownership housing opportunities for moderate income households.	Mid-term	
PE 17	Work with developers to provide housing for the senior population including independent and assisted living facilities.	Mid-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PE 18	Promote housing and services for workers and coordinate workforce development and shared infrastructure to support regional job growth.	Ongoing	
PE 19	Continue active code enforcement and educational programs.	Ongoing	
Downtown			
PE 20	Conduct a market analysis to identify gaps in retail and dining options.	Short-term	
PE 21	Streamline online permitting and licensing for street vendors and food trucks.	Short-term	
PE 22	Work with Local First Arizona to create a “Shop Local Eloy” campaign with loyalty rewards.	Short-term	
PE 23	Develop a branding and marketing campaign highlighting Eloy’s culture and history.	Short-term	
PE 24	Install gateway signage and wayfinding to direct visitors to downtown.	Mid-term	
PE 25	Launch a public art program (murals, sculptures) to create visual interest utilizing ideas from the community.	Mid-term	
PE 26	Implement a vacancy ordinance with escalating fines for long-term empty properties.	Mid-term	
PE 27	Create an adaptive reuse incentive package (tax breaks, expedited permitting).	Mid-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
PE 28	Invest in streetscape improvements (shade trees, benches, lighting).	Mid-term	
PE 29	Create community gathering spaces for arts, crafts, and cultural events.	Mid-term	
PE 30	Expand parking and pedestrian sidewalk connectivity for easy access in the Downtown.	Mid-term	
PE 31	Consult with the Council of Development Finance Agencies to offer startup grants or low-interest loans for local entrepreneurs.	Long-term	
PE 32	Highlight success stories of local businesses through social media and events.	Ongoing	
PE 33	Continue to address dilapidated structures through code enforcement.	Ongoing	
PE 34	Partner with regional employers to encourage local spending through discount programs.	Ongoing	
PE 35	Recruit anchor tenants (e.g., big-box retailers, grocery stores, or popular restaurants) through targeted outreach.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
BALANCED ENVIRONMENT			
Parks, Recreation, & Open Space			
BE 1	Develop a Parks, Recreation, and Open Space Master Plan.	Short-term	
BE 2	Develop a Path and Trails Master Plan.	Short-term	
BE 3	Develop a plan to incorporate the back of Newman Mountain for destination recreation land uses.	Mid-term	
BE 4	Seek grants for parks, path and trail development funding, form sources such as Growing Smarter Infrastructure Fund (GSIF).	Mid-term	
BE 5	Coordinate with Pinal County and other regional partners to plan and develop multi use trails connecting parks, schools, and recreation facilities within the Municipal Planning Area.	Mid-term	
BE 6	Use a Capital Improvement Program (CIP), Development Impact Fees (DIFs), and General Obligation (GO) bonds; apply for grants such as the Arizona State Parks Heritage Fund or the Recreational Trails Program (RTP), to phase parks and trail construction. Execute Intergovernmental Agreements (IGAs) with county, state, and federal partners; and consider working with private land trusts for acquisitions or conservation easements.	Ongoing	
BE 7	Preserve and connect existing parks, open spaces, prioritize conservation of sensitive desert and cultural resources through land use planning, zoning protections, and coordinated park maintenance efforts.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Environmental Planning			
BE 8	Implement air quality policies and regulations that improve air quality and protect resident and environmental health.	Short-term	
BE 9	Upgrade wastewater recharge facilities at the Wastewater Treatment Plan (WWTP) to be able to add treated wastewater to the City’s water supply portfolio.	Short-term	
BE 10	Develop a Water Conservation Master Plan.	Mid-term	
BE 11	Conduct a cultural and historic inventory.	Mid-term	
BE 12	Develop an Urban Forestry Management Plan to strategically plant trees to provide relief from extreme temperatures. Explore program grant funding from the Arizona Department of Forestry and Fire Management.	Mid-term	
BE 13	Continue to treat effluent water to quality levels that allow groundwater to recharge.	Ongoing	
BE 14	Coordinate with Arizona Game and Fish Department on developments greater than 50 acres in the Eloy MPA.	Ongoing	
BE 15	Identify, manage, and protect endangered and threatened species within the City of Eloy.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
BE 16	Verify floodplain hazard delineation and research alternatives to minimize hazards to persons, structures and to minimize erosion and elevated flood height risks.	Ongoing	
BE 17	Monitor potential sources of pollution, including traffic and agricultural practices, to maintain healthy air quality as the City grows.		
BE 18	Improve and formalize coordination with military installation representatives on any land use, zoning, or development proposals within designated military influence areas, consistent with Arizona Revised Statutes §9-461.06(H).	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
RESILIENT INFRASTRUCTURE			
Circulation			
RI 1	Develop cross sections for each functional classification that include paths and trails.	Short-term	
RI 2	Develop traffic impact analysis requirements.	Short-term	
RI 3	Develop an access management policy for public intersections and private driveways.	Short-term	
RI 4	Develop a comprehensive transportation master plan for the multimodal network.	Mid-term	
RI 5	Monitor crashes to identify contributing factors and implement location-specific and systemic infrastructure improvements.	Ongoing	
RI 6	Collect up-to-date pavement and bridge quality data and utilize a pavement management system to efficiently allocate transportation maintenance funds.	Ongoing	
RI 7	Coordinate with Union Pacific on railroad crossing safety and planning.	Ongoing	
Public Services & Facilities			
RI 8	Pursue BEAD grant funding to ensure peak broadband connectivity in advance of forecasted population increases.	Short-term	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
RI 9	Update Public Safety (PD) Online Reporting.	Short-term	
RI 10	Create a separate infrastructure section in the City code the development standard for infrastructure development.	Short-term	
RI 11	Explore investments in Public Safety (PD) Crime Statistics Software.	Short-term	
RI 12	Maintain and expand critical infrastructure including water, wastewater, streets, and multimodal transportation through coordinated capital improvement planning to support existing development and future growth.	Mid-term	
RI 13	Audit and improve current animal control programs, emphasizing enforcement, spay and neuter services, public education, and regional partnerships to improve public safety and reduce stray animal populations.	Mid-term	
RI 14	Plan for population growth by preserving long term solid waste capacity by expanding waste diversion opportunities (hazardous materials collection events, etc.) and aligning local programs with state and regional policies, including <i>ADEQ's Integrated Solid Waste and Materials Management Plan</i> .	Long-term	
RI 15	Coordinate with law enforcement, schools, and community organizations to implement crime prevention strategies based on national best practices for public education programs.	Ongoing	
RI 16	Update Public Safety (PD) policies and procedures.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
RI 17	Continue to employ evidence-based and predictive policing techniques.	Ongoing	
RI 18	Continue to provide reliable and sustainable solid waste and recycling services.	Ongoing	
RI 19	Update and maintain emergency management plans and standards.	Ongoing	
Water Resources			
RI 20	Upgrade the Wastewater Treatment Plant (WWTP) to be able to add treated wastewater to its water supply portfolio.	Short-term	
RI 21	Develop a plan outlining the desired location of the 53 new wells recommended in the City's Water, Wastewater, and Reclaimed Water Master Plan.	Short-term	
RI 22	Develop a plan to identify new well locations and analyze population thresholds to warrant each new well.	Mid-term	
RI 23	Develop a water conservation plan to create a strategy for reducing water consumption and water waste.	Mid-term	
RI 24	Conduct routine maintenance and repair to maximize the life expectancy and operational efficiency of the water distribution system.	Ongoing	
RI 25	Regularly update the City's Water/Wastewater Master Plan to guide resource management and infrastructure planning.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
R1 26	Work together with neighboring jurisdictions on transportation and utility issues, such as Section 208 Area-wide Water Quality Management Plans, to ensure growth benefits all communities.	Ongoing	
Cost of Development			
R1 27	Conduct an impact fee study to determine if impacts fee adjustments are warranted.	Short-term	
R1 28	Update developer requirements to fund necessary public services improvements associated with their new developments.	Short-term	
R1 29	Evaluate alternative financing structures that may assist with the development of needed infrastructure.	Mid-term	
R1 30	Prepare, adopt, and maintain a five (5) year Capital Improvement Program.	Ongoing	
R1 31	Develop fiscal impact models to aid capital facilities development plans and asset management programs.	Ongoing	

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APPENDICES

Appendix A – Amendment Criteria

Appendix B – Reference Documents

Appendix C – Community Engagement Activities & Events

Appendix D – 60-Day Event List

Appendix E – Glossary

Appendix F – Growth Area Maps

APPENDIX A – AMENDMENT CRITERIA

As provided in Arizona Revised Statute (ARS) §9-461.05, municipalities are required to define the provisions that distinguish major amendments from minor amendments to the general plan. In accordance with ARS §9-461.06, major amendments must be processed in the manner prescribed by statute, presented at a public hearing within 12 months of the proposal, and approved by an affirmative vote of at least two-thirds of the City Council members.

Amendments to the General Plan may be initiated by the City or requested by private individuals, property owners, or public agencies. State law establishes procedures for all amendments, including consultation and coordination with residents and stakeholders, an established public review period, and formal public hearings prior to adoption by ordinance.

For additional information on the general plan amendment process for ***Eloy General Plan: Planning Today, for a Stronger Tomorrow*** contact the City of Eloy community Development Department.

MAJOR AMENDMENT LAND USE CRITERIA

A major amendment to the general plan is required where any one (1) or more of the following occurs:

1. A change from one residential land use designation to another residential designation that exceeds 320 acres.
2. A change from a residential land use designation to a Commerce, Mixed-Use, or Public and Institutional designation of 40 acres or more.
3. A change involving a land use designation (excluding Public and Institutional) to an Employment land use designation exceeding 20 acres.
4. A change from an Employment land use designation to a residential designation that exceeds 40 acres.
5. A change involving a Commerce or Mixed-Use designation (except as indicated in 3 above) exceeding 40 acres.

