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CALL TO ORDER

[Time: 00:00:01]

Mayor Ortega: Hello. I call the March 29th, 2022 city council regular meeting to order. City clerk Ben Lane, would you please conduct the roll call?

ROLL CALL

[Time: 00:00:13]

Clerk Lane: Thank you, mayor. Mayor David Ortega.

Mayor Ortega: Present.

Clerk Ben Lane: Vice Mayor Tammy Caputi.

Vice Mayor Caputi: Here.

Clerk Ben Lane: Councilmembers Tom Durham.

Councilmember Durham: Here.

Clerk Ben Lane: Betty Janik.

Councilmember Janik: Here.

Clerk Ben Lane: Kathy Littlefield.

Councilmember Littlefield: Here.

Clerk Ben Lane: Linda Milhaven.

Councilmember Milhaven: Here.

Clerk Ben Lane: Solange Whitehead.

Councilmember Whitehead: Here.

Clerk Ben Lane: City Manager Jim Thompson.

Jim Thompson: Here.

Clerk Ben Lane: City Attorney Sherry Scott.

Sherry Scott: Here.

Clerk Ben Lane: City Treasurer Sonia Andrews.

Sonia Andrews: Here.

Clerk Ben Lane: City Auditor Sharron Walker.

Sharron Walker: Here.

Clerk Ben Lane: And the Clerk is Present. Thank you, Mayor.

Mayor Ortega: Tonight, we have the Scottsdale police officers Dustin Patrick and Anthony wells, as well as firefighter mark Harris if anyone needs assistance. Thank you.

Let's begin with the Pledge of Allegiance. Councilwoman Whitehead.

Councilwoman Whitehead: I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands: One nation under God, indivisible, with liberty and justice for all.

MAYORS REPORT

[Time: 00:01:25]

Mayor Ortega: We continue to keep Ukraine in the forefront of our -- Ukraine in the forefront of our thoughts. Let's pause in thoughts as we pray for the safety and peace of the people of Ukraine.

Mayor Ortega: Thank you. I would also like to recognize the passing of two notable members of our Scottsdale community. One is Joseph Coatsworth. He was most recently on the board -- the board chairman for the Neighborhood Outreach Access to Health. It's called NOAH and had previously been the CEO of Arizona Alliance of Community Health Centers.

Also noting the passing of Darlene Peterson. Darlene was a retired nurse, who was a very frequent visitor to city hall to express her opinion and knew the beauty of Scottsdale. She also served on the Scottsdale historic society, was president. She was responsible for many of the actions that they supported to create historic buildings in Scottsdale.

I want to take note that the McDowell Sonoran Preserves Fraesfield and Granite Mountain trailhead were awarded with two environmental excellence Crescordia Awards. One was for the Fraesfield trails and the other one was for the buildings. I would like our council to stand and we'll celebrate that. This is the award. Thank you. We'll give Scottsdale a hand.

[Applause]

Next week, a reminder is National Library Week. We please join us in celebrating and participating. We have a bookmark design contest. And, yes, people still use bookmarks and we will encourage you to check by any of the libraries for more information.

PRESENTATIONS

[Time: 00:01:25]

Mayor Ortega: We have a presentation today. Presenting is Arizona public service, APS Peak Solution Rebate. And the presenter is Brian Biesemeyer, with water resources, he's the executive director. We also have Patricia McLaughlin with the Arizona public service. Please come forward. Thank you.

Brian Biesemeyer: Thank you, mayor. Brian Biesemeyer, Scottsdale water. It's my pleasure to be here tonight to have APS present a check on behalf of its peak solutions program to the city of Scottsdale.

The peak solutions is a demand response program, where Scottsdale water participates in and which we get paid for periods of high demand periods to reduce our demand to take some demand off the system for APS.

It's a delicate balance because we also provide water on demand as well, but through some very capable hands of our operations staff, we are able to turn off parts of our systems for a period of time to help APS in these peak periods of time. It depend -- our cash payment depends on how well we perform but I will turn that over to Patty to make the formal presentation.

Patricia McLaughlin: Mayor Ortega, councilmembers, thank you so much. It's a pleasure being here. I'm actually going to introduce Matt Poole who is the manager of the program for APS.

Matt Poole: Thank you, Patty and Brian. Thank you, Mayor Ortega, Vice Mayor Caputi and esteemed councilmembers. My name is Matt Poole. I work for c-power energy management. We manage the APS Peak Solutions Program.

And we would like to thank the city of Scottsdale and in particular, the water services department for their continued participation in the peak solutions program. Your participation not only benefits the city of Scottsdale, but the community as well. This is a no out-of-pocket cost program where we pay APS business customers to periodically reduce electrical usage from June through September, when energy demand intensifies against available supply.

So it is therefore with great pleasure that the APS Peak Solutions Program would like to present this check in the amount of \$137,926 to the city of Scottsdale, and also since 2010, the city of Scottsdale has received over \$1.3 million for participating in the peak solutions program. Thank you.

[Applause]

Mayor Ortega: I should have our treasurer come up, don't you think? She has to make the deposit, right?

PUBLIC COMMENT

[Time: 00:08:22]

Mayor Ortega: Well, the next part of our agenda is public comment. Again, I referred to Darlene Peterson, and at this point, anything that is not on the agenda, however, is open to the council's purview, we will accept comment, either remotely or in person.

At this point, no action will be taken on anything that's not agendized, but, of course, will be noted in our minutes. We have -- we have five in-person and there's also a second opportunity towards the end of our meeting for in-person comment. So let's start with Lauren Norton-Schwartz and then Harold Back.

Lauren Norton: Hello, my name is Lauren Norton. I live at 6705 East Montecito. I have lived in Scottsdale for 17 years with my husband and we have raised two children here. Our home is located on a cul-de-sac, which is just off of 68th street. And since the day we moved in, we have been saying wouldn't it be nice to have a sidewalk on that section of 68th street. We feel trapped

in our neighborhood of nine houses.

It is definitely too dangerous to walk on that section of 68th street between Camelback Road and Indian School Road. We have to walk -- when we walk on that section of the street, we walk in a narrow bike lane adjacent to the curb and there's absolutely no buffer between where we are walking and where the motor vehicles are.

And as a consequence, over the years we have felt disconnected from the great amenities that are near us, which would be like the fashion square mall or Old Town, the canal paths and also, the two public bus routes that run along camelback and Indian School Road.

So what I'm here today, is to present a citizen petition that's been signed by 200 people who live and work in the area of 68th street, near camelback and Indian School Road, and we are asking that the city of Scottsdale build a sidewalk. It is approximately a third of a mile in length, and it represents a gap in the sidewalk that starts at Chaparral and goes down to the Tempe town border. This is the only Section that does not have a sidewalk.

The other thing I would like to point out is that we got motivated recently when we saw that there would be an abandonment case presented to the planning commission on April 13th. It is an abandonment case that looks at giving up city right-of-way on a stretch of 68th street, where we should and could build a sidewalk. So I wanted to bring this to your attention. My coworker here Harold back will follow-up on some more details.

[Time: 00:12:01]

Harold Back: Thank you, Laura. Mr. Mayor, city council, thank you very much for giving us the opportunity to speak with you this evening. We're very concerned about this little stretch of one-third mile. I discovered it the unfortunate way by getting off a bus on Indian School trying to walk north to my house at 6711 Camelback Road on the -- I'm sorry, the southwest corner of 68th street and camelback, and discovering that there was no way to safely traverse that area.

We prepared a petition that asks to you consider the idea of putting a hiatus for the moment on any giving up of right-of-way along 68th street and the enforcement of the city of the right-of-way.

There's many encroachments for planning to take care of coming up with an appropriate idea to ensure that a sidewalk is built there, so that we can all live safely in this exciting neighborhood that connects the fashion square mall, Old Town and all the amenities available at the canal. We included some proposed language at the back of the petition that will give you some idea of what our thinking is. This is a collaborative process, and we look forward to working with all of you to ensure that this sidewalk gets built. Thank you very much for your time.

Mayor Ortega: Thank you, Mr. Back. Next we have Patricia Stillman. And I do not see the one and only Patricia Stillman. So let me just move on momentarily, if she may be out of the room,

and we'll move to Steve Judge.

Steve Judge: Citizens petition, protecting the health, safety and welfare of Scottsdale residents with licensed architects, presented by myself, Steve Judge, architect and Scottsdale resident 15319, north 95th way. Good evening mayor and councilmembers.

The reason for this petition, the city of Scottsdale is not currently aligned with state law requiring that any person desiring to use the title architect or practice architecture must first become a licensed architect. Architects are statutorily charged with protecting the health, safety and welfare of the public.

The title architect and practice of architecture is protected in all 50 states. Per the Arizona revised statutes a pathway to becoming architect is one of examination. The architect registration examination is the minimum benchmark standard for practicing architecture. It is illegal for anyone -- any unlicensed person, a non-registrant to use the title architect or practice architecture, particularly when a structural engineer is required on a project. Reason being, it is illegal for a structural engineer to rubber stamp architectural drawings for that unlicensed person. To do so is called aiding and abetting.

[Time: 00:15:31]

There are also the preparatory offenses, attempt, solicitation, conspiracy and facilitation when a non-registrant seeks out a registrant to help them in breaking the law. These are all licensed professions and in all cases, licensing exists for one reason, to protect the health, safety and welfare of the public.

You cannot have two mirror image professions once with a license and one without providing the exact same service to the public. Can a property owner design their own primary residence? Yes, with the assistance of a licensed architect according to Arizona law, but it does not give them the right to call themselves an architect or offer architectural services to others. This is not unlike the same property owner having the right to build their own home as the owner builder. Any person would be committing a felony -- who commits these commits a felony.

