



Agenda

City Council Special Meeting

Wednesday, August 1, 2018

3:00 PM

phoenix.gov

CALL TO ORDER AND ROLL CALL

- 1 **Complete Streets Design Guidelines for Certain Types of Development Within Council District 6** Page 3

- 2 **Presentations by Individuals Seeking Appointment as Interim Council Member for Council District 5** Page 15

- 3 **Appointment of Interim Council Member for Council District 5** Page 18

- 4 **Call of Special Election for Purpose of Filling Vacancy for Office of District 5 Council Member to Fill Remainder of Term (Ordinance S-44900)** Page 19

ADJOURN

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Complete Streets Design Guidelines for Certain Types of Development Within Council District 6

Based on a request by Councilmembers Sal DiCiccio, Michael Nowakowski and Laura Pastor for placement of an agenda item related to Complete Streets Design Guidelines within Council District 6 (**Attachment A**), Mayor Thelda Williams directed this item be included on the Aug. 1, 2018 Special Council meeting agenda. This item requests the City Council discuss and consider possible action on a pilot program implementing the full complete streets guidelines as recommended by the Complete Streets Advisory Board (CSAB) (**Attachment B**) for specific types of development outlined in **Attachment A** within Council District 6.

Summary

The Complete Streets Design Guidelines were adopted by the CSAB on March 8, 2018. The Guidelines are currently in a public review process by the Complete Streets Design Guidelines Community Working Group, the Citizens Transportation Commission, and the City Council Transportation and Infrastructure Subcommittee. The consideration is scheduled for the Transportation and Infrastructure Subcommittee September meeting. The CSAB's currently adopted Guidelines are shown as **Attachment B**.

Concurrence/Previous Council Action

Council approved the City of Phoenix Complete Streets Policy and Resolution on June 28, 2017.

Location

Council District: 6

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Planning and Development and Street Transportation departments.



City of Phoenix
OFFICE OF THE CITY COUNCIL

CITY CLERK DEPT.

2018 JUL -3 PM 12:05
CM

June 29, 2018

Request for Additional Item for July 5th Formal Meeting

We hereby request that the following item be added for discussion and consideration:

A pilot program implementing the full complete streets guidelines as recommended by the Complete Streets Advisory Board for the following types of development within Council District 6, with the following conditions:

- a) Applies to new residential developments 3 acres or larger.
- b) Applies to commercial or mixed-use developments 7 acres or larger requiring all or some part of the property to be rezoned.
- c) Applies to all government projects, including those by the City of Phoenix and other entities.
- d) Beyond the requirements above, developers to be given the option to use these design guidelines for any development size, type, or location if they so desire.

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Council Member Sal DiCiccio

Handwritten signature of Michael Nowakowski in cursive.

Council Member

Handwritten signature of Laura Par in cursive.

Council Member

City of Phoenix

Complete Streets Design Guidelines

Adopted March 8, 2018

Contents

1. INTRODUCTION	1
2. DESIGN PRINCIPLES FOR SUCCESSFUL COMPLETE STREETS.....	2
DESIGN FOR SAFETY	2
DESIGN FOR COMFORT AND CONVENIENCE	2
DESIGN FOR CONTEXT.....	2
DESIGN FOR SUSTAINABILITY	3
DESIGN FOR COST-EFFECTIVENESS.....	3
DESIGN FOR CONNECTIVITY.....	3
3. NACTO URBAN STREET DESIGN GUIDE	4
4. STORMWATER MANAGEMENT & GREEN INFRASTRUCTURE.....	5

1. Introduction

Through implementation of complete streets, Phoenix will be a healthier place to live. Complete streets help people to be more active, reduce chronic diseases, be less isolated, and may help provide equity in access.

The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers, should be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that children, elderly, and persons with disabilities can travel safely and conveniently within the public right-of-way. Achieving this requires community engagement, design consideration, streetscapes, and neighborhood connectivity.

Complete streets are one component of good urban design. Urban design issues vary in complexity. Decisions that use these guidelines should be tailored to individual situations and contexts. Moving forward, these guidelines should inform updates to other relevant city documents, policies, and plans and should be updated as appropriate when new national best practices are identified.