- 6. A change from a Parks and Open Space or Public/Institutional land use designation exceeding 20 acres.
- 7. A change involving the Planned Community Area land use designation exceeding 40 acres.

MINOR AMENDMENT CRITERIA

Any proposed amendment to the General Plan that does not meet the criteria defined as a major amendment.

NO AMENDMENT

No amendment is required for changes to formatting, scrivener errors and photos authorized by the Community Development Director; or updates to the Development Areas Map, or Appendix E.

AMENDMENT GUIDELINES

The applicant shall be responsible for demonstrating that the requested amendment constitutes an improvement to the General Plan and satisfies all amendment guidelines identified below, as determined by the City Council.

- 1. The current Future Land Use Map does not designate sufficient land within the area to accommodate

the proposed land use or allow the development to proceed as proposed.

- 2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.
- 3. The amendment will not adversely impact any portion of the community, by:
 - Creating incompatible land use patterns or conflicts with or alters the goals and policies of the General Plan.
 - Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;
 - Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant; or
 - Adversely affecting the livability of an area or the health and safety of existing residents.
- 4. That the amendment is consistent with the General Plan’s overall intent and other adopted plans, codes, and ordinances.

APPENDIX B – REFERENCE DOCUMENTS

The following documents were used in the preparation of the *Eloy General Plan: Planning Today for a Stronger Tomorrow*.

- 2011 Eloy General Plan (readopted in 2020)
- Eloy Zoning Ordinance
- 31 C.F.R. Part 802 Luke Air Force Base Committee on Foreign Investment in the United States
- Arizona Department of Transportation Phoenix to Tucson Intercity Passenger Rail Corridor Study (2025)
- Eloy Municipal Airport – Airport Master Plan (2024)
- Eloy Strategic Plan (2024–2027)
- Picacho Heights Major General Plan Amendment (2022)
- Pinal County Multi-Jurisdictional Hazard Mitigation Plan (2022)
- Pinal County Open Space and Trails Master Plan (2007)
- ULI Arizona Technical Assistance Program (AzTAP) City of Eloy Arizona Report (2015)
- ULI Arizona Technical Assistance Program (AzTAP) City of Eloy Arizona Update (2023)
- Union Pacific Arizona State Guide (2023)
- Maricopa–Pinal County Region Priority Climate Action Plan (2024)
- Pinal County Air Quality (various documents from website)
- Pinal County Comprehensive Plan (2025)
- Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report (2020)

APPENDIX C – COMMUNITY ENGAGEMENT ACTIVITIES & EVENTS

This appendix lists community engagement activities that took place throughout the span of ***Eloy General Plan: Planning Today for a Stronger Tomorrow.*** Each activity was promoted extensively in both English and Spanish via social media, news releases, public notices, E-lists, the project website, project committees, and with circulation of activity flyers throughout the City.

Activity/Event	Date	Number of Engagements
Project Website Launch	3/6/2025	Views 3,539 / Sign Ups 2,358
<i>Drop In Event – Robson Ranch Annual Sidewalk sale</i>	3/22/2025	118
Technical Advisory Committee (TAC) Meeting #1	3/27/2025	8
Community Questionnaire #1	3/30 – 6/9/2025	245 – English; 6 – Spanish; Total = 251
City Council + Planning & Zoning Commission Kickoff	4/14/2025	15
<i>Drop In Event – Easter Egg Hunt</i>	4/17/2025	120
<i>Drop In Event – Eloy Cruise and Food Truck Night</i>	4/19/2025	26
<i>Drop In Event – Cinco de Mayo</i>	5/5/2025	69
General Plan Advisory Committee Meeting # 1 / Planning & Zoning Commission Update	5/21/25	9
<i>Drop In Event – Summer Kickoff</i>	5/23/2025	60
Listening Sessions	5/25–12/20	62
Technical Advisory Committee (TAC) Meeting #2	6/17/2025	8
EloyTalks Community Symposium	6/21/2025	51
General Plan Advisory Committee Meeting # 2 / Planning & Zoning Commission Update	7/16/2025	9
Community Workshop #1 – “Envisioning the Future” (In person)	7/30, 7/31 & 8/2/25	15 – 7/30 6 – 7/31 54 – 8/2 Total = 75
Community Questionnaire #2 + Virtual Workshop #1 “Envisioning the Future”	8/4 – 8/31	25
<i>Drop In Event – Fiestas Patrias</i>	9/12–13/25	181
City Council Update	9/22/2025	7

Activity/Event	Date	Number of Engagements
<i>Drop In Event – Getting Arizona Involved in Neighborhoods (G.A.I.N.)</i>	10/15/2025	140
Community Workshop #2 “Mapping the Future” (In person)	10/18 & 10/22	41 – 10/18 30 – 10/22 AM 13 – 10/22 PM Total = 84
<i>Drop In Event – Eloy GLOW</i>	11/8/2025	196
<i>Drop In Event – Family Bingo Night</i>	11/12/2025	26
Questionnaire #3 + Virtual Workshop #2 “Mapping the Future”	10/24 – 11/23	30
City Council Update	12/8/2025	7
<i>Drop In Event – Christmas in Eloy</i>	12/13/2025	152
General Plan Advisory Committee # 3 /Planning & Zoning Commission Update	1/21/2026	9
Technical Advisory Committee (TAC) Meeting #3	2/11/2026	8
Mobile Immersion Lab + Community Open House #3	3/26/2026	TBD
Planning & Zoning Commission Hearing	5/20/2026	TBD
City Council Hearing	6/22/2026	TBD



Eloy Talks Community Symposium

APPENDIX D – 60-DAY EVENT SUMMARY

(To be added post- 60-Day Review period)

(To be added post- 60-Day Review period)

APPENDIX E – GLOSSARY

A

Access Management

A coordinated approach to roadway design and operations that provide standards to where and how vehicles enter and exit roadways (driveways, median openings, intersection spacing) to reduce conflict points, improve safety, and preserve corridor capacity.

Acre Foot (AF)

A volumetric measure of water equal to the amount that covers one acre to a depth of one foot (~325,851 gallons). It is the standard unit for water rights, long term municipal supply planning, and assured water supply (AWS) accounting.

Actions

Specific tasks, strategies, programs, regulations, or investments that bring policies to fruition.

Activity Center

The focal points within a Growth Area where more compact, mixed-use development is encouraged. These centers are envisioned as walkable, human-scaled places that bring together housing, jobs, retail, and recreation in a way that supports daily needs and community interaction. They create identifiable destinations that strengthen neighborhood identity, support multiple transportation options, and foster an active public realm. Some will form in established areas, while others will emerge within planned new communities.

Adaptive Reuse

The reuse of existing buildings

for uses other than originally intended through conversion or rehabilitation while retaining structural integrity and character (e.g., turning a vacant storefront into a café with upper story apartments).

ADEQ (Arizona Department of Environmental Quality)

Arizona’s environmental regulatory agency overseeing environmental laws and delegated federal programs to prevent air, water and land pollution and ensure cleanup.

ADOT (Arizona Department of Transportation)

The state transportation agency is responsible for planning, funding, and operating Interstates.

Affordable Housing

Affordable housing refers to housing units—rental or ownership—priced so that

households spend no more than 30% of their gross income on housing costs, including utilities. The term applies to a wide range of income-eligible households and includes programs funded or supported by federal sources (such as the Low Income Housing Tax Credit—LIHTC), nonprofit housing corporations, public agencies, or private developers receiving incentives. Affordable housing may include multifamily apartments, townhomes, single family units, senior housing, and workforce housing.

Aggregate Resources

Local sand, gravel, and crushed stone deposits used for roads, buildings, and infrastructure.

Airport Compatible Development

Land uses and building/site designs near airports that avoid conflicts with aviation: height limits,

noise exposure compatibility, glare control, bird strike minimization, and avigation easements.

Airpark Area Plan (Eloy Airpark)

A specific area plan and master plan that guides land use, circulation, utilities, noise compatibility, and economic development around the Eloy Municipal Airport. It aligns the Airpark’s future with the General Plan while adding airport park specific details (e.g., RPZ, approach surfaces, compatible use lists).

Amendment Criteria

Adopted rules and thresholds for changing General Plan content (e.g., FLUM designations, policy text). Criteria usually define minor vs. major amendments, notice requirements, and legislative approvals, ensuring transparency and consistency.

APS (Arizona Public Service)

An electric utility serving portions of Eloy, coordinating transmission lines, substations, and renewable energy interconnections.

Areas of Change (Preserve / Sustain / Evolve)

A community engagement mapping framework used in workshops to signal where the community wants to preserve existing character, sustain and improve current patterns, or evolve into new forms (e.g., higher intensity or mixed use).

Area Plan, Specific

An area plan is a geographically focused planning document that provides detailed guidance for a specific part of a city—usually one with unique development opportunities, constraints, or strategic importance. Unlike the citywide General Plan, an area plan focuses on one neighborhood, district, corridor, or special planning sub region, offering tailored policies for land use, urban design, transportation, infrastructure, public facilities, and economic development.

ASLD (Arizona State Land Department)

Manager of Arizona state trust lands that were granted to the state at statehood to provide foundational support for basic public services, such as education and penitentiaries.

Assured Water Supply (AWS)

State certification confirming a municipality has sufficient, renewable water supplies to serve projected growth under Arizona law. Eloy’s current AWS #26 402148 sets a foundation for the Water Resources element and capital planning.

Autonomous Vehicle Readiness

Planning for connected and automated vehicles (CAVs): EV charging, sensors, curb management, data feeds, and design standards that anticipate AV operations while preserving pedestrian priority.

