

Loop 303 South: SR 30 to the Proposed Hassayampa Freeway

September 2012

Prepared by

Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

In cooperation with

U.S. Department of Transportation
Federal Highway Administration

Agency and Public Scoping Summary

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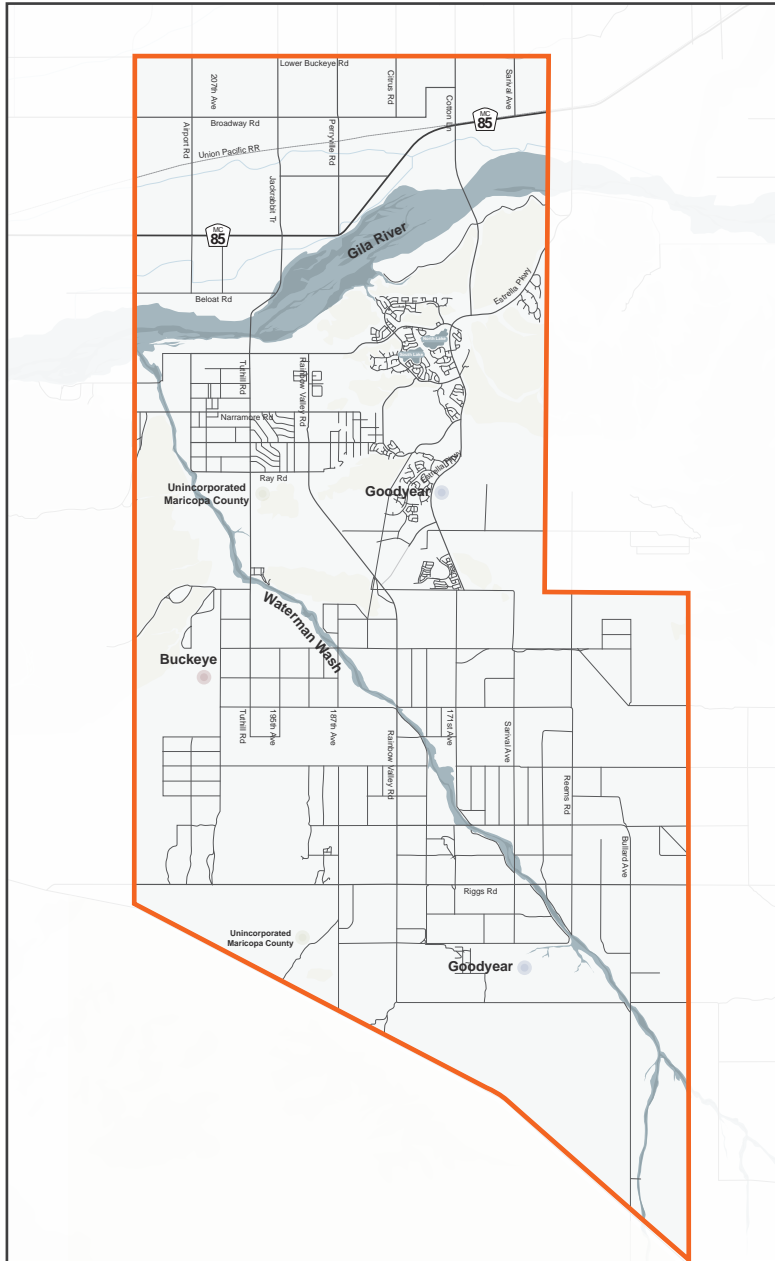
1.0 Introduction

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) initiated a study and environmental overview to identify and evaluate the most feasible transportation corridor/river crossing for the future extension of Loop 303 between the proposed State Route 30 and Hassayampa freeways. The proposed corridor could be located within the City of Goodyear and unincorporated sections of Maricopa County. (Detailed maps appendix B.)

The first formal step in the feasibility study and Environmental Overview process is the scoping phase, the results of which are summarized in this report. Scoping is a process initiated early in a study that is open to agencies and the public to identify the range, or scope, of issues to be addressed during the development of engineering, planning and environmental studies.

The public scoping meetings occurred on January 17 and 28, 2012, and the agency scoping meeting occurred on March 20, 2012, with the public scoping comment period from January 6 - February 17, 2012. The following scoping summary includes the information and presentations provided during the scoping meetings, as well as a summation of comments received from participants and responses from the study team.

Figure 1 – Study Area



2.0 Agency Scoping

2.1 Scoping Letter

The study team prepared and distributed a scoping letter to agency representatives who may have an interest in the study. The letters were mailed on February 21, 2012 to 92 agency representatives. A copy of the agency scoping letter is attached (Appendix A).

2.2 Agency Scoping Meeting

ADOT and FHWA held an agency scoping meeting on March 20, 2012, at the ADOT Equipment Services Large Training Room, 2225 S 22nd Avenue, Phoenix, Arizona 85009. The purpose of this meeting was to provide agency representatives with preliminary study information and to receive input regarding any issues that they feel should be evaluated. Thirty-three individuals representing the following agencies attended this meeting:

- Maricopa County Department of Transportation
- Arizona Department of Transportation
- Town of Buckeye
- Bureau of Land Management
- Salt River Project
- Tucson Electric Power
- Arizona Game and Fish Department
- Arizona State Land Department
- Arizona State Historic Preservation Office
- City of Goodyear
- Arizona Department of Public Safety
- Palo Verde Generating Station
- Arizona Public Service
- Buckeye Water and Sewer
- Maricopa County Department of Transportation
- Flood Control District of Maricopa County
- Western Area Power Administration

The agency scoping meeting began at 1:00 p.m. and included a formal presentation, followed by a discussion session. The presentation provided an overview of the study purpose and objectives, engineering and environmental elements, study schedule and process, as well as an overview of the existing environment.

During the discussion session, agency representatives were able to comment on the study and the information presented. In addition, contact information was provided for agency representatives to continue providing input.

2.3 Discussion Session

Following the presentation, each agency representative was asked for input on the study during the discussion session. The comments and responses are documented below in Table 1.

Table 1: Agency Comments

| Agency | Comment | Response |
|---|---|---|
| <p>Arizona Department of Transportation -Dave Eberhart</p> | <p>What deliverables will PB be providing to ADOT? Will there be meeting minutes and other meetings about this project?</p> | <p>A Draft Feasibility Report, which will include a corridor alternative analysis and an environmental overview, is scheduled for submittal and review in June 2012. A Final Feasibility Report is scheduled for completion in August 2012.</p> <p>Meeting minutes will be provided for review and regularly scheduled progress meetings will resume on the 2nd Monday of the month.</p> |
| <p>City of Goodyear -Keith Brown</p> | <p>Will the preferred corridor be the final corridor on which the design will be based?</p> <p>Stated that a letter was sent from the Mayor stating the City's preferences.</p> <p>He indicated the City's preference for a Rainbow Valley Road corridor because of the work already done to extend Cotton lane as an arterial with utilities and a new bridge crossing the Gila River. He also asked if ADOT would be looking at the work done with the original studies that MCDOT had done in the past.</p> <p>Will channelization be considered at the crossing of the river?</p> <p>K. Brown noted that a Rainbow Valley Road corridor has access from both sides (east and west) distributed more evenly than a Cotton Lane corridor that would only have access from the west.</p> | <p>PB confirmed with a yes but noted that the corridors are 1 to 1.5 miles wide and more detailed engineering will be required in the future to finalize an actual alignment.</p> <p>Noted that a letter was sent.</p> <p>PB mentioned that they will look at all previous work done as part of the analysis.</p> <p>PB replied that channelization may be considered in the future but this study focuses on simply determining if the crossing is feasible.</p> |

Agency and Public Scoping Summary

| Agency | Comment | Response |
|--|---|--|
| Maricopa County Department of Transportation - Denise Lacey and Tim Oliver | Commented that the analysis for the SR30/SR303L interchange is important because of the proximity to MC85 and the river crossing. MC85 is a very important roadway because it is one of the only thoroughfares in this area and MCDOT is concerned about any impact to it. MCDOT would like to see more detail in the SR30/SR303L interchange including a footprint and studies on the access points, etc. They requested that their previously completed studies be mentioned in the report. | PB indicated that SR303 Hassayampa Freeway to SR30 is currently being studied at a broad level in order to determine a feasible corridor and a river crossing location. The SR303L, I-10 to SR30 is the higher priority project and will include the siting, configuration, and access analysis. At this time, it is the intent to maintain MC85's continuity. |
| State Historic Preservation Office (SHPO) - David Jacobs | Commented that there may be a trail of cultural significance through the project area that should be looked at. He mentioned that a study was done on MC85 that identified the trail and requested this document to be reviewed. | PB will coordinate with David to get information on the trail. ADOT will have a meeting with the Gila River Indian Community to discuss the trail location and other traditional cultural properties. |
| Arizona Public Service - Randy Butler | Commented that they have a major water transmission line that serves the Palo Verde Nuclear Generating Station. The line is located within in the Buckeye Canal right of way and has been reinforced in some locations near Cotton Lane. Any corridors crossing the line will require additional reinforcement. | PB indicated that they are aware of the line and implications associated with impacts. The line will traverse the SR30/SR303L interchange area so several impacts are expected. |
| Western Area Power Administration (WAPA) - Budd Rogers | Asked if the corridor will be outside of the WAPA easements/wire boundaries. WAPA is planning additional lines within their existing easements. | WAPA facilities traverse east and west along the north side of the river and do not traverse north and south as APS, SRP and TEP currently do. The SR303L corridors will cross under their facilities as the freeway heads to the south. Future coordination will further identify any impacts to their current and future facilities. |
| Tucson Electric Power (TEP) - Clark Bryner | | PB assured TEP that the Cotton Lane corridor alternative will be immediately adjacent to their right of way on the east side. PB has received right of way information from TEP which has been used to identify the corridor. |

Agency and Public Scoping Summary

| Agency | Comment | Response |
|--|---|--|
| Salt River Project Transmission (SRP) - Elijah Luband | Commented that their facilities are in the area. | PB indicated that the SRP transmission corridors have been located by aerial views through the study area. SRP has 500kV overhead transmission that traverses north and south through the Cotton Lane corridor alternative and east and west across the Rainbow Valley Road corridor alternative. All efforts will be made to avoid these facilities as the project development process moves forward. |
| Arizona Public Service (APS) - Mike Bouche | Noted that APS has a substation to the east of Estrella Mountain Ranch. | Current research indicates that a 69kV overhead power exists within the Cotton Lane corridor alternative. PB will coordinate with APS to verify their facilities within the study area |
| Arizona Game and Fish - Kelly Wolff-Krauber | Commented that there may be wildlife linkage concerns along the Gila River and Waterman Wash. She indicated the linkage maps for Maricopa County were recently updated and she will need to review them before making specific comments. In addition there may be some cottonwood mitigation in the area of the Alternative 3, Gila River crossing. | Tim Wade is part of our consultant team and has indicated that the quality of habit in this area of the river increases as you go west. |
| Bureau of Land Management (BLM) - Leah Baker & Ben Parsons | Commented that the Proposed Regional Master Plan and Final EIS should be released in May 2012. Final approval and Record of Decision is anticipated in August 2012. The City of Goodyear's Sonoran Parkway is also being planned in the area and he is concerned with the redundancy in the design of the ADOT and City of Goodyear infrastructure being planned. | PB explained that ADOT is concentrating on controlled access freeway corridors at this time, and the MAG transportation plan includes these freeways as well as parkways, arterials and other transportation related facilities. The team will coordinate with BLM and COG to obtain all available information for the Sonoran Valley Parkway alignments being studied. |
| Flood Control District of Maricopa County (FCDMC) - Greg Jones | Commented that the District conducted a study in Rainbow Valley which included 2' or 4' mapping which can be used as reference. There was also a floodplain study conducted for the Gila River and Waterman Wash. He also added that these studies do not take into account any additional development or land use changes that may take place which could affect future flows in the area. | Comments were noted. |

2.4 Written Comments

Following the agency scoping meeting, attendees were able to submit comments to be included in the scoping process either on the forms provided, or by letter, e-mail, or fax. A total of six agencies submitted comments by letter. A copy of the letters is attached (Appendix H)

3.0 Public Scoping

3.1 Informational Newsletter

The study team prepared and distributed an informational newsletter introducing the study and inviting the public to attend the open house meeting(s) on January 17 and 28, 2012. The newsletter was mailed the week of January 3, 2012, to 11,225 property owners, occupants and businesses within the study area.

A copy of the informational newsletter is attached (Appendix B).

3.2 Newspaper Display Notices

Newspaper display notices announcing the public open house meetings were published in The Arizona Republic and West Valley View newspapers. The newspaper display notices are attached (Appendix C). Table #2 shows the dates of publication:

Table #2: Publication of Newspaper Display Notices

| Publication | Date Published |
|----------------------|-------------------------|
| The Arizona Republic | January 14 and 25, 2012 |
| West Valley View | January 13 and 24, 2012 |

3.3 Public Open House Meetings

The purpose of the public open house meetings was to provide an introduction to the study and preliminary information regarding the study process, as well as provide the opportunity for attendees to ask questions and submit comments. A total of 377 people attended the public open house meetings.

Four open house meetings were held. Meetings were held simultaneously; two on January 17 from 6:00 p.m. to 8:00 p.m. and two on January 28 from 10:00 a.m. to 12:00 p.m. The meetings included display boards providing an overview of the study area, study background, engineering elements, environmental elements, and study process and schedule. There was also an area for meeting attendees to submit comments. A copy of the display boards is attached (Appendix D).

3.4 Website

The project website was developed and the web address was published on all informational materials. Open house meeting information and project details were provided on the website:

http://valleyfreeways.com/highways/valley_freeways/loop_303/south/sr30_Hassayampa/index.asp

3.5 Postcards

The communications team created and distributed 2,500 postcards announcing the public open house meetings to Goodyear, Buckeye and Rainbow Valley residents, the second week in January 2012, including:

- 2,000 postcards sent home with students from Rainbow Valley, Estrella Mountain and Liberty Elementary Schools.
- 500 postcards distributed among the City of Goodyear, Town of Buckeye, Buckeye Valley Chamber, Southwest Valley Chamber, and Estrella Mountain Ranch Starpoint Club.

A copy of the postcard is attached (Appendix E).

4.0 Scoping Comment Summary

During the scoping comment period, comments could be submitted in a variety of ways, including written, telephone, e-mail, and online. A total of 811 comments were received as of February 17, 2012. A copy of the comment form is attached (Appendix F).

4.1 Comments Received

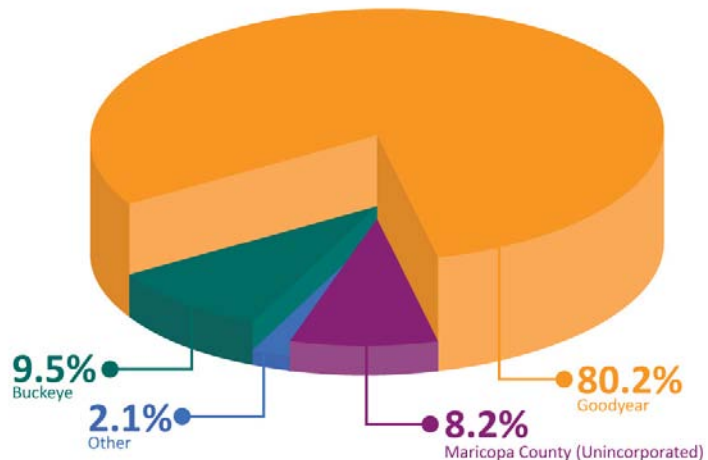
The newsletter contained a return form whereby citizens could write a comment and personal contact information to be added to the project database. Comment forms were also distributed to meeting attendees at the public open house meetings. Meeting attendees were encouraged to complete and submit comments to the study team by February 17, 2012. A total of 244 mailed comment forms, 534 completed online comment forms, 27 sent e-mails and 6 letters were received within the 30-day comment period.

4.2 Summary of Comments Received

Of the comments received 453 (61.3 percent) requested to be added to the project mailing list. All comments were coded by topic and added to an interactive database. A quantification of comments by issue is provided below in Table 3 with a summary of issues and responses followed below. Comments were received written, telephone, e-mail, online and at the public scoping meetings. Responses were typically given via the method in which the comment was received (e.g., e-mailed comments were responded to via e-mail). Appendix G provides issues received by question.

792 respondents provided us with the community in which they reside. Figure 2 on the right depicts the percentage for each community based on the number of responses.

