

5/1996



# GILA RIVER INDIAN COMMUNITY

SACATON, AZ 85247

## RESOLUTION GR-64-96

### A RESOLUTION DESIGNATING POSSIBLE ROUTES ON COMMUNITY LANDS FOR THE PROPOSED SOUTH MOUNTAIN FREEWAY (LOOP 202)

**WHEREAS**, the Gila River Indian Community (the "Community") desires to enhance and further economic development within the northern borderlands area of the Community, specifically including land in District #6; and

**WHEREAS**, the Gila River Indian Community Council (the "Community Council") approved the Borderlands Master Plan on May 17, 1990 which includes a major east-west regional transportation corridor connecting Interstate-10 (I-10) east to 51st Avenue; and

**WHEREAS**, the Arizona Department of Transportation ("ADOT") is currently seeking proposals from private entities to construct and operate a toll road for a portion of State Route 202, known as the South Mountain corridor; and

**WHEREAS**, the ADOT proposal describes alternative alignments which may be considered up to approximately one mile south of Pecos Road between I-10 east and 59th Avenue, and specifically within the Community; and

**WHEREAS**, the previously designated alignment along Pecos Road outside the exterior boundaries of the Community, presents negative impacts for the Community, as well as residents along the City of Phoenix' southern boundary; and

**WHEREAS**, District #6 of the Community has agreed that Community values preclude degradation of any portion of South Mountain by cutting, blasting or changing South Mountain, due to its religious significance to the Community; and

**WHEREAS**, routing the proposed South Mountain Freeway through the Community can also help mitigate the high volume of truck traffic and other through traffic in the 51st Avenue residential corridor; and

**WHEREAS**, District #6 Community concurred with exploring the opportunity for developing the South Mountain Freeway on Community lands, and continues to convene its Toll Road Advisory Committee on a continuing basis, thus participating in the ongoing process; and

**WHEREAS**, the Community Council recognized this initiative by adopting Community Resolution GR-05-96 on the 3rd day of January 1996, in support of the concept for development of the South Mountain Freeway on Community lands, whether by private toll or public construction; and

## GILA RIVER INDIAN COMMUNITY RESOLUTION GR-64-96 PAGE 2

**WHEREAS**, the Toll Road Advisory Committee and District #6 Community have reviewed two Community lands designated routes (attachments A&B); and are willing to cooperate with and be involved in negotiating efforts concerning either of these routes; and will work with the Community government and other interested agencies, as long as the Community is allowed to review and approve design, routing and negotiations necessary for the project to move forward.

**NOW THEREFORE BE IT RESOLVED**, that the Community Council adopts the designated routes (attachments A&B) as having sufficient merit to pursue as the South Mountain Freeway alignment and to begin negotiations with ADOT and its designated proposers.

### CERTIFICATION

Pursuant to authority contained in Article XV, Section 1, (a), (1), (9), (13), (18), and Section 4 of the amended Constitution and Bylaws of the Gila River Indian Community, ratified by the Tribe January 22, 1960 and approved by the Secretary of the Interior on March 17, 1960, the foregoing Resolution was adopted this 15th day of May, 1996, at a Regular Community Council Meeting held in District #3, Sacaton, Arizona, at which a quorum of 12 Members were present by a vote of 8 FOR; 4 OPPOSE; 0 ABSTAIN; 4 ABSENT; 1 VACANCY.

GILA RIVER INDIAN COMMUNITY

*Mary V. Thomas*  
GOVERNOR 5-15-96

ATTEST:

*Doreen V. Allen*  
COMMUNITY COUNCIL SECRETARY



# GILA RIVER INDIAN COMMUNITY

SACATON, AZ 85247

## RESOLUTION GR-126-00

### RESOLUTION OPPOSING THE USE OF 51<sup>ST</sup> AVENUE FOR THE PROPOSED TRUCK BYPASS ROUTE AND ANY FUTURE BYPASS PLANS FOR THE PROPOSED SOUTH MOUNTAIN PARKWAY THROUGH THE DISTRICT SIX COMMUNITY OF THE GILA RIVER INDIAN COMMUNITY

**WHEREAS,** the Maricopa County Department of Transportation (the "MCDOT") completed a 51<sup>st</sup> Avenue Corridor Truck Route Analysis Study that projected traffic volumes of 7,000 vehicles per day on 51<sup>st</sup> Avenue in 1997 with volumes projected to increase to 23,000 vehicles per day by the year 2020;

**WHEREAS,** MCDOT has proposed a truck bypass route that would redirect traffic and reduce current and future congestion on 51<sup>st</sup> Avenue in Laveen;

**WHEREAS,** the City of Phoenix completed a South Mountain Parkway Specific Plan in 1999 to address the limited access to the west valley from Interstate 10 east;

**WHEREAS,** the Maricopa Association of Governments (the "MAG") has formed a South Mountain Agency Stakeholders group for the purpose of developing a recommendation for the alignment for the proposed South Mountain Parkway;

**WHEREAS,** the Arizona Department of Transportation (the "ADOT"), MCDOT, City of Phoenix, and MAG plan on extending Pecos Road west around the South Mountain with an option of crossing across lands of the Gila River Indian Community (the "Community");

**WHEREAS,** the District Six community has experienced the negative impact of increasing traffic through the residential areas along 51<sup>st</sup> Avenue south of the Community's boundary;

**WHEREAS,** 51<sup>st</sup> Avenue is essential to the Community because it serves as the principal arterial from Riggs Road-Beltline road and is a significant east/west travel route to the western portion of the Community;

**WHEREAS,** the District Six Community is concerned with the safety and welfare of its members, as well as other members of the Community who utilize this roadway, due to excessively speeding vehicles on 51<sup>st</sup> Avenue, which has residential areas, churches, a health clinic, a school, a Boys and Girls club, and a convenience store within its area;

## GILA RIVER INDIAN COMMUNITY RESOLUTION GR-126-00 PAGE 2

**WHEREAS,** the District Six Community has concerns of increasing traffic, excess speeding vehicles, the safety and welfare of its members, the area's significant cultural and religious importance to the entire Community, the deterioration of the pristine natural environment, and the increase negative noise and visual impacts;

**WHEREAS,** because of its concerns, the District Six Community strongly opposes the proposed parkway, truck bypass route, or any future bypass plans through portions of the South Mountain and across Community land;

**WHEREAS,** on June 12, 2000, the District Six Community voted to strongly oppose future transportation of hazardous waste and materials through its community; and

**WHEREAS,** the District Six Community strongly requests that the Community Council oppose any future development of roadways from ADOT and MCDOT through the District Six Community.

**NOW THEREFORE BE IT RESOLVED,** that the Community Council strongly opposes the development plans by ADOT, MCDOT, and MAG for a truck bypass route or any future bypass plans for the proposed South Mountain Parkway across Community lands.

**BE IT FINALLY RESOLVED,** that the Governor, or in the Governor's absence the Lieutenant Governor, is hereby authorized to take necessary action to effectuate the intent of this Resolution.

### CERTIFICATION

Pursuant to authority contained in Article XV, Section 1, (a), (1), (7), (9) and Section 4 of the amended Constitution and Bylaws of the Gila River Indian Community, ratified by the Tribe January 22, 1960 and approved by the Secretary of the Interior on March 17, 1960, the foregoing Resolution was adopted by this 2<sup>nd</sup> day of August, 2000 at a Regular Community Council Meeting held in District 3, Sacaton, AZ at which a quorum of 15 Members were present by a vote of 15 FOR; 0 OPPOSE; 0 ABSTAIN; 2 ABSENT; 0 VACANCY.

GILA RIVER INDIAN COMMUNITY

*[Signature]*  
GOVERNOR

ATTEST

*[Signature]*  
COMMUNITY COUNCIL SECRETARY



## GILA RIVER INDIAN COMMUNITY

*Executive Office of the Governor & Lieutenant Governor*

*William R. Rhodes*  
Governor



*Joseph Manuel*  
Lieutenant Governor

January 27, 2010

Director John Halikowski  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue  
Mail Drop 100A  
Phoenix, Arizona 85007

Dear Mr. Halikowski,

The purpose of this letter is to inform the Arizona Department of Transportation (ADOT) that the Gila River Indian Community (the "Community") is willing to assist in conducting a study of the effects of an On-Reservation Loop 202 alignment consistent with the Community's land use plans (i.e., the Borderlands Study) and the desire to mitigate cultural impacts to Muadag (South Mountain). The Community's assistance in this matter should not be construed as our approval of an On-Reservation alignment. The Community's official position remains the same: (a) we oppose any desecration of Muadag (i.e., oppose the current Off-Reservation alignment), and (b) we oppose an On-Reservation alignment. Despite our desire for a no-build option, we recognize that there is a high likelihood that the Loop 202 South Mountain will be built. Therefore, it is in our best interests to explore all options to mitigate any negative impacts to our culture and land; including a potential On-Reservation alignment.

The Community is willing to assist ADOT in studying potential On-Reservation alignments, provided that any proposed alignments would:

- Mitigate negative impacts of a freeway within or near the District 6 Community (i.e., freeway noise, trash, etc.);
- Avoid cultural sites and culturally significant properties;
- Preserve the Community's traditional routes and wildlife corridors between Komadk (the Estrella Mountain) and Muadag; and
- Be designed to limit truck and other commuter traffic through the District 6 Community along 51<sup>st</sup> Avenue and Beltline Highway.

Please contact David White, Community Manager, (520) 562-9713 to set up a meeting so we can

525 West Gu u Ki • P.O. Box 97 • Sacaton, Arizona 85147  
Telephone: 520-562-9840 • Fax: 520-562-9849 • Email: [executivemail@gric.nsn.us](mailto:executivemail@gric.nsn.us)

further discuss the conditions of our cooperation and develop a schedule/process for conducting the study.

Sincerely,

*W.R. Rhodes*  
William R. Rhodes, Governor  
GILA RIVER INDIAN COMMUNITY

# GILA RIVER INDIAN COMMUNITY

*Executive Office of the Governor & Lieutenant Governor*

*William R. Rhodes*  
Governor



*Joseph Manuel*  
Lieutenant Governor

January 27, 2010

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Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue  
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Phoenix, Arizona 85007

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further discuss the conditions of our cooperation and develop a schedule/process for conducting the study.

Sincerely,

*LJR pcc 1-28-10*  
William R. Rhodes, Governor  
GILA RIVER INDIAN COMMUNITY





STATE OF ARIZONA

JANICE K. BREWER  
GOVERNOR

EXECUTIVE OFFICE

February 1, 2010

Governor William R. Rhodes  
Gila River Indian Community  
Governance Center  
P.O. Box 2138  
Sacaton, AZ 85147

Dear Governor Rhodes:

On behalf of the people of Arizona, I want to express my appreciation for the assistance of the Gila River Indian Community to consider a potential partnership between the State and the Community on the issue of the development of the South Mountain Freeway.

I am in receipt of your letter sent to the Arizona Department of Transportation and I pledge the full engagement of the Department in working with your sovereign nation to conduct a study of the effects of an On-Reservation alignment consistent with the Community's land use plans and the desire to mitigate cultural impacts to South Mountain.

I understand and respect that the Community's position opposing an On-Reservation alignment and any desecration of South Mountain remains the same. I am hopeful for the opportunities that may exist to consider the economic development potential of this much-needed transportation corridor, while mitigating any negative impacts to the Community's culture and land.

While there is much work still to be done regarding the final alignment of the route, I am pleased to know that your team is part of the conversation and that there is a path forward for ongoing talks about the conditions of the Community's cooperation and involvement in the study process.

Please do not hesitate to call on me or my team if there is anything we can do to help further your consideration of this very critical regional project.

Sincerely,

A handwritten signature in cursive script that reads "Janice K. Brewer".  
Janice K. Brewer  
Governor

1700 WEST WASHINGTON STREET, PHOENIX, ARIZONA 85007  
602-542-4331 • FAX 602-542-7602

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September 20, 2001

Ms. Rita Walton  
Maricopa Association of Governments  
302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003

**Subject:** South Mountain Corridor L/DCR & EIS  
Demographic Data Request

Dear Ms. Walton:

ADOT is undertaking a study to assess the environmental impact and to perform a DCR on proposed improvements within the South Mountain Corridor from the I-10/Santan Freeway interchange vicinity to I-10 west between 43<sup>rd</sup> Avenue and 107<sup>th</sup> Avenue. To begin the evaluation, we are requesting the following demographic data in ARC/INFO or ArcView files for the corridor:

- TAZ 2000
- DF1 2025 (TAZ demographic data for the horizon year 2025)
- Development data
- Employment data
- General plans for Phoenix, Tolleson, Avondale, and Goodyear
- MPA Boundaries

These data files will be used in the review of the model demographic input files and employed in the alternative evaluation.

Thank you for your continuing cooperation.

Sincerely,

ARIZONA DEPARTMENT OF TRANSPORTATION

*Mary Viparina*  
Mary Viparina  
Project Manager

cc: Steve Martin, HDR  
Patrizia Gonella-Ramos, Lima & Associates



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003  
Phone (602) 254-6300 ▲ FAX (602) 254-6490  
mag@mag.maricopa.gov

May 31, 2000

TO: Members of the MAG South Mountain Parkway Stakeholders Group

FROM: Terry Max Johnson, Transportation Manager

SUBJECT: CONFIRMATION OF ACTION RECOMMENDED BY THE SOUTH MOUNTAIN AGENCY STAKEHOLDERS GROUP

At the last meeting of the South Mountain Agency Stakeholders Group held on May 2, 2000, it was the consensus of the group that a Federal environment impact statement be undertaken for the entire corridor. Also, there was a recognized need to protect right-of-way for this facility.

These recommendations require action by MAG and ADOT. To ensure that the consensus of the South Mountain Agency Stakeholders Group is fully addressed, a draft memorandum is enclosed for your review.

Please provide any comments to me or Stuart Boggs at (602) 254-6300 by June 12, 2000. Do not hesitate to call us if you have any questions.

A Voluntary Association of Local Governments In Maricopa County

City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Town of Fountain Hills ▲ Town of Gila Bend ▲ Gila River Indian Community ▲ Town of Gilbert  
City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix ▲ Town of Queen Creek  
Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation



DRAFT

May 31, 2000

TO: MAG Transportation Review Committee

FROM: Terry Max Johnson, Transportation Manager

SUBJECT: RECOMMENDATIONS TO UNDERTAKE AN ENVIRONMENTAL IMPACT STATEMENT AND PROTECT RIGHT-OF-WAY FOR SOUTH MOUNTAIN PARKWAY

The South Mountain Agency Stakeholders Group was formed by action of the MAG Regional Council on January 19, 2000. At a meeting of this Group on May 2, 2000 there was a consensus to move forward with a Federal Environmental Impact Statement (EIS) for the entire corridor. Also, it was recognized that the right-of-way for this facility needs to be protected. Accordingly, the following actions are recommended:

- Amend the MAG and ADOT FY 2001 programs to include \$6.0 million for an Environmental Impact Statement and Design Concept Report for the South Mountain Parkway.
- Authorize right-of-way protection funds to be used in the South Mountain corridor.

**HISTORY**

The South Mountain Parkway extends 22 miles from the Papago Freeway in west Phoenix to south of South Mountain and then eastward along the Pecos Road alignment to the Maricopa freeway in Chandler. Funding for this parkway was approved by the voters of Maricopa County in 1985.

The South Mountain Parkway has been part of the MAG Long Range Transportation Plan since 1985, however, target dates for completion have varied. In 1997, \$85 million was included in the funded ADOT Life Cycle Program for construction of an interim facility between 19<sup>th</sup> Avenue and Baseline Road. This level of funding remains part of the currently approved Life Cycle Program. Completion of this facility is now targeted for after 2007.

**ISSUES**

In 1985, the South Mountain Corridor was located just north of the Gila River Indian Community. As a result, the Parkway cuts the edge of the southwest corner of South Mountain Park.

Since the adoption of the original corridor location in 1985, the Pecos corridor has experienced

intense development activity. ADOT has purchased 243 acres in this corridor and the City of Phoenix has helped to protect this corridor by requiring dedication of 110 feet of right-of-way. However, homes are now located along the edge of this planned facility.

Development activity is also occurring along the north/south leg of the corridor. A red letter notification was received by MAG in June 1999 concerning a new subdivision with 148 homes in the Parkway alignment near Broadway Road. MAG and ADOT committees assessed this notification and as a result the Regional Council formed the South Mountain Agency Stakeholders Group that includes representatives from:

- The Gila River Indian Community
- Arizona Department of Transportation
- Maricopa County
- City of Tolleson
- City of Glendale
- City of Phoenix

**ENVIRONMENTAL IMPACT STATEMENT**

Preliminary engineering for the original alignment for the South Mountain Parkway was completed by ADOT in 1988. A state environmental assessment was completed in association with this work.

At the meeting of South Mountain Agency Stakeholders Group on May 2, 2000, the consensus of the group was that a full Federal environmental impact statement should be completed for this entire corridor. Reasons include:

- Ensure eligibility for Federal funding
- Need to fully address environmental issues
- Possibility of an alignment change that would be located on the Gila River Indian Community to avoid South Mountain Park

At this meeting, interest was expressed in fully addressing related issues including:

- A truck bypass route
- Design of the South Mountain/Papago Interchange to limit congestion on 59<sup>th</sup> Avenue
- Need for interim solutions, including a bypass route around the Laveen area
- Need to protect right-of-way
- Need for a strategic plan to program near-term funds and ensure completion of the parkway

**ACTION**

In order to proceed with the consensus of the South Mountain Agency Stakeholders Group, the following is recommended:

- Amend the MAG and ADOT FY 2001 programs to include \$6.0 million for an Environmental Impact Statement and Design Concept Report for the South Mountain Parkway.
- Authorize right-of-way protection funds to be used in the South Mountain corridor.

This additional \$6.0 million in FY 2001 can be absorbed within the existing cash flow. This is a minor project so a public hearing is not required. Also, as an exempt project a regional conformity analysis is not required. The current freeway Life Cycle Program includes \$5.0 million per year for the protection of right-of-way. Once the environmental and preliminary engineering work has been completed the existing \$85 million on the South Mountain Parkway may need to be reprogrammed to be in accord with a new strategic plan to complete the corridor.

For additional information please call me or Stuart Boggs at (602) 254-6300.



302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85003  
Phone (602) 254-6300 • Fax (602) 254-6490  
E-mail: mag@mag.maricopa.gov • Web site: www.mag.maricopa.gov

December 19, 2005

The Honorable J.D. Hayworth  
House of Representatives  
2434 Rayburn House Office Building  
Washington, D.C. 20515

Dear Representative Hayworth:

Thank you for meeting with Mayor Hawker, and staff from the Maricopa Association of Governments and the Arizona Department of Transportation (ADOT) to discuss the issues surrounding the Environmental Impact Statement being conducted by the ADOT on the South Mountain Freeway. We appreciate your candor regarding the concerns of the residents in the Ahwatukee area and believe that with your involvement the best solution for this facility can be attained.

In our meeting, we discussed the history of the project and the need to address regional mobility. Your staff requested that we address the specific questions that you forwarded to our office and we have worked with the Arizona Department of Transportation regarding these issues. A copy of the answers is enclosed. To augment the answers to your questions, we would gladly work with your staff to further discuss the issues regarding the project.

Again, we are looking forward to working with you and your staff on the South Mountain Freeway Project. Thank you for taking time out of your busy schedule to discuss these issues.

If you have any questions, please contact me at the MAG office.

Sincerely,

Dennis Smith  
Executive Director

c. Mayor Keno Hawker  
Brian Murray  
Eric Anderson

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction • City of Avondale • Town of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • City of El Mirage • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend • Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear • Town of Guadalupe • City of Litchfield Park • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix • Town of Queen Creek • Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown • Arizona Department of Transportation



Date of Projections	Study	Projection Year	Daily Traffic Forecast
1985	Central Area Transportation Study	2015	92,000
1988	Southwest Loop Environmental Assessment and Design Concept Report (Arizona SR-218)	2015	97,000
2003	Initiation of South Mountain Freeway Environmental Impact Statement and Location/Design Concept Report (Arizona SR-202L)	2025	155,000
2005	Continuing study efforts for the South Mountain Freeway EIS and L/DCR (Arizona SR-202L)	2030	164,000

Copies of the 1985 and 1988 studies are available for review from MAG. Please contact us for copy information.

Inquiry:

2. Your most current estimates on commercial truck traffic versus noncommercial traffic.

Response:

The MAG travel demand model incorporates a commercial vehicle model to estimate this type of traffic on the MAG freeway system. Current projections indicate the SR-202L/South Mountain Freeway will carry approximately 12,000 commercial vehicles daily, or approximately seven percent, in the 2030 forecast horizon. By contrast, this volume is lower than the present commercial vehicle volume along the US-60/Superstition Freeway, where more than 17,000 commercial vehicles can be found east of its traffic interchange with the Interstate 10/Maricopa Freeway. This volume is approximately eight percent of the existing traffic on US-60. Thus, MAG believes the SR-202L/South Mountain Freeway forecasts are in-line with the commercial vehicle demand for other freeways on the regional network.