Those previously convicted for the last two years would be sentenced as if they were a class one misdemeanor. The goal of this petition to enact a new city ordinance requiring that all building permit drawings be prepared, and sealed by a licensed architect, bringing Scottsdale into compliance with the Arizona State law as described above.

Mayor Ortega: Thank you, Mr. Judge. Next, we have Eloise Lamb.

Eloise Lamb: Good evening, mayor, vice mayor and city councilmembers, I am Louise Lamb, 7706 East Vista Drive. Scottsdale elections are to be nonpartisan. During the last two and possibly more mayoral and/or city council elections, some candidates had their party affiliation on brochures or street signs. Scottsdale city charter states, the names of the candidates for each

office shall be indicative of the source of the candidate -- wait a minute. Excuse me.

I have to start over here and I quote, the names of the candidates for each office shall be arranged as provided by law and nothing on the ballot shall be indicative of the source of the candidacy or the support of any candidate, end quote.

Also, Section b, Arizona statute 9-821.01 declaration of statewide concern nonpartisan city and town elections states and I quote, notwithstanding any other law, a city or town shall not hold any election on candidates for which there is any indication on the ballot of the source of the candidacy or of the support of the candidate, end quote.

As a registered voter and resident of Scottsdale, I urge our candidates to continue this nonpartisanship into all signs, flyers, street signs, social media, and speeches. We need to elect on issues, not party affiliation. Thank you.

[Time: 00:19:03]

Mayor Ortega: Thank you very much. I will again call upon Patricia Stillman. I would recognize her. And she did submit a card, however, we will follow-up and there will be an opportunity at the end of the meeting for public comment. We allow for five at the beginning of the meeting and five towards the end if any. So I just want to repeat that. So our next -- where upon, I will close the public comment for this initial period.

MINUTES

[Time: 00:19:39]

Mayor Ortega: At this time, I would like -- we will have the approval of the minutes. Are there any revisions? If not, I request a motion to approve the special meeting minutes of February 15th, 2022, executive session minutes of February 15th, 2022, work study session minutes February 15th, 2022, regular meeting and work study session minutes of February 22nd, 2022, special meeting minutes of March 1, 2022, regular meeting minutes of March 1st, 2022. Do I have a motion?

Councilmember Janik: So moved.

Councilwoman Whitehead: Second.

Mayor Ortega: We have a motion and a second. No discussion. Please register your vote. Thank you. Unanimous.

CONSENT AGENDA

[Time: 00:20:33]

Mayor Ortega: Next we have consent agenda items. These have been duly posted. We have

consent agenda items 1 through 19. We are able to open up public comment on any of those items, which would be listed in the consent agenda.

The consent agenda does not generally have, you know, public presentations and so forth. Did you have a request vice mayor Caputi?

Vice Mayor Caputi: Thank you, mayor. Can I make one comment about one of the consent items?

Mayor Ortega: Oh, yes, and the council may comment without pulling anything.

Vice Mayor Caputi: I don't need to pull. Item 16, entertainment district capital improvement plan. I think this is a fantastic idea, I just want to put into the conversation that when we light up our entertainment district, we are going to move the bad characters to the alleys, which is kind of already happening in our entertainment district.

And I would just like us to -- or maybe I want to task staff or just have a conversation about what happens when that bad behavior moves over to the alleys, because I have spoken with several downtown business owners and retailers who are very concerned about the bad characters sort of coming -- going downstream.

I think we need to have a conversation that includes the stakeholders there so that we address their concerns as well, otherwise we are solving one problem and creating another. Thanks.

[Time: 00:22:16]

Mayor Ortega: Thank you. Any other comment? Councilwoman Littlefield.

Councilmember Littlefield: Yes, I would agree with Councilwoman Caputi on this. We don't need to create more problems, just to solve one. So I think her suggestion is very good. Thank you.

Mayor Ortega: Thank you. Also to be clear open item 16, this is a real-time communication surveillance as well as safety measure that's been reviewed by our police department. The purpose of it is to allow for safety of the public as well as the officers and any first responders.

So it is part of a full rollout that's a major commitment in our community. At this point, I would close public comment. I don't see any other council wishing to speak. So do I have a motion to approve the consent agenda items?

Councilmember Littlefield: So moved.

Councilmember Whitehead: Second.

Mayor Ortega: Specifically, the motion was to approve items 1 through 19. We have a motion and a second. Any discussion? Please register your vote. Thank you. So we're concluded with the consent agenda items.

REGULAR AGENDA – ITEM 20 REZONING AT 13647 N 87TH STREET (10-ZN-2021)

[Time: 00:23:43]

Mayor Ortega: Next, we will be looking at the regular agenda items. There is one, which is item number 20. Item 20 involves the rezoning at 13647 north 87th street. For the record that's case 10-ZN-2021.

I -- we're in receipt of two things of importance, one is that there are several people here to speak, however, we also received a request from the applicant for a continuance. A continuance can be granted, I would say upon request, and as it is the first continuance requested, and as such, there is no presentation.

And -- well, excuse me, we would have to look and vote on a continuance. Secondly, unfortunately, our rules would not allow for public comment. These are rules that are in place for some time. When there is a continuance, a second continuance and we would debate whether there would be a continuance, there would be a public comment. So these are, you know, Rules in place before my time. So at this point, I want you to be aware of that.

It takes a lot of effort for people to stay informed, and to come forward and to place your names and certainly within the record, as well as additional comments you may decide to send by email.

At this point, there was a request by the applicant to delay the item until April, April 26th. So at this point, I am in a position as chair to request acknowledgment of the request for continuance and a motion.

Councilmember Whitehead: I motion to Grant the continuance.

Councilwoman Milhaven: Second.

Mayor Ortega: We have a motion and a second. Just for clarification, is attorney, could you -- could you clarify the motion.

City Atty. Scott: Just to clarify, the motion is to continue to the April 26th, 2022 meeting.

Councilmember Whitehead: May I speak to the motion. It's my understanding that this is an applicant's right to continue this: Council cannot deny the right in the first continuance; is that correct?

City Atty. Scott: That's correct.

Councilmember Whitehead: I think that's important for the residents to understand. Every developer is allowed to continue one time. That's -- so time not even sure are we required to make a motion on that?

City Atty. Scott: Yes, you are required to make a motion because this request for continuance did not come in in time for us to place it on an amended agenda. That means in order for this applicant not to have to we post everything again, we would need a motion a date certain.

It also provides clarity to the citizens who came here to observe the case and will likely want to come back again when the case is heard, when exactly the case is going to be heard.

Councilmember Whitehead: And what are the options because of the late submittal?

City Atty. Scott: The best option is the April 26th meeting. We don't have time to put it on the April 5th meeting because those deadlines have already passed and that agenda has already been posted. So the next available agenda for a continuance is April 26th.

Mayor Ortega: Any further clarification.

Councilmember Whitehead: Because of the late submittal of the continuance, does council have the right to reject the request? Or what are our options?

City Atty. Scott: If I understand your question correctly, securing whether the council can -- you are asking whether the council can deny this request for a continuance? No, it cannot. Under the council rules, the council has to allow it. Could you push it out a little further? Certainly.

You have that option, but you have to allow a continuance by your council rules because this applicant has not requested a prior continuance.

Councilmember Whitehead: Thank you. My motion holds. I will make a motion to continue this case until April 26th. Thank you.

Councilmember Milhaven: Thank you.

Mayor Ortega: Okay. Councilwoman Janik.

[Time: 00:29:27]

Councilmember Janik: Maybe they should follow the vote, but do we have the ability to allow the people who are here to speak on it to speak this evening since they made the trip and they are prepared?

Mayor Ortega: Well, technically, there would be two possible continuance kins. One is by right.

Where the rules state there will be no public comment. The second continuance -- if for some reason they don't show up or request on April 26th an additional continuance, then -- then the council could vote and debate on that. And at that point, we could have public comment. So on the 26th, there are three options, if it comes forward.

One is approve, deny, and continue. But the continuance at that point would permit public comment if approved. And we're speculating on that. So at this point in time, the direction is to accept their request based on our city rules. City attorney?

City Atty. Scott: The rule and the council rules is Rule 9.3, if a request for a continuance is under consideration, no public comment will be taken until after the vote to continue has been taken and the continuance has been denied.

Here the continuance cannot be denied because your prior rule, 9.2, applicants will be granted one request for continuance. And to the mayor's point, any further request to continue may be granted by a majority vote of council.

So in this case, public comment, unfortunately by your rules is not allowed and the applicant is entitled to one continuance by right.

Councilmember Janik: Thank you.

[Time: 00:31:28]

Mayor Ortega: At this point we have a motion and a second. I see no other discussion. Please register your vote. Okay. The vote is unanimous to continue and so this case will be in the news and certainly available for review at our website.

Now, we are to a point of a second opportunity for public comment. We had one beginning our meeting and we have a second opportunity for public comment. Long it's not on the agenda, that is -- but it is related within purview. I'm looking if there were any other requests.

Clerk Lane: There is one request from Bob Pejman.

Mayor Ortega: So at this point, this is just for the general public comment and so I see none. Therefore, I will close public comment. At this point tonight, we received two citizen petitions. A citizen petition is expressed by right in our city charter.

And the two petitions were delivered by spokesman here regarding the 68th street sidewalk and the safety and licensure of professionals. The next step, they were also submitted at the clerk's office.

So we recognize that and if you look at the overhead, you will see that we would as a council have three choices in terms of handling citizen petition. At this point, I'm opening the subject of

the petition regarding 68th street. Again, it was received and duly informed and it's entered in the record.

