



City Council Work Session
City Hall - Canyon Trails Room 1 & 2
1900 N. Civic Square
Goodyear, AZ 85395
Monday, October 19, 2026
5:00 PM

Physical access to the meeting location will be available 30 minutes prior to the meeting.

Mayor
Joe Pizzillo

Vice Mayor
Brannon Hampton

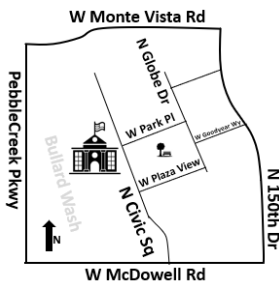
Councilmember
Wally Campbell

Councilmember
Laura Kaino

Councilwoman
Vicki Gillis

Councilmember
Benita Beckles

Councilmember
Trey Terry



PROCEDURES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Goodyear City Council and to the general public that the Council of the city of Goodyear will hold a meeting open to the public. Public body members of the city of Goodyear will attend either in person or by telephone conference call and/or video communication. The Goodyear City Council may vote to go into Executive Session, pursuant to A.R.S. § 38-431.03(A)(3), which will not be open to the public, to discuss certain matters. Meetings are conducted in accordance with the City Council Meetings Council Rules of Procedure adopted by Resolution No. 2025-2441.

THE CITY OF GOODYEAR ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, special assistance can be provided for sight and/or hearing-impaired persons at this meeting. Reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (623) 882-7830 or Arizona Relay (TDD) 7-1-1 to request an accommodation to participate in this public meeting.

Si necesita asistencia o traducción en español, favor de llamar al menos 48 horas antes de la reunión al (623) 882-7830.



City Clerk's Office: 1900 N. Civic Square, Goodyear, AZ 85395 (623) 882-7830
www.goodyearaz.gov/cityclerk
City Council Meeting Live Broadcast: <https://www.facebook.com/cityofgoodyear/videos>

CALL TO ORDER**ROLL CALL****AGENDA ITEMS FOR DISCUSSION**

ALL ITEMS LISTED ARE FOR DISCUSSION ONLY. NO ACTION CAN NOR WILL BE TAKEN.

1. **PAVEMENT MANAGEMENT PROGRAM
RECOMMENDATION**

Council will receive an update on the Pavement Management Program and provide direction to staff. No action will be taken. (Sumeet Mohan, P.E., Public Works Director; Brian Harvel, Streets Superintendent)

2. **GOODYEAR RECREATION CAMPUS PHASE II DESIGN UPDATE
RECOMMENDATION**

Council will receive an update on the Goodyear Recreation Campus Phase II design and provide direction to staff. No action will be taken. (David Seid, Parks and Recreation Deputy Director; Jeremy Figueroa, Parks Superintendent)

FUTURE MEETINGS

Future meetings are tentatively scheduled as follows:

November 2, 2026

Council Meeting

5:00 p.m.

ADJOURNMENT**POSTING VERIFICATION**

This agenda was posted on October 14, 2026 at 4:32 p.m. by Viviana Monge, Deputy City Clerk.

ITEM #: 1.
DATE: 10/19/2026
AI #:3417



CITY COUNCIL ACTION REPORT

SUBJECT: PAVEMENT MANAGEMENT PROGRAM

STAFF PRESENTER(S): Sumeet Mohan P.E., Public Works Director, Brian Harvel, Streets Superintendent

SUMMARY

Staff will provide Council with an overview of the city's Fiscal Year (FY) 2027 pavement management projects and bridge maintenance program, as well as highlight our partnership with Arizona State University (ASU) in strengthening long-term pavement management. The program maintains the structural integrity of our city's streets and bridges, and prevents further infrastructure deterioration, reduces the risk of failures and avoids significantly higher costs associated with future preservation, rehabilitation, or reconstruction.

STRATEGIC PLAN ALIGNMENT



INFRASTRUCTURE

RECOMMENDATION

Council will receive an update on the Pavement Management Program and provide direction to staff. No action will be taken. (Sumeet Mohan, P.E., Public Works Director; Brian Harvel, Streets Superintendent)

FISCAL IMPACT

The FY2027 Pavement Management Program has been fully approved by the Council and is funded at \$5.4 million within the FY2026–2027 budget; this is comprised of \$4.8 million base budget and \$0.6 million one-time funds.

In the coming weeks, city staff will present a request to council for the approval of a new Intergovernmental Agreement (IGA) with the ASU's Southwest Pavement Consortium. The proposed agreement would include a \$25,000 annual membership fee for a period of three years, intended as a pilot project.

BACKGROUND AND PREVIOUS ACTIONS

Citywide Measurement of Pavement Condition Index (PCI)

PCI measures the condition of the city's roadways, on a scale of 1 to 100. PCI is the aggregate measure of the quality and condition of all the city's streets. While we calculate our PCI annually, we physically measure our citywide network PCI once every four years using a high-tech road surface testing system that captures high-resolution data on pavement cracking, rutting, and roughness, among other readings. The most recent measurement was performed in FY2026.

We follow the American Society for Testing and Materials (ASTM) standard D6433, to analyze the images and surface distress data to determine the PCI. The PCI values are based on the observed surface distresses and provide an indication of the functional and structural performance of a pavement. The range is commonly divided into categories using descriptive terms: Failed, Serious, Poor, Fair, Good, and Excellent. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions.

Per Council direction, City staff seek to maintain our average PCI between 76 and 78, and our annual pavement management program is focused on this performance metric, which is also shared with our residents through the city's public dashboard under the infrastructure category. This is accomplished in coordination with the City's capital improvement program, street projects, private development and utility projects, and the continued development of unimproved roads in the city.

Goodyear's current FY2026 PCI based on street classification:

Arterial Streets	75
Collector Streets	78
Residential Streets	79
Industrial Streets	73
Rural Streets	71
Aggregate City PCI	77

A recent assessment showed these PCI ranges for Goodyear streets, by percent of network:

0-20: Failed	0.0%
21-40: Serious	0.1%
41-55: Poor	2.0%
56-70: Fair	20.6%
71-85: Good	47.6%
86-100: Excellent	29.7%

In FY2017, the City's PCI was 69.8. The City has invested resources to improve the condition of its roadways. These steps have seen significant results with the City's most recent PCI of 77 in FY2026. The PCI has been relatively stable over the last seven years.

The FY2027 Pavement Management Program has been fully approved by the Council and is funded at \$5.4 million within the FY2026–2027 budget; this is comprised of \$4.8 million base budget and \$0.6 million one-time funds. However, maintaining the PCI in the range of 76–78 as the city's roads continue to age will require an additional ongoing investment of ~\$8 million

per year on an ongoing basis. The program will seek to strategically increase funding during the FY2028 budgeting process by adding ongoing funding or one-time funds as available.

STAFF ANALYSIS

Streets Maintenance Program

56 lane-miles of streets will be treated (4.7% of total lane miles).

The following treatments will be applied:

- Mill and Overlay
- Micro Seal
- Liquid Road
- Slurry Seal

Bridge Maintenance Program

In FY2026, we performed a thorough engineering assessment of the conditions of all our 99 bridges, considering the 2025 bridge inspection report from the Arizona Department of Transportation (ADOT). As a result, we have developed an Operations and Maintenance Plan to address our repair needs. This will require an investment of ~\$1 million per year for the coming seven years and will be a part of discussion during the FY2028 budgeting process.

FY2027 Bridge Maintenance Budget: \$750,000

Eight Bridge Structures will be repaired

\$375,000 (FY2026 One-Time Funds Carryover)

\$375,000 (FY2027 One-Time Funds)

Repairs include underdeck seal, removal of irrigation lines in the vicinity of bridge structures, bridge deck seal and handrail painting and stabilization repair.