Figure 2 – Community Response

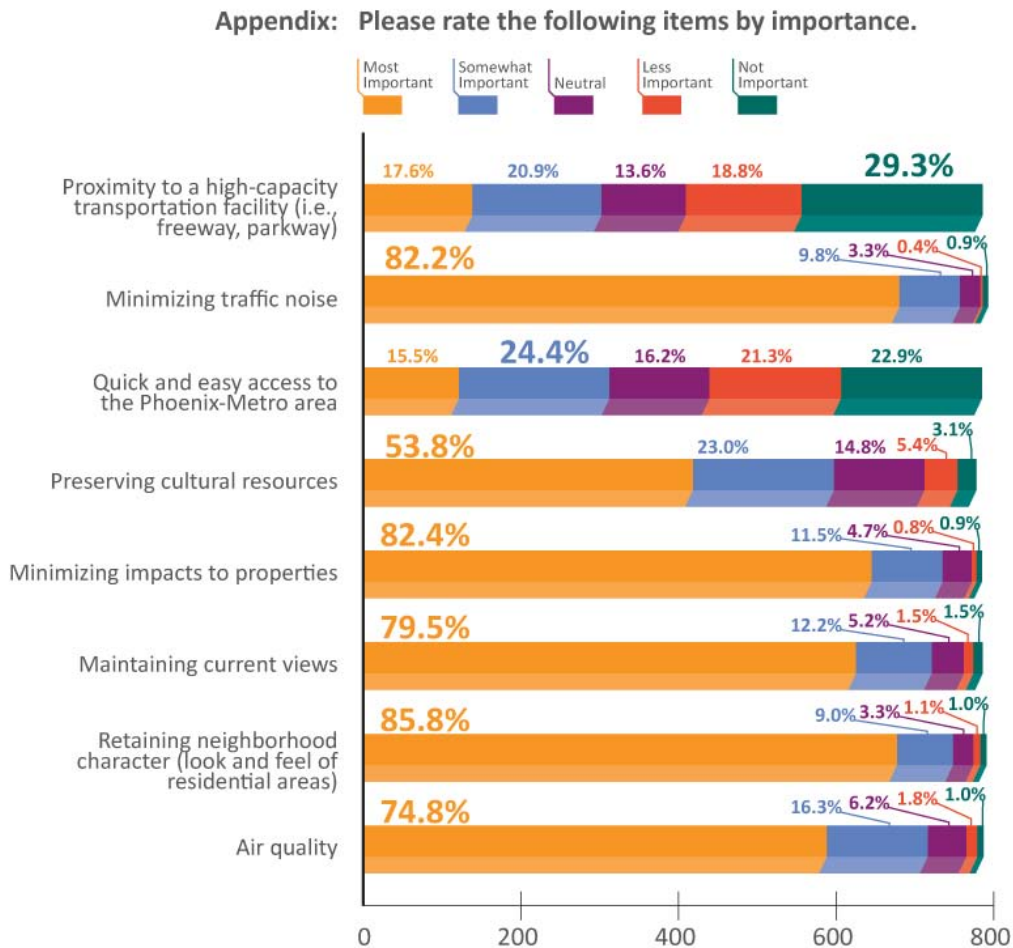


Agency and Public Scoping Summary

The comment form requested respondents to rate items by importance. 791 comments responded to this question. Six of the eight topic areas received a “most important” ranking:

- Minimizing traffic noise
- Preserving cultural resources
- Minimizing impacts to properties
- Maintaining current views
- Retaining neighborhood character
- Air Quality

Proximity to a high-capacity transportation facility and quick and easy access to the Phoenix-Metro area received the lowest ranking among the respondents.



Agency and Public Scoping Summary

Table 3: Comments received by issue

| Issue | Comments Received |
|----------------------------|-------------------|
| Alternatives 1, 2 and 4 | 27 |
| Alternative 3 | 671 |
| Alternative 5 | 470 |
| No Build | 195 |
| Build Outside Study Area | 84 |
| Environmental Concerns | 94 |
| Supportive of the Freeway | 167 |
| General Comments | 149 |
| Stick to the Goodyear Plan | 4 |

Note: In some cases, questions were submitted to the project team without contact information so a response could not be provided. In these cases, the response that would have been given to the commenter is provided in this document. Comments supplied could cover more than one topic area.

Alternatives 1, 2 and 4

Of the comments regarding Alternatives 1, 2, and 4 the majority expressed that these alternatives seem to impose the least impact on residential areas. Some representative comments included:

- Alternatives 1 - 2 don't seem to impact too many residential areas but these newly considered alternatives for further studies would be posing a unbearable burden on not just mine but many of my neighbors quality of life.
- Alternative 4 would funnel traffic and related noise away from the Estrella Mt. Ranch area.
- Crossing 1 would be my choice due to it being a shorter span across the Gila Less cost

Responses were provided to each comment received. Responses to comments concerning alternatives 1, 2, and 4 thanked the commenter for their input and stated that the study team had completed a preliminary review of aerial photography, current land uses, topography, and an inventory of engineering and environmental constraints, and Alternatives 1, 2, and 4 were not recommended for further study. No specific questions about these alternatives analysis were submitted to the study team.

Agency and Public Scoping Summary

Alternative 3

Of the comments submitted regarding Alternative 3, the majority (645) supported this crossing and corridor in general. The following are comments representative of the support and opposition:

- The Gila River Crossing associated with the most westerly Alternative (#3) would appear to provide a greater benefit to commercial and business users as a result of the uses north of the Gila River (i.e. better distribution). It also provides an additional crossing at a location that is not currently serviced by a crossing which is a further material benefit over the Alternative (i.e. the additional crossing will serve to improve access and egress).
- #3 encroaches on my farmland & horse ranch. Proposed freeway could damage pasture fences, kill/harm horses & or people if car accident occurs! Also would cause extreme noise between traffic & trains and totally eliminate view of mountains - I bought my property specifically to live in the country away from traffic & noise!

Responses to comments concerning Alternative 3 thanked the commenter for their input and stated that the study team would be considering all options that were reasonable and feasible including the no-build option.

Alternative 5

Comments submitted regarding Alternative 5 were generally even in support and opposition. 57 percent of respondents supported this crossing and corridor Alternative and 43 were in opposition. The following are comments representative of the support and opposition:

- I live in Estrella Mountain Ranch. We moved here in 2008 and, doing our due diligence before investing, we knew that the freeway was planned to run through Estrella. The route through Estrella seems to be the most efficient route, and assuming that the freeway will be built low, I think it is the best route. Running the freeway through Rainbow Valley appears like it would be more costly and less convenient.
- I understand the desire to create future hwy access to support the growth in the area however I don't feel that a connector of this magnitude should run directly through a beautiful high density subdivision such as Estrella Mountain Ranch. To have it run along Estrella Parkway near the high school and community centre is ludicrous. That would not only change the entire layout and feel of this "Planned Community" but would bring in unnecessary traffic and pollution to this serene development and impact the property values greatly. In this time when the economy is recovering I hardly think that to impact a beautiful area and further impact the values of our homes would not only be irresponsible but inappropriate and inconsiderate especially when there is so much undeveloped land available that could accommodate this loop without impacting current home owners. At least then if developments went in the individuals purchasing would know what is in their area, not shoving it down the throats of unsuspecting owners at this time.

Responses to comments concerning Alternative 5 thanked the commenter for their input and stated that the study team would be considering all options that were reasonable and feasible including the no-build option.

No Build Alternative

Comments categorized as no build concentrated on loss of property value, environmental concerns and the idea that residents chose this area for its serenity and remoteness. Some representative comments include:

- Please refrain from putting the freeway near Estrella Mountain Ranch/Estrella Parkway or Rainbow Valley. These are residential communities with a deliberate desire to have a tranquil, natural and preserved quality to them...Not a freeway. I oppose.
- I question the need in general for the south expansion of loop 303.
- As a resident of the area, I am strongly against any proposed crossing that intrudes on the Estrella Mountain Ranch area (crossings 3,4, and 5). Part of our desire to purchase a home in that area was to get away from freeways, so to have a proposed freeway run right on the outskirts of our community is not appealing.

Responses to comments concerning the no build option thanked the commenter for their input and stated that the study team would be considering all options that were reasonable and feasible and this includes a no-build option.

Build Outside the Study Area

Comments submitted that directed the study to look outside the study area were typically in support of a Loop 303 South extension but wanted it to go either further west or east. Some representative comments include:

- If you are going to complete it [Loop 303 South], I believe it should be routed near and through some of the non-inhabited land we have here in the west valley. There is no reason to put it near communities where people live.
- The 2 proposed alternatives are both too close to where all this housing growth is taking place. I would like to see the 303 loop located several miles farther west so that the noise and car exhaust are not near all these new homes. I just retired here from Ohio and I chose this beautiful location because it is not near a major highway. Please look more to the west.

Responses to comments about building outside the study area thanked the commenter for their response and stated that this study was confined to the defined study area, however, the study team would be considering all options that were reasonable and feasible and this includes a no-build option in this area.

Environmental Concerns

Of the comments regarding environmental issues, the majority were concerned with air quality and noise, particularly from residents who stated they would be in close proximity to one of the corridor alignments. Representative comments include:

- These newly considered alternatives for further studies would be posing an unbearable burden on not just mine but many of my neighbors' quality of life with traffic noise and pollution. To add the noise and all other negative associations of the highway corridor so close to well established and already suffering neighborhoods is irresponsible to Goodyear residences.
- This route must take into consideration all aspects to minimize the impact on the area, noise, looks, pollution and environmentally friendly.

Responses were provided to each comment received. Responses to comments concerning air quality and noise stated that ADOT understands that these environmental issues are important and they will be thoroughly looked at in future phases of this project. For this study, environmental issues studied are the potential displacement of residential and commercial properties will be evaluated, along with potential impacts to historic sites, traditional cultural properties, lands managed for waterfowl conservation and habitat for endangered or threatened wildlife species.

Supportive of the Freeway

167 of the comments received were supportive of the Loop 303 South corridor. Comments focused on economic development, population growth and general approval for another access point. Comments were noted by the study team.

General Comments

Comments categorized as general included requests for information about other freeway projects, comments about the study in general or comments discouraging any study of freeway improvements. Responses generally thanked the commenter and provided a link to more information when appropriate.

Stick to the Goodyear General Plan

Four comments stated that any new alignments should keep the same course as the Goodyear General Plan. The study team responded that this plan, along with previous studies, is taken into consideration as part of the feasibility study.

Appendix A: Agency Scoping Letter



Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

Floyd Roehrich Jr.
State Engineer

John S. Halikowski
Director

February 21, 2012

«M» «First» «Last»
«Title»
«Agency»
«AI»
«City», «ST» «Zip»

Re: STP-303-D(BDO)A
303 MA 074 H7194 01L
SR 303L, SR 30 to Hassayampa Freeway

Dear «M» «Last»:

The Arizona Department of Transportation (ADOT), the project sponsor, and the Federal Highway Administration, as lead federal agency, are conducting an engineering and environmental feasibility study to identify and evaluate alternatives for the possible future extension of State Route (SR) 303L between the proposed SR 30 and Hassayampa freeways (Figure 1). The proposed project would be located in the city of Goodyear and/or unincorporated sections of Maricopa County. The proposed transportation facility would include a new crossing of the Gila River and would likely provide four general purpose travel lanes and a high occupancy vehicle lane in each direction, with a southern terminus at MAG's proposed Hassayampa Freeway. Though design and construction of the proposed project is not currently funded in the Maricopa Association of Government's (MAG) Regional Transportation Plan, the purpose of this study is to identify a preferred river crossing and a proposed freeway corridor location for SR 303L. Detailed engineering and environmental studies will occur after a preliminary river crossing alternative is identified based on agency and public input.

To date, the study team has identified five possible river crossing alternatives from just west of the Tuthill Road bridge east to Cotton Lane for the SR 303L extension (Figure 2). Based on a preliminary review of aerial photography, current land uses, topography, and an inventory of engineering and environmental constraints, Alternative 1 is not recommended for more detailed study as it would encroach upon high quality wildlife habitat and result in longer travel distances. Alternatives 2 and 4 are not recommended for more detailed study due to direct impacts on waterfowl conservation lands, which are managed by the Arizona Game and Fish Department. Alternative 3 (Perryville Road) and Alternative 5 (Cotton Lane) are recommended for more detailed study because they avoid these areas. Alternative 3 would cross the river on a southeasterly skew, midway between Jackrabbit Trail and Perryville Road, while Alternative 5 would cross the river near the Cotton Lane bridge that the Maricopa County Department of Transportation finished constructing in late 2008.

South of the Gila River, two broad corridors (Figure 3) will be evaluated regarding a potential freeway alignment. The Perryville Road option would pass through Rainbow Valley to MAG's proposed Hassayampa Freeway. The Cotton Lane option would pass east of the Estrella Mountain Ranch development and then continue south along an existing utility corridor to the Hassayampa Freeway.

The study team needs your assistance in identifying issues and concerns to be addressed in this study. Thus, ADOT has scheduled an agency scoping meeting for 1:00 to 4:30 p.m. on Tuesday, March 20th, 2012, at the

Appendix A: Agency Scoping Letter

«M» «Last»
February 21, 2012
303 MA 074 H7194 01L
Page 2

Equipment Services Large Training Room, 2225 South 22nd Avenue, Phoenix, AZ 85009, to present the results of the preliminary work conducted to date, recommendations under consideration, and to obtain your input.

An RSVP from you, or a representative of your agency, is requested by March 9th, 2012. Please contact Sarah E. Squires at 480.449.4608; by e-mail at squiresse@pbworld.com; or by mail at:

Sarah E. Squires
Parsons Brinckerhoff
350 W. Washington Street, Suite 300
Tempe, AZ 85281

Thank you in advance for your participation and involvement in the development of this important project.

Sincerely,



Anna Masayeva
Environmental Planner II

Enclosures

Figure 1: Project Vicinity
Figure 2: River Crossing Alternatives
Figure 3: Corridor Location Alternatives

Appendix B: Informational Newsletter

Loop 303 Study

Your Input is Important!
All comments must be submitted by February 17, 2012.

Please Print Survey may also be completed online at valleyfreeways.com/loop303south

Name: _____ Email: _____

Community: Buckeye Goodyear Maricopa County (Unincorporated) Tribal Community Other

Address: _____

City: _____ State: _____ Zip: _____

Provide comments on the proposed Loop 303 corridor alternatives. _____

Provide comments on the proposed Cila River Crossings. _____

Please rate the following items by importance.

| | Very Important | Somewhat Important | Neutral | Less Important | Not Important |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Proximity to a high-capacity transportation facility (i.e., freeway, parkway) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Minimizing traffic noise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quick and easy access to the Phoenix Metro area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Preserving cultural resources | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Minimizing impacts to properties | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintaining current views | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Retaining neighborhood character (look and feel of residential areas) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air quality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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Contact

Mail: c/o Jennifer Greutz • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: jgreutz@azdot.gov • Phone: 602.510.9840

ADOT ValleyFreeways.com/loop303south

Meeting locations and project schedule available at ValleyFreeways.com/loop303south

Loop 303 Study
c/o Valley Community Outreach Team
205 S. 7th Avenue, MD 111A
Phoenix, AZ 85007

ADOT
c/o Jennifer Greutz
1655 W. Jackson St.
Mail Drop 126F
Phoenix, AZ 85007

Loop 303 Study from SR30 to Hassayampa Freeway

Your Input is Important!

1 Participate Online January 3 - February 17
valleyfreeways.com/loop303south

2 Visit us in Person
Tuesday, Jan. 17 from 6 - 8 p.m.
• Rainbow Valley Elementary School
Saturday, Jan. 28 from 10 a.m. - 12 noon
• Estrella Mountain Ranch Marketplace
• Buckeye Valley Fire Station #326

FIRST CLASS POSTAGE REQUIRED

POSTAGE
STAMPED
U.S. POSTAGE PAID
PHOENIX, AZ
PERMIT NO. 1841

Appendix B: Informational Newsletter

Loop 303 Study from SR30 to the proposed Hassayampa Freeway.

303 Loop 303 Study from SR30 to the proposed Hassayampa Freeway.

ADOT and the Federal Highway Administration are conducting a feasibility study and environmental overview to identify and evaluate possible alternative corridors for the future extension of Loop 303 between the proposed State Route 30 and Hassayampa freeways.

The purpose of the study is to identify the most feasible Loop 303 transportation corridor.

The proposed Loop 303 transportation corridor could be located within the City of Goodyear and unincorporated sections of Maricopa County.

The proposed Loop 303 extension may include four travel lanes, a high occupancy vehicle (HOV) lane in each direction and a new Gila River crossing. The Loop 303 corridor may ultimately connect to MAG's proposed Hassayampa Freeway. After a preliminary Gila River crossing alternative is identified based on agency and public input for this study, further detailed engineering and environmental studies will occur.

Proposed River Crossing/Corridor Alternatives

LEGEND

- Study Area
- Boundary
- Recommended for further study
- Alternatives not recommended
- Proposed Loop 303 Corridor Alternatives
- Proposed MAG Freeway
- SR30 Study Area
- River Crossing Alternatives
- Other Areas
- School Site
- Freeway
- Arizona Game & Fish Department Conservation Land
- Potential Section (1) Freeway

Map not to scale. Drawing provided for information only.

1 Alternative 1 is not recommended for further study as it would encroach upon high-quality wildlife habitat and result in longer travel distances.

2 Alternatives 2 and 4 are not recommended for further study due to direct impacts to waterfowl conservation lands, which are managed by the Arizona Game and Fish Department.

3 Alternative 3 would potentially cross the Gila River midway between Jackrabbit Trail and Perryville Road. South of the Gila River crossing, this alternative would follow near Rainbow Valley Road and connect to the proposed Hassayampa Freeway.

4 Alternative 4 would potentially cross the Gila River near the Cotton Lane Bridge. It would then pass east of currently developed areas in the Estrella Mountain Ranch community, continue south and connect to the proposed Hassayampa Freeway.

5 Alternative 5 would potentially cross the Gila River near the Cotton Lane Bridge. It would then pass east of currently developed areas in the Estrella Mountain Ranch community, continue south and connect to the proposed Hassayampa Freeway.

An initial analysis identified five possible river crossing alternatives for the Loop 303 from west of Tuthill Road bridge to Cotton Lane.

Based on a preliminary review of aerial photography, current land uses, topography, and an inventory of engineering and environmental constraints, three of the river crossings are not recommended for further study - Alternatives 1, 2, and 4.

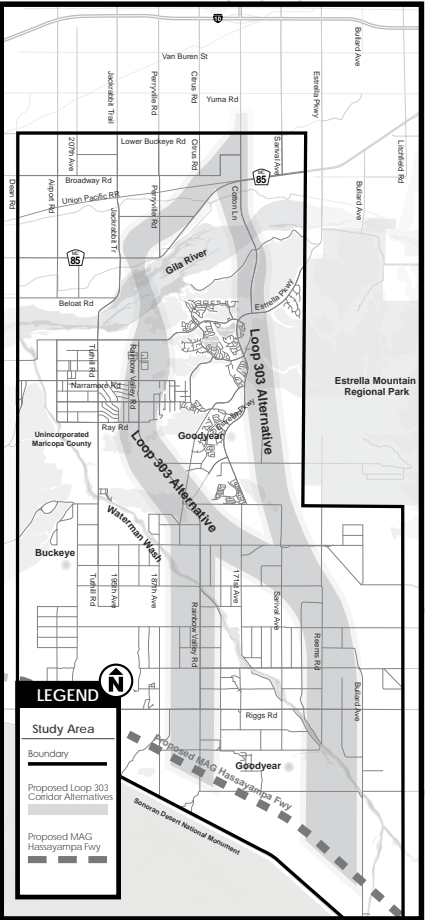
Two proposed alternatives:
 Alternative 3 (Perryville Road/Rainbow Valley Road) and Alternative 5 (Cotton Lane) have been recommended for additional detailed study.