I have our three choices would be to direct the city manager to agendize the petition for further discussion. A second choice would be direct the city manager to investigate the matter and prepare a written response to the council. With a copy to the parishioner -- sorry, petitioner. That's a church. Or number three, take no action.

So for the matter of the petition presented to Scottsdale city council, for the 68th street sidewalk by the sidewalk association. Do we have a motion? I'm sorry. Councilwoman Whitehead and then Littlefield.

[Time: 00:34:43]

Councilmember Whitehead: Yeah, well, I am going to make a motion to direct the city manager to agendize the petition for further discussion, because it involves multiple departments. It involves a case that's moving forward on an abandonment that might be needed for this sidewalk. And that's moving forward in April. And so we will want to coordinate departments and it involves this gap. And so I will have transportation department look at it and see what options there are.

So I think for the public safety and the complications of the different departments I think it should be on an agenda item, and I will make a motion to direct the city manager to search with the departments and agendize.

Mayor Ortega: Thank you. And a second from Councilwoman Littlefield. Will you speak to your second briefly?

Councilmember Littlefield: I would like to basically say exactly what Councilwoman Whitehead said. I think this is an issue that's been in progress and not moving forward, if you will for quite a while and we need to do this. We need to look at the sidewalk. And before any other decisions are made that may affect it, I think it needs to come back to council and through the staff. So I approve that motion and I do second it. Thank you.

Mayor Ortega: Councilwoman Janik and then Milhaven.

Councilmember Janik: I wanted to thank the petitioners for brings this to our attention. I believe like Councilwoman Littlefield, this has been a problem for a while and I think it's time to we addressed it because it is a broad question that involves several departments. So I'm definitely in favor of this motion. Thank you.

Mayor Ortega: Councilmember Milhaven.

Councilmember Milhaven: Well, I'm in agreement with my peers that this is something that we

certainly want to resolve, but I'm wondering if it might be more appropriate to let the city manager work with all the staff members to report back to us.

We can always agendaize it after we get a report back from the city manager. I think sometimes staff can find solutions easily. And so what I would rather do is make an alternate and provide a written response to the council and the petitioner. Maybe he will come back and say not a problem, we can get that done. I would like to give staff a chance to work on that before we try to solve it here. So that's my motion is to take number two.

[Time: 00:37:10]

Mayor Ortega: Okay. It dies for a second. And we have a motion to proceed to direct city manager to agendaize the petition for further discussion. And please register your vote. Thank you unanimous.

The next petition for consideration has to do with the protecting health safety and welfare of Scottsdale residents with licensed architects as presented with -- also with an attached signatures or supporters.

At this point, for clarification, I think we have it -- each of us in our hands and in my opinion as a registered architect and responsible party, I think it's important that we do protect public safety. We don't and that the process administratively can be done carried forward. I think it can be done administratively from the city manager's office. Rather than getting in the agendaization of this particular issue. I think we find in the news from time to time a dentist that's doing dental work that's not licensed or other professionals that may be rogue. I think it's an important issue.

I go for number two, and ask the city manager to investigate and provide a written response to the council and the parishioner -- not parishioner, but petitioner. It may evolve into an agendaized item and it will have more explanation as to why we feel this is a priority.

Councilmember Whitehead: I'll second that.

Mayor Ortega: Thank you. A motion and second.

Councilmember Whitehead: Would like to say I appreciate the citizen petition, and all the work you have put into it. Thank you very much.

Mayor Ortega: Thank you. I see no other hands. Please register your vote. Great. Unanimous. At this point, we will go into items from the mayor or council items. This is an opportunity for council itself to bring up a particular matter and do we have any mayor and council items tonight? Okay.

ADJOURNMENT

[Time: 00:40:26]

Therefore, at this point, I will be adjourning the regular portion of our city council meeting. And also looking forward, we will have a work study convened shortly so that we can look at the two posted items. I have no problem proceeding right into the work study. And -- I see some nods.

CALL TO ORDER

[Time: 00:40:53]

So therefore, I will convene and call the March 29th, 2022 city council work study session to order. For the record, we're all in attendance, as well as the charter and we're all present. Thank you, clerk, Ben Lane.

Our work study session is a less formal setting for the mayor and the council to discuss specific topics with each other and city staff and provide staff with an opportunity to receive direction from the council.

It's also an opportunity for the public to weigh in on those specific posted items. For brevity and consideration of time, we limit the public comment again on these specific issues to a maximum of five speakers per subject.

They can be reported through the clerk's desk and it would be good to -- we can hear the public comment first, and then have the presentation. I think that's the order we will go with. And the first issue that we're dealing with, if you could speak to the Fifth Avenue and Goldwater parking. We have one speaker, I believe it's Bob Pejman. No, excuse me. Let me check. I will go to my list. Excuse me. The listing I have here indicates Mr. Pejman is going to speak --

Bob Pejman: Item two.

Mayor Ortega: Okay. Well, we will take note of that, and at this point, the fifth and Goldwater parking, second street improvements. Alex McLaren.

Alex McLaren: I'm also for the second one.

Mayor Ortega: Well, we have two deferrals. What we are going to do is hear the presentation on each case, and take you separately. I would -- the way we do this is public comment should be now. So if you have a comment about Fifth Avenue and Goldwater parking -- you don't. Bob you don't either, right? Okay. So it's so listed on my sheet.

WORK STUDY ITEM 01 – FIFTH AVE AND GOLDWATER PARKING

[Time: 00:43:38]

Mayor Ortega: I will ask for Fifth Avenue and Goldwater parking presenter Bill Murphy, assistant city manager. Thank you, Bill.

Bill Murphy: Thank you, mayor and city council. I'm here to discuss with you and obtain possible direction on the property at 5th avenue and Goldwater. This is our gateway adjacent to the waterfront area. Kelly, do you want to advance that then?

So the overhead view here gives you an idea of multiuse path that we have adjacent to the -- I will use the pointer here. So we have the canal here at the north -- this multiuse path that ups from 68th street up and through the waterfront area. This particular area right here is -- is with SRP, we could work through that with SRP to do some enhancements through their aesthetics funds that they have.

You can see the overview here, the larger mature trees are in there and need to be cleaned up a little bit and we could also add some additional enhancements to those planters as well. Next slide, please.

So we put together a conceptual rendering here for you to look at, and again with Goldwater boulevard, as you come in, there's Goldwater boulevard, 5th avenue running here. This entry piece right now has a marquee that identifies it as Fifth Avenue district. It also has a water feature that is in there surrounded by some palms.

Obviously with the conservation that we are doing with the water conservation efforts in the city, we would shut the water off. This could be -- add some kind of trailing vines of some sort to kind of liven up the corner. And we could also match up some of the other corners that are adjacent to the other corners around the city there on Fifth Avenue and along Goldwater.

The next area I wanted to point out to you was along the Fifth Avenue here, there is a desert granite pathway that's in there. What we have been looking at is actually doing a recessed planters in there to add some additional trees in there, utilizing, again, one of the sustainabilities of water harvesting, we could have water that would be coming off the parking lot or the concrete pathway, which we are suggesting in here would be 8 feet wide, impervious concrete as well and we could retain the water.

What we are also getting with irrigation, we could capture some here. This would kind of continue through that -- this entire area and, again, from the previous slide, there's really not too many trees that are in there.

We would really be looking to add quite a few for some shade canopy in there. We were also looking in here, maybe there's an opportunity for us to put some kind of art feature in this area. And also, we know that we would like to get some benches in here in this area too, to be what

we call friendship benches, which are kind of an S figure.

Part of what we have been working on and I think we have talked about this before, but the Phoenix rescue mission, we were working with them on a brick-by-brick process and so we could take those bricks and actually configure these benches.

The rest of the area in here would be additional trees, shrubs would come in here. This is the area I was referencing that we could do with the SRP area. And I'm kind of saving the best for last here. So the multiuse path, it can go above. You can cross over at Goldwater, or you can go under.

[Time: 00:47:38]

And so there's a ramp that goes down here and what we are suggesting in here is on this downward ramp, is actually to enhance it along some small trees. There's a railing in there and then it would actually -- there's about 3500 square feet of what we would call a pocket park or a green space that would be more of a respite area for you that if you were exercising or riding your bike, walking, and we would have some of those amenities and I will go through those as we go through the next slide. Go ahead, Kelly. So this kind of gives you another shot of what we currently have and you can see this is a pretty outdated landscape area.

It could use a little bit of rejuvenation, and, again, a lot of things that you see below there, the lighting that we're looking for would actually be to increase the lighting with LED fixtures. Again, the trees that we have in here was sticking with the palette for the downtown area and looking for accents of trees and shrubs that would give us color throughout the year, not only during this time of the year when we have a lot of winter visitors but also to carry us through the summer as well. Next slide, please.

And this is another shot, just another one close up of just some things that we could do to utilize the wall that's there, and get it repainted. Again, some benches that could be the friendship benches that were in there to be intermixed amongst the trees and the shrubs. Next slide, please, Kelly. Thank you.

Here's the ramp I was discussing. This as you come down the pathway here, from the bike path, this enters through the tunnel. What I'm suggesting is this area where these cars are, we would go out this far and actually enhance this area. So the things we would like to add in there, would be -- go to the next slide, Kelly.

So if we take things gradually here from the side here, we could put some accent plants in here this is a bike rack. We have used a couple of bike racks really pretty creatively with some art feature to them. If you go over to the civic center library, there's a spool that looks like a lock that you would like your bike with.

At the stadium, we have come up with bats and balls so we could do something very similar to

that for this bike. In here would be a fountain, a drinking fountain with a filler, and have a bowl at the bottom if you needed it for your bet. It would be a cooled fountain as well. We are looking at the benches to be in here.

