

APPENDIX 5-1

PROPERTIES EXCLUDED FROM SECTION 4(F) CONSIDERATION

Appendix 5-1, *Properties Excluded from Section 4(f) Consideration*, details the properties initially considered, but determined as not qualifying for protection under Section 4(f). A brief description of each property is provided, followed by reasons for the determinations.

Potential Section 4(f) Properties Excluded from Consideration

Rio Salado Oeste

Description

The planned Rio Salado Oeste (RSO) project is an approximately eight square mile (3,315 acres) habitat restoration, flood control, and recreation project. RSO is located within the 100-year floodplain of the Salt River between 19th and 83rd avenues (Figure A-1) in the City of Phoenix, Arizona. When completed, RSO would connect two similar types of projects; Rio Salado at 19th Avenue and Tres Rios at 83rd Avenue. Together, the three projects would support the restoration of approximately 20 miles of riverbed.

Currently, the United States Army Corps of Engineers (USACE) and the City of Phoenix are preparing a Draft Environmental Impact Statement (EIS) to support the RSO feasibility study. This study will investigate feasibility alternatives to examine native riparian habitat restoration in conjunction with flood control, water quality, and passive recreation in the form of multi-use trails (Federal Register, 2001; United State House of Representatives, 2003). The draft was released in May 2006. Construction of RSO is anticipated to begin in 2010, but this will depend on the procurement of funding for construction (S. Estergard, pers comm, 16 May 2005).

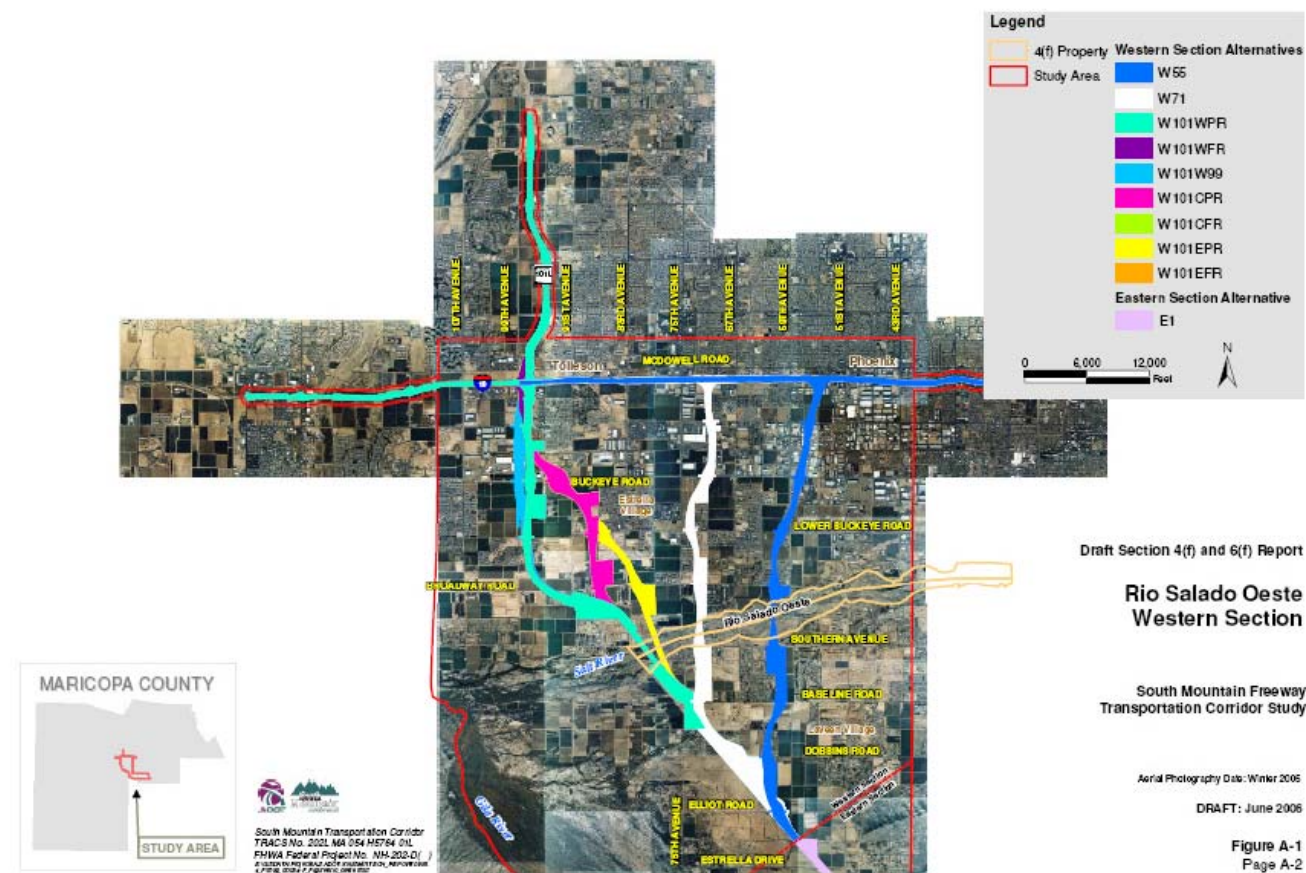
Impacts

All Western Section action alternatives would cross the Salt River and would directly affect the planned RSO project. The E1 Alternative does not affect RSO. USACE and the City of Phoenix have anticipated a freeway crossing the RSO and view it as an opportunity to direct stormwater runoff from the freeway to support irrigation of the river habitat. USACE indicated that any footprint impacts due to footings could be addressed further in the design process of the SMTC (S. Estergard, pers comm, 16 May 2005).

Section 4(f) Eligibility

Section 4(f) of the Department of Transportation Act of 1966 protects three basic types of resources: publicly owned parks and recreation areas, publicly owned wildlife and waterfowl refuges, and historic sites. Upon detailed review, it was determined that RSO should not be considered a Section 4(f) property under these designations for reasons explained below.

Although plans for RSO include a recreation element, this is neither the sole nor the primary use of the project and therefore, would exclude RSO as a resource afforded protection under Section 4(f). According to USACE, “the Feasibility Study for Rio Salado Oeste is to determine if environmental restoration and flood damage reduction with incidental recreation in this reach of the Salt River in Phoenix, Arizona meets Federal Objectives” (Estergard, 2005). Further, USACE policy mandates that, “Recreation development at an ecosystem restoration project should be totally ancillary” (USACE, 1998 & 1999). USACE has instituted a Ten Percent Limit Rule stating that the level of financial participation in recreation development by the USACE may not increase the federal cost to the ecosystem restoration by more than ten percent without prior approval (USACE, 1998 & 1999). RSO



will follow the Ten Percent Rule (Estergard, 2005). RSO's primary purpose is habitat restoration, not recreation; therefore, it is not eligible for Section 4(f) consideration under this criterion.

Publicly owned wildlife and waterfowl refuges are also eligible for consideration under Section 4(f); however, RSO has not been officially designated as such by a federal, state, or local agency and therefore, is not eligible for Section 4(f) consideration under this criterion (U.S Fish and Wildlife Service, 2005).

Recreation and Public Purposes Act Parcel

Description

On May 18, 2004, the City of Phoenix received a Recreation and Public Purposes Act (RPPA) Lease from the Bureau of Land Management (BLM) for a 159.32-acre parcel of land located in the Salt River channel between 67th and 59th avenues (Figure A-2). The legal location of this parcel is N½, SE¼, NE¼, SW¼, and Lot 3 of Section 30 of Township 1 North, Range 2 East (BLM, 2004d). The RPPA parcel was leased to the City of Phoenix as an addition to the Rio Salado Habitat Restoration Project (BLM 2004a & 2004b).

According to the Environmental Assessment undertaken by the BLM for the lease, the City of Phoenix would use the land for restoring native vegetation, environmental education, and recreation. The City would improve and manage the land in accordance with the plan of development and management submitted by the City titled, Proposed Rio Salado Oeste Habitat Restoration Project (BLM, EA 2004c).

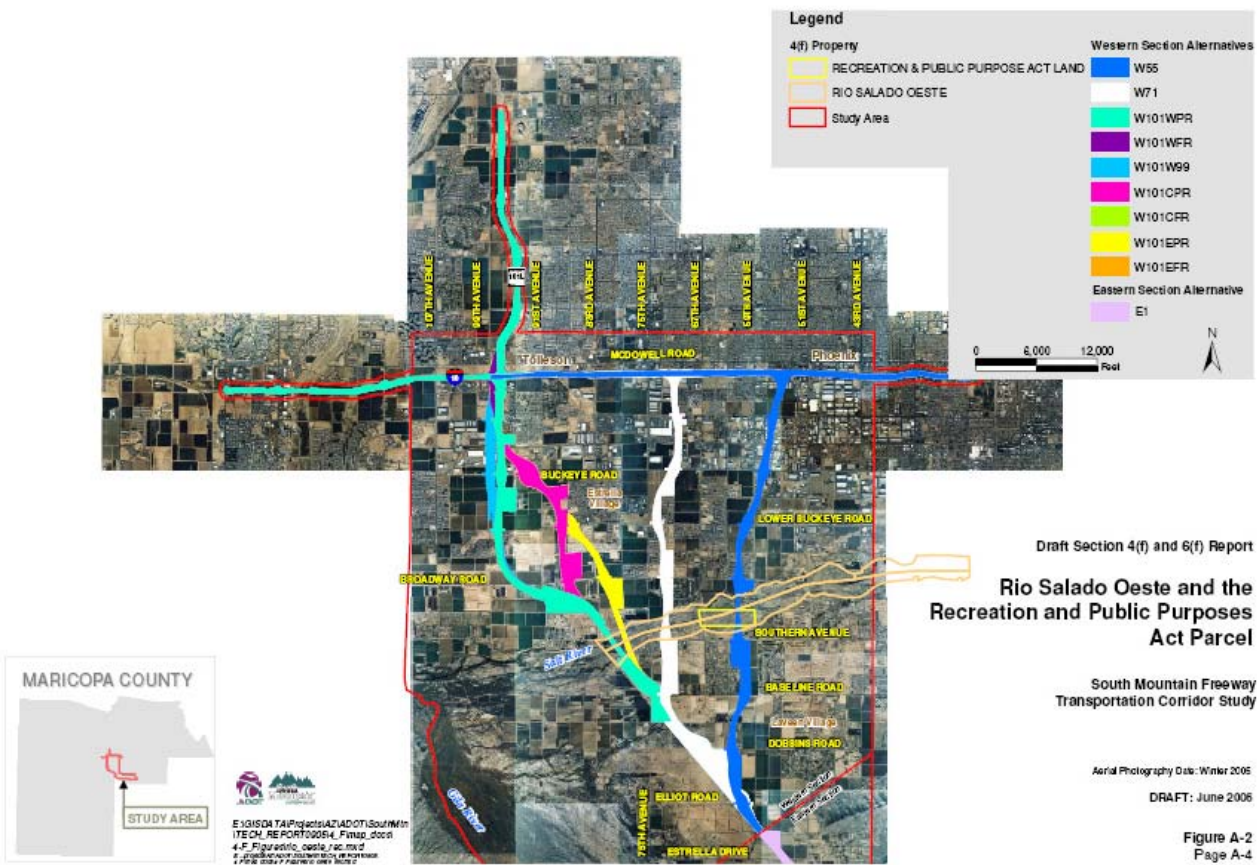
Impacts

The W55 Alternative would cross the Salt River and would thus directly affect the RPPA parcel.

Section 4(f) Eligibility

Upon review, the RPPA parcel, as a part of RSO, should not be considered a Section 4(f) property under either designation for reasons explained below.

The EA indicates that RSO would include multi-use trails, scenic overlooks, wildlife viewing blinds, interpretive signage, environmental education facility with outdoor classrooms, water wells and reservoirs, irrigation system, park maintenance facility, intermittent stream, native riparian habitat and erosion control structures. Since the RPPA parcel would include multiple uses within the context of the RSO, the USACE Ten Percent Rule would apply and recreation, as defined by Section 4(f), would not be the sole or primary use of the property. Therefore, RPPA parcel as part of RSO would not be afforded Section 4(f) consideration. The RPPA parcel has not been designated as a wildlife and waterfowl refuge by a federal, state, or local agency and therefore, is not eligible for Section 4(f) consideration under this criterion (U.S Fish and Wildlife Service, 2005).



The RPPA of 1954, as amended (43 U.S.C. 869, et seq.) authorizes the sale or lease of public lands for recreational or public purposes to state and local governments or qualifying non-profit organizations. Examples of typical uses under the RPPA are historic monument sites, campgrounds, schools, fire stations, municipal facilities, landfills, hospitals, and parks (BLM, 2004d). Roads, unless within a State Park, are not an authorized public purpose under the RPPA (43 U.S.C Title 23, §2741.7), therefore, none of the SMTTC alternatives and options would be an acceptable use under the RPPA.

Salt River Project 99th Avenue Lateral

Description

The Salt River Project (SRP) 99th Avenue lateral is a segment of open, unlined SRP canal that extends from Lower Buckeye Road for 0.5 miles along the east side of 99th Avenue (Figure A-3). The SRP system is recognized as NRHP-eligible under Criterion A for its important association with the development of irrigation agriculture in the Salt River Valley. Earthen canals such as the 99th Avenue lateral, were once common irrigation features throughout the Salt River Valley, but are becoming increasingly rare as they have been lined and piped underground to accommodate urban development (Brodbeck and Touchin, 2005).