Exceptions are specified in the Complete Streets Policy (Resolution 21554) attached as Exhibit A to this document.

2. Design Principles for Successful Complete Streets

Design for Safety

Phoenix's transportation network has been designed almost exclusively for the vehicle. This principle strives to return balance to the transportation network for users of all modes of transportation resulting in a safer city.

- Design streets safe for all users, particularly children, the elderly, those with disabilities, transit users and more vulnerable modes (walking, bicycling, transit).
- Design streets for slower speeds to reduce the number of serious crashes.
- Streets should be designed for the posted speed limit.
- Ensure that streets have sufficient lighting for all users.
- Bike facilities should be evaluated to continue to and through intersections when practicable, feasible, and supportable.
- Consolidate driveways to minimize modal conflicts and increase opportunities for infrastructure that supports Complete Streets principles.
- Research, test, and evaluate innovative safety treatments, particularly those successfully adopted in other cities.

Design for Comfort and Convenience

Our street infrastructure has been developed in a way that exacerbates the high temperatures and impedes the easy movement of active transportation users. Complete Streets are meant to mitigate those effects and create comfort for all modes.

- Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists.
- All streets should have pedestrian infrastructure with pedestrian through zones free of impediments.
- Expand the availability of public seating and bicycle racks.
- Minimize the number of bus bays to maintain pedestrian zone and improve reliability of transit schedules.
- The roadway (portion of the street designed, enhanced, or ordinarily used for vehicular travel) should be designed to the minimum possible width, with the minimum number of lanes that safely allows for the desired operations.
- All roadway corners should be designed for the smallest possible radius that still accommodates the design vehicle and emergency vehicles.

Design for Context

Streets help define the character of neighborhoods. A street's design should interact with the surrounding context, including its history, land uses, and nearby landmarks.

- The unique character of neighborhoods should be considered during the design of street projects.
- Bicycle lanes are not required on streets that primarily provide direct access to single-family residential and/or industrial land uses. All other streets should have bicycle lanes. On streets with posted speed limits of 30 miles per hour or higher, the bike lanes will preferably be separated and/or protected. For the purposes of this document, sharrows are not bicycle lanes.
- Design streets to enhance access to and contribute to the open space network within the city.

Design for Sustainability

Streets present an extraordinary opportunity to improve the environmental health of the city. Complete Streets will help achieve sustainability goals and mitigate the urban heat island effect.

- Minimize impermeable surfaces and maximize vegetation on streets outside of vehicular travel lanes. Street designs should capture and beneficially use stormwater wherever practicable.
- Reduce streets' rate of heat absorption by maximizing tree canopy cover, reducing asphalt, and using high reflectivity materials or lighter colors.
- Collaborate across agencies in testing, evaluating, and standardizing new materials so that streets are constructed in an environmentally sound way.

Design for Cost-Effectiveness

Reconstruction of city streets can require substantial financial resources. Streets should be designed for long-term cost effectiveness with public and economic benefit.

- Consider not only up-front capital costs, but also full lifecycle costs and benefits; certain options may cost more up front, but may have lower ongoing maintenance and operations costs and/or provide long-term benefits.
- Street overlays and private development activity should be designed as complete streets for affected elements.
- When practical, identify opportunities to partner and share resources (e.g., driveways, parking, etc.).

Design for Connectivity

*Network activity has implications for Complete Streets and is crucial for creating walkable and bikeable places. These concepts apply to both new development and retrofit conditions. More detail can be found in Chapter 3 of the Institute of Transportation Engineers' publication *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010).*

- Design and connect neighborhoods via streets, sidewalks, and trails, and discourage the abandonment of streets, sidewalks, and alleys that compromise connectivity.
- Rather than the winding hierarchical network, the city should return to a traditional connected grid network, wherever possible. The collector in a typical hierarchical network channels traffic from local streets to the arterial street system. However, a system of parallel connectors provides multiple and direct routes between origins and destinations. Streets should be designed to the standards laid out in the *Indices for Network Connectivity and Accessibility* shown below:

Indices for Network Connectivity and Accessibility

- Links and nodes (index): Roadway (or modal) links divided by the number of nodes (intersections). Ranges from 1.0 (poorest level; all cul-de-sacs) to 2.5 (full grid). Minimum index defining a walkable community is 1.5.
- Intersection ratio: The ratio of intersections divided by intersections and dead ends, expressed on a scale from zero to 1.0 (US EPA, 2002). An index of more than 0.75 is desirable.
- Average intersection spacing: For walkability, maximum distance of 600 ft; desirable spacing is under 400 ft.
- Intersection density: The number of surface street intersections within a given area, such as a square mile. The more intersections, the greater the degree of connectivity.
- Blocks per square mile: For walkability this index should be at least 100.
- Directness (index): Actual travel distance divided by direct travel distance. Ideal index is 1.0. For walkability, index should be 1.5 or less.

Sources: Texas Transportation Institute, Adapted from: Donohue, Nick, "Secondary Street Acceptance Requirements," Office of the Secretary of Transportation, Commonwealth of Virginia. Spring 2008. "Smart Growth Index Model," U.S. EPA 2002.

3. NACTO Urban Street Design Guide

Refer to the entirety of NACTO's *Urban Street Design Guide* (2013), excepting the Stormwater Management section. For guidelines related to stormwater management, please see section 4 of this document (*Stormwater Management and Green Infrastructure*).

4. Stormwater Management & Green Infrastructure

Content reproduced and adapted for use here is provided courtesy of Watershed Management Group. Source material, including more guidance on green infrastructure practices is at www.watershedmg.org.

Purpose

Green infrastructure (GI) is an important element of a sustainable complete street, using living, natural systems to provide environmental services, such as capturing, cleaning, and infiltrating stormwater; creating wildlife habitat; shading and cooling streets and buildings; and calming traffic. This section provides principles and guidelines for creating and retrofitting existing neighborhood streets, rights-of-way, and parking lots with GI practices. These guidelines are intended for City of Phoenix-sponsored projects but are easily translated to private projects. Developers are encouraged to consider the benefits that incorporating GI practices could provide in their developments.

Green Infrastructure Overview

In the southwest United States, climate can present a challenge to alternative modes of transportation such as bicyclists and pedestrians. When it rains, these streets generate stormwater runoff that carries non-point source pollution to waterways, resulting in flooded streets (creating traffic hazards), erosion of soil downstream of paved areas, and increased maintenance costs.

GI practices can help resolve these concerns. Practices such as traffic chicanes, curb bump-outs, or bioswales reduce the street width and create pervious planting areas which help calm traffic, reduce flooding, sedimentation and erosion, capture, clean and infiltrate stormwater, and help irrigate vegetation that shades streets and sidewalks, creating more desirable places for biking and walking. Four critical principles to consider when implementing GI are discussed below.

Protect and restore natural areas (e.g., washes, desert scape, relatively undisturbed riparian areas)

Natural areas provide the functions that GI emulates, including air and water filtration, and wildlife habitat. When a natural area is removed, it is costly and difficult to rebuild the complex web of ecological interactions, and thus the services, it provides. Therefore, it is an essential GI practice to preserve natural areas wherever possible or restore the ecological functions and services of degraded natural areas.

Serve multiple functions with GI

Instead of creating infrastructure that only serves one purpose, the best GI practices will serve multiple functions, like, improving pedestrian/bicycle pathways; cooling and beautifying streets; and reducing and cleaning stormwater runoff. Such integrated design creates GI practices that are more cost-effective and beneficial for communities.

Include the community

GI approaches are best when implemented using a multi-disciplinary and inclusive planning and design process. Including local residents, neighborhoods, businesses, and institutions like schools and churches is essential to creating projects and locations that are successful and supported over the long term.

Use Vegetation

Vegetation is an essential element of GI practices. The benefits of vegetation (particularly trees) are wide-ranging from human health to wildlife to aesthetic. Selecting drought-tolerant or desert-adapted species, preferably native to the region, is important. With appropriate site selection and planting density, combining vegetation with GI can reduce the irrigation requirements by maximizing utilization of rainfall runoff with the potential to eliminate supplemental irrigation after plant establishment.