Again, we're being conscientious about what type of benches we want and we are looking at these friendship benches because they are smaller in size and we can do some work with the bricks that I mentioned earlier. We really would line this really with a bunch of trees.

One the big attributes that we really were looking at and off to the side here, we have looked at some pumps that are available so if you rode your bike and you needed to add air this would be available for you to do that. There's also a charger that would be attached to this as well.

So anybody who had an ebike that needed to charge it up because they might have gotten that far, it would be a pack that you could go ahead and regenerate that battery that you need. So in various areas within the park system, we have par courses. They have a different apparatus for you to do physical stretching and isometric-type things.

[Time: 00:51:33]

We are looking at using things look a pullup bar, chin-up bar or things that they could do for stretching. We could have this as an area where this could be a starting point where someone could have their bike open a rack and begin the process -- on a rack and begin the process of using the multiuse path throughout the city to get there.

We are looking strongly at one the things we talked about with you all a week ago, was the canopy coverage for trees. And this will be a really nice opportunity for us to really line this with trees that would provide a lot of shade for either pedestrians or those riding their bicycle. Kelly, next slide, please.

This is the plant palette in that character area, so from Mesquites and willows, Palo Verde trees, things that would give us color throughout the year. We're looking real hard to do that. We are looking at the flowering things to help accent around the walls and the entry features as we come through. And there's the ground cover. And this gives you some plant palette accent plants giving us the theme of the Sonoran desert and things we could incorporate very well under the majority of the landscape area.

So right now these are some conceptual ideas. We would like to share -- we wanted to share those with you tonight and get some feedback from you and if you have any of those, I'm happy to address those.

Mayor Ortega: I see Councilwoman Janik and then Whitehead.

Councilmember Janik: Thank you. Very nice presentation. What percent of this will be parking and what percent is open space?

Bill Murphy: So we are looking at the parking would still be roughly an acre worth of parking. So around 120 parks. And the pocket park, if we want to refer to it is around 3500 square feet.

Councilmember Janik: Okay. How many spots do we currently have there. Parking spots?

Bill Murphy: There's 140 in there right now. The one thing we did find is the A.D.A. parking spots need to be upgraded for the width. It shows it here on the front.

Councilmember Janik: Okay. For me, I would like to see more open space. I -- more open space. I know we need parking space, but this is a key location that could be a little bit more engaging if we had a little bit more open space. That would be my comment.

I think you did a great job on the landscaping and your plant choices are wonderful. I acknowledge the need for parking. I wonder if we can be more creative and find an area for cars that is not such a prime spot that could be a nice park for our visitors to just enjoy our city. Okay. Thank you.

Mayor Ortega: Councilwoman Whitehead.

[Time: 00:54:57]

Councilmember Whitehead: I absolutely agree with everything that Councilwoman Janik just said. I would like to see more open space but I'm really very pleased and grateful for this concept and to see it advance.

One of the other things -- so more of a park and slightly less parking. I know that in the future, or maybe in the near future, we could -- if we identify some funding, there was talk about having deck kind of parking underneath and park on top, because the parking lot right now is quite a bit below the canal, isn't that correct?

Bill Murphy: That's correct.

Councilmember Whitehead: Yeah, so if -- as we see -- you know, opportunities, we were -- there's a discussion about needing to have more parks down south, not just refurbishing the parks we have. And so this is our opportunity to do that. And so that might be money well spent to -- to provide a deck park as they do in some cities and retain some of the parking.

The other question I have is on the surface for the parking, would it be beneficial to do something like is done in the preserve, so that it could easily be used for -- we could easily close the parking, for instance, for events, for, like, a nice soft -- and also, it absorbs the rain and everything.

So rather than having pavement that's hot, but having some kind of surface that is -- that could

also lend itself for making a farmer's market, events, like we do with the soccer fields that we could duplicate the uses on this land.

Mayor Ortega: Councilmember Milhaven.

Councilmember Milhaven: I'm excited to see this project, but I'm disappointed that we are losing parking spaces. I wouldn't want to compromise for more open space if it means losing more parking spaces.

Mayor Ortega: Councilwoman Littlehead.

Councilmember Littlefield: I agree with Councilwoman Whitehead and Milhaven. I'm sorry to see that we are losing parking spaces. That is one of our prime parking areas. So if there's any way to work around that, I would like to see it. I do like the plants. I like the desert plants and the landscaping that you kind of designed there.

I would like to ensure that anything that we plant there is appropriate for drought conditions which is what we're in, using least amount of water. Funneling water as best we can, recycling water to use on the plants, in order to make it the least amount of water usage possible to keep the plants alive and healthy. Maybe drip systems or recycling systems, things like that.

[Time: 00:58:23]

I like the ideas of the air bumps. That's a good idea -- air pumps. That's a good idea for bikes down there. It's a good spot for it, I think. I think we need some good signage in that area to direct traffic to that area for parking. And not only for cars to park there, but also for bikes and bike racks if we have them there where they can be put up and left for a little bit safely, where people can go and travel and go into the stores and shop and walk along the canal and things like that.

I think that's pretty important. I think I like the rest areas where people can go and sit and enjoy a beautiful day when we have it. More signage, trees, that's good. Again, desert landscaping trees. I like the landscaping that you designed and put out there. I think it's very pretty and appropriate.

I did see on some of the pictures that some of the sidewalks and things looked a little uneven. I would want to make sure that that was not the case going forward, that the walks and the walkways all had a good level surface on them and nonslip when it comes to the walkways. I think that's all I had. I like it. I think it's very pretty. Are you going to keep the name of that, or is it going to change?

Bill Murphy: That would be up to you.

Councilmember Littlefield: I think it would be nice to keep the name, the rose garden, but I

don't see any roses.

Bill Murphy: There are none in here.

Mayor Ortega: Councilwoman Whitehead.

Councilmember Whitehead: One thing I would ask is that staff review funds that are coming in from projects downtown and those funds, I had often suggested they are supposed to enhance the Downtown and the one thing in the general plan and in our heat mitigation studies, that we have shown is a need for open space.

What I would like to see is plan b on this. This is a nice plan A and to identify funds that could produce a park that has both more open space and parking is kind of deck or something more complicates because I can think of a number of projects that will be producing one-time dollars and those dollars should be invested in downtown and certainly invested in open space. Thank you.

Mayor Ortega: Vice Mayor Caputi.

[Time: 01:01:14]

Vice Mayor Caputi: In general, I like this. It's really exciting and it aligned with our whole initiative to do a more healthy city and blue zones. So I love that.

I'm having a little bit of trouble talking about removing something like parking, which everyone complains about and then putting in just open space. I'm all for open space and we need more open space ,but I just question the use of our downtown for open space.

It seems to me that there might be a better use for this particular area. I'm having a really hard time figuring out who would use a park along the canal, but, again, everyone seems to be excited about that idea. I'm certainly not going to be the odd voice out. Rev moving parking and putting -- removing parking and putting in open space just to have open space, seems strange to me in the part of our downtown that has a huge value of it.

I wish this was more conversation about a way to make better use of that incredibly valuable spot of our downtown. Thank you.

Mayor Ortega: I have several comments. And open space is scarce in old down. So whether it's a strip park along the canal bank, it's valuable and provides that walking experience. The tunnel underneath Goldwater allows for the Arizona trail, which allows more horse path, I guess. So that's already built in.

There are some mural opportunities perhaps. And would suggest that one attraction of this area would be as a sculpture garden. And I think there's a great opportunity to enjoy something like

that. It could even be a -- this may be Ramada that could be artistically designed or something like that. So I would suggest that would be a great asset.

On one end, we have Solstice park, which is the smallest park in Scottsdale. And then on this end, we could have a -- you know, I sculpture garden with perhaps some opportunities for our art murals of some sort which could be metal or, you know, ceramic on the walls. I do want to note a couple of things.

This property, the city, I believe about 15 years ago invested in removing underground lines and obstructions underneath so that was cleared. I think it cost about \$400,000 because there was some developer anticipating something. But what I mean to say is that all the underground is out of the way. We don't expect people to tear up and say, they need to increase the utilities in that area. Is that correct?

Bill Murphy: I'm not sure about that, mayor. I know that we utilized that with our street transportation staff for -- that we're doing maintenance in the downtown. We used to have an area there that was tucked in underneath there. That's as much as I know about it.

Mayor Ortega: Okay. I remember that. There were some water lines that were taken out of that, which was some good things so we won't have tear up over time. You know, I agree with the palette for all the landscaping.

I would encourage some sort of a Ramada here or there, which, again, could be an artistic expression that could work, and I think the consensus you are hearing is that this is really a great asset for -- there was two other things.

One is from time to time, they used to run food trucks in that area. And this area lacks restaurants and so forth. And it seemed to be quite an attraction for that use. So found out if there's an accommodation. Again, they are self-contained.

And the question about parking, the -- the question may be not just the number of spaces but the turnover of spaces, right? So if you have 125 and you turn them over three times in a day, that's very valuable, right? If for some reason, someone is parking there for ten hours, then that's not helping the vitality of the area. So we'll think about that, as far as the actual practicality of it. Okay.

Councilwoman Whitehead and then please go ahead.

[Time: 01:06:33]

Councilmember Whitehead: Thank you, mayor. Thanks for bringing that up. What we are trying to get away from is employees just parking there all day and not doing anything for the -- what we do want is a park with a flow.

So I want to check with my colleagues about consensus about looking at two options, looking at an option to use some of the one-time dollars from the proposal approved in the area to expand the park and to make a bigger park and Ramadas more the items and the amenities that the mayor talked about, as well as the simple version. So perhaps an expanded park that also is more creative with parking incorporates that.