ASU's Southwest Pavement Technology Consortium

In FY2026, Public Works staff became involved in the activities of this consortium, as we find practical value and high return on investment in this effort.

ASU's consortium has been actively working with Arizona's government agencies and industry since 2021. It has been serving as Arizona's hub for strategic research, technical workforce training, and practical projects on city streets.

These projects and training focus on:

1. Pavement life cycle planning and roadmaps
2. Specification reviews and consensus building with all stakeholders
3. Cost-effective pavement strategies
4. Material testing and characterization

5. Test sites and performance monitoring
6. Pavement database development and management

Provide high value and high impact outcomes:

1. Developed a practical laboratory aging method to predict durability of mixes under extreme climate of the Valley
2. Field validation of cost-effective solutions to protect pavements from aging effects
3. Developed material design and construction practices to eliminate wide cracks

ASU's consortium currently has 15 contributing partners across industry and government. Cities of Phoenix, Mesa, Scottsdale, and Peoria have already signed IGAs with ASU and are official contributing partners.

The consortium has invited Goodyear to join as a partner. Joining the consortium is a high value, low-cost opportunity to elevate Goodyear's pavement management strategy. We recommend supporting a three-year pilot at \$25,000 annual membership fee--just 0.5% of our pavement management budget. This small investment gives us access to advanced pavement technologies, proven installation and maintenance practices, and real-world insights from peer agencies. It will strengthen our decision-making, reduce long-term costs, and improve the performance and lifespan of one of our most critical assets: Our streets.

Attachments

Staff Presentation



FY2027 Pavement Management Update





AGENDA

- PCI Assessment
- FY2027 Pavement Management Projects
- FY2027 Bridge Maintenance Program
- ASU Pavement Consortium





Pavement Condition Assessment

- **Scope of Work**
 - Full Assessment of All Streets
- **Results**
 - Residential 79
 - Arterials 75
 - Collectors 78
 - Industrial 73
 - Rural 71