It is also important to note that the commercial vehicles using the proposed freeway dramatically reduce their use of existing surface streets in this portion of the metropolitan area. Most notably, this includes the Beltline Highway/51st Avenue corridor where MAG believes commercial vehicle traffic through the Gila River Indian Community and Laveen Village activity centers will drop by as much as 80 percent when compared to traffic projections for the No-Build scenario. We believe this drop in commercial vehicle traffic on these arterial streets will considerably reduce the crash potential, especially between vehicles and pedestrians, in these activity centers.

- Studies have shown that travel time will be less from travel along Interstate 10 between the current Pecos Road and Washington Street interchanges if the SR-202L/South Mountain Freeway is constructed. Without the freeway, the study team estimates the travel time would be 37 minutes for this trip. If SR-202L is constructed, then the travel time for this trip decreases to 28 minutes.

Inquiry:

5. What are the reasons the Phoenix Parks Board opposes the construction of the freeway and how you plan to mitigate all of their concerns.

Response:

From the ADOT Study Team: The City of Phoenix Parks and Recreation Board unanimously passed a resolution to strongly oppose any alignment going through South Mountain Park/Preserve. As part of that resolution, the Board encourages ADOT to continue coordination with the Gila River Indian Community to construct the freeway on tribal lands. The board has concerns that if the freeway is built, then there could be impact from the proposed construction cuts through the mountain ridges that includes treatment of habitat and visual impacts they would have. If ADOT is unsuccessful in coordinating with the Gila River Indian Community, then the Parks and Recreation Board suggests mitigation in the form of additional trailheads that could be accessed from freeway interchanges, other land trades, and possibly a tunnel instead of cuts.

ADOT continues to try and coordinate with the Gila River Indian Community for potential construction of the SR-202L/South Mountain Freeway on tribal lands. However, these talks are at a standstill. ADOT believes the community is not interested in any construction of the freeway on their land. As a result, given the need for the roadway, ADOT will use the Environmental Impact Statement and Location/Design Concept Report study process to develop appropriate mitigation to minimize the potential natural and built environment impacts. ADOT's team is in the process of meeting with various stakeholder groups associated with South Mountain Park and Preserve, per the direction of the City of Phoenix Parks and Recreation Department, to determine the concerns surrounding the freeway use of park/preserve land and potential mitigation efforts that may be considered. A mitigation plan will be developed and presented to these stakeholder groups prior to inclusion in the Draft Environmental Impact Statement.

Inquiry:

6. Effects on groundwater supplies to Ahwatukee, including mitigation efforts for wells that service the area.

Response:

From the ADOT Study Team: The study of potential impacts to the Ahwatukee groundwater is continuing. ADOT believes if construction results in water that cannot be accessed by drilling a new well, then mitigation will include a plan for getting water from elsewhere by other techniques. These may include directional drilling, or building a vault under the freeway for allowing access to an existing well. ADOT notes that this information was presented to the project's Citizen Advisory Team in November 2005.

Inquiry:

10. An analysis of all NEPA concerns and mitigation proposals.

Response:

From the ADOT Study Team: This is the purpose of an Environmental Impact Statement project. Prior to publishing the EIS draft and final reports, the ADOT Study Team is preparing more than 20 technical reports addressing specific environmental topics and potential mitigation measures for public review and comment. Presently, these reports are at different stages of completion.

Prior to public publication, these reports undergo review by appropriate ADOT staff, the Federal Highway Administration, and the affected agencies responsible for overseeing a particular environmental topic. While this task is a continuing effort by the study team, ADOT will be more than pleased to distribute copies to any interested party as they become available. The party may contact ADOT's project manager, Mr. Mike Bruder (602 712-6836) for details.

Inquiry:

11. Copies of all draft technical reports, including the detailed mitigation options, not just executive summaries. Of greatest interest among these would be reports on traffic operations, air quality, costs, total impacts and secondary impacts.

Response:

From the ADOT Study Team: As noted in the previous inquiry, the ADOT Study Team is completing the technical studies. Please feel free to contact ADOT's project manager, Mr. Mike Bruder (602 712-6836) for details on how to obtain copies of these reports as they become available.

The Maricopa Association of Governments appreciates the opportunity to assist in the understanding of the study results and process for the freeway proposal. If additional information is needed, or if our staff can provide additional assistance to facilitate further understanding about the regional need for the SR-202L/South Mountain Freeway, please feel free to contact me or Eric Anderson, MAG Transportation Director, for assistance.



City of  
**Avondale**

525 North Central Avenue  
Avondale, AZ 85323-1999  
Phone: (623) 932-2400  
Fax: (623) 932-2205  
Website: [www.avondale.org](http://www.avondale.org)

**MAYOR**  
Ronald J. Drake

**VICE MAYOR**  
Marie Lopez Rogers

**COUNCIL MEMBERS**  
Albert Carroll, Jr.  
Peggy Jones  
Stephanie Karlin  
Betty S. Lynch  
Raymond H. Shuey

**CITY MANAGER**  
Todd Hileman

January 27, 2003

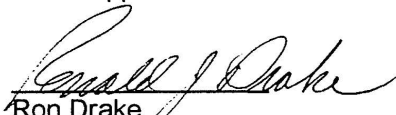
Floyd Roehrich  
Project Manager  
ADOT  
205 S. 17<sup>th</sup> Avenue, Suite 614E  
Phoenix, AZ 85007

Dear Mr. Roehrich:

This letter is to inform you of my strong objection to the proposed alignment of the South Mountain Freeway at 107<sup>th</sup> Avenue. I understand 107<sup>th</sup> Avenue was offered as an option to the study consultants, and therefore ADOT feels obligated to study the alignment. The City of Avondale staff made it clear in December when they met with HDR representatives that 107<sup>th</sup> Avenue was not a viable option, due to the current and proposed residential and commercial property in the area.

I am disturbed that despite our objections, and without any consultation of our staff, the 107<sup>th</sup> Avenue alignment was added to the study list. HDR and ADOT should not be making an important planning decision like this without the consent or consultation of the affected municipality. I and the City Council are the planning authority for Avondale, and we have properly planned our future according to the best interest of our community, and with the participation of our residents. I am distressed that we have been put in a situation where we must fight ADOT for our right to plan our City.

Please understand that I will bring a resolution to the City Council asking them to adopt a formal position of opposition to the 107<sup>th</sup> Avenue alignment, and would appreciate more consideration of our City in the future.

  
Ron Drake  
Mayor

c.c. David Anderson, V.P. HDR  
Victor Mendez, Director, ADOT





City of  
**Avondale**

525 North Central Avenue  
Avondale, AZ 85323-1999  
Phone: (623) 932-2400  
Fax: (623) 932-2205  
Website: www.avondale.org

**MAYOR**  
Ronald J. Drake

**VICE MAYOR**  
Marie Lopez Rogers

**COUNCIL MEMBERS**  
Albert Carroll, Jr.  
Peggy Jones  
Stephanie Karlin  
Betty S. Lynch  
Raymond H. Shuey

**CITY MANAGER**  
Todd Hileman

April 22, 2003

The Honorable Janet Napolitano  
Governor, State of Arizona  
1700 W. Washington  
Phoenix, AZ 85007

Re: South Mountain Freeway Corridor Study

Dear Governor Napolitano:

This letter is to express our strong objections regarding the proposed 105<sup>th</sup> Avenue alignment for the proposed South Mountain Freeway (Loop 202) interchange with the I-10. We respectfully request this alignment be removed from any future consideration.

The proposed interchange and alignment would certainly have a damaging impact on the City of Avondale's primary commercial and employment area, causing severe financial hardship for this City, as there are limited areas within the city limits of Avondale for said commercial, retail or employment opportunities.

The 105<sup>th</sup> Avenue alignment would eliminate nearly 100 acres of prime land designated for employment and virtually eliminate the Avondale AutoMall, our primary economic engine. Gross sales generated by the AutoMall are expected to be over \$1 billion per year, bringing much needed revenue to the City of Avondale, the State of Arizona and other taxing entities to help sustain programs and services in these lean economic times. Employment at the AutoMall will be well over 1,000 people, most of who will live and shop within a 10 mile radius. The AutoMall currently exists with three operating dealerships, three more under construction and five more in the process of negotiations/planning. The decision not to eliminate the 105<sup>th</sup> Avenue corridor threatens important pending locations to our Auto Mall and other economic opportunities for the city. The remote possibility of this alignment coming to fruition will certainly impede our opportunities with potential investors; causing them to question whether to invest their resources in our community.

The area just south of the AutoMall at 105<sup>th</sup> and Van Buren is currently zoned for Planned Area Development including employment and retail

sales and was recently selected as the site for a major employer. This user has committed to build a 260,000 SF facility that will employ 250 people earning an average salary of over \$55,000. An independent financial analysis of this user demonstrated that this user will generate well over \$70,000,000 in taxable sales annually, 5% of which will go directly to the State. This project is expected to be completed within the next 12 to 18 months. However, there is a very *high probability that the user would abandon this site should they discover the proposed 105<sup>th</sup> Avenue freeway alignment and interchange.*

The selection process for this user was very competitive one, involving the City of Avondale and the City of Rancho Cucamonga, California. Fortunately we were the successful candidate, largely based upon location, and are working diligently to finalize the deal points. We are very concerned that *should the proposed 105<sup>th</sup> Avenue alignment move forward, the user will decide to move to their second choice—California.* If this were to happen, the State of Arizona and the City of Avondale would both lose much needed revenue.

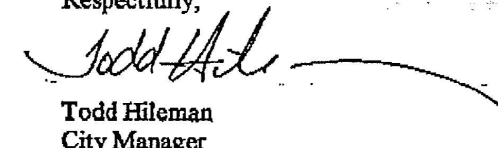
The proposed interchange footprint will also impact the employment/commercial land north of I-10. We are currently in discussions with a major educational institution interested in locating a west valley site. They have been searching for a suitable site for several years and recently put down earnest money on a site directly impacted by the proposed interchange. *They will also abandon the site if they discover the proposed alignment.*

The mere fact that this alignment is included in the preliminary studies will cause delay in the development of our primary employment and commercial corridor. The evaluation process undertaken by ADOT will take a minimum of two more years, and even then there is a great deal of uncertainty as to the outcome. Avondale cannot afford to wait, nor afford to run the risk of losing potential tax generating developers while the process moves forward.

We respectfully request that the 105<sup>th</sup> alignment be removed from the study immediately, to prevent any further economic impacts to our city.

Thank you for your consideration of this request. Please contact me at the above address or by telephone if you have any questions or need further clarification.

Respectfully,

  
Todd Hileman  
City Manager

**Attachments**

cc: Floyd Roehrich, Jr., Senior Project Manager  
Valley Project Management Group  
205 S. 17<sup>th</sup> Avenue  
Mail Drop 614E  
Phoenix, AZ 85007

Mr. Victor Mendez, Director  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue  
MD100A  
Phoenix, AZ 85007



Phone: (623) 932-2400  
 Fax: (623) 932-2205  
 Website: www.avondale.org

May 19, 2003

MAYOR  
 Ronald J. Drake

VICE MAYOR  
 Marie Lopez Rogers

COUNCIL MEMBERS  
 Albert Carroll, Jr.  
 Peggy Jones  
 Stephanie Karlin  
 Betty S. Lynch  
 Raymond H. Shuey

CITY MANAGER  
 Todd Hileman

Frank Fairbanks  
 City Manager, City of Phoenix  
 200 W. Washington Street  
 Phoenix, AZ 85003

Dear Frank,

This letter is to inform you that the City of Avondale has notified Governor Napolitano and ADOT officials, including Victor Mendez, that Avondale supports the City of Phoenix in its desire to have the Interstate 10 connection of the South Mountain Freeway along the original proposed alignment.

City of Avondale staff have steadfastly opposed any alignment of the South Mountain Freeway that is further west of the 1985-proposed 51<sup>st</sup>-69<sup>th</sup> Ave alignment. The City Council passed a resolution opposing alignments in the City of Avondale, and has written letters to the Governor stating our position. We also have informed the Governor and ADOT that we continue to support Phoenix in its bid to assure the Freeway connects west of downtown.

As a related matter, Avondale hopes to secure funding, either federally or through the half cent-sales tax extension, for a parallel Interstate 10 route that would relieve traffic from west central Phoenix to MC-85. This reliever route would parallel I-10 south of the freeway, and would connect to the South Mountain alignment. This reliever will have the greatest effect, and therefore makes the most sense, if the South Mountain Freeway alignment is closer to the center of congestion in Phoenix.

Please let me know if we can be of assistance on the South Mountain Freeway matter. We will continue to work to oppose alignments in our city, but also look forward to working cooperatively with the City of Phoenix to assure an alignment that is beneficial to all.

Sincerely,

Todd Hileman



City of  
**Avondale**

Administration  
 11465 W. Civic Center Drive, Suite 220  
 Avondale, Arizona 85323-6806  
 Phone: (623) 478-3001  
 Fax: (623) 478-3802  
 Website: www.avondale.org

MAYOR  
 Ronald J. Drake

VICE MAYOR  
 Betty S. Lynch

COUNCIL MEMBERS  
 Albert Carroll, Jr.  
 Jason M. Earp  
 Marie Lopez Rogers  
 Raymond H. Shuey  
 Charles M. Wolf

CITY MANAGER  
 Todd Hileman

May 21, 2004

Mr. Victor Mendez  
 Director, Arizona Department of Transportation  
 2006 S. 17<sup>th</sup> Avenue, MD100A  
 Phoenix, Arizona 85007

Dear Mr. Mendez:

Attached please find the report you had requested recently from our Economic Development Department outlining staff's concerns regarding the 99<sup>th</sup> Avenue alignment of the South Mountain corridor and the potential negative impacts to Avondale's employment base and economy as a result thereof.

Please feel free to contact me if you have any questions.

Thank you for your support and attention.

Sincerely,

Todd Hileman  
 City Manager

Attachment





City of  
**Avondale**

**Administration**

11465 W. Civic Center Drive, Suite 220  
Avondale, Arizona 85323-6806  
Phone: (623) 478-3001  
Fax: (623) 478-3802  
Website: www.avondale.org

June 22, 2004

MAYOR  
Ronald J. Drake

VICE MAYOR  
Betty S. Lynch

COUNCIL MEMBERS  
Albert Carroll, Jr.  
Jason M. Earp  
Marie Lopez Rogers  
Raymond H. Shuey  
Charles M. Wolf

CITY MANAGER  
Todd Hileman

Ms. Mary E. Peters, Federal Highways Administrator  
Office of the Federal Highway Administrator  
400 7th Street, S.W.  
Washington, D.C. 20590

Mr. Victor Mendez, Director  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue Rm 135  
Phoenix, Arizona 85007

Dear Ms. Peters and Mr. Mendez:

On June 21, 2004 the Avondale City Council voted unanimously to oppose the 99<sup>th</sup> Avenue alignment for the South Mountain Freeway Extension. Although the Council and Avondale City staff is very aware of and supports the Environmental Impact Statement and preliminary design process that is currently underway, the City vehemently opposes the 99<sup>th</sup> Avenue option due to the severe and potentially devastating impact it would have on the Avondale AutoMall and other existing and future businesses on 99<sup>th</sup> Avenue.

Attached is a copy of the approved resolution (attachment 1) by the Avondale Mayor and Council and a report prepared by the staff (attachment 2) to support this decision. If you have any questions or would like to further discuss this topic, please contact me or our City Manager, Todd Hileman at 623-478-3001.

Respectfully,

Ronald J. Drake  
Mayor

Cc: Dan Lance, ADOT

Attachments

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, OPPOSING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 99TH AVENUE.

**WHEREAS**, the City of Avondale (the "City") has been made aware that the Arizona Department of Transportation ("ADOT") and its consultants, HDR Engineering, Inc. ("HDR"), included 99th Avenue as an alignment study, in addition to numerous other alternatives, for the connection between Interstate 10 and the planned South Mountain Freeway; and

**WHEREAS**, the Council of the City of Avondale (the "City Council") is the planning authority for the City and has planned the future of the area around 99th Avenue according to the best interest of the community, which does not include a freeway along 99th Avenue; and

**WHEREAS**, the citizens of Avondale overwhelmingly approved the 2002 General Plan for the City, clearly indicating a vast majority of business park and light industrial uses along 99th Avenue and specifically not including a freeway; and

**WHEREAS**, the proposed 99th Avenue alignment would seriously impact (i) the City's ability to develop 99th Avenue as a key commercial corridor, as is currently planned, and (ii) newly constructed, high sales tax generating businesses adjacent to 99th Avenue that provide an important revenue stream to the City that funds essential City services; and

**WHEREAS**, the City staff, through meetings and correspondence with HDR and ADOT, has repeatedly opposed the proposed 99th Avenue alignment.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE** as follows:

**SECTION 1.** That the City hereby adamantly opposes the proposed alignment for the South Mountain Freeway along 99th Avenue.

**SECTION 2.** That the Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to work to defeat any efforts by ADOT to align the South Mountain Freeway along 99th Avenue.

[SIGNATURES ON FOLLOWING PAGE]

**ORDINANCE NO. 1011-04**

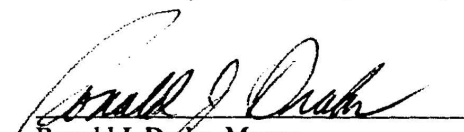
AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE SALE OF REAL PROPERTY TO MEHLHORN PROPERTIES, LLC.

**BE IT ORDAINED**, BY THE COUNCIL OF THE CITY OF AVONDALE, as follows:

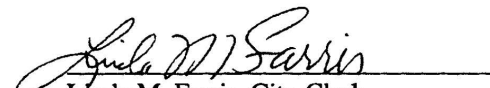
**SECTION 1.** That the City of Avondale hereby approves the sale of ± .15 acres of real property, of which it is the record owner, generally located south of Western Avenue, west of Central Avenue, more particularly described in Exhibit A, attached hereto and incorporated herein by this reference, for \$6,426.00 to Mehlhorn Properties, LLC, in accordance with the terms and conditions described in the purchase contract.

**SECTION 2.** That the Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose of this Ordinance.


**PASSED AND ADOPTED** by the Council of the City of Avondale, June 21, 2004.

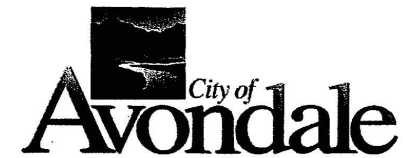
  
Ronald J. Drake, Mayor

ATTEST:

  
Linda M. Farris, City Clerk

APPROVED AS TO FORM:

  
for Andrew J. McGuire, City Attorney

**Memorandum**

**Date:** June 22, 2004  
**To:** Todd Hileman, City Manager (623) 478-3012  
**Through:** Jeff Fairman, Economic Development Director (623) 478-3141  
**From:** Rachel Burke, Research & Marketing Analyst (623) 478-3143  
**Subject:** **Impact of the South Mountain Transportation Corridor's 99<sup>th</sup> Avenue Alignments on Avondale's Economy**

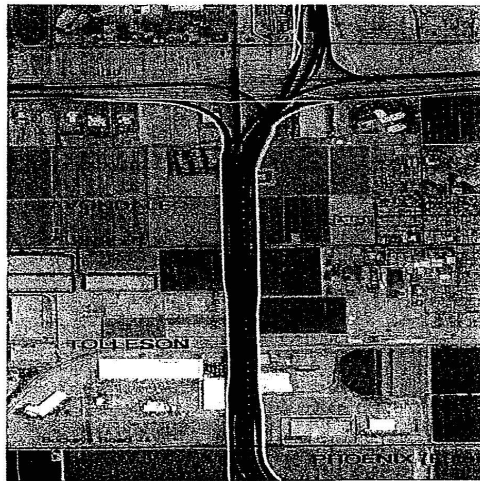
**Introduction**

As you requested, here is an overview of the potential negative impacts to the Avondale employment base and economy assuming a 99<sup>th</sup> Avenue alignment of the South Mountain Freeway. 99<sup>th</sup> Avenue alternatives E, F, and G of the South Mountain Transportation Plan strongly and negatively impact Avondale's emerging economy. Due to current land use patterns and past entitlements, the I-10 Corridor is the only remaining area in the City for commercial uses, job creation, and sales tax generation. This area is critical to the future local economic base and vital to the City's ability to provide services for Avondale's growing population.

At the heart of the I-10 Corridor is the Avondale AutoMall, and it is conservatively estimated that a 99<sup>th</sup> Avenue alignment could result in at least a \$500 million loss in annual taxable sales to as many as five auto dealers, Gateway Pavilions, the Interstate Commerce Park, Pilot Travel Center, and a proposed retail center at the SWC of 99<sup>th</sup> Avenue and McDowell Road. Additionally, a 12-acre site in this area is currently in escrow, with a national client that would sell to and service the transportation industry with estimated annual sales of \$35 million and employ over 100 skilled and semi-skilled workers from Avondale, Tolleson, and surrounding communities.