Mayor Ortega: So there again, you have ignored something on my architect side. For example, the north side of parking. If for some reason a decision was encouraged to project a deck out over the canal or extend that row out, it could expand the canal side substantially. And by covering that parking, let's say, along the north side, now that's a nominal thing.

It's not covering the entire thing, but the purpose would also provide some shading for the cars, and could result in a more usable, inviting canal side deck park. I like to call it canal side deck park. If it were expanded further to the full aisle where the center median is.

That would be covered parking with an expanded deck park or true park there. So I wouldn't go for covering the whole thing but I think that you are parking at grade with the possibility of a hard surface lid that would extend the park. It could be studied and just in a limited way. Adding 30 feet or so to the canal area, at the higher level, at the canal level might be something to consider.

Bill Murphy: Okay.

[Time: 01:08:31]

Mayor Ortega: But going further could be very expensive. So we're certainly not building parking underground, right? That's the most expensive type. So we'll consider that. Thank you for that suggestion. And I think we have a consensus and direction.

Bill Murphy: Thank you very much, mayor. I appreciate it. Thank you, councilmembers as well. I did want to just on the next item, if you don't mind, I will introduce -- so we have the second street --

WORK STUDY ITEM 02 – 2ND STREET IMPROVEMENTS

[Time: 01:09:02]

Mayor Ortega: Okay. So I will announce that. So the next project would be the second street improvements. Again Bill Murphy and his assistant city manager would be presenting it. Our style is to have the public comment first, and that's at this point, we have three in-person requests.

One from Alex McLaren and then Bob Pejman. You have three minutes. Alex knows the drill, right? Very well.

Alex McLaren: Good evening mayor, members of the council. Alex McLaren, 7624 east Osborn. I think you are going to see that later in the presentation, that bill gives you as well, but this is second street from Goldwater all over -- all the way over to Indian bend wash.

And the proposal is to do improvements along second street from Goldwater to Scottsdale Road and connect into the -- sorry, the improvements that are being done at civic center. This is where museum square is going to be and the Scottsdale Museum as well. And this is the baseball stadium.

This is OLPH, and that little x there is where I live. So this is, I think, a very exciting project that has a lot of opportunities for making the streetscape really special and I think some of the ideas that bill is going to be presenting to you this evening are really exciting.

There's items that they talk about, but I think there's some really exciting opportunities to do that, and there was in the 2019 bond election, there's road improvements and pedestrian improvements along second street. I think there's a \$1.8 million to fund the project.

So -- and I know that that some of the design is already being looked at as part of the overall civic center project design. So I strongly support this project exactly what gets put in, I think needs to be subject to people's input, but there are some really exciting opportunities here. So I strongly support this.

And Mr. Mayor, I like your idea of murals in the tunnel going underneath the -- underneath the Goldwater. I think that's a great idea. Thank you.

[Time: 01:12:00]

Mayor Ortega: Next, we have Bob Pejman and French Thompson.

Bob Pejman: Thank you, mayor and councilmembers. That's a great idea with the overhang above the parking spaces. That's an excellent idea. In the arts district, the two block radius, we have museum square coming, Kimsey coming, the artisan, Scottsdale residents are being built and the bishop lane will eventually surface. Totaling about 800 units. Probably over 1,000 cars. Not probably. Certainly over 1,000 cars maybe even 1500 cars.

When museum square was presented, I supported it. I still support it. It's a great project. The thing -- you know, the item that got in the way back then, we had no guest parking requirement. You can imagine 300 or 400 rooms no guest parking.

So the city worked with us and the developer worked with us. I'm going to put this on the projector. This is -- this is actually what the city and the developer came up with. 83 on street parking spots, in addition to what we have right now and then the Stagebrush Theatre and the underground totaling all these parking spaces. Let me go to the second street situation. Upside down.

If you look at the yellow part, and I can't put my hand on it and be behind the microphone, but right over here, that's second street. It was proposed to have a lot of these parallel spots turn into angle spots. You can see it all in here. In fact, if you look at the development agreement or the development plan, again upside down. No, it's not.

This is the actual contract number down here. So this is not something that is wishful thinking. This is the contract number within the development agreement. You can see the angled spots here on second and area places and retention of all of the parallel spots on the south side. Enter today's work study which basically puts bike lanes on the south side, and gets rid of all of this parallel spots and on the north side, adds minimal spaces or actually retains minimal spaces and of course, the objective is to come up with this, very, very pretty, but very, very dysfunctional. Whatever happened to the contractual agreements in the museum square agreement?

This is not something I want. It was voted on and I was for it. Many other people were for it. You can't all of a sudden to throw this out and make this development here. With all of these extra apartments coming here, how do you remove the parking spaces. Bike lanes are fine, but you don't have to go to this drastic approach. It will be extremely unpopular and I guarantee you, it will have a lot of resistance from the neighborhood. Thank you.

[Time: 01:15:48]

Mayor Ortega: Thank you. French Thompson.

French Thompson: My name is French Thompson. My business address is 7148 east main street. Mr. Mayor, city council people, you guys are all getting paid to be here. These guys are all getting paid to be here. I'm a volunteer. I shouldn't have to be here. I shouldn't have to hear the city talk about taking away parking spaces. Just a little soft breath that 10 public parking places went away, just kind of like phfft, went away. You have a world-class downtown full of merchants. Every time you take away a parking space, you take away a merchant.

Just today I had clients who came from Canada, and they said if we can't park down here, we are not coming here anymore. My suggestion is a little bit of sarcasm. When you ban cars from the city of Scottsdale and everybody has to ride a bicycle or a scooter, take away parking places. On the other hand, there's an alternative, you have the Stagebrush Theatre parking lot.

Put a fourth floor or 400 space, or 500 space parking garage there. So we had the museum square. We negotiated underground parking. You know that is the least desirable parking for anybody in retail. So we got the artisan. It's coming in. It's a basic whole parking lot that's going away, but this little tiny area is now going to be public parking again underground.

So then when somebody suggests, well, we don't really want to have employees parking there all day long. Well, you know if the employees park in those underground parking areas. They will park there. But any time you guys bring up taking away parking, the people I talked to think you

guys are insane!

Either that or it's a cancer within the city that really wants to eat away and kill the downtown. So I said to Mayor Lane a long time ago, there is a perception. That the city would like to get rid of the downtown. He said, no, no, no, that's not true. I said, what's true is there is a perception, people believe that that's what is going on in the background. And I keep seeing it.

Everybody 10 parking spaces just gone away. So let's keep the city of Scottsdale real. Let's put in conversation where, hey, we're going to put in More parking of above ground instead of 10 places gone away. So thank God you guys are here and Councilwoman Milhaven said she doesn't want to see parking going away. Councilwoman Caputi said she doesn't want to see parking going away.

Please, don't take away more parking! Add to it! We got cars. We got people. Let's make them inviting that they can be here and find a place to enjoy your beautiful downtown. Thank you.

[Time: 01:19:23]

Mayor Ortega: Thank you. I will now close public comment on our work study item. And we will have the full presentation. Second street improvements.

Bill Murphy: Good evening Mayor, members of the council, Vice Mayor Caputi. It's my privilege to introduce tonight Brandon Sobiech would be with Dig Architecture Studios and he's a principal in the studio. He's put out together the presentation that you will see here tonight and so I will turn it over to Brandon. Thank you.

Brandon Sobiech: Thank you, bill. Mayor and council. Really we were tasked with the city to envision or help kind of envision a different type of priority or street where it wasn't necessarily about the automobile but rather about pedestrians and cyclists and understanding that this corridor really serves as a main artery that connects Indian bend wash into your Old Town and really looking from -- like the gentleman mentioned with the map from Goldwater to Indian bend wash, understanding that there is connectivity from Indian bend wash into 75th but then the library garage creates an obstacles and how we can get around that and to create a different experience between drink water and Goldwater that has more than three trees that exist in the right-of-way today.

So as you know, you know, second street is really home to a lot of major institutional kind of cultural facilities. You go down a couple of blocks. You have the stadium. You have Honor Health's campus, which continues to grow. You have the improvements to civic center.

You know, museum square development, the basis of this is that this is really kind of feeding all of that, and so if you make it an attractive and wonderful place to kind of be as a pedestrian and a cyclist, can be further kind of energy in the space. There's an overlay of health and wellness, that we see Scottsdale as a leader at and this type of facility and artery through the city can do

that.

As we look at what makes a place, especially a linear space and a streetscape. Branding and way finding, how you can bring color and art installations, and know there are a couple of programs that exist on second street and how do we build on that energy and create an opportunity for more, you know, and that really does have this idea of active programming.

You know, there are all of these different events, canal scape, how can we build on that energy and have second street kind of add to that overall network? And then the idea of the healthy street. So beyond a healthy street in terms of human health and promoting, you know, the activity of simply walking or cycling through the city, but the health of Manhattan materials, being able to capture and collect water and being able to filter that water and think about the health of our environment and going from three trees to 156 throughout the corridor.

What that means from the heat island effect and overall shading and air quality. Obviously, mobility and how no create a street and an environment that's truly shared where it's extremely comfortable to be a pedestrian, extremely comfortable to be a cyclist, and that allows vehicular movement through it.

And then understanding kind of that transition, you know, pattern and what we're seeing and kind of our urban cities of how people move through spaces and how people get picked up and dropped off through spaces and how, you know, it's really changing. So as we took a look at the overall corridor, you can see the existing uses.