Overall PCI of 77



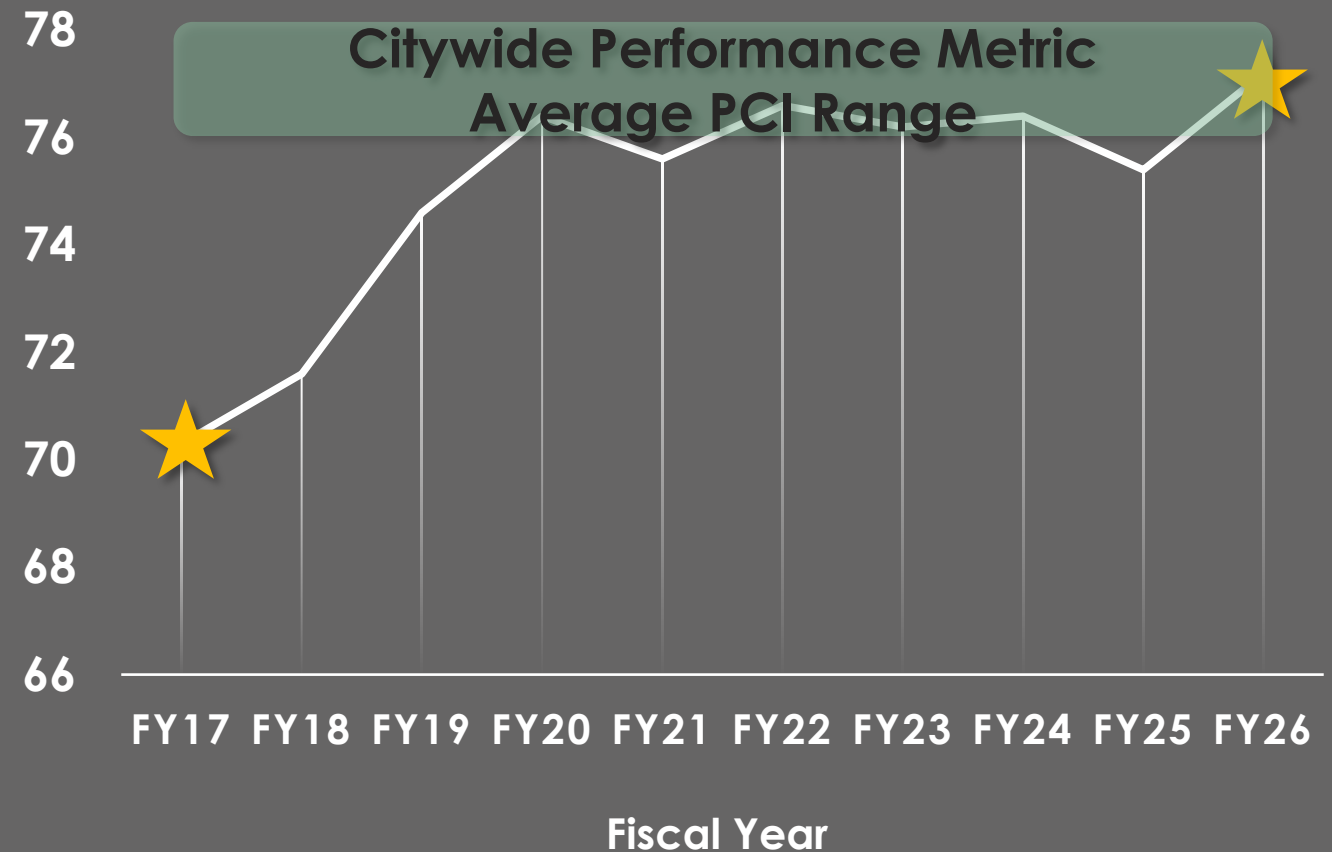


PAVEMENT CONDITION INDEX

10 YEAR NETWORK PCI

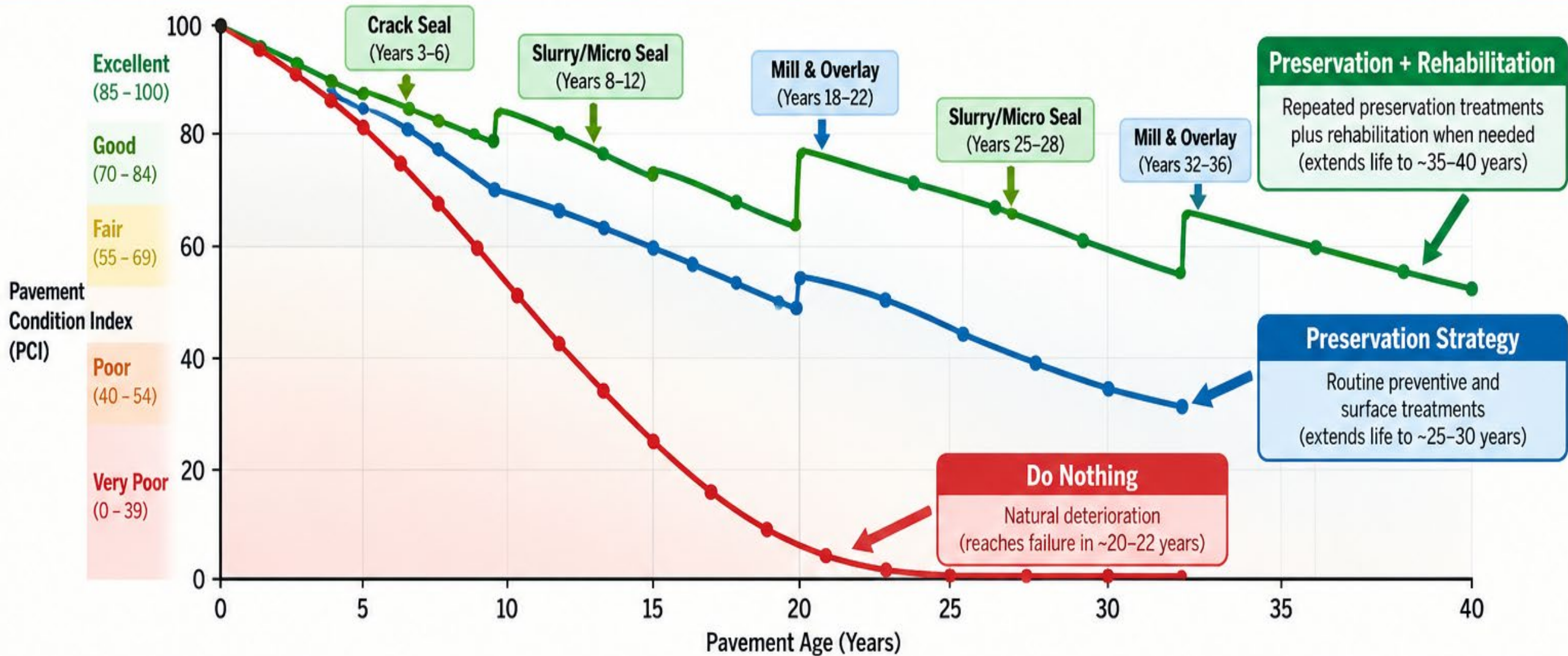
—PCI

- **FY2017: 69.8**
- **FY2026: 77.2**



Pavement Preservation Extends Life and Delays Replacement

Right Treatment | Right Road | Right Time = Lower Life-Cycle Cost



FY2027 PAVEMENT MANAGEMENT

Total Budget = \$5.4 Million

- \$4.8M Ongoing
- \$600K One-time
- 56 Lane Miles (4.7% of total lane miles)
- Mill and Overlay
- Micro Seal
- Liquid Road
- Slurry Seal



FY2027 Pavement Treatment Types



Mill & Overlay
the top layer of asphalt is milled off and replaced with new asphalt



Liquid Road
A polymer-modified, fiber-reinforced asphalt emulsion coating



Micro Seal
A thin layer of emulsified asphalt and sand applied to an arterial roadway



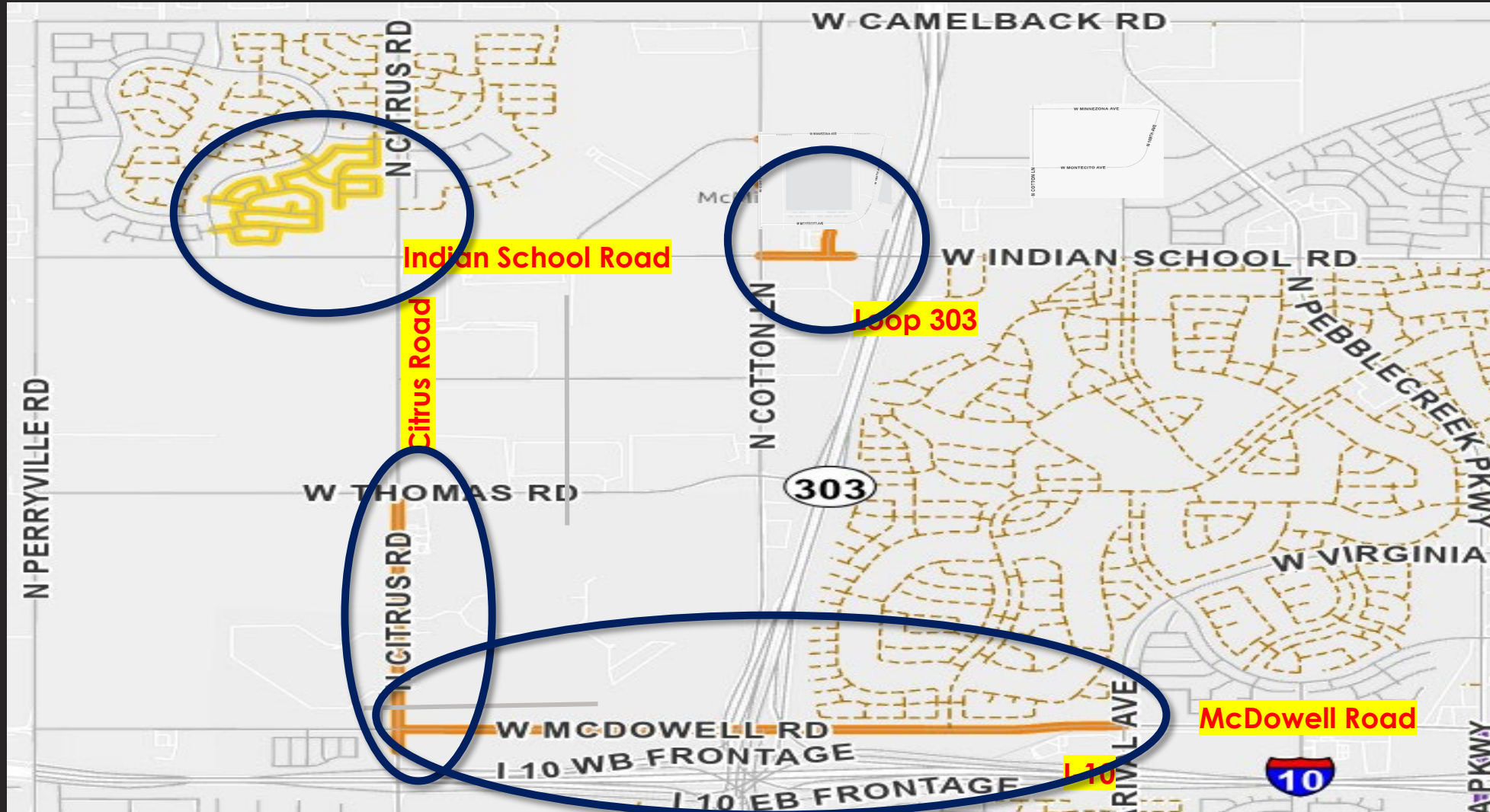
Slurry Seal
A layer of emulsified asphalt and sand applied to residential roadway