Impacts

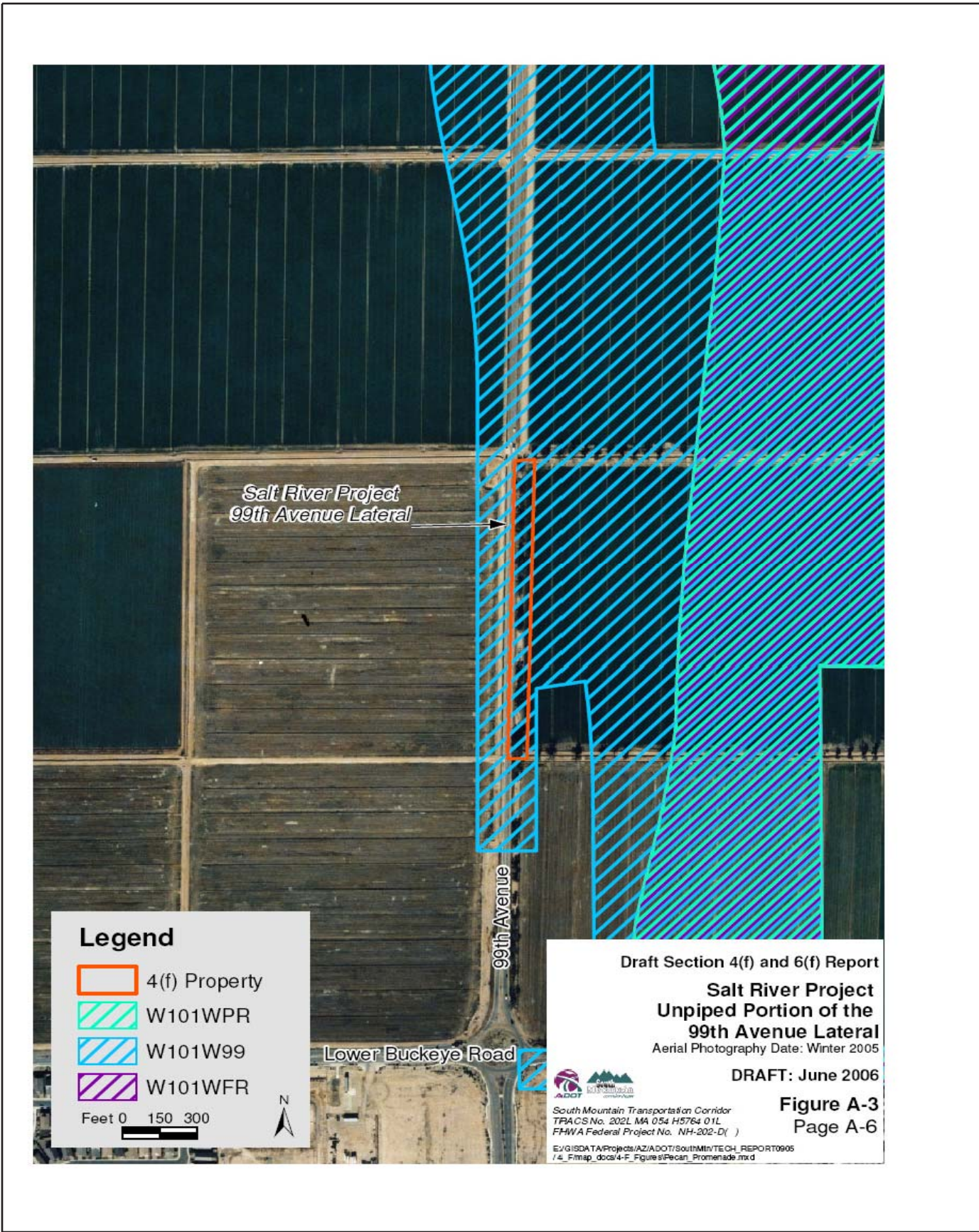
The W101WPR, W101WFR, and W101W99 options would result in an actual use of the SRP 99th Avenue lateral (Figure A-3).

Section 4(f) Eligibility

The SRP 99th Avenue lateral is eligible for consideration as an historic property. However, the SRP 99th Avenue lateral should not be considered a Section 4(f) property for reasons explained below.

The SRP 99th Avenue lateral is being converted to an underground pipe in response to urban development. The south half of the canal is in the process of being piped underground as part of the Pecan Promenade development project on the northeast corner of 99th Avenue and Lower Buckeye Road. The north half is slated to be piped underground as part of the City of Phoenix's Estrella District Park (see Property Number 28 - Estrella District Park, Western Section). Estrella District Park's completion date is dependent upon the results of the March 2006 Bond Election (J. Anderson, pers. comm., 28 March 2005). The bonds passed in March 2006; however, there is currently no information as to timing and dispersal of funds. To date, the City of Phoenix has not requested SRP pipe the northern portion of the 99th Avenue lateral (B. Sampson, pers comm., 16 Sept. 2005).

The SRP 99th Avenue lateral is being converted to an underground pipe in response to urban development. The south half of the canal is in the process of being piped as part of the Pecan Promenade development project on the northeast corner of 99th Avenue and Lower Buckeye Road. The north half is slated to be piped underground as part of the City of Phoenix's Estrella District Park (see Property No.15 Estrella Park). SRP and the Bureau of Reclamation (BOR) are currently in the process of preparing a report for the canal



documenting its history and engineering as a form of mitigation. Upon completion of these projects, the 99th Avenue lateral will no longer be considered a contributing component of the overall eligibility of the SRP irrigation network. The timing of the piping of the north portion of the 99th Avenue lateral is dependent upon the March 2006 Bond Election. To date, the timing and dispersal of funding has not been determined.

It is anticipated that the 99th Avenue lateral will not be eligible for Section 4(f) protection for the following reasons: 1) The piping is planned as part of Estrella District Park; once piped the lateral will no longer be NRHP-eligible; and 2) SRP and the BOR are in the process of mitigating the canal.

City of Phoenix Trails System

Description

The City of Phoenix General Plan 2001 shows an extensive network of existing and planned trails throughout the city (Figure A-4). According to the General Plan, “the trail alternatives and crossing locations are conceptual and must remain flexible to accommodate future development” (City of Phoenix, 2005).

Impacts

The Eastern and Western Section action alternatives and options would result in a direct use of several City of Phoenix trails.

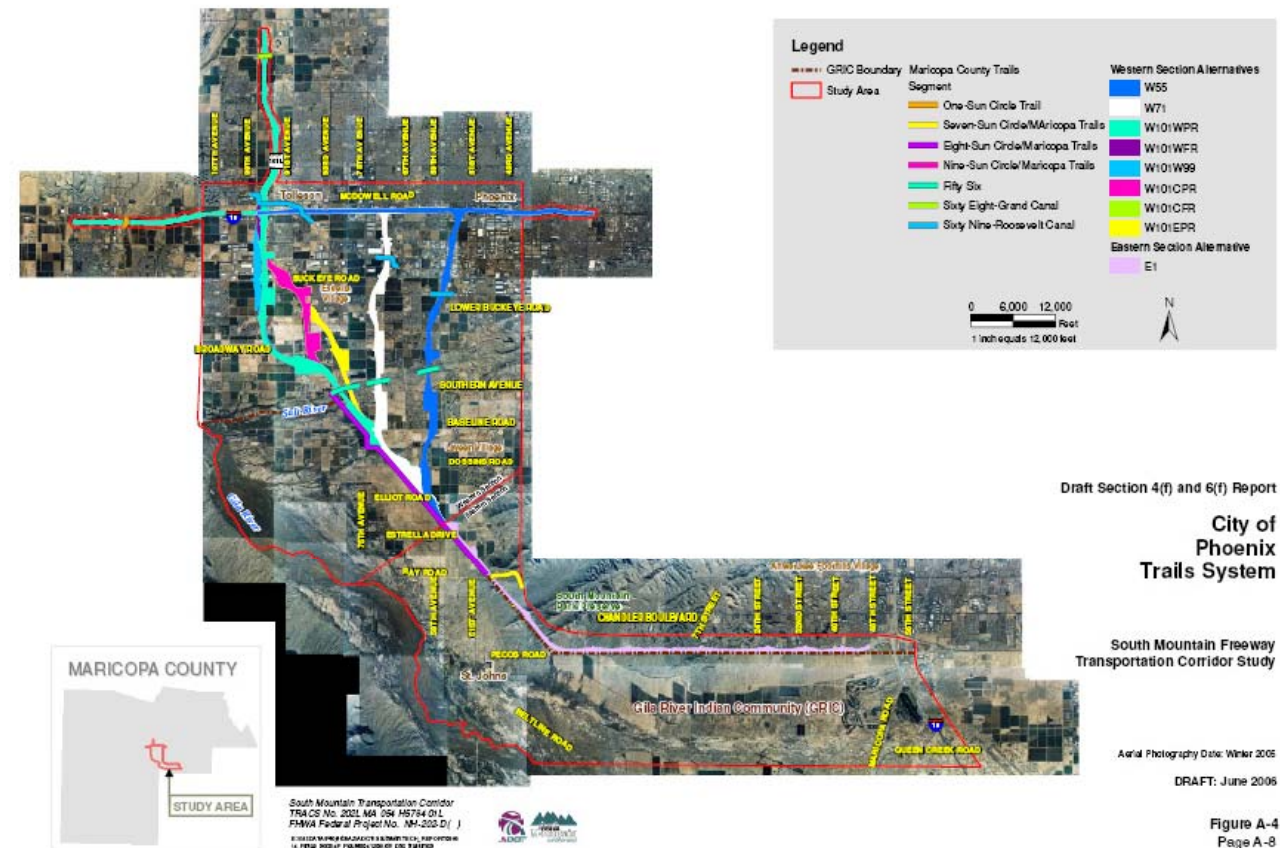
Section 4(f) Eligibility

The City of Phoenix Trails would be eligible for consideration as recreation areas. However, these trails should not be considered Section 4(f) resources for reasons explained below.

According to Goal 4 in the Circulation Element of the General Plan, “Since approximately 40 percent of all trips are less than two miles in length, bicycling and walking can help relieve roadway congestion. Bicycling and walking can be practical for all types of trips, such as to the grocery store, the video rental store and school. These trips can be made either on roads or off roads on separate paths” (Phoenix, 2005c). This statement in the General Plan indicates that pedestrian trails maintained by the City of Phoenix are used for transportation and thus are not primarily recreational.

The Recreation Element of the General Plan further indicates that the City, in cooperation with private developers is working to provide trails. If trails are built on private land and maintained by the developers, the trails would not be subject to Section 4(f) protection. Ownership information is currently unavailable from the City of Phoenix.

The City of Phoenix has received Transportation Enhancement Activities (TEA) Funds for development/improvement of their trails. TEA funds are not available for trails that are solely recreational; therefore these trails would not be considered Section 4(f).



City of Phoenix Trails are not considered Section 4(f) properties, however, the City has requested that regardless of the selected alternative, the existing and proposed trails be accommodated by providing wider bridges, pedestrian-equestrian tunnels, and other accommodations to preserve proposed and established trails network (City of Phoenix, 2005). These requests are not addressed under Section 4(f).

Schools Excluded from Section 4(F) Consideration

Public schools whose recreation areas are accessible to the public for walk-on activity are considered Section 4(f) resources under the Department of Transportation Act of 1966. Schools determined not to provide walk-on activity to the public are not provided protection under Section 4(f).

Properties Excluded From Section 6(F) Consideration

Section 6(f) of the Land and Water Conservation Fund Act (LWCFA) prohibits the conversion of property acquired or developed with grants from the LWCF to a non-recreational purpose without approval from the National Park Service (NPS) and the Interagency Committee for Outdoor Recreation (IAC).

In 1966, Maricopa County received a LWCF grant to install signs along the Sun Circle Trail. These signs have sustained irreparable damage or are missing. Since the original signs funded by LWCF monies are no longer in existence, protection under Section 6(f) is no longer applicable (S. Thomas, pers comm., 3 March 2005).

Bibliography/References

- Brodbeck, M. & Touchin, J. 2005. An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona.
- Bureau of Land Management. 2004a. Decision: Recreation and Public Purpose Act Lease A-31292. May 19, 2004.
- Bureau of Land Management. 2004b. *Recreation or Public Purposes Lease* [granted to the City of Phoenix]. May 18, 2004.
- Bureau of Land Management Phoenix Field Office. 2004c. Environmental Assessment AZ-020-2004-43 For City of Phoenix's Recreation and Public Purposes Act Lease Application A-3192. February 2004.
- Bureau of Land Management Lands & Realty. 2004d. Recreation and Public Purposes Act. Available Online at <http://www.blm.gov/nhp/what/lands/realty/rppa.htm>.
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United States Army Corps of Engineers. 1998. Memorandum for Major Subordinate Commands and District Commands: Subject: Policy Guidance Letter No 59, Recreation Development at Ecosystem Restoration. June 11, 1998.

United States Army Corps of Engineers. 1999. Water Resources Policies and Authorities: Ecosystem Restoration-Supporting Policy Information. Available Online at <http://www.usace.army.mil/inet/usace-docs/eng-pamphlets/ep1165-2-502/entire.pdf>. September 30, 1999.

United States Code. U.S.C Code, Title 43, Chapter 20, § 869, Disposal of Lands for Public or Recreational Purposes. Available Online at http://www.law.cornell.edu/uscode/htm/uscode43/usc_sec_43_00000869----000-.html.

United States Code. U.S.C Code, Title 43 Sec. 2741.7, Acreage Limitations and General Condition. Available Online at http://www.law.cornell.edu/uscode/htm/uscode43/usc_sec_43_000002741.7----000-.html.

United States. Fish and Wildlife Service. 2005. America’s National Refuge System. Available Online at <http://www.fws.gov/refuges/>.

United States House of Representatives. July 15, 2003. Press Release. \$23 million for Rio Salado and Valley area water projects approved by House panel. Available Online at <http://www.house.gov/pastor/pr030715.htm>

Winfrey, B. Letter to Audrey Under. June 24, 2005.

