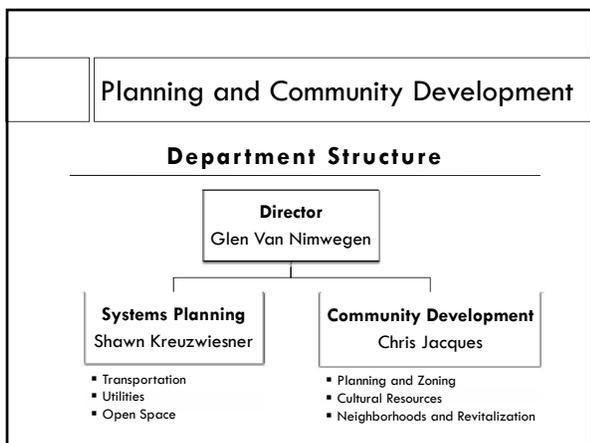


Community Building: Loop 303

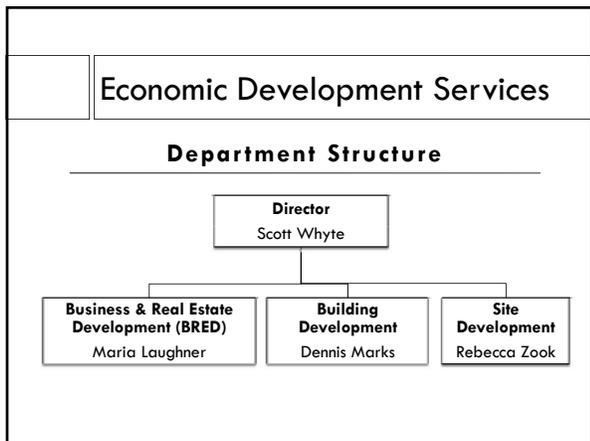
- Department Introductions**
- Total Planning Effort**
 - Implement the Loop 303 Specific Area Plan
 - Assist State Land Department
 - Analyze Future Market Conditions
 - Develop Loop 303 and Lake Pleasant Parkway as an Economic Hub
 - Capital Improvement Process for Lake Pleasant Parkway
- Traffic Management Center**



Planning and Community Development

Department Functions

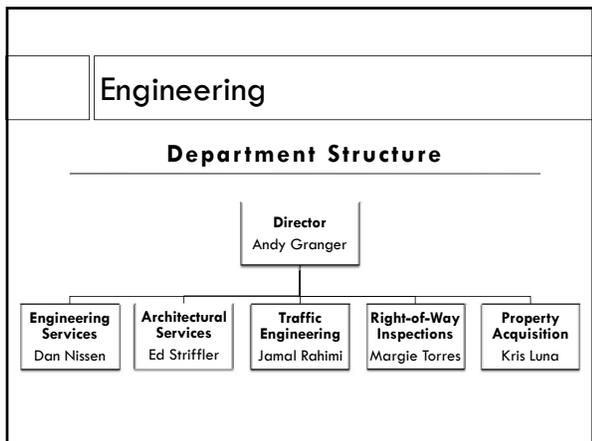
- **Advance and Revitalize the Community**
 - ▣ Sustainable & Strategic planning
 - ▣ Preservation
 - ▣ Providing engineering and planning expertise
 - ▣ Neighborhood livability & programs
- **Federal grant administration**
 - ▣ HOME & CDBG



Economic Development Services

Department Functions

- **Business and Real Estate Development (BRED)**
 - ▣ Business Attraction
 - ▣ Business Retention
 - ▣ Redevelopment
 - ▣ Workforce Development
 - ▣ Small Business Development
- **Building Development**
 - ▣ Oversee regulation and permitting of building activities
- **Site Development**
 - ▣ Provide engineering review services
 - ▣ Private sector
 - ▣ City CIP projects
 - ▣ Plan and sign code services