FY2027 PAVEMENT MANAGEMENT PROJECTS

PROJECT MAP – NORTH GOODYEAR

Micro Seal

Slurry Seal



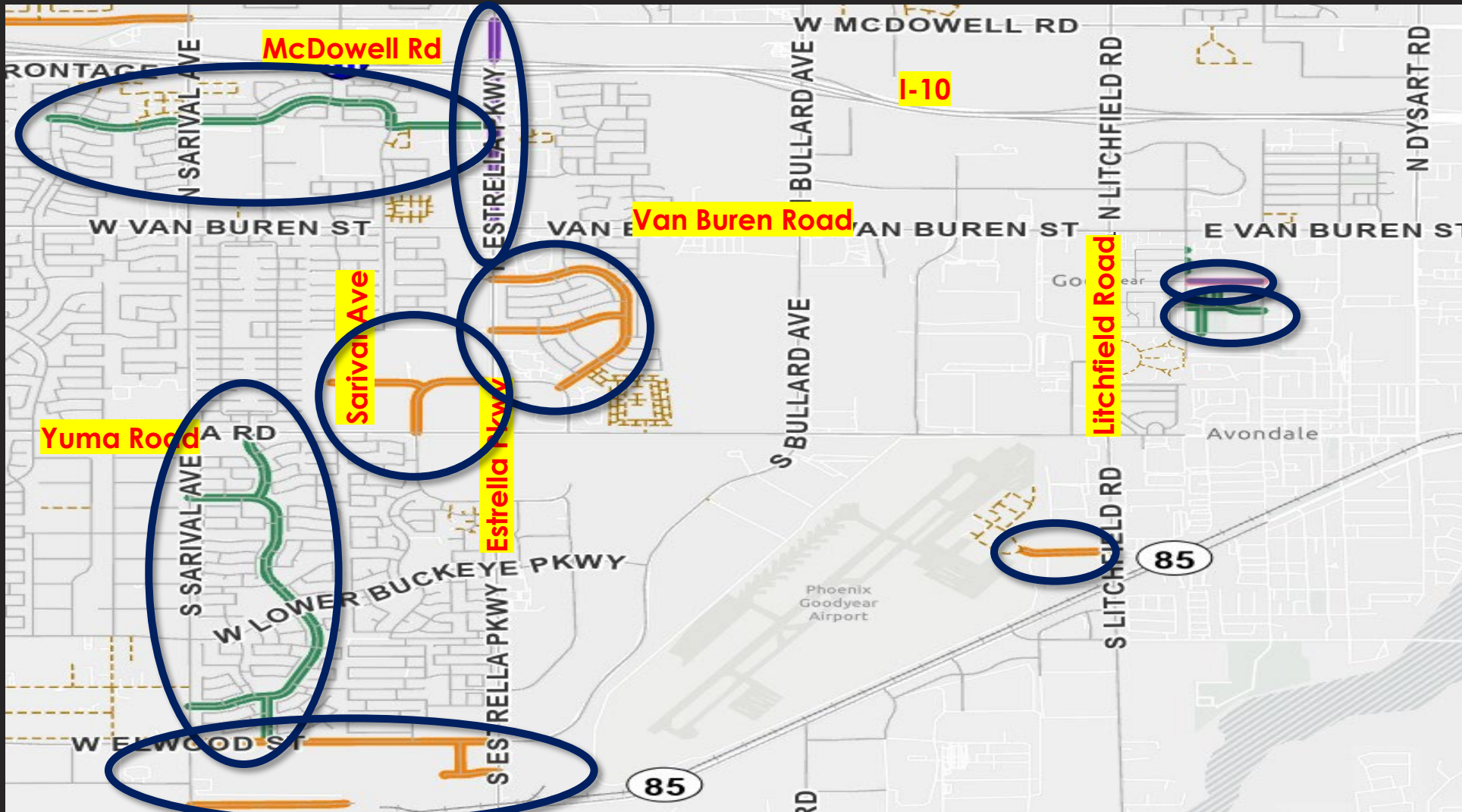
FY2027 PAVEMENT MANAGEMENT PROJECTS

PROJECT MAP – CENTRAL GOODYEAR

Micro Seal

Liquid Road

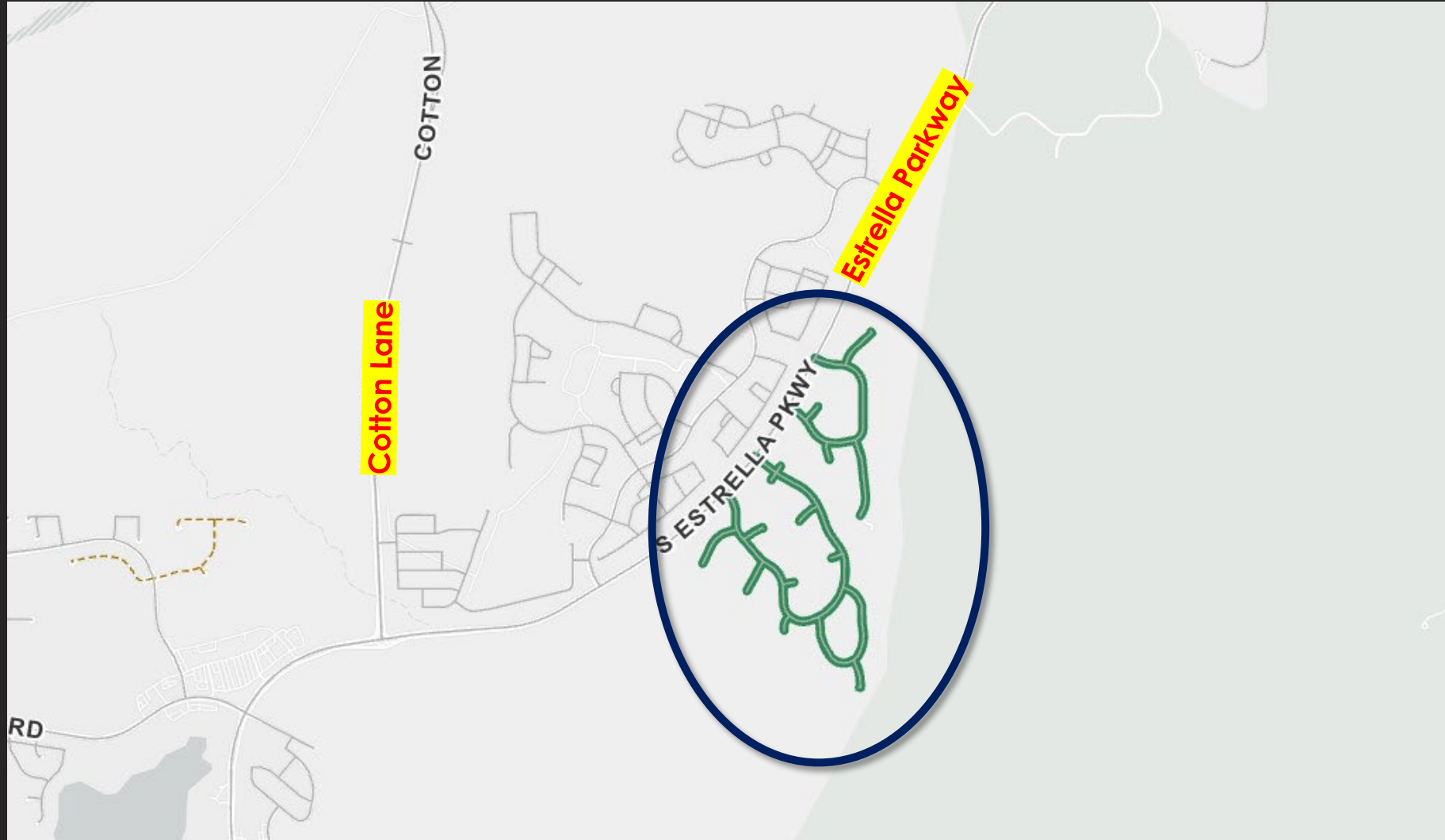
Mill and Overlay



FY2027 PAVEMENT MANAGEMENT PROJECTS

PROJECT MAP- ESTRELLA MOUNTAIN RANCH

Liquid Road



PROACTIVE COMMUNITY & BUSINESS OUTREACH

- Direct Business & Residential
- Bilingual Communications
- Minimizing Business & Traffic Impacts
- Advance Notification
- Multi-Channel Outreach
- Internal Coordination