[Time: 01:23:35]

A lot of existing kind of institutions but also a lot of potential in terms of lots and areas to be redeveloped and we heard a couple of examples of those redevelopments that are occurring. And overall, when you kind squint your eye you have the Goldwater side which is the residential side, with the hotel and the residential components and then the block around Scottsdale, which is a home to -- there's retail components and then the civic core, which marries where we are sitting today and the Honor Health campus that has a little bit of a different feeling to it and ties into the parking.

And then the overlay is the connection of the arts, the Museum of the West, the Scottsdale center for the performing arts SMOCA and how second street can be not only a healthy street and about mobility but looking for opportunities for public art display. This is a little summary slide.

We discussed with Scottsdale traffic and met with the museum square team and the Honor Health team, looking at kind of the overall flow of the space. This just is symbolizing that we would maintain two-way traffic through the corridor, but to really, you know in this effort to prioritize cycling and biking through the city and kind of connecting into the core, in knowing that the trail connection is kind of loaded one side coming from Indian bend wash and then how

you navigate over the library, and then also understanding the kind of conflicts at drink water boulevard, this idea of a cycle tracker or a two-way bike lane that's weighted to one side.

It runs along Honor Health and provides extremely safe and bicycle friendly environment section of the street. So this gets into the concept of kind of a truly shared street and that's what it means. It means pedestrian, cars, bicycles all can share and be in an environment. These are examples from around the country where this has been do successfully and it can transition during the day and really vibrant community space during the evening. And how this transitions then into kind of Old Town lunar and what second street could become for the city.

So you can see kind of the core areas have their own kind of identity as you through, but they are all linked together. So starting with the residential core, which -- which is kind of part of that Museum of the West, artist school, the theater, residential development, the intent really was to slow down traffic, and really make it about pedestrians.

You will have a lot of pedestrian movement this and so this idea of kind of jogging the center and the vehicular lanes to kind of slow down traffic, having the traffic calming moves through the environment, adding a three-layer street tree approach. You have the green. You have the shade and then also introducing structural shade as well along the pedestrian environments and the bikeways.

So you are constantly under a tunnel of the shade when you are navigating through this environment, and then having kind of a pavement upgrade, and this is something that was looked at on that development agreement, have that pavement upgrade where it feels natural, where, you know, the street could close down. Could you have events. You could have those types of opportunities where it feels like you are moving through a plaza scape, than a street. You can see the proposed section where the travel lane is narrowed down. Many show the that narrower the traffic lane, the slower the speed. That brings your design speed down.

[Time: 01:27:28]

We are working with traffic engineers as well to understand how we can integrate these kind of intuitive traffic calming techniques through the entire design. So you go 10-foot travel lanes that shrinks down from like the 12 to 13 that are out there right now, and greatly reduces kind of traffic speeds and allows us to create a really nice kind of open and generous cyclist environment and pedestrian environment and then there would be parallel parking maintained.

So here is a view with these canopies that you know, are envisioned to kind of hold amenity underneath them. So we are taking advantage of these remnant spaces that you find in the city. A 6-foot zone goes to a great place to unload, and may have one of those bike fix stations and may have some seeding outside of, you know, the artist school or the future restaurants that can start to activate those spaces.

This is a similar section, just without that canopy and how the double row of trees starts to

create kind of that tunnel of shade again. As we move down the corridor from Scottsdale to brown, we kind of encounter more obstacles in terms of where current kind of ins and outs are within the street. So the street section straightens a bit. But we introduce kind of nice architectural shade on south side again.

The thought with that is that they could have color changing kind of L.E. D. lighting that's associated with the structures. It could be an opportunity to hold and showcase art, public art installations. You know, the giants are playing, the whole street turns orange, you know. The holiday season, you could imagine kind of the possibilities when you have that type of infrastructure to really brand a street.

And not just brand it once but let it be kind of this living and breathing kind of entity, especially since it touches all of those different kinds of institutions depending on the time of season or what event may be happening downtown, these types of -- you know this type of infrastructure could really create a vibrant space.

So as we move town cords the Scottsdale center of the performing arts and the Honor Health campus, this section changes a little bit and allows for the median planting and then that median planting acts a buffer to the bike lane and permeable parking spots. Again, looking at permeability to collect and filter water, but also just thinking the temperature of pavements and how that's been proven to actually cool pavement temperatures.

[Time: 01:30:12]

And then one of the big kind of moves to assist in traffic calming and, again, this is kind of that priority of the pedestrian over the car. Is kind of the secondary intersections would then be raised so they would be tabled and would you have this natural kind of device or speed bump to kind of slow down traffic and then the pedestrian crossings become flush and so, you don't have to worry about the ups and downs if you are pushing a stroller and a wheelchair and it creates really seamless and nice event and then use tools like bollards and lighting to delineate your edges and spaces and obviously make sure that nobody drives down the various corridors. And then the idea is that then these corridors can hold public art, they can hold signage and way finding.

So you can understand the great context that's around you. This shot shows it well, where these kind of pocket spaces can start to be the art connection that links over to Goldwater and you have these moments as a cyclist you are driving by and experiencing. And then integrated into this whole concept is this idea of stormwater collection. If you are aware, there's a giant pipe underground. It takes a second street and brings it out to Indian bend wash and that's functional and works well, and there's benefit to slowing down that process of water movement and using the additional landscape areas to filter before it ultimately finds its home in Indian bend wash.

The thought is that we control vehicular traffic and then allow water cuts into them and swale the planting areas and benefit and thrive from that additional water and support healthy tree

growth so the trees get mature and get large and provide the shade that we want them to provide.

And then one of the biggest moves of the study was looking at the condition over at the library, if anybody has tried to ride from Indian bend to drink water, you get very confused on what and where you are supposed to go. We looked at some accessibility issues as far as how you go under the garage and engage with second street. And the ultimate performed so far is look at actually going up and over, there's a natural split when you come to 75th in terms of kind ever going up to the ramp, and then kind of going along the parking garage edge.

So the thought is through striping, through wayfinding, we can naturally guide kind of pedestrians and cyclists to navigate through this corridor, and then highlight in areas where you would have kind of a shared use of either pedestrian crossing to get into the library, or kind of a mix of both pedestrians and cyclists on the trail. So here you can kind of see a shot.

[Time: 01:33:17]

And understand the grade challenges that are faced with this area, but by utilizing that upper deck of the parking garage, which is already there, you know, we can kind of bring cyclists from 75th up and around, and then over the parking garage, if you recall there's kind of straight shot, 90-degree bridge that's very, very tight and narrow.

The thought is to reimagine that bridge and turn it so it's a simple cyclist movement. Where you basically discount kind of off the parking garage and then -- dismount kind of off the parking garage and then be able to engage with the cycle track down second street. That grade difference, actually works out where it's all completely accessible.

And here's another kind of shot of how that would work, where this becomes trail, you could use bollards as a safety device to delineate your parking and traffic aisles with your -- your pedestrian and cyclist path. And then an overall shot of how that would lead you into second street and then you can understand kind of the impact of those shading devices and the street trees and the extra landscape that's put in to create a much, much different corridor than what's out there right now. And that is my presentation.

Mayor Ortega: Thank you. I don't see any hands up. So -- oh, councilman Whitehead.

Councilmember Whitehead: Well, you can go first.

Mayor Ortega: Okay. Our council has proposed bikeways and bike paths. I like the linear connectivity that's from Indian Bend so the outer part of the Goldwater couplet. So that must mean that it also crosses the Goldwater couplet that you got into in some detail -- I'm sorry, the Drinkwater.

Brandon Sobiech: The Drinkwater.

Mayor Ortega: So I'm letting people orient themselves this. The weakness -- so how well does the overall bike path that was approved by the transportation department, how it circulates through there, you know, connects. We will be able to zoom out and look at that closer. The other concerns are, of course, when you eliminate half the parking, that's not good. And by my calculation, every parking space is worth half a million dollars in business.

Fashion square uses a similar kind of calculation. They know they need x thousands of spaces to support their area. I don't see a large biking crew needing 11 feet going in both directions all day long. I don't particularly see that. I like the separation, however, because people aren't backing up into the bike lane in the street.

[Time: 01:36:27]

I can understand that, but I would be more -- so that is going to be a problem. About because when spaces are eliminated, people still have to park and they go two blocks over and congest that and it starts piling on and making everything less accessible. What I would like to call your attention to are the connectivity to main street, the stores there. Right?

So as well as I guess the next one bishop and -- what's important, perhaps is you might look at your shading elements to turn the corner towards main street. At least go part of the way that way. Try to extend that. At the southeast -- sorry, yes, the southeast corner of brown and second street, there's a medical building there that has what looks like covered shaded walkways.

Brandon Sobiech: Yep.

Mayor Ortega: But the slats are too far apart. They don't shade you for much, and then occasionally there's a blank. In other words, it's just open. It doesn't suffice for -- for being shaded. I have encouraged everyone in the Old Town area, they must have shaded areas.

Brandon Sobiech: Yep.

Mayor Ortega: And the city can pay for the trees and maintain the trees. So that's a big concern. Trees also cover signage. So it tends to be better if you pull them away from the building, but I think you have some of that meandering going on. So what's -- this area shows how you could connect, of course, to Scottsdale Road or -- or main street eventually.

So I would like -- it's sort of boring if you go down one way and you come back the same way. You may as well loop and do a u turn two blocks over. And come back on civic center.

Brandon Sobiech: Yeah.

Mayor Ortega: So maybe what you really need is almost like a one-way thing or our minimum is

8 feet for a bike path or a covered walk way, you are expanding that substantially. So I'm more concerned about -- I don't think there's much on that end. The west end other than some perhaps residential units. I don't see much on the Indian bend side, unless people have, you know, baskets and luggage and saddlebags to buy things on their bicycle.