Appendix C: Newspaper Display Advertisements

303

Loop 303 Study from SR30 to Hassayampa Freeway

Arizona Department of Transportation (ADOT) and the Federal Highway Administration are conducting a feasibility study and environmental overview to identify and evaluate possible alternative corridors for the future extension of Loop 303 between the proposed SR30 and Hassayampa freeways.



Your Input is Important!

ADOT invites you to learn more about the Loop 303 Study from SR30 to the Hassayampa Freeway at our Open House events. ADOT will be hosting four open houses for you to ask questions, talk to staff involved in this project and learn more about this study. Your feedback is important and will be used to shape recommendations for this future transportation corridor.

PUBLIC OPEN HOUSE



Tuesday, Jan. 17 from 6 – 8 p.m.

- Estrella Mountain Ranch Starpointe Club
- Rainbow Valley Elementary School

Saturday, Jan. 28 from 10 a.m. – 12 noon

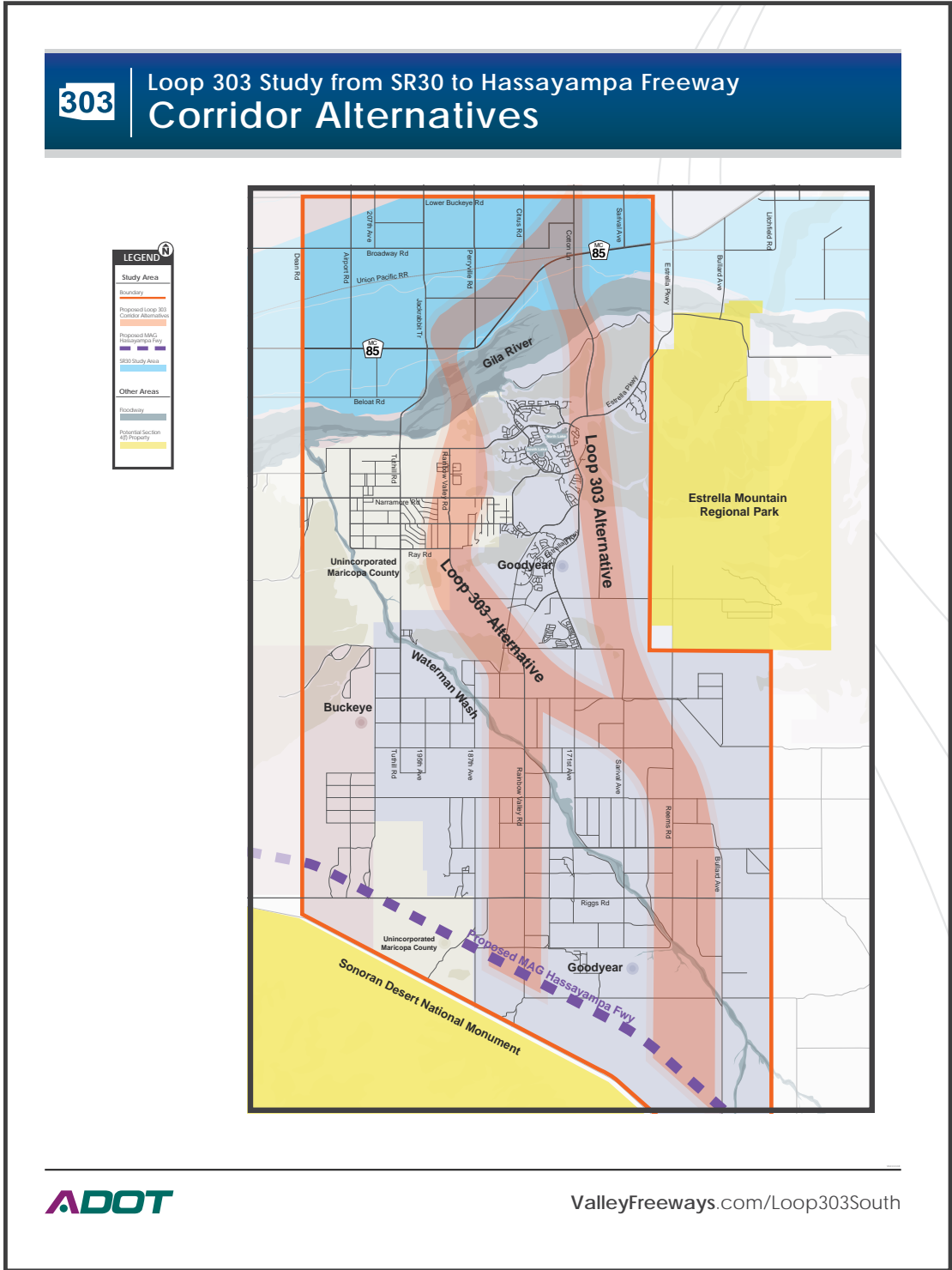
- Mountain Ranch Marketplace
- Buckeye Valley Fire Station #326

ADOT Project No. 303 MA 074 H7194 01L • Federal Aid No. 303-A(BDO)A VG1112129

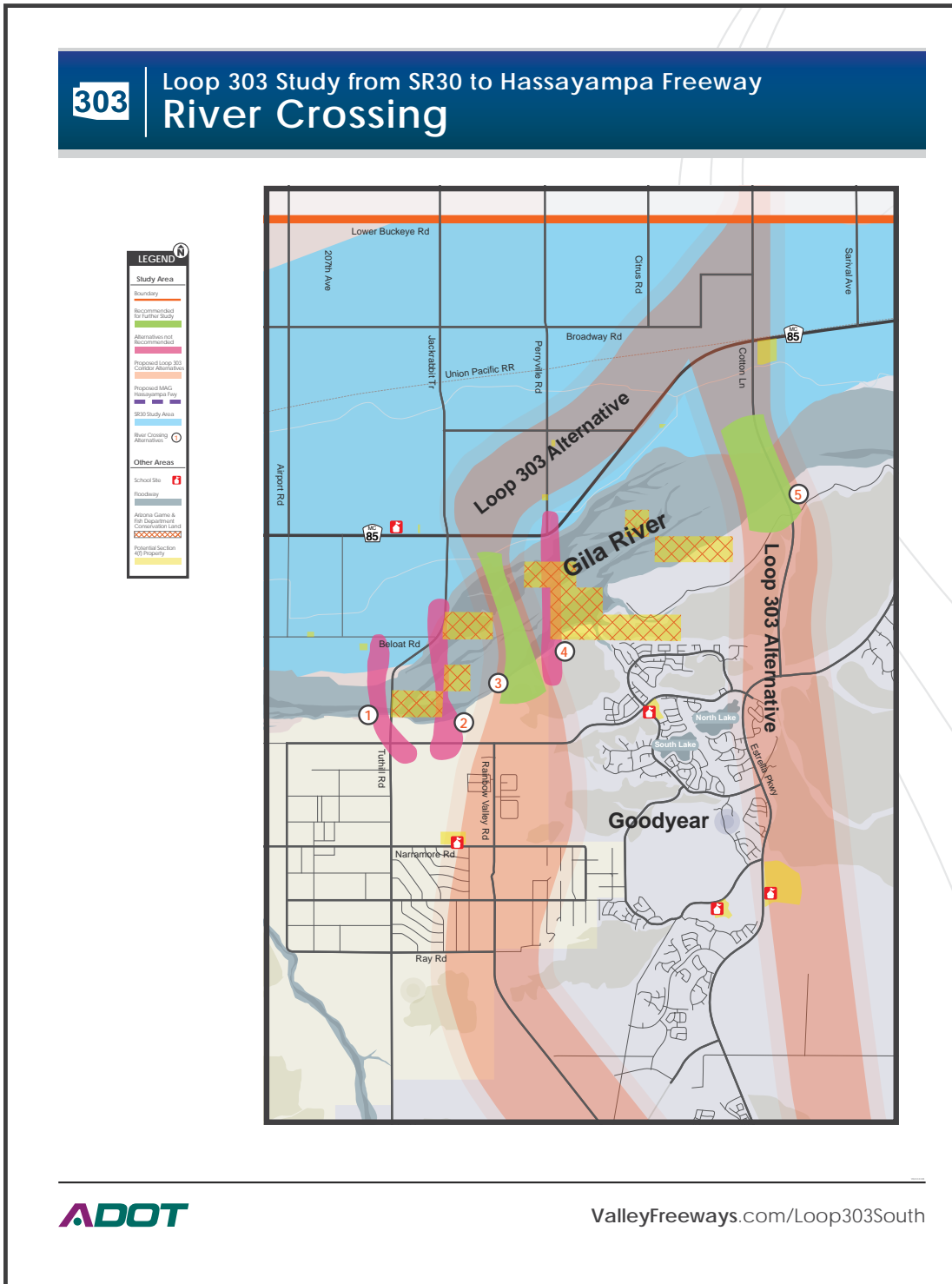



ValleyFreeways.com/Loop303South

Appendix D: Public Open House Display Boards



Appendix D: Public Open House Display Boards



Appendix D: Public Open House Display Boards

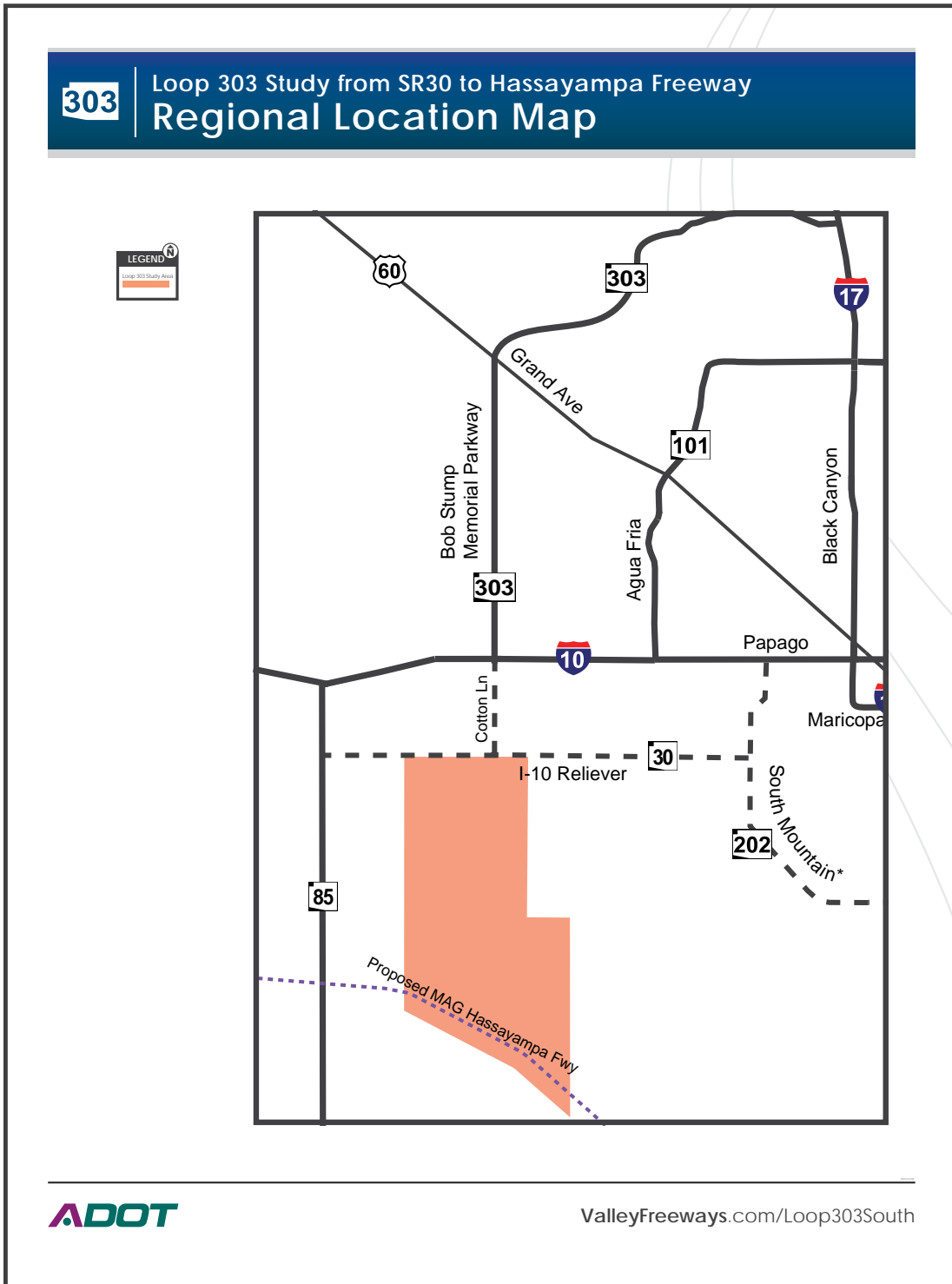
303 | Loop 303 Study
Project Timeline

| | |
|-----------------------|--|
| SPRING 2002 | Public/Stakeholder Meetings |
| SUMMER 2003 | MCDOT Draft Corridor Improvement Study & Public/Stakeholder Meetings |
| SPRING 2004 | Public/Stakeholder Meeting & MCDOT Final Corridor Improvement Study |
| WINTER 2009-10 | River Crossing Alternative Analysis |
| SUMMER 2011 | Inclusion of Cotton Lane and Rainbow Valley corridors |
| WINTER 2011-12 | ADOT Agency Scoping Meeting |
| WINTER 2011-12 | Public/Stakeholder Meetings |
| SUMMER 2012 | ADOT Final Feasibility Report |

This project is currently unfunded 2006 - 2025 RTP

ADOT ValleyFreeways.com/Loop303South

Appendix D: Public Open House Display Boards



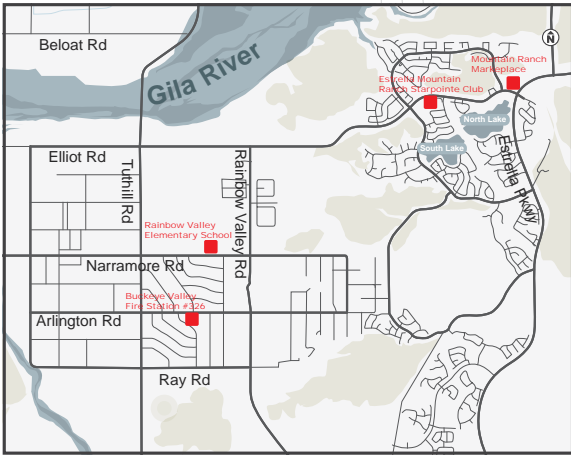
Appendix E: Postcard




303 | **Loop 303 Study from SR30 to Hassayampa Freeway**

Your Input is Important!

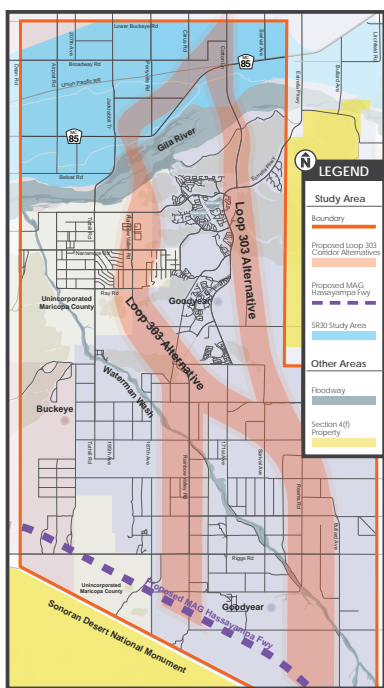
- 1
Participate Online
 January 3 - February 17
ValleyFreeways.com/loop303south/
- 2
Visit us in Person
Tuesday, Jan. 17 from 6 – 8 p.m.
 - Estrella Mountain Ranch Starpointe Club
 - Rainbow Valley Elementary School**Saturday, Jan. 28 from 10 a.m. – 12 noon**
 - Mountain Ranch Marketplace
 - Buckeye Valley Fire Station #326


The Liberty Elementary School District neither endorses nor sponsors the organization or activity represented in this material. The distribution or display of this material is provided as a community service.



ValleyFreeways.com/Loop303South



Loop 303 Study 

ADOT and the Federal Highway Administration are conducting a feasibility study and environmental overview to identify and evaluate possible alternative corridors for the future extension of Loop 303 between the proposed State Route 30 and Hassayampa freeways.

The purpose is to identify the most feasible Loop 303 transportation corridor.

The proposed Loop 303 transportation corridor could be located within the City of Goodyear and unincorporated sections of Maricopa County.

The proposed Loop 303 extension may include four travel lanes, a high occupancy vehicle (HOV) lane in each direction and a new Gila River crossing. The Loop 303 corridor may ultimately connect to MAG's proposed Hassayampa Freeway. After a preliminary Gila River crossing alternative is identified based on agency and public input for this study, further detailed engineering and environmental studies will occur.

Mail: c/o Jennifer Grentz • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: jgrentz@azdot.gov • Phone: 602.510.9840

VG1112126

Appendix F: Comment Form

Loop 303 Study

Your Input is Important!
 All comments must be submitted by February 17, 2012.