Bridge Assessment

WHAT WE FOUND

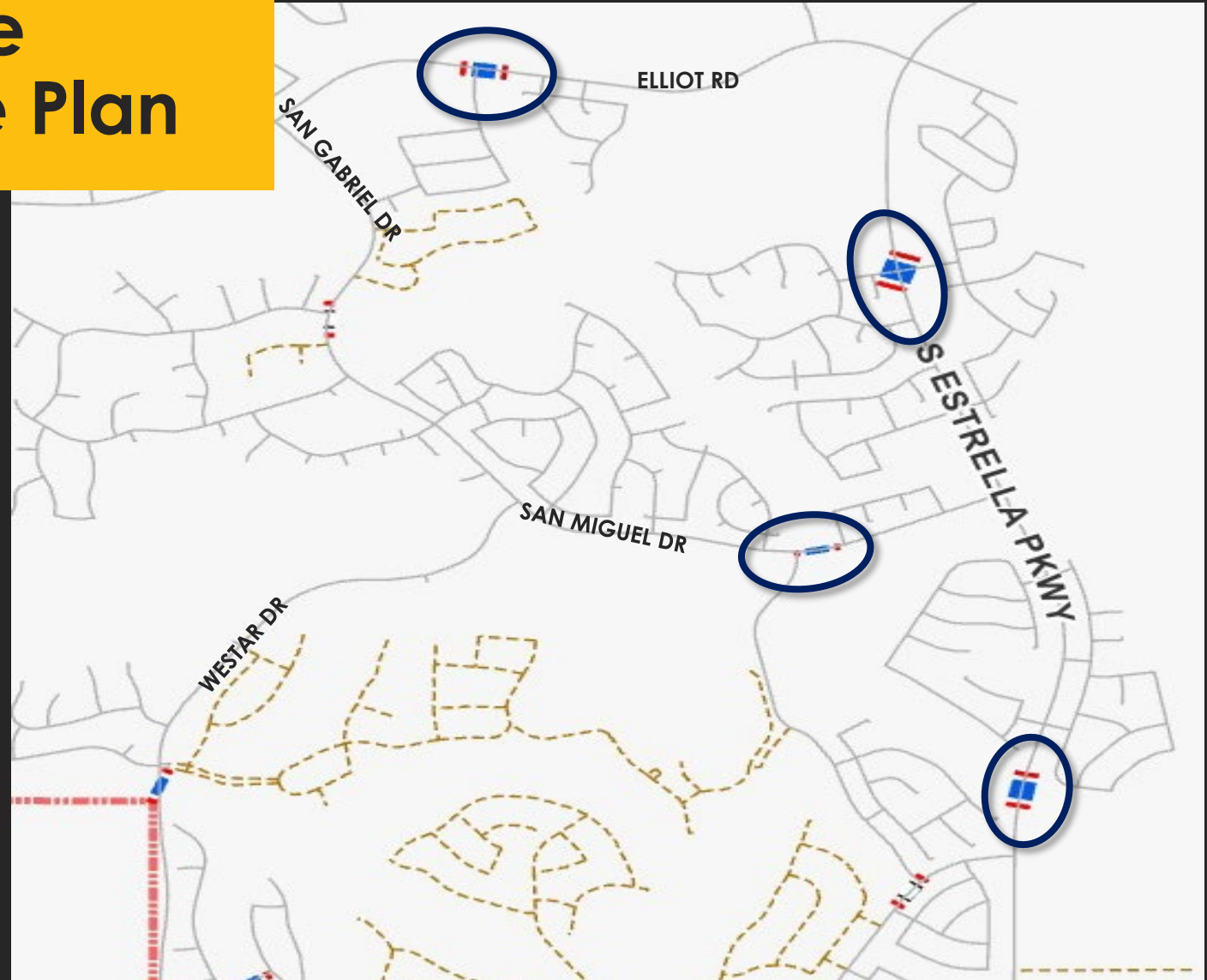
- Overall Sound Bridge Network
- 99 Bridge Structures
- Numerous Minor Defects





FY2027 Bridge Maintenance Plan

- \$750,000 Budgeted
- Bridge Deck Patching Repair and Seal
- Underdeck Patching Repair and Seal
- Railing Painting and Stabilization Repair
- Remove Irrigation





ASU's Southwest Pavement Consortium

- Life-cycle Planning
- Specifications and Materials
- Field Performance
- Demonstrated Outcomes

Since 2021

Arizona's hub for pavement research, technical training and field projects

15

Industry and government partners

Official City Partners

Phoenix, Mesa, Scottsdale, Peoria



Planning: Three-Year Pilot Project

Goodyear Gains

- Advanced Pavement Technologies
- Proven Field Practices
- Stronger Investment Decisions

\$25,000/year

For 3-year Pilot, totaling \$75,000

0.5%

of Goodyear's annual pavement management budget

Consortium Estimates

\$600,000 in annual research could add nearly 4 years of pavement life and generate \$10M–\$100M in annual municipal savings.

DISCUSSION

PAVING OUR FUTURE

SAFE ROADS | STRONGER COMMUNITY | A BRIGHTER TOMORROW



SAFER TRAVEL

Well-maintained roads reduce crashes and improve safety for everyone.



STRONGER COMMUNITY

Reliable roads connect our neighborhoods, businesses and opportunities.



PRESERVING OUR INVESTMENT

Proactive maintenance extends pavement life and delays costly reconstruction.



A MORE VIBRANT GOODYEAR

High-quality infrastructure supports economic growth and an exceptional quality of life.



A SUSTAINABLE TOMORROW

Smart pavement strategies maximize resources and keep our community moving for generations.

ITEM #: 2.
DATE: 10/19/2026
AI #:3437



CITY COUNCIL ACTION REPORT

SUBJECT: GOODYEAR RECREATION CAMPUS PHASE II DESIGN UPDATE

STAFF PRESENTER(S): David Seid, Parks and Recreation Deputy Director;
Jeremy Figueroa, Parks Superintendent

SUMMARY

Staff will provide Council with an update on the Goodyear Recreation Campus Phase II Design.

STRATEGIC PLAN ALIGNMENT



RECOMMENDATION

Council will receive an update on the Goodyear Recreation Campus Phase II design and provide direction to staff. No action will be taken. (David Seid, Parks and Recreation Deputy Director; Jeremy Figueroa, Parks Superintendent)

FISCAL IMPACT

The Goodyear Recreation Campus Phase II design and construction costs are included in the adopted FY2027 Capital Improvement Plan. Should Council request changes to the currently funded design, any associated costs would be brought forward as part of the FY2028 budget process.

BACKGROUND AND PREVIOUS ACTIONS

On July 14, 2014, City Council adopted the 10-year Parks, Recreation, Trails, and Open Space Master Plan. The purpose of this plan is to provide strategies and operational policies to best meet the needs of current and future residents. The plan was developed through a highly interactive process involving public forums, stakeholder meetings, surveys, site evaluations, benchmarks to like communities, meetings with the Parks and Recreation Advisory Commission as well as the General Plan Committee.

On May 21, 2018, Council adopted the Recreation Campus Master Plan which engaged more than 1,100 participants. Based on the community input received, the following amenities were

included in this project: 30-acre community park, a 48,000 square-foot recreation center, and an aquatic facility. This plan also included a conceptual rendering of the future phase of the project.

On September 24, 2018, City Council authorized an expenditure of \$2.3 million for design services for the Recreation Campus and associated off-site improvements.

On August 26, 2019, City Council authorized an expenditure of \$64 million to construct Phase I of the Goodyear Recreation Campus that included a 30-acre community park, a 48,000 square-foot recreation center, and an aquatics facility on the eastern 40 acres of the site.

On July 3, 2021 Phase I of the Recreation Campus opened to the public.

On November 13, 2023, City Council approved the 2023 Parks and Recreation Master Plan. This Plan was developed through a highly interactive process involving public forums, stakeholder meetings, surveys, site evaluations, and benchmarks to like communities. A variety of community outreach efforts were used to ensure that the plan reflected the needs and desires of the Goodyear community. These included more than 40 stakeholder meetings, eight public meetings, six community events, a dedicated project website, and a statistically relevant survey. As a result of the extensive community engagement, nearly 23,000 inputs were received. The completion of Phase II of the Goodyear Recreation Campus was identified as one of the top priorities of the Plan.