B

BEAD (Broadband Equity, Access & Deployment)

A federal/state program funding rural broadband, aiming for providing high-speed internet access by ~2030.

Branding (City / Economic Development)

A unified identity—visuals, messaging, and positioning—that markets Eloy to employers, developers, and residents (e.g., “Arizona’s Southern Transportation Hub”).

BLM (Bureau of Land Management)

Federal agency managing large tracts of public land.

BOR (Bureau of Reclamation)

Federal agency overseeing western water projects (canals, reservoirs). Eloy’s context includes CAP deliveries and canal adjacency.

Bulk Trash Collection

Municipal large item pickup refuse service.

Business Park (BP)

See the Eloy Zoning Ordinance definitions.

C

CAG (Central Arizona Governments)

Regional planning organization coordinating transportation, section 208 water quality, and economic strategies among member jurisdictions.

CAP (Central Arizona Project)

A canal system delivering Colorado River water to central Arizona.

Capital Improvement Program (CIP)

A multi year schedule of capital projects, costs, and funding sources (bonds, grants, DIFs)that will be developed within the City.

CART (Central Arizona Regional Transit)

Regional fixed route bus provider connecting Eloy, Casa Grande, Coolidge, and Florence.

Certificates of Participation (COPs)

A financing tool allowing municipalities to fund capital projects (e.g., WWTP upgrades, street lighting) without voter approved bonds, repaid via lease revenues.

Code Enforcement

Municipal actions ensuring property owners maintain their property in compliance with the Eloy Code, safety, and compliance (e.g., junk accumulation, dangerous buildings, weeds).

Collector (Major / Minor)

Roadway class connecting local streets to arterials.

Community Aspiration

A statement describing the future aspirations of the community (related to a specific topic).

Community Park

A mid scale park (~1–20 acres) serving multiple neighborhoods, within typically ½–1 mile., that may with fields, courts, ramadas, restrooms, and sometimes pools, skate facilities, etc.

Compatible Land Uses (Military/Aviation)

Land uses planned and designed to avoid conflicts with military training routes (MTRs) and airport operations (noise, height, emissions, glare).

D

Development Areas

Prioritized geographic area where economic development and capital improvement planning and projects are focused in the near term in program capital upgrades (water/sewer mains, street lighting, safety projects), generally aligning implementation with Growth Areas and FLUM.

Development Impact Fees (DIFs)

Fees on new development to fund proportionate public facilities and services (police, parks, streets, water, sewer), updated periodically via Land Use Assumptions and Infrastructure Improvements Plan (IIP).

Development Standards

Codified regulations governing how land can be developed or built upon. These standards typically address setbacks, height limits, lot sizes, landscaping, parking, lighting, signage, and other elements .

Downtown Revitalization

A sustained program of infill, rehabilitation, adaptive reuse, code enforcement, and public realm upgrades to reduce vacancies and rebuild local commerce in Eloy’s historic center.

Drop In Events

Public outreach sessions at community events part of the public outreach to inform the public, broaden participation and gather input.

Dwelling Units per Acre (DU/AC)

The total number of dwelling units or lots divided by the gross area (acres).

E

Effluent Recharge

The process of returning treated wastewater to underground aquifers via recharge basins or injection wells.

EV Charging (Electric Vehicle Charging)

Public and private charging infrastructure supporting EV adoption.

Existing Conditions Report

A baseline inventory of demographics, land uses, infrastructure, services, and environmental context that informs plan policy and implementation priorities.

Extreme Heat

Climate and urban heat island conditions driven by paved surfaces, low canopy, and high temperatures.

F

Façade Improvement

Façade improvement refers to updates or rehabilitation of a building’s exterior—including storefronts, windows, awnings, lighting, siding, or architectural features—to enhance its appearance, safety, and long-term viability.

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency administers national disaster preparedness, response, and mitigation programs.

Flood Insurance Rate Maps (FIRMs)

FIRMs are official maps showing areas of flood risk—including the 100 year and 500 year floodplains—based on FEMA flood studies.

Fire Code

The fire code is a set of adopted regulations that govern fire prevention, building safety, hazardous material storage, emergency access, fire sprinkler systems, and fire alarm requirements.

Fire Protection Services

Fire protection services include fire suppression, emergency medical response, rescue operations, fire inspections, community risk reduction, construction document review, inspections, and public safety education

Fiscal Sustainability

Fiscal sustainability is the City’s ability to maintain balanced, stable finances over the long term while delivering essential public services and maintaining infrastructure

Fixed Route Transit

Fixed route transit consists of buses or shuttles operating along predetermined routes and schedules.

Flood Hazard Area

A flood hazard area is land identified as susceptible to flooding during major storm events, often defined by FEMA FIRMs or local hydrologic studies.

Floodplain

A floodplain is a lowland area adjacent to a river, wash, or drainage feature that is subject to periodic flooding.

Floodplain Management

Floodplain management refers to the system of policies, development regulations, engineering standards, and mitigation practices used to reduce flood risk and protect natural floodplain functions.

Floodway

The floodway is the part of a floodplain reserved for the active conveyance of floodwater during major storm events.

Future Land Use Map (FLUM)

The Future Land Use Map is a long range planning tool that illustrates the intended distribution, character, and intensity of future land uses within a city

Future Transportation Network

The future transportation network is the planned system of future roads, bike lanes, trails, transit routes, and

multimodal corridors designed to serve current and anticipated growth.

G

Gateway / Wayfinding

Coordinated identity and navigation elements (entries, direction signs, district markers).

General Plan

The City’s long range blueprint guiding land use, circulation, environment, water, services, and finance goals and policies for the growth and the provision of services within the City.

Growth Areas

Areas that are City’s primary focus for development over a 10-year period. They identify where future investment and infrastructure expansion will be most effective in supporting Eloy’s long-term

growth. Each Growth Area reflects its location and context, guiding an appropriate mix of residential, commercial, and employment uses that contribute to the community’s overall structure and function.

Goal

A broad, long term desired outcome that expresses the community’s overarching vision for the future.

Groundwater

Primary municipal water source pumped from aquifers via City wells

H

Heat Island Reduction

Design strategies (shade trees, arcades, cool roofs/pavements, reflective materials, etc.) that contribute to lowering ambient

temperatures, reduce energy use, and improve pedestrian comfort.

Historic Preservation

The use of codes, policies and tools utilized to document, protect or rehabilitate culturally or historically significant buildings, properties, landscapes, features, and landmarks to maintain community, state, or national identity or heritage.

Housing Density

Housing density is the number of dwelling units allowed per acre under zoning or land use designations.

Housing Gap (Cost Burden)

The number and availability of housing units within a price range that allows households to spend no more than 30% of their income on housing

Housing Rehabilitation

Programs that repair, weatherize, and modernize existing homes to preserve neighborhood stability and affordability.

I

Impact Fees

See Development Impact Fees (DIFs).

Implementation Plan

An implementation plan is a structured set of actions, timelines, responsibilities, and funding mechanisms used to carry out the goals and policies of the General Plan. It may include capital projects, regulatory changes, operational programs, coordination efforts, and performance metrics. Implementation plans help the City prioritize investments and monitor progress over time.

Infill Development

New construction on vacant or underused parcels within built areas to leverage existing infrastructure and reduce sprawl.

Infrastructure

Foundational systems like roads, water/wastewater, power, broadband, public facilities, and multi-use paths and trails—that support current and future residents and employers.

Intensity (Development Intensity)

Development intensity refers to the level or scale of nonresidential development on a site and is typically measured using floor area ratio (FAR), building height, lot coverage, and vehicle trip generation.

Interstate (Freeway)

Uninterrupted traffic flow for long

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Park Classification

The hierarchy of Mini Park, Community Park, and Regional Park, each with typical size, facilities, and service radius.

Policy

A statement providing specific direction on how the City will achieve a goal.

Public Participation Plan

Council adopted engagement framework guiding inclusive outreach, workshops, and 60 day review efforts.

Q

Questionnaire

Digital engagement tool collecting community input on strengths, challenges, FLUM preferences, and priorities throughout plan public outreach phases.

R

Ratification

The voter approval process following Council adoption of the General Plan, required by Arizona statutes to validate the plan’s policies and maps.

Regional Planning Coordination

Ongoing collaboration with Casa Grande, Coolidge, Pinal County, utilities, and MPOs to align corridors, capital, branding, and workforce efforts.

Revitalization District

A financing tool enabling public improvements and rehabilitation in designated areas

S

Section 208 Plan (Area Wide Water Quality Management)

Regional plan coordinating

wastewater facilities and water quality compliance among jurisdictions, often used to support funding eligibility and infrastructure siting.

Service Radius (Parks)

The typical catchment distance for a park type (e.g., Mini Park ≈¼ mi, Community Park ≈½–1 mi)

SBAHP (Silverbell Army Heliport)

Arizona Army National Guard aviation training facility near Pinal Airpark

State Shared Revenues (HURF / VLT)

State distributed funds—Highway User Revenue Fund and Vehicle License Tax—supporting municipal budgets and capital projects (especially transportation).

Streetscape

The public realm along streets (shade, lighting, seating, paving, trees, public art) that shapes comfort and identity, especially in Downtown and *Activity Centers*.

Sun Corridor MPO (Metropolitan Planning Organization)

Regional body coordinating transportation planning and funding across the megaregion within Pinal County

Sun Life Family Health Center (SLFHC)

Local healthcare providers offer outpatient services; complements hospital/emergency services for community health and resilience.

Sustainable Management Practices (Water)

Long term strategies (leak reduction, effluent recharge, potable reuse readiness, diversified sources, metering analytics) to

maintain supply resilience under climate and growth pressures.