Please Print _____ Survey may also be completed online at valleyfreeways.com/Loop303South

Name: _____ Email: _____

Community: Buckeye Goodyear Maricopa County (Unincorporated) Tribal Community Other

Address: _____

City _____ State _____ Zip _____

| | | |
|--|--|--|
| Provide comments on the Loop 303 study area. _____ _____ _____ _____ _____ | Provide comments on the proposed Loop 303 corridor alternatives. _____ _____ _____ _____ _____ | Provide comments on the proposed Gila River Crossings. _____ _____ _____ _____ _____ |
|--|--|--|

Please rate the following items by importance.

| | Very Important | Somewhat Important | Neutral | Less Important | Not Important |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Proximity to a high-capacity transportation facility (i.e., freeway, parkway) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Minimizing traffic noise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quick and easy access to the Phoenix-Metro area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Preserving cultural resources | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Minimizing impacts to properties | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintaining current views | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Retaining neighborhood character (look and feel of residential areas) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air quality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Subscribe me to the West Valley e-newsletter

@ArizonaDOT facebook.com/AZDOT adotblog.blogspot.com

Contact

Mail: c/o Jennifer Grentz • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
 Email: jgrentz@azdot.gov • Phone: 602.510.9840

ValleyFreeways.com/loop303south

Appendix G: Comment Issues by Question

Survey question 3: Provide comments on the entire Loop 303 study area. 572 comments were received focusing on the following topics:

| Topic Area | Percent of Total Responses | Number of Reponses |
|--|-----------------------------------|---------------------------|
| Gila River Crossing 1 | 0 | 3 |
| Gila River Crossing 2 | 0 | 3 |
| Gila River Crossing 3 | 17 | 105 |
| Gila River Crossing 4 | 0 | 2 |
| Gila River Crossing 5 | 24 | 144 |
| Stay with Goodyear General Plan | 0 | 4 |
| No Build | 18 | 107 |
| Build outside the study area | 4 | 26 |
| Generally supportive of the Loop 303 South extension | 23 | 134 |
| Environmental Concerns | 7 | 45 |
| General Comments | 16 | 93 |
| Comments did not apply | 1 | 11 |

Appendix G: Comment Issues by Question

Survey Question 4: Provide comments on the Loop 303 corridor alternatives. 666 comments were received focusing on the following topics:

| Topic Area | Percent of Total Responses | Number of Reponses |
|---|-----------------------------------|---------------------------|
| Cotton Lane alignment | 31 | 203 |
| Rainbow Valley alignment | 45 | 300 |
| Environmental Concerns | 1 | 9 |
| Either alignment is acceptable | 0 | 5 |
| No Build | 10 | 65 |
| Build outside study area | 5 | 32 |
| Generally supportive of the Loop 303 South extension | 2 | 14 |
| Freeway using river crossing alternatives #1, 2, or 4 | 2 | 15 |

Appendix G: Comment Issues by Question

Survey question 5: Provide comments on the proposed Gila River Crossings: 538 comments were received focusing on the following topics:

| Topic Area | Percent of Total Responses | Number of Reponses |
|--|-----------------------------------|---------------------------|
| Alternatives 1 or 2 | 1 | 14 |
| Alternative 3 | 47 | 256 |
| Alternative 5 | 22 | 124 |
| No Build | 4 | 23 |
| Build outside the study area | 4 | 26 |
| Generally supportive of the Loop 303 South extension | 2 | 14 |
| Environmental Concerns | 7 | 40 |
| General Comments | 9 | 56 |
| Comments did not apply | 3 | 20 |

Appendix H: Agency Letters (Buckeye Union High School District)

1000 East Narramore Avenue
Buckeye, Arizona 85326
P: (623) 386-9700
F: (623) 386-9923
www.buhsd.org



Buckeye Union High School
1000 E. Narramore Ave.
Buckeye, AZ 85326
P: 623-386-4423
F: 623-386-9711



Estrella Foothills High School
13033 S. Estrella Parkway
Goodyear, AZ 85338
P: 623-327-2470
F: 623-327-2499



Youngker High School
3000 S. Apache Rd.
Buckeye, AZ 85326
P: 623-474-0100
F: 623-474-0200



The Learning Center
751 N. 215th Ave.
Buckeye, AZ 85326
P: 623-474-0332
F: 623-386-1340

February 15, 2012

Jennifer Grentz
ADOT
1655 W. Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

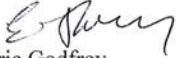
Dear Ms. Grentz:

This letter is to document Buckeye Union High School District's support for the western alignment of the proposed 303 freeway connecting I-10 to the Hassayampa freeway. We have monitored the discussions and studies, have made comments, and are very interested in the final placement of the freeway as we have one existing high school (Estrella Foothills) and multiple future high school sites in the study corridor of which all will be impacted by this decision.

We anxiously await the connectivity the freeway system will bring to the southwest valley. However, we want to preserve and insure, as much as possible, the safety and integrity of the neighborhoods in which we place our schools. Our school district was established in 1920 and currently has three high schools. This in itself may not lend to a major role in the southwest valley, but the fact that our district is 1200 square miles in size and, at build out, projections show over 20 high schools facilitating education for literally the entire grades 9-12 southwest valley population.

Just as ADOT is continually planning and forecasting for future needs, while providing for the present, Buckeye Union High School District has a similar task. With that being said, please take our comments of support for the western alignment of the 303 into consideration as decisions are made that balance growth and the need for convenience with the characteristics of the communities that draw people to reside. If you have any questions or need additional information please contact me.

Respectfully,



Eric Godfrey
Assistant Superintendent – Operations
623.512.6130
ericg@buhsd.org

Appendix H: Agency Letters (Estrella Community Association - pg 1 of 5)

ESTRELLA
COMMUNITY ASSOCIATION

February 14, 2012

Ms. Jennifer Greutz
Arizona Department of Transportation
1655 W. Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

RE: Loop 303 Study

Dear Ms. Greutz:

On behalf of the Estrella Community Association Board of Directors and community management, we are writing to express the concerns, comments, and opinions of the Residents of Estrella regarding the proposed Loop 303 alignment alternative through the Estrella Community (Cotton Lane).

It is the overwhelming consensus that the residents of Estrella prefer the river crossing Alternative #3 (see exhibit 1) that aligns with Rainbow Valley Road, and the freeway alignment which runs southwest from Cotton Lane (see exhibits 2 & 3) to Rainbow Valley Road river crossing, and south to the proposed Hassayampa Freeway as the preferred alignment for the extension of the Loop 303, south of SR 30 (in particular, the exhibit 3 alignment). The residents of Estrella are extremely concerned about the potential of numerous negative impacts to the Community as a whole.

The Cotton Lane alignment would place the 303 within several hundred feet of the Estrella Foothills High School and Foothills Community Park. There are many concerns including; health, safety and noise issues that could arise and are an extreme concern to the residents of this community. The Board is in full agreement with these concerns.

Also, the Cotton Lane alignment would be located just slightly east of an existing subdivision (Parcel 43), known as Avalon Del Lago, where residents have resided since the early 2000's. These residents are extremely concerned that ADOT would even consider this as a viable alternative route since, in essence, this would be building a freeway right in their backyards. The Board fully supports their concerns as well.

There are concerns from that a freeway alignment running east of Estrella Parkway could have an impact on the Estrella Mountains and slopes, the beauty of which the residence have grown to enjoy. Scaring or decimation of these foothills would be unacceptable in light of the alternate routes noted on the City website (exhibits 2 & 3), that would not have a possible impact, and the board shares their concerns as well.

17665 West Elliot Road Goodyear, AZ (P) 623.386.1112 (F) 623.386.5788 estrella.com

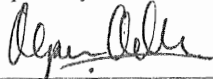
Appendix H: Agency Letters (Estrella Community Association - pg 2 of 5)

Our residents purchased their homes in Estrella to enjoy a quality of life that includes the serenity and seclusion of the Sonoran Desert. Presumably, in part, a number of residents have based their decision to purchase a house in Estrella based on information available on the City of Goodyear's website (see exhibits 2 & 3) dating back to 2003, pertaining to the transportation plan which did not include any information, or the possibility of the 303 running directly through the community such as exhibit 1, alternative 5.

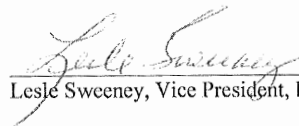
Again, we feel strongly that ADOT needs to consider the Loop 303 Alternative, exhibit 3, in order to be less intrusive on the hill sides, and avoid any health, safety and noise issues that could impact the thousands of residents that reside in Estrella.

The residents and Board are unanimous in their concerns and do not want the Cotton Lane alignment to be considered for the 303, and instead support the alignment along Rainbow Valley Road.

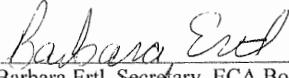
Respectfully Submitted:



Alper Adli, President, ECA Board



Leslie Sweeney, Vice President, ECA Board



Barbara Ertl, Secretary, ECA Board

Bill Zednik, Treasurer, ECA Board



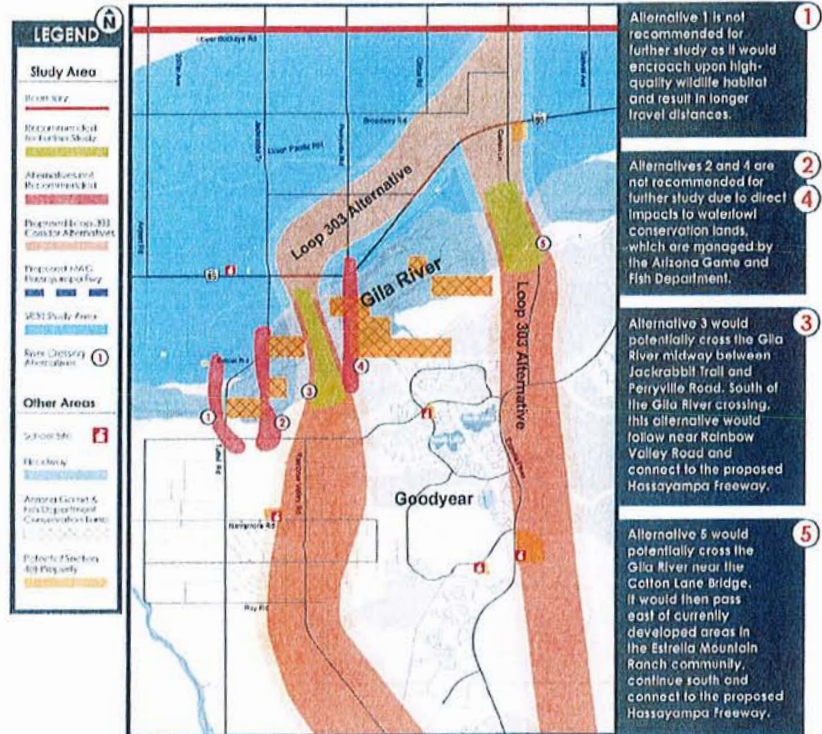
Mike Heath, Director, ECA Board



Lisa Lundskow, Community Manager

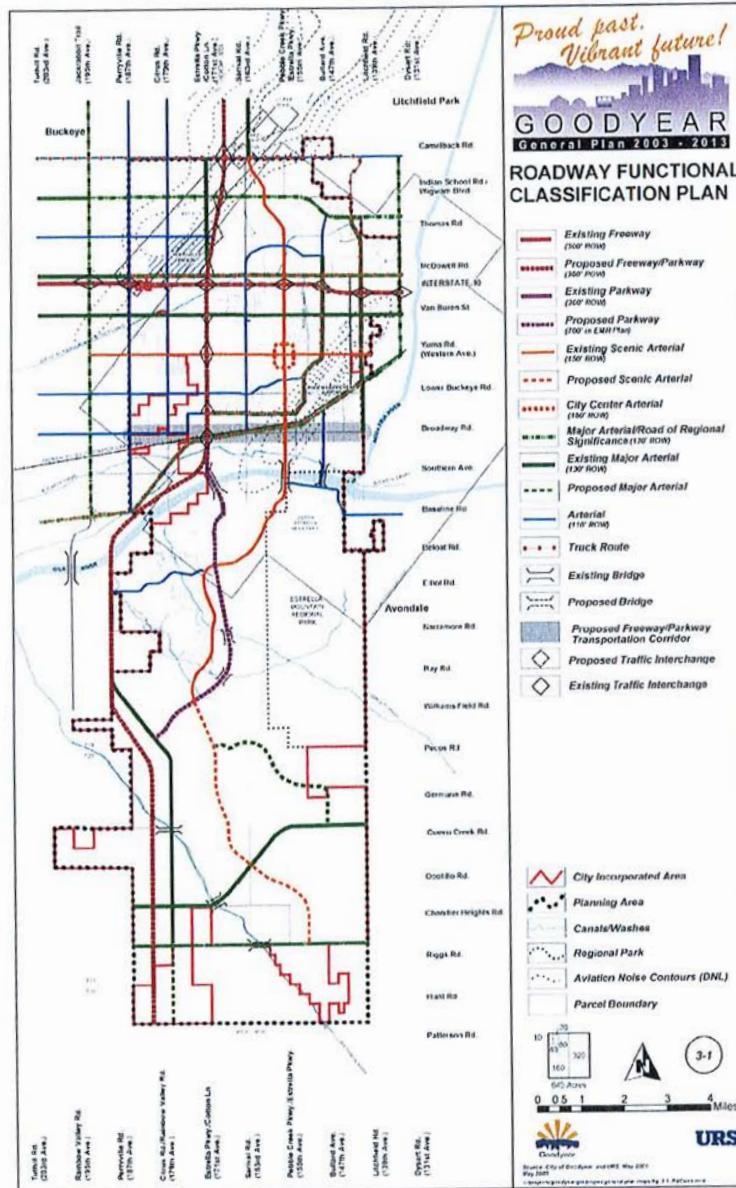
Appendix H: Agency Letters (Estrella Community Association - pg 3 of 5)

Exhibit I



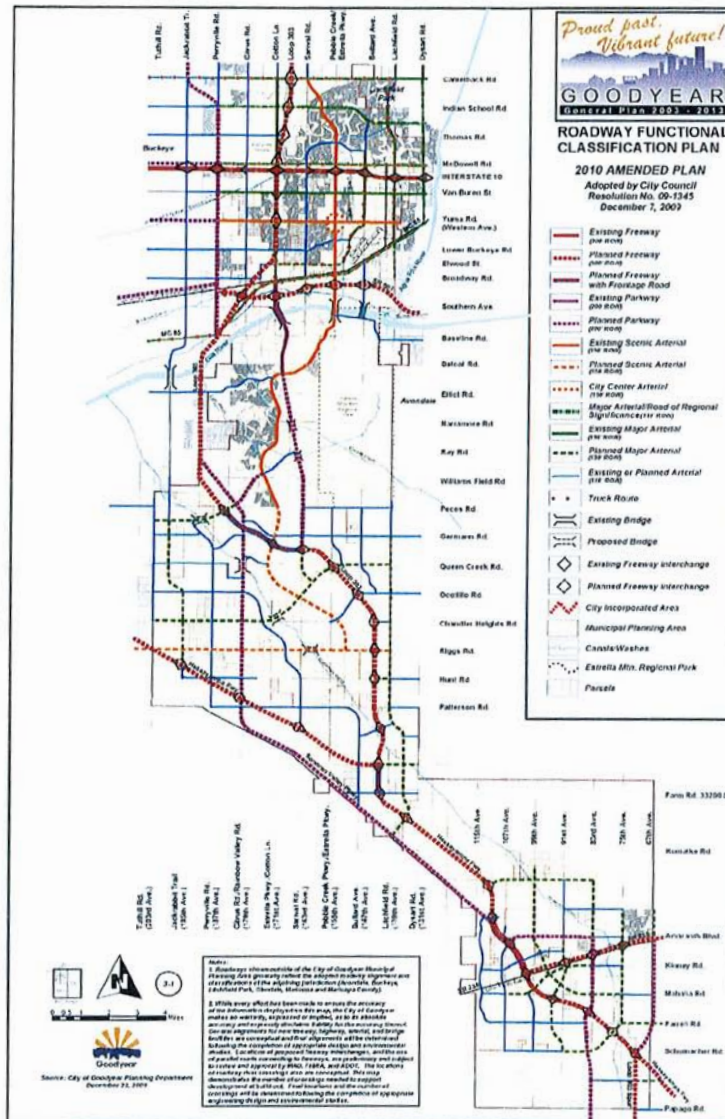
Appendix H: Agency Letters (Estrella Community Association - pg 4 of 5)

EXHIBIT 2



Appendix H: Agency Letters (Estrella Community Association - pg 5 of 5)

EXHIBIT 3



Appendix H: Agency Letters (Estrella Joint Committee, Inc. - pg 1 of 5)

ESTRELLA
JOINT COMMITTEE, INC.

February 14, 2012

Ms. Jennifer Greutz
Arizona Department of Transportation
1655 W. Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

RE: Loop 303 Study

Dear Ms. Greutz:

On behalf of the Estrella Joint Committee Board of Directors and community management, we are writing to express the concerns, comments, and opinions of the Residents of Estrella regarding the proposed Loop 303 alignment alternative through the Estrella Community (Cotton Lane).

It is the overwhelming consensus that the residents of Estrella prefer the river crossing Alternative #3 (see exhibit 1) that aligns with Rainbow Valley Road, and the freeway alignment which runs southwest from Cotton Lane (see exhibits 2 & 3) to Rainbow Valley Road river crossing, and south to the proposed Hassayampa Freeway as the preferred alignment for the extension of the Loop 303, south of SR 30 (in particular, the exhibit 3 alignment). The residents of Estrella are extremely concerned about the potential of numerous negative impacts to the Community as a whole.

The Cotton Lane alignment would place the 303 within several hundred feet of the Estrella Foothills High School and Foothills Community Park. There are many concerns including; health, safety and noise issues that could arise and are an extreme concern to the residents of this community. The Board is in full agreement with these concerns.