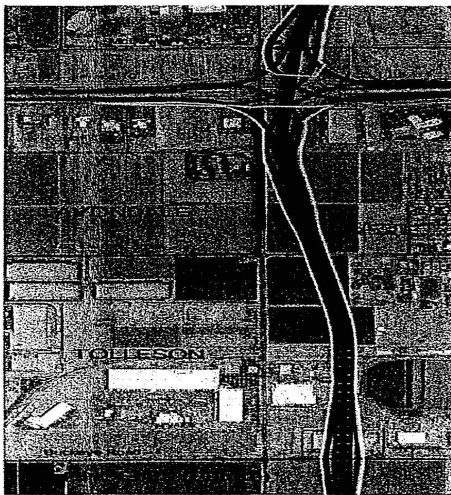
Also with regard to employment, 99<sup>th</sup> Avenue Alternatives E, F, and G would eliminate, at the very least, 600 existing jobs and many more future ones. Southward along 99<sup>th</sup> Avenue, portions of the Avondale AutoMall, the Interstate Commerce Park, and Pilot Travel Center, would be completely eliminated or made inaccessible. In actuality, any 99<sup>th</sup> Avenue alignment would restrict access and visibility to all existing and future businesses and decimate an area crucial to Avondale's economic well-being.





ALTERNATIVE E

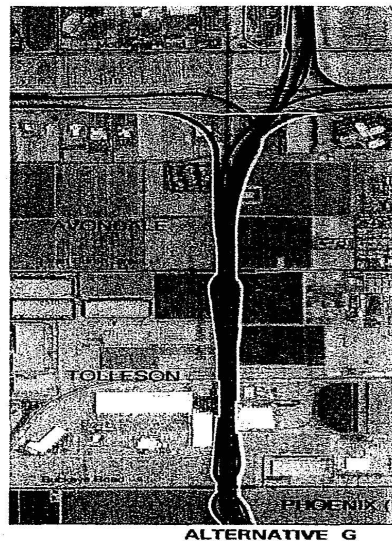
Alternative E travels in a north-south direction along 99th Avenue. This alternative provides a full diamond service interchange at Buckeye Road and a half diamond service at Van Buren Street. Two-lane, one-way frontage roads are provided on both sides of the freeway, beginning ¼ mile south of I-10 and ending approximately ¼ mile south of Buckeye Road. This alternative seeks to maintain as much of the existing I-10/ SR 101L system interchange as possible. By proposing only a half service interchange in the City of Avondale, major access problems would negatively affect thriving businesses like the Avondale AutoMall.



ALTERNATIVE F

Alternative F travels primarily in a north-south direction between 99th Avenue and ¼ mile east of 99th Avenue. This alternative provides a full diamond service interchange at Buckeye Road but no service interchange at Van Buren Street. As proposed, 99th Avenue would be a six lane arterial with a 16-foot median that maintains the existing roadway limits on the western side. This alternative proposes a fourth level movement and no interchanges within the City of Avondale, thus restricting access to current and future economic development efforts on and around 99th Avenue. Alternates without full diamond service access to Van Buren and McDowell would have severe negative economic implications.





ALTERNATIVE G

Alternative G travels in a north-south direction along 99th Avenue. 99th Avenue would exist largely in its current location, with the freeway elevated at the second level above 99th Avenue. This alternative provides full diamond service interchange at Buckeye Road and half diamond service interchange at Van Buren Street. This option would severely impair visibility to the Avondale AutoMall and surrounding businesses, and the half service interchange at Van Buren Street would restrict access to businesses in the area.

### Existing Development

The City of Avondale is today characterized by rapid growth, young families, and emerging retail and job centers. Just 15 miles west of Phoenix, Avondale has been undergoing a transition from an agricultural economy to one based on retail, office and commercial enterprises. The challenge for Avondale is building and diversifying its local economic base while continuing to maintain the character and quality of the City. Another challenge that exists is the limited amount of developable land to create jobs for all of its residents.

Commercial development is mainly located along the Interstate 10 Corridor bounded by Dysart Road to the west and 99th Avenue to the east and north of McDowell Road to Van Buren Street. The 99th Avenue alternatives proposed in the South Mountain Transportation Corridor plan would restrict access and visibility, limiting development opportunities for a significant amount of land in this area. At least five dealerships in the Avondale AutoMall, the Pilot Travel Center, and over 120 acres for business park employment would be directly affected by a 99th Avenue alignment. Demand for commercial growth is high and major users are interested in coming to the I-10 corridor, even the possibility of this alignment has caused several developments to question the viability of locating in the area and have put projects on hold until the location decision is played out.

### Market Analysis

Avondale is a city of 60,000 residents, with a small town appeal, while offering many big-city cultural and recreational activities. Avondale has an exceptional regional location to serve California and other Southwest markets. Interstate 10, which is a major east-west freeway, runs through the community. In addition to excellent interstate access, state highway 85, and Sky Harbor Airport also serve Avondale. Avondale's location is close to markets to move services and people. Estrella Mountain Community College, Universal Technical Institute, and Phoenix International Raceway are located in Avondale, which contribute to its vitality. Building the employment base within the City will improve the quality of life for area residents by offering more places to work and shop. However, due to past entitlements, mostly to residential uses, the City has less than 10 % of the total land area left for quality job creation and sales tax generation. Without building the sales tax base, the City of Avondale would not be able to meet the growing needs of its increasing population.

### Demographic and Economic Context

Avondale's 2004 estimated population is approximately 4.7% of Maricopa County population but has been growing almost twice as fast as the County's average. Most households are middle-income, although the higher income households have been increasing. There are pockets of high or extremely low-income households. According to the 2000 Census, 8,100 jobs existed. Avondale had largely centered on government and service industries; however, the economy is expected to grow steadily in all sectors, and employment is estimated to reach over 91,500 at build out. Unemployment consistently remains below that of the nation and state.

### Retail Market

There is currently about 2.3 million SF of retail space in Avondale, of which 1.6 Million was built between 2001 and 2003. Rents have a large variance; midpoint figures range from \$14.50 PSF for community centers to \$26 PSF for regional centers. Since retailers often follow residential development, growth in this sector is flourishing.

Any 99th Avenue alignment would predominantly affect the Avondale AutoMall. The Chevrolet dealership would be razed; it would render the Toyota dealership inaccessible, and it would strongly inhibit access to at least the Chrysler, Dodge, and Honda dealerships. The end result: a negative affect to over 59.6 acres of thriving businesses, a loss of millions in sales, and hundreds of jobs.



Pilot Travel Center and 101 Truck and Auto Wash would either be eliminated or made inaccessible if a 99<sup>th</sup> Avenue alignment is selected. Also, Gateway Pavilions, a thriving 600,000 SF Power Center in the immediate vicinity would be adversely affected.

The proposed connection could also make the AZ Tile project unfeasible. AZ Tile has proposed to build a 270,000 SF retail center at the SWC of 99<sup>th</sup> and McDowell. This project has attracted national attention and would create a significant amount of new jobs.

**Industrial Market**

Industrial space is not yet a major component of the Avondale economy, yet there are over 400 acres set aside for this use, most would be negatively affected by any of the 99<sup>th</sup> Avenue alignments. There is less than 25,000 SF of industrial space; rents are between \$.45-1.05 PSF, with relatively no vacancy. Regional estimates call for about 50,000-100,000 SF multi-tenant new space to catch up with the significant pent up demand.

The Interstate Commerce Park, 40 acres slated for light industrial-type uses, on 99<sup>th</sup> Avenue, is filling up with new users. Cummin’s Diesel is considering building a \$10 million facility needing at least 100 employees, averaging \$55,000/ year. 99<sup>th</sup> Avenue Alternatives E, F, and G could render this commerce park virtually inaccessible.

**Office Market**

There is approximately 375,000 square feet of office space planned or completed in Avondale, of which an overwhelming majority is in the I-10 Corridor. Currently this area has a vacancy rate far below the regional average. Median Class A rent ranges between \$18-28 PSF; Office land prices average \$3-12 PSF and building costs range \$70-200 PSF. The current inventory, however, does not come close to meeting the future demand. Two new West Valley hospitals are creating the need for more medical office space. With little developable land to meet these growing needs, the I-10 Corridor, as it exists today, may not have enough developable land to satisfy the demand.

**Residential Market**

Avondale is one of the Valley’s fastest growing communities and expects to continue to experience rapid residential, commercial and industrial development. The balance between jobs, housing, and services is key to ensure long-term community viability. With 27,041 housing units in the planning stages and issue approximately 2,000 housing permits annually, the need to attract quality employment opportunities for the City’s residents has never been greater.

Just over 91% of Avondale’s 15,729 housing units are single-family homes. Values primarily range between \$120,000 and \$250,000; new units sell for an average of about \$150,000. Median rents range from about \$500 to \$1,100; rents are comparable to regional averages.

**Market Summary**

Middle-income households have and will continue to move to Avondale and surrounding areas, and there is an untapped potential for higher income residents. New retail establishments will want to follow household migration/ growth. As it stands, there is barely sufficient office space and land to build upon to meet the current and future demand.

All projects that have been targeted, marketed, and located in the City of Avondale for their sales tax contributions, which go to fund everything from general government to police and fire, are threatened by these alternatives. South of Interstate 10 consists of land that has been allocated in the general plan for employment uses. This collection of properties is the largest area of open land within the

City’s jurisdiction for job creation. When developed, this area will greatly strengthen Avondale’s commercial tax base, and provide the community with its greatest remaining opportunity to affect positive change in the pursuit of a more memorable, sustainable, livable, and fiscally sound future.

The City of Avondale has taken a proactive approach to ensuring that growth and development meet a quality standard set by the community. The community recognizes the need to continue to diversify its local economic base to meet and support the growing needs of current and future residents, and understands the challenge of Phoenix’s rapid growth being met with new roads, freeways, and traffic management solutions. Actual and potential economic impacts of each alignment should be studied in detail to ascertain the most cost-effective, non-intrusive option for all communities involved, ensuring that quality economic development initiatives are preserved during times of economic volatility. It is the opinion of Avondale Economic Development staff that a 99<sup>th</sup> Avenue alignment would deliver a devastating blow to the area’s economy that a recovery, in all markets, would be difficult, if not impossible to overcome.

**RESOLUTION NO. 2554-306**

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

**WHEREAS**, the City of Avondale (the “City”) has been presented with information by the Arizona Department of Transportation (“ADOT”) and its consultants, HDR Engineering, Inc. (“HDR”), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue in Avondale (the 99th Avenue Alignments”); and

**WHEREAS**, the Council of the City of Avondale (the “City Council”) is the planning authority for the City and has planned the future of the area around 99th Avenue according to the best interest of the community, which does not include a freeway along 99th Avenue; and

**WHEREAS**, the citizens of Avondale overwhelmingly approved the 2002 General Plan for the City, clearly indicating a vast majority of business park and light industrial uses along 99th Avenue and specifically not including a freeway; and

**WHEREAS**, the proposed 99th Avenue Alignments would seriously impact (i) the City’s ability to develop 99th Avenue as a key commercial corridor, as is currently planned, and (ii) newly constructed, high sales tax generating businesses adjacent to 99th Avenue that provide an important revenue stream to the City that funds essential City services; and

**WHEREAS**, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the “55th Avenue Alignment”); and

**WHEREAS**, the City of Phoenix, the city of Tolleson and the City of Avondale have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE** as follows:

SECTION 1. That the City hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

SECTION 2. That the City hereby supports ADOT moving forward with the 55th Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

**PASSED AND ADOPTED** by the Council of the City of Avondale, March 20, 2006.

\_\_\_\_\_  
Marie Lopez-Rogers, Mayor

ATTEST:

\_\_\_\_\_  
Linda M. Farris, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew J. McGuire, City Attorney





City of  
**Avondale**

**Administration**

11465 W. Civic Center Drive, Suite 220

Avondale, Arizona 85323-6806

Phone: (623) 478-3001

Fax: (623) 478-3802

Website: [www.avondale.org](http://www.avondale.org)

May 16, 2006

Mr. Victor Mendez, Director  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Phoenix, AZ 85007

Re: South Mountain Freeway Corridor Study, Economic Impacts

Dear Mr. Mendez:

Thank you for meeting with Mayor Lopez-Rogers and our staff on May 1, 2006 to share the Citizens Advisory Team's recommendation on the alignment and your department's plans for the finalization of the South Mountain Freeway Corridor Study. The information was informative and greatly appreciated. During the meeting we expressed our concern regarding the level of economic impact analysis that will be incorporated into the study.

The Avondale City Council has adopted three resolutions regarding alignments proposed in this study: 1) opposed to the 105<sup>th</sup> Avenue alignment; 2) opposed to any alignment on 99<sup>th</sup> Avenue; and 3) in support of the 55<sup>th</sup> Avenue alignment. This letter should not be interpreted as an indication that the City of Avondale will support any alignment other than 55<sup>th</sup> Avenue.

City staff has been frustrated by the lack of data that demonstrates the economic impact to our City's businesses due to the various proposed alternatives such as 1) the elimination of access to/from McDowell Road; 2) the potential elimination of Dealer Driver between 99<sup>th</sup> Avenue and 107<sup>th</sup> Avenue; the loss of Gateway Chevrolet due to significant loss of auto display area; and 4) the overall loss of freeway visibility of the AutoMall due to the magnitude and proximity of the "Full Reconstruct" interchange with I-10.

We have been informed that Federal requirements limit the analysis of economic impacts to direct impacts due to property acquisition. Such losses include property tax and sales tax produced by the property acquired. We were also told that impacts such as those described in the previous paragraph are speculative and cannot be included in the study. I am sure you can understand the City of Avondale's position that the true impacts can be much greater than the mere taking of right-of-way.

We respectfully request that the study include a more comprehensive analysis of the economic impact of the proposed alternatives to include loss of freeway access, loss of visibility, and loss of frontage road access.

We also want to express our appreciation for all the support ADOT staff have provided throughout this process. Thank you again for meeting with us earlier this month and for your consideration of this issue. I look forward to discussing this issue further with you or your designee.

Respectfully,

David Fitzhugh  
Assistant City Manager

C: Charlie McClendon  
Bill Hollins



October 14, 2002

Mr. Chris Voigt, Senior Engineer  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

**RE: SOUTH MOUNTAIN CORRIDOR AND RIO SALADO PARKWAY**

Dear Mr. Voigt:

The Cities of Phoenix, Goodyear, Avondale, and Tolleson (Cities) express their support for the South Mountain Corridor (SR 202) route that utilizes the currently adopted alignment to connect to Interstate 10 (I-10) instead of a westerly alignment going through Avondale or Tolleson to connect to I-10.

In addition, we want to propose a Rio Salado Parkway parallel to the Salt River as an I-10 reliever route. This Parkway would extend from 7<sup>th</sup> Street to SR 202 on the south side of the river. West of SR 202 it would cross to the north side of the river and use the Southern Avenue alignment which has no major home developments (parallel to and north of the Salt River) to connect to Loop 303.

The Cities are pleased to work in partnership with Maricopa Association of Governments and other contributing entities and will be more than happy to facilitate an exchange of information to continue this project to a successful completion. If you have any questions, please contact my office at (623) 882-7061.

Sincerely,

CITY OF GOODYEAR

Grant I. Anderson, P.E.  
Deputy City Manager

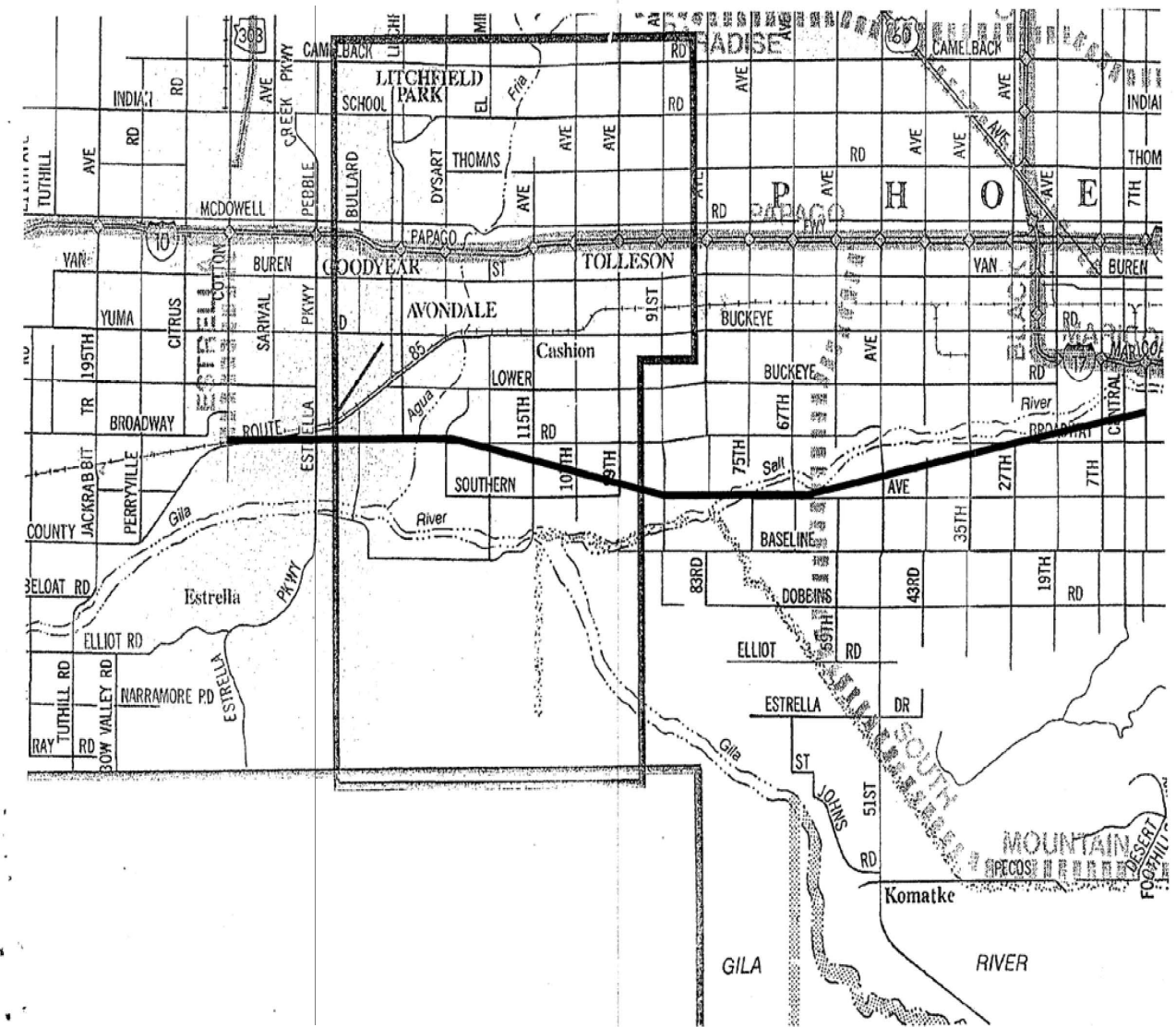
LN:ln:mag-southmtncorridor

cc: Victor Mendez, Director, Arizona Department of Transportation (ADOT)  
Dick Wright, State Engineer, Intermodal Transportation Division, ADOT  
Todd Hileman, City Manager, City of Avondale  
Tom Callow, Street Transportation Director, City of Phoenix  
Reyes Medrano, Jr., Assistant City Manager, City of Tolleson  
Reading File

*Proud past. Vibrant future!*

Deputy City Manager's Office  
190 North Litchfield Road P.O. Box 5100 Goodyear, Arizona 85338  
623-882-7061 Fax 623-882-7063 1-800-872-1749 TDD 623-932-6500  
www.ci.goodyear.az.us

**Proposed Rio Salado Parkway West Route**





CITY OF LITCHFIELD PARK

RESOLUTION NO. 06-228

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE CITY OF LITCHFIELD PARK, MARICOPA COUNTY, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

WHEREAS, the City of Litchfield Park (the “City”) has been presented with information by the Arizona Department of Transportation (“ADOT”) and its consultants, HDR Engineering, Inc. (“HDR”), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue in Avondale (the 99th Avenue Alignments”); and

WHEREAS, the proposed 99th Avenue Alignments would seriously impact (i) the City of Avondale’s ability to develop 99th Avenue as a key commercial corridor, as is currently planned, and (ii) newly constructed, high sales tax generating businesses adjacent to 99th Avenue that provide an important revenue stream to the City that funds essential City services; and

WHEREAS, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the “55th Avenue Alignment”); and

WHEREAS, the City of Phoenix, the City of Tolleson and the City of Avondale have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LITCHFIELD PARK as follows:

SECTION 1. That the City hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

SECTION 2. That the City of Litchfield Park hereby supports ADOT moving forward with the 55<sup>th</sup> Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

PASSED AND ADOPTED by the Council of the City of Litchfield Park, April \_\_\_\_\_, 2006.