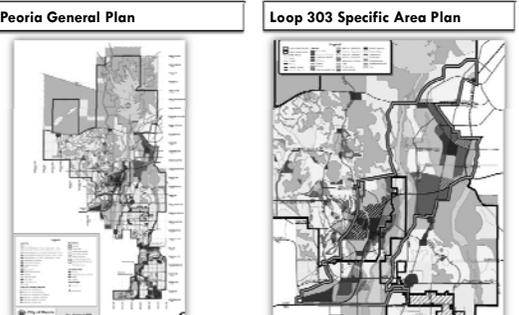
Engineering

Department Functions

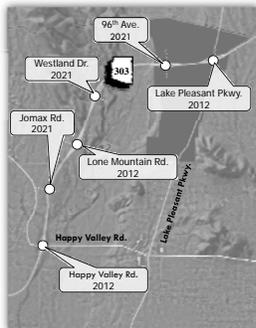


- **Engineering Services**
 - CIP Projects – infrastructure (streets, traffic control, drainage, water and wastewater)
- **Architectural Services**
 - CIP Projects – facilities (parks, libraries, municipal)
- **Traffic Engineering**
 - Traffic Studies, Traffic Management Center, Safe Routes to School and Neighborhood Traffic Programs
- **Right-of-Way Inspections**
 - Inspections of private and publicly funded right-of-way projects
- **Property Acquisition**
 - Acquire rights-of-way and easements for CIP projects and other City interests

Loop 303 Specific Area Plan



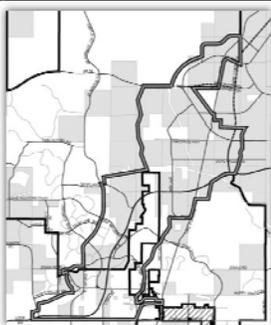
Timing of the Loop 303



Current Construction
2 lanes each direction
3 interchanges
Scheduled completion: 2012
Expected completion: early 2011

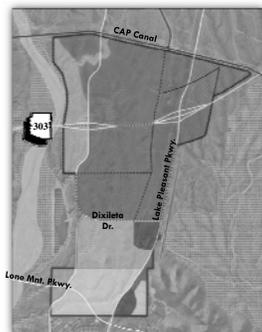
Future Expansion
Additional traffic lanes
3 new interchanges
Expected completion: 2021

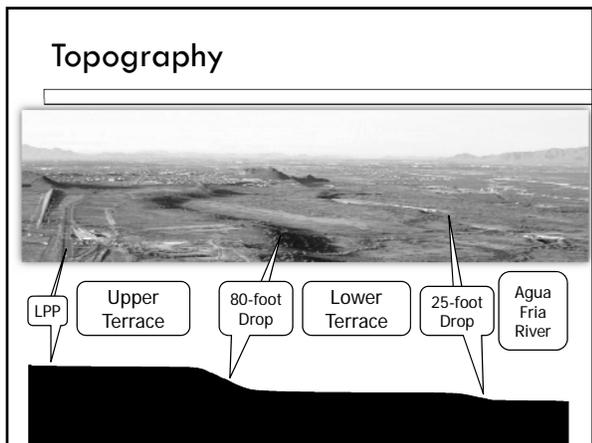
State Land Department

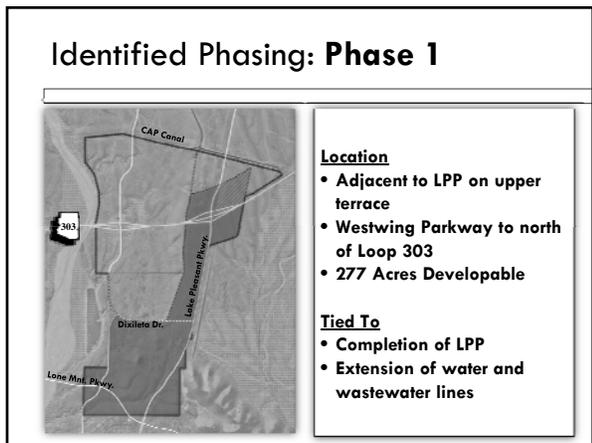


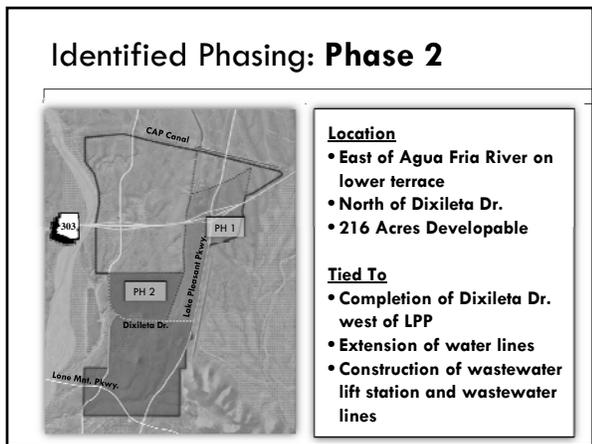
Topography

- Collect Data to Identify Issues**
 - Due Diligence for Study Area
- Data Collection – State lands only**
 - Aerial mapping
 - Topography Analysis
 - Boundary Survey
- What did we learn?**