On June 8, 2026, City Council adopted the FY2027 Budget which included funding to design and construct the remaining 46-acres of the Goodyear Recreation Campus (Phase II), ultimately creating the first regional park in Goodyear.

STAFF ANALYSIS

Feedback from the Recreation Campus Master Plan, the 2023 Parks & Recreation Master Plan, and current program demand was utilized in determining the amenities for Phase II. Based on the community feedback provided during these planning activities, the following amenities will be included in Phase II:

- Additional Ballfields (including an adaptive field)
- Additional Pickleball Courts
- Expanded Multi-use Turf Area
- Splashpad
- Dog Park
- Skate Plaza
- Public Art
- Connected Pedestrian Pathways

As design of Phase II advances, three critical facility systems require Council direction:

1. Irrigation water source and storage
2. Parking solutions
3. Community Room

Irrigation Water Source and Storage

Staff evaluated long-term irrigation needs for the full 86-acre Goodyear Recreation Campus, encompassing both Phases I and II. Combined annual irrigation demand is estimated at approximately 66 million gallons. Phase I currently relies on potable water; however, staff recommends converting irrigation for the entire campus to Roosevelt Irrigation District (RID)

non-potable water. This alternative provides a more cost-effective, fiscally responsible solution to meet irrigation requirements.

To support this transition, the site requires approximately 2.9 acre-feet of water storage, representing a five-day operational buffer. Staff recommend constructing an irrigation pond that would serve as the system's storage component while also functioning as a public-facing amenity within the campus.

The proposed pond location meets Phoenix Goodyear Airport land-use restrictions, as it lies outside the 10,000-foot radius boundary. Estimated costs for the pond and related irrigation infrastructure range from \$1.5 million to \$2.3 million. Transitioning to RID non-potable water is projected to reduce ongoing operational costs by approximately \$415,800 annually.

Parking Solutions

Phase II development will require approximately 555 additional parking spaces to support projected campus use. Staff evaluated two feasible options: a parking structure and expanded surface parking. A parking structure would provide 271 of the required spaces, with an estimated construction cost ranging from \$8 million to \$13 million. In contrast, surface parking would accommodate approximately 705 additional spaces at a lower estimated construction cost of \$3.5 million to \$7 million.

Based on capacity, cost considerations, and overall site functionality, staff recommend proceeding with surface parking. Staff may explore the addition of shade structures in the future to enhance comfort and usability.

Community Room

Staff evaluated the potential to expand public meeting space as part of Phase II of the Goodyear Recreation Campus. The addition of a Community Room totaling approximately 6,200 square feet would provide meeting capacity for roughly 287 occupants. This space would supplement the existing 3,000-square-foot multi-purpose room constructed in Phase I, effectively doubling the campus's overall meeting capacity.

The estimated construction cost for the proposed Community Room ranges from \$9 million to \$11 million. This enhancement is not included in the current Phase II project budget but could be incorporated in a future phase pending available funding and budget authority.

Attachments

Staff Presentation



Goodyear Recreation Campus

Phase II – Design Update





GRC Phase II Design Update

Tonight's Agenda

1 Background

Phase I timeline and Phase II milestones

2 Irrigation Water: Source & Storage

Available sources, storage options, and recommendation

3 Parking: Needs & Solution

Requirements, parking options, and recommendation

4 Additional Facility Considerations: Needs & Solution

Site study and recommendation

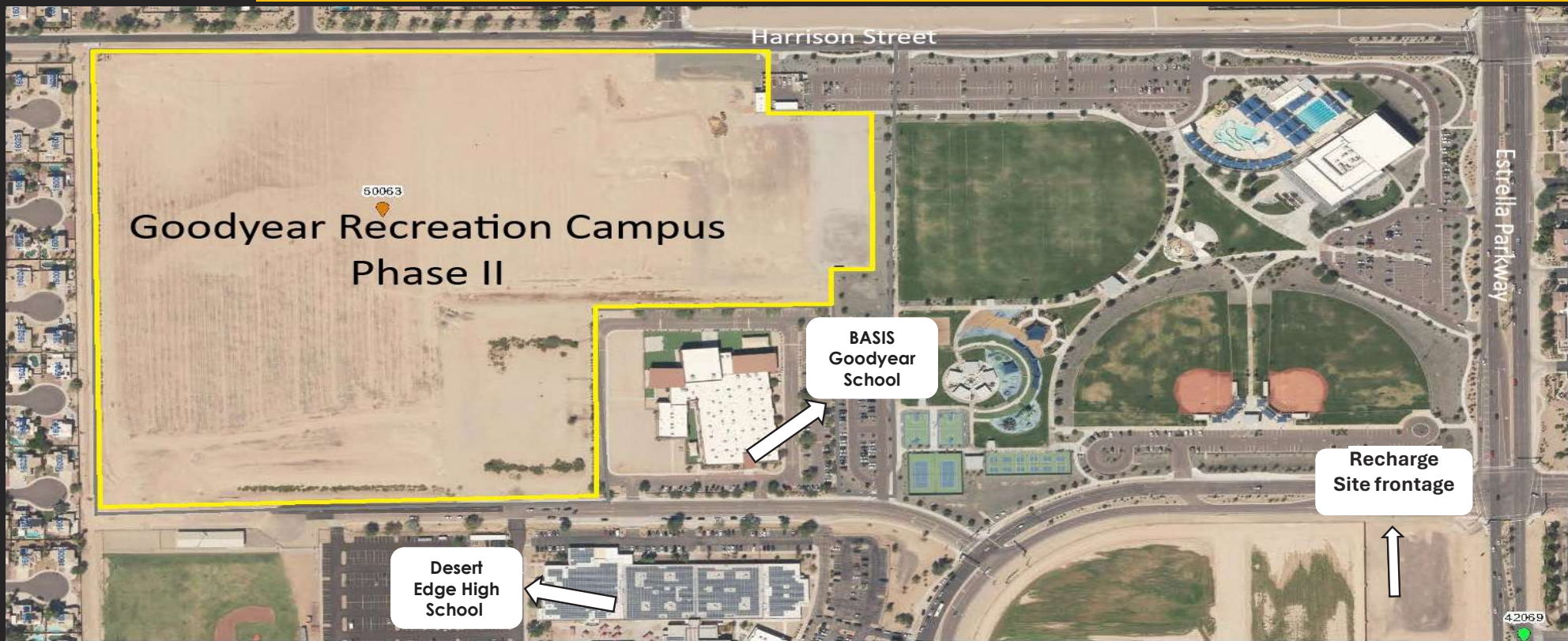
5 Next Steps & Feedback

Decisions needed and Council direction



Goodyear Recreation Campus

Phase II – Design Update



CITY OF
Goodyear

Work Session

October 19, 2026



Agenda Item 1

Goodyear Recreation Campus : Background & Timeline

Project history • Phase I timeline • Phase II milestones



Goodyear Recreation Campus Background





Community Engagement

2023 Parks & Recreation Master Plan



22,908

Total Community Inputs

4

Public Meetings

4

Virtual Meetings

6

Pop-Up Events

40

Stakeholder Interviews

202

Park Sites Visited

2

Advisory Committee Meetings

The 2023 Master Plan named Recreation Campus Phase II a top priority.

Top Priorities

*Although an urban fishing lake was a desirable amenity, this plan is recommending that a lake not be pursued at this time as a result of the changing water climate in the state.