ATTEST:

J. Woodfin Thomas, Mayor

Mary Rose Evans, City Clerk

APPROVED AS TO FORM:

Curtis, Goodwin, Sullivan, Udall & Schwab, P.L.C.  
City Attorneys  
By Susan D. Goodwin



October 13, 1989

Mr. Charlie Miller  
Director, Arizona Department of Transportation  
206 South 17th Avenue  
Phoenix, AZ 85007

125 East Washington  
Phoenix, Arizona 8  
602-262-6284

Dear Mr. Miller:

RE: 7th Avenue Interchange at the South Mountain Freeway

The Foothills Development, located north of Pecos Road between 24th Street and 19th Avenue, is currently revising its Master Street Plan for Phase III, which has been purchased by UDC Homes. UDC representatives have requested that the City allow UDC to eliminate the potential freeway connection to Pecos Road at the future 7th Avenue interchange with South Mountain Freeway from the Master Street Plan.

The land uses currently planned in the vicinity north of the freeway indicate that an interchange may not be essential at this location. The Indian Tribe to the south of the freeway has also indicated (in a letter to Larry Landry, representing UDC) that the 7th Avenue interchange is not imperative to the development of their lands. We therefore request that ADOT remove the proposed 7th Avenue interchange at the South Mountain Freeway from its plans:

Please review this request, and inform us when you have reached your decision. We will ask UDC to show a potential freeway connection at 7th Avenue until ADOT confirms that the interchange will be removed from the plans. For your information, UDC has been informed that right-of-way, as specified by ADOT, will need to be dedicated where ADOT has not already purchased land for the freeway.

Thank you for your cooperation and assistance in this matter.

Sincerely,

James H. Matteson, P.E.  
Street Transportation Director

JHM:TSH:kmg

cc George Flores  
Ronald N. Short



December 12, 1989

Mr. Rosendo Gutierrez  
Urban Highway Engineer  
Arizona Department of Transportation  
Highway Division  
206 South Seventeenth Avenue  
Phoenix, AZ 85007

125 East Washington S  
Phoenix, Arizona 8500-  
602-262-6284

Dear Mr. Gutierrez:

This is in response to your October 30, 1989 letter, and subsequent conversation with Tijana Stojic Hamilton regarding South Mountain Freeway issues in the vicinity of the Foothills Development.

The City has requested that ADOT review the feasibility of eliminating the proposed interchange at 7th Avenue and South Mountain Freeway (letter to Charlie Miller, October 11, 1989). This was done at the request of UDC Homes, developers of Phase III of The Foothills. Based on previous conversations with ADOT staff, the City has informed UDC representatives that ADOT will be requiring dedication of additional right-of-way at the 7th Avenue interchange alignment. We also indicated, through comments on revisions to their Master Street Plan, that if ADOT allows the relocation of the 19th Avenue, additional right-of-way may be required there also. UDC has been informed that all negotiations regarding this, or any other issues impacting the South Mountain Freeway, should be with ADOT.

Subsequent to the receipt of your letter, UDC has also been informed of your requirement for a letter to the Arizona Department of Transportation from the Gila River Indian Community indicating their position on the 7th Avenue interchange. UDC representatives have informed us that attempts toward obtaining this letter are being made.

Please inform us when ADOT and UDC Homes have reached an agreement as to the 19th Avenue Interchange relocation and 7th Avenue Interchange elimination issues. As you know, we are holding up UDC-Foothills Phase III Master Street Plan pending resolution of these issues.

Thank you for your cooperation and prompt response in this matter.

Sincerely,

James H. Matteson, P.E.  
Street Transportation Director

JHM:TSH:pj:194

c: Larry Landry  
Dave Richert  
Jon Wendt





June 5, 2000

Mr. Terry Max Johnson  
Transportation Manager  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, Arizona 850003

Dear Mr. Johnson:

This is in response to your May 31 memo concerning recommended actions in the South Mountain corridor.

The City's position is that right-of-way should be actively purchased along undeveloped segments of the corridor using the programmed funds, i.e. the \$85 million. This would be a more aggressive approach than simply protective right-of-way purchase, and may require a different split of programmed funds between design, right-of-way, and construction than is currently shown in the program.

As a practical matter, right-of-way purchase would focus on the segment of the corridor from south of Van Buren Street to 51st Avenue and the GRIC boundary.

The City agrees with the recommendation to include \$6 million for an EIS and DCR. These documents would cover the entire corridor from I-10 West to I-10 South.

Sincerely,

  
Thomas E. Callow, P.E.  
Street Transportation Director

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- c: Mr. Fairbanks  
Mr. Tevlin  
Mr. Nordvold  
Mr. Herp  
Mr. Godbee

Terry Johnson

**From:** Roger Herzog - MCDOTX [RogerHerzog@mail.maricopa.gov]  
**Sent:** Monday, June 05, 2000 2:26 PM  
**To:** 'Terry Johnson'  
**Cc:** Mike Sabatini - MCDOTX  
**Subject:** Comments on South Mountain Stakeholders Group Memo

Max,

Mike Sabatini and I discussed your South Mountain Stakeholders memo of May 31, 2000. Here are a few comments/questions:

- \* Will \$5.0 million per year for right-of-way protection be adequate to cover the South Mountain Corridor, as well as the rest of the regional freeway system?
- \* We were somewhat surprised to see no mention of the group's discussion of shifting the \$85 million to the north-south leg. If we are reading the memo correctly, this issue would not be addressed until after the EIS and Design Concept Report are completed, which could be three years in the future. Could that slow progress on completion of the corridor?

Thanks for the opportunity to comment. Rog



City of Phoenix

To: City Jurisdictions Date: May 23, 2001

From: Joy A. Mee, AICP Assistant Planning Director

Subject: AMENDMENT TO THE GENERAL PLAN FOR PHOENIX

Attached for your review is the following amendment to the General Plan for Phoenix:

VILLAGE: LAVEEN

1. Application: GPA-LV-1-01-7  
From: Commerce Park  
To: Mixed Use--Commercial/Commerce Park  
Acreage: 288.17 +/-  
Location: Generally located south of South Mountain Avenue on the North, Elliot Road on the South, 63rd Avenue on the West, and 59th Avenue on the East (excluding the Core and the parcel just south of South Mountain Avenue and west of the proposed freeway).  
Proposal: To add land use flexibility surrounding the Laveen Core.  
Applicant: City of Phoenix Planning Commission  
Representative: Kevin McAndrews w/L.E.A.D.S.  
First Planning Commission Hearing: 6/27/01  
Second Planning Commission Hearing: 7/25/01

The first hearing before the Planning Commission is scheduled for June 27, 2001. Please review the enclosed application and forward your comments to me by **June 13, 2001**.

Should you have any questions, concerns, or changes to any mailing information, please contact the Planning Department at 262-6882.

Attachments

ENHANCED NOTIFICATION  
PROCEDURE  
REQUEST FOR COMMENT FORM

Today's Date: 5/23/00  
Case Number: GPA-LV-1-01-7  
Deadline for commenting jurisdiction to submit comments: 6/13/01  
Date for response to comment:   
First Hearing date for project: 6/27/01

**COMMENTING JURISDICTION:** In accordance with the Enhanced Notification Procedure adopted by our community, we are informing you of a project that is being considered by our jurisdiction that may affect your community. Please review the data provided on this project and assess whether it may impact your jurisdiction. If you would like to submit comments, they should be provided by the above noted date, and should specifically address potential impacts. Please keep comments to a maximum of 3 pages. A response to your comments will be provided by the above noted date. **ALL COMMENTS WILL BE REVIEWED AS ADVISORY ONLY - THE HOST JURISDICTION MAINTAINS AUTHORITY TO PROCEED WITH THEIR HEARING SCHEDULE AS NOTED.** If you have any questions or would like additional information, please call the contact person indicated below.

1.	Submitting/host jurisdiction:	City of Phoenix
2.	Contact person:	Heidi Drost Phone: 602-256-5657
3.	Address or description of location of project:	Generally located south of South Mountain Avenue on the North, Elliot Road on the South, 63rd Avenue on the West, and 59th Avenue on the East (excluding the Core and the parcel just south of South Mountain Avenue and west of the proposed freeway).
4.	Nature of action requested (general plan amendment, master plan, rezoning, etc.):	General Plan Amendment
5.	Description of the project. Projected additional A.M./P.M. peak hour vehicle trips:	79088 per day
	Number of dwelling units:	N/A Non-residential square footage:
	Acreage of project:	288.17 +/- Present and proposed land uses:
	Existing:	Commerce Park Proposed: Mixed Use--Commercial/Commerce Park
	Phasing plan for overall project:	
6.	Current level of service identified in the MAG Congestion Study for the nearest major intersection(s):	
7.	Distance from the perimeter of the project to the nearest existing or proposed:	
	freeway -	Proposed Loop 202 bisects site at roughly 61st Avenue
	road of regional significance -	
8.	Measures that will be employed to mitigate any traffic impacts caused by the project:	
	If system related, are these improvements identified in the current MAG Transportation improvement Program?	
9.	Measures to mitigate other impacts of the proposed development (such as noise, drainage, land use transitions, etc.):	
10.	How the project supports the host jurisdiction's commitments to implement the air quality plans of the region (trip deduction measures, transit incentives, etc.):	
		Concentrates retail/employment along freeway corridor
11.	Date of any previous communication of this overall project through the Enhanced Notification Procedure:	
12.	Any other comments on the project (may use reverse side or separate sheet):	

Please attach copies of: ☐ A vicinity map, site plan and land use map of project  
☐ Any available development impact studies conducted for this area



GENERAL PLAN AMENDMENT

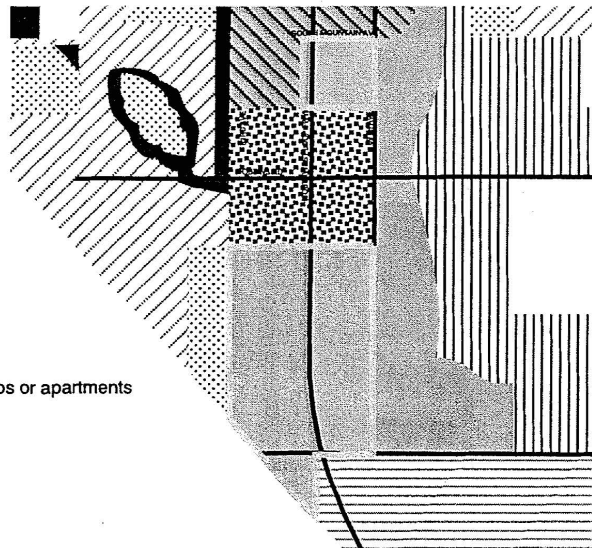
CITY OF PHOENIX • PLANNING DEPARTMENT • 200 W. WASHINGTON ST. • PHOENIX, AZ 85003 • (602) 262-6882

APPLICATION NO: GPA-LV-1-01-7	ACRES: 288.17 acres +/-
VILLAGE: Laveen	COUNCIL DISTRICT: 7
APPLICANT: Kevin McAndrews w / L.E.A.D.S.	

PROPOSED GENERAL PLAN:

Commerce Park (288.17 acres +/-)

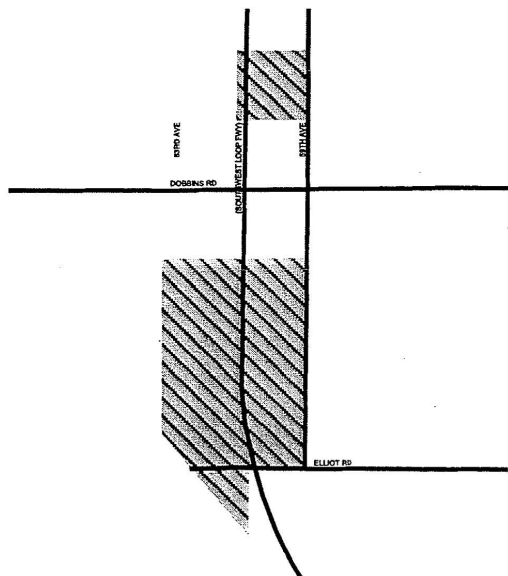
- Proposed Change
- Proposed General Plan
- 0-1 Du / Acre - Large Lot
- 1-2 Du / Acre - Large Lot
- 2-3.5 Du / Acre - Small Lot
- 3.5-5 Du / Acre - Small Lot
- 5-10 Du / Acre - Small Lot
- 10-15 Du / Acre - Higher density attached townhouses, condos or apartments
- Commercial
- Commerce/Business Park
- Parks / Open Space - Publicly owned
- Conservation Community (See Laveen Area Plan)
- Mixed Use Striped



REQUESTED CHANGE TO PROPOSED GENERAL PLAN:

Mixed Use - Commercial/Commerce Park (288.17 acres +/-)

Mixed Use - Commercial/Commerce Park



City of Phoenix

PLANNING DEPARTMENT

Date: September 10, 2001

Mary Vaparino  
ADOT  
206 S 17th Avenue  
Phoenix, AZ 85007

Dear Ms. Mary Vaparino,

The Laveen Watercourse/Greenbelt Pedestrian Design Project concept plan is a working document developed to help guide the development of an amenity that reflects the agricultural heritage of Laveen. The Laveen Watercourse may eventually become a part of a regional greenbelt system connecting with the Laveen Area Conveyance Channel, the Laveen Town Center, and the Laveen Village Core. A copy of the Laveen Watercourse Concept Plan is enclosed with this letter. Please review the concept plan and provide feedback to me (602) 256-5657 or Jasmin Chitrakar (602) 534-6410 by September 21, 2001. The concept plan will be revised to reflect the suggestions provided by the stakeholders, city departments and the public.

The Laveen Watercourse/Greenbelt Pedestrian Design Project Concept Plan is part of the Maricopa Association of Government (MAG) Pedestrian Area Design Program. A consulting team worked closely with MAG and the City of Phoenix Planning Department during the planning process for the concept plan. The challenge for this project was to help plan for the rapid future growth in the Laveen, located in southwest Phoenix, while protecting community open space values.

The Planning Department staff held an open house on August 8, 2001 to involve the public in the planning process. The objective was to update the Laveen community on the status of the Laveen Watercourse Concept Plan and solicit public comments regarding the concept design prepared by the consultant. It was the first of several meetings to be conducted over the next few months to work through details for the location and design of the watercourse.

The next phase of the planning process is to solicit information from the stakeholders and city departments. A second public meeting will be held to update the public regarding the comments from the stakeholders and other city departments and to discuss potential alternatives. That meeting is scheduled for later this month. The concept plan will be revised and the final plan will be presented to the public and the village planing committee for further discussion and recommendation to the Planning Commission.

Sincerely Yours,

*Rachael*  
Rachael Pitts  
Laveen Village Planner



# City of Phoenix

**To:** Interested Stakeholders in Phoenix Rio Salado/Tres Rios Projects **Date:** October 25, 2001

**From:** Karen Williams, City of Phoenix  
Kayla Eckert, U.S. Army Corps of Engineers

**Subject:** SALT RIVER RESTORATION FROM 19<sup>TH</sup> AVENUE TO 83<sup>RD</sup> AVENUE (RIO SALADO OESTE)

The Phoenix Rio Salado is a partnership between the U.S. Army Corps of Engineers and the City of Phoenix to restore habitat to five miles of the Salt River from Interstate 10 to 19<sup>th</sup> Avenue. Design of this 580-acre environment restoration project is currently underway. The flood control elements of Rio Salado are under construction by the Flood Control District of Maricopa County.

The Rio Salado Oeste (Spanish for West) Feasibility Study is a planning effort to continue the habitat restoration efforts from 19<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue in the Salt River. The project will connect with the Tres Rios environment restoration project west of 83<sup>rd</sup> Avenue. As an interested stakeholder in the Rio Salado and/or Tres Rios projects, we invite you to our first stakeholder Oeste Steering Committee meeting. We want your valuable input to guide the 4-year Oeste Study.

We recognize your time is limited and appreciate your consideration of our request. We really hope you will attend this 2-hour meeting. Thank you.

**What:** Rio Salado Oeste Study Steering Meeting

**When:** Wednesday, November 14, 2001  
1:00 to 3:00 p.m.

**Where:** Flood Control District of Maricopa County  
2801 West Durango

For more information, call Kayla at (602) 640-2003, ext. 247.

**Did you know** that there is the same amount of water on Earth today as there was when the Earth was formed three billion years ago? Only 200 years ago there were 4 million people in the United States, while today there are 250 million ... and the same amount of water! It isn't too hard to figure out that as the demands continue to grow, and the supply of water doesn't, everyone will hold a greater responsibility in conserving, protecting and getting involved in the decision making that involves our water resources.

Federal, state, tribal and local entities can experience great rewards by effectively managing wetlands, fish and wildlife resources, endangered species, water quality and cultural resources for which they are responsible. Often, reliably managing these resources can translate into improved local economic opportunities. The City of Phoenix and the Corps of Engineers are partnering to study how the Salt River from 19<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue can be protected and restored in the future. As stakeholders to the river, this is where we need your help!

The following information was extracted from the Reconnaissance Study that was used as the basis for making the decision to proceed, into the feasibility phase of the study. It resulted in the finding that there is a Federal interest in continuing the study into the feasibility phase. We ask you to review the problems, opportunities, and objectives as identified below, and come prepared to discuss them as they relate to your interest in the river.

## LOCATION OF STUDY

The study area is located along the Salt River, in Phoenix, Arizona, between 19<sup>th</sup> Avenue and 83<sup>rd</sup> Avenue. The study area is located in between the authorized Rio Salado Project area and the authorized Tres Rios Project area. The Oeste study area is approximately eight river miles in length. In comparison, the authorized Phoenix reach of the Rio Salado project is five miles long and the Tres Rios study area is about seven miles long.



The non-Federal sponsor for the feasibility phase of the study is the City of Phoenix. The study area includes portions of the City of Phoenix, Maricopa County, state and federal land.

PLAN FORMULATION

During a study, six planning steps that are set forth in the Water Resource Council’s Principles and Guidelines are repeated to focus the planning effort and eventually to select and recommend a plan for authorization. The six planning steps are: 1) specify problems and opportunities, 2) inventory and forecast conditions, 3) formulate alternative plans, 4) evaluate effects of alternative plans, 5) compare alternative plans, and 6) select recommended plan.

PROBLEMS AND OPPORTUNITIES

The evaluation of public concerns often reflects a range of needs, which are perceived by the public. This section describes these needs in the context of problems and opportunities that can be addressed through water and related land resource management. The problems and opportunities that have been identified within the study area are:

- Degraded river and adjacent over bank areas, due to upstream water resources development, has eliminated native riparian plant species and wildlife habitat. Perennial base flow conditions, critical to the needs of native plants, no longer exist in the river corridor through the study area.
- The average depth to groundwater beneath the river channel is much greater than historic conditions. Riparian vegetation that depends on groundwater has largely disappeared from the river channel.
- Lack of a natural flood regime. These changes in the river system have impacted the surface/groundwater interactions and sedimentation dynamics that are important for sustaining and regenerating riparian vegetation.
- Land use changes, including landfills and sand and gravel mining, have degraded and are contributing towards continued degradation of the river corridor.
- Unsuitable existing bank conditions exist at many locations. Surface dumping and manmade bank changes have resulted in a degraded and unsafe bank in many locations.
- There is an opportunity to take advantage of existing open water bodies, in the river and adjacent properties, as potential restoration sites.

- Utilize discharges from the 23<sup>rd</sup> Avenue Waste Water Treatment Plant to supplement surface water and groundwater sources of water for restoration and other needs.
- There is an opportunity to link other upstream and downstream projects to provide a continuous restoration and flood control corridor. These would include the authorized Rio Salado project and the authorized Tres Rios project.
- Utilize groundwater for restoration and other needs, as agricultural groundwater pumping phases out. This opportunity may be the greatest in the Laveen area.
- Flooding and drainage problems exist in the Salt River contributing drainages for the Laveen and Durango Area Drainage Master Plan areas.
- Contributing interior drainages lack current hydrology information at all discharge points into the Salt River. Adequate points of disposals do not exist at many interior drainage discharge locations.
- There is a flooding problem on the south side of the river, within the 100-year floodplain, between 67<sup>th</sup> Avenue and 75<sup>th</sup> Avenue.
- There are no formal existing recreation or environmental education opportunities associated with the existing river corridor. As agricultural land near the river is converted to residential, the need for recreation will increase. The 27<sup>th</sup> Avenue Solid Waste Recycling Facility (just north of the river) has an existing environmental education master plan. The facility provides tours for children and adults. The 23<sup>rd</sup> Avenue Waste Water Treatment Plant also does environmental education programming and touring for water treatment. These existing facilities provide an opportunity to link environmental education that could be developed for a restored river corridor.
- Existing cultural resources need protection from erosion and vandalism.
- The extent and significance of existing cultural resources is unknown.
- The biggest contributor to water in this stretch of the Salt River is the City of Phoenix 23<sup>rd</sup> Avenue Wastewater Treatment Plant. The plant produces a high quality A++ effluent, which meets the water quality standards for numerous uses including Partial Body Contact, Fish Consumption, Aquatic and Wildlife (effluent dependent), Agricultural Irrigation and Agricultural Livestock. In order to meet the City of Phoenix’s exchange agreement with the Roosevelt Irrigation District, the plant’s effluent also meets water quality standards for irrigation of crops eaten raw. Thus it meets very high microbiologic standards. Other discharges into the river both upstream and downstream of the plant will have a degrading effect on 23<sup>rd</sup> Avenue effluent. Storm water, industrial and agricultural discharges along

this stretch of the river impact the overall river water quality. Thus the water quality may degrade as it moves downstream.