PERSONAL COMMUNICATIONS

Scott Estergard, USACE Water Resource Planner, May 16, 2005.

Byron Sampson, Carter Burgess Unit Leader Urban Design and Planning of Estrella Park, September 16, 2005.

Steve Thomas, Federal Highway Administration, March 3, 2005.

Boyd Winfrey, City of Phoenix Parks and Recreation Department, May 16, 2005.

Traditional Cultural Properties Excluded from Section 4(f) Consideration

Villa Buena Traditional Cultural Property

Description

Villa Buena is the remains of an approximately 537-acre prehistoric Hohokam village. The majority of Villa Buena is located on Gila River Indian Community (Community) land; however, the site extends outside the Community onto private land. The Community, Akimel O’odham, and Pee Posh tribes consider Villa Buena an important site that plays a role in their culture, identity, history, and oral traditions. Because of its importance in the Native American community’s history and cultural identity, Villa Buena is considered a traditional cultural property (TCP) and is National Register of Historic Places (NRHP)-eligible under Criterion A. The portion of Villa Buena off Community land in the Study Area was leveled by agricultural development in the early 1900s. The remainder of the site was largely undeveloped land used for livestock. Despite the agricultural development and land use over the decades, it is likely that cultural features and deposits are preserved below the plow zones.

Impacts

The W101 and W71 Alternatives would cross the off-tribal land portion of Villa Buena. It should be noted that the size and boundaries of Villa Buena are based on the archeological site boundaries and the TCP does not have defined boundaries. Using the archeological limits, 112 of approximately 537 acres would be converted to a transportation use. To mitigate the impacts, the Community has prepared a conceptual mitigation plan (described further in the *Cultural Resources* section of Chapter 4 of the Draft Environmental Impact Statement) to implement measures that would document the cultural attributes associated with the site’s TCP status. The off-tribal land portion of the TCP has been subject to disturbance through development, and it is reasonably foreseeable that regardless of the proposed action, further development as planned for will substantially alter the physical attributes of the land associated with the TCP. Because it is possible the TCP would be affected by the proposed action, the mitigation plan, as agreed upon by the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), State Historic Preservation Office (SHPO), and the Community, will help preserve the traditional cultures, practices, and oral histories associated with the TCP.

Section 4(f) Eligibility

Upon review, the nontribal land portion of the Villa Buena TCP should not be considered a Section 4(f) property. Although eligible under Criterion A of Section 106 of the National Historic Preservation Act (NHPA), stakeholders concur the attributes of the TCP are importantly associated with oral history and not from an association with physical attributes of the land. Therefore, the attributes of the traditions will be protected through the mitigation plan and the attributes will be preserved despite any development plans for the area (including any involving the proposed action). For this reason, the nontribal land portion of the Villa Buena TCP is not considered a Section 4(f) property.

Pueblo del Alamo Traditional Cultural Property

Description

Pueblo del Alamo was a Hohokam village site from the Colonial to Classic period. It is located north of the Salt River, north and south of Lower Buckeye Road, and extends east and west of 59th Avenue. Pueblo del Alamo also has been subject to several archaeological excavations as well as substantial disturbance through agricultural development, road construction, house and power line construction, trash dumping, and erosion. The Community, Akimel O’odham, and Pee Posh tribes consider Pueblo del Alamo an important site that plays a role in their culture, identity, history, and oral traditions. Because of its importance in the Native American community’s history and cultural identity, Villa Buena is considered an off-tribal-land TCP and is NRHP-eligible under Criterion A.

Impacts

The W59 Alternative would likely cross Pueblo del Alamo. It should be noted that the size and boundaries of Pueblo del Alamo are based on the archeological site boundaries and the TCP does not have defined boundaries. To mitigate the impacts, the Community has prepared a conceptual mitigation plan (described further in the *Cultural Resources* section of Chapter 4 of the Draft Environmental Impact Statement) to implement measures that would document the cultural attributes associated with the site’s TCP status. The off-tribal land portion of the TCP has been subject to disturbance through development and it is reasonably foreseeable that regardless of the proposed action, further development as planned for will substantially alter the physical attributes of the land associated with the TCP. Because it is possible the TCP would be affected by the proposed action, the mitigation plan, as agreed upon by ADOT, FHWA, SHPO, and the Community, will help preserve the traditional cultures, practices, and oral histories associated with the TCP.

Section 4(f) Eligibility

Upon review, the Pueblo del Alamo TCP should not be considered a Section 4(f) property. Although eligible under Criterion A of Section 106 of the NHPA, stakeholders concur the attributes of the TCP are importantly associated with oral history and not from an association with physical attributes of the land. Therefore, the attributes of the traditions will be protected through the mitigation plan and the attributes will be preserved despite any development plans for the area (including any involving the proposed action). For this reason, the nontribal land portion of the Villa Buena TCP is not considered a Section 4(f) property.

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APPENDIX 5-2

SECTION 4(F) CORRESPONDENCE AND DOCUMENTS

Appendix 5-2, Section 4(f) Correspondence and Documents, includes a right-of-way easement document from the City of Phoenix (June 20, 1977) and letters from the United States Department of the Interior Bureau of Land Management (April 20, 1989), and ADOT Highways Division (June 20, 1989) that provide insight on treatment of the South Mountain Park in relation to Section 4(f). The letters also address the applicability of the Recreation and Public Purposes Act and Historic Preservation Zoning, respectively. Correspondence and documents regarding the Hudson Farm are also included in this appendix. The reader is referred to Chapter 5, Section 4(f) Evaluation, and Appendices 2-1 and 2-2 for more information pertaining to communications associated with the Section 4(f) evaluation.

Return to: Minnesota Title Company, Trustee
3003 N. Central Avenue
Phoenix, Arizona 85012
Trust No. 1646 - Benny Gonzalez

Please record at the request of the City of Phoenix. 235273

REV. 3/77
110,288 AMT
When recorded return to:
Right of Way Division
Salt River Project
P. O. Box 1980
Phoenix, Arizona 85001

DET 1237561128
RIGHT OF WAY EASEMENT

R/W # _____ ACT. VDA
COUNTY Maricopa
PARCEL # 300-4-1

CITY OF PHOENIX, ARIZONA, a municipal corporation, EASEMENT (ES)
DISCLOSURE

herein called the Grantor, for and in consideration of the sum of Ten Dollars and other valuable consideration paid by the MINNESOTA TITLE COMPANY, as Trustee under Trust # 1646, for the SALT RIVER PROJECT AGRICULTURAL IMPROVEMENT AND TOWER DISTRICT, a political Subdivision of the State of Arizona, as Project Manager and authorized Agent for certain Beneficiaries named on Exhibit "A" attached hereto and by reference made a part hereof, herein called the Grantee, the receipt of which is hereby acknowledged, do hereby grant and convey unto the Grantee, its successors and assigns, a right of way easement 200 feet in width, in, upon, over, under and across the lands hereinafter described, to erect, construct, reconstruct, replace, repair, maintain and use for itself and others, a line or lines of poles or steel towers and wires of cables suspended thereon and supported thereby, and underground conduits, cables, vaults and manholes for the transmission and distribution of electricity, and for all other purposes connected therewith, and for telephone, signal and communication purposes, including guys, anchorage, crossarms, braces and all other appliances and fixtures for use in connection therewith, at such locations and elevations, upon, along, over and under the hereinafter described right of way as Grantee may now or hereafter deem convenient or necessary from time to time, together with the right of ingress thereto and egress therefrom, to and along said right of way, Grantee is hereby authorized to permit the attachment of wires, cables and facilities of others to the poles, towers or structures maintained by it pursuant to this easement.

The lands through and across which this right of way easement is granted are situated in the County of Maricopa State of Arizona, and are particularly described as:

All that portion of Lots 4, 7 and 8 of Section 27, Township 1 South, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, lying within a strip of land 200 feet wide, parallel with and measured at right angles and adjoining the Northeasterly boundary of the Gila River Indian Community.

Reserving unto the Grantor herein the right to use the above described right of way strip for horse, bicycle and hiking trails, not withstanding other language in this easement to the contrary.

It being understood that this easement conveys an aerial right of way only and no poles or other structures are to be placed on said property by virtue of the rights herein granted, and that the transmission line will not be lower than 30 feet from the surface of the land.

APPROVED AND FORWARDED
[Signature]
ATTEST:
[Signature]
CITY CLERK

Grantor shall not erect, construct or permit to be erected or constructed any building or other structure, plant any trees, drill any well, park or store vehicles, store materials of any kind, or alter ground level by cut or fill, within the limits of said right of way.
Provided however that Grantor may with the prior written consent and in the sole discretion of the Grantee use the easement area for such purposes as: agriculture, roads, alleys, culverts, cross fences, grazing, irrigation, ditches, pipelines, and crossings for trails, driveways and public utilities.
Grantee shall have the right to erect, maintain and use gates in all fences which now cross or shall hereafter cross said right of way and to trim, cut and clear away trees or brush whenever in its judgment the same shall be necessary for the convenient and safe exercise of the rights hereby granted.
In the event the Grantee permanently abandons said right of way, all Grantee's rights hereunder shall cease, except for the right to remove any and all property placed upon said right of way within a reasonable time subsequent to such abandonment.
The provisions hereof shall be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF, CITY OF PHOENIX, ARIZONA, a municipal corporation,
has caused its corporate name to be signed and its corporate seal to be affixed by the undersigned officers thereunto duly authorized,
this 20th day of June 1977.
MARVIN A. ANDREWS, City Manager
By: [Signature]
Real Estate Administrator

STATE OF Arizona
County of Maricopa

On this the 20th day of June 1977, before me Deborah Paolin the undersigned officer, personally appeared Fred L. Perke and Robert M. Vanegas who acknowledged themselves to be the Real Estate Administrator and Acting City Clerk respectively of the City of Phoenix
and that they as such officers respectively being authorized so to do, executed the same for the purpose therein contained by signing the name of said corporation by themselves as such officers respectively.

In witness whereof I have hereunto set my hand and official seal.
My Commission expires March 21, 1978
[Signature]
Notary Public

EXHIBIT "A" BX11237561129

THE FOLLOWING IS/ARE THE BENEFICIARY/BENEFICIARIES IN MINNESOTA TITLE COMPANY TRUST #1646:

ARIZONA PUBLIC SERVICE COMPANY, an Arizona corporation
P. O. Box 21666
Phoenix, AZ 85036

SALT RIVER PROJECT AGRICULTURAL IMPROVEMENT AND POWER DISTRICT, a political subdivision of the State of Arizona
P. O. Box 1980
Phoenix, AZ 85001

PUBLIC SERVICE COMPANY OF NEW MEXICO, a New Mexico corporation
P. O. Box 2267
Albuquerque, NM 87103

EL PASO ELECTRIC COMPANY, a Texas corporation
P. O. Box 982
El Paso, TX 79999

STATE OF ARIZONA } ss
County of Maricopa }

I hereby certify that the within instrument was filed and recorded at request of

Minnesota Title Company

AUG 15 1977 - 2 45

in Book 123756

on page 1128-1129


Witnessed and official seal hereunto affixed.

Tom Swanson

County Recorder


By [Signature]
Deputy Recorder

100



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
ARIZONA STATE OFFICE
3707 N. 7TH STREET
P.O. BOX 16563
PHOENIX, ARIZONA 85011



IN REPLY REFER TO:
2740 (931)

April 20, 1989

Mr. John L. Louis, P.E.
Urban Highway Section
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Dear Mr. Louis:


We have received your request for permission of the Secretary of the Interior to authorize construction of the South Mountain Freeway through the Phoenix South Mountain Park. The South Mountain Park lands were conveyed to the City of Phoenix by a grant under the provisions of the Recreation and Public Purposes Act (R&PP) on September 29, 1927. The grant specified that the lands were to be "used for municipal, park, recreation, playground or public convenience purposes".

The Bureau procedure, in response to such requests as yours, is to make a determination that the proposed third party facility is appropriate. Upon a written determination by the authorized officer that the third party facility is appropriate, the patentee may then authorize the facility. The Bureau has no further role in authorizing the facility.

We have evaluated your proposal and find it consistent with the purposes for which the lands were conveyed and that the facility is in furtherance of a public purpose. Our determination is that the proposed facility is appropriate. This determination does not relieve the patentee of any responsibility for proper use and control of the lands or the risks involved in improper use.

If I can be of further assistance, please feel free to contact me.

Sincerely,



Lynn Engdahl
Associate State Director

cc: Phoenix City Council



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor

CHARLES L. MILLER
Director

June 20, 1989

THOMAS A. BRYANT, II
State Engineer

City of Phoenix Historic Preservation Commission
C/O City Planning Department
125 E. Washington, Third Floor
Phoenix AZ 85004

ATTENTION: Ms. Vicki Vanhoy

SUBJECT: South Mountain Park
Historic Preservation Zoning

Dear Ms. Vanhoy:

The Arizona Department of Transportation (ADOT) has adopted an alignment for the South Mountain Freeway. A portion of this alignment passes through the southwest end of South Mountain Park (see attached drawing).

This alignment has gone through a Location and Preliminary Design Public Hearing and has had a Final Environmental Assessment prepared. The alignment was approved by the Phoenix City Council on February 3, 1987 and adopted by ADOT in August 1987.

The Bureau of Land Management has determined that the South Mountain Freeway is consistent with the purposes for which the land was conveyed to the City of Phoenix and that the facility is in furtherance of a public purpose. ADOT has initiated the acquisition process for the area within South Mountain Park (see attached letters).

Rezoning Application Number 39-89-8 indicates that the portion of South Mountain Park which is required for the South Mountain Freeway is within the limits of the proposed Historic District.



VICKI VANHOY
June 20, 1989
Page 2

ADOT respectfully requests that the limits of the proposed Historic District be revised in this area to exclude the area of the park needed for construction of the South Mountain Freeway. This area is shown in detail on the attached drawing.