That may not exactly be a great use of that resource for bicycles beyond being I don't want to say minimal but protected, which probably makes more sense. Some of the open areas that you have seen, like where the canopy is, there's no covered walkway there. It's a hotel. It's unfortunately just a slab of concrete and now the city has to go back and plant trees or perhaps create some shade element, because if we did have shade element, people would walk all the way to the Museum of the West.

Brandon Sobiech: Yeah. Yeah.

Mayor Ortega: I think it's attractive to do that, right?

Brandon Sobiech: Yes.

Mayor Ortega: So try to turn the corners.

Brandon Sobiech: I like the idea of turning the corners and being able to make sure if you are on main or something, you can kind of see something that distinguishes second street, kind of popping out and coming in -- yeah, that's a good comment.

Mayor Ortega: And then there was a comment about the density and 12,000 units, maybe 24, 25,000 people. That puts pressure on the medical campus. They basically will need more hotel rooms -- sorry, hospital rooms and more specialists and all that. So it's really over congesting that area, in my opinion.

[Time: 01:40:35]

We have kind of hit the limit on residential units if all of those get built out, that's a tremendous strain and that -- the connectivity has to continue to Marshall Way. So in your drawing there, that's on the screen, the top road horizontally, that's main street.

Brandon Sobiech: Yes, you are correct.

Mayor Ortega: Main street is the very top one. Just to give you an idea. It's more important. I don't need people going back and forth along that lane. I need them to come and feed into the -- feed into the existing businesses and so forth. And so I like what you are solving perhaps around the civic center I hope that we can get OLPH into the discussions and make sure and see how far some of these tree scapes can go and see how it would work to encourage that.

So there's private sector and even religious properties that should be acknowledged. Figure that

one out. There is not much activity on second street and -- although they are parked retail and so forth. The other area that I want to call your attention to is off the screen, but it's where the split is, the couplet split off of Scottsdale Road that says, civic center and the new mall, the new lawn area.

So, again, technically, we really want people to make the split before they hit second street. We want the bulk of the traffic to use a couplet, park outside and walk in and circulate that way. So have you -- you know, if you need to, you need to examine that because, you know, crushing the inside that has some character or could build sympathy character is more important than, you know, creating large parking structures in the middle of it and squashing everything out. I see two people to speak, Councilwoman Whitehead and Councilwoman Littlefield.

Councilmember Whitehead: Thank you, mayor. I agree with a lot of what the mayor just said. You know, having one good street with trees aren't really my idea of downtown. So definitely all the discussion about having -- I would rather see investment -- at least on the -- around the corners and on the -- I guess the north-south streets. I agree also on the bicycles.

The retail corridor, especially west of the Scottsdale Road, it tends to be pretty slow. In other discussions we just talked about slapping a bike -- share a bike with the cars that will slow cars down.

Well, bicycles don't tend to get hurt when there's tiny retail roads with everybody going slowly. So the idea of separating the bikes becomes much more important, certainly as you go east or west, where the speeds tend to pick up. So I also think that, you know, is it pretty? Yes, it's pretty, what you proposed for bikes, but I think it's a little bit overkill and you are taking away parking spaces we don't need to.

[Time: 01:44:11]

I think you could probably accommodate retaining the museum square parking spaces, minimizing the bike -- or perhaps flowing the bikes on to the road for that little corridor where the cars share something like that.

Yeah, I think -- I think it would be interesting to compare, you know, again, this -- and that's sort of a separate thing, to compare the budget of here we're trying to create a brand new park. The budget being spent on a new park versus trying to make one road have trees and bikes. Also, I just want to add that staff should come back with all the parking so that we have a map that shows where the new parking is going to be and also the bond funding for new parking, because there is quite a bit of bond funding for new parking.

So we have a picture of proposed parking and guaranteed new parking. That's sort of a staff thing. Thanks.

Mayor Ortega: Councilwoman Littlefield.

Councilmember Littlefield: Thank you, mayor. I almost don't know where to start. First of all, it's very pretty, the pictures are very, very pretty. I'm looking at one right here and there's a couple of rows of bicycles and two sidewalks next to each other and then a row of beautiful plants, very desert, very nice.

And then there's a row of parked cars and then two rows of going cars, moving cars. Then there's another row of parked cars and another sidewalk. Second street does not have that kind of width to it, and it can't accommodate all of that.

So, to me, it really kind of is -- you are not going to tear down the buildings to build up the streets. So it doesn't make any sense. It's very pretty, and it would fit in any city in California, or New Mexico, or Texas, or Nevada, or even Arizona, but it's not Scottsdale. There's nothing here that's Scottsdale. You are taking away the Old Town look, feel, texture that people come here to see.

And if you take that away, they will go to Santa Fe, where they can have that type of experience and that will hurt our businesses and concierges there. That's what the businesses are set up for. I worry about that a little bit. Nothing Scottsdale here. A lot of white. We're not necessarily a white city.

We are more of a tan, more of a dusty, more of a western look, feel, touch and so to me, white is not really what I'm looking for particularly, in color style. I do like the plants. I like the desert look and feel the plants that you put in there. I think that's very appropriate.

But the all white, it's very reflective and I think it would be blinding to many people in the bright, direct summer sun. And that's something that you have to realize. That's what we have here. And museum square, talk about museum square. We worked very, very hard, our city manager worked very hard to get that contract in place with museum square, and we -- part of that parking along that second street is part of the contract with museum square.

[Time: 01:47:49]

So it's a contractual arrangement that we have signed for and that we have agreed for with this developer, who is putting in an extremely beautiful hotel and other things which was quite a difficult task to get all of it put together and done right.

And I'm -- I'm unwilling to undo any of it at this point in time, because I don't want it to unravel. I want that. Another thing, parking locations and striping on second street, it's contractual. Okay. I already said that. I do like the shading. I like some of the shading that you have put in there. I think it could be a little bit more differentiated in different areas so that it more reflects the different parts of downtown that it's shading. But I -- I like that.

I think in the late spring and the summer and the early fall, that would be very enticing to

people to have shade covering, coming through. But taking parking away, from the downtown area, from second street, that will hurt our businesses, and there's just no two ways about it. Those -- when those businesses are up and operating in and the strength of our season when our tourists come here, those parking lots and those parking spaces are taken, and they are taken 100% of the time until the stores close.

So to take that parking away from in front of those stores is going to be very damaging to them. And I really cannot say that I approve of that, because they are the businesses that have made or downtown and our Old Town drive and they are continuing to do that. We need to continue to give them the tools that they need and that includes parking spaces.

So a lot of the parking spaces that we had before, like artisan, they are going away. We don't need to take more parking away. We need to add to it, and I think that's something that should be filled out. The reason is that people in Scottsdale and in north Phoenix, and the folks that come to shop here in our downtown and stay in our hotels even, they have cars.

They want to park their cars. They want to drive their cars to where they go in the summer and the heat. They don't want to park half a mile away. They want to park where they want to go in the refrigerated businesses and do their business. That's very vital to me. I don't want to remove the south side parking on second street. That's just not good. I like the shade aspects that you are putting in, especially on the bicycling and the walking paths.

Shading can be very decorative, I think, and it can be very fanciful, and I think it can add a lot depending on maybe the time of year. Maybe we shift it according to the season that the various businesses, restaurants and tourist areas are trying to attract people to come and see. And maybe leading into other areas, for example when we do our canal convergence. Have some of those shades and lights to lead people in that direction, I think that might be kind of fun.

[Time: 01:51:33]

We need large easily read signage. I like the signage that you had, of some of the pictures that you showed on it. We need good signage and we don't have it. We need better lighting in our downtown, which we don't have, and I think that could be a real priority, not only for guiding people around town, but also for safety. I like bicycles but it's not the only means of -- but it's not the only means of transportation. It needs to be secondary to cars. That's where I am with that. We need the pavement upgrades, definitely, our narrow lanes. We should have lower speeds. We need to upgrade the pavement and make sure it's available for the cyclists and the cars. Water filters. And we need wayfinding. That's my last note.

The wayfinding signs that we have down there are not adequate and we need something much more eye catching and much more directional. I agreed with a lot of comments that the mayor had.

Mayor Ortega: Councilmember Milhaven and then Vice Mayor Caputi.

Councilmember Milhaven: I want to say wow, terrific, yes, please. Thank you. I think activating second street in that way and leveraging the amazing assets around second street would just be tremendous. The second thing I want to say is wow, I'm really confused because we had a conversation a few minutes ago about the rose garden parking lot and adding trees and taking away parking spaces and the conversation I heard from my peers is let's add more trees and take away more parking spaces.

So now I hear that one treat of industries is not going to make a difference and parking is sacrosanct. On rose garden, I didn't say I was unwilling to give up spaces but I was sorry to say that I didn't want to give up 16 spaces. I think this conversation needs to be a balance. If we create some exciting neat places for people to go, more people will come there. Some of my colleagues said not much happens on second street. I think it will attract folks to take advantage of it. So and the other thing is we talked about museum square.

And one of the speakers spoke about the net/net museum square. We over parked museum square on our own ordinances and what traffic and parking experts tell us. I see a gentleman shaking his head, that's no. We're not over parked in his opinion. But in the opinion of experts, we are over parked. So if we wind up losing a few spaces on street to create an exciting amenity that attracts more people. It may only be one road, but I think it's a start and I think it would be a wonderful amenity in our community. Thank you.

[Time: 01:55:05]

Mayor Ortega: Vice Mayor Caputi and then Durham and Whitehead.

Vice Mayor Caputi: I love it. I'm totally excited. I'm depressed as well with the Dower comments here. I think the whole point of this council. We want the downtown to be thriving, to be exciting, to be year round and not just seasonal. We want to give people more interests and walkability and more people in our store, more activity, and more connectivity.