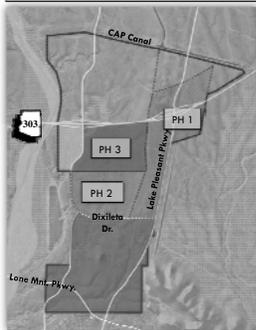








Identified Phasing: **Phase 3**



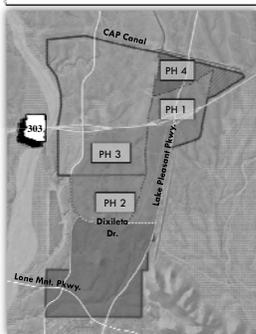
Location

- East of Agua Fria River on lower terrace
- South of Loop 303
- 200 Acres Developable

Tied To

- Construction of 96th Ave. Interchange
- Extension of water and wastewater lines

Identified Phasing: **Phase 4**



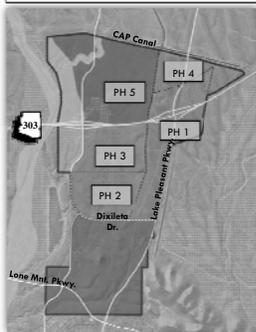
Location

- Adjacent to LPP on upper terrace
- South of CAP Canal
- 132 Acres Developable

Tied To

- Completion of LPP north of Loop 303
- Extension of water and wastewater lines

Identified Phasing: **Phase 5**



Location

- East of Agua Fria River on lower terrace
- North of Loop 303
- 365 Acres Developable

Tied To

- Construction of 96th Ave Interchange
- Extension of 96th Ave north of Loop 303
- Extension of water and wastewater lines

Loop 303: Economic Opportunities

- Loop 303 Freeway
- Unique Corridor Topography
- Lake Pleasant
- Vacant Land for Master-Planned Communities, Lifestyle Retail, and Commercial/Industrial development (job creation)
- Foreign Trade Zone
- Demographics

Loop 303: Economic Constraints

- Predominant land owner is the State
- Economic Recession – change in corporate behavior, national/global competition, limited new business locates/expansion, financing availability
- Workforce Development
- Few available ED tools in the state
- Demographics for other retail formats (Lifestyle)
- Utility Availability and Available Building/Site Inventory

Competitive Realities

- Available sites and buildings are essential
 - 65% - 75% of prospects are looking for a modern building.
 - Actual projects are a mix of new construction and occupancy of an existing building .



Competitive Realities

□ Speed is critical

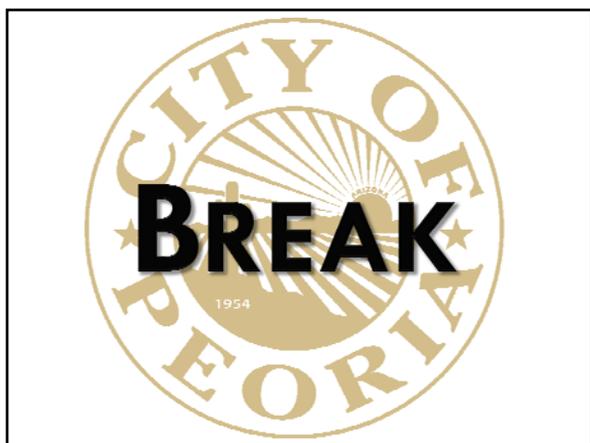
- Time frame for picking new location down to 3 - 4 months
- Sites must be "shovel-ready"
- Permit & approval process must be expedited
- Workforce recruiting and training assistance needed



Factors in Site Selection

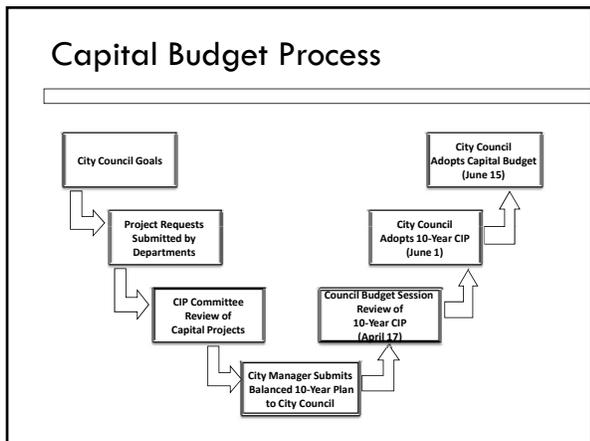
2008 Development Counselors International Survey