1

Swimming Pools/
Splash Pad

4

Urban Fishing Lake*



2

Trails



5

Recreation
Center

3

Playgrounds



6

Sports
Complex

7

Sport Courts



10

Skate Parks



8

Dog Park



11

BMX



9

Multi-Use
Fields

12

Ballfields

Priority A: Goodyear Recreation Campus Phase II (46-acres)



Source: Master Plan, Sept 2023

Work Session

October 19, 2026

\$68,331,500

Phase II: This project would include the development of the remaining 46 acres to provide regional park amenities and expand the service area within the central area of the city. Based on top amenity priorities identified from the community needs, potential amenities could include multi-use pathways, nature play playgrounds, urban fishing lake with a sustainable water source, and open space. Next steps to include a site-specific Master Plan for the remaining phase 2 area.

Future amenities

Challenger baseball field

Nature play playgrounds

Urban fishing lake

Open space



Goodyear Recreation Campus

Approved CIP Budget - 50063

PROJECT: Goodyear Recreation Campus: Expansion Phase 2 - 50063

DEPARTMENT: Parks & Recreation

PROJECT DESCRIPTION: Design and construct phase II of the Goodyear Recreation Campus on the vacant 46-acre parcel of city-owned land, just west of the current location. This project is part of the P&R Master Plan.

RELATED PLAN(S): Strategic Plan, Parks & Recreation Master Plan

EXPENDITURES	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Improvements - Land	\$ -	\$ 4,000,000	\$ 48,825,000	\$ -	\$ -	\$ 52,825,000
Land	3,465,000	-	-	-	-	3,465,000
Furniture and Fixtures	-	6,330,000	-	-	-	6,330,000
Improvements - Public Art	515,000	-	-	-	-	515,000
Inf-Design	4,865,000	-	-	-	-	4,865,000
Infrastructure - Other	-	331,500	-	-	-	331,500
TOTAL	\$ 8,845,000	\$ 10,661,500	\$ 48,825,000	\$ -	\$ -	\$ 68,331,500

FUNDING SOURCES	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
102 - One Time General Fund	\$ 8,845,000	\$ 10,661,500	\$ 48,825,000	\$ -	\$ -	\$ 68,331,500
TOTAL	\$ 8,845,000	\$ 10,661,500	\$ 48,825,000	\$ -	\$ -	\$ 68,331,500

PROJECT PLANNED START DATE	PROJECT PLANNED COMPLETION
8/1/2025	6/30/2030



Goodyear Recreation Campus

Amenities: Phase I & Phase II

PHASE I

Current Amenities

- Recreation Center
- Family Aquatics Facility
- Ballfields
- Multipurpose fields
- Sports Courts
- Playground
- Ramadas
- Trail Loop
- Public Art

PHASE II

Future Amenities

- Splash Pad
- Dog Park
- Skate Plaza
- Additional Multipurpose Fields
- Additional Ballfields
- Additional Sports Courts (Pickleball)
- Additional Ramadas
- Expanded Trail Loop
- Expanded Maintenance Building

Phase II roughly doubles the field inventory and expands program services.



Goodyear Recreation Campus

Phase II – Design Update





Agenda Item 2

Irrigation Water: Source & Storage

Water sources • Storage options • Recommendation



Annual Water Needs Demand for Phase I and II

Phase I Irrigation – Today

33 million gallons

of potable water annually
~101 acre-feet per year

Phase I + II – Projection

66 million gallons

estimated per year
~203 acre-feet per year

FACT: The average Goodyear household uses 90,000 gallons per year.
Phase I and II will use 66M gallons per year – equivalent to 733 homes.



Irrigation Water Options

City Potable

Current source – Phase I irrigation

66M gallons per year

\$9.10 per 1,000 gallons + \$1.70 CAP fee

Remains available as a supply option

Roosevelt Irrigation District (RID) Water

Under evaluation for Phase II

Adjacent to the site – accessible on-site

\$4.50 per 1,000 gallons • No CAP fee

Ties into existing Phase I tiling

Both sources were considered for irrigation needs.



Irrigation Water Why Storage Is Required

RID water costs half as much as potable, but it does not arrive the way potable water does.

PRESSURE

TIMING

RELIABILITY

Storage is what makes RID usable. Without it, the \$400,000 in annual savings is not available.



Irrigation Analysis

Peak Season Water Demand

86

acres irrigated
Phase 1 + Phase 2 combined

5 days

target storage duration
peak season demand drives storage
size

2.9 acre ft

~1,000,000 gallons
required volume, regardless of storage
type

Irrigation demand reviewed by Aqua Engineering for GRC Phase 1 and Phase 2.



Irrigation Analysis

Irrigation Storage Options

Option A

Above Ground Tank

Option B

Underground Storage

Option C

Irrigation Pond

Each option meets the 5-day storage requirement. Phase 1 currently irrigates with potable water.



Storage Options

Option A – Above Ground Storage

- Tank
- Meets the 5-day storage requirement



Estimated construction cost

(tank: 25' height, 86' diameter)

\$3M – \$5M

Meets 5-day storage



Storage Options

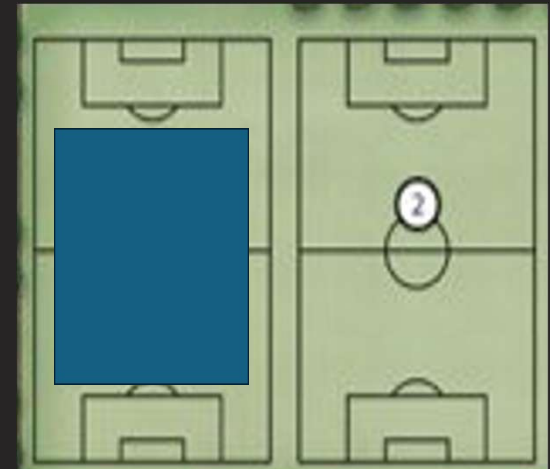
Option B – Underground Storage

- Large underground footprint and complex construction
- Maintenance requires full shutdown
- Leaks and failures are difficult to detect
- Repairs require excavation and surface disruption
- Confined-space safety risks

Estimated construction cost
(with concrete liner)

\$1.8M – \$2.5M

Meets 5-day storage





Storage Options

Option C – Irrigation Pond

- Approximately 3 acres, 14 feet deep
- Estimated daily evaporation: 0.45 in.
- Drawdown: 8-10 in. from irrigation use (translate it to dollars)
- Could be amenities for Public Benefit
- RID connection ties into Phase I tiling

Estimated construction cost
(with concrete liner)

\$1.5M – \$2.3M

Meets 5-day storage





Irrigation Recommendation

Source: RID Water

Most cost-efficient supply
Accessible on-site (adjacent)
RID is supportive • Water Department support

Storage: Irrigation Pond

Lowest cost option
Provides a new public amenity
Community desire for an urban lake in the 2023 Master Plan (23,000+ inputs)

Annual savings vs. potable water: Up to \$400,000 per year



Agenda Item 3

Parking: Needs & Solution

Peak demand • Special events • Structure vs. surface



Peak Parking Demand (all amenities in use)

Parking Summary – Phase I, Phase II & Total

PHASE I

Existing Campus

633

paved spaces provided
+ 80 gravel overflow = 713 total

PHASE II

Concept

705

paved spaces provided
no overflow lot required

COMBINED

Phase 1 + Phase 2

1,338

spaces required

At full build-out, onsite paved parking is effectively balanced at peak demand. Special events rely on offsite parking.

Combined totals use the Concept 3 basis, which counts Phase 1 paved spaces only.