Green Infrastructure Common Practices

This section briefly describes common GI practices that may be appropriate, singly or in combination, for use on City of Phoenix projects; more information on these practices can be found at www.watershedmg.org. This is not intended to be an exhaustive list; nothing in this document should be construed to restrict implementation of GI on City of Phoenix or private developments to only the practices listed. Future innovation and technological advances are also expected and encouraged to contribute to an increased body of potential GI practices appropriate for our region.

Streetside Practices — GI within the right-of-way adjacent to streets should consider these design features:

- Non-vehicular curb cuts are openings created in the curb to allow stormwater from an impervious surface (e.g., street or parking lot) to flow into a depressed infiltration and planting area. This is an effective and simple GI practice for new or retrofit projects.
- Bioretention basin with rock-lined edges collect and infiltrates stormwater from curb cuts; bioretention basins must be excavated in the right-of-way to a depth below street level. Rocks are used to prevent erosion along the sides of the basin. This can be an effective choice in relatively narrow right-of-way.
- Bioretention basin with shallow slope collects and infiltrates stormwater from curb cuts in a wider, shallow sloped area with no rock-lined edges. These basins are similar in structure and function to basins with rock-lined edges. This only works in relatively wider right-of-way that allows space for gently sloped sides.
- Sediment traps capture and collect sediment at the entrance to bioretention areas, facilitating periodic sediment removal, extending functional life of the basin.
- Swale with non-vehicular curb cuts is a bioretention feature with gently sloping sides that is long and linear. It may capture and infiltrate stormwater in place or transport water downhill to a drain or other detention feature.
- Basin or swale without non-vehicular curb cuts can be used to capture stormwater from adjacent sidewalk and businesses where right-of-way is too small to create a basin with curb cuts or where stormwater doesn't flow along the gutter.
- Pervious pavement treats, detains and infiltrates stormwater runoff in combination with landscape-based strategies or where landscape-based strategies are restricted or less desired. Streetside applications could include sidewalks, street furniture zones, parking lanes and gutter strips.

In-street Practices — GI within a street profile:

- Chicanes, (midblock bump outs) - collect and infiltrate stormwater that flows along curbs and should be designed with a flush curb and depressed bioretention area streetside.
- Medians can collect and infiltrate stormwater that flows along a curb; should be designed with a flush curb and depressed bioretention area. This is particularly useful on streets with an inverted crown.

Parking Area — Parking area GI are not generally within right-of-way but can be used as tools to retain water on-site:

- Bioretention basins or swales- retain and infiltrate stormwater runoff in landscape buffer areas; opportunities to replace unneeded asphalt with bioretention should be considered. Speed bump placement can assist in directing stormwater to basins.

CITY OF PHOENIX
COMPLETE STREETS POLICY

Adopted by City Council June 28, 2017

VISION

The intent of the Complete Streets Policy ("Policy") is to help the City of Phoenix ("City");

- Become more walkable, bikeable and public transit friendly
- Foster social engagement
- Instill community pride
- Grow the local economy and property values
- Identify projects that will improve equitable transportation access for vulnerable and transit-dependent populations
- Improve the livability and long-term sustainability of the region.

With the implementation of the Complete Streets Policy, Phoenix will be a better place to live, work, and realize long-term savings from improved public health, safety, environmental stewardship, economic development, social mobility, and transportation equity.

It is the intent of this document to provide context sensitive Complete Streets design guidance for all projects within the public right-of-way and all streets accepted by the City.

This Policy aligns with the City's overall vision for transportation and the General Plan.

GOALS

When designing, constructing and improving rights-of-way City staff will incorporate this Policy to ensure the City's rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of serving a variety of transportation modes
- Will contribute to active transportation and public health
- Accommodate transportation users of all ages and abilities
- Are economically and environmentally sustainable
- Are designed to be compatible with the surrounding contexts and connecting transportation networks
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the Complete Streets Planning and Design Principles which will be integrated into the Street Transportation Design Guidelines
- Provide new or improved connectivity between all transportation modes and adjacent land uses.