T

TAC (Technical Advisory Committee)

City staff subject matter experts that provide technical input on elements, data, and maps during the General Plan development.

Tagline (Plan Branding)

Public facing message—“Eloy General Plan 2026: Planning Today for a Stronger Tomorrow”—used across engagement and collateral.

TON (Tohono O’odham Nation)

Sovereign nation with land adjacent to Eloy’s MPA and interests recognized in the FLUM

Trail & Path Network (Multi Use Paths and trails)

Connected pedestrian/ bicycle paths and trails linking

neighborhoods, parks, schools, downtown, open space, and canals typically designed with amenities.

Troy Thomas Community Center

A City of Eloy Parks and Recreation community center.

U

Unmanned Aerial Vehicles / Drones (UAV)

Drone operations within or near restricted or special use airspace

Underground Storage (USF)

Aquifer storage facilities for long term banking of surface water or treated effluent, enabling later recovery and supply utilization.

Union Pacific Railroad (UPRR)

Freight rail line with spurs through Eloy.

Urban Forestry

Planning, planting, and maintaining street and park trees to provide shade, reduce heat, improve air quality, and enhance aesthetics.

Urban Streetscape

Higher intensity public realm with on street parking, larger public sidewalks, frequent pedestrian crossings, and shade opportunities, typical in Downtown and Mixed Use areas.

Utilities

Systems delivering electricity, natural gas, telecom/broadband, potable water, and wastewater services.

V

Viewshed

A “viewshed” is a technical term describing the subjective visibility of a geographic area from a particular vantage point, including land, water, and built features that are within line of sight and not obstructed by terrain, vegetation, or structures.

Vision Statement (Community)

A broad, community driven statement describing the desired future character of the City.

W

Wayfinding

Coordinated directional and identity signage systems used to improve navigation and reinforce the character of districts, corridors, and path and trail networks.

Workforce Housing

Affordable Housing to moderate income workers.

Z

Zoning Consistency

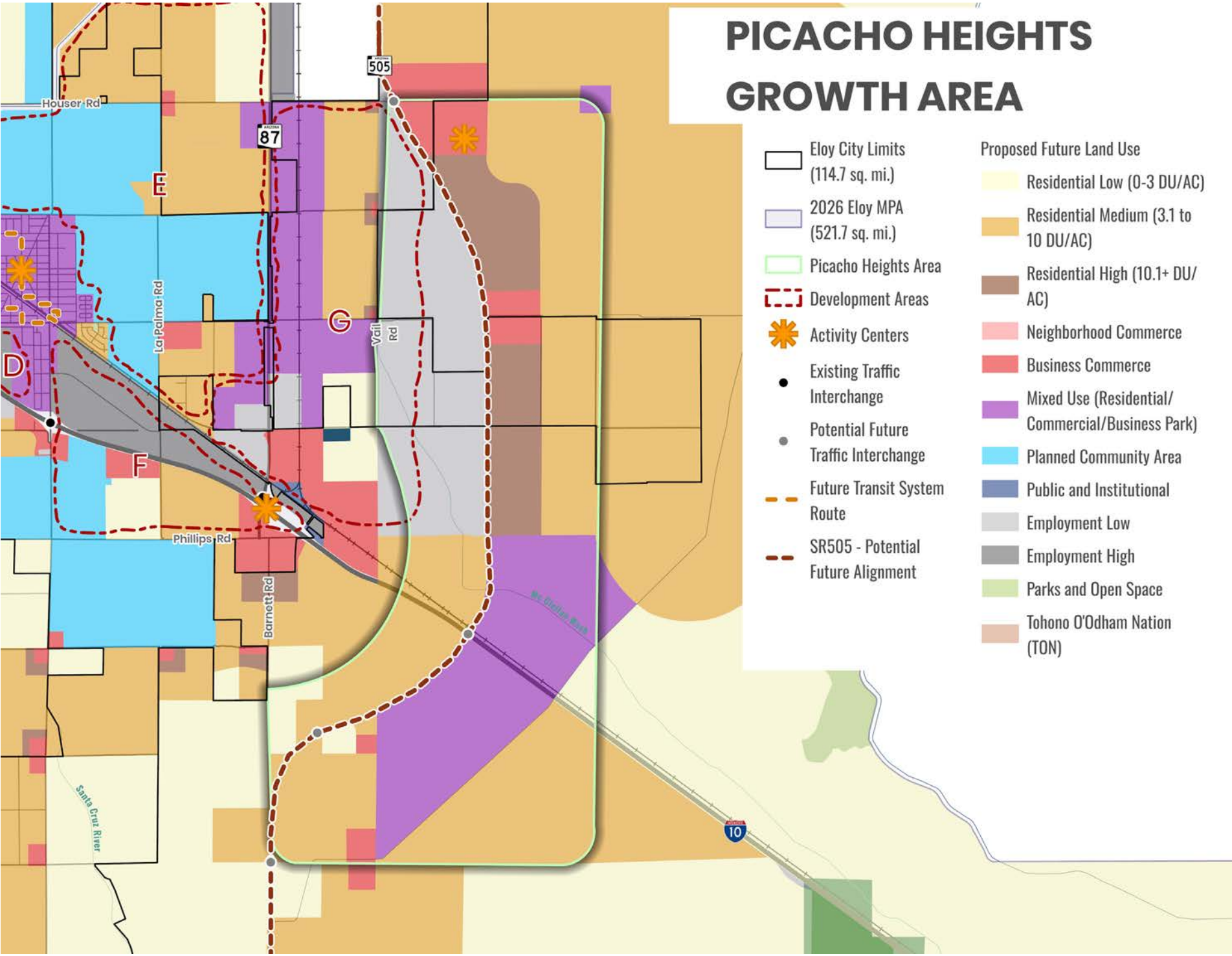
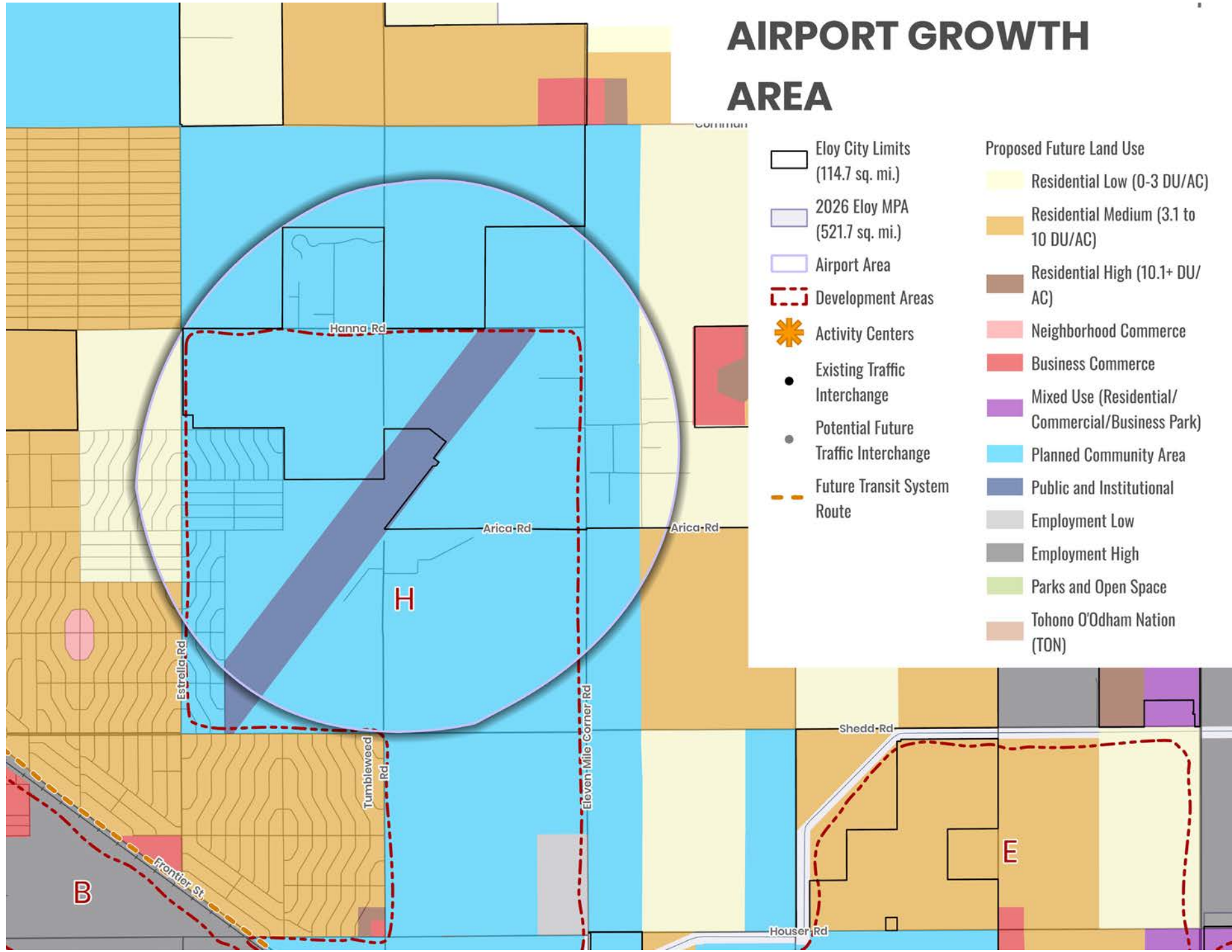
Arizona’s statutory requirement that rezonings align with the adopted General Plan (including FLUM).