Thank you for your consideration. Please contact me or George Wallace at 255-7545 if we can assist in any way.

Sincerely,

C. DENNIS GRIGG
Urban Highway Engineer
Urban Highway Section

CDG:GW:vlb

cc: John L. Louis

Attachment



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

February 11, 2005

Michael J. Ortega
State Engineer

Ms. Valdez
Principal
Alta E. Butler Elementary School
3843 West Roosevelt Street
Phoenix, AZ 85009

Re: Project Name: So Mountain Freeway
ADOT TRACS No.: 202 MA 54 H5764 01L
Project No.: RAM-202-C-200

Dear Ms. Valdez:

In coordination with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment and includes portions of the cities of Phoenix, Tolleson, the communities of Laveen and Ahwatukee, and the Gila River Indian Community (Figure 1 and Figure 2). As part of the EIS, an analysis of Section 4(f) properties must be completed. Section 4(f) properties are any publicly owned parks and recreation areas, waterfowl and wildlife refuges and historic sites considered to have national, state, or local significance.

To ascertain if the schools within the study area are considered Section 4(f) recreational areas, we would appreciate a response to the following questions:

- What recreational amenities are available at the school?
- What groups, other than your students, have access to the school grounds and for what recreational activities? (i.e. Little League, business tournaments, exercise classes, etc.) What is the approximate frequency and duration of these activities? Approximately how many users/visitors use these facilities?
- How are recreational amenities accessed? For instance, what streets provide access? Do people have to cross a parking lot to access the recreational amenity?
- Are the school grounds locked after hours? Do after hours activities have to be scheduled in advance?

This information is necessary to complete the environmental studies. Comments should be addressed to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018; by email at Audrey.Unger@hdrinc.com; or by telephone at 602-522-4323. A response received by March 11, 2005 or sooner would be greatly appreciated. Thank you in advance for your cooperation.

Sincerely,

Maria Deeb-Roberge
Environmental Planner III
Environmental & Enhancement Group



2001 Award Recipient

The previous letter was also sent to:

Mr. Steve Ybarra, Principal, Carl Hayden High School
Ms. Cynthia Burson, Principal, Esperanza Elementary School
Ms. Kathy Kadderlick, Principal, Fowler Elementary School
Mr. John Fernandez, Assistant Principal, Isaac Middle School
Ms. Noreen Didonna, Principal, Isaac Preschool
Ms. Mary-Lou Cavez, Principal, J.B. Sutton School
Ms. Sharon Wilcox, Principal, Kyrene de la Estrella Elementary School
Mr. Jim Strogon, Principal, Kyrene de los Lagos Elementary School
Mr. Alfonso Alva, Principal, Morris K. Udall school
Ms. Carmen Gulley, Dean, Omega Academy Charter School
Ms. Brenda Martin, Principal, Pendergast Elementary School
Mr. Jim Paxinos, Principal, Porfirio H. Gonzales Elementary School
Mr. Jack Beck, Principal, Santa Maria Middle School
Ms. Belinda Quezada, Principal, Sunridge Elementary School
Mr. Harold Crenshaw, Principal, Tolleson Union High School
Mr. Justin Greene, Principal, Union Elementary School



Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

May 19, 2005

John A. Bogert
Chief of Staff

Mr. L.B. Scacewater
Director of Parks and Recreation
City of Phoenix Parks and Recreation Department
Phoenix City Hall
200 W. Washington Street, 16th Floor
Phoenix, AZ 85003

Re: Project Name: South Mountain Transportation Corridor
ADOT TRACS No.: 202 MA 054 H5764 01L
Project No.: RAM-202-C-200

Dear Mr. Scacewater:

In coordination with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Transportation Corridor alignment. The proposed alignments go through portions of the cities of Phoenix and Tolleson, the communities of Laveen and Ahwatukee, and the Gila River Indian Community. As part of the EIS, an analysis of Section 4(f) properties will be completed. Section 4(f) properties are any publicly owned parks and recreation areas, waterfowl and wildlife refuges and historic sites considered to have national, state, or local significance.

HDR Engineering, Inc is assisting FHWA and ADOT with the EIS and has been in communication with the City of Phoenix Parks and Recreation Department since February 2, 2005. Because specific Section 4(f) resource coordinates/locations are needed, a request for using the Parks and Recreation Department's GIS system was made on February 2, 2005. Mr. Boyd Winfrey denied our request for use of the GIS for bikeways, trails, and parks since the information is incomplete and /or not been formally adopted. Mr. Winfred indicated that we would have to use the City of Phoenix General Plan. The graphics and text in the General Plan are not detailed enough to allow for accurate digitizing and analysis.

While using the City of Phoenix General Plan for information, in it the Bicycling Element describes bicycling as a "popular and efficient method of transportation...." Could you please indicate whether all the City's bikeways are primarily for transportation? If not, please indicate which portions of the bikeways are *primarily* for recreation.

In our meeting on April 6, 2005, we discussed the City of Phoenix's trails system and it was explained that trails within the City of Phoenix were primarily recreational and not located within the



2001 Award Recipient

Mr. Scacewater
May 19, 2005
Page 2

City of Phoenix's roadway right-of-way. If this is not the case, please indicate trails that are *primarily* recreational and those that are *solely* recreational.

This information is necessary to complete the environmental studies. Comments should be addressed to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018; or by email at Audrey.Unger@hdrinc.com. Please feel free to call me at 602-522-4323 should you have any questions. **A written response received by May 30, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely,

Ralph Ellis
Environmental Planner
Environmental & Enhancement Group

cc: Marsha Wallace, Deputy City Manager
Boyd Winfrey, Parks Development



2001 Award Recipient



Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

June 13, 2005

David P. Jankofsky
Deputy Director

Ms. Terri Raml
Phoenix Field Office Manager
Bureau of Land Management
21605 N. 7th Avenue
Phoenix, Arizona 85027

Attn: Jim Andersen

Re: Request to participate in a coordination meeting to address issues related to the South Mountain Freeway Environmental Impact Statement

Dear Ms. Raml:

The Federal Highway Administration and the Arizona Department of Transportation, as joint lead agencies, are preparing a Location/Design Concept Report (L/DCR) and Environmental Impact Statement (EIS) regarding the proposed South Mountain Freeway located between I-10 west of Phoenix and I-10 southeast of Phoenix, in Maricopa County, Arizona. The L/DCR will identify and the EIS will evaluate a range of reasonable alternatives, including the no-build alternative, and their potential impacts upon the environment.

Background information:

The South Mountain Freeway is an integral element of the Maricopa Association of Governments' Regional Transportation Plan, and is included in the National Highway System.

A Notice of Intent to Prepare an EIS was published in the Federal Register in 2001. During the data-gathering phase of this effort, it was identified that property owned by the Bureau of Land Management (BLM) has been leased to the City of Phoenix under the regulations set forth in the Recreation and Public Purposes Act. The property is located between 59th and 67th Avenues north of Southern Avenue within the City of Phoenix. One of the proposed project alternatives, the W55 Alternative, under detailed study in the EIS would pass through this property also known as the Rio Salado Oeste. Through the lease, the City plans to use the property as part of the Rio Salado Oeste, a planned linear project for the purposes of wildlife habitat, recreational trails, and flood conveyance.



Ms. Terri Raml
June 13, 2005
Page 2


Request:

I request that FHWA, the Army Corp of Engineers (COE), ADOT, BLM and the City of Phoenix meet to resolving the following issues:

- Is Rio Salado Oeste afforded protection under Section 4(f)?
- Is there a way for the patented BLM parcel to be returned to BLM and reacquired by the City of Phoenix or ADOT under some other method? If so, would this remove the need to protect under 4(f)?

Your participation in this meeting is important, and I request that you or a member of your staff set time aside for this coordination meeting. Please let me know your availability during the week of July 18-22, 2005. Give 3 choices of dates and times you are available for this meeting. Please contact me by phone and/or email or you can notify my office, in writing, of your decision. We appreciate your cooperation to date, and look forward to working with you on this essential project. If you have any questions, please feel free to contact me.

Sincerely,


Maria A. Deeb-Roberge, PE, MEP.
Valley Environmental Team Leader
Environmental & Enhancement Group, ADOT
(602)-712-8641 phone
(602)-712-3352 direct fax
(602)-712-3066 main office fax
MDeeb-Roberge@azdot.gov

- c. Ralph Ellis, ADOT EEG
Mike Bruder, ADOT VPM
Project File



The previous letter was also sent to:

Ms. Cindy Lester, Department of Army, Los Angeles District Corps of Engineers, Arizona-Nevada Area Office

Mr. Steve Thomas, FHWA, Arizona Division

Mr. Bill Vachon, FHWA, Arizona Division

Mr. Jim Burke, Phoenix Parks and Recreation Department, City of Phoenix

Ms. Karen Williams, Planning Department, City of Phoenix

Mr. Jack Allen, HDR Engineering, Inc.

Ms. Amy Edwards, HDR Engineering, Inc.

Ms. Audrey Unger, HDR Engineering, Inc.



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters
State Engineer

January 19, 2006

Mr. Chris Coover
Maricopa Trail Manager
Maricopa County Parks and Recreation Department
411 N. Central Ave., Suite 470
Phoenix, AZ 85004

Re: Project Name: South Mountain Transportation Corridor
ADOT TRACS No.: 202 MA 54 H5764 01L
Project No.: RAM-202-C-200

Dear Mr. Coover

On September 6, 2005, a meeting was held with your agency and our consultant, HDR Engineering Inc., to discuss potential impacts on Maricopa County trails as a result of the various South Mountain Transportation Corridor (SMTTC) alternatives. At that time, the Maricopa County Trails Commission requested participation in the planning/design of the preferred SMTTC alternative as it relates to impacts on trails.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) welcome your participation, and anticipate that through this cooperative effort the potential SMTTC will not adversely affect the activities, features, or attributes of Maricopa County Trails. When reaching this conclusion, we would request that the official(s) with jurisdiction over the trails agree in writing that the trails will not be adversely affected, in order to support the National Environmental Policy Act (NEPA) process.

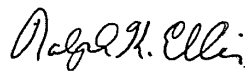
The following bullets represent portions of the meeting minutes emailed to you on September 8, 2005. These items could serve as a starting point for planning trail mitigation.

- Designated access points to the trails are currently not known. A trailhead study has not yet been completed. It is likely that trailheads will be located at the juncture of two or more trails in order to make the most efficient use of infrastructure such as parking, restrooms, etc.
- The Maricopa County Trails Commission has indicated that their primary concern is the development of a continuous trail from South Mountain to the Salt River. Their preference is Segment Eight on the north side of proposed alternatives versus having the trail cross the freeway and proceed under the lattice towers on the south side. The preference is for the trail (Segment Seven and Eight) to cross from City of Phoenix-owned land to SRP-owned land, and not to cross private property.
- Currently Segment Seven starts at the South Mountain Park/Preserve boundary and does not connect to the National Trail. The National Trail crosses through South Mountain Park/Preserve. The Maricopa County Trails Commission has entered into an Intergovernmental Agreement (IGA) to connect Segment Seven to the National Trail.

Mr. Chris Coover
Page 2
January 19, 2006

Comments should be addressed to Audrey Unger, HDR Engineering, Inc. via U.S. Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. A response received by February 6, 2006 or sooner would be greatly appreciated. Thank you in advance for your cooperation.

Sincerely,



Ralph Ellis
Environmental Planner
Environmental & Enhancement Group

Enclosure: Project Study Area and Alternatives, Vicinity and Location Map



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

April 5, 2005

In Reply Refer To: HOP-AZ
STP 202-D(ADY)
TRACS No. 202MA 054 H5764 01L
South Mountain Freeway

Mr. LB Scacewater, Director
Phoenix Parks, Recreation, and Library Department
Phoenix City Hall
200 W. Washington Street, 16th Floor
Phoenix, Arizona 85003

Dear Mr. Scacewater:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are serving as lead agencies in the project development for the South Mountain Freeway. As part of project development, an Environmental Impact Statement studying potential human and natural environmental impacts due to the proposed action will be prepared concurrently with the preparation of a Design Concept Report.

As currently proposed, the South Mountain Freeway would connect with I-10 at the existing I-10/Santan Freeway traffic interchange and would extend westward around the southern side of South Mountain Park/Preserve and connect with I-10 somewhere between 51st Avenue and the I-10/Agua Fria Freeway traffic interchange. A map is attached depicting the alternatives under study. As shown on the map, all alternatives have a common alignment along the Pecos Road alignment in the eastern portion of the study area and all alternatives would pass through the southern portion of the South Mountain Park/Preserve. Section 4(f) of the U.S. Department of Transportation Act of 1966 states that the FHWA "may approve a transportation program or project requiring publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if there is no prudent or feasible alternative to using that land and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use" (49 U.S.C. 303).

A 'use' of a Section 4(f) resource, as defined in 23 CFR 771.135 (p), occurs:

1. when land is permanently incorporated into a transportation facility,
2. when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes, or
3. when there is a constructive use of land.



A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from the Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- The projected increase in noise level attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
- The proximity of the proposed project substantially impairs aesthetic features or attributes or a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be locating a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and/or
- The project results in a restriction on access that substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

This issue requires a coordinated effort with the City of Phoenix to come to terms as to the degree of impact that would occur on the park and if necessary, what types of measures could be undertaken to reduce those impacts. We are requesting a meeting with you and other City officials you deem appropriate be held to initiate the coordination for this effort. At that meeting, we can present to you our current understanding of how the freeway would affect the park and also present a list of concept-level measures we have identified to reduce the potential impacts.

We would like to schedule this meeting as soon as possible. A representative of ADOT will be contacting you directly. If you have any questions in the meantime, please contact Steve Thomas at 602-379-3645, x-117.

