



APPLICANT RESPONSE TO 1ST PZ HEARING DISCUSSION/CONCERNS

Ak-Chin Airport

- Neighbors expressed concerns about over flights and noise mitigation
- Property does not currently have aviation easements recorded on it for overflights nor has the ownership group been approached to provide them. This is a common tool used around airports, when necessary.
- If notification of potential noise nuisances is required for area residents at a later date, the developer will comply with such notification as necessary.

Drainage and Flood Plain

- Neighbors expressed concern that the property was in a flood plain and may also drain into their neighborhood
- Proposed grading improvements were already reviewed in Pinal County through its prior approvals, but will be submitted newly to the City of Maricopa through rezoning and platting. Proposed improvements to the property to protect against flooding and manage drainage will include a below grade drainage channel adjacent to the levee that contains the western edge of the Santa Cruz Wash. This improved channel will capture potential overflows along its western boundary, protecting the property to its west, which includes the proposed Santa Cruz Ranch Master Planned Community and additional down hill properties adjacent to it (See "SCR Exhibit A – Proposed Flood Solution Facilities Below Grade Channels").
- The master planned community will not be allowed to drain into adjacent properties such as Santa Rosa Ranchos. All proposed grading and drainage civil plans will be developed during the platting phase of the project and reviewed and approved by the City of Maricopa Engineering Department prior to construction.

Water Resources

- Neighbors expressed concern that the homes will use up their ground water and lower the water table and negatively impact their residential wells' production. They also expressed general concern of development using area water resources
- Global Water is anticipated to provide water services to the project.
- New residential water needs in AZ are less than 1/3 that of agricultural production on an acre-to-acre comparison basis, meaning that the residential project is anticipated to use less water than current agricultural uses of the property.
- Global Water's water sources are spread out over a much larger area than this property for their overall distribution network. Nearby residential wells are not anticipated to have any discernable impact from the master planned community as the source of water for the new residences is not anticipated to be drawn from the immediate area's water table.



Wastewater Treatment

- Neighbors expressed general concerns of how services could be provided to the project, they indicated Global Water was rumored to have financial troubles
- This master planned community anticipates providing a wastewater treatment facility onsite that will service the project that Global Water will ultimately operate.
- The wastewater treatment facility will bring sewer services in much closer proximity to our neighbors than currently exist, which may allow them an ability to connect at a nearer date than would otherwise be possible without the facility proposed with this project.
- The area water table may be partially replenished by water that has been treated and put back in the ground by our facility. This will ultimately be at the discretion of Global Water and ADWR.

Roadway Improvements and Traffic

- Neighbors expressed concerns that traffic will overwhelm their community (located west, southwest of SCR) and local roadways
- Most traffic trips related to this project are anticipated to travel north and east, away from nearby ranchette properties, towards the Maricopa-Casa Grande Highway and I-10 for access to City of Maricopa, Casa Grande, and metropolitan Phoenix. The ranchette properties are located in the opposite direction, to the west and southwest of the project.
- The project will develop all onsite streets and adjacent half-street arterial rights-of-way, in conjunction and conformance with the preparation of a Traffic Impact Study, to be reviewed and approved by the City of Maricopa.
- Area transportation plans, like the Pinal County East-West Corridor Study, have contemplated major roadway improvements to improve traffic circulation between SR 347 and the I-10. with the closest major improvements anticipated for the interchanges of Farrell Road and Val Vista Road with the Maricopa-Casa Grande Hwy (see Exhibit B – Pinal County East-West Corridor Study Figures)

Native Resources and Environmental Protection

- Neighbors expressed concern over presence and protection of burrowing owls
- All owls are protected by Arizona state law (ARS Title 17) and by Federal law under the Migratory Bird Treaty Act (MBTA). Fines and other penalties may result if these laws are violated. The City will require a native species inventory/environmental report to be prepared by a license professional to be reviewed and approved prior to construction of impacted areas. These animals will need to be carefully transferred to a new natural habitat per state law. This study will occur during the platting and civil studies phase of the project and all protected species will be relocated prior to site grading.

Buffering to Adjacent Nearby Land Uses

- Neighbors expressed concern over having master planned community lots, which are smaller in size, near to their 3.3 acre ranchette properties
- Open space and density transition buffering is anticipated during the zoning and platting phase of the project to help ease these concerns
- Higher density residential and non-residential land uses are expected to be clustered at the center of the proposed master planned community, away from the ranchette neighbors.