1. Labor (*availability, quality, cost*)
2. Overall operating costs
3. Efficient transportation systems
4. Business friendly government
5. Competitive incentives/tax exemptions
6. Quality of life
7. Proximity to funding sources



Developing the Capital Plan

- **Address Council Policy Goals:**
 - Economic development
 - Strengthen neighborhoods – Community Works Program
 - Provide superior quality parks and recreation programs
 - Land banking for parks and open space
 - Plan and develop city infrastructure
- **Maintain existing assets**
- **Deliver “complete” projects**
- **Fund Community Works Program**
- **Carefully consider delivery methods**
- **Get projects out the door**
- **Leverage outside resources**

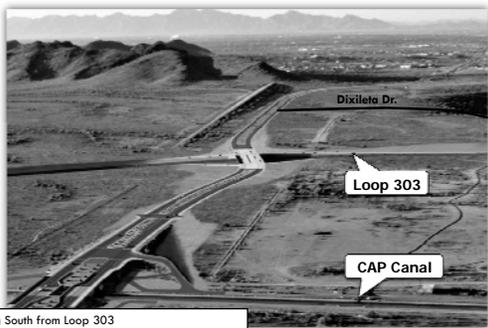


Transportation Funding: Outside Dollars

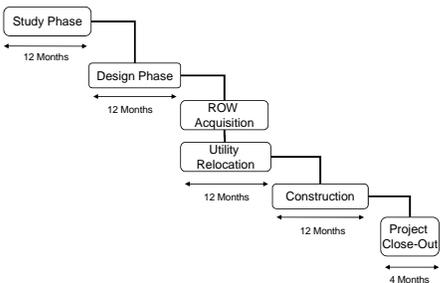
\$208M Total
\$88M Outside Sources

- **County Transportation Sales Tax (Prop. 400) - \$47.3 million**
 - Community Park #2, Beardsley Connector, L303 Interchanges, Cotton Crossing, Northern Pkwy, Lake Pleasant Pkwy
- **Federal Surface Transportation Program (STP) - \$32.5 million**
 - Beardsley Connector, Lake Pleasant Pkwy, 83rd Ave Roadway Improvements, 75th Ave & Thunderbird Ave Intersection Improvements
- **Federal Stimulus (ARRA) - \$3.98 million**
 - Beardsley Connector, Pavement Preservation, Olive & L101 TI, 83rd Avenue
- **MAG Closeout - \$4 million**
 - 84th Ave Streetscape, 91st Ave & Olive Ave Intersection Improvements

Lake Pleasant Parkway: Costs and Timing

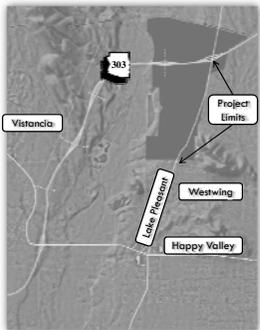


CIP Project Implementation Process



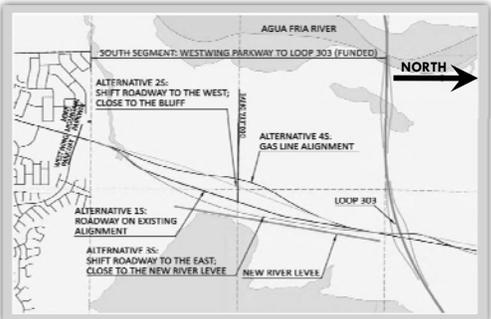
52 Months *Time varies based upon project generally these are minimums

Lake Pleasant Parkway Improvements

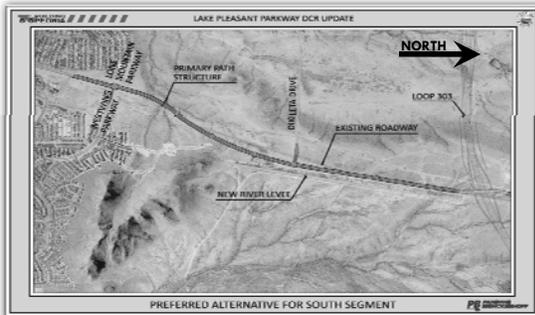


- Westwing to Loop 303**
- **Project Background**
 - Original Design Concept Report 2001 Williams Rd to SR 74
 - **Project Need**
 - Existing conditions changed:
 - Rural Roadway north of Westwing
 - Lake Pleasant Parkway
 - Williams Road to Westwing Pkwy
 - Loop 303
 - Spring 2012.
 - Evaluate Alternative alignments
 - Provide for improved circulation and access for anticipated development
 - Design the project to meet federal requirements (NEPA process)