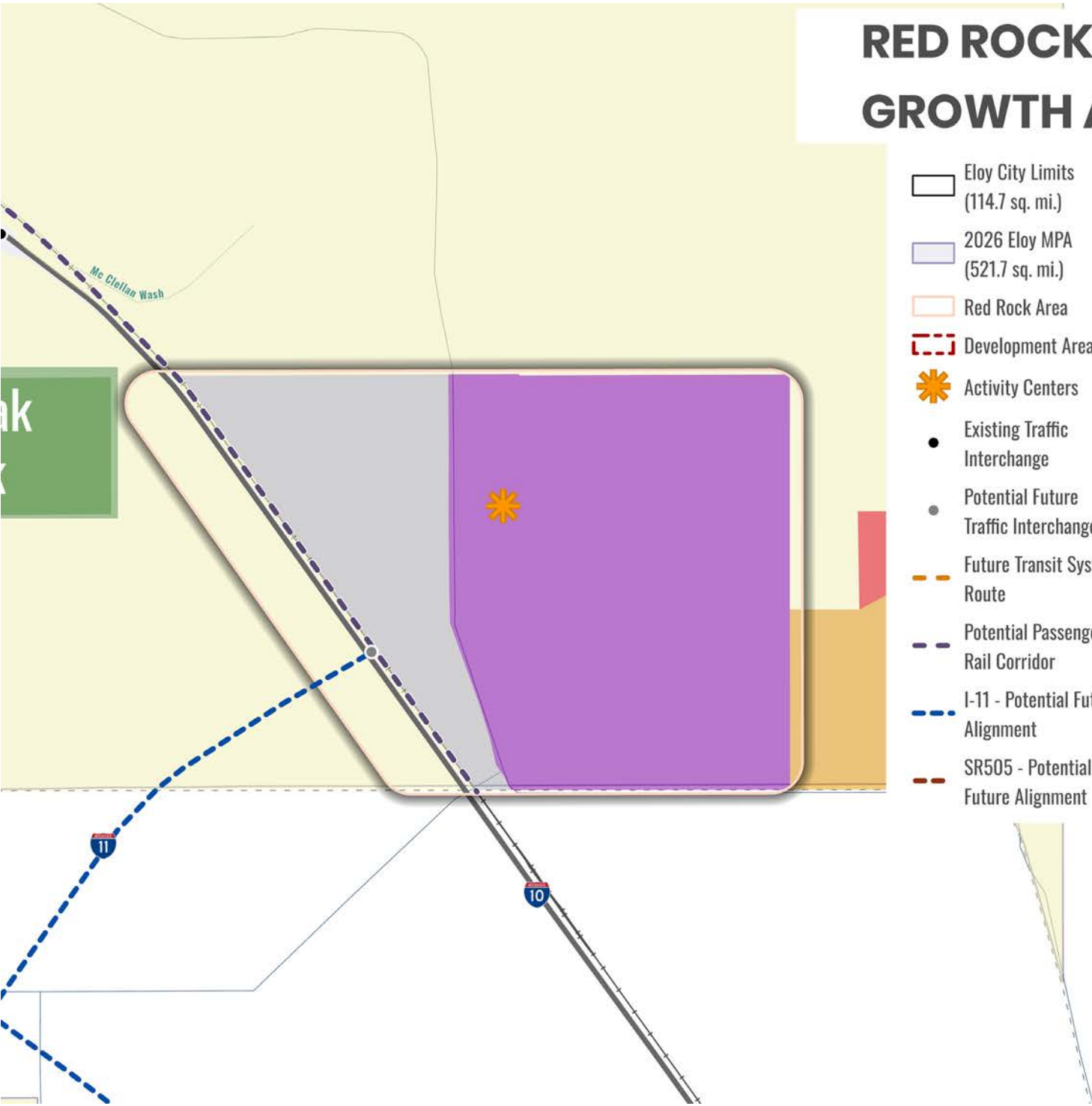
Zombie Subdivisions

Platted or partially built subdivisions that stalled and were never completed, leaving fragmented streets, overgrown lots, and infrastructure gaps.

APPENDIX F – GROWTH AREA MAPS

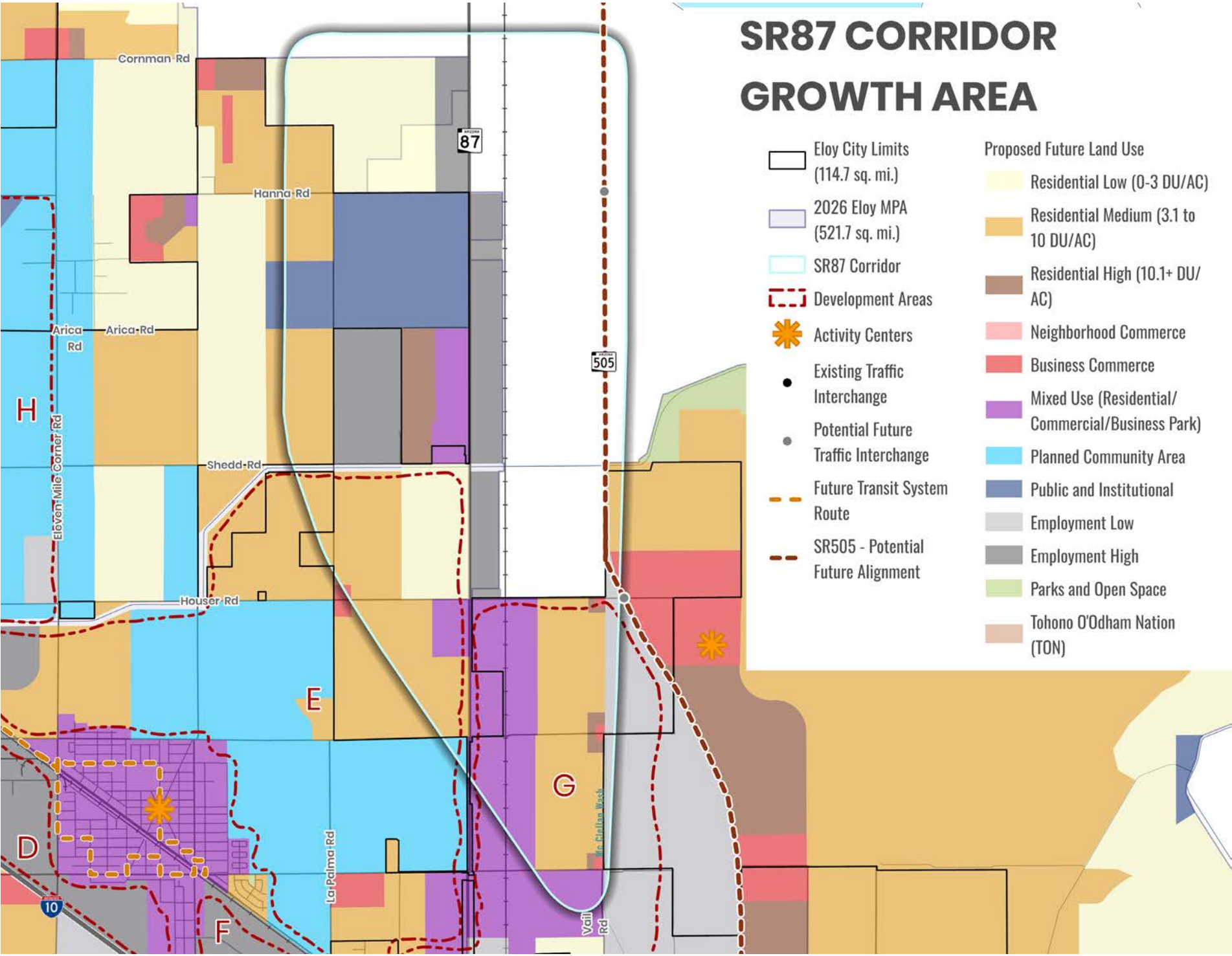
Scroll to next page for maps.