Also, the Cotton Lane alignment would be located just slightly east of an existing subdivision (Parcel 43), known as Avalon Del Lago, where residents have resided since the early 2000's. These residents are extremely concerned that ADOT would even consider this as a viable alternative route since, in essence, this would be building a freeway right in their backyards. The Board fully supports their concerns as well.

There are concerns from that a freeway alignment running east of Estrella Parkway could have an impact on the Estrella Mountains and slopes, the beauty of which the residence have grown to enjoy. Scaring or decimation of these foothills would be unacceptable in light of the alternate routes noted on the City website (exhibits 2 & 3), that would not have a possible impact, and the board shares their concerns as well.

17665 West Elliot Road Goodyear, AZ (P) 623.386.1112 (F) 623.386.5788 estrella.com


Appendix H: Agency Letters (Estrella Joint Committee, Inc. - pg 2 of 5)

Our residents purchased their homes in Estrella to enjoy a quality of life that includes the serenity and seclusion of the Sonoran Desert. Presumably, in part, a number of residents have based their decision to purchase a house in Estrella based on information available on the City of Goodyear's website (see exhibits 2 & 3) dating back to 2003, pertaining to the transportation plan which did not include any information, or the possibility of the 303 running directly through the community such as exhibit 1, alternative 5.

Again, we feel strongly that ADOT needs to consider the Loop 303 Alternative, exhibit 3, in order to be less intrusive on the hill sides, and avoid any health, safety and noise issues that could impact the thousands of residents that reside in Estrella.

The residents and Board are unanimous in their concerns and do not want the Cotton Lane alignment to be considered for the 303, and instead support the alignment along Rainbow Valley Road.


Respectfully Submitted:



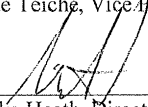
Alper Adli, President, EJC Board



Pete Teiche, Vice President, EJC Board



Leslie Sweeney, Sec./Treas, EJC Board



Mike Heath, Director, EJC Board



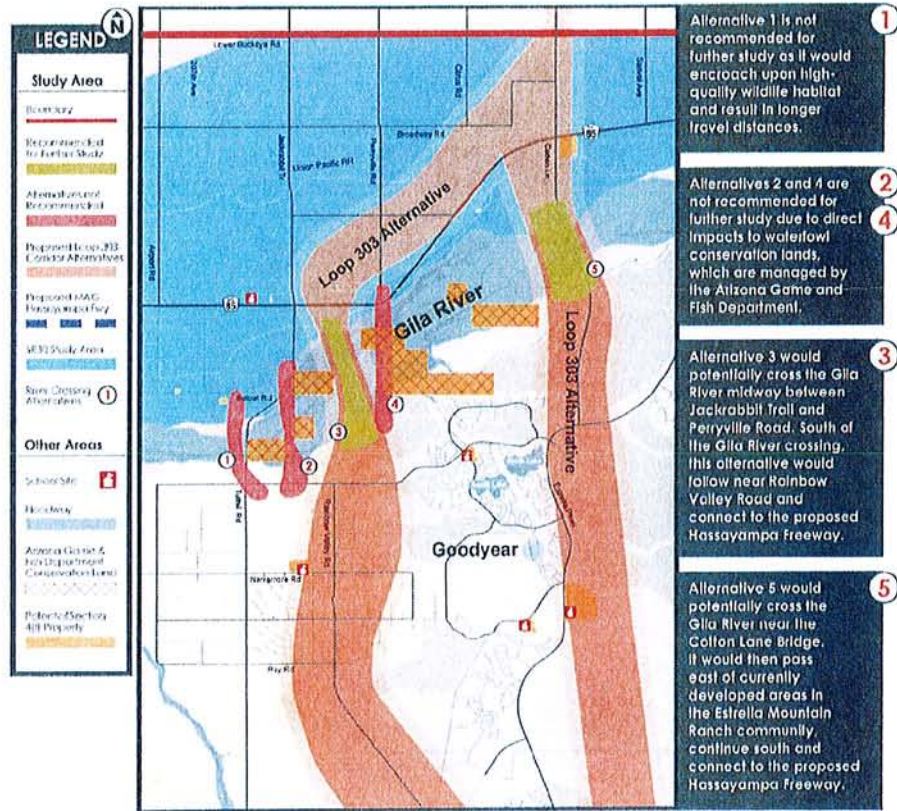
Brian Konderik, Director, EJC Board



Lisa Lundskow, Community Manager

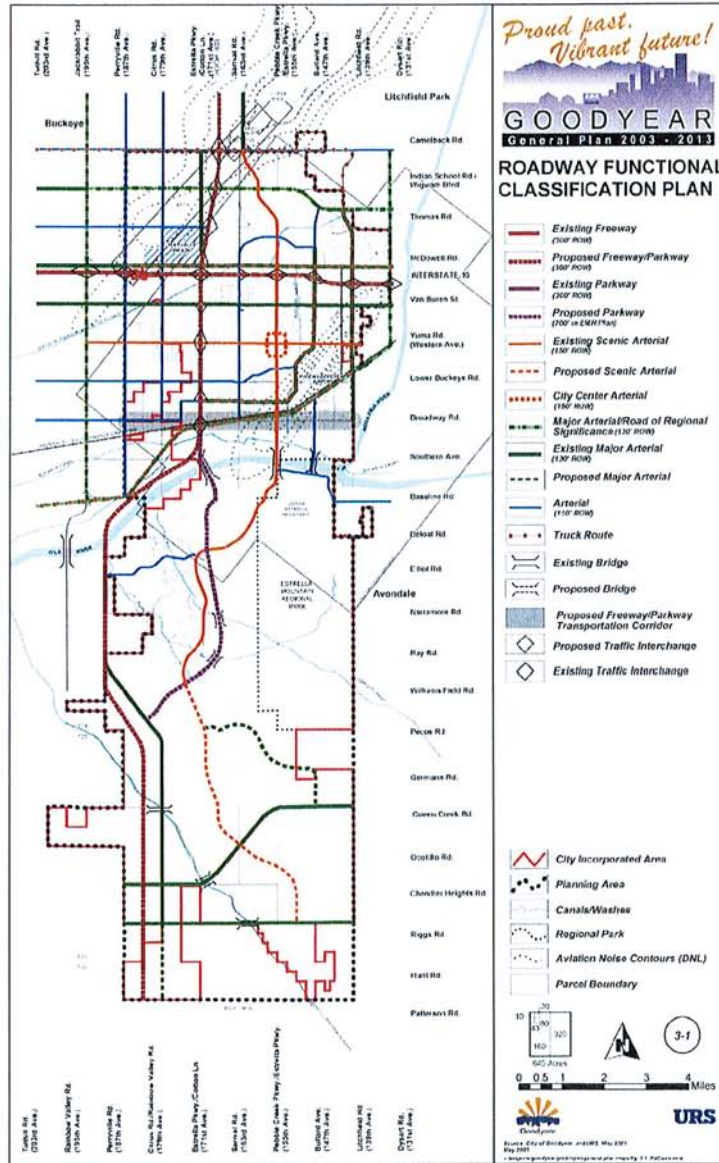
Appendix H: Agency Letters (Estrella Joint Committee, Inc. - pg 3 of 5)

Exhibit I



Appendix H: Agency Letters (Estrella Joint Committee, Inc. - pg 4 of 5)

EXHIBIT 2



Appendix H: Agency Letters (The Villages at Estrella Mountain Ranch - pg 1 of 5)

THE VILLAGES AT
ESTRELLA
MOUNTAIN RANCH

February 14, 2012

Ms. Jennifer Greutz
Arizona Department of Transportation
1655 W. Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

RE: Loop 303 Study

Dear Ms. Greutz:

On behalf of The Villages at Estrella Mountain Ranch Board of Directors and community management, we are writing to express the concerns, comments, and opinions of the Residents of Estrella regarding the proposed Loop 303 alignment alternative through the Estrella Community (Cotton Lane).

It is the overwhelming consensus that the residents of Estrella prefer the river crossing Alternative #3 (see exhibit 1) that aligns with Rainbow Valley Road, and the freeway alignment which runs southwest from Cotton Lane (see exhibits 2 & 3) to Rainbow Valley Road river crossing, and south to the proposed Hassayampa Freeway as the preferred alignment for the extension of the Loop 303, south of SR 30 (in particular, the exhibit 3 alignment). The residents of Estrella are extremely concerned about the potential of numerous negative impacts to the Community as a whole.

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17665 West Elliot Road Goodyear, AZ (P) 623.386.1112 (F) 623.386.5788 estrella.com

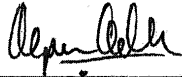
Appendix H: Agency Letters (The Villages at Estrella Mountain Ranch - pg 2 of 5)

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Again, we feel strongly that ADOT needs to consider the Loop 303 Alternative, exhibit 3, in order to be less intrusive on the hill sides, and avoid any health, safety and noise issues that could impact the thousands of residents that reside in Estrella.

The residents and Board are unanimous in their concerns and do not want the Cotton Lane alignment to be considered for the 303, and instead support the alignment along Rainbow Valley Road.

Respectfully Submitted:



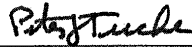
Alper Adli, President, VCA Board



Tom Mineo, Secretary, VCA Board



Leslie Sweeney, Director, VCA Board



Pete Teiche, Vice President, VCA Board



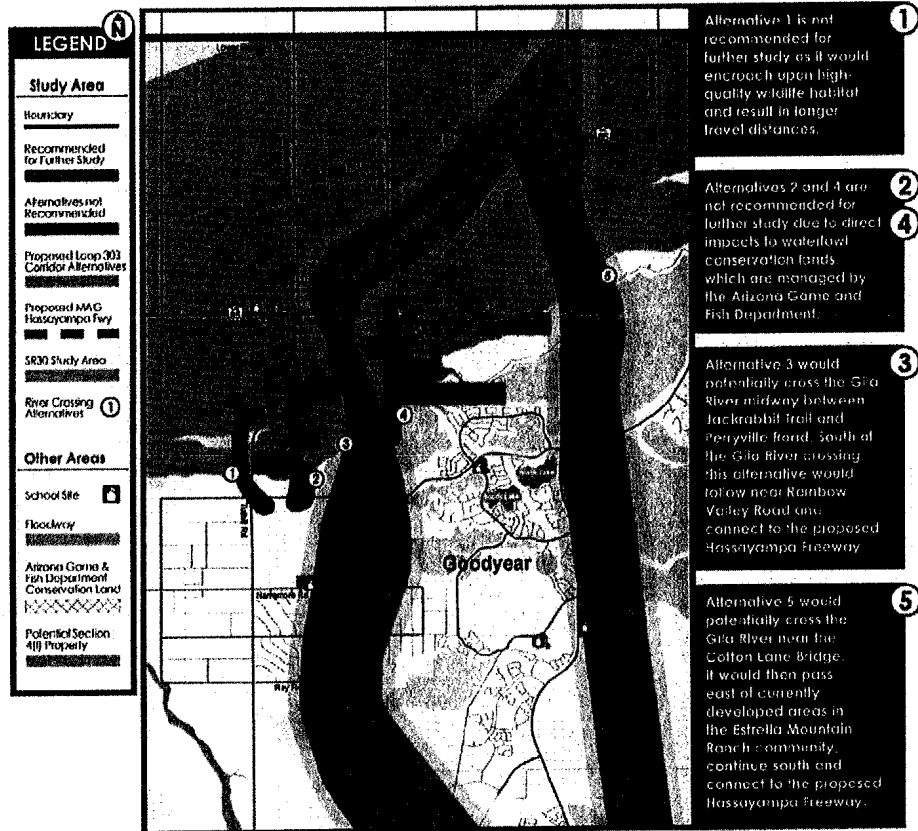
Dennis Brungardt, Treasurer, VCA Board



Lisa Lundskow, Community Manager

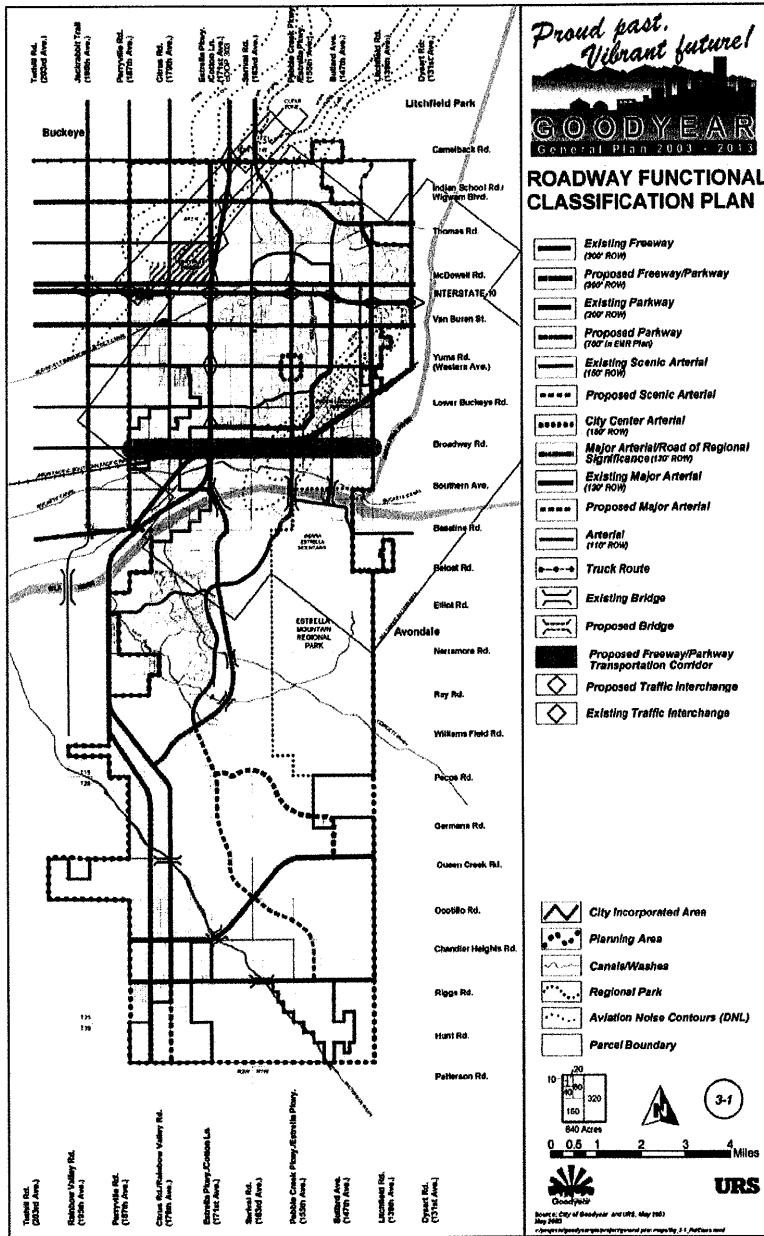
Appendix H: Agency Letters (The Villages at Estrella Mountain Ranch - pg 3 of 5)

Exhibit 1



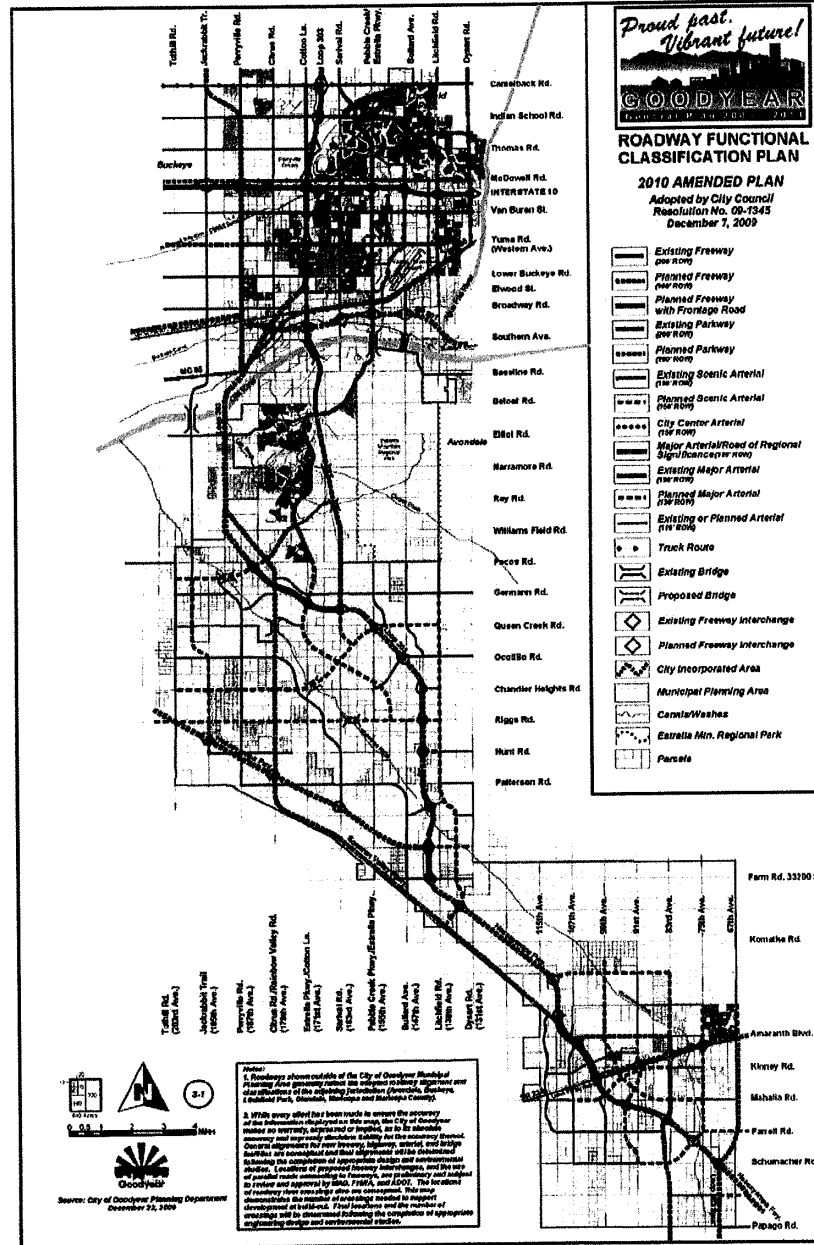
Appendix H: Agency Letters (The Villages at Estrella Mountain Ranch - pg 4 of 5)

EXHIBIT 2



Appendix H: Agency Letters (The Villages at Estrella Mountain Ranch - pg 5 of 5)

EXHIBIT 3



Appendix H: Agency Letters (Loren D. Giles - pg 1 of 2)

From: Loren D. Giles, 13149 South 183rd Ave, Goodyear, AZ 85338

11 Feb 2012

Subject: Loop 303 Alternative

To: Jennifer Greutz, 1655 West Jackson Street, Phoenix, AZ 85007

Dear Jennifer,

Thank you for the opportunity to address ADOT concerning the routing of Loop 303 South. The Study has narrowed the options to two: Loop 303 Alternative 1 parallels Rainbow Valley Road and Loop 303 Alternative 2 parallels Cotton Lane and continues through the Estrella community. I am commenting on several important considerations:

One major purpose for a roadway is to give access to an area for growth or expansion. The fact that the Estrella Mountain Park exists East of the Cotton Lane alternative limits the use of that routing. The Rainbow Valley routing would give significant advantages in that area.