ROLES AND RESPONSIBILITIES

- (A) While the Street Transportation Department will lead implementation of Complete Streets for projects, transformation of the Phoenix street environment to be more inclusive of pedestrians, cyclists, and transit-users will require coordination with and support of many City departments and adjacent landowners. These departments may include, but are not limited to: Public Transit, Planning and Development, Neighborhood Services, Water Services, Police, Fire, and Community and Economic Development.
- (B) The Planning and Development Department will provide guidance for privately funded projects to implement the Policy, and will encourage coordination and support of private landowners, developers, builders, city departments, and other stakeholders.
- (C) The City will continue efforts to coordinate with adjacent municipalities and agencies to encourage interjurisdictional connectivity.
- (D) The City will work with builders, developers, utilities, and industry trade associations to encourage the use of the Policy for privately funded projects and all relevant partners for publicly funded projects.
- (E) The City staff will propose the inclusion of Complete Streets principles into the General Plan and other relevant plans, manuals, rules, regulations, ordinances and programs as determined by staff and the Complete Streets Advisory Board.
- (F) The City will incorporate Complete Streets improvements into its Capital Improvement Program and pursue other funding sources to accelerate the implementation of this Policy.
- (G) The City will provide training to appropriate City staff on Complete Streets principles and best practices for implementation and will encourage staff professional development and training on non-motorized transportation issues.
- (H) The City will prepare annual reports detailing implementation impacts including exceptions, obstacles and successes of this Policy. The report will be posted online and shared with the relevant City departments, committees, Council subcommittees, and the Complete Streets Advisory Board.

EXCEPTIONS

Any exception to this Policy must be reviewed and documented with supporting data by the appointed designee of the Street Transportation Department. Exceptions may be considered for approval if:

- (A) The activities are maintenance activities (not including street overlays) that do not change the roadway geometry or operations and are designed to keep assets in serviceable condition; or
- (B) The application of Complete Streets principles would be contrary to public safety; or
- (C) The application of Complete Streets principles would have significant adverse historic, cultural, contextual, or environmental impacts; or
- (D) Accommodation is not necessary where non-motorized uses are prohibited by law; or
- (E) Cost of accommodations is excessively disproportionate to the cost of the project.



Presentations by Individuals Seeking Appointment as Interim Council Member for Council District 5

This item is scheduled to allow Council members and the public an opportunity to hear presentations by individuals seeking appointment as the interim Council member for City Council District 5. As outlined in Mayor Thelda Williams' July 10, 2018 memo (**Attachment A**), each interested candidate, in alphabetical order, will have up to five minutes to make a statement to the Council.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

Councilman Daniel Valenzuela resigned from City Council District 5 effective July 18, 2018. Because there are more than 365 days remaining in the District 5 term, the Phoenix City Charter mandates that the Council appoint a person to fill the vacancy on an interim basis, not less than 12 days, but no more than 15 days, from the date of the vacancy.

A packet with applicant cover letters and resumes will be available Thursday, July 26, 2018, after the 5 p.m. filing deadline at this link:

<https://www.phoenix.gov/cityclerk/services/election-information/march-2019-special-election/march-2019-candidate-information>.

Responsible Department

This item is submitted by the City Manager's Office.



City of Phoenix

OFFICE OF THE MAYOR

July 10, 2018

To: Ed Zuercher
City Manager

From: Thelda Williams
Mayor

Subject: Selection Process to Replace Councilman Daniel Valenzuela

This memo outlines the procedure the City Council will use to fulfill its duty to appoint a new councilmember to fill the expected District 5 vacancy. Councilman Daniel Valenzuela has announced his intention to step down from the Council effective July 18, 2018.

I am committed to ensuring the vacancy is filled in the most open and transparent way possible, and in accordance with the strict guidelines set forth by the City Charter. Because there are more than 365 days remaining on the District 5 term, the Charter requires that several steps are taken in a short timeframe.

After reviewing the Charter and the procedures used to fill past vacancies, I recommend the process outlined below, which complies with the Charter and the State's Open Meetings Law. I will forward this memo to the City Clerk to be posted and made available to the public.