EXHIBIT B

1.2.3 Challenges with BQAZ Hassayampa Freeway Corridor

Superimposing the RSRSM, Coolidge PARA, and BQAZ Hidden Valley Framework recommended improvements onto a single exhibit; we have the information shown in **Figure 1-6**. The Hassayampa Freeway is essentially constrained to terminate at I-10, as the Coolidge PARA did not identify any feasible freeway corridors continuing to the east. What becomes apparent is the challenge of locating both a high-

capacity parkway that maintains local access with a regional freeway in the same corridor between the limits of Montgomery Road to the west, and I-10 to the east. This particular corridor is additionally constrained by an airport to the south, and the terrain/topography of the Sacaton Mountains to the north.

The area north of the Casa Grande Airport provides its own challenges to a regional freeway. Several major drainageways converge near Pinal Avenue and Val Vista Boulevard., flowing towards the airport

and continuing southwesterly ultimately flowing into the north branch of the Santa Cruz Wash. The proposed freeway and cross-streets would need to be maintained over these drainage features. Depressing a freeway corridor will conflict with these drainage features as they would effectively become large channels. Elevating either the freeway or the cross streets to maintain separation near the airport creates conflicts with the protected air space approaching the airport.

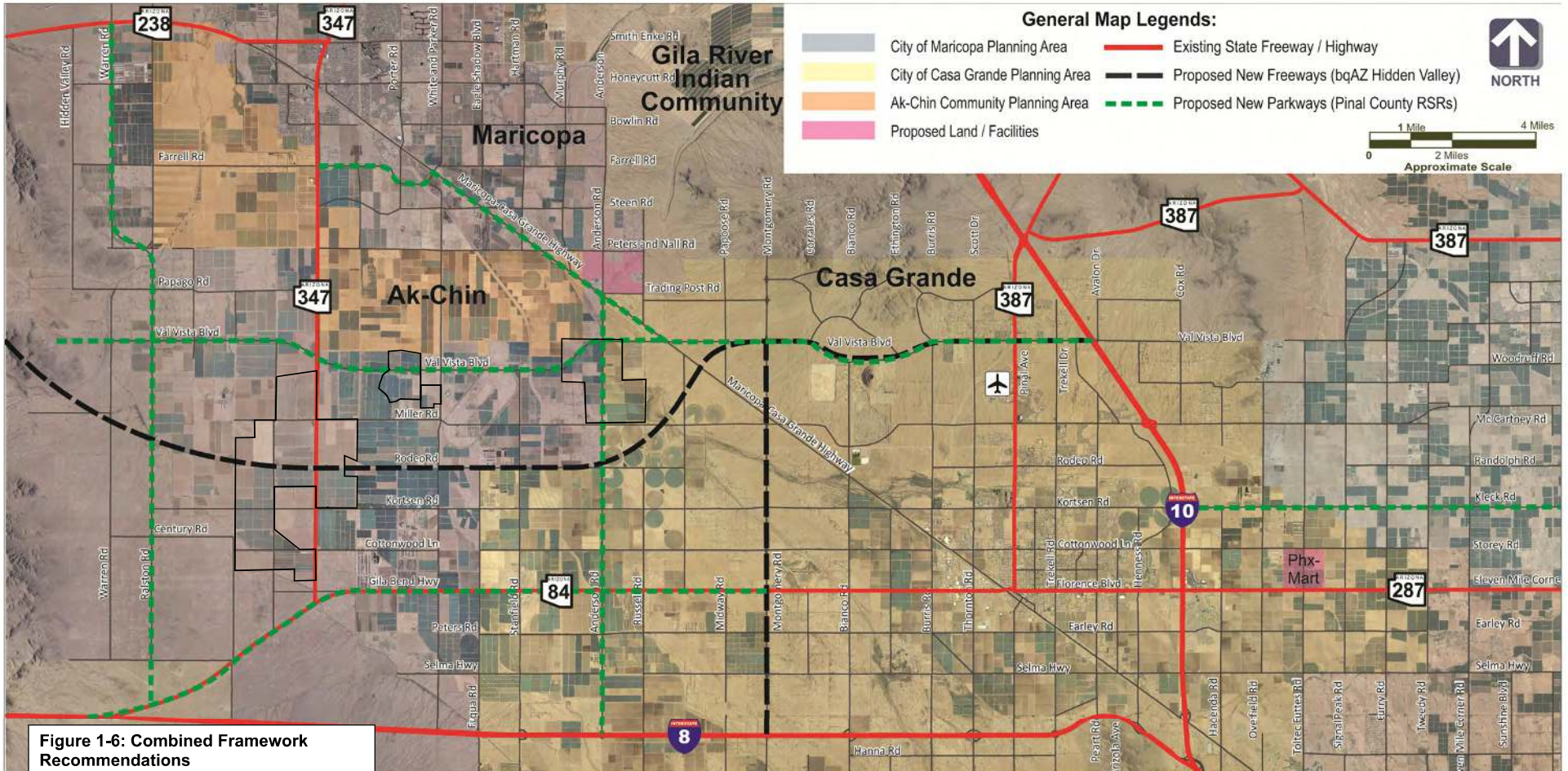


EXHIBIT B

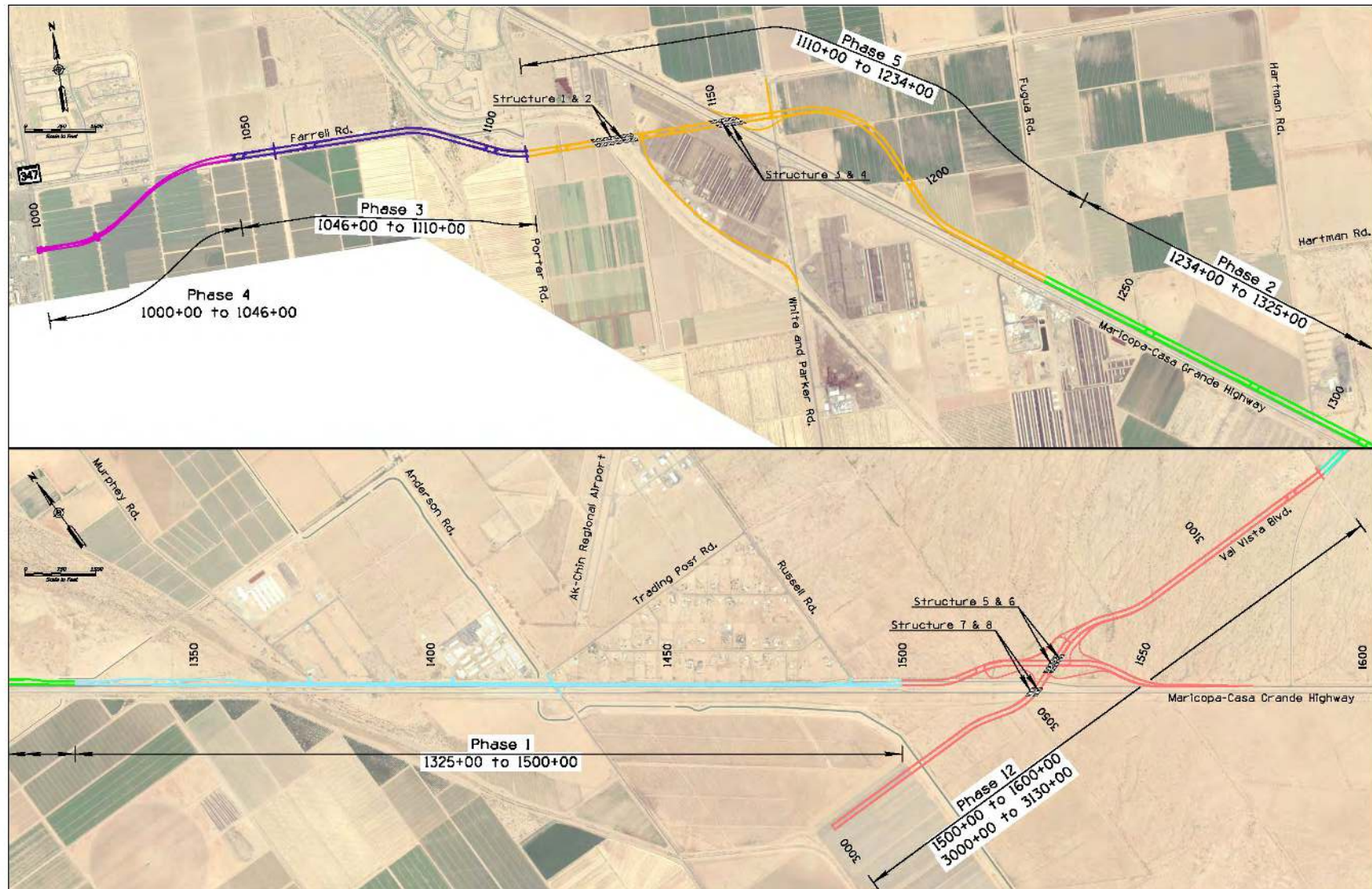
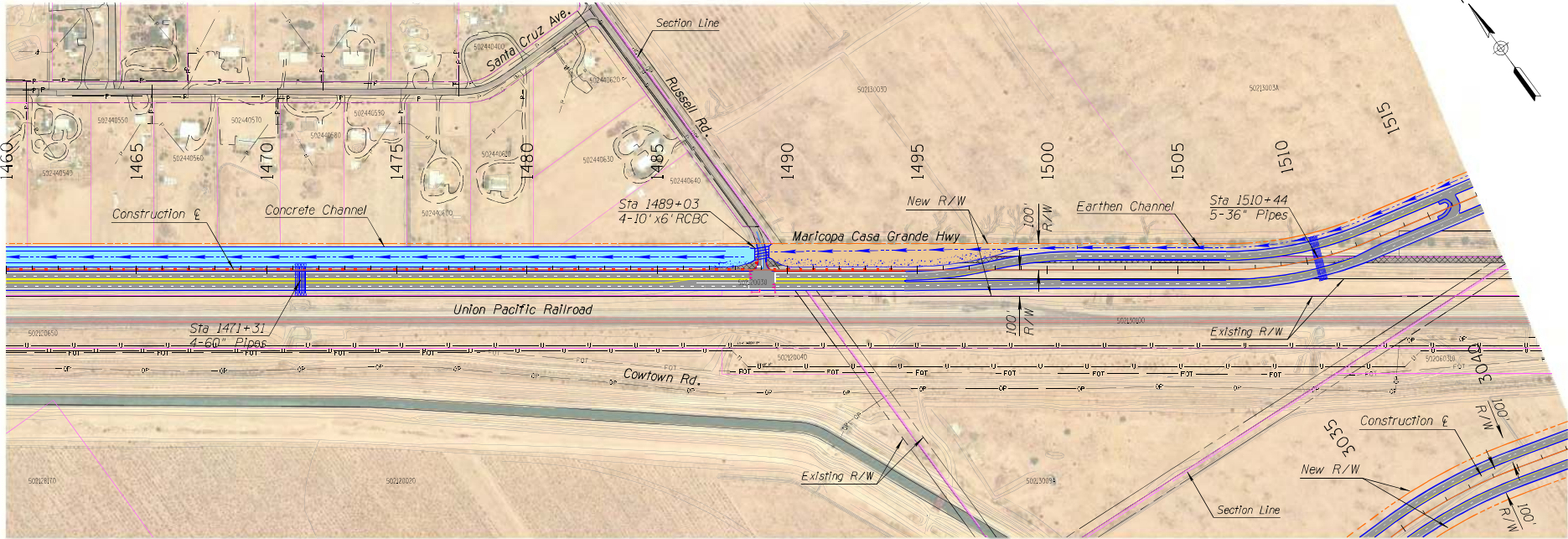


Figure 9-1: EWC Implementation Plan – MCGH Segment

EXHIBIT B

11/30/2015 EWp105.dgn					
P.H.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	AZ	-----			



NAME		DATE	JACOBS	REVIEW NOT FOR CONSTRUCTION OR RECORDING
DESIGN	MKO / TJJ	08-15		
DRAWN	SR / JLM	08-15		
CHECKED	BSW	08-15		
PLAN SHEET			STA 1460+00 TO STA 1517+00	
STA 1460+00 TO STA 1517+00				
LOCATION			DRAWING NO. PL-5	
EAST - WEST CORRIDOR STUDY				

EXHIBIT B