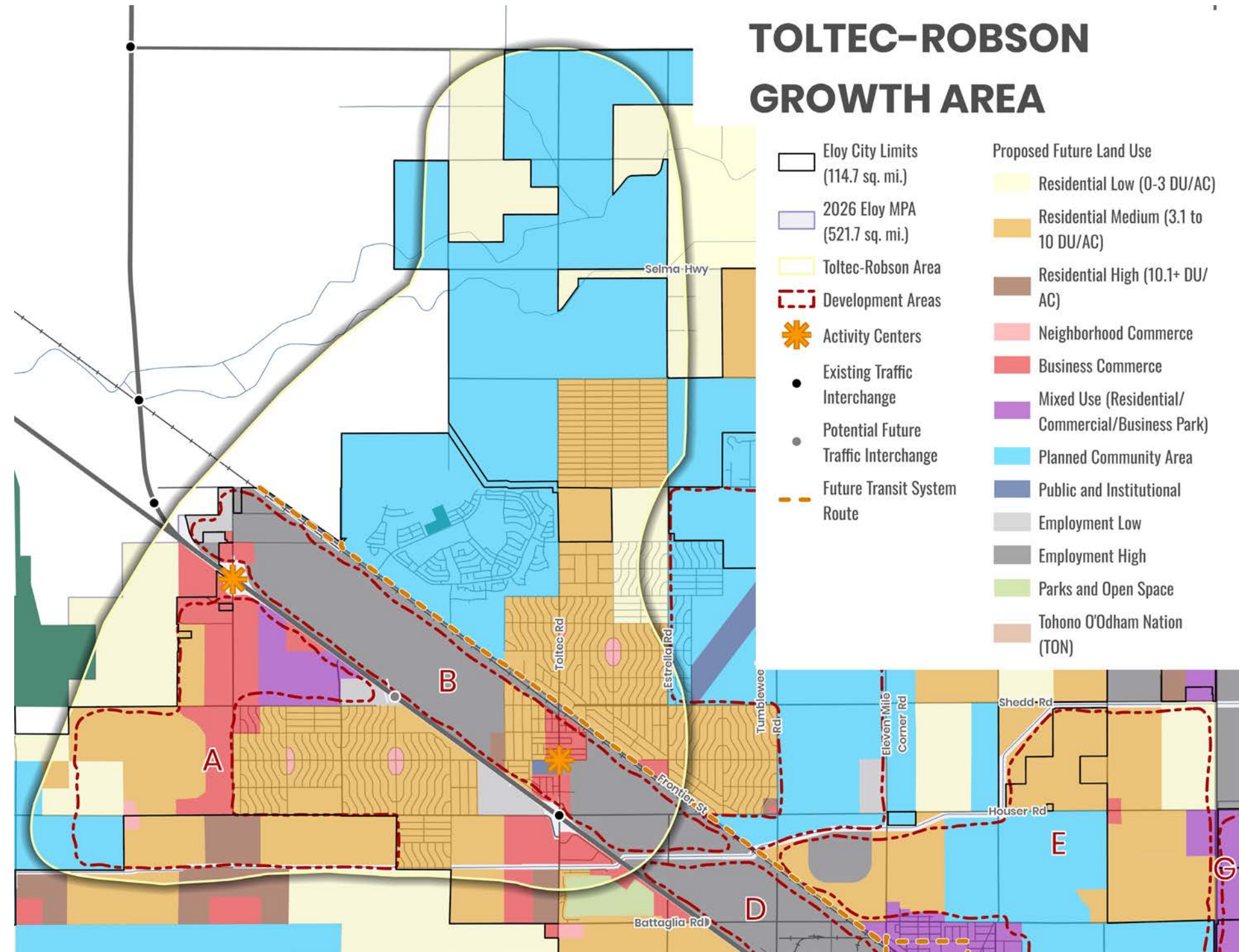
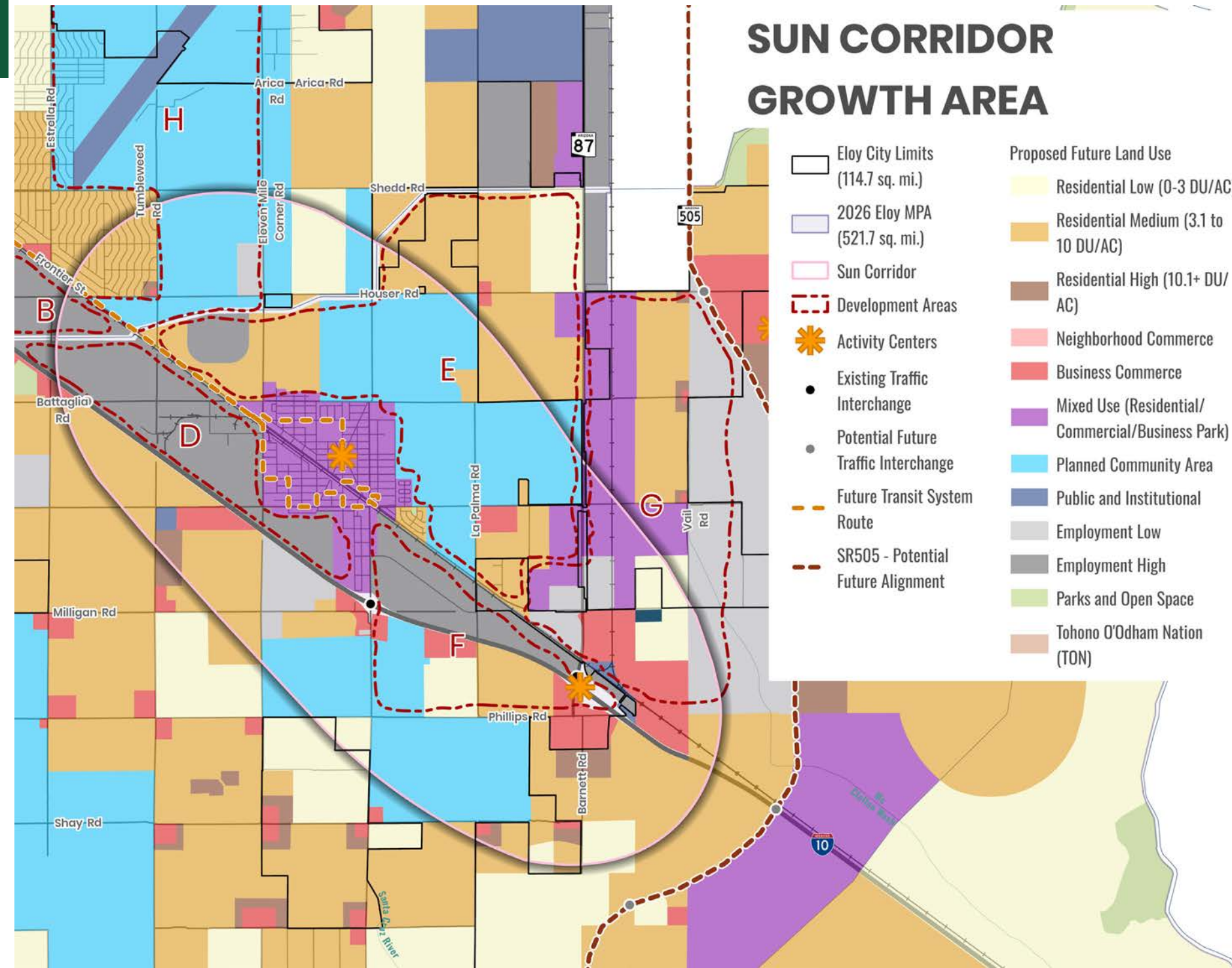
RED ROCK GROWTH AREA

- Eloy City Limits (114.7 sq. mi.)
 - 2026 Eloy MPA (521.7 sq. mi.)
 - Red Rock Area
 - Development Areas
 - Activity Centers
 - Existing Traffic Interchange
 - Potential Future Traffic Interchange
 - Future Transit System Route
 - Potential Passenger Rail Corridor
 - I-11 - Potential Future Alignment
 - SR505 - Potential Future Alignment
- Proposed Future Land Use**
- Residential Low (0-3 DU/AC)
 - Residential Medium (3.1 to 10 DU/AC)
 - Residential High (10.1+ DU/AC)
 - Neighborhood Commerce
 - Business Commerce
 - Mixed Use (Residential/Commercial/Business Park)
 - Planned Community Area
 - Public and Institutional
 - Employment Low
 - Employment High
 - Parks and Open Space
 - Tohono O'Odham Nation (TON)



SR87 CORRIDOR GROWTH AREA

- Eloy City Limits (114.7 sq. mi.)
 - 2026 Eloy MPA (521.7 sq. mi.)
 - SR87 Corridor
 - Development Areas
 - Activity Centers
 - Existing Traffic Interchange
 - Potential Future Traffic Interchange
 - Future Transit System Route
 - SR505 - Potential Future Alignment
- Proposed Future Land Use**
- Residential Low (0-3 DU/AC)
 - Residential Medium (3.1 to 10 DU/AC)
 - Residential High (10.1+ DU/AC)
 - Neighborhood Commerce
 - Business Commerce
 - Mixed Use (Residential/Commercial/Business Park)
 - Planned Community Area
 - Public and Institutional
 - Employment Low
 - Employment High
 - Parks and Open Space
 - Tohono O'Odham Nation (TON)





CITY OF ELOY

REQUEST FOR COUNCIL ACTION

Agenda Item: **VIII.B.**

Date: **3/9/2026**

Date submitted:
03/04/2026

Action: Formal

Subject: Approval of an Employment Contract for Mackenzie Letcher as City Manager including Salary and Benefits.

Date requested:
3/9/2026

TO: Mayor and City Council

FROM: Stephen Cooper, City Attorney

RECOMMENDATION:

An employment contract with Mackenzie Letcher as Eloy City Manager, effective March 9, 2026, is to be discussed and approved by a majority vote of the City Council. This matter may also be discussed in Executive Session with the City Manager, City Council, and City Attorney for legal advice pursuant to A.R.S. § 38-431.03 (a)(1),(3), and (4).

DISCUSSION:

The proposed new contract for the City Manager is for an open-ended term (no expiration or ending date) beginning March 9, 2026. The terms of the contract provided for an annual salary of \$177,210.00 (subject to the July 1st market adjustment and other City Benefits such as COLA, bonus/benefits awarded to other City Employees), a car allowance of \$7,200 and a phone, tablet, and technology allowance of \$1,800.00. These sums did not include the expense of benefits paid to the City Manager in the same manner that are paid to City employees, such as insurance, retirement contributions, and PTO leave. The above sums do not include the cost of professional development membership and training costs, which are to be approved in advance by the City Council.

Should Mr. Letcher wish to resign during the term of this contract, he must give 90 days advance notice to the City Council. This contract also provides that upon termination of this Agreement or the City Manager leaving City employment, either voluntarily or involuntarily, the City shall pay the City Manager for one hundred percent (100%) of the accrued but unused PTO leave in a lump sum.

During the term of this Agreement, Employee shall be required to establish and maintain a residence within a 25-mile radius of the City Hall of the City of Eloy.

Additional key terms are:

1. The city agrees to pay the Employee an annual base salary of \$177,210.00 for his services rendered pursuant to this agreement as City Manager.