# PLANNING OBJECTIVES

These planning objectives reflect the problems and opportunities and represent desired positive changes in the without project conditions. The planning objectives are specified as follows:

- Increase native riparian plant and wildlife habitat values, diversity and functions from 19<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue for a period of 50 years. Elements of diversity include establishing multiple native riparian plant species, providing sufficient open space for wildlife, and providing open water features for wildlife.
- Increase passive recreational and environmental education opportunities for visitors, which are linked to the restoration project in the study area, for a period of 50 years.
- Attract wetland and riparian avian species in the study area.
- Establish the presence of amphibian species, reptilian species, mammalian species, and avian species in the study area.
- Suppress undesirable and nonnative fish and wildlife species.
- Eliminate non-native, invasive plant species in the study area.
- Improve flood control along the Salt River between 67th and 75th Avenue.



**City of Phoenix**  
OFFICE OF THE MAYOR

MAYOR SKIP RIMSZA

August 2002

Mr. Michael Goodman  
9001 South 27th St.  
Phoenix AZ 85040

Dear Michael:

If you could take just a few moments to give me some advice, I'd very much like to hear your thoughts regarding transportation.

Phoenix is now the 6th largest city in America. In Maricopa County, we already have 3 million people and are adding 5,000 more *every month*. In the next thirty years or so, we will have 6 million people in the county and Phoenix will become the *third* largest city in the nation.

Please take a careful look at the enclosed map. It shows where growth will occur in the next 25 years. If you live in the Desert Ridge area, you'll have 150,000 new neighbors. If you live in Laveen, you can expect 100,000 more people. The Baseline Corridor will see 40,000 new residents and the Central City core will grow by 125,000.

Those are big numbers.

But the map also provides concepts of proposed transportation improvements to help you maintain your quality of life while our population doubles. Freeway widening, new parkways, extended HOV lanes, traffic signal synchronization, expanded bus service (including bus rapid transit), more bus pullouts, and additional light rail extensions -- all these things can be considered and developed by the City of Phoenix to alleviate future congestion and gridlock.

Our freeway system is nearly completed -- yet is already nearing capacity. The new census shows that, despite our new freeways, all of us are spending more time in our cars, trucks and SUV's. Without a significant long-range commitment to transportation investments, average commute times during rush hour could more than double. Unless we make tomorrow's plans TODAY, we will fall so far behind we'll never catch up -- and our commute times will only get longer.

We need a thoughtful, 20-year transportation plan that will get the job done for us all. I have a few ideas, but I'm sure you have ideas of your own. And I'd like to hear them. So please take a few minutes to fill out the enclosed questionnaire and a mail it back to me in the Mayor's Office.

I appreciate your help.

Sincerely,

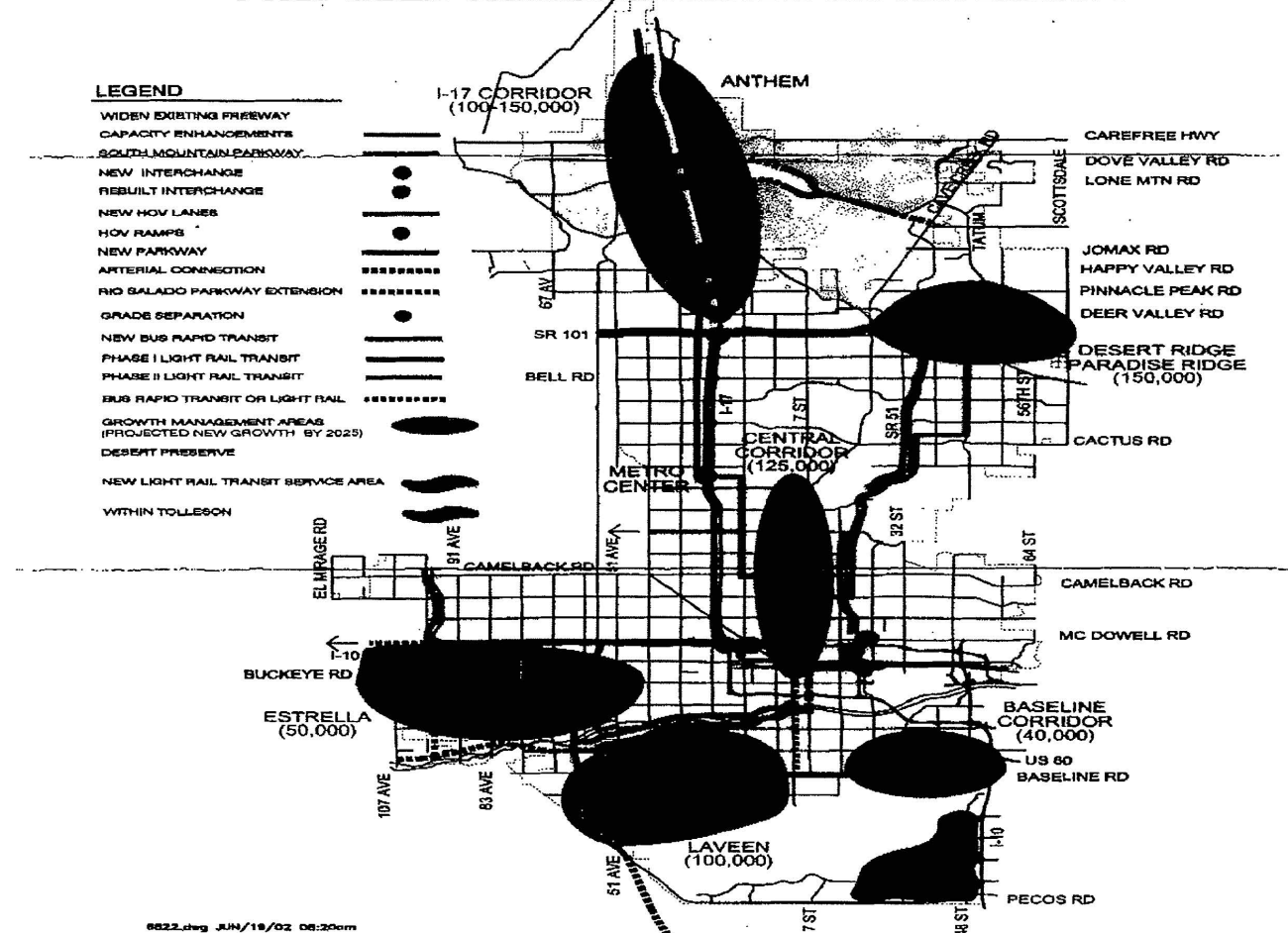
  
Skip Rimsza  
Mayor

200 WEST WASHINGTON STREET, 11TH FLOOR, PHOENIX, ARIZONA 85003-1611 PHONE 602-262-7111 FAX 602-495-5583

Recycled Paper



## PROPOSED TRANSPORTATION IMPROVEMENTS



Dear Mayor Rimsza,

I agree that if we don't continue making improvements in our transportation system, 10 years from now congestion will be worse.             YES             NO

I would encourage you to support the following transportation improvements to help maintain and improve our quality of life: (Please check all that apply)

☐ Expanded Freeways    ☐ Express HOV Lanes    ☐ New Parkway Construction  
☐ Expanded Public Transportation    ☐ More Bus Pullouts    ☐ Expanded Light Rail  
☐ Other

Comments: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email & Phone No. \_\_\_\_\_

**Please affix a postage stamp. Thank You.**



**City of Phoenix**

OFFICE OF THE MAYOR

MAYOR SKIP RIMSZA  
ANDREA TEVLIN, CHIEF OF STAFF

November 2002

Winner of the  
Carl Bertelsmann  
Prize



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We need a thoughtful, 20-year transportation plan that will get the job done for us all. I have a few ideas, but I'm sure you have ideas of your own. And I'd like to hear them. So please take a few minutes to fill out the enclosed questionnaire and mail it back to me in the Mayor's Office.

Sincerely,

  
Skip Rimsza  
Mayor



# PROPOSED TRANSPORTATION IMPROVEMENTS

## LEGEND

WIDEN EXISTING FREEWAY  
CAPACITY ENHANCEMENTS  
SOUTH MOUNTAIN PARKWAY

NEW INTERCHANGE  
REBUILT INTERCHANGE

NEW HOV LANES  
HOV RAMP

NEW PARKWAY  
ARTERIAL CONNECTION

RIO SALADO PARKWAY EXTENSION

GRADE SEPARATION

NEW BUS RAPID TRANSIT

PHASE 1 LIGHT RAIL TRANSIT

PHASE 11 LIGHT RAIL TRANSIT

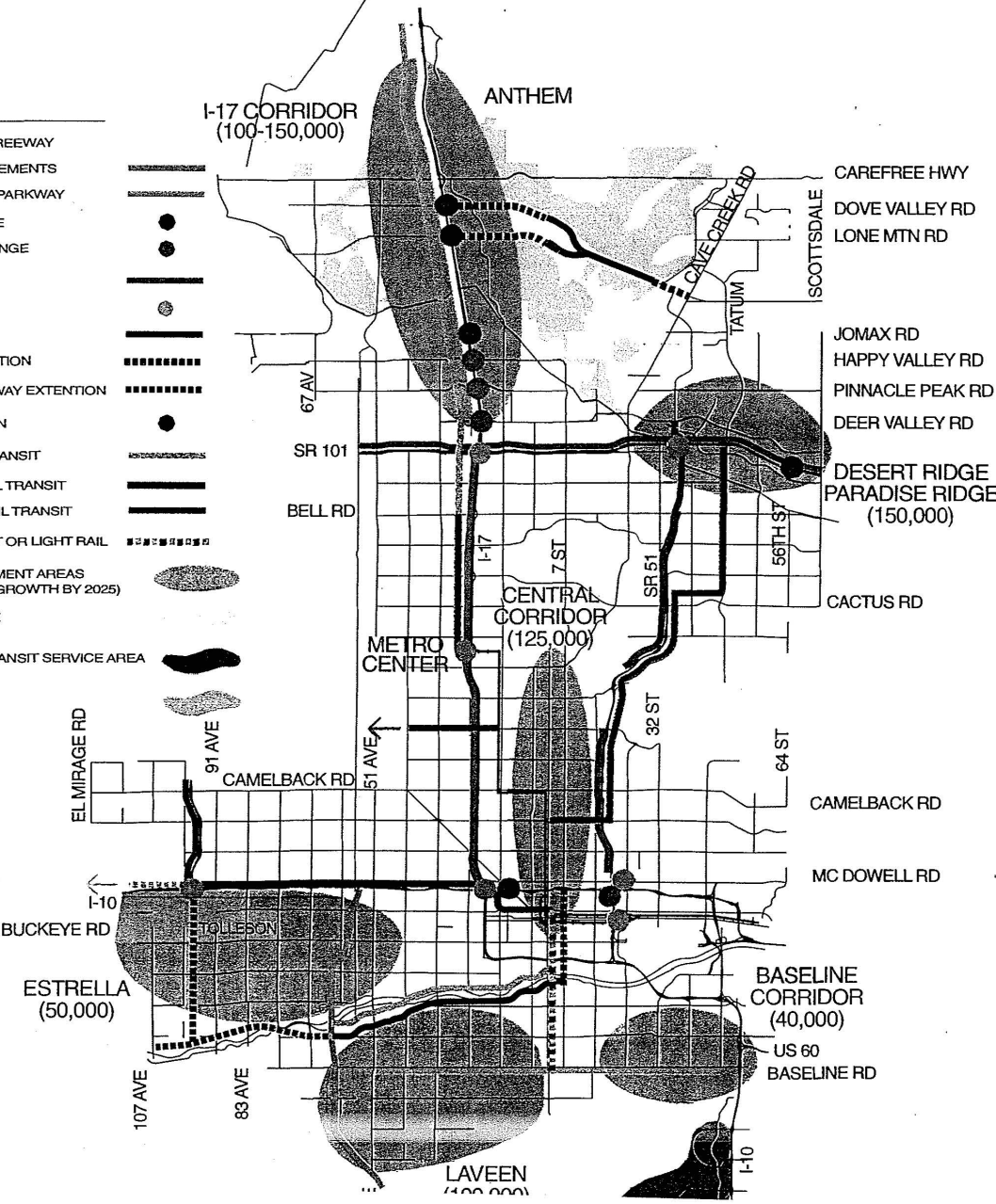
BUS RAPID TRANSIT OR LIGHT RAIL

GROWTH MANAGEMENT AREAS  
(PROJECTED NEW GROWTH BY 2025)

DESERT PRESERVE

NEW LIGHT RAIL TRANSIT SERVICE AREA

WITHIN TOLLESON



City of Phoenix  
HISTORIC PRESERVATION OFFICE

September 8, 2003

Robert E. Hollis  
Division Administrator  
U.S. Department of Transportation  
FHWA – Arizona Division  
400 E. Van Buren Street  
Phoenix, AZ 85004

Re: HA-AZ, NR-202(ADY), 202L MA 054 H5764 01L, Loop 202, South Mountain, Initial Section 106 Consultation

Dear Mr. Hollis:

Your office recently forwarded a "Class I" report to my office regarding the proposed Loop 202 freeway corridor. The purpose of the report as explained in your letter is to identify "previously recorded cultural resources" to help with the process of identifying feasible project alternatives for the proposed freeway.

I have a number of concerns regarding this report. They are as follows:

+ It does not appear that this initial study attempted to identify non-archeological historic properties that have been previously identified through historic surveys or determined National Register eligible by the State Historic Preservation Office (SHPO). I am aware of at least several known National Register eligible historic properties located within the corridor area, including the Webster Farmstead at 75th Avenue and Baseline Road (previously determined National Register eligible by the SHPO), South Mountain Park (may or may not be partially in the boundaries of the corridor study), and potentially historic canals and canal laterals (need to confer with Bureau of Reclamation and Salt River Project).

+ A search of the National Register and Section 106 files of the Arizona State Historic Preservation Office and the survey files of the City Historic Preservation Office is needed to locate any historic non-archeological properties in the project corridor and "to identify previously recorded cultural resources" as stated in your letter. We highly recommend that the cultural resources "Class I Overview" be amended at this time to incorporate a records search of surveyed and designated historic buildings, structures, districts and objects.

+ My office also recommends that all further cultural resources identification efforts for this project include a qualified architectural historian on the identification team. This is needed given the high potential to locate other historic non-archeological properties within the project's area of potential effects.

If I can provide additional information, please feel free to contact me at (602) 262-7468.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barbara Stocklin".

Barbara Stocklin, City Historic Preservation Officer

cc: Kae Neustadt, Arizona Department of Transportation  
Jim Garrison, State Historic Preservation Office

200 West Washington Street, 17th Floor • Phoenix, Arizona 85003 • 602-261-8699 FAX: 602-534-4571

Recycled Paper





October 9, 2003

Amelia S. Edwards, PE  
Project Manager  
South Mountain Corridor Team  
HDR, Inc.  
3200 E. Camelback Rd., Suite 350  
Phoenix, AZ 85018-2311

Dear Ms. Edwards:

As the City of Phoenix Public Transit Department looks to expand service to the southwestern portion of the city, we will be attempting to secure property for a passenger facility along the future South Mountain Corridor with convenient freeway access. My staff has attended project meetings and is fully aware of the ongoing study and stakeholder involvement to determine a final alternative.

The Public Transit Department would like to work with ADOT in securing land and integrating a future facility in the Design Concept Report (DCR) and the Environmental Impact Statement (EIS) for this corridor. The City of Phoenix Public Transit Department looks forward to continuing its relationship with ADOT and improving mobility in the Valley. If you have any questions please contact Mark Melnychenko, Principal Planner, at (602) 262-7240 or me at (602) 262-7584. Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Reed Caldwell".

Reed Caldwell, PE  
Deputy Director

c: Bill Vachon  
Ray Dovalina  
Mark Melnychenko



Public Transit: It's How You Get There

302 North First Avenue, Suite 700, Phoenix, Arizona 85003 602-262-7242 FAX: 602-495-2002

Recycled Paper

This letter was also sent to Mr. Floyd Roehrich, Jr., PE, Project Manager, South Mountain Corridor Study, Arizona Department of Transportation

RESOLUTION NO. 20029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PHOENIX REAFFIRMING THE 61<sup>ST</sup> AVENUE ALIGNMENT OF A PORTION OF THE SOUTH MOUNTAIN FREEWAY (STATE ROUTE LOOP 202), BETWEEN INTERSTATE 10 WEST AND 51<sup>ST</sup> AVENUE.

WHEREAS, the Phoenix City Council recommended the alignment of the South Mountain Freeway (State Route Loop 202) in early 1985, which included the 61<sup>st</sup> Avenue alignment; and

WHEREAS, the alignment recommended by the City Council was approved by the Maricopa Association of Governments as part of the Long-Range Transportation Plan in July, 1985; and

WHEREAS, voters of Maricopa County approved a sales tax in October 1985 to fund new freeways in Maricopa County, including the South Mountain Freeway; and

WHEREAS, the information supplied to voters prior to the election showed the South Mountain Freeway on the 61<sup>st</sup> Avenue alignment; and

WHEREAS, subsequent adoptions of the Long-Range Transportation Plan since 1985 have continued to show the 61<sup>st</sup> Avenue alignment for the north/south portion of this freeway; and

WHEREAS, the adopted Phoenix General Plan has consistently shown the 61<sup>st</sup> Avenue alignment for this freeway; and

WHEREAS, the land uses shown on the Phoenix General Plan are entirely consistent with, and dependent upon, the 61<sup>st</sup> Avenue alignment; and

WHEREAS, the City has approved numerous development plans since 1986 along and adjacent to the 61<sup>st</sup> Avenue alignment; and

WHEREAS, the current study of this freeway includes the 61<sup>st</sup> Avenue alignment as one alternative; and

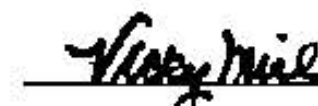
WHEREAS, the Phoenix City Council deems the 61<sup>st</sup> Avenue alignment to provide the best traffic service to the citizens of Phoenix and the region, of the alternatives now under study; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX that the Phoenix City Council reaffirms its support of the 61<sup>st</sup> Avenue alignment, between Interstate 10 West and 61<sup>st</sup> Avenue south of Elliot Road, as the most effective and efficient route for the South Mountain Freeway to this region.

PASSED by the Council of the City of Phoenix this 17<sup>th</sup> day of December, 2003.

  
MAYOR

ATTEST:

 City Clerk

APPROVED AS TO FORM:

 ACTING  
City Attorney

REVIEWED BY:

 City Manager

DUBIE SERVICES 10/24/01

NOV 17 11 29 AM '03

CITY CLERK DEPT



OFFICE OF THE CITY MANAGER

October 28, 2003

**HDR**

REC.: OCT 31 2003

PROJ.: \_\_\_\_\_  
FILE: \_\_\_\_\_  
DIST.: \_\_\_\_\_

South Mountain Corridor Team  
Arizona Department of Transportation (ADOT)  
c/o Ms. Amy Edwards, Assistant Project Manager  
HDR, Inc.  
3200 E. Camelback Rd. Ste. 350  
Phoenix, AZ 85018-2311

Dear Ms. Edwards:

This letter is to provide input on the 5 alternative South Mountain Corridor freeway alignments presented by ADOT staff at an October 2, 2003 public meeting.

The City of Phoenix strongly opposes Alternative 2, which proposes connecting with the I-10/Loop 101 interchange at 99<sup>th</sup> Avenue and running south through an area between 95<sup>th</sup> and 99<sup>th</sup> Avenues and Lower Buckeye Road. In November 2002, the Public Works Department purchased 183 acres of land north of Lower Buckeye Road and east of 99<sup>th</sup> Avenue to construct a 100-acre district park, police precinct station, fire station, community branch library, maintenance service center, and a decentralized citizen service center (site map enclosed).