Interim Council Seat

1. The Charter mandates that the Council appoint a person to fill the vacancy on an interim basis, with the term ending the first business day after the canvass of votes for the Special Election. This appointment must occur not less than 12 days, but no more than 15 days from the date of vacancy. **Therefore, I am calling a special meeting of the Phoenix City Council on August 1, 2018 at 3:00 p.m. at the Council Chambers. At this time, the Council will hear from all interested candidates and then select an interim District 5 Councilmember.**
2. Eligible residents who are interested in being considered are strongly encouraged to submit a letter of interest and a resume. **Candidates must return all materials to the Phoenix City Clerk no later than 5 p.m. on July 26, 2018.** At that time the Clerk will distribute copies of all submitted documents to the full council.

200 WEST WASHINGTON STREET, 11TH FLOOR, PHOENIX, ARIZONA 85003-1611
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WWW.PHOENIX.GOV



City of Phoenix

OFFICE OF THE MAYOR

3. At the August 1, 2018 meeting, each interested candidate, in alphabetical order, will have up to 5 minutes to make a statement to the Council. Once the Council has heard from every candidate, the Council will be able to ask questions of the candidates. Once presentations and questions are completed, the Council will vote to select the interim District 5 Councilmember. As allowed by the Charter, any Councilmember may nominate a qualified individual to fill the vacancy with no second required. The Council will vote on candidates in the order in which they were nominated, as recognized by the chair. The first candidate to receive an affirmative majority of the votes of the Councilmembers present will be selected to fill the vacancy. The interim Councilmember will take office as soon as the oath of office has been administered and signed and will serve until the first business day after the canvass of the votes for the Special Election.

Permanent Council Seat

1. Residents who live in District 5 and would like to run in the required March 12, 2019 Special Election must declare as a candidate within 10 calendar days from the date of the vacancy, which in this case will be 5 p.m. July 28, 2018. More information regarding this process will be available by calling the Phoenix City Clerk's office at 602-262-6837.
2. In accordance with the Charter, the Council must call a Special Election within 10 calendar days after the first 10-day period (i.e. within 10 days of July 28). I request that the Council consider calling for the special election at the 3:00 p.m. meeting on August 1, 2018, as the second item on the agenda. The next allowable date for the Special Election is March 12, 2019.

Thank you in advance for your assistance with this important matter.

Cc: City Councilmembers
Deputy City Managers
City Clerk
City Attorney

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Appointment of Interim Council Member for Council District 5

The City Charter states that when a vacancy occurs with more than one year remaining in the term, the City Council must appoint an individual to fill the vacancy until a Special Election is held to fill the remainder of the term.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

Councilman Daniel Valenzuela stepped down from City Council District 5 effective July 18, 2018. The City Charter states that when a vacancy occurs with more than one year remaining in the term, the City Council must appoint an individual to fill the vacancy until a Special Election is held to fill the remainder of the term.

Responsible Department

This item is submitted by the City Manager's Office.



Call of Special Election for Purpose of Filling Vacancy for Office of District 5 Council Member to Fill Remainder of Term (Ordinance S-44900)

An ordinance calling a Special Election in the City of Phoenix to be held on March 12, 2019, for the purpose of filling the vacancy for the office of District 5 Council Member to fill the remainder of the term, as required by Chapter III, section 5, of the City Charter.

Summary

On July 18, 2018, Councilman Daniel Valenzuela resigned with more than one year remaining in his term of office. The City Charter requires that a Special Election be held to fill the unexpired portion of the term that currently ends on Jan. 2, 2020. This item calls the Special Election in the City of Phoenix to be held on March 12, 2019, the next date permitted by law. The City Charter requires the City Council to call the election between 11 and 20 days after the vacancy occurs. Separate ordinances to adopt the form of the ballot, which establishes the language to appear on the ballot, and to designate the voting locations will be submitted to the City Council on a future agenda.

Responsible Department

This item is submitted by Acting Deputy City Manager Toni Maccarone and the City Clerk Department.