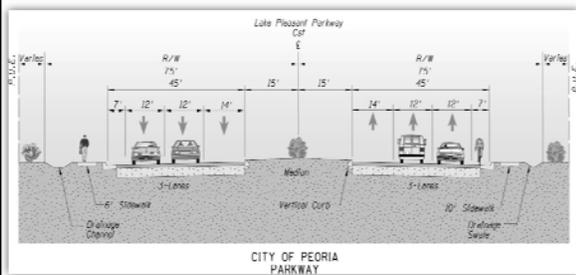
Considering Multiple Alignments



The Selected Alignment



Determine Typical Roadway Section



Three Projects in One

The diagram shows a cross-section of Lake Pleasant Parkway with a total width of 100' to 210'. It includes a 2' sidewalk, 12' and 14' lanes, 29' medians, 2' lanes, 10' shoulders, and 12' and 14' sidewalks. Utilities shown include 8" stormwater, 24" water, and 36" sewer lines. Project costs are listed as: Street (\$37.2 M), Water Line (\$8.3 M), and Sewer Line (\$4.4M).

Street (\$37.2 M) | Water Line (\$8.3 M) | Sewer Line (\$4.4M)

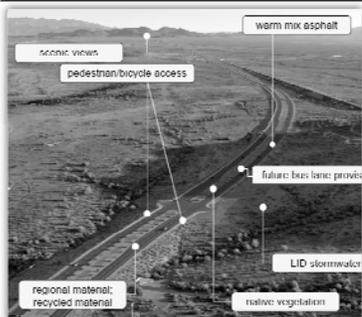
Not Just a City Project

- **Right of Way Owners**
 - State Lane
 - Arizona Department of Transportation
 - Flood Control District of Maricopa County
 - Bureau of Land Management
 - Private Owners
- **Stakeholders**
 - Federal (FHWA, BLM), State (Lands, ADOT) County (MCDOT, FCDMC) MAG
 - Utilities: APS, El Paso Natural Gas, Qwest, Cox, Southwest Gas
 - Public (Property Owners, Regional Users, Local Users)

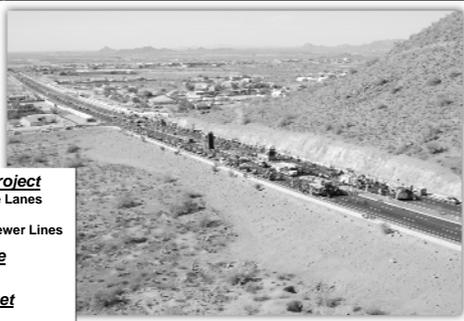
Project Schedule

- Begin DCR Update: February 2009
- Public Meeting No. 1: October 28, 2009
- Federal Funding by MAG: February 24, 2010
- Public Meeting No. 2: February 25, 2010
- Final DCR Update: May 2010
- Final Design Kickoff: June 2010
- Right of Way Acquisition Begins: June 2010
- NEPA Environmental Clearance: Fall 2010
- Construction: Funded in FY13

Sustainable Roads



Happy Valley Road



Happy Valley Road

Arizona Public Works Association
2010 Transportation Project of the Year

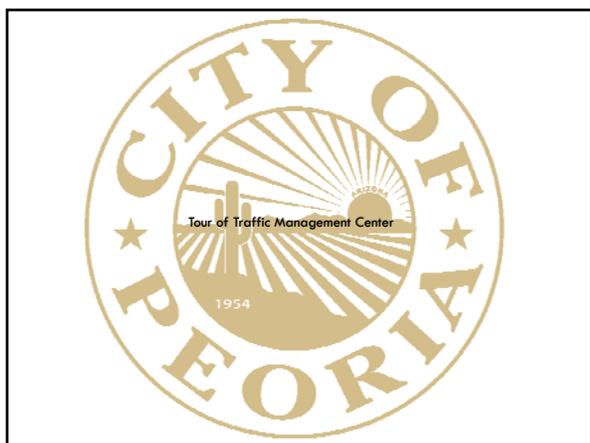
Arizona General Contractors Association
Arizona Municipal Streets Project of the Year

American Road and Transportation Builders Association
2010 Globe Award of Environmental Construction

	<h3>Expected Outcomes & Barriers</h3>
<ul style="list-style-type: none">□ Market Conditions□ Conflict between Peoria and State Land Goals□ Cost of Infrastructure vs. Timing of Expected Use	



QUESTIONS



Tour of Traffic Management Center