We made all of these great investments with museum square along this whole corridor. I love the way you have it divided in residential and civic. What better way to activate this activity which I agree it does not have much activity. It gives people a reason to be there, not just to come downtown and park in front of the one store and buy whatever you need and leave, but to actually come, live, work, play, walk, bike, this is the exact idea that that's my vision for downtown and you think this is long overdue and incredibly exciting.

This comment that we want more open space downtown, here you go, this is a fantastic open space. As I said before about the rose garden area, I'm not sure that makes a whole lot of sense to be open. To me just having a giant open parking lot, which as the picture showed really doesn't have a lot of cars in it most of the day. That's inviting folks to camping. And bringing in the other problems where we have like a homeless shelter.

I think this is a perfect opportunity to bring in more open space and make it more walkable and exciting. And the comment that it's not Scottsdale. Wow! Scottsdale is a warm, sunny, beautiful climate. We want to be a destination. When I think of Scottsdale, an opportunity to be outside, all the time, every day, enjoying the weather, you know, that's what people want to come to a city for.

There is a great exciting vibe and thing to do and not just park, go into one store, leave, drive back to your hotel. I love this. And the only thing I would like to point out is in the civic core, when you park right now in the garage and you walk across, which we do for a lot of events and things to SMOCA and you are walking by the dumpsters and -- you're like where is the front door?

I would like that to be more activated. We have an amazing asset in that museum and it's so not user friendly. That should definitely be more beautiful and more engaging for sure in my opinion. That would be my one comment about something that needs to be upgraded there. I think that about covers it.

[Time: 01:58:20]

Mayor Ortega: Councilmember Durham and Whitehead.

Councilmember Durham: Thank you, mayor. Regarding Councilmember Littlefield's comments that there was a lot of white here and white buildings. I assume that's just blank canvases.

Brandon Sobiech: It's to -- where we are in the process is just saying that structure could live this and I agree that there's room to continue, you know, down the road to further define elements to the character of --

Councilmember Durham: So those structures are not going to be white and tan and green and all the other --

Brandon Sobiech: They have potential. Because I think somebody had mentioned it earlier, with a public project like this, you know, there's community outreach involved. There will be layers of all of that information that will drive the narrative and more of the story. This initial concept and visioning was to reimagine a street and re-adjust priorities and then see what comes of it, and then take that as a basis to kind of, you know, build something. So, yeah.

[Time: 01:59:35]

Councilmember Durham: Okay. Thank you. I think overall, I think it's a very good idea to enliven that part of town. Parking seems to be the main question about this. I said this before and we probably need to be constantly reminded of it. Some of the studies I read about parking regarding Scottsdale said that there are three aspects of parking. You can have free parking. You

can have convenient parking or you can have plentiful parking. You can pick two of those but you can't get all three.

And we have chosen free parking here for -- and that's the way we have gone, and if we have chosen free parking, that means we can't have parking that is both plentiful and convenient. And I think that we have plentiful parking or at least enough parking but it's not always convenient. And I think we need to do more about making our better signage of our parking. I made this point before. Better directions. And trying to direct people to the parking. Whenever you want to go to this part of town, I always park in the Museum of the West parking lot. You are guaranteed a spot there. You are not going to be very far from where you want to go.

And I think we need to have better publicity about this. There is going to be -- this would remove some parking from what's been agreed to in the Museum of the West, and the museum square area. And I think in that area, that I would work on the width of that area. I think the biking and the pedestrian might be able to be a little narrower, a little bit skinnier.

So I think -- I would -- in that part of the town, I would be interested in narrowing this up a little bit and restoring some of the parking while trying to keep the pedestrian and the bicycle flexibility.

Brandon Sobiech: Thanks.

Councilmember Durham: Thank you, mayor.

Mayor Ortega: Councilwoman Janik and then Whitehead.

[Time: 02:02:21]

Councilmember Janik: Thank you very much. This is a very dynamic, exciting plan. It is a bit overwhelming, because it is very big plan, the overview and I think we need to round out some of the corners but basically, I think this is a very good blueprint for us to work off of to begin to accomplish some of these goals. I know parking is an issue. We all know parking is an issue.

One of my big problems is signage. We had beautiful signs that blended with the environment. When I'm driving around, I want to see the sign. I don't want it to blend. My other big problem is we have a lot of spots but they are little -- they are small parking lots. So I will drive around to find small parking lots to find parking? I think we need a little bit more strategic areas that would have more parking spots and perhaps we could eliminate some of these small areas and develop them into parks or more retail or whatever.

I think we can do a better job to accommodate this, as well as to accommodate the cars by looking at the whole idea of what we are doing with the cars. But, again, I think this is a very exciting dynamic plan. Thank you.

Mayor Ortega: Councilwoman Whitehead.

Councilmember Whitehead: First of all, for the notes because I know that our -- that Ben Lane is taking notes. I want to be very, very clear. I did not hear the mayor or me suggest that a single tree be removed from the plan. So we are -- I mean, and the mayor can correct me if I'm wrong. Yeah, the trees -- my comments is the trees stay. In an urban environment, in any environment, you want to be incredibly judicious with how you use space. I'm a bicyclist.

I rode my bike tonight as I always do city council meetings and I will be riding home. We have bike lanes wider than the green belt on a street that is slow moving and we don't have this many bikes. I think the plan is beautiful but it's not a judicious use the space because so much land is dedicated to a bike lane. I want to talk about that as open space. Can you have a picnic in a bike lane when there's no bikes? No, you can't.

You have a space that will not be used sufficiently and it loses other benefits and we lose parking on the street. There's a lot of stakeholders pulling and tugging. I think if we focus on the use of space in a manner that is judicious. We get the parking and the safe bike lanes and I want all the trees and maybe we can expand the trees around the corners as some of the other speakers said.

[Time: 02:05:19]

I want to comment on Councilwoman Caputi's comment on the civic center. That is -- I agree. I had not thought of that, but it's really a not pleasant part. Just for pedestrians so they feel safe. That's a weak area. And the separated bike lanes will save lives, but you don't need it in that urban spot. Thanks.

Mayor Ortega: Okay. Hopefully I can wrap up just some comments. We're at an important time because large projects such as museum square are moving forward. They did close and purchase the land from the city. So that's a positive.

So what do we do as a community moving forward as well so we have a public tract and a private tract looking for some completion, something that will fit together. It's important to look at those, I would call them plaza nodes. For instance, if you had a highway that was 100, 200 feet wide, and it was two miles short, you say why does it have to be way. It should be narrower where there's a plaza. Think about undulating it that way.

We do have a goal that we want this area to be very presentable and very walkable and certainly it will be advantageous for the city's assets, the Museum of the West, and the civic center. So that's a positive. Right now -- and you probably considered the Uber Lyft drop off area.

These are -- generally they are the cause of a lot of congestion because they are making a decision while they are driving. They are deciding whether to go left or right, depending on

where the next call S. maybe there's a way to get this to work for drops that we can handle at every -- dropoffs that we can handle at every block.

It does make sense at a -- at the center for the arts. Now -- and then just look at the additional connectivity to the couplet. I have a nice walkable area that leads nowhere. After you hit Goldwater, I don't know what you are going to on the other side of Goldwater. On the other side, there's a lot of action. So I would concentrate on making those turns and encouraging interaction to our older hears to make it work. I see no other hands. With that, I see no other comments. When will you come back for further guidance. Could you give us some guidance on that, Jim?

City Manager Thompson: We can go back and rework. I think one the comments I heard this evening is depict the parking that exists on there. We also had mention of a couple of projects, what is required of those projects and net gain in other parking areas where we are adding additional parking.

Would like to point out the artisan has come up this evening. We haven't seen that project before you. That's a private parking lot that we are looking to potentially look at public parking on. And so those we can bring back and have that further discussion. Also there was some really good input regarding the front of the -- which we didn't show a picture of, but I think we will show some pictures of some that outside. So direct answer.

Maybe a month or a little over a month to identify all the specifics associated with it. We also have -- we can come back with some of the financial numbers but we needed to get input today and so we will go back and rework some of.

[Time: 02:09:40]

Mayor Ortega: I see Councilmember Milhaven.

Councilmember Milhaven: I heard you talk about fleshing out the design with the business owners and where that fits into the process because I'm sure that won't be done in the next month.

City Mgr. Thompson: Before we finalize anything, we are early in the process. We are not even well along. I think we have some pretty good input from council. So if council would like, we can skip coming back to you for a longer period of time and start to get all the public input. Knowing what you have asked for, there's been some questions regarding parking. So if you don't wish to hear that in the near future and for us to go out and do the charrettes. We are happy to do that as well.

I would like to try to fulfill the direct comments this evening. I can send that by memo to all of you and send you the maps and then continue on our process of doing the public outreach if you desire.

Councilmember Milhaven: That would be my preference to get some public input before we move too much further.

Mayor Ortega: We will look for direction from the city manager. I did want to clarify something because it came back the question of a deck park at Goldwater and fifth. I believe if we could extend a deck, the open space occurs on that deck. It's not just a shaded element. You are adding a net width to that area. It could be a few steps up or a ramp, but it creates a great opportunity for a sculpture garden and a raised element. That's something I would like to mention.

ADJOURNMENT

[Time: 02:11:26]

Mayor Ortega: At this point, we are concluded with the subjects of our work session. Thank you so much, everyone. And for all the input. I would ask for a motion to adjourn.

Vice Mayor Caputi: So moved.

Mayor Ortega: We have a motion and a second. All in favor, say aye.

[Chorus of ayes]

Mayor Ortega: Record your vote. It passes.