Special Event Parking Demand

Special Event Parking

Parking Supply	Spaces
Onsite – Phase 1 + Phase 2	1,338
Offsite – Basis Elementary School	231
Offsite – Desert Edge High School	734
Offsite – Recharge Site frontage (gravel overflow)	360
Total onsite + offsite	2,663

Event demand – 5,000 people

2,500 spaces

at 2 people per car

1,667 spaces

at 3 people per car

Combined capacity supports events well above 5,000 attendees.



Parking Needs Options

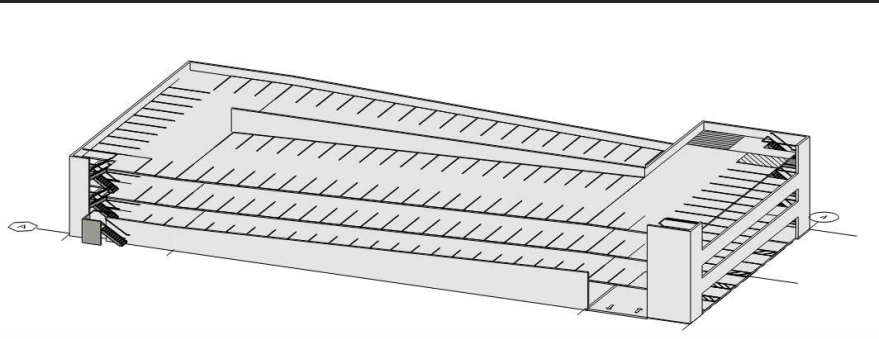
Option A
Parking Garage

Option B
Surface Parking



Parking Analysis

Option A- Parking Garage



Parking structure concept (DWL) – 271 spaces

Provides 271 parking spaces

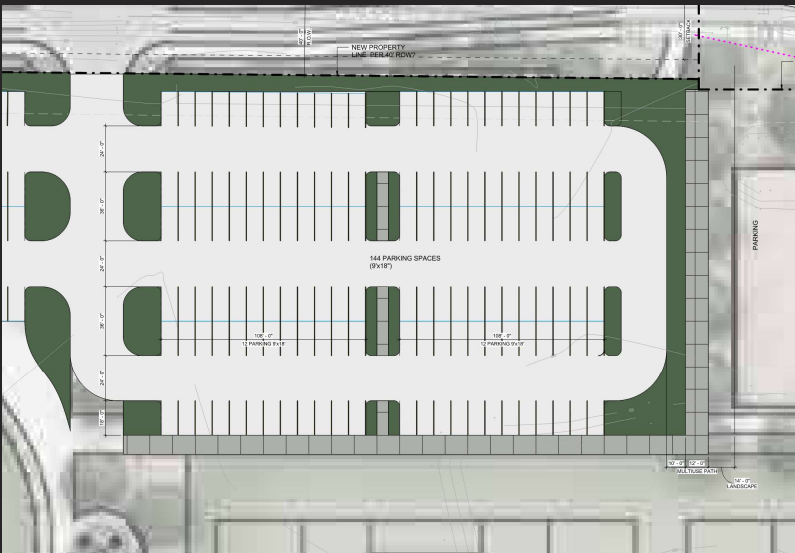
- Three parking levels – ground plus two elevated decks
- Sits on the footprint of a 144-space surface lot – building up nets +127 spaces on the same land
- At full build-out, onsite parking is balanced (1,339 required vs. 1,338 provided) – a garage would add headroom for growth and events

ROM: \$8.13M – \$13.55M
(\$30K – \$50K per space)



Parking Analysis

Option B – Surface Parking



Surface parking study (DWL)

Surface Parking provides 705 paved spaces – a surplus of 150 over Phase 2 peak demand

- Lowest construction cost: \$5K – \$10K per space, including drive aisles
- Minimal ongoing maintenance – no elevators, lighting systems, or fire protection
- Shade canopies can be added at low cost
- No special security concerns

ROM: \$3.5M – \$8.13M
(\$5K – \$10K per space)



Parking Recommendation

Recommended: Surface Parking

705 paved spaces (150 over Phase 2 peak demand)
Lowest cost: \$5K – \$10K per space
Minimal ongoing maintenance
Shade canopies can be added at low cost

Surface parking meets Phase 2 demand at about one-fifth the cost of a garage.



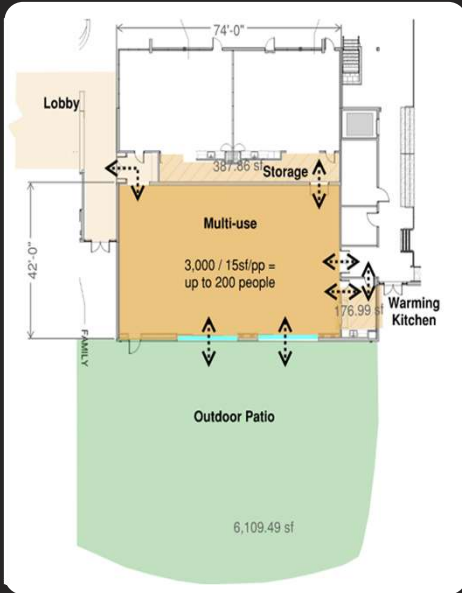
Agenda Item 4 Additional Facility Consideration: Needs & Solution

Community room size options • Capacity • ROM



Public Meeting Space Community Room Options

GRC Phase I – Existing



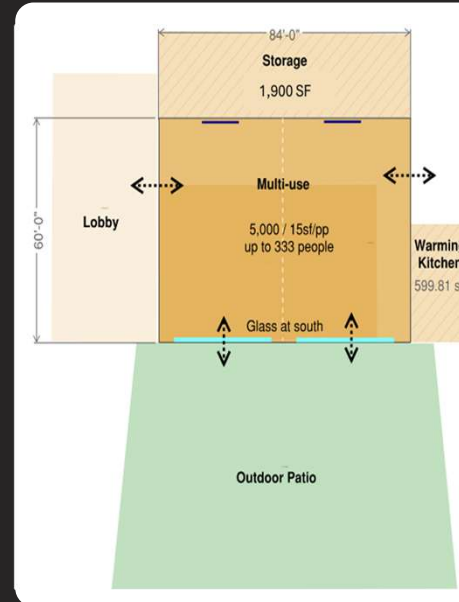
3,000 SF
Multi-use room

5,464 SF
Total area

140 people
At 21.5 SF per person

Open today
Status

GRC Phase II – Future



6,200 SF
Multi-use room

10,400 SF
Total area

287 people
At 21.5 SF per person

\$9.3M – \$10.4M
Estimated cost



GRC Phase II Design Recommendation

Water

Recommend Option A pond with
RID water
\$415,800/yr savings vs. potable

Parking

Full build-out is balanced at
peak 1,338
**Garage adds spaces at ~5x surface
cost**

Community Room Building

(\$9.3M – \$10.4M)
6,200 SF multi-use • 10,400 SF total
287 people at 21.5 SF per person



Goodyear Recreation Campus

Phase II – Design Update Video



Goodyear Recreation Campus

Phase II – Design Update





GRC Phase II Look Ahead

DESIGN

February 2026 – February 2028

CONSTRUCTION

Winter 2028

RIBBON CUTTING

FY 2029

NEAR-TERM MILESTONES

Oct 2026

Council Touch

30% design review

Nov/Dec 2026

CMAR

Construction manager at risk
selected

Apr 2027

60% Design

Design development milestone

Apr – May 2027

PRAC

60% design presented to the
Commission

Tonight's direction on water, parking, and the community room will support the 30% design package.



Work Session

October 19, 2026