Sincerely,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc.

SThomas ,BVachon, Deeb-Roberge (619E),Ellis (614E), Bruder (609E), Amy Edwards (HDR),
Jack Allen (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Rick Conrad
Superintendent for Finance
Cartwright Elementary School District
3401 North 67th Avenue
Phoenix, Arizona 85033

Dear Mr. Conrad:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have not identified any existing or planned Cartwright Elementary District within ¼ mile of the proposed South Mountain Transportation corridor alignments:

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

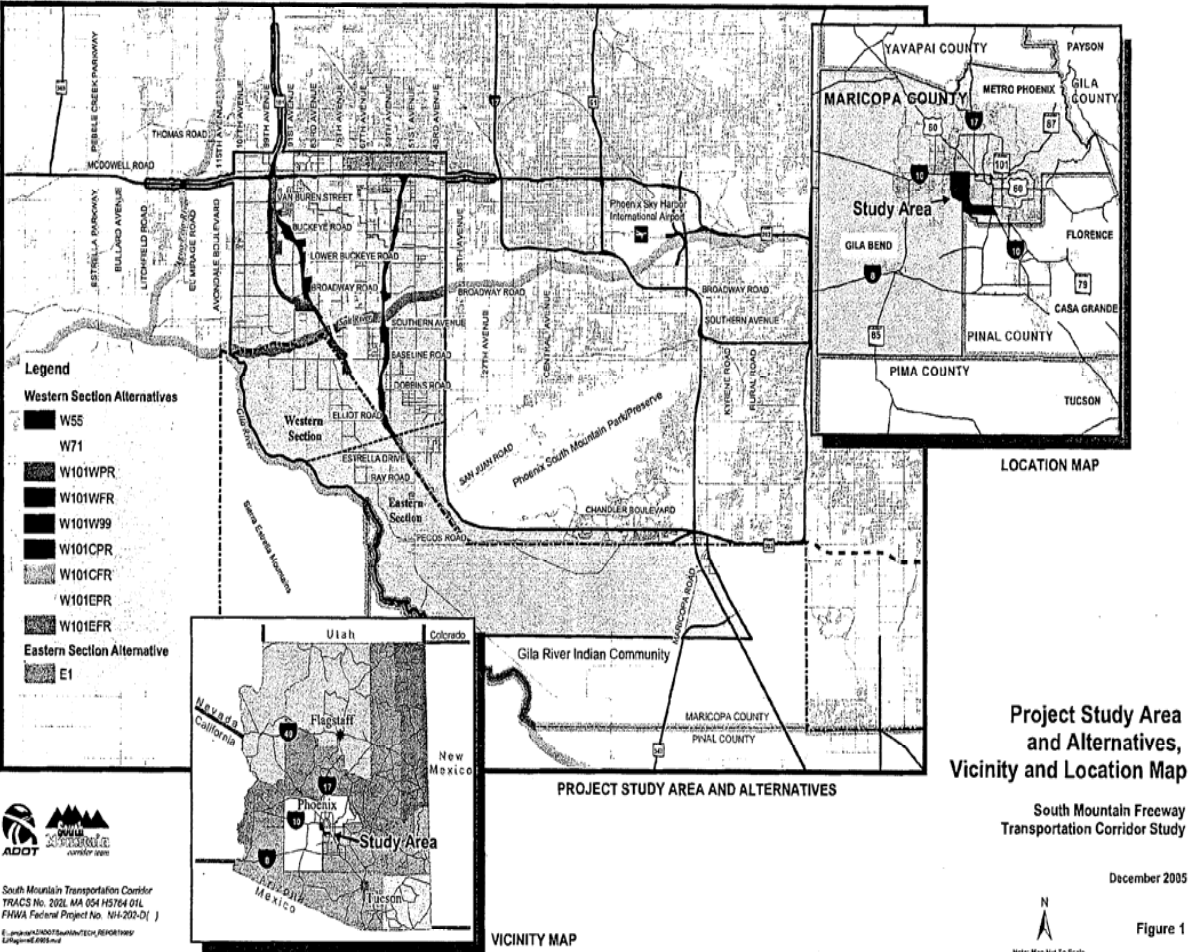
STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc:
SThomas
BVachon
REllis (619E)
AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Dr. Randy Blecha, Superintendent
Fowler Elementary School District
1617 South 67th Avenue
Phoenix, Arizona 85043

Dear Dr. Blecha:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Fowler Elementary District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Santa Maria Middle School
- Sunridge Elementary School

During previous conversations, the following planned schools were identified; however, these schools are not currently within ¼ mile of any of the proposed alignments:

- Western Valley Middle and Elementary Schools (Same Site)
- Sun Canyon Elementary School
- Tuscano Elementary School (County Assessor Parcel Number 104-49-001B)
- 71st Avenue and Elwood (County Assessor Parcel Number 104-49-001B)
- 79th Avenue and Elwood (County Assessor Parcel Number 104-53-001B)
- 71st Avenue and Durango (County Assessor Parcel Number 104-36-001A)

Based on earlier conversations and correspondence, school grounds are available for individuals during off-school hours; however, groups must register and fill out a facilities use agreement.

To ensure that the above information is correct please indicate whether the information is still current or if there are changes. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US



Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. A response received by January 14, 2005 or sooner would be greatly appreciated. Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc:
SThomas
BVachon
R Ellis (619E)
AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Mark Busch
Executive Director of Support Services
Issac School District
3348 West McDowell Road
Phoenix, Arizona 85009

Dear Mr. Busch:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Issac District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Moya Elementary School
- Udall School
- Esperanza Elementary and Preschools
- Sutton Elementary School
- Zito Elementary School
- Mitchell Elementary School
- Issac Middle School
- Carl T. Smith Middle School

Based on earlier conversations, schools within the Issac School District are fenced and locked and prior arrangements need to be made to use these facilities during non-school hours. No other schools planned or otherwise have been identified.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail



at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc:
SThomas
BVachon
R Ellis (619E)
AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Ms. Bonni Pomush, Assistant Director
Auxiliary Student Services
Kyrene School District
8700 South Kyrene Road
Tempe, Arizona 85284-2197

Dear Ms. Pomush:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Kyrene District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Kyrene Akimel A-all Middle School
- Kyrene de los Lagos Elementary School
- Kyrene de la Estrella Elementary School

Based on earlier conversations and correspondence, school grounds are locked after hours and on-site security will redirect individuals who have not received approved use of the facilities. Kyrene Schools Districts is not currently planning any new schools.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon , R Ellis (619E) , AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Dr. Bill Johnson, Assistant Superintendent
Laveen Elementary School District
P. O. Box 29
9401 South 51st Avenue
Laveen, Arizona 85339

Dear Dr. Johnson:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Laveen District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Laveen Farms Future School
- Laveen Meadows Future School

Based on earlier conversations, these schools were originally planned to be fenced and locked after school hours and were not yet owned by the school district. Due to funding limitations these plans have changed and the schools will not be fenced and the intent is to now permit pedestrian access to recreational areas during off-school hours.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Gene Gardner, Business Manager
Littleton Elementary School District
P.O. Box 280
Cashion, Arizona 85329

Dear Mr.: Gardner

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if the recreational facilities are available for walk-on public use during off-school hours. We have identified the following Littleton Elementary District schools/planned schools within ¼-mile of the proposed South Mountain Transportation corridor alignments:

- Trend site: Cocopah Street and 118th Avenue; South of Buckeye between El Mirage and Avondale Blvd.
- Farmington Glen: South of Broadway between 99th Ave and 95th Ave.
- Roy's Place: North of Buckeye between Avondale and 107th Ave (property not yet purchased)

The following schools have been set aside by the developer for schools, however the District and developer have not entered into the one-year opting period. During the opting period the District can reject a property unsuitable as a school site.

- Pylman Dairy: South of Lower Buckeye between El Mirage and Avondale Blvd.
- Evergreen: South of Broadway and 111th Ave
- Lakin Cattle Ranch: 2 properties South of Broadway between Avondale Blvd and Dysart Road
- Del Rio Vista: North of Lower Buckeye East of El Mirage

Based on earlier conversations, school grounds are fenced and locked during non-school hours and pre-arrangement of after hour's activities is necessary. This policy will also apply to future schools.



To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 13, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc:
SThomas
BVachon
R Ellis (619E)
AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Dr. Ron Richards, Superintendent
Pendergast School District
3802 North 91st Avenue
Phoenix, Arizona 85037

Dear Dr. Richards:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Pendergast School District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Pendergast Elementary School

Based on earlier conversations and correspondence with Carolyn Buechler at the District and David Morales at Facilities, the schools in the Pendergast District are fenced and locked during non-school hours. School facilities are available to the community provided arrangements are made in advance. No planned schools were identified.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Dr. Gregory Cooper
Assistant Superintendent for Information and Technology Services
Phoenix Union High School District
4502 North Central Avenue
Phoenix, Arizona 85012

Dear Dr. Cooper:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Phoenix Union High Schools District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Carl Hayden High School
- Comprehensive High School (Future School)

Based on earlier conversations with several individuals, including the Carl Hayden High School Athletic Director, and Patrick Prince, the Division Manager of Construction and Facilities, Carl Hayden High School is fenced and locked and arrangements must be made to use the recreational facilities during non-school hours. It is currently unknown whether Comprehensive High School will be fenced or locked. No other planned schools were identified.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Jack Bliss, Superintendent
Riverside Elementary School District
1414 South 51st Avenue
Tempe, Arizona 85284-2197

Dear Mr. Bliss:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Riverside Elementary School District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Riverside Elementary School
- Kings Ridge School
- Future school site, still in developer ownership and no active school planning yet.

Based on earlier conversations school grounds are fenced and locked during non-school hours and use of recreational facilities need to be arranged in advance. This policy will apply to future schools as well.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 13, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Joe McDonald, Superintendent
Tempe Union High School District
500 West Guadalupe Road
Tempe, Arizona 85283-3599

Dear Mr. McDonald:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified Desert Vista High School within ¼ mile of the proposed South Mountain Transportation corridor alignments.

Previous conversations with high school staff and the District Business office indicate that the school is fenced and locked and a security guard will direct those who are not authorized to be on campus off the school grounds. Although the District owns land in the study area, there are no schools actively being planned.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, RELLIS (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Bill Christensen
Administrator for Business Services
Tolleson Elementary School District
9261 West Van Buren Street
Phoenix, Arizona 85353

Dear Mr. Christensen:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Tolleson Elementary Schools District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Porfirio H. Gonzales Elementary School
- Sheely Farms Elementary School
- 8803 West McDowell Road (Future School)
- Arizona Desert Elementary School (Future School)

Based on our earlier conversations, schools within the Tolleson Elementary School District are fenced and locked after hours and prior arrangements need to be made to access recreational facilities. This policy will also apply to future schools.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly assistance appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Tim O'Brien, Director of Operations
Tolleson Union School District
9419 West Van Buren Street
Tolleson, Arizona 85353

Dear Mr. O'Brien:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified Tolleson Union High School as being within ¼ mile of the proposed South Mountain Transportation corridor alignments. Tolleson Union High School District has not indicated that there are any planned schools within ¼ mile of the proposed alignments.

Previous conversation with the District has indicated that recreational amenities west of the school building and football stadium are open for public use during non-school hours; this includes the tennis, basketball and handball courts and the ball fields. Prior arrangements need to be made to use all other recreational facilities.

To ensure that the above information is correct please indicate whether the information is still current or if there are changes. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Justin Greene, Superintendent
Union Elementary School District
3834 South 91st Avenue
Phoenix, Arizona 85353

Dear Mr. Greene:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Union Elementary District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Union Elementary School
- Hurly Ranch Elementary School (Future School)
- 87th Avenue and Durango (Future School)

Based on earlier conversations the school grounds are fenced and locked during non-school hours and pre-arrangement of after hours activities is necessary. This same policy applies to Hurly Ranch Elementary and the future school at 87th Avenue and Durango.

To ensure that the above information is correct please indicate whether the information is still current or if there are changes. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

January 3, 2006

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Jack Bliss, Superintendent
Riverside Elementary School District
1414 South 51st Avenue
Phoenix, Arizona 85043

Dear Mr. Bliss:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Riverside Elementary School District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Riverside Elementary School
- Kings Ridge School
- Future school site, still in developer ownership and no active school planning yet.

Based on earlier conversations school grounds are fenced and locked during non-school hours and use of recreational facilities need to be arranged in advance. This policy will apply to future schools as well.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by February 3, 2006 or sooner would be greatly appreciated.** Thank you for your continued assistance.

– Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Kyrene de los Lagos Elementary School

17001 S. 34th Way, Phoenix, AZ 85048 (480) 783-1400 Fax (480) 759-5560

ADMINISTRATION

Mr. Jim Stroger, Principal

Mrs. Pam Nephew, Assistant Principal



February 23, 2005

HDR Engineering, Inc.
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

Re: Project Name: So. Mountain Freeway

Dear Ms. Unger,

This letter is being written in response to questions concerning the proposed South Mountain Freeway alignment and it's impact.

During the school year, we have approximately 570 students using the playground facilities and grounds each week day. We currently have after school activities every day of the week when school is in session. Lagos has two different after school programs (City of Phoenix Parks and Recreation & Kyrene Kids Club) that meet until 6:00 PM with over 120 children attending the programs. Scouts meet five to six times a week sometimes until approximately 8:00 PM with as many as 75 students present after school. ASU holds a class here every week until 7:30 PM with approximately 25 students. The Ahwatukee Little League holds practices and games after school until 7:30 PM and on Saturdays until 4:30 from mid Feb. through June with approximately one hundred people participating. During the summer, one of the City of Phoenix Summer Program sites is Lagos with approximately 150 students attending daily from 6:00 AM until 6:00 PM.