The police and fire facilities are very critical to future public safety service delivery and maintenance of adequate response times to police and fire emergencies in this rapidly growing area of Phoenix. The district park and branch library will be needed to serve the surrounding community with recreational and educational opportunities. The citizen service center will allow local Phoenix residents to conduct City business in the area instead of downtown Phoenix, and the maintenance service center will allow Public Works to efficiently serve the City's southwest area field operations needs.

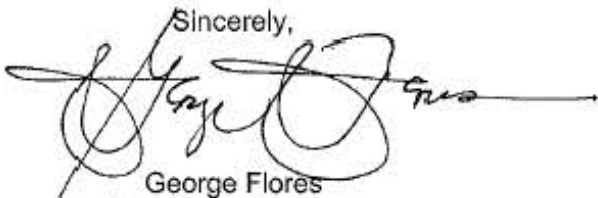
The City of Phoenix strongly supports Alternative 1, which connects with I-10 near 55<sup>th</sup> Avenue, as the best option for the planned South Mountain freeway. The 55<sup>th</sup> Avenue route alignment has been on the City's General Plan Map since the last ADOT freeway study in 1988 and has been a basis for our ongoing planning efforts and development in the Estrella and Laveen Village planning areas. The Alternative 1 alignment has been recognized as an opportunity to improve the City's traffic circulation at a time of unequalled growth, providing access to



Page 2  
Amy Edwards  
October 28, 2003

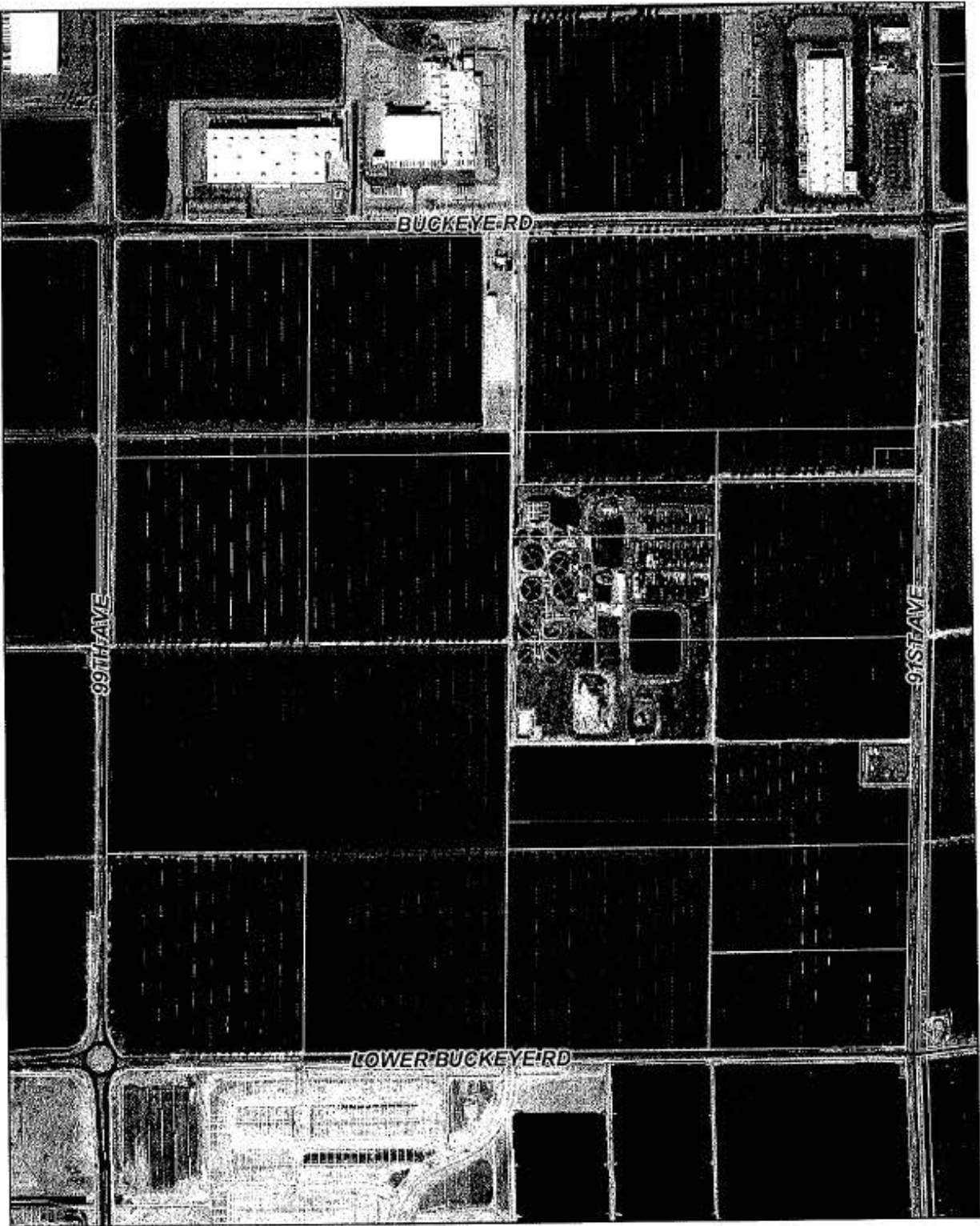
downtown. Land use planning in Phoenix has incorporated this freeway alignment to achieve the potential for commercial and employment centers. Commercial core locations have been planned along this alignment that will tie into street improvement projects, bettering circulation opportunities in the City's boundaries.

If you have questions, please contact Mark Leonard, Public Works Director, at 602-256-5662 or me at 602-262-7466.

Sincerely,  
  
George Flores  
Deputy City Manager

Enclosure

- c: Mr. Lingner, Council District 7  
Ms. Bilsten, Council District 3  
Mr. Fairbanks, City Manager's Office  
Mr. Leonard, Public Works  
Mr. Richert, Planning  
Mr. Callow, Street Transportation



1,000 500 0 1,000 Feet



Aerial Photo: November, 2002



**City of Phoenix**  
PUBLIC TRANSIT DEPARTMENT

July 22, 2004

Mr. Floyd Roehrich, Jr., PE  
Senior Project Manager  
South Mountain Corridor Study  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue 614E  
Phoenix, AZ 85007

Dear Mr. Roehrich:

As the City of Phoenix Public Transit Department looks to expand service to the southwestern portion of the city, we will be attempting to secure property for a passenger facility along the future South Mountain Freeway Corridor with convenient freeway access. Being on the inbound side with convenient access and the ability to construct a bus only slip ramp, Public Transit has a strong interest in the northeast quadrant of the future Baseline Road/South Mountain Freeway interchange. Staff has attended project meetings and is fully aware of the ongoing study and stakeholder involvement to determine a final alternative.

The Public Transit Department would like to work with ADOT in securing land and integrating a future facility in the Design Concept Report (DCR), Environmental Impact Statement (EIS) and study for this corridor.

The City of Phoenix Public Transit Department looks forward to continuing its relationship with ADOT and improving mobility in the Valley. If you have any questions, please contact me at (602) 262-7240.

Thank you for your assistance.

Sincerely,

Mark Melnychenko, AICP  
Principal Planner

c: Reed Caldwell  
Raimundo Dovalina  
Bill Vachon



Public Transit: It's How You Get There

302 North First Avenue, Suite 900, Phoenix, Arizona 85003 602-262-7242 FAX: 602-495-2002

Recycled Paper



**City of Phoenix**  
OFFICE OF THE CITY MANAGER

December 14, 2004

**VIA HAND DELIVERY  
AND U.S. MAIL**

Mr. Kenneth Davis  
District Engineer  
Federal Highway Administration  
One Arizona Center  
400 East Van Buren  
Suite 410  
Phoenix, AZ 85004

**Re: South Mountain Corridor Economic and Social Impact Analysis**

Dear Mr. Davis:

For information and use by the Federal Highways Administration and the Arizona Department of Transportation, enclosed please find an economic and social impact analysis for the South Mountain Corridor Environmental Impact Statement. This fiscal, economic, and social impact analysis includes criteria that the city believes is important to the EIS. **We strongly urge you to use similar tax, employment and detailed land use assumptions.**

In addition, we didn't estimate the revenues or losses to the city from permitting, development or impact fees. Significant changes in land uses as a result of alternative alignments may materially affect the city's ability to collect such fees.

Sincerely,

Bridget Schwartz-Manock  
Management Assistant

**Attachment**

cc: Victor Mendez, Director, Arizona Department of Transportation  
Shannon Wilhelmsen, Director, Communication and Community Partnerships Department, Arizona Department of Transportation  
Amy Edwards, Transportation Engineer, HDR  
Daniel Brown, Assistant City Attorney, City of Phoenix  
Tom Callow, Director, Streets Department, City of Phoenix  
Joy Mee, Assistant Director, Planning Department, City of Phoenix  
Paul Katsenes, Deputy Director, Community and Economic Development, City of Phoenix  
Norris Nordvold, Director, Intergovernmental Programs, City of Phoenix  
Ralph Velez, City Manager, City of Tolleson

200 West Washington Street, 12th Floor, Phoenix, Arizona 85003 602-262-6941 FAX: 602-261-8327  
Recycled Paper





June 23, 2005

Mr. Dan S. Lance  
Deputy State Engineer  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue  
Mail Drop 102 A  
Phoenix, Arizona 85007

Dear Mr. Lance: *Dan*

The purpose of this letter is to thank you and your consultant for the presentation made to City staff on May 25 and to provide several comments on the South Mountain Freeway, SR 202 L project as a follow up to that presentation.

As you know, the City firmly supports the W 55 alignment (the original alignment approved in 1985 prior to the vote for Proposition 300). The Phoenix City Council passed Resolution 20029 on December 17, 2003, affirming this support.

The City Council and management remain gravely concerned that no agreement has yet been reached with the Gila River Indian Community regarding the study of alternative alignments for the Pecos Road segment of the freeway. The City is ready to lend any assistance within its power to facilitate such an agreement.

We understand that a number of 4(f) properties and/or facilities lie adjacent or near the W 55 alignment. The City Historic Preservation Office will assist in any manner deemed useful in resolving alignment considerations affected by these, and we will assist, where feasible, in working with ADOT and FHWA on these matters.

The City is pleased that alternative vertical alignments for the freeway, both south of the Salt River and along the Pecos Road alignment, are being considered. We are intensely interested in reviewing the evaluations of the depressed and semi-depressed options in these reaches, particularly where the freeway abuts residential development.

Property access adjacent to future interchanges is a concern. We understand and agree with the current ADOT policy of restricting access on the cross street within 300 feet of interchanges and will endeavor to be consistent in this policy as

200 West Washington Street, 12th Floor • Phoenix, Arizona 85003 • 602-262-6941 • FAX: 602-261-8327  
Recycled Paper

our staff reviews new developments. However, we expect ADOT to be flexible in the application of this policy when doing so would result in extreme hardship to the affected property.

Traffic operations along arterial streets that interchange with the freeway are also of concern, and we earnestly request that ADOT maintain a minimum one-quarter mile separation between the interchange traffic signal(s) and the nearest adjacent existing or likely to be signalized intersection. It appears that the W 55 alignment does maintain this separation.

We appreciated the opportunity for City staff from the City Manager's Office and several departments to receive the briefing provided on May 25 and ask that further updates on this vital project be provided to this same group at appropriate times.

Sincerely,  
*Thomas E. Callow*  
Thomas E. Callow, P.E.  
Senior Executive Assistant to the City Manager

R:Callow/Dan Lance ltr 6 23 05.doc

C: Bridget Schwartz-Manock  
David Richert



Doug Lingner  
Councilman  
doug.lingner@phoenix.gov

Council District 7  
(602) 262-7492  
Fax: (602) 534-4816

October 14, 2005

Graig Echeveste  
Assistant  
craig.echeveste@phoenix.gov

Dear Neighbor:

As your City Councilman, it is my duty to deliver this important message about the South Mountain Freeway Alignment Proposal. I need your help because the residents of Laveen and Estrella Villages will play a key role in the decision process.

I am requesting your support for the freeway plan that will guarantee access for Laveen residents. For over twenty years, the City of Phoenix has protected a corridor for a freeway alignment which will connect Laveen residents to the I-10 Freeway. This important access makes it possible for a commercial core to develop along this freeway. The major retailers and restaurants that Laveen and Estrella residents need will not be possible unless this alignment is built. Unfortunately, a Federal Study is forcing the State Department of Transportation to consider other alternatives that will stop retail development and economic growth in your area.

The enclosed survey offers three different alignments to choose from; Loop 101, 71<sup>st</sup> Avenue, and 55<sup>th</sup> Avenue. The 55<sup>th</sup> Avenue alignment insures commercial and much needed retail development in the area, as well as providing a convenient access to the I-10 Freeway. The 55<sup>th</sup> Avenue alignment also has been approved by the voters of Maricopa County in two elections.

Please join me in supporting the future of Laveen and Estrella by filling out the enclosed survey form and by selecting the 55<sup>th</sup> Avenue alignment. A return envelope has been included for your convenience.

Thank you for your participation.

Sincerely,

Doug Lingner  
Councilman  
District 7

Enclosure

200 West Washington Street, 11th Floor, Phoenix, Arizona 85003-1611

Recycled Paper



## Survey & Comments

1. The South Mountain Freeway is a very important part of the regional transportation system. 1 2 3 4 5
2. Based on future traffic projections there is a clear need for the freeway. 1 2 3 4 5
3. The alternatives identified by the study team are the most appropriate alternatives to be considered. 1 2 3 4 5
4. Connecting the freeway at Loop 101 should be considered a viable alternative for further study. 1 2 3 4 5
5. Connecting the freeway at 71<sup>st</sup> Avenue should be considered a viable alternative for further study. 1 2 3 4 5
6. Connecting the freeway at 55<sup>th</sup> Avenue, the 1988 alignment, should be considered a viable alternative for further study. 1 2 3 4 5
7. Connecting the freeway to Pecos Road on the east should be considered a viable alternative for further study. 1 2 3 4 5

8. Comments about the westside alternatives: \_\_\_\_\_
9. Comments about an eastside connection: \_\_\_\_\_
10. Other comments: \_\_\_\_\_

Name: \_\_\_\_\_ Please return completed form before leaving the meeting or return to:

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

E-Mail: \_\_\_\_\_

South Mountain Corridor Team  
HDR, Inc.  
3200 E. Camelback Rd., Ste. 350  
Phoenix, Arizona 85018-2311

Project Information: 602-712-7006

[www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com) E-mail: [SouthMountain@dot.state.az.us](mailto:SouthMountain@dot.state.az.us)





December 27, 2005

Mr. Victor M. Mendez, Director  
Arizona Department of Transportation  
205 South 17th Avenue  
Room 135A  
Mail Drop 100A  
Phoenix, Arizona 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT) Loop 202 Freeway  
Near the 91<sup>st</sup> Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

The City of Phoenix Water Services Department has a concern with one of the Loop 202 Freeway alignment alternatives currently being considered by ADOT. The proposed alignment of concern is currently named the "Loop 101 alignment" which proposes several alternative routes to connect to the I-10 Freeway at the 99<sup>th</sup> Avenue/101 Freeway alignment. Specifically of concern are the two alternatives that cross directly through the 91<sup>st</sup> Avenue Wastewater Treatment Plant. Due to the vital nature of this facility to the continued growth and environmental compliance of the Phoenix metropolitan area, the City would like to weigh in on this matter.

The 91<sup>st</sup> Avenue Wastewater Treatment Plant (Plant) is owned by the cities of the Sub-Regional Operating Group, namely Glendale, Mesa, Phoenix, Scottsdale, and Tempe. For all five of these cities, the continued operation and expansion of the Plant is necessary to support the existing population and new growth for the Phoenix Metropolitan area. The financial expenditures put into this Plant since its inception in the 1950's represents a significant investment into the future of our community, and one that needs to be maintained. Potential conflicts with the surrounding community are continually being addressed by Water Services staff, in order to ensure the continued viability of the facility.

In order for you to better understand the location of the Plant; I have included maps of the Plant with proposed expansions, and the Tres Rios Project which will accept the effluent from the Plant. The proposed alternative routes that are in conflict with the Plant have been over-layed on the maps for your convenience.

Mr. Victor M. Mendez, Director  
Arizona Department of Transportation  
December 27, 2005  
Page 2

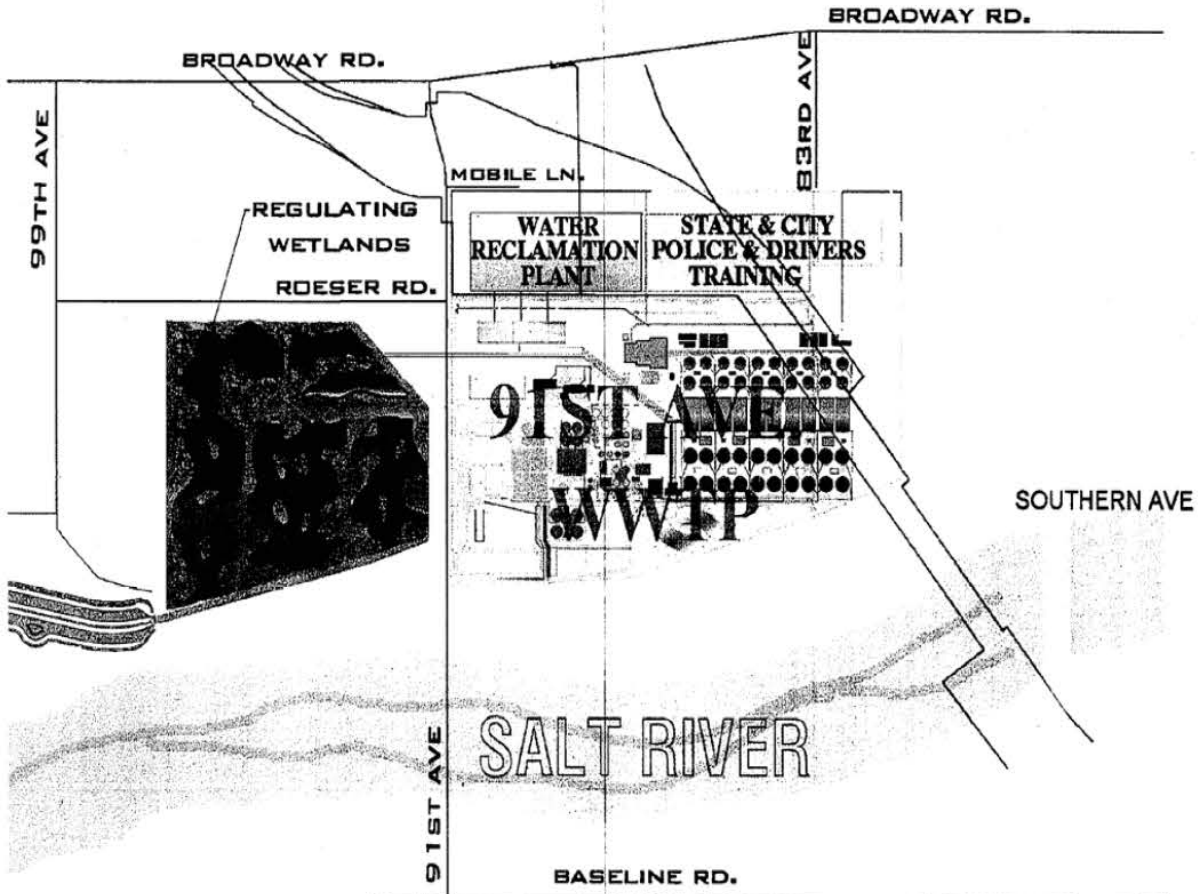
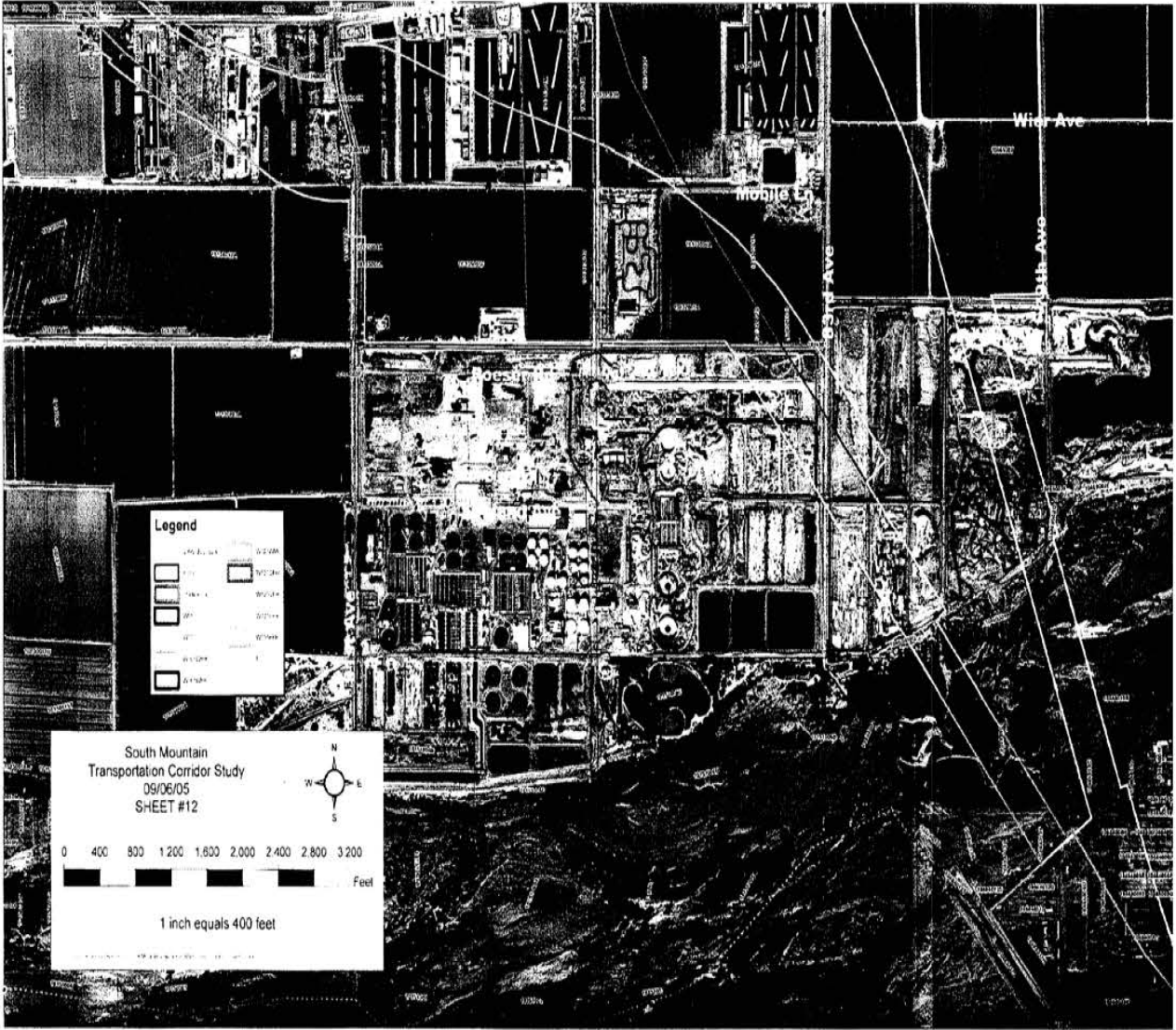
The City of Phoenix Water Services Department request the ultimate location selected by ADOT for the Loop 202 Freeway alignment and the future I-10 Reliever alignment be routed around the Plant.