2. The City agrees to pay the sum of Seven Thousand Two Hundred Dollars (\$7,200.00) per year, payable in equal monthly installments, as a vehicle allowance to purchase or lease a vehicle. The City Manager shall be responsible for paying for liability, property damage, and comprehensive insurance coverage for such a vehicle and shall further be responsible for all expenses attendant to the purchase, operation, maintenance, repair, and regular replacement of said vehicle.
3. In the event the City Manager voluntarily resigns as City Manager, he shall give the City Council ninety (90) days advance notice.
4. In the event the City Manager is terminated by the City Council without cause during the time that he is willing and able to perform the duties of City Manager; the City Council agrees to pay nine (9) months of base salary, calculated at the rate of pay in effect upon termination and shall be paid in the same manner as if City Manager was still an employee of the City of Eloy.
5. The City Manager shall accrue PTO in the same manner as Department Heads of the City of Eloy, pursuant to City of Eloy Administrative Policy #600, subject to a maximum accrual of 600 hours of PTO hours, which shall be payable in a lump sum upon the termination or resignation of employment.

FISCAL IMPACT:

- Annual Salary: \$177,210.00
- Annual Car Allowance: \$7,200.00
- Annual Phone and Tablet Allowance: \$1,800.00

The above sums do not include the expense of benefits paid to the City Manager in the same manner as paid to City employees, such as insurance, retirement contributions, and PTO leave. The above sums do not include the cost of professional development membership and training costs, which are to be approved in advance by the City Council.

Approved as to Form:



Stephen R. Cooper, City Attorney

TERMS AND CONDITIONS OF EMPLOYMENT AGREEMENT

THIS AGREEMENT, made and entered into this 9th day of March 2026, by and between the City of Eloy, a Municipal Corporation, hereinafter called "Employer or City Council" as party of the first part, and Mackenzie Letcher, hereinafter called "Employee or City Manager", as party of the second part, both of whom understand as follows:

WITNESSETH

WHEREAS, Employer desires to employ the services of Employee as City Manager of the City of Eloy, as provided for in this Agreement and the City Code of the City of Eloy, Arizona, and;

WHEREAS, the Eloy City Council desires to provide certain benefits, establish certain conditions of employment, and set working conditions for said Employee and;

WHEREAS, Employee desires to accept employment as City Manager of the City of Eloy, Arizona;

NOW, THEREFORE, In consideration of the mutual covenants herein contained, the parties agree as follows:

SECTION 1. Powers and Duties of the City Manager

The City Council hereby agrees to employ said Employee as City Manager of the City of Eloy, Arizona, to perform the functions and duties specified in the City Code and State law and to perform other legally permissible and proper duties and functions as the City Council shall from time to time assign, subject to this Agreement. Employment shall commence on March 7, 2026.

Neither the City Council nor any of its members shall direct or request the appointment of any person to, or removal from, office by the City Manager or any of his subordinates, in the appointment or removal of officers and employees in the service of the City, except where expressly provided for by City Code or State law. Neither the City Council nor any member thereof shall give orders to any subordinate of the City Manager, publicly or privately.

Except as may be provided otherwise by applicable law, regulation, or Employer's agreement with any other person, Employee shall have the ultimate supervisory and managerial authority and responsibility to hire, direct, assign, reassign, evaluate, change the terms and conditions of employment, and terminate the employment of all other employees of Employer consistent with the policies of the governing body and the ordinances of the Employer, which authority may

be delegated by Employee to such other employees as Employee deems appropriate.

Except as may be provided otherwise by applicable law, regulation, or Employer's agreement with any other person, Employee shall have the authority to establish internal regulations, rules, and procedures, which the Employee deems necessary for the efficient and effective operation of the Employer.

Employer agrees to promptly communicate and provide Employee a reasonable opportunity to cure all substantive criticisms, complaints, and suggestions with respect to Employee's performance of services pursuant to this Agreement.

Except as may be provided otherwise by applicable law, regulation, or this Agreement, Employee shall carry out Employer's lawful policy directives, goals, and objectives, as communicated to Employee by Employer's governing body, while presenting information and recommendations that allow for fully informed policy decisions that both address immediate needs and anticipate future conditions.

SECTION 2. Term.

- A. The term of this Employment Agreement shall remain in the exclusive employ of the Council from the Effective Date until terminated by the Employer or resignation by the Employee as provided for in this Agreement.
- B. The City Manager serves at the pleasure of the City Council, and nothing herein shall be taken to prevent, limit, or otherwise interfere with the City Council's right to terminate the City Manager's services at any time with or without cause, subject only to the provisions of Section 3 of this Agreement.
- C. If the Employee voluntarily resigns as City Manager, then the Employee shall give the City Council ninety (90) days advance notice unless the parties agree otherwise.
- D. Employee agrees to remain in the exclusive employ of the City of Eloy during his Agreement. However, the term "employed" shall not be construed to include occasional teaching, writing, speaking, or consulting on Employee's time off, even if outside compensation is provided for such services. Said activities are expressly allowed, provided that in no case is any activity allowed that would present a conflict of interest with the City of Eloy, or ICMA Code of Ethics violation or otherwise interfere with the performance of Employee's duties under this Agreement. Employee agrees to provide prior written notice of such outside activities, including the activity and compensation paid to Employee by a third

party. Employee agrees while conducting such outside activities, Employee will not utilize or disclose any intellectual property or confidential information of the City of Eloy.

Section 3: Suspension

Employer may suspend Employee with or without full pay and benefits at any time during the term of this Agreement, but only if:

- A. After a public hearing, adequately noticed and called for such a purpose, a majority of the Council votes to suspend Employee without cause with full pay and benefits, provided, however, that Employee shall have been served with notice not less than 48 hours before the date of such hearing.
- B. After a public hearing, adequately noticed and called for such a purpose, a majority of the Council votes to suspend Employee with cause without full pay and benefits, provided, however, that Employee shall have been served with written notice not less than 48 hours before the date of such hearing.
- C. Employer agrees to promptly communicate and provide Employee a reasonable opportunity to cure all substantive criticisms, complaints, and suggestions concerning Employee's performance of services pursuant to this Agreement, provided that the Employee has 48 hours to provide a response; however, nothing in this Section shall limit the Employers' ability to terminate this Agreement under Section 4.

The term for cause shall mean theft, embezzlement, substance abuse as defined by the City Personnel policies, violation of any portion of City Code or City Personnel Policy which would result in termination of employment of a City employee, misfeasance, malfeasance, gross misconduct or violation of a criminal statute.

SECTION 4. Termination and Severance Pay.

For this Agreement, termination shall occur when:

- A. The majority of the governing body votes to terminate the Employee at a duly authorized public meeting with or without cause.
- B. If the Employer, citizens, or legislature acts to amend any provisions of the City Code or State law, the role, powers, duties, authority, and responsibilities of the Employee's position that substantially changes the form of City government, the

Employee shall have the right to declare that such amendments constitute termination.

- C. If the Employer, at any time during the term of this Agreement, including any extensions, reduces the salary or any other financial benefit of the Employee in a greater percentage than an applicable across-the-board reduction for all employees of Employer.
- D. In the event the City Council terminates the City Manager without cause during the time that the Employee is willing and able to perform the duties of City Manager, the City Council agrees to pay the Employee nine (9) months of base salary, calculated at the rate of pay in effect upon termination. Employer and Employee agree that the severance amount mentioned above shall be paid in the same manner as if the City Manager was still an employee of the City of Eloy.
- E. Contemporaneously with the delivery of the severance pay set out above, Employee agrees to execute and deliver to City a release, releasing City, its City Council, officers, and employees of all claims that Employee may have against City, its City Council, officers, and employees.

SECTION 5. Salary.

- A. City agrees to pay Employee for his services rendered pursuant hereto as City Manager an annual base salary of \$177,210.00 dollars, subject to compensation increases as described under Sections 9 and 13, for each year of employment term, payable in installments at the same time as other employees of the City of Eloy are paid.

SECTION 6. Deferred Compensation/Retirement Benefits.

Employee will participate in the Arizona State Retirement System pursuant to City policies for full time employees and Arizona State Statute. Employer agrees to allow the City Manager to participate in a voluntary deferred compensation program or a 401, A, C, or K plan. City agrees to allow Employee immediate vesting and agrees the Employee is the owner of said plan in total.

SECTION 7. Insurance Coverages.

Under their terms, the City Manager is entitled to participate in all health, dental, vision and life insurance plans the City maintains according to its policies for full-time employees.

Employer and Employee agree that upon the termination of the Employee for any

reason, except cause, as defined above, or intentional malfeasance or nonfeasance, insurance coverages provided by City to Employee shall be continued for a period in the same manner as outlined in Section 4 (D) above following the date of Employee's termination. If the Employee becomes re-employed and obtains coverage under another group insurance program, the City's obligation under this provision shall terminate.

SECTION 8. Automobile and Business Expenses.

The Employer agrees to pay to the Employee, during the term of this Agreement and in addition to other salary and benefits herein provided, the sum of Seven Thousand Two Hundred Dollars (\$7,200.00) per year, payable in equal monthly installments, as a vehicle allowance to be used to purchase or lease a vehicle. The Employee shall be responsible for paying for liability, property damage, and comprehensive insurance coverage upon such vehicle and for all expenses attendant to the purchase, operation, maintenance, repair, and regular replacement of said vehicle.

SECTION 9. Other Benefits.

- A. The City Manager shall receive compensation in the same amount, or percentage, as an applicable across-the-board increase in the form of a Cost-of-Living Adjustment (COLA), market adjustment, and/or bonus/benefit amount awarded for all Employer employees.
- B. All provisions of the City Code, rules, and regulations of Employer relating to Personal Time Off (PTO) shall apply to Employee, except that Employee shall accrue PTO in the same manner as Department Heads of the City of Eloy subject to an initial accrual rate of 6.92 hours per pay period and continue annual increases of PTO accrual, pursuant to City of Eloy Administrative Policy #600, subject to a maximum accrual of 600 PTO hours. Upon termination of this Agreement or upon the City Manager leaving City employment, either voluntarily or involuntarily, the City shall pay the City Manager for one hundred percent (100%) of the PTO accrued but unused in a lump sum.
- C. The parties expressly acknowledge and agree that the Employee's employment is solely governed by this Agreement and the Eloy City Code, and the applicability of the City Personnel Policy does not alter the Employee's employment status or the availability of grievance procedures set out in the City Personnel Policies.
- C. The Employer shall bear the total cost of any fidelity or other bonds required of the City Manager under any law or ordinance.