Another advantage to Rainbow Valley is the terrain. Earthmoving is always a major expense in road construction, and with a path slightly west of the Rainbow Valley Road the terrain is mostly level. A major gap in the hills west of Rainbow Valley Road would likely save construction expenses if that route were to be selected. There would also be fewer conflicts with existing power lines.

Minimizing displacement of existing Residents and Businesses should also be a consideration. With a path just west of the feed lot on Elliot Road, empty land could be selected to route the Rainbow Valley Alternative. Although most of the Cotton Lane Alternative is also empty at this time, that land is part of a Master Planned Community. All of the Developer information shared with current and future residents of Estrella show future community development along Cotton Lane. It does not plan for a major high-speed multi-lane roadway dividing the Community.


If the 303 is to be a major connector between I-10 and the proposed Hassayama Freeway, the more westerly Rainbow Valley Alternative seems to be a shorter distance, therefore a less-expensive choice. If the plan is mostly to Loop around Greater Phoenix, Rainbow Valley makes a bigger loop. That would lead one to believe that more growth and expansion would be possible with that option.

Negative aspects of a major roadway include noise, smog, light pollution, and possible danger associated with high-speed vehicles. The Estrella Community is located largely in a bowl, due to higher terrain in most quadrants surrounding Estrella. That fact could amplify the negative aspects in Estrella. There is also a School Zone just off the Cotton Lane Alternative (Foothills High School) which should be considered. Young people are notoriously irresponsible and a tall fence would likely be required if the Cotton Lane Alternative is chosen.

I personally live midway between the two choices, so it would appear as if I should not care which Alternative is chosen. I care deeply, however. Estrella exists as a safe, quiet, and isolated Master Planned Community. To run an Interstate lookalike right through the center of it does not seem to be the right thing to do. More citizens would be adversely affected if the Cotton Lane routing is chosen. A great deal of the charm of Estrella could be hurt by that choice.

For these reasons, I think that the Rainbow Valley Road Alternative (routed just west of that Road) would be the better way to go. Thank you for your consideration.

Sincerely,



Loren D. Giles

Appendix H: Agency Letters (Loren D. Giles - pg 2 of 2)

similar submitted online...

Loop 303 Study

Your Input is Important!
All comments must be submitted by February 17, 2012.

Please Print Survey may also be completed online at valleyfreeways.com/Loop303South

Name: LOREN D. GILES Email: lor7@q.com

Community: Buckeye Goodyear Maricopa County (Unincorporated) Tribal Community Other

Address: 13149 S. 183rd AVE

City GOODYEAR State AZ Zip 85338-2609

| Provide comments on the Loop 303 study area. | Provide comments on the proposed Loop 303 corridor alternatives. | Provide comments on the proposed Gila River Crossings. |
|---|--|---|
| <u>Please keep the 303 well west of the Estrella community and the Estrella Mountain Regional Park.</u> | <u>Please do not cut through the Master-Planned Estrella Mt. Ranch Community - Go well west...</u> | <u>Just west of the feed lot on Elliot Road is an excellent location vis a vis terrain and routing.</u> |
| | | |
| | | |

Please rate the following items by importance.

| | Very Important | Somewhat Important | Neutral | Less Important | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| Proximity to a high-capacity transportation facility (i.e., freeway, parkway) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Minimizing traffic noise | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quick and easy access to the Phoenix-Metro area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Preserving cultural resources | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Minimizing impacts to properties | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintaining current views | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Retaining neighborhood character (look and feel of residential areas) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air quality | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Subscribe me to the West Valley e-newsletter @ArizonaDOT [facebook.com/AZDOT](https://www.facebook.com/AZDOT) adotblog.blogspot.com

Contact
Mail: c/o Jennifer Grentz • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: jgrentz@azdot.gov • Phone: 602.510.9840



ValleyFreeways.com/loop303south

Thank you!

Appendix H: Agency Letters (Newland Communities - pg 2 of 19)

Newland Communities is the developer for 12,500 acres of the 20,050-acre Estrella master planned community located in southern Goodyear. Estrella currently includes 3,821 housing units, three schools, five parks, two resident centers, and 122,507 square feet of commercial development, and will ultimately include approximately 50,700 planned residential units, several schools and parks, and 1610 acres of commercial/employment development at buildout, forecast to occur in 2045.

Newland Communities, and the previous developers, have been active partners with state, regional, and municipal agencies in our 22-year history in the Phoenix metropolitan area. This has included:

- City of Goodyear Community Development Planning & Zoning Department
- City of Goodyear Engineering Department
- Maricopa Department of Transportation (MCDOT) regional transportation corridor planning
- Maricopa Association of Governments (MAG) regional transportation framework planning
- Arizona Department of Transportation (ADOT)/Federal Highway Administration (FHWA) regional high-capacity transportation corridor planning

Newland Communities believes in the linkage of land use, transportation, economic development, and environmental planning, as evidenced by our Strategic Plan, published in 2006, which documents our holistic approach to urban development, employment growth, multimodal mobility, and environmental stewardship. These same elements are reflected in the Planning and Environmental Linkage (PEL) process under development by ADOT, and reflective of the national EPA/DOT/HUD partnership to foster livable communities through sustainable infrastructure investments.

The PEL process seeks to guide subarea and corridor studies that can be used to more directly inform the National Environmental Policy Act (NEPA) process, providing opportunities early on to identify important issues and build agency, stakeholder, and public consensus. Although the Estrella Strategic Plan was developed before the PEL process was institutionalized in Arizona, it carried out many of the same objectives – establishing organizational relationships, building community consensus, understanding potential environmental impacts, and developing and evaluating alternatives. This process was conducted for general master planning, as well as for more detailed planning related to the locational placement of Loop 303 through Estrella.

Newland Communities strongly believes that the River Crossing Location #3, paired with the preferred Loop 303 alignment through the Estrella master planned community (as illustrated on Figure 1), represents the following principles of sustainable community development:

- Improving multimodal mobility
- Promoting economic development through connecting activity centers
- Integrating land use and transportation, fostering a mature and functional development pattern
- Ensuring efficient and safe access through an interconnected transportation system (e.g., freeways, arterials, local streets)
- Considering Arizona's environment and natural resources
- Planning from a regional viewpoint
- Involving key stakeholders to build consensus for infrastructure solutions that maximize community benefit and enhance the environment through context-sensitive solutions
- Developing public/private partnerships to plan, design, and develop efficient infrastructure systems that maximizes investments

Appendix H: Agency Letters (Newland Communities - pg 3 of 19)

We feel that there has been a significant amount of public community and transportation planning conducted over the past 10 years, followed by public policy decisions by the City of Goodyear, the MAG Regional Council, and Arizona State Transportation Board that support River Crossing Location #3 with the preferred Loop 303 alignment through Estrella – for the sustainable principles identified above. These planning processes have resulted in a series of public policy directions that have either been accepted/approved by a state, regional, or local agency, and preliminarily establish a preferred location for Loop 303 through south Goodyear – summarized below, with graphic illustrations following.

City of Goodyear General Plan

Agency: City of Goodyear

Date: 2003

Action: The City of Goodyear updated all elements of their General Plan. This document illustrates Loop 303 as a proposed freeway, crossing the Gila River at an approximate Rainbow Valley alignment (Figure 2).

Rationale for Action: The Circulation Element recognizes that future improvements for Loop 303 is still in the planning stage, with MCDOT currently (at the time) conducting a corridor study for the southern segment (MC-85 to Riggs Road). Relevant policy goals cited in the Circulation Element include:

- Policy A-1c: The City shall collaborate with MAG, ADOT, FHWA, and MCDOT to ensure that a 300-foot to 350-foot right-of-way is preserved for the development of SR 303.
- Policy A-3b: The City shall support the expansion of existing and siting of future bridges over the Gila River to provide high vehicular capacity corridors that connect the central and southern regions of the planning area.
- Policy A-3d: The City shall continue to expand its regional approach to understanding and solving transportation issues.
- Policy C-1c: The City shall enhance the connectivity of residential, employment, and commercial areas.

Major General Plan Amendment (GPA) – Sonoran Valley Planning Area Expansion; Resolution 07-1113

Agency: City of Goodyear

Date: January 8, 2007

Action: The City of Goodyear approved a GPA to the 2003 General Plan to extend the City's planning area to encompass a 95-square mile area south of the City's existing southern planning boundary, and to define a land use configuration, circulation framework, and infrastructure plan for the area, facilitating future zoning and development of portions of this area (Figure 3).

Rationale for Action: The rationale explained in Resolution 07-1113 states that this action was preceded by public hearings by the Goodyear Planning and Zoning Commission on November 15, 2005, November 9, 2006, November 29, 2006, and December 13, 2006; was preceded by public hearings by the City Council on December 13, 2006 and January 8, 2007; was deemed consistent with the achievement and stated goals and objectives of the Goodyear General Plan; and was considered in the best interests of the City with full general public support.

This GPA process was occurring concurrently to the Estrella Mountain Ranch Transportation GPA (approved at the following month's Council meeting). As the Sonoran Valley Planning Area abuts the Estrella master planned community, the transportation network proposed in Estrella was carried through the Sonoran Valley area, allowing a seamless and interconnected multimodal transportation

Appendix H: Agency Letters (Newland Communities - pg 4 of 19)

system through south Goodyear. This includes the extension of Loop 303 south through the Sonoran Valley planning area (with an option to continue south through Vekol Valley), departing Estrella near Patterson Road at the approximate Litchfield Road alignment.

Major GPA – Loop 303 Alignment; Resolution 07-1122

Agency: City of Goodyear

Date: February 13, 2007

Action: The City of Goodyear approved a GPA to the 2003 General Plan to alter the proposed alignment for the Loop 303 freeway and several arterial streets within the southern portion of Goodyear, based on the exhibit “Revised Estrella Mountain Ranch Transportation GPA” dated January 8, 2007, also referred to as the South Goodyear Circulation Plan (Figure 4).

Rationale for Action: The rationale explained in Resolution 07-1122 states that this action was preceded by public hearings by the Goodyear Planning and Zoning Commission on November 15, 2005, November 29, 2006, and January 17, 2007; was preceded by public hearings by the City Council on December 18, 2006 and February 12, 2007; was deemed consistent with the achievement and stated goals and objectives of the Goodyear General Plan; and was considered in the best interests of the City with full general public support.

The City of Goodyear City Council Action Form reiterates the purpose of GPAs as a community benefit, citing that a municipality’s General Plan is mandated to be updated every ten years, however continued dynamic growth (of which Goodyear was experiencing at the time) and development often cause the City to revisit the plan to reexamine policies and implementation procedures. In the interim, major or minor GPAs are permitted to maintain the viability of the current General Plan document as the City’s long-range planning tool.

This GPA relates to several policies in the 2003 General Plan Circulation Element; staff commentary has deemed the GPA elements supportive of Goodyear policy. The following policy and commentary, in particular, support a realigned Loop 303 through Estrella south of Pecos Road (as illustrated on Figure 4):

- Policy A-3d: The City shall continue to expand its regional approach to understanding and solving transportation issues.
- Rationale: This GPA presumes that the Loop 303 Freeway should be extended south of the Goodyear MPA to enhance regional connectivity and may eventually connect to I-8. The extension of Loop 303 beyond the Goodyear Planning Area seeks to minimize impact to the natural environment by avoiding severe topography and drainage corridors, specifically Waterman Wash. It was also developed in consideration of the proximity to sensitive land uses such as the Sonoran Desert National Monument and the Sierra Estrella Mountains Wilderness Area. The proximity to urban activity centers such as the City of Maricopa, and other political jurisdictions such as the Maricopa-Pinal County line, Gila River and Ak Chin Indian Communities, and private versus public land ownership were also measured by the applicant.

Concurrent with this GPA request is another amendment for the Sonoran Valley planning area. The Sonoran Valley GPA was approved the month prior to expand the Goodyear Planning Area by an additional 95 square miles. The Sonoran Valley planning area heavily influences and supports Estrella’s GPA proposal.

Through citizen participation processes, no concerns were expressed to the proposed Loop 303 alignment as part of the Estrella GPA, and several nearby property owners supported this alignment.

Appendix H: Agency Letters (Newland Communities - pg 5 of 19)

Major GPA – Rainbow Valley; Resolution 07-1121

Agency: City of Goodyear

Date: February 13, 2007

Action: The City of Goodyear approved a GPA to the 2003 General Plan to alter the proposed land use and circulation network in the Rainbow Valley master planned community, based on the Rainbow Valley General Plan Amendment (Figure 5).

Rationale for Action: The rationale explained in Resolution 07-1121 states that this action was preceded by public hearings by the Goodyear Planning and Zoning Commission on November 15, 2005, November 29, 2006, and January 17, 2007; was preceded by public hearings by the City Council on December 18, 2006 and February 12, 2007; was deemed consistent with the achievement and stated goals and objectives of the Goodyear General Plan; and was considered in the best interests of the City with full general public support.

Located to the west and directly adjacent to Estrella, land use and circulation planning for both master planned communities were coordinated to ensure compatible and accessible development. Per this GPA, the Loop 303 alignment in Rainbow Valley was changed to reflect the alignment approved in the “Revised Estrella Mountain Ranch Transportation GPA”, Resolution 07-1122.

Major GPA – Estrella Region III; Resolution 07-1204

Agency: City of Goodyear

Date: November 26, 2007

Action: The City of Goodyear approved a GPA to the 2003 General Plan to update the Land Use, Circulation, Public Services, and Open Space Elements per the area in Estrella Region III, 7,845 acres between Pecos and Patterson Roads, and Perryville and Litchfield Roads (Figure 6).

Rationale for Action: The rationale explained in Resolution 07-1204 states that this action was preceded by a citizen review meeting on August 21, 2007; was preceded by public hearings by the Goodyear Planning and Zoning Commission on October 3, 2007 and October 17, 2007; was preceded by public hearings by the City Council on November 26, 2007; was deemed consistent with the achievement and stated goals and objectives of the Goodyear General Plan; and was considered in the best interests of the City with full general public support.

This GPA relates to several policies in the 2003 General Plan; staff commentary has deemed the GPA elements supportive of Goodyear policy. The following policy and commentary, in particular, support a realigned Loop 303 through Estrella south of Pecos Road (as illustrated on Figure 6):

- Policy A-1c: The City shall coordinate with MAG, ADOT, FHWA, and MCDOT to ensure that a 300-foot to 350-foot right-of-way corridor is preserved for the development of SR 303.
- Rationale: The developer has shown the proposed Loop 303 alignment on the proposed Land Use Plan in accordance with the alignment identified on the South Goodyear Circulation Plan (Resolution 07-1122) and is aware that a 300-foot wide freeway corridor and 1,000-foot wide study corridor along the proposed Loop 303 is required.

In accordance with State law, the City distributed the proposed GPA to surrounding jurisdictions, MCDOT, Maricopa County Planning and Development, MAG, ADOT, Arizona State Land Department, Arizona Department of Commerce, Arizona Department of Water Quality, the Phoenix-Goodyear

Appendix H: Agency Letters (Newland Communities - pg 6 of 19)

Airport, and other interested agencies for the required 60-day review period. All agencies indicated that they have no objections to the approval of this GPA.

I-10/Hassayampa Valley Transportation Framework Study

Agency: MAG

Date: February 27, 2008

Action: Study accepted by the MAG Regional Council that proposes a Loop 303 extension through Estrella according to the alignment accepted in GPA Resolution 07-1122 (2007). The corridor is classified as "Future Regional Transportation Plan Freeway – Prop 400" to Patterson Road, and "New Freeway Proposal" from Patterson Road to its intersection with the proposed Hassayampa Freeway (Figure 7).

Rationale for Action: Alignment alternatives for transportation corridors in this study were based on existing community and transportation planning initiatives; forecast future travel demand needs through regional modeling; the development of a comprehensive, connected, regional transportation system; and public/stakeholder support.

Because of the regional implications of ongoing planning efforts at the time of the Hassayampa Valley Framework Study, an expanded transportation network was developed that extended beyond the study area boundaries, accounting for transportation planning occurring in Wickenburg to the north, and Buckeye and Goodyear to the south. With the Gila River serving as Hassayampa's southern boundary – recognizing the environmental sensitivity in estimating a river crossing location for any roadway type, the study team extended the proposed transportation network south to Woods Road. This network included the Loop 303 extension through Estrella according to the alignment accepted in GPA Resolution 07-1122 (2007), terminating at the proposed Hassayampa Freeway.