Sincerely,  
  
Danny W. Murphy  
Acting Water Services Director

Attachments

c: Thomas E. Callow  
Ross D. Blakley  
Carlos A. Padilla  
Paul Kinshella  
Blaine Akine

H/2005corres/ADOT-FreewayAlignmentLtr-Loop202-12-27-05/CAP/rs



**South Mountain Transportation Corridor Study  
Impacts study with 91st Ave WWTP Master Plan  
and Tres Rios Regulating Wetlands**





**City of Phoenix**

OFFICE OF THE CITY MANAGER

June 2, 2006

Mr. Victor M. Mendez  
Director  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue  
Room 135 A  
Phoenix, Arizona 85007

Dear Mr. Mendez:

The purpose of this letter is to document the City's position concerning the proximity of the South Mountain Freeway to the tank farm at 55<sup>th</sup> Avenue and Van Buren Street.

The City asks that ADOT agree to make the following changes to the W 55 freeway alignment and design adjacent to the tank farm:

- shift the freeway alignment as far west as possible, while remaining in the vicinity of the 55<sup>th</sup> Avenue corridor;
- minimize the take of land from the tank farm site;
- build a screen wall or barrier that will block the line of sight from trucks on the freeway mainline and northbound off-ramp into the tank farm. The ramp barrier should be designed to prevent a heavy vehicle from penetrating into the tank farm;
- collaborate with representatives from the Arizona Counter Terrorism Center in developing appropriate protection solutions for the tank farm in relation to potential effects from the freeway right-of-way.

If these alignment changes and design features are incorporated into the W 55 alternative, the freeway will neither cause significant disruption to the operation of the tank farm nor compromise its security.

Sincerely,

Frank Fairbanks  
City Manager

cc: Alton Washington  
Marcus Aurelius  
Thomas E. Callow, P.E.  
J. Donald Herp, P.E.



• "Most Livable City" U.S. Conference of Mayors •

January 11, 2006

Mr. Victor M. Mendez, Director  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue  
Room 135A  
Mail Drop 100A  
Phoenix, AZ 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT)  
Loop 202 Freeway near the 91<sup>st</sup> Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

On December 27, 2005, Danny Murphy, Acting Director of the City of Phoenix Water Services Department, wrote you a letter expressing concern with one of the Loop 202 Freeway alignment alternatives currently being considered by ADOT. The proposed alignment of concern is currently named the "Loop 101 alignment" which proposes several alternative routes to connect to the I-10 Freeway at the 99<sup>th</sup> Avenue/101 Freeway alignment.

As joint owners of the 91<sup>st</sup> Avenue Wastewater Treatment Facility, the City of Scottsdale would like to express the same concerns as are spelled out in Mr. Murphy's letter. Specifically of concern are the two alternatives that cross directly through the 91<sup>st</sup> Avenue Wastewater Treatment Plant.

The 91<sup>st</sup> Avenue Wastewater Treatment Plant (Plant) is jointly owned by the cities of Glendale, Mesa, Phoenix, Scottsdale, and Tempe, which comprise the Sub-Regional Operating Group, or SROG. For all five of these cities, the continued operation and expansion of the Plant is necessary to support the existing population and new growth. The financial expenditures put into this Plant since its inception in the 1950's represent a significant investment into the future of our community and one that needs to be maintained. Phoenix's Water Services staff, as the primary facility operator, is continually addressing potential conflicts with the surrounding community in order to ensure the continued viability of the facility.

Mr. Victor M. Mendez, Director  
 Arizona Department of Transportation  
 January 11, 2006  
 Page 2

The City of Scottsdale Water Resources Department joins with the City of Phoenix Water Services Department to request that the ultimate location selected by ADOT for the Loop 202 Freeway alignment and the future I-10 Reliever alignment be routed around this critical facility. Mr. Murphy included in his letter maps to further clarify our position and provide you information on the location of the 91<sup>st</sup> Avenue Wastewater Facility in relation to your alternatives.

Sincerely,



David M. Mansfield  
 General Manager, Water Resources Department

c: Dave Petty, Acting Planning and Engineering Director  
 Greg Crossman, Sr. Water Resources Engineer



**City of Phoenix**  
 OFFICE OF THE CITY MANAGER

November 24, 2009

Ms. Susanne Rothwell  
 President PMPC  
 For the PMPC Board  
 P.O. Box 26121  
 Phoenix, AZ 85068-6121

Dear Susanne:

Thank you for your letter on behalf of the Phoenix Mountain Preservation Council (PMPC). I appreciate the position of the PMPC on the specific alignment of the proposed Loop 202 Freeway around South Mountain Park. The City of Phoenix has no formal role in the approval process. However, I thought it would be useful to lay out the review process.

The proposed Loop 202 alignment is being evaluated through an Environmental Impact Statement (EIS) process administered by the Arizona Department of Transportation (ADOT) on behalf of the Federal Highway Administration (FHWA). It is currently funded by the Regional Transportation Plan (RTP) that was approved by the Maricopa region's voters in 2004.

According to ADOT, upon completion of the Administrative Draft EIS, the document will be reviewed by FHWA and other governmental agencies. ADOT's timeline for release of the Draft EIS and the associated public hearing is largely based on this review process. At this time, ADOT anticipates publication of the Draft EIS and the public hearing will occur in summer 2010, with an associated 90-day public comment period (twice the federal requirement). The Final EIS will be available for public review during a 60-day comment period. After considering any comments received on the Final EIS, FHWA will issue a Record of Decision (ROD). The ROD will identify the selected alternative for the proposed action. If a build alternative is selected, Maricopa Association of Governments (MAG) will allocate funding.

Further, ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed freeway through the design phase and construction, if a build alternative is selected. In addition to the public hearing associated with the Draft EIS, ADOT plans to meet with the public and the Citizens Advisory Team regarding changes to the RTP and Draft EIS. I understand that the next Citizens Advisory Team meeting is planned for early 2010. A newsletter from ADOT providing updates about the study process is also planned for early 2010.







July 18, 2010

Mr. Robert Hollis  
Division Administrator  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012-1906

RE: South Mountain Freeway (SR202L) Alignment at Dobbins Road

Mr. Hollis:

This letter is a follow up to our meeting of July, 8, 2010 where we discussed the alignment change of the South Mountain Freeway (SR202L) at Dobbins Road. The City of Phoenix would like to revisit the proposal under consideration to change the freeway alignment from 61<sup>st</sup> Avenue to 63<sup>rd</sup> Avenue at Dobbins Road.

A Future Freeway designation has been on the City of Phoenix' General Plan Map since 1985. Originally the alignment was shown on 59th Avenue. In 1988, City Council approved GPA-SM-5-87-7, an amendment that changed the designation to Freeways/Parkways and moved the alignment to 61st Avenue. Since that time all of the city's planning efforts and entitlement processes have been based on the freeway alignment through Laveen along 61st Avenue.

In 1999, the City Council approved GPA-SM-3-97-7, an amendment that mapped the Southwest Growth Study and established the Laveen Village Core centered at 59<sup>th</sup> Avenue and Dobbins Road on the land use map. Two subsequent amendments, GPA-LV-2-00-7 and GPA-LV-1-01-7, established the mixed use designation along the freeway alignment. Between 2000 and 2009, there have been several rezoning cases approved based on the 61<sup>st</sup> Avenue alignment for the South Mountain Freeway.

One of these rezoning cases was for a proposed hospital. The nearest hospital to the Laveen Village is the Banner Estrella Medical Center at Thomas Road and the Loop 101, which is approximately nine miles from the proposed hospital within the designated Laveen Core. Aside from the need for nearby medical facilities, the proposed hospital will bring employment to an area that is currently a majority of single-family residential. A hospital of such size will also attract other medical offices and clinics thus spurring more employment opportunities, as well as local retail and services that will support employees and the surrounding area. ADOT's current alignment along 63<sup>rd</sup> Avenue will seriously impact the proposed hospital site by reducing the contiguous area available for current and future development of the site. This alignment would make the site unsuitable for a large regional medical facility.

RECEIVED  
ADOT

AUG 24 2010

Valley Project  
Management

The Arizona Department of Transportation (ADOT) made the alignment shift in order to avoid several agricultural properties determined eligible for listing on the National Register of Historic Places. These properties are not currently listed on the Phoenix Historic Property Register or the National Register of Historic Places, and there are no plans in process to pursue these designations. We have discussed these historic properties with our Historic Preservation Officer (HPO) who feels that the impacts to these properties can be minimized and/or mitigated to the satisfaction of all stakeholders, including the State Historic Preservation Office. The HPO is also willing to assist FHWA with its efforts to consult further with the SHPO on this project. Another option would be to alter the Dobbins Road Traffic Interchange (TI) to avoid or minimize disruption to the historic properties.

Moving the alignment back to the 61<sup>st</sup> Avenue alignment would save the taxpayers approximately \$1.5 million dollars by reducing the amount of paving.

In summary, the City of Phoenix requests that ADOT consider moving the South Mountain Freeway alignment back to the 61<sup>st</sup> Avenue in the area of Dobbins Road. Because the city of Phoenix has relied on the 61<sup>st</sup> Avenue alignment to make land use decisions for more than two decades, the level of community disruption that would be caused by any other alignment other than 61<sup>st</sup> Avenue would be severe, and the city's confidence that the impacts to historic properties can be successfully mitigated, the city's position is that the 61<sup>st</sup> Avenue alignment is the only "prudent and feasible" alignment for the South Mountain Freeway alignment. Please free to contact Wylie Bearup, Street Transportation Director, if you wish to discuss this further.

Sincerely,

Rick Naimark  
Deputy City Manager

C: Robert Samour, ADOT  
Larry Langer, ADOT  
Mike Bruder, ADOT  
Wylie Bearup, Street Transportation  
John Siefert, Street Transportation  
Dan Matthews, Street Transportation  
Shane Silsby, Street Transportation  
Michelle Dodds, Planning  
Barbara Stocklin, Historic Preservation Office





**City of Phoenix**  
OFFICE OF THE CITY COUNCIL

**MICHAEL NOWAKOWSKI**  
COUNCILMEMBER  
DISTRICT 7

December 22, 2009

602-262-7492  
Fax: 602-534-4816  
TTY: 602-495-5810  
council.district.7@phoenix.gov

Mr. John Halikowski  
Director  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue, Room 135, Mail Drop 100A  
Phoenix, Arizona 85007

Dear Mr. Halikowski:

As the Phoenix City Councilmember whose Council District will be most impacted by the north-south alignment of the South Mountain Freeway (Loop 202), I am writing to ask that the freeway planning efforts continue to move forward without delay.

As you know, the South Mountain Freeway has been part of the Regional Transportation Plan since the voters approved Proposition 300 in October 1985. It is my understanding that because of the age of the Design Concept Report, the environmental issues and the alignment being adjacent to the Gila River Indian Community (GRIC), the Federal Highway Administration and the Arizona Department of Transportation (ADOT) began an Environment Impact Statement (EIS) in 2001 that was expected to be completed in 2005. Since the EIS was started, the voters in this region again approved the South Mountain Freeway in 2004. But, at this time, we are still awaiting a Record of Decision on the corridor.

Recently, there have been numerous news accounts about discussions between ADOT, the Maricopa Association of Governments (MAG) and the GRIC regarding options for the east-west segment of the freeway. While I applaud the efforts to make sure that the most cost effective and least intrusive freeway plan be built, I want to make sure that the entire project is not slowed down while discussions take place. The residents in my Council District have waited patiently while the EIS has been drawn out. I want to confirm that ADOT will release the draft EIS for public review in 2010 and move toward the construction phase quickly.

City of Phoenix staff have spoken highly of your leadership at ADOT. I look forward to working with you to ensure that the South Mountain Freeway is built and is successful. If you have any questions, please call me at (602) 262-7492.

Sincerely,

Michael Nowakowski  
Councilmember – District 7

c: Ed Zuercher, Assistant City Manager, City of Phoenix  
Dennis Smith, Executive Director, MAG

200 W. Washington St., 11th Floor, Phoenix, Arizona 85003-1611 • phoenix.gov/district7

Revised Page

City of Tempe  
P.O. Box 5002  
255 E. Marigold Ln.  
Tempe, AZ 85281  
480-350-8207



The Tempe Way Our Mission To make Tempe the best place to live, work and play. We Value People... Integrity... Respect... Openness... Creativity... Quality...

Water Utilities  
Department

January 18, 2006

Mr. Victor M. Mendez, Director  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue  
Room 135A  
Mail Drop 100A  
Phoenix, Arizona 85007

Re: Proposed Alignment for Arizona Department of Transportation (ADOT) Loop 202 Freeway near the 91<sup>st</sup> Avenue Wastewater Treatment Plant

Dear Mr. Mendez:

I am writing to express the City of Tempe's concern regarding any proposed freeway alignment that may impact current operation or future expansion of the 91<sup>st</sup> Avenue Wastewater Treatment Plant. The 91<sup>st</sup> Avenue Plant is owned by the Sub-Regional Operating Group (SROG) which includes the Cities of Glendale, Mesa, Scottsdale, Tempe, and the City of Phoenix that operates the facility for the SROG partnership.

In his letter of December 27, 2005, Mr. Danny W. Murphy, Acting Water Services Director, City of Phoenix, expressed the SROG Cities' concerns regarding freeway alignments that could impact the 91<sup>st</sup> Avenue Plant. The City of Tempe shares those concerns which include the significant investment to support both the existing population as well as future growth in the community.

The City of Tempe Water Utilities Department joins the City of Phoenix in its request that ADOT route freeway alignments around the 91<sup>st</sup> Avenue Wastewater Plant.

Sincerely,

Don Hawkes  
Water Utilities Manager



# City of TOLLESON

9555 WEST VAN BUREN TOLLESON, ARIZONA 85353 PHONE: 623-936-7111 ADMINISTRATION FAX: 623-907-2629



May 27, 2003

Arizona State Department of Transportation  
ATTN: Mr. Bill Hayden, Special Assistant  
State Engineer's Office  
206 S. 17<sup>th</sup> Avenue  
Room 101A  
Phoenix, Arizona 85007

RE: South Mountain Transportation Corridor Alternative Screening Report, Version  
2.0/March 2003 Review and Comments

Dear Mr. Hayden:

On behalf of the Tolleson Mayor and Council I would like to thank you and the South Mountain Transportation Corridor Team for taking the time to visit Tolleson on March 19, 2003 for the purpose of allowing Tolleson an opportunity to comment on the proposed alternatives for the South Mountain Freeway.

Regionally speaking, I acknowledge the need for an alignment that not only moves traffic but is also logistically placed, however, there are significant cultural, financial and social issues and material technical elements that, in my opinion, make Alternatives #2 and #3 non-viable within our city corporate limits. As you will read in this letter, Alternatives #2 and #3 are, and will be, vehemently opposed by Tolleson. Tolleson strongly recommends that the South Mountain Freeway be located at its originally planned location, Alternative #1.

The Tolleson community would once again be disproportionately prejudiced by the extension of the South Mountain Freeway from Loop 101 along Alternatives #2 or #3. As you are aware, Tolleson is a small community comprised of six square miles, two miles of which are currently bisected by I-10. The citizens of Tolleson are predominately Hispanic, earning less than the average median income. Obviously, given the elements of our City and its citizens, you can see our resources are limited. The City's ability to effectively protest the proposed alignments or of its citizens to fight the siting of another freeway in their backyards is also limited. Clearly, Tolleson and its proud population have been the victims of previous highway construction. Tolleson's citizens were the last group to get a sound wall and the noise producing elevated interchange of I-10 and Loop 101 in Tolleson are recent examples of this blatant abuse of the disadvantaged. While some on the council are claiming the siting of the South Mountain Freeway in Tolleson

*"Serve Today, Plan For Tomorrow."*

So. Min. Alt. Screening Report Comments  
May 29, 2003

would perpetuate the institutional racism Tolleson and its citizens have suffered in the past, this letter is written with the request that the siting not be the result of what route offers the least resistance.

If the Loop 101/South Mountain Freeway extends south into Tolleson four of Tolleson's six square miles would be adversely impacted by freeways. Economically valuable property along the City's main industrial and retail corridor (99<sup>th</sup> Avenue) would be completely destroyed or severely diminished. After the South Mountain Freeway extension, land on the east side of 99<sup>th</sup> Avenue (Tolleson property) would be totally taken or only shallow development parcels would remain. Traffic on 99<sup>th</sup> Avenue in Tolleson, once a dynamic roadway, would be an awkward roadway no longer serving businesses on both frontages. From a General Plan and Land Use perspective and following a similar pattern with the construction of I-10 and Loop 101, both Alternatives #2 and #3 require a taking of large parcels of undeveloped land in Tolleson. Based on a percentage of incorporated square miles Tolleson has provided the most property for freeways during the past 15 years. When the 101 was connected to I-10 from the north, prime commercial and industrial property along McDowell was taken for retention and detention of waters flowing south from Glendale and Phoenix. Additional freeway takings will only add to the already high ratio of freeway dedicated land versus that developed or to be developed.

Both Alternatives drastically impact the ability of Tolleson to serve water to its residential and corporate citizens. Two wells serve all of Tolleson's water needs. Alternatives #2 and #3 wipe out Tolleson's only two water production wells.

We hope you are aware that there is a massive pollution plume comprised primarily of TCE directly east of Tolleson and over the recent past has continued its westward flow to Tolleson. The plume's western edge is at Tolleson's east border. The City has shut down its eastern most wells and has had to relocate its two wells in western Tolleson. These wells are now in the path of Alternatives #2 and #3. Tolleson has no land in its boundaries east of 99<sup>th</sup> Avenue and north of Van Buren, in short if 101 is extended south in Tolleson, Tolleson would lose its wells and would have to move its wells back east, back towards the pollution plume.

In addition to the wells and adjoining storage facilities, each well has water treatment facilities that provide the necessary purification to the water. Tolleson spent millions of dollars on the facilities. The electro dialysis reversal (EDR) systems are utilized for the treatment and purification of water, including water used by Pepsico for their production of Gatorade. The production wells, booster pumps, electrical panels, stand-by natural gas driven diesel engine, metering and production equipment and building as well as the twelve inch (12") major transmission water lines leading to and from the production wells would perhaps require relocation and/or abandonment. A permanent or temporary curtailment of water production will create a severe water shortage in the city, for the average daily use is approximately 3.0 million gallons of water. Any reduction in water production would bring about a crisis for both commercial (Gatorade and milk facilities at Fry's) and residential users as well as severely inhibiting fire suppression capabilities.