- D. The benefits provided to the City Manager under this Agreement shall not be reduced or eliminated unless the City Council receives the written approval of the City Manager in advance.
- E. The City shall maintain comprehensive liability coverage, effectively covering the City Manager against any claims associated with the reasonable performance of the City Manager's responsibilities within the scope of his employment. The City shall indemnify the City Manager for any liability incurred by the City Manager as an employee in the course and scope of the City Manager's employment.
- F. The City Manager shall also receive a \$150.00 monthly allowance for mobile communication expenses, including cell phones and tablets used for City business and urgent or emergency contact.

SECTION 10. Hours of work, Full-time status.

Employee shall devote the time necessary to the efficient administration of the City, which shall include a minimum of forty (40) hours per week. The parties acknowledge that the compensation payable to Employee under this Agreement constitutes an adequate salary for the performance of Employee's duties contemplated under this Agreement. It is recognized that the City Manager must devote a great deal of time outside regular office hours to the business of the City. The Employee will be allowed to adjust his office hours as he deems appropriate so long as he is available and the management of the City is not harmed. The Employee further acknowledges he is an "exempt employee" for purposes of State and Federal employment wage laws and is not entitled to overtime payment.

SECTION 11. Professional Development.

- A. Employer agrees to budget for and to pay the professional dues, subscriptions, travel, and subsistence expenses of the City Manager for Council-approved professional participation and travel, meetings, and occasions adequate to continue his professional development and to pursue necessary official functions of the City adequately, and following the general policies of the City.
- B. Travel and subsistence expenses of Employee for continuing education, including short courses, institutes, and seminars necessary for his professional development and the good of the City, subject to prior approval of the Council and following the general policies of the City.
- C. Additionally, the Employer encourages the City Manager to attain leadership positions in state, regional, and local associations and organizations relevant to his profession. Employer agrees to budget and pay for travel and subsistence expenses necessary for such official functions, including, but not limited to, membership in the Arizona City-County Management Association and International City County Managers Association, subject to prior approval of the

Council and under the general policies of the City.

Employers and Employees acknowledge the value of having Employees participate and be directly involved in local civic clubs or organizations. Accordingly, the Employer agrees to budget for and pay for the reasonable membership fees and dues, travel, and subsistence expenses to enable the Employee to become an active member of local civic clubs or organizations. Employee agrees to be an active member in local civic clubs and organizations and agrees that this shall be deemed a material term to this Agreement. This benefit shall not be deemed a severance benefit under Section 5 of this Agreement.

SECTION 12. Residentiary Requirement

During the term of this Agreement the Employee is encouraged to live within the City Limits of the City of Eloy, but shall be permitted to establish and maintain a residence within a 25 mile radius of the Eloy City Hall. Failure to Establish or maintain a residence without prior waiver approval from the City Council within a 25 mile radius from Eloy City Hall shall be considered “ a for cause breach” of this Agreement.

SECTION 13. Performance Evaluation.

- A. Performance evaluations should occur once per year. It shall be the sole obligation of the Employee to contact the City Council in writing to discuss setting the time and date for the assessment. Said review and evaluation shall be in accordance with specific criteria, goals, and performance objectives, which shall be jointly developed by the Employer and Employee and may be amended from time to time by the parties.
- B. If the Employer concludes that the Employee's job performance warrants a salary increase for merit, the Council may grant a merit adjustment in an amount determined by the Council.
- C. The Council and Employee, not less than annually, shall define such goals and performance objectives, which they determine necessary for the proper operation of the City and in the attainment of the Council's policy objectives, and shall further establish a relative priority among those various goals and objectives, said goals and objectives to be reduced to writing, They shall generally be attainable within the time limitations as specified and within the limits of the annual operating and capital budgets and appropriations.

- D. Should the Employer choose not to conduct a performance evaluation, it will be assumed the goals and expectations for the Employee have been met.
- E. In effecting the provisions of this Section, the Council and Employee shall abide by the requirements of applicable law.

SECTION 14. General Provisions.

- A. The text herein shall constitute the entire Agreement (excepting Eloy City Code) between the parties.
- B. This Agreement shall be binding upon and inure to the benefit of the heirs at law and executors of the Employee.
- C. This Agreement shall become effective upon adoption by the City Council of the City of Eloy.
- D. Suppose any provisions, or any portion thereof, contained in this Agreement is held unconstitutional, invalid, or unenforceable. In that case, the remainder of this Agreement, or a portion thereof, shall not be affected and shall remain in full force and effect. In that regard, a court declaring a part of the Agreement unenforceable for any reason shall look to the parties' intention and reform the contract in a manner designed to preserve and be consistent with that intent, eliminating only the offensive provision(s).

IN WITNESS THEREOF, the City of Eloy has caused this Agreement to be signed and executed on its behalf by its Mayor and duly attested by its City Clerk. The City Manager has signed and executed this Agreement in duplicate, the day and year first written above.

CITY OF ELOY:

EMPLOYEE:

Andrew Sutton, Mayor

Mackenzie Letcher

ATTEST:

APPROVED AS TO FORM:

Celine Kidwell, City Clerk

Stephen R. Cooper, City Attorney



Eloy City Hall

City of Eloy, Arizona

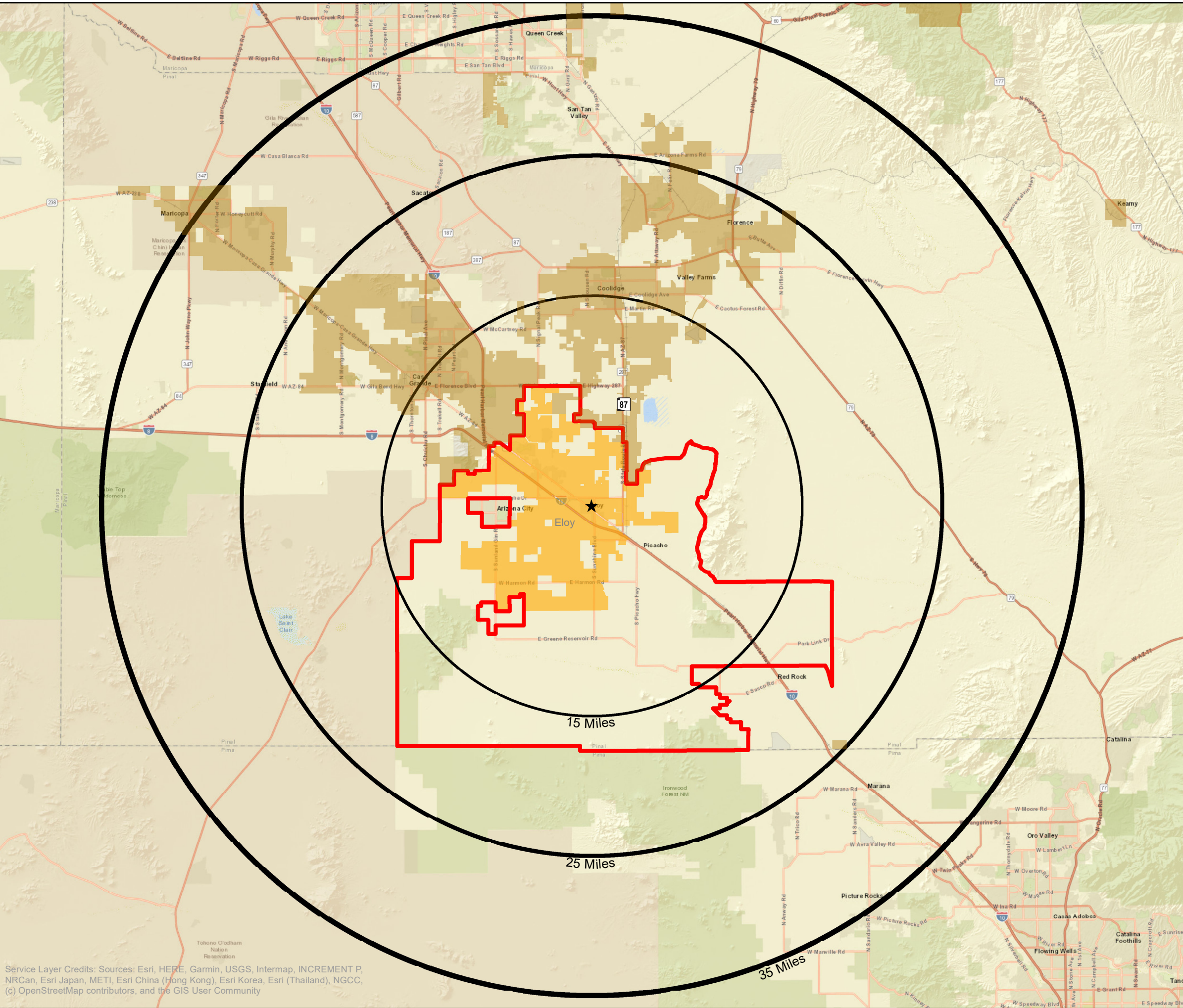
- ★ City Hall
- Eloy City Limits
- Eloy Planning Area
- 15 miles
- 25 miles
- 35 miles



Date: 5/23/2024

Disclaimer: This map is furnished for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.

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