Preliminary Planned Area Development (PAD) Zoning – Estrella Region III; Ordinance 09-1198

Agency: City of Goodyear

Date: November 16, 2009

Action: The City of Goodyear adopted Ordinance 09-1198 rezoning approximately 943 acres from Agricultural Urban (AU) to the Preliminary PAD zoning district, rezoning approximately 157 acres from the Final PAD and Public Facilities zoning districts to the Preliminary PAD zoning district, and amending 6,745 acres of the approved Hidden Valley Preliminary PAD for the Estrella Region III Preliminary PAD, subject to several stipulations (Figure 8).

Rationale for Action: Upon approval by the City of Goodyear Planning and Zoning Commission and City Council, this zoning ordinance was accepted, pending several conditions the developer must adhere to. The only stipulation relative to the alignment of Loop 303 included:

- The Estrella Region III Preliminary PAD Functional Roadway Classification Plan Exhibit 20 shall be in accordance with the City Council's action on the pending City initiated Major GPA to amend the Circulation Plan and the Roadway Functional Classification Plan of the 2003 City of Goodyear General Plan.

The City's pending Major GPA (adopted December 7, 2009, Resolution 09-1345) ordains Loop 303 in the same location as the circulation exhibit included in the Estrella Region III Preliminary PAD.

Major GPA – Functional Classification; Resolution 09-1345

Agency: City of Goodyear

ADOT Loop 303 Study from SR 30 to Hassayampa Freeway
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Appendix H: Agency Letters (Newland Communities - pg 7 of 19)

Date: December 7, 2009

Action: The City of Goodyear approved a GPA to the 2003 General Plan Circulation Element to revise the functional classification map within the General Plan's Circulation Element (Figure 9).

Rationale for Action: The purpose for this action is to change the roadway classification and/or alignment of certain streets, to revise text to clarify terminology, and to modify standards for a parkway. The new functional classification map separates the freeway class from parkway functional classification. Loop 303 is illustrated as a proposed freeway along the alignment accepted in GPA Resolution 07-1122 (2007), and further reiterated in the Hassayampa Valley Framework Study (2008).

This action was preceded by public hearings by the Goodyear Planning and Zoning Commission on September 16, 2009 and October 21, 2009; was preceded by public hearings by the City Council on November 16, 2009; was deemed consistent with the achievement and stated goals and objectives of the Goodyear General Plan; and was considered in the best interests of the City with full general public support.

I-8 and I-10/Hidden Valley Transportation Framework Study

Agency: MAG

Date: September 30, 2009

Action: Study accepted by the MAG Regional Council that proposes a Loop 303 extension through Estrella according to the alignment accepted in GPA Resolution 07-1122 (2007), the Hassayampa Valley Framework Study (2008), and GPA Resolution 09-1345 (2009). The corridor is classified as "Improved/Proposed Freeway" to its intersection with proposed Hassayampa Freeway (Figure 10).

Rationale for Action: Alignment alternatives for transportation corridors in this study were based on existing community and transportation planning initiatives; forecast future travel demand needs through regional modeling; the development of a comprehensive, connected, regional transportation system; and public/stakeholder support. As the study area has two boundaries adjacent to completed/ongoing study efforts (Hassayampa Valley Framework Study to the north, completed; Pinal County Regionally Significant Routes for Safety and Mobility to the east, ongoing at the time), detailed coordination was required to recommend an interconnected transportation system.

Historically, planning for an extension of Loop 303 south of MC-85 has been conducted by MCDOT. At the time of their corridor studies (early 2000s), urban development was not expected to extend south of Riggs Road. Therefore, MCDOT's recommended alignment for Loop 303 was developed as an interim alignment, terminating at Riggs Road, allowing the City of Goodyear to alter the alignment as required to adapt to future development proposals. Through the GPA process, Goodyear has refined the location of Loop 303 to respond to the broader regional context. Since the MCDOT corridor studies and the 2003 City of Goodyear General Plan Update, the City annexed over 95 square miles to the south through the Sonoran Valley, with the vision to extend the planning area to I-8 in the future, encompassing development anticipated in the Vekol Valley. Therefore, instead of terminating Loop 303 near the southern municipal limit, based on travel demand showing the need for a high-capacity corridor extending south and east of the Estrella mountains, it has been extended to intersect with the Hassayampa Freeway, which continues east around the Gila River Community, serving as a "western bypass" of the Phoenix metropolitan area. While travelers desiring to pass by the metropolitan area altogether may continue north on the Hassayampa Freeway toward Wickenburg and ultimately Las Vegas, those destined for the West Valley can use a combination of the Loop 303 extension, Hassayampa Freeway, and/or I-10.

Appendix H: Agency Letters (Newland Communities - pg 8 of 19)

As a major participant and a funder of the Hidden Valley Framework Study, MCDOT (as well as Goodyear, Buckeye, Pinal County, Casa Grande, and Maricopa), supported and accepted a revised Loop 303 alignment that mirrors Newland Communities' desired alignment through Estrella, south of Pecos Road, per GPA Resolution 07-1122 (2007).

bqAZ Statewide Transportation Planning Framework Program

Agency: ADOT

Date: January 15, 2010

Action: Study accepted by the Arizona State Transportation Board as the statewide multimodal transportation vision through 2050 that proposes a Loop 303 extension through Estrella, south of Pecos Road, according to the alignment proposed in GPA Resolution 07-1122 (2007), the Hassayampa Valley Framework Study (2008), and GPA Resolution 09-1345 (2009). abovementioned documents (Figure 11).

Rationale for Action: Working in collaboration with regional COGs/MPOs, transportation planning entities, transit organizations, tribal governments, land management agencies, conservation groups, business and community leaders, and Governor Napolitano's Growth Cabinet, ADOT and local/regional leaders embarked on development of a Statewide Transportation Planning Framework that formulated and evaluated multimodal transportation improvements. This process was overseen by a series of committees that provided guidance on the project's recommendations. Committees were composed on elected officials, COG/MPO executive directors, business partners, state agency directors, FHWA, and special interest groups. A series of regional framework studies were conducted to develop and analyze multimodal alternatives at a regional scale. Four different regional framework studies encompassed the rural COGs/MPOs. Network recommendations for the MAG and PAG regions came directly from their staff, to ensure consistency with ongoing regional transportation planning and RTP programming. The four rural frameworks, plus the two metropolitan frameworks (Hassayampa Valley Framework Study and Hidden Valley Framework Study), were stitched together and evaluated to recommend a preferred multimodal transportation vision for 2050.

Based on previous planning efforts in the MAG region, a Loop 303 alignment was recommended that follows the abovementioned studies (GPA Resolution 07-1122 (2007), Hassayampa Valley Framework Study (2008), GPA Resolution 09-1345 (2009), Hidden Valley Framework Study (2009)).

Study recommendations provide guidance for future transportation funding and programming. Thank you very much for the opportunity to submit our comments as part of the Loop 303 Study, SR 30 to Hassayampa Freeway. We strongly believe that a Loop 303 Rainbow Valley crossing of the Gila River, transitioning to the approximate Bullard Avenue alignment represents the best alternative. We are available to further discuss our rationale for this recommendation. We also can provide extensive detail relative to the planning processes and attendant deliberations for any projects listed above.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



Greg Bielli
Regional President, Western
Newland Real Estate Group, LLC

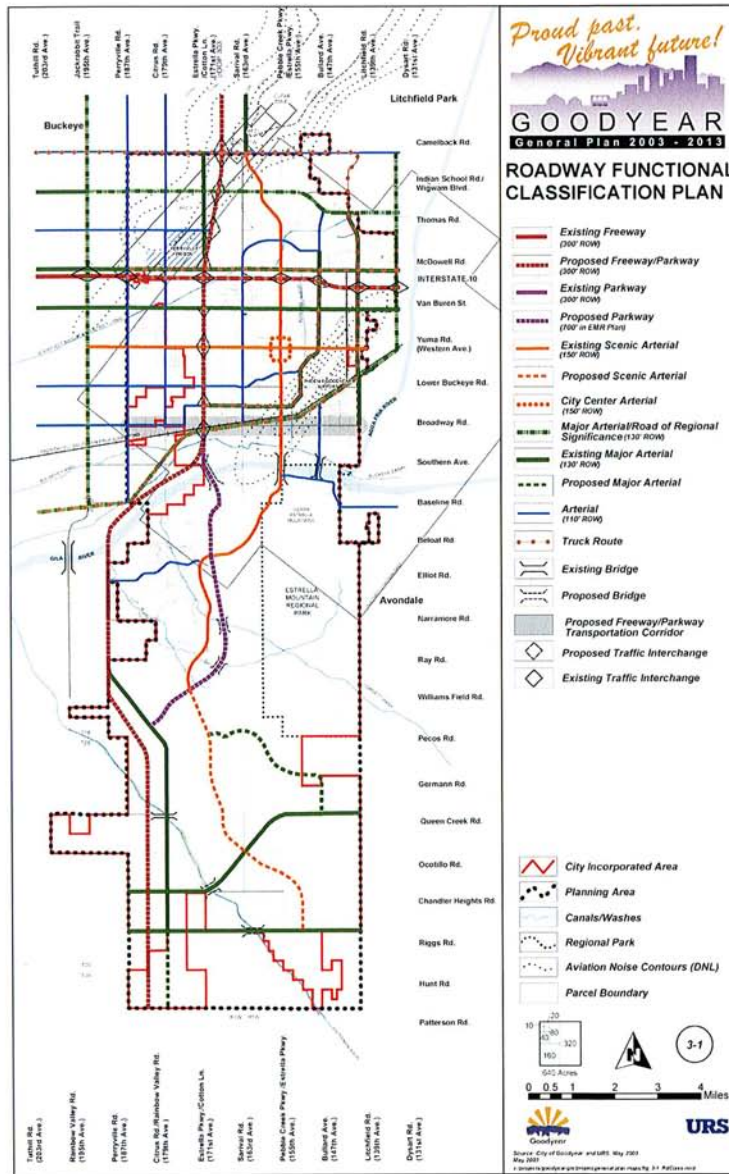
Appendix H: Agency Letters (Newland Communities - pg 9 of 19)

Cc: John Halikowski, Director, ADOT
Jennifer Toth, State Engineer, ADOT
Scott Omer, Director Multimodal Planning Division, ADOT
Dennis Smith, Executive Director, MAG
Eric Anderson, Transportation Director, MAG
Robert Hazlett, Senior Transportation Engineer, MAG
John Hauskins, Director, MCDOT
Mayor Georgia Lord, City of Goodyear
John Fischbach, City Manager, City of Goodyear

General Plan Amendments, Studies, and PAD noted above submitted to ADOT.

Appendix H: Agency Letters (Newland Communities - pg 10 of 19)

Figure 2. City of Goodyear General Plan – 2003; Roadway Functional Classification Plan



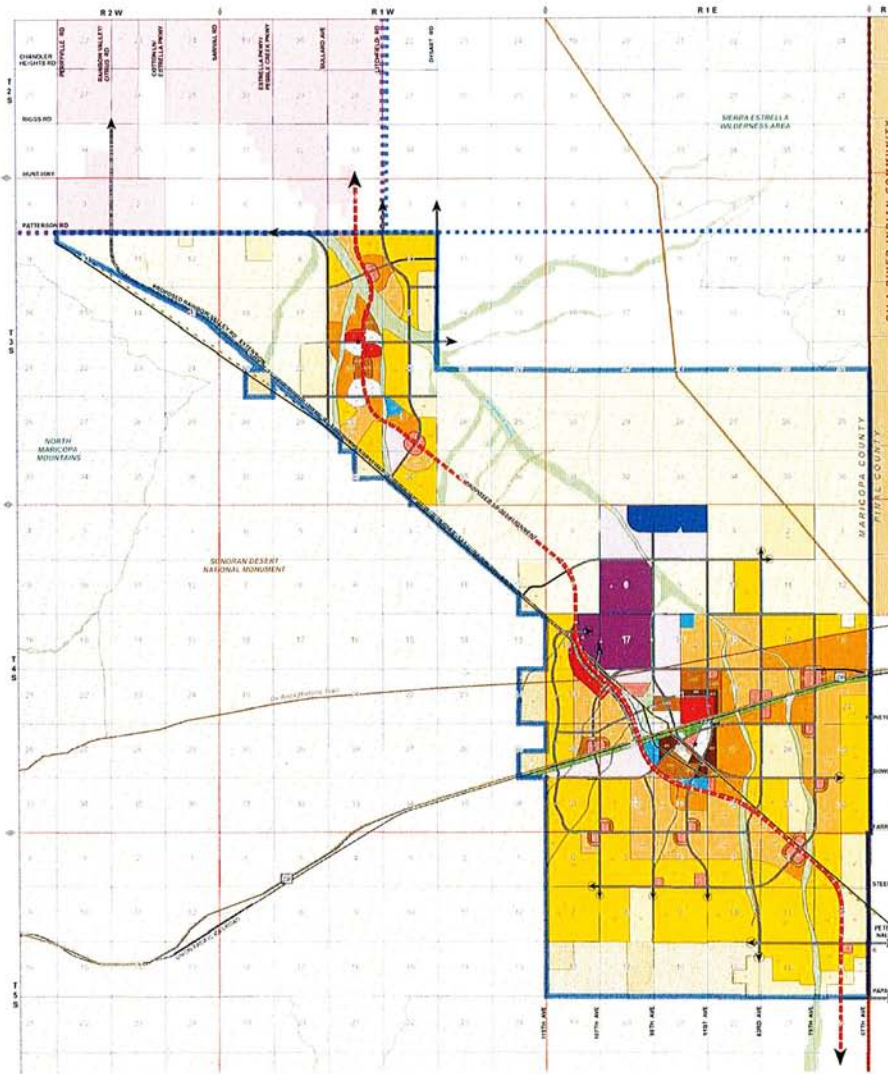
ADOT Loop 303 Study from SR 30 to Hassayampa Freeway
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Figure 3: City of Goodyear Major GPA – 2007; Sonoran Valley Planning Area Expansion; Resolution 07-1113

Sonoran Valley Major GPA approved by Res 07-1113 on 2/12/07



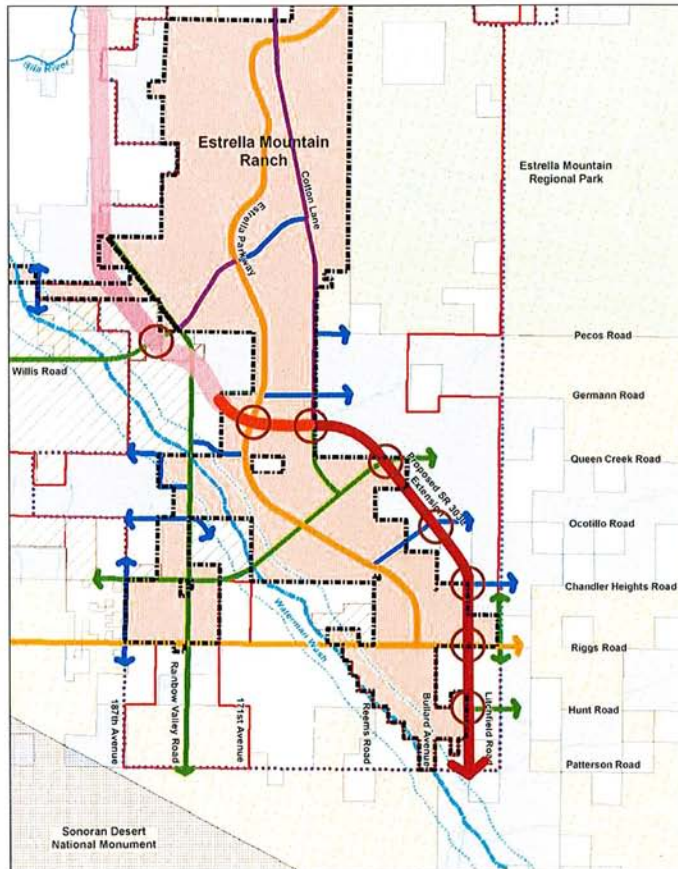
ADOT Loop 303 Study from SR 30 to Hassayampa Freeway
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Figure 4: City of Goodyear Major GPA – 2007; Loop 303 Alignment; Resolution 07-1122

SR 303 in Estrella GPA



Revised Estrella Mountain Ranch Transportation GPA to Reflect South Goodyear Circulation Plan - January 2007

Legend

| | | |
|-------------------------------------|----------------------------|----------------------------------|
| Proposed SR 303 (Planning Corridor) | Waterman Wash Floodway | State |
| Proposed SR 303 Extension | Other Drainage Courses | Private |
| Proposed SR 303 Frontage Roads | Adjacent Developments | Sonoran Desert National Monument |
| Parkway (200' ROW in EMR) | Goodyear Incorporated Area | Goodyear Planning Area |
| Scenic Arterial (150' ROW) | Land Ownership | |
| Major Arterial (130' ROW) | BLM | |
| Arterial (110' ROW) | Indian Lands | |
| Traffic Interchange | Local or State Parks | |
| Waterman Wash | | |

Replaces Previous Submittals

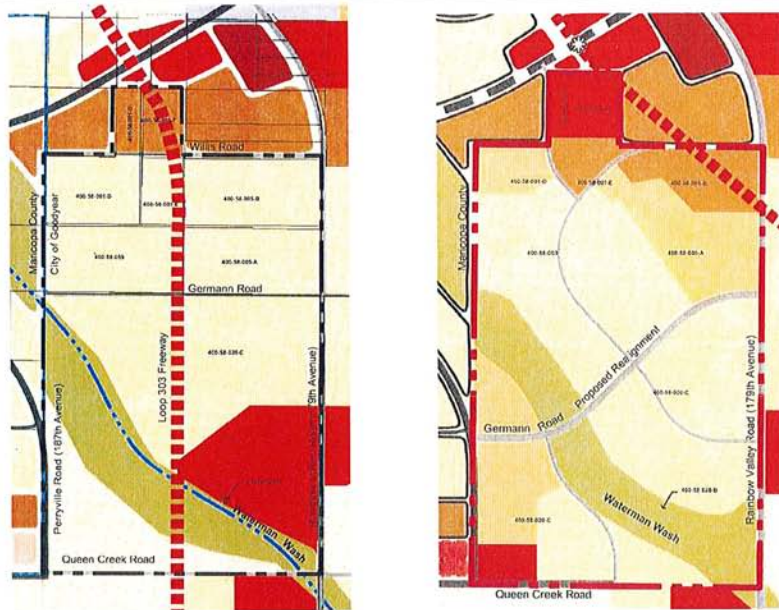
DMJM HARRIS ALCON

JANUARY 8, 2007

Appendix H: Agency Letters (Newland Communities - pg 13 of 19)