Activities at the school and on our grounds are accessed by either using Lakewood Parkway or 34th Way and the two parking lots that are adjacent to both streets.

After school activities do have to be scheduled in advance and the school itself is locked after hours but the fields are not.

Our primary play area is directly adjacent to the south property line along Pecos Road. The portables that house some of our after school programs are within 14 feet of the fence line. Our school building is 85 feet from the property line. If any more information is needed, please feel free to contact me at (480) 783-1481.

Sincerely,

Jim Stroger
Principal



Kyrene School District

Mission Statement

We are committed to the achievement of individual academic excellence through high quality teaching, learning, and community involvement which results in students being well prepared to meet future educational challenges and to contribute to society.

March 8, 2005

Governing Board

Rae Waters
President

John Doney
Vice President

Mitzi Epstein
Member

Sue Knudson
Member

Rich Zawlocki
Member

Administration

Maria L. Menconi, Ed.D.
Superintendent

Victoria Taylor, Ph.D.
Assistant Superintendent
Human Resource Services

Terry Tatterfield
Assistant Superintendent
Support Services

David Schauer, Ed.D.
Assistant Superintendent
Instructional Services

Christie Winkelmann
Executive Director
Student Services

Audrey,

Following is the information you requested.

Groups that have access to these school facilities include any outside organization (e.g., athletic leagues, churches, home owner's associations, universities, recreational programs) that requests and is granted the use of the facilities. Each organization's use of the facility varies in frequency and duration. Estrella's use is approximately 7000 hours per year; Lagos's use is approximately 3100 hours per year. In each hour of use, I would estimate there are 100 people present.

Amenities at each school are accessed by parking and walking on to campus (both interior and exterior facilities). Lagos' parking lots are accessed off of 34th Way or Lakewood Parkway. Estrella's parking lots are accessed from Liberty Lane. Both schools have on-site security that monitor the locking of perimeter doors and redirect organizations who have not received approved use of the facility (not individuals) off campus. Both schools have available for use library, ramada, multipurpose room, outdoor fields and courts, and multiple classrooms.

'Organized' after-hours activities must be scheduled in advance by requesting use of the facility on district-provided forms (which are submitted to the school at least 10 days in advance of the requested use). You may want to read the details of the reservation process at www.kyrene.org/facilitiesuse.

If I can be of further assistance, please reach me at bpomus@kyrene.org.

Bonni Pomush
Assistant Director
Auxiliary Student Services

HDR
RECEIVED
AUG 28 2008
PROF: _____
FILE: _____
DIST: _____



Kyrene School District

Mission Statement

We are committed to the achievement of individual academic excellence through high quality teaching, learning, and community involvement which results in students being well prepared to meet future educational challenges and to contribute to society.

March 8, 2005

Governing Board

Rae Waters
President

John Doney
Vice President

Mitzi Epstein
Member

Sue Knudson
Member

Rich Zawlocki
Member

Administration

Maria L. Menconi, Ed.D.
Superintendent

Victoria Taylor, Ph.D.
Assistant Superintendent
Human Resource Services

Terry Tatterfield
Assistant Superintendent
Support Services

David Schauer, Ed.D.
Assistant Superintendent
Instructional Services

Christie Winkelmann
Executive Director
Student Services

Audrey,

Following is the information you requested.

Groups that have access to these school facilities include any outside organization (e.g., athletic leagues, churches, home owner's associations, universities, recreational programs) that requests and is granted the use of the facilities. Each organization's use of the facility varies in frequency and duration. Estrella's use is approximately 7000 hours per year; Lagos's use is approximately 3100 hours per year. In each hour of use, I would estimate there are 100 people present.

Amenities at each school are accessed by parking and walking on to campus (both interior and exterior facilities). Lagos' parking lots are accessed off of 34th Way or Lakewood Parkway. Estrella's parking lots are accessed from Liberty Lane. **School grounds remain locked after hours. Both schools have on-site security that monitor the locking of perimeter doors and redirect individuals (who have not received approved use of the facility) off campus.** Both schools have available for use library, ramada, multipurpose room, outdoor fields and courts, and multiple classrooms.

After-hours activities must be scheduled in advance by requesting use of the facility on district-provided forms (which are submitted to the school at least 10 days in advance of the requested use). You may want to read the details of the reservation process at www.kyrene.org/facilitiesuse.

If I can be of further assistance, please reach me at bpomus@kyrene.org.


Bonni Pomush
Assistant Director
Auxiliary Student Services





June 22, 2005

Audrey Unger
HDR Engineering, Inc.
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

Dear Ms. Unger:

Re: South Mountain Transportation Corridor, ADOT Tracs No.: 202 MA 054
H5764 OIL, Project No.: RAM-202-C-200

A functional network of urban trails is planned throughout the city that is multipurpose, easily accessible, and convenient, connects parks, major open spaces, and village cores.

Multipurpose recreational trails are intended to serve equestrians, pedestrians, and bicyclists. The City, in cooperation with private developers, is working to create or construct multi-use trails. These natural-surface recreational trails are intended to accommodate a variety of nonmotorized uses.

These trails are primarily used for recreation and are located in pedestrian easements adjacent to public rights-of-way, and in privately owned open spaces. They are vital nonmotorized links within the community.

Regardless of which transportation corridor is selected by ADOT, the existing and proposed trails should be accommodated by providing wider bridges, pedestrian equestrian tunnels, and other accommodations to preserve the proposed and established trails network.

Sincerely,

A handwritten signature in black ink, appearing to read "Boyd C. Winfrey".

Boyd C. Winfrey
Landscape Architect II

cjp/S:\2005 Carolyn Files\Boyd\Audrey Unger 062205.doc

c: Ralph Ellis, ADOT
James Burke, PRD



ADMINISTRATIVE CENTER
9419 West Van Buren Street
Tolleson, Arizona 85353
623.478.4001
FAX 623.936.5048
WEB www.tuhsd.org

GOVERNING BOARD OF EDUCATION
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SUPERINTENDENT
Kino V. Flores, Ed. D.

February 24, 2005

Ms. Maria Deeb-Roberge
Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007-3213

Dear Ms. Deeb-Roberge:

The Tolleson Union High School District #214 established a community and school partnership with the City of Tolleson dating back to FY1983. The partnership makes all facilities and playing fields available to all community members before and after school hours, weekends and holidays and most of the summer months. These facilities include, but are not limited to, the school's indoor gymnasiums, tennis and racquetball courts, baseball and softball fields and both game and practice football fields.

The groups that have access to these facilities include Pop Warner Football leagues, Little League Associations that range from minor leagues to Babe Ruth, men and women softball leagues, girls youth softball leagues, church leagues, basketball leagues, adult and youth tournaments, annual City of Tolleson events that may include carnivals and games, as well as, all athletic tournaments.

Recreational amenities can be accessed through the City of Tolleson Complex during non-school hours or Tolleson Union High School during school hours. An Intergovernmental Agreement (IGA) by the city and school district was created in 1985 and is approved on an annual basis to work collaboratively to provide constituents with parking lots for both entities. A telephone call is normally all that is necessary to make streets and parking lots available to school and city sponsored events.

All school grounds are locked and secured by school personnel. School staff clean and maintain the facilities and fields and the City of Tolleson pays for lights and water for the facilities. The district requests that all after school activities be scheduled one week in advance.

If you need additional information, please call me at 623-478-4001.

Respectfully,

A handwritten signature in black ink, appearing to read "Kino V. Flores".

Kino V. Flores, Ed.D.,
Superintendent

KVF/lcl

cc: Mr. Ralph Velez, City Manager
City of Tolleson

Mr. Harold Crenshaw, Principal
Tolleson Union High School



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Eilers
State Engineer

August 31, 2005

Dr. David Jacobs
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA H5764 01E
South Mountain Transportation Corridor
Continuing Section 106 Consultation
Addendum Class I and Class III Survey Reports

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses ten variations of five alternative alignments for the proposed South Mountain Freeway, which would extend around the south side of South Mountain from Interstate 10 (I-10) in west Chandler and to I-10 in west Phoenix. As this project would employ federal funds, it is considered a federal undertaking subject to Section 106 review.

Land jurisdiction for the alternative alignments includes private land (5,160.7 acres) and lands administered by the Arizona State Land Department (101.4 acres), the Bureau of Land Management (35.1 acres), and the City of Phoenix Parks and Recreation (62.32 acres).

Potential consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), the Bureau of Land Management (BLM), the Bureau of Indian Affairs (BIA), the Bureau of Reclamation (Reclamation), the Arizona State Land Department (ASLD), the Salt River Project (SRP), the Roosevelt Irrigation District (RID), the Flood Control District of Maricopa County, the Maricopa County Department of Transportation, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pasqua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Tribe, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe.

Jacobs
August 31, 2005
Page 2 of 12

The Area of Potential Effect (APE) is comprised of ten alternative (overlapping) freeway corridors (E1, W55, W71, W101WPR, W101WFR, W101W99, W101CPR, W101CFR, W101EPR, and W101EFR) that extend from I-10 west of Phoenix to I-10 in west Chandler, south of the greater Phoenix metropolitan area. Alternative corridors are 1000-ft (304.8-m) wide and range from 21.5 miles (34.6 km) to 23.6 miles (38.0 km) in length.

The cultural resources component of the EIS includes four technical studies:

- A Class I overview of the overall study area: *"A Class I Overview of the South Mountain Corridor Study Area, Maricopa County, Arizona"* (Burden 2002). Previous consultation regarding adequacy of the report resulted in concurrences/responses from SHPO (Jacobs, September 19, 2003); BLM (Stone, September 22, 2003); City of Phoenix (Stocklin, September 8, 2003 and Bostwick, September 17, 2003); the Hopi Tribe (Kuwanwisiwma, September 10, 2003); Yavapai Prescott (Jones, September 10, 2003); Reclamation (Heathington, September 11, 2003); SRP (Anduze, November 10, 2003); and BIA (October 27, 2003).
- A Class III survey of the proposed alternative alignments: *"A Class III Cultural Resource Survey of Five Alternative Alignments in the South Mountain Freeway Corridor Study Area, Maricopa County, Arizona"* (Darling 2005). Consultation regarding adequacy of the report is on going. To date, concurrence responses have been received from SHPO (Jacobs, July 11, 2005), Bureau of Reclamation (Ellis, July 12, 2005), Bureau of Land Management (Stone, July 26, 2005), City of Phoenix (Bostwick, July 18, 2005), Pueblo of Zuni (Quewakia, July 12, 2005), Yavapai-Prescott Indian Tribe (Kwiatkowski, July 22, 2005).
- An addendum Class I overview and addendum Class III survey to address the expansion of the overall study area to include portions of the I-10 and State Route 101L freeway corridors and shifts in the alternative alignments (late 2004 and early 2005). The addendum Class I report is titled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*. The Class III report is titled *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*. Both reports are enclosed for consultation and discussed below.

Addendum Class I Overview Results

The addendum Class I overview, titled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck and Touchin 2005), identified 27 previously recorded prehistoric and historic archaeological sites, five historical-period linear sites, and 129 historic building properties (see attached Table A). In addition, historical maps indicate that several prehistoric canal alignments pass through the study area. For the archaeological sites, five are considered eligible to the National Register of Historic Places (NRHP) under Criterion D, five sites are not eligible, nine sites have not been evaluated for eligibility, and the eligibility status of eight sites is unknown due to a lack of available information. Historically



2001 Award Recipient

Jacobs
August 31, 2005
Page 3 of 12

documented prehistoric canals in the area are viewed as potentially eligible resources that should be investigated if encountered.

The Class I study revealed five historical-period linear sites in the study area. The linear sites are considered eligible overall under Criterion A with contributing and non-contributing segments.

Of the 129 historic building properties, 25 have been previously recommended as eligible to the NRHP under Criteria A and/or C, 37 have been recommended as not eligible, and 67 have not been evaluated. Seventy-one historic building properties are in the Capital Redevelopment Area in Phoenix, an unnominated residential area with an abundance of historic building properties. Eighteen of the historic building properties are in the Villa Verde Historic District, which is listed on the Phoenix Register of Historic Places. Although the Villa Verde properties were previously recommended as not eligible to the NRHP, they should be re-evaluated within the context of an early Phoenix suburban neighborhood.

The vast majority of cultural resources identified in the addendum Class I study area will not be affected by any of the proposed alternative alignments. Cultural resources in the W55 and W71 alignments include AZ T:11:26 (ASM), AZ T:12:4 (MNA), AZ T:12:5 (MNA), AZ T:12:10 (ASM) (Los Colinas), AZ T:12:38 (ASM), and AZ T:12:178 (ASM) (Los Aumentos). Cultural resources in the W101 alignments include AZ T:7:167 (ASM) (Grand Canal), AZ T:10:83 (ASM) (Roosevelt Canal), AZ T:11:26 (ASM), AZ T:12:4 (MNA), and AZ T:12:178 (Los Aumentos).

Addendum Class III Survey Results

An addendum survey of shifted alternative alignments, defined in December 2004, and agricultural fields that had been plowed in early 2005 since the time of the initial Class III survey conducted by the GRIC (Darling 2004), was conducted by HDR Engineering, Inc. (HDR). In addition, the addendum Class III survey included documentation of 21 historic sites not included in the initial Class III survey (Darling 2004). The results are reported in a report titled *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck 2005), which is enclosed for your review and comment. One archaeological site and 21 historic sites were identified in the proposed alternative alignments (see attached Table B). The archaeological site is recommended as eligible to the NRHP under Criterion D. Two historic sites are recommended as eligible under Criterion A. Three historic sites are recommended as eligible under Criterion C. One historic site is recommended as eligible under Criteria A and B. One historic site is recommended as eligible under Criteria A and C. One historic site is recommended as eligible under Criteria A and D. One historic site is recommended as eligible under Criterion A but non-contributing within the proposed alternative alignments. Twelve historic sites are recommended as not eligible.