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ADOT will be required to pay for the complete replacement of these important water utility facilities.

Alternatives #2 and #3 would have a significant impact on local and regional sewer lines. Four major sewer lines serving the Tolleson and the Phoenix Sewage Treatment facilities rest in the path of both alternatives. Currently, a 66" sewer main runs in 99<sup>th</sup> Avenue. This major trunk line serves the northern affiliated parties/cities and would require relocation and major modifications at 99<sup>th</sup> Avenue and McDowell Road as well as major reconstruction of the diversion structure facility at 99<sup>th</sup> Avenue and Van Buren. Any existing or future businesses fronting 99<sup>th</sup> Avenue would be disrupted due to the inability to provide sewer service. Loss of operations would result in reduction of respective business operating profits and loss of city sales tax.

The sewer lines – 60", 48" and 42" – run east and west and parallel the Union Pacific Railroad tracks from 99<sup>th</sup> Avenue easterly to 95<sup>th</sup> Avenue. At this juncture the lines turn south and are joined by yet another 27" line, all leading south on 95<sup>th</sup> Avenue under Buckeye Road into the regional City of Tolleson Wastewater Treatment Plant head works facility. Replacement lines, whether permanent or temporary, would be required so as not to create a disruption in sewage flows being discharged by various affiliated parties – i.e., Sun City, Youngtown, Peoria, Glendale, Phoenix and Tolleson - and headed south to the respective sewage treatment facilities in Phoenix and Tolleson. Any below grade freeway would obviously destroy the regional transmission grid.

Any stoppage in sewer flows would trigger a reduction in effluent being discharged by Tolleson, pursuant to a contract, into a 53" line connected to the Palo Verde Nuclear Generating Plant where the water is used to cool nuclear generating system turbines. Failure to meet contractual obligations between Arizona Public Service will most definitely result in litigation against the City of Tolleson.

With respect to arterial streets and proposed intersection improvements, Alternatives #2 and #3 will create major modifications to the existing intersection at 99<sup>th</sup> Avenue and Van Buren, and eventually lead to water and sewer lines displacement and/or relocation. The proposed alignment would require a half or full diamond interchange somewhere between 96<sup>th</sup> and 99<sup>th</sup> Avenues. These improvements would increase traffic in the immediate vicinity and ultimately have an adverse traffic impact on Tolleson's major streets, Van Buren and 99<sup>th</sup> Avenue. Local traffic could no longer utilize local streets for through traffic. Obviously, the increase in traffic will affect the service level of Van Buren Street, Tolleson's downtown main street.

Environmentally, the proposed Alternatives #2 and #3 fail to recognize both the pollution plume referred to earlier and the hazardous site at approximately 97<sup>th</sup> Avenue and Harrison Street. The site, running from 97<sup>th</sup> Avenue westerly to approximately 150 feet east of 99<sup>th</sup> Avenue, has been abandoned for years, and at last report, the site is being remediated to the air by a mechanical device.

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The proximity of Alternatives #2 and #3 to the residential area immediately east of the proposed alignments would drastically exacerbate existing noise pollution levels stemming from the stack at 99<sup>th</sup> Avenue and I-10. Virtually, all of the residential community between 91<sup>st</sup> and 97<sup>th</sup> Avenue north and south of Van Buren will be affected by the proposed alignments. The 97<sup>th</sup> Avenue alignment would also have a detrimental effect on the neighboring Tolleson Union High School Alternative Campus, which lies within a few feet east of the proposed alignment. Furthermore, increased traffic will adversely impact air quality within the adjacent residential neighborhood.

The numerous trucking/warehousing businesses would require rerouting due to the proposed alignment along 99<sup>th</sup> Avenue, and obviously some of the same truck traffic will eventually end up on Tolleson's main street, in search of the path of least resistance – fewer left turns.

The study prepared by the committee completely ignores the floodplain caused by the railroad tracks and the compounding of the floodplain's problems caused by the Alternatives. The existing floodplain located within the City and designated as Category A Floodplain will require major modifications. Construction of either Alternative #2 or #3 without a natural flow will increase the geographical size of the flood plain. It currently lies south of Jefferson Street, and any major barrier will affect the plain, possibly as far north as Van Buren.

Alternatives #2 and #3 represent Tolleson's biggest threat to financial ruin. Both alignments create devastating economic impacts that will last an eternity. Elimination of jobs, loss of primary property tax revenues and secondary tax revenues that fund city and schools capital bond projects, reduction of current sales tax revenues as well as projected General Plan retail service developments, and most importantly, loss of development and building permitting fees generated as a result of construction have huge budget implications. From a service delivery perspective, the City of Tolleson would have to reduce the General Fund operating budget in order to meet the cumulative loss generated by the construction of the South Mountain Freeway through the heart of Tolleson's commercial and industrial development corridor. Prime commercial and industrial land and accompanying improvements would be affected by the South Mountain Freeway. The adverse multiplier impact is unknown however; it would touch on all of the elements mentioned above.

The meeting held at the Southwest Valley Chamber of Commerce on Monday, May 5, 2003 did little to fairly address the devastation of Tolleson and its citizens caused by the construction of Alternatives #2 or #3. Frankly, if a western alignment of the South Mountain Freeway (west of 51<sup>st</sup> Avenue) is required the alignment for Alternative #9 should be readdressed. An alignment of Alternative #9 just west of the 107<sup>th</sup> alignment appears to be a route with less impact. Your preliminary route for Alternative #9 literally destroys existing warehouses – Sara Lee, Lisanti, and States Logistics – and is projected to be constructed on the parcel that PepsiCo recently purchased for a regional warehouse. A route slightly west of this path avoids these problems. Perhaps the safety issues regarding the Alternative #9 "S" curve conceptual design should be revisited.



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Mr. Hayden, it is quite evident that the City of Tolleson is very disturbed at the notion of having Alternatives #2, #3 or #9 constructed in Tolleson. As I mentioned previously, I strongly agree that we need a regional alignment for the South Mountain Freeway, one that moves traffic and is not as devastating to a city's culture or economy such as the Alternatives discussed above.

Again, thank you for your visits and your interest in our community. Please feel free to call me if you have any questions regarding this letter.

Sincerely,

  
Ralph Velez  
City Manager

cc: Amy S. Edwards, HDR Transportation Engineer  
Bill Vachon, FHWA, Senior Area Engineer  
Floyd Roehrich, Jr., ADOT, Senior Project Manager

RESOLUTION NO. 937

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
TOLLESON REAFFIRMING THE 61<sup>st</sup> AVENUE ALIGNMENT  
OF A PORTION OF THE SOUTH MOUNTAIN FREEWAY  
(STATE ROUTE LOOP 202), BETWEEN INTERSTATE 10  
WEST AND 51<sup>st</sup> AVENUE.**

**WHEREAS**, the Phoenix City Council recommended the alignment of the South Mountain Freeway (State Route Loop 202) in early 1985, which included the 61st Avenue alignment; and

**WHEREAS**, the alignment recommended by the Phoenix City Council was approved by the Maricopa Association of Governments as part of the Long-Range Transportation Plan in July, 1985; and

**WHEREAS**, voters of Maricopa County approved a sales tax in October 1985 to fund new freeways in Maricopa County, including the South Mountain Freeway; and

**WHEREAS**, the information supplied to voters prior to the election showed the South Mountain Freeway on the 61st Avenue alignment; and

**WHEREAS**, subsequent adoptions of the Long-Range Transportation Plan since 1985 have continued to show the 61st Avenue alignment for the north/south portion of this freeway; and

**WHEREAS**, the adopted Phoenix General Plan has consistently shown the 61 Avenue alignment for this freeway; and

**WHEREAS**, the land uses shown on the Phoenix General Plan are entirely consistent with, and dependent upon, the 61st Avenue alignment; and

**WHEREAS**, the City has approved numerous development plans since 1985 along and adjacent to the 61st Avenue alignment; and

**WHEREAS**, the current study of this freeway includes the 61st Avenue alignment as one alternative; and

**WHEREAS**, the Phoenix City Council deems the 61st Avenue alignment to provide the best traffic service to the citizens of Phoenix and the region, of the alternatives now under study; now, therefore,

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TOLLESON** that it **fully supports and endorses the 61st Avenue alignment**, between Interstate 10 West and 51 Avenue south of Elliot Road, as the most effective and efficient route for the South Mountain Freeway

**PASSED** by the Council of the City of Tolleson this 23<sup>rd</sup> day of March, 2004.

CITY OF TOLLESON

RESOLUTION NO. 978

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF TOLLESON, MARICOPA COUNTY, ARIZONA, SUPPORTING THE ORIGINAL ALIGNMENT FOR THE SOUTH MOUNTAIN FREEWAY (HIGHWAY 101 SOUTH EXTENSION) NEAR 55<sup>TH</sup> AVENUE IN THE CITY OF PHOENIX.

WHEREAS, in 1988 the Arizona Transportation Board approved (the "Approval") a north and south alignment of the South Mountain Freeway (Highway 101 South Extension) between 55<sup>th</sup> and 63<sup>rd</sup> Avenues in the City of Phoenix (the "55<sup>th</sup> Avenue Alignment"); and

WHEREAS, since the Approval and in reliance on the 55<sup>th</sup> Avenue Alignment, the City of Phoenix ("Phoenix") and the City of Tolleson ("Tolleson") have made long term land planning decisions and have expended substantial amounts of public funds assuming that a major freeway would be located in the vicinity of 55<sup>th</sup> Avenue and not at 99<sup>th</sup> Avenue; and

WHEREAS, based on the Approval and the land use decisions made by Phoenix and Tolleson, private businesses have located in the region and expended hundreds of millions of dollars assuming that a major freeway would be located in the vicinity of 55<sup>th</sup> Avenue and not at 99<sup>th</sup> Avenue; and

WHEREAS, Tolleson is comprised of approximately six (6) square miles, several of which are already utilized by the I-10 Freeway; and

WHEREAS, an alignment of the South Mountain Freeway in or near 99<sup>th</sup> Avenue would have devastating impact on Tolleson, including but not limited to:

- A. Economic and functional destruction of one of only three major commercial north-south corridors in Tolleson,
- B. Destruction of many of Tolleson's largest businesses which would result in a substantial loss of assessed valuation and jobs,
- C. A lowering of Tolleson's assessed valuation would result in a significant increase in Tolleson's tax rate to be levied on the remaining residents and businesses in Tolleson,
- D. An increase in the noise level in nearby Tolleson neighborhoods and schools, and

\_\_\_\_\_  
Adolfo F. Gámez, Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
Scott W. Ruby, City Attorney

ATTEST:

\_\_\_\_\_  
Chris Hagen-Hurley, City Clerk



E. The possible taking of two or three Tolleson wells and the water treatment plants associated with the wells and the taking of other significant local and regional utility facilities.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TOLLESON, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:**

**Section 1.** The Mayor and Council after careful examination of the potential impact of all proposed north-south alignments for the South Mountain Freeway, strongly endorses and supports the 55<sup>th</sup> Avenue alignment of the South Mountain Freeway made by the Arizona Transportation Board in 1988.

**Section 2.** The Tolleson Manager and Clerk are hereby directed to disseminate this resolution to the Arizona Department of Transportation, City of Phoenix, Federal Highway Administration and any other entities or agencies involved in the process of selecting the alignment of the South Mountain Freeway.

**PASSED AND ADOPTED** by the Mayor and Council of the City of Tolleson, Arizona, on this \_\_\_\_\_ day of December, 2005.

\_\_\_\_\_  
Adolfo F. Gamez, Mayor

ATTEST:

\_\_\_\_\_  
Chris Hagen, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Scott W. Ruby, City Attorney

**CERTIFICATION**

I, Chris Hagen, the duly appointed and acting Clerk of the City of Tolleson, Arizona, do hereby certify that the above and foregoing Resolution No. \_\_\_\_\_ was duly passed by the City Council of the City of Tolleson, Arizona, at a regular meeting held on December \_\_\_\_\_, 2005, and the vote was \_\_\_\_ aye's and \_\_\_\_ nay's and that the Mayor and \_\_\_\_ Council Members were present thereat.

DATED: December 13, 2005.

\_\_\_\_\_  
Chris Hagen, City Clerk



# City of Tolleson

9555 West Van Buren Street • Tolleson, Arizona 85353 • 623.936.7111 • fax  
623.907.2629

**To:** Citizens Advisory Team

**From:** Mayor Adolfo Gamez, Vice-Mayor Jose Diego Espinoza, Council Members Kathy Farr, Estevan "Steve" Gem, Linda Laborin, Ana Solorio Tovar and Juan F. Rodriguez

**Date:** April 19, 2006

**Re:** Adverse Impact of the W101 Alternatives on the City of Tolleson

As members of the elected body charged with protecting and preserving the community of Tolleson, we offer the following responses to the numerous assumptions regarding the W101 alternatives based on the outdated data resulting from the Maricopa Association of Governments transportation study of 2003. Not only do we believe these assumptions to be skewed by the use of insufficient data, but they further distort perception by failing to consider the direct effect on a grossly underserved population – most notable of which is the 78% Hispanic population of Tolleson.

**Existing Land Uses:** At the heart of Tolleson's mission is the preservation of its most prime commercial properties that promise an economic foundation to support all municipal/social services delivered to a constituency comprised of more than 51% low-to-moderate income persons. Page 1 of 10 of the Draft Summary of Impacts for the Western Section Alternatives under the existing land use categories of Commercial/Industrial and Open Space/Undeveloped represents the entire 99<sup>th</sup> Avenue Growth Area hard zoned in Tolleson's General Plan for major retail uses. Based on current projections, this growth area's potential economic impact to our city ranges from 8 to 10 million dollars in retail sales tax revenues – a staggering amount when one considers Tolleson's six-square miles hosts only three major growth areas.



## Office of the City Council

8401 West Monroe Street  
Peoria, Arizona 85345  
(623) 773-7306  
Fax (623) 773-7301

May 10, 2006

Mr. Victor Mendez, Director  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue, MD 100A  
Phoenix, AZ 85007

Re: Recommended Alignment for Loop 202,  
55<sup>th</sup> Avenue through the City of Phoenix

Dear Mr. Mendez:

The City of Peoria (City) has been indirectly involved in the discussions of where the appropriate alignment of the South Mountain freeway (Loop 202) should intersect with Interstate 10. The City firmly agrees with the recommendations of the Cities of Avondale, Goodyear, Litchfield, Phoenix and Tolleson, that the original alignment of 55<sup>th</sup> Avenue be the alignment of choice.

Sincerely,

John C. Keegan  
Mayor

c: David A. Moody, P.E., Engineering Director

DAM:cg  
I:\admin\letters\Victor Mendez\_from Mayor-0506



RESOLUTION NO. 20-06

A RESOLUTION OF THE COUNCIL OF THE TOWN OF BUCKEYE, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

WHEREAS, the Town of Buckeye (the "Town") has been presented with information by the Arizona Department of Transportation ("ADOT") and its consultants, HDR Engineering, Inc. ("HDR"), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue (the 99th Avenue Alignments"); and

WHEREAS, the proposed 99th Avenue Alignments would seriously impact the ability to develop 99th Avenue as a key West Valley commercial corridor, as is currently planned, and would have a negative impact on the future development of West Valley communities, particularly the important Cities of Tolleson and Avondale; and

WHEREAS, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the "55th Avenue Alignment"); and

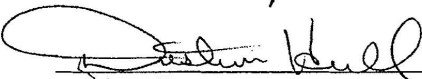
WHEREAS, the City of Phoenix, the City of Tolleson, the City of Avondale and the Town of Buckeye have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment, and changing the Alignment in the face of such long term reliance and planning is irresponsible and inappropriate,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF BUCKEYE as follows:

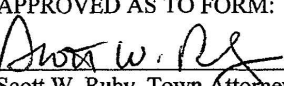
SECTION 1. That the Town hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

SECTION 2. That the Town hereby supports ADOT moving forward with the 55th Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

PASSED AND ADOPTED by the Council of the Town of Buckeye, April 18, 2006.

  
Dustin Hull, Mayor

ATTEST:  
  
Linda Garrison, Town Clerk

APPROVED AS TO FORM:  
  
Scott W. Ruby, Town Attorney

RESOLUTION NO. 06-05  
A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF GILA BEND, ARIZONA, HEREBY SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55th AVENUE.

WHEREAS, multiple cities and towns in Maricopa County have planned for the growth in their respective jurisdictions relying on the 55th Avenue alignment for the past two decades as previously approved by MAG;

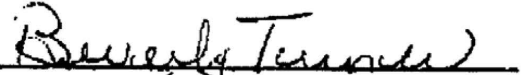
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF GILA BEND, ARIZONA, AS FOLLOWS:

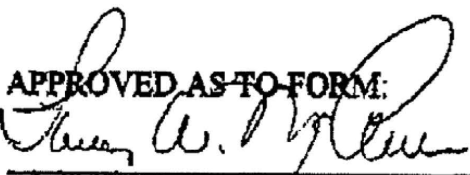
Section 1. That the Town of Gila Bend hereby opposes the 99th Avenue alignments for the South Mountain Freeway as proposed by ADOT

Section 2. That the Town of Gila Bend hereby supports ADOT moving forward with the 55th Avenue alignment as included in adopted Maricopa Association of Governments Regional Transportation Plan.

RESOLVED, PASSED, AND ADOPTED by a majority of a quorum of the members of the Town Council of the Town of Gila Bend present and voting this 25th day of April, 2006.

  
Daniel Birchfield, Mayor

ATTEST:  
  
Beverly Turner, CMC  
Town Clerk

APPROVED AS TO FORM:  
  
Steven W. McClure  
Town Attorney



February 15, 1990

Ms. Dorothy Hallock  
Comprehensive Planner  
Office of Planning and Evaluation  
Gila Indian River Community  
P.O. Box 97  
Sacaton, Arizona 85247

RE: Contract No. 88-24  
Price Expressway General Consultant  
TRACS No. H-2222-01D  
Existing R.O.W. definition along GRIC Boundary  
(per discussion at 2-2-90 review meeting)

Dear Dorothy:

First of all, I wish to express our thanks to you and Mr. Antone for taking time out of your busy schedules to meet with ADOT at our HDR office on Friday, February 2, 1990. Although this writer was not present, our representatives, Mr. Larry Kyle and Mr. Oliver Antony, felt the design overview meeting was productive and beneficial to all.

The primary purpose of this letter is an endeavor to resolve the question (if there is in fact a question) of the GRIC boundary line location along the proposed Santan Freeway alignment. As Mr. Antony described your concern to me, the apparent reach in question is between Price Road westerly to the Kyrene Road area, where you indicated there is a "sliver" of property in question.

To that end, I am transmitting to you four (4) maps of the existing right-of-way points this office has developed, along the Santan alignment, for our client ADOT. Substantially all of the control monuments (i.e. section corners, quarter corners, etc.) have been field-surveyed, confirmed, and ground-grid coordinates have been calculated for these points. A great number of these control monuments were also utilized by ADOT when they provided topographic mapping to HDR for the above-referenced project, and this office has confirmed ADOT coordinate closures within one (1) part in 48,280; within a maximum coordinate deviation of 0.003 foot. Therefore, we feel our points shown are very accurate.

HDR Engineering, Inc.

Suite 205  
3353 N. 16th Street  
Phoenix, Arizona  
85016-3226

Telephone  
602 264-0731

Page Two  
Ms. Dorothy Hallock  
February 15, 1990

I would suggest you or your surveyor contact our surveying subconsultant, Mr. Steve Mortensen, Project Engineering Consultants (PEC), 3130 N. 35th Avenue, Suite #1, Phoenix, AZ 85017; Tel. (602) 484-7691, and resolve any differences. I will, likewise, direct Mr. Mortensen to contact you on this matter. We want to immediately resolve this issue, if there is in fact a problem, with the boundary line indicated. The two surveyors may have to resolve the issue with the Maricopa County Surveyor, if discrepancies are found. I am attaching a copy of the legal description you provided to HDR on 2-2-90, as a result of the review meeting, which describes to GRIC exterior boundary.

I hope the enclosed mapping will be beneficial to you. If we can be of any assistance, feel free to contact this writer or Mr. Mortensen at PEC.

Respectfully Submitted,

HDR ENGINEERING, INC.

*F. E. Heaston*

F.E. "Woody" Heaston, P.E.  
Project Manager - Price Road GEC

FEH/jm/abs

cc: Steve Mortensen (PEC) w/maps  
George Wallace/Steve Martin (ADOT) w/maps  
HDR File

Attachments: o Existing R.O.W. Maps, (Dwg. ERW-11, 12, 13 & 14) - Preliminary  
o Minutes of 2-2-90 review meeting, and legal description from Ms. Hallock (legal description dated 9-12-89 - revised).