Figure 5: City of Goodyear Major GPA – 2007; Rainbow Valley; Resolution 07-1121

Rainbow Valley Major GPA approved by Res 07-1121 on 2/12/07



Original Designation

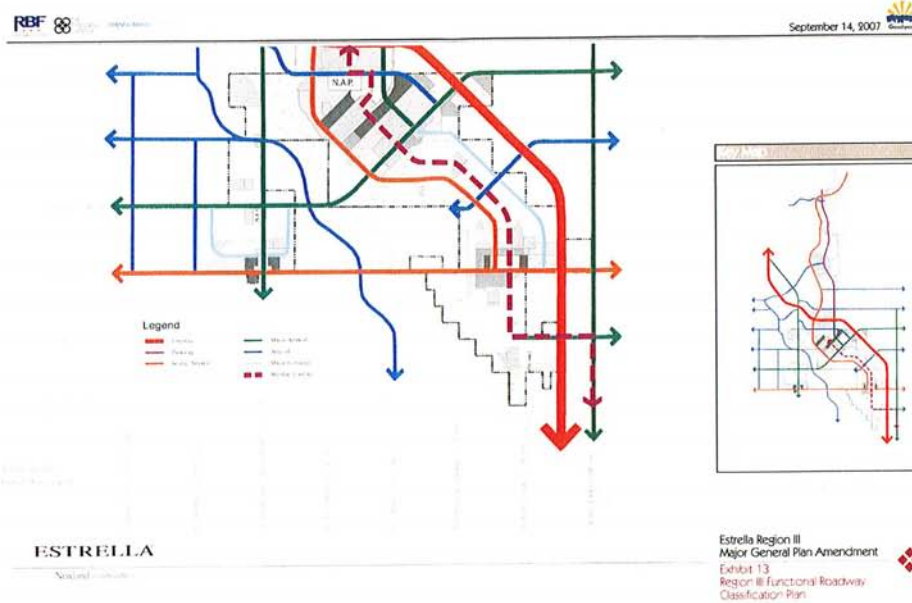
Approved GPA Designation

118.8 acres Rural Residential
 572 acres Low Density Residential
 40 acres Medium Density Residential
 113.9 acres Community Commercial
 154.5 acres Open Space

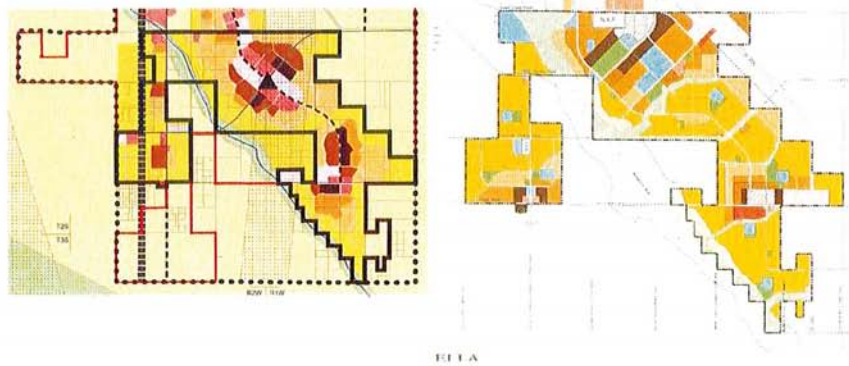
512.2 acres Low Density Residential
 196.5 acres Low-Medium Density Residential
 81 acres Medium Density Residential
 55 acres Community Commercial
 154.5 acres Open Space

Appendix H: Agency Letters (Newland Communities - pg 14 of 19)

Figure 6: City of Goodyear Major GPA – 2007; Estrella Region III; Resolution 07-1204



Estrella Region III Major GPA approved by Res 07-1204 on 11/26/07



Appendix H: Agency Letters (Newland Communities - pg 15 of 19)

Figure 7: MAG I-10/Hassayampa Valley Transportation Framework Study – 2008



TRANSPORTATION FRAMEWORK RECOMMENDATION

Legend

| | | | |
|------------------------------|-------------------------------|---|--|
| Study Area Boundary | Topography | State Land Classification - Planning/Analysis | Proposed Roadway Network |
| Future Road | Proposed Station | Water Use | Proposed Transit Line |
| Urban Growth Boundary | Future Interchanges | Future Rail | Future Airports |
| Multi-Modal Connections | Proposed Transit Interchanges | Future Transit | Future Rail - High Speed |
| Transit Station | Future Land Use/Development | Future Transit - Light Rail | Future Transit - Rapid Rail |
| Transit Station - Bus | Future Rail - Light Rail | Future Transit - Rapid Rail | Future Transit - Rapid Rail - High Speed |
| Transit Station - Light Rail | Future Rail - Rapid Rail | Future Transit - Rapid Rail - High Speed | Future Transit - Rapid Rail - High Speed |

Notes

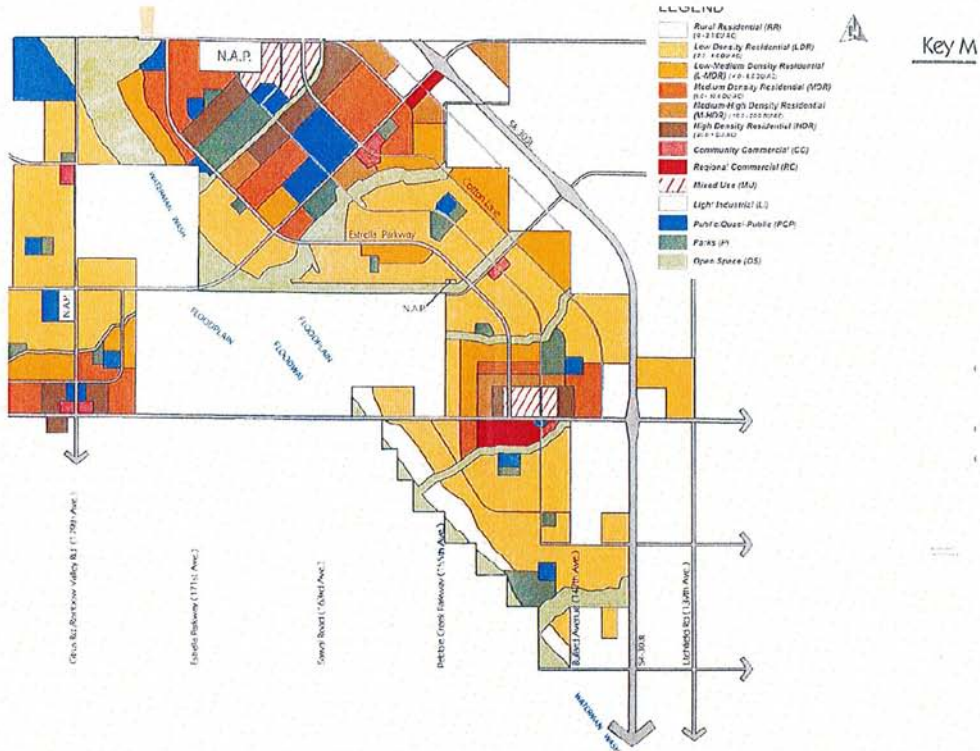
When any other map is used, it is the user's responsibility to ensure the accuracy of the information. The MAGI/Hassayampa Valley Transportation Framework Study is a study and does not constitute a commitment to any specific project or program. The MAGI/Hassayampa Valley Transportation Framework Study is a study and does not constitute a commitment to any specific project or program.

Information of proposed future changes and the use of the study area is subject to change without notice. The MAGI/Hassayampa Valley Transportation Framework Study is a study and does not constitute a commitment to any specific project or program.

See the MAGI/Hassayampa Valley Transportation Framework Study for more information.

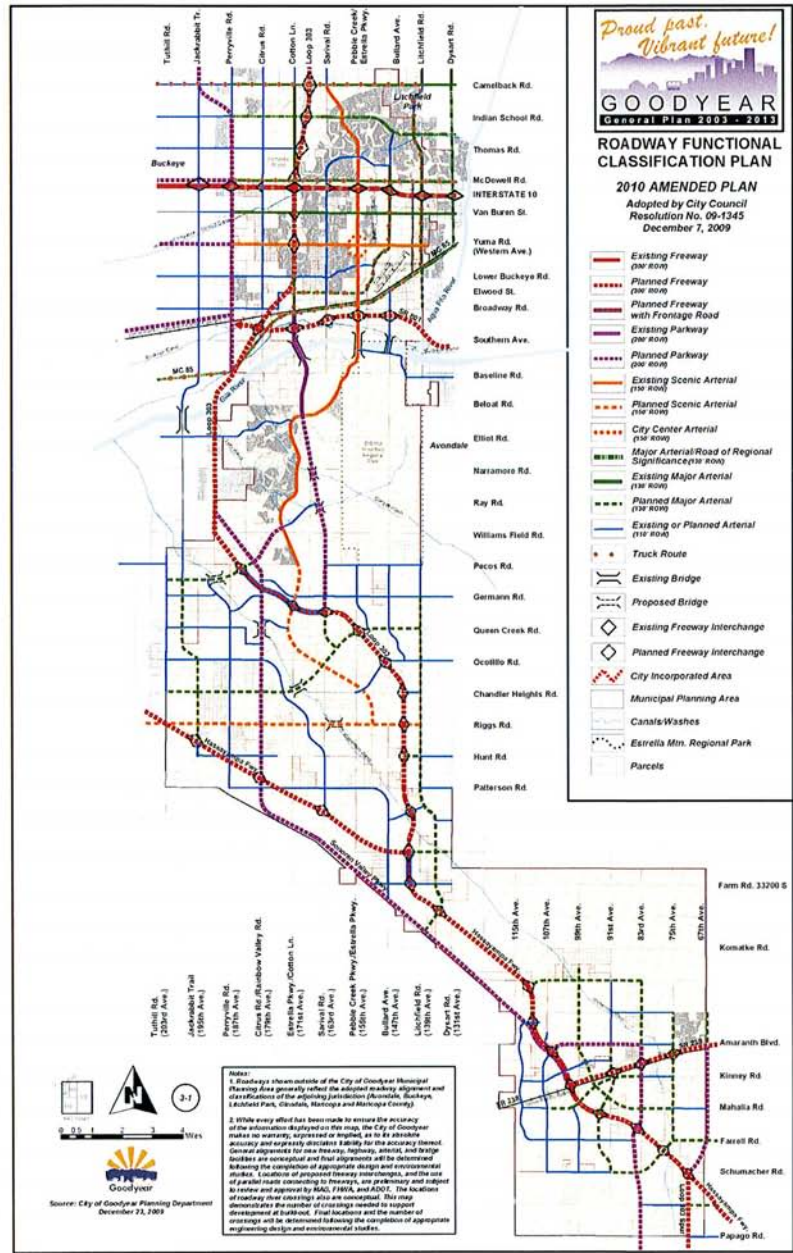
Appendix H: Agency Letters (Newland Communities - pg 16 of 19)

Figure 8: City of Goodyear Preliminary PAD Zoning – 2009; Estrella Region III; Ordinance 09-1198



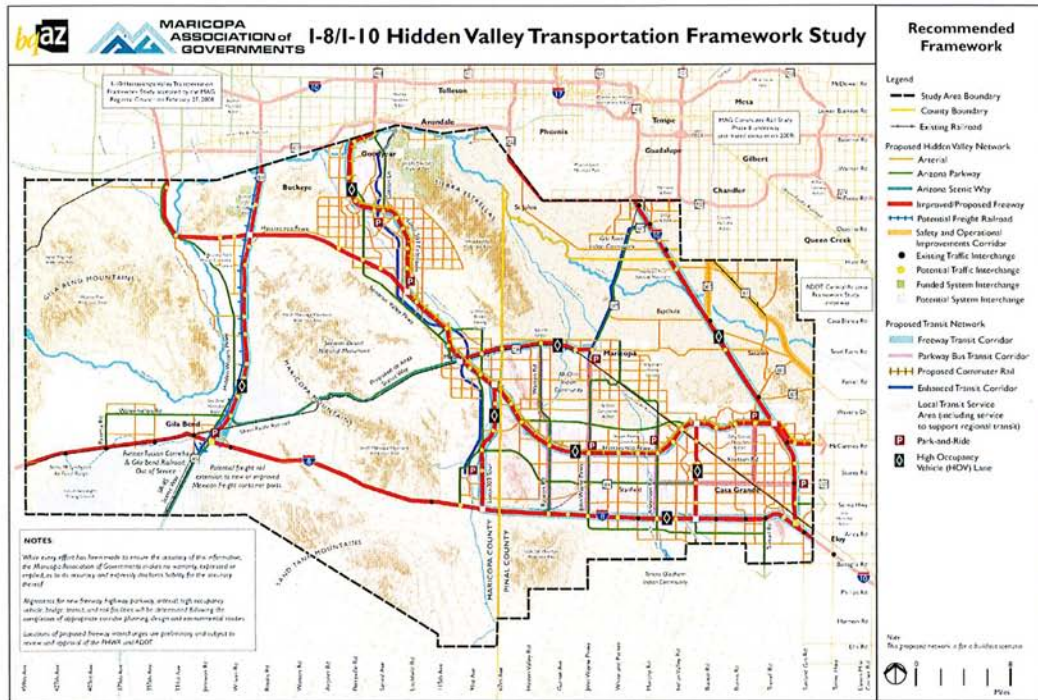
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Figure 9: City of Goodyear Major GPA – 2009; Functional Classification; Resolution 09-1345



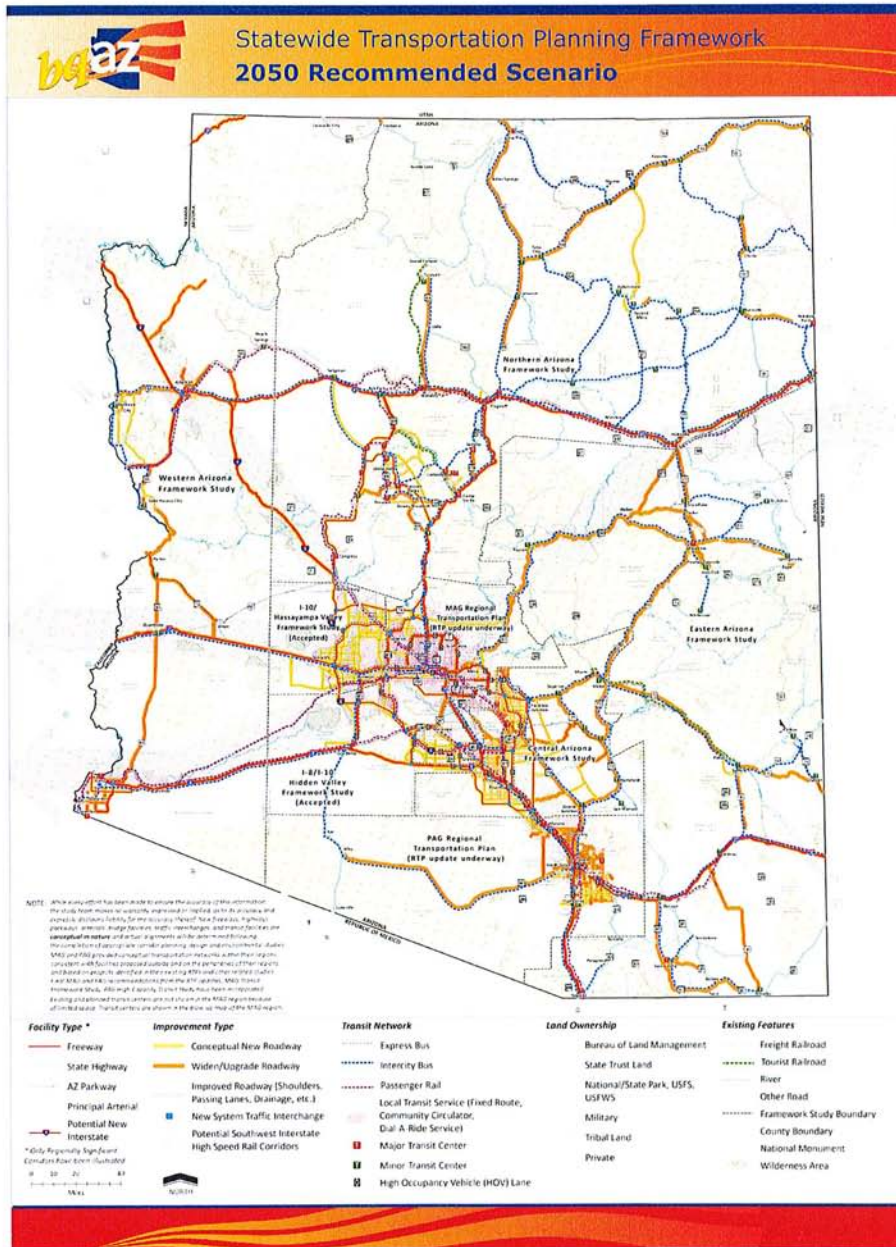
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Figure 10: MAGI-8 and I-10/Hidden Valley Transportation Framework Study – 2009



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Figure 11: ADOT bqAZ Statewide Transportation Planning Framework Program – 2010



ADOT Loop 303 Study from SR 30 to Hassayampa Freeway
Public Comment – Newland Communities