Archaeological Sites

- AZ T:12:221 (ASM) is a prehistoric Hohokam artifact scatter. The site is recommended as eligible to the NRHP under Criterion D for its potential to provide important information on prehistoric settlement and land use in the lower Salt River Valley near the confluence of Gila and Salt rivers.



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Canals

- The SRP 99th Avenue Lateral, located on the east side of South 99th Avenue and north of Lower Buckeye Road, is recommended as eligible to the NRHP under Criterion A as a rare irrigation feature that was once common in the agricultural landscape of the Salt River Valley. The lateral is being converted to an underground pipe in response to the Pecan Promenade and City of Phoenix development projects. SRP and Reclamation are currently in the process of preparing a report for the canal that documents its history and engineering, as a form of mitigation. Upon completion of these projects, the 99th Avenue Lateral will no longer be considered a contributing component of the overall SRP irrigation network.

Commercial Properties

- Mother's Restaurant at 5760 West Buckeye Road is recommended as not eligible to the NRHP due to a lack historical significance and integrity. The original gas station is heavily modified as a result of its conversion to a restaurant in the 1970s. It no longer retains integrity of workmanship and design. Historically, the gas station was in a rural agricultural setting along a two-lane highway. Today, the property has lost its integrity of setting and feeling, as it is in a modern industrial zone with old US 80 (West Buckeye Road) widened to a five-lane urban thoroughfare.
- The Jarvis Marine Repair Shop at 5800 West Buckeye Road is recommended as not eligible to the NRHP due its age and lack of architectural significance.

Farms

- The Hudson Farm located at 9300 South 59th Avenue is recommended as eligible to the NRHP under Criterion A as an exceptional example of a historic farmstead in Laveen. It retains a complete suite of agricultural buildings and structures from the period of significance that are in good condition and well preserved. In addition, the farmstead does not have any intrusive modern buildings or structures that would detract from its historic setting and feeling (other than a large satellite dish which could be easily removed). The farmstead's combination and overall layout of older buildings and structures, along with other contributing elements such as the mature landscaping, palm tree-lined driveways and entrance gates, provides an inclusive picture of what a working farmstead was like in Laveen during the agricultural era period of significance. The property retains integrity of location, workmanship, materials, design, and association. Furthermore, the surrounding agricultural field provides the contextual framework within which the property conveys its historic character as a farmstead. Thus, the agricultural field is an important contributing component that defines and preserves the farmstead's integrity of setting and feeling. It is recommended that the entire 38-acre parcel is eligible for the NRHP under Criterion A as an exceptional example of a historic-period Laveen farmstead. Additionally, the pair of stave silos are recognized as individually eligible to the NRHP under Criterion C, as rare examples of a once common architectural form that was a fundamental component of Laveen's historic agricultural landscape.



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Farmsteads

- The Anderson Farm Tenant Residences at 9901 and 9903 West Van Buren Road are recommended as not eligible to the NRHP due to a lack of historical and architectural significance.
- The Carter Farmstead at 7201 and 7215 West Broadway Road is recommended as not eligible to the NRHP. The farmstead has lost too many of its primary elements to convey a good sense of its historic character. While it provides a picturesque rural setting, it does not provide an accurate portrayal of its historic composition.
- The Cecil and Mary Colvin Farmstead located at 5139 West Estrella Road is recommended as not eligible to the NRHP because it has lost too many of its period elements to convey its historic character. The farmhouse is the only primary element remaining from the historic period; however, it lacks integrity and architectural distinction.
- The Dad Farmstead at 6102 West Dobbins Road is recommended as not eligible for the NRHP due to a lack of historical significance, architectural merit, and integrity. Individually, the farmhouse and barn have been modified and lack architectural distinction. Overall, the property fails to convey its original historic character as a working farmstead.
- The Dean Farmstead at 9445 West Broadway Road is recommended as not eligible to the NRHP due to a lack of historical and architectural significance and diminished integrity of workmanship, design, and materials. The farmhouse is heavily modified through additions and is in a general state of disrepair.
- The Maddux House at 9115 West Broadway Road is recommended as not eligible for the NRHP due to a lack of historical and architectural significance.
- The Parker Farmstead at 3606 South 83rd Avenue is recommended as not eligible due to a lack of historical and architectural significance. None of the farmstead's historic period buildings and structures remain, except for the farmhouse built in 1950, which is heavily modified with additions and generally lacks integrity of design, workmanship, and materials.
- The Pitrat Farmstead at 5901 West Elliot Road is recommended as not eligible for the NRHP due to a lack of architectural integrity and historical significance. The historical layout of the farmstead has been lost as a result of property subdivisions and new construction. The house is heavily modified from its original form through multiple additions. Although the property is consistent with a rural agricultural landscape, in its current condition, it no longer conveys an accurate representation of its historical period character.



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- The Quinonez House at 9131 West Broadway Road is recommended as not eligible to the NRHP due to a lack of historical and architectural significance and diminished integrity of workmanship, design, and materials.
- The Sachs-Webster Farmhouse at 7515 West Baseline Road was previously recommended as eligible for the NRHP under Criterion C as an outstanding example of the Pyramid Cottage or Neo-Classical bungalow style house. Not only is the house a rare example of a once common Territorial-period architectural style, it is also exceptional in that few homes built in Phoenix in the Pyramid Cottage style possess as many of the hallmark attributes as does the Sachs-Webster House.

Farmsteads with Dairy Components

- The Colvin-Tyson Farmstead/Barnes Dairy located at 6159 West Dobbins Road is recommended as not eligible to the NRHP as a whole because of a lack of integrity and historical significance. However, the dairy "head-to-toe" barn is recommended as individually eligible under Criterion C as a rare example of a once common architectural form that was a characteristic feature in Laveen's historic landscape and an integral component of its local economy. It is one of the few standing family-operated dairy barns in Laveen. It is also recognized as important within the broader context of the Salt River Valley's dairy industry as a surviving example of a dairy head-to-toe barn used during the height of its agricultural era.
- The Hackin Farmstead/Dairy at 10048 South 59th Avenue is recommended as not eligible to the NRHP because of a lack of integrity and historical significance. However, the dairy "flat" barn, is recommended as individually eligible under Criterion C as a rare example of a once common form that was a characteristic feature in Laveen's historic landscape and an integral component of its local economy. It is one of the few remaining family-operated dairy barns in Laveen. It is also important within the broader context of the Salt River Valley's dairy industry as a surviving example of a dairy flat barn used during the height of its agricultural era.

Feedlots

- The C.O. Pitrat & Sons Feedlot in the 6100 Block of West Elliot Road is recommended as not eligible for the NRHP because of a lack of historical and architecture significance. The feedlot is 50 years old; however, most of its operation occurred in modern times. The structures and buildings are poorly preserved and generally lack integrity.

Highways

- US 80 (AZ FF:9:17 [ASM]) is considered eligible to the NRHP under Criterion A at the national level as one of the first designated transcontinental routes and for its association with the development of the U.S. interstate transportation network. The segment within the study area has been widened and modernized and no longer retains integrity of design, workmanship, and materials. Furthermore, its integrity of setting and feeling are lost with most of the surrounding landscape.



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August 31, 2005
Page 6 of 12

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- The Sachs-Webster Farmhouse at 7515 West Baseline Road was previously recommended as eligible for the NRHP under Criterion C as an outstanding example of the Pyramid Cottage or Neo-Classical bungalow style house. Not only is the house a rare example of a once common Territorial-period architectural style, it is also exceptional in that few homes built in Phoenix in the Pyramid Cottage style possess as many of the hallmark attributes as does the Sachs-Webster House.

Farmsteads with Dairy Components

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- The Hackin Farmstead/Dairy at 10048 South 59th Avenue is recommended as not eligible to the NRHP because of a lack of integrity and historical significance. However, the dairy “flat” barn, is recommended as individually eligible under Criterion C as a rare example of a once common form that was a characteristic feature in Laveen’s historic landscape and an integral component of its local economy. It is one of the few remaining family-operated dairy barns in Laveen. It is also important within the broader context of the Salt River Valley’s dairy industry as a surviving example of a dairy flat barn used during the height of its agricultural era.

Feedlots

- The C.O. Pitrat & Sons Feedlot in the 6100 Block of West Elliot Road is recommended as not eligible for the NRHP because of a lack of historical and architecture significance. The feedlot is 50 years old; however, most of its operation occurred in modern times. The structures and buildings are poorly preserved and generally lack integrity.

Highways

- US 80 (AZ FF:9:17 [ASM]) is considered eligible to the NRHP under Criterion A at the national level as one of the first designated transcontinental routes and for its association with the development of the U.S. interstate transportation network. The segment within the study area has been widened and modernized and no longer retains integrity of design, workmanship, and materials. Furthermore, its integrity of setting and feeling are lost with most of the surrounding landscape



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transformed from rural agricultural to urban commercial/industrial. It is recommended that the segment in the study area is not eligible to the NRHP as a non-contributing component of US 80.

Historic Townsites

- The historic Santa Marie Townsite, located at the southwest corner of Lower Buckeye Road and 83rd Avenue, is recommended as eligible to the NRHP under Criteria A and B. The unincorporated townsite is a living example of an historic, rural Hispanic agricultural community in the Salt River Valley. Communities such as Santa Maria had an important role in the development and operation of the Valley’s agricultural industry throughout the 20th century. In addition, the townsite has an association with Khattar Joseph Nackard, an Arizona businessman who had an influential role developing and shaping the State’s economic and commercial future. As such, it is recommended that the Santa Marie Townsite is eligible for the NRHP under Criteria A and B.

Railroads

- The Southern Pacific Railroad Wellton-Phoenix-Eloy Main Line (AZ T:10:84 [ASM]) is recommended as eligible to the NRHP for its association with the development of Arizona’s railroad network. The railroad has been maintained and upgraded over the years and remains an important component of Arizona’s transportation network.

Streetscapes

- The 6100 Block West Dobbins Road Streetscape is recommended as eligible to the NRHP under Criteria A and D as an example and reflection of the lower Salt River Valley’s agricultural past. In contrast to a more common, barren rural streetscape defined by a two-lane road passing between broad, open agricultural fields, the 6100 Block contains a suite of rural agricultural elements that convey a strong sense of what rural life was like in Arizona in the early to mid 1900s; (i.e., it captures more of the human element). Rural streetscapes are becoming increasingly rare in the lower Salt River Valley, as agricultural communities are replaced by urban development. It is recommended that the 6100 Block West Dobbins Road Streetscape is eligible to the NRHP under Criteria A and D, not only for its association with Arizona’s early agricultural development, but more so for its information potential to provide future Arizonans with an idea of what rural agricultural life was like in the lower Salt River Valley during the early years of statehood.

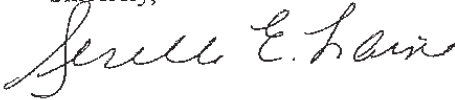
All sites are located on private land, except for the Sachs-Webster Farmhouse (7515 West Baseline Road) – Flood Control District Maricopa County; SRP 99th Avenue Lateral – Bureau of Reclamation/Salt River Project; US 80/ AZ FF:9:17 (ASM) – City of Phoenix, and the 6100 Block West Dobbins Road Streetscape – City of Phoenix. FHWA/ADOT is concurrently consulting with these agencies regarding the eligibility of these sites located on their land.



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As more information becomes available regarding the South Mountain Freeway project, it will be provided to your agency through continued Section 106 consultation. Please review the enclosed Class I overview and Class III survey report and information provided in this letter. If you find the reports adequate and agree with the eligibility recommendations, please indicate your concurrence by signing below. We also look forward to continuing consultation with your office. The final Programmatic Agreement is being completed and will be submitted for signature in September 2005. If you have any questions or concerns, please feel free to contact Ruth Greenspan at 602-712-6266 or e-mail RGreenspan@azdot.gov.

Sincerely,



Serelle E. Laine, Coordinator
Historic Preservation Team
Environmental & Enhancement Group
205 South 17th Avenue Rm. 213E Mail Drop 619E
Phoenix, Arizona 85007-3213

Enclosures

Signature for SHPO Concurrence

Date

cc: SThomas (FHWA); WVachon (FHWA)



Table A. Addendum Class I Overview Report Eligibility and Management Summary.

Alignments	Site	Type	Location	Jurisdiction	NRHP Eligibility (Criterion)	Management Recommendation
W55/W71	AZ T:11:26 (ASM)	Hohokam Artifact Scatter	T1N, R1E, S4	ADOT	Not Eligible	None
	AZ T:12:4 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S6	ADOT, Private	Not Eligible	None
	AZ T:12:5 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S5	ADOT, Private	Not Eligible	None
	AZ T:12:10 (ASM) Las Colinas	Hohokam Village	T2N, R2E, S36; T1N, R2E, S1, 2, 11	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
	AZ T:12:38 (ASM)	Hohokam Village	T1N, R2E, S3	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
	AZ T:12:178 (ASM) Los Aumentos	Hohokam Village	T1N, R1E, S2	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
	AZ T:7:167 (ASM) Grand Canal	Canal	T2N,R1E, S9, 16	Reclamation	Eligible (A, C)	Avoid, or else mitigate adverse effects
W101 Alignments ¹	AZ T:10:83 (ASM) Roosevelt Canal	Canal	T1N, R1E, S3, 4	Private	Eligible (A, C)	Avoid, or else mitigate adverse effects
	AZ T:11:26 (ASM)	Hohokam Artifact Scatter	T1N, R1E, S4	ADOT,	Not Eligible	None
	AZ T:12:4 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S6	ADOT, Private	Not Eligible	None
	AZ T:12:178 (ASM) Los Aumentos	Hohokam Village	T1N, R1E, S2	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects

¹ = Includes alignments W101WFR, W101WPR, W101W99, W101CPR, W101CFR, W101EPR, W101EFR

Table B. Addendum Class III Survey Report Eligibility and Management Summary.

Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
AZ T:12-221 (ASM)	n/a	Prehistoric Scatter	N	W55	Fowler	T1N, R2E, S31	Private	Eligible (D)	Avoid, or else mitigate
6100 Block West Dobbins Road Streetscape	6100 Block W. Dobbins Rd.	Rural Streetscape	N	W55	Laveen	T1S, R2E, S6,7	Private, Phoenix	Eligible (A,D)	Avoid, or else mitigate
Anderson Farm Tenant Residences	9901 and 9903 W. Van Buren Rd.	Tenant Residents	N	W101 (all)	Tolleson	T1N, R1E, S8	Private	Not Eligible	None
C. O. Pitrat & Sons Feedlot	6100 Block W. Elliot Rd.	Feedlot	N	W71, W101 (all)	Laveen	T1S, R2E, S18	Private	Not Eligible	None
Carter Farmstead	7201 and 7215 W. Broadway Rd.	Farmstead	N	W71	Fowler	T1N, R1E, S25	Private	Not Eligible	None
Cecil and Mary Colvin Farmstead	5139 W. Estrella Rd.	Farmstead	N	None ¹	Laveen	T1S, R2E, S20	Private	Not Eligible	None
Colvin-Tyson Farmstead/Dairy	6159 W. Dobbins Rd.	Farmstead/Dairy	N	W55	Laveen	T1S, R2E, S7	Private	Farmstead: Not Eligible; Dairy Barn: Eligible (C); contributing elements to 6100 Block Streetscape	Avoid dairy barn, or else mitigate; avoid portion within 6100 Block Streetscape boundaries, or else mitigate



2001 Award Recipient

Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
Dad Farmstead	6102 W. Dobbins Rd.	Farmstead	N	W55	Laveen	T1S, R2E, S6	Private	Farmstead: Not Eligible; contributing element to 6100 Block Streetscape	Avoid portion within 6100 Block Streetscape boundaries, or else mitigate impacts to streetscape
Dean Farmstead	9445 W. Broadway Rd.	Farmstead	N	W101 (all)	Tolleson	T1N, R1E, S28	Private	Not Eligible	Avoid
Hackin Farmstead/Dairy	100048 S. 59 th Ave.	Farmstead/Dairy	N	None ²	Laveen	T1N, R1E, S7	Private	Farmstead: Not Eligible; Dairy Barn: Eligible (C)	Avoid dairy barn, or else mitigate
Hudson Farm	9300 S. 59 th Ave.	Farm	N	W55	Laveen	T1S, R1E, S7	Private	Farm: Eligible (A); Silos: Eligible (C)	Avoid, or else mitigate
Jarvis Marine Repair Shop	5800 W. Buckeye Rd.	Commercial Building	N	W55	Fowler	T1N, R2E, S8	Private	Not Eligible	None
Maddux House	9115 W. Broadway Rd.	Farmhouse	N	W101 (all)	Tolleson	T1N, R1E, S28	Private	Not Eligible	None
Mother's Restaurant	5760 W. Buckeye Road	Commercial Building	N	W55	Fowler	T1N, R2E, S8	Private	Not Eligible	None
Parker Farmstead	3606 S. 83 rd Ave.	Farmstead	N	W101EPR, W101EFR	Fowler	T1N, R1E, S22	Private	Not Eligible	None
Pitrat Farmstead	5901 W. Elliot Rd.	Farmstead	N	None ³	Fowler	T1S, R2E, S18	Private	Not Eligible	None

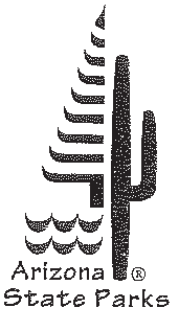


2001 Award Recipient

Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
Quinonez House	9131 W. Broadway Rd.	Farmhouse	N	W101 (all)	Tolleson	T1N, R1E, S28	Private	Not Eligible	None
Sachis-Webster Farmhouse	7515 W. Baseline Rd.	Farmhouse	P	W101 (all)	Tolleson	T1S, R1E, Ss	FCDMC	Eligible (C)	Avoid, or else mitigate
Santa Marie Townsite	Lower Buckeye Rd. and S 83 rd Ave.	Townsite	N	W71	Fowler	T1N, R1E, S24	Private	Eligible (A,B)	Avoid, or else mitigate
SPRR Wellton- Phoenix-Eloy Main Line	UPRR R/W	Railroad	P	All	Fowler, Tolleson	T1N, R1E, S8,9,12; T1N, R2E, S8	UPRR	Eligible (A)	Avoid, or else mitigate
SRP 99 th Avenue Lateral	99 th Ave. and Lower Buckeye Rd.	Irrigation Canal	P	W101W99	Tolleson	T1N, R1E, S16	SRP/ Reclamation	Eligible (A)	Avoid, or else mitigate
US 80 (AZ FF-9:17 [ASMJ])	West Buckeye Road	Highway	P	All	Fowler, Tolleson	T1N, R1E, S8,9,12,13,16,17; T1N, R2E, S8, 17	Phoenix	Eligible (A) (non-contributing)	None

Table Notes:

- 1) all the alignments cross the property parcel but do not intersect the farmstead.
2) W55 crosses the property parcel but misses the farmstead and dairy barn;
3) All the alternative alignment pass within about 100 m of the farmstead but do not directly impact it.



"Managing and conserving natural, cultural, and recreational resources"

September 19, 2005

Dr. Ruth Greenspan
Historic Preservation Specialist
Environmental & Enhancement Group
Arizona Department of Transportation
205 South 17th Avenue Room 213E
Phoenix, AZ 85007-3212

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA H5764 01E
South Mountain Transportation Corridor
Continuing Section 106 Consultation
SHPO-2003-1890 (25323)

Janet Napolitano
Governor

State Parks
Board Members

Chair
Elizabeth Stewart
Tempe

William C. Porter
Kingman

William Cordasco
Flagstaff

Janice Chilton
Payson

William C. Scalzo
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Kenneth E. Travous
Executive Director

Arizona State Parks
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Phoenix, AZ 85007

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www.azstateparks.com

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(520 & 928) area codes

General Fax:
602.542.4180

Director's Office Fax:
602.542.4188


Dear Dr. Greenspan:

Thank you for consulting with the State Historic Preservation Office (SHPO) pursuant to Section 106 of the National Historic Preservation Act regarding plans for the South Mountain Freeway connecting Interstate 10 in west Chandler to I-10 in west Phoenix, Maricopa County, Arizona, and submitting cultural resources reports and recommendations for review and comment. Dr. Bill Collins, Deputy SHPO/Historian, and I have reviewed the submitted materials and offer the following comments.

The submitted cultural resources reports [*An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* and *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*] are adequate. Before responding to the eligibility recommendations, some clarification is needed:

- 1) Page two of the cover letter states that the Class 1 identified 27 previously recorded prehistoric and historic archaeological sites; the breakdown of the eligibility status of these sites (i.e., 5 eligible, 7 not eligible, 7 not evaluated and 8 unknown) in the report differs from the characterization in the cover letter (i.e., 5 eligible, 5 not eligible, 9 not evaluated, and 8 unknown).
- 2) The text of the cover letter neglects to mention that the eligible Barnes Dairy Barn and the ineligible Dad Farmstead are part of the eligible 6100 West Dobbins Road Streetscape (although this is part of the listing in Table B to the cover letter). Dr. Collins also commented that the reasoning behind the suggested D eligibility of the 6100 West Dobbins Road Streetscape is actually more appropriate to A eligibility, so he disagrees with the recommendation that it is "more" eligible for D than A (see page 7 of cover letter). He agrees that it is A eligible, and did not see D eligibility properly evaluated at all.

We appreciate your cooperation with this office in considering the potential impacts of development on cultural resources situated in Arizona. If you have any questions or comments, please contact me at (602) 542-7140 or electronically at djacobs@pr.state.az.us.

Sincerely,

David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office



Janet Napolitano
Governor
Victor M. Mendez
Director

2003 - 1890 (25624)
Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Eilers
State Engineer

September 29, 2005

SEP 29 2005

Dr. David Jacobs
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Transportation Corridor
Continuing Section 106 Consultation
Addendum Class I and Class III Survey Reports
Eligibility Recommendations

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. As part of this effort, our office submitted two cultural resources reports on August 26, 2005. The reports were entitled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck and Touchin 2005) and *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck 2005). In your response letter dated September 19, 2005, you found the report adequate and provided several comments requesting clarification on the following eligibility recommendations:

- The first comment noted inconsistencies between the eligibility summary in the consultation letter and the Class I report. We have confirmed that a total of 27 previously recorded historic and prehistoric archeological sites were identified in the Class I report. Five of the sites were previously determined eligible, 7 were considered not eligible, 7 had not been previously evaluated, and the eligibility status of 8 sites is unknown.
- The second comment noted that the consultation letter neglected to mention that the Barnes Dairy and the Dad Farmstead are part of the 6100 West Dobbins Road Streetscape. We would like to confirm that the Barnes Dairy is recommended as eligible both individually and as a contributing component of the Dobbins Streetscape. In contrast, while the Dad Farmstead is recommended as not eligible as an individual property, it is recommended eligible as a contributing component of the Dobbins Streetscape.
- Third, Dr. Collins commented that the 6100 West Dobbins Road Streetscape is more appropriately eligible under Criterion A than Criterion D. We concur that the Dobbins Streetscape is eligible under A, rather than D.

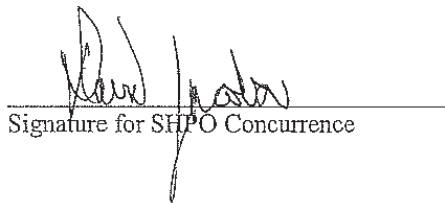
Jacobs
 TRACS No. 202L MA 054 H5764 01L
 September 29, 2005
 Page 2 of 2

As more information becomes available regarding the South Mountain Freeway project, it will be provided to your agency through continued Section 106 consultation. If you find the reports adequate and agree with the eligibility recommendations, please indicate your concurrence by signing below. We also look forward to continuing consultation with your office. If you have any questions or concerns, please feel free to contact me at 602-712-6266 or e-mail rgreenspan@azdot.gov.

Sincerely,



Ruth L. Greenspan
 Historic Preservation Specialist
 Environmental & Enhancement Group
 205 South 17th Avenue Rm. 213E Mail Drop 619E
 Phoenix, Arizona 85007-3213



Signature for SHPO Concurrence

30 Oct 05
 Date

cc:
 SThomas (FHWA)
 WVachon (FHWA)



ARIZONA DIVISION

4000 North Central Avenue
 Suite 1500
 Phoenix, Arizona 85012-3500
 (602) 379-3646
 Fax: (602) 382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>

May 8, 2012

In Reply Refer To:
 NH-202-D(ADY)
 HOP-AZ

NH-202-D(ADY)
 TRACS No. 202L MA 054 H5764 01L
 South Mountain Freeway (Loop 202)
 Section 4(f) Consultation
 "temporary occupancy of trails"

Mr. Chris Coover, Regional Trail Coordinator
 Maricopa County Parks and Recreation Department
 234 North Central Avenue, Suite 6400
 Phoenix, Arizona 85004

Dear Mr. Coover:

In coordination with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for the proposed South Mountain Freeway. The alternatives under study would pass through the cities of Phoenix and Tolleson, and the communities of Laveen and Ahwatukee. As part of the EIS, an analysis of properties eligible for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303) must be completed. Section 4(f) properties are any publicly owned parks and recreation areas (including trails), waterfowl and wildlife refuges and historic sites considered to have national, state, or local significance. A number of Maricopa County trails that are eligible for Section 4(f) protection have been identified in the South Mountain Study Area (see attached figure).

If the South Mountain Freeway were built, there would be no permanent impacts to the Maricopa County Trails System as a result of the project. All proposed build alternatives would span existing and proposed trails to avoid impacts. However, during construction (if a build alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited periods of time due to safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin trails further along their length.

Under 23 C.F.R. 774.13 the various exceptions to the requirements of Section 4(f) are identified. Subsection (d) details that "temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f)" would be an exception if the following conditions are met:

- (1) temporary duration and no change in ownership of the land;
- (2) scope of work must be minor;

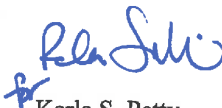
- (3) there are no anticipated permanent adverse physical impacts, nor interference with the protected activities of the property;
- (4) the land being used must be fully restored; and
- (5) there must be documented agreement of the official with jurisdiction over the Section 4(f) resource.

FHWA believes that potential impacts to the trails constitute a temporary occupancy of this resource and therefore qualifies under the Section 4(f) exception because:

- Although the exact duration has not yet been defined, the duration of closures would be short - less than the duration of freeway construction
- There would be no change in land ownership
- There would be no permanent changes to the trails.
- There would be no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the trails
- Although no physical disturbance of the trails is anticipated, should this occur, trails would be returned to pre-construction conditions

If you agree with FHWA’s determination that temporary closure of portions of the trails would constitute temporary occupancy and qualify for the exception under Section 4(f), please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Rebecca Swiecki at 602-382-8979 or e-mail Rebecca.Swiecki@dot.gov or Ralph Ellis with ADOT at 602-712-7973 or e-mail rellis@azdot.gov.

Sincerely yours,



Karla S. Petty
Division Administrator

MAY 21 2012



Signature for Maricopa County Parks and Recreation
Department Concurrence
NH-202-D(ADY)

5/10/12
Date

Enclosure

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