



Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation

Appendix E3, Land Use and Section 6(f) Technical Memorandum

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Acronyms

1		
2		
3	ACEC	Area of Critical Environmental Concern
4	ADOT	Arizona Department of Transportation
5	AGFD	Arizona Game and Fish Department
6	ASLD	Arizona State Land Department
7	BLM	Bureau of Land Management
8	EIS	Environmental Impact Statement
9	I	Interstate
10	NPS	National Park Service
11	PAD	Planned Area Development
12	Reclamation	Bureau of Reclamation
13	SDNM	Sonoran Desert National Monument
14	SNP	Saguaro National Park
15	SR	State Route
16	Study Area	I-11 Corridor Study Area
17	UPRR	Union Pacific Railroad
18	US	United States
19	USFS	United States Forest Service



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1 **E3.1 Land Use**

2 This appendix provides more detailed information regarding the affected environment of the
3 Interstate 11 (I-11) Corridor Study Area (Study Area), specifically related to the inventory of
4 related land use plans and policies, and master planned communities, but also providing
5 estimated acreage impacts of existing and future (planned) land use, and any special
6 designated lands within the Study Area.

7 **E3.1.1 Land Use Inventory**

8 **E3.1.1.1 Land Use Plans and Policy**

9 Land use elements vary among the Study Area jurisdictions' general/comprehensive plans.
10 Typically, land use goals relate to economic growth that takes advantage of transportation
11 infrastructure, while maintaining buffers between urban and rural land use, and developing in a
12 manner that is sensitive to the natural environment. In general, transportation elements include
13 goals relating to improving circulation, reducing congestion, enhancing public transit, and
14 fostering bicycle and pedestrian networks for localized travel.

15 Within the South Section, the Study Area encompasses portions of the planning areas of
16 Nogales, Sahuarita, South Tucson, Tucson, Marana, Eloy, Pima County, and Pinal County. In
17 the Central Section, the Study Area encompasses portions of the planning areas of Casa
18 Grande, Gila Bend, Goodyear, Buckeye, Pinal County, and Maricopa County. The North Section
19 includes portions of the planning areas of Buckeye, Wickenburg, Maricopa County, and Yavapai
20 County.

21 Across the municipalities located in the Study Area, most general or comprehensive plans
22 outline future land use patterns with much thought given to the interrelated nature of land use,
23 transportation, and economic development. As a driver of growth, economic development
24 initiatives often respond to transportation patterns, with other land uses planned in a compatible
25 manner. For example, major employment centers tend to be focused along high capacity
26 roadways, with industrial growth anticipated near freeways, rail lines, and airports. Mixed use
27 development often surrounds these areas, with lower densities of residential growth more
28 distant, to avoid conflicts with noise and high volumes of traffic.

29 Some municipalities already incorporate some version of a new I-11 Corridor in their land use
30 plans, such as Pinal County, Casa Grande, Eloy, Goodyear, Buckeye, and Wickenburg – albeit
31 often with various names (e.g., West Pinal Freeway, Hassayampa Freeway, State Route
32 [SR] 303L), while others are focused on expansion of existing freeways, such as I-19 and I-10
33 (e.g., Nogales, Tucson, Gila Bend). A summary of major planning themes, as they relate to
34 development of a potential I-11 freeway corridor, are discussed as follows.

- 35 • City of Nogales General Plan (2011): Nogales encompasses the southern end of Option A
36 (I-19). The Plan is not focused on specific land use allocations, but rather aligned with their
37 strategic location in a bi-national economy to take full advantage of their location on the
38 United States (US)/Mexico border. Economic development initiatives are tied to the
39 Mariposa land port of entry, with growth areas focused along transportation corridors that
40 can transport goods and people between the US and Mexico. To that end, I-19 is a critical
41 corridor to provide easy and reliable access to adjacent industrial and business parks.



- 1 • Santa Cruz County Comprehensive Plan (2016): Santa Cruz County's future is focused on
2 the I-19 corridor, anticipated to be the economic driver for the entire county, with potential
3 for increased economic development opportunities and employment-generating uses.
4 Adjacent planned land uses include a mix of mixed use, regional services, and high- and
5 medium-density residential.
- 6 • Town of Sahuarita General Plan (2015): Sahuarita is located on the southern end of the
7 Tucson metropolitan area, spanning Option A (I-19). Their Plan focuses on integrating land
8 use and transportation decisions with economic development priorities. While much of the
9 adjacent land use to I-19 is residential, a growth area is anticipated between El Toro and
10 Helmet Peak Roads, on both sides of I-19. Additional employment-related growth is
11 generally focused along the proposed Sonoran Corridor, which the Plan places farther north,
12 intersecting I-19 at Pima Mine Road. (A Tier 1 Environmental Impact Statement [EIS] is
13 currently underway by Arizona Department of Transportation (ADOT) to determine the
14 corridor location for this route.)
- 15 • City of South Tucson Comprehensive Plan (2011): The City of South Tucson is a 1-square-
16 mile community within metropolitan Tucson, comprised primarily of residential and
17 commercial uses. Land use goals relate to improving parks and recreation opportunities,
18 creating more opportunities for mixed use development, and reducing the amount of vacant
19 land. Located northeast of the I-10/I-19 interchange, the City does not have any highways or
20 freeways traversing the city boundaries; therefore goals are related to improving safety and
21 mobility on local streets, including integrating multimodal travel options.
- 22 • City of Tucson General and Sustainability Plan (2013): A focus of Tucson's General Plan is
23 to sustain and diversify their economy and leverage the city's proximity to Mexico. Option B
24 (I-19 and I-10) passes through Tucson, as the main transportation artery. Transportation
25 policy strives to improve and build on existing infrastructure, like I-10. Future growth also is
26 focused around this corridor, with business centers and mixed uses anticipated in growth
27 areas in the Rio Nuevo, Downtown West, and El Centro areas.
- 28 • City of Marana General Plan (2011): Located along I-10 (Option B), Marana is currently
29 primarily a residential bedroom community to Tucson. Their Northwest Growth Area is the
30 primary focus of future development, encompassing the Town Center, and commercial and
31 industrial development along I-10 and Marana Road. Additional commercial and industrial
32 development is planned near the Pinal Air Park and Marana Municipal Airport. Realizing the
33 need for additional transportation access, the General Plan notes cooperation with ADOT as
34 important, and to work with planning an alternative route between Tucson and Phoenix.
- 35 • Pima Prospers Comprehensive Plan (2015): Pima County's long-range plan focuses
36 development in investment areas, including the Sonoran Corridor, and Southwest area
37 (north of San Xavier District). The Plan focuses on retaining open space and sensitive
38 environmental resources, planning for low- and medium-intensity rural residential
39 development outside the primary developed areas. The Plan's goals strive to balance
40 growth with economic development, conservation, and efficient use of infrastructure.
- 41 • City of Eloy General Plan (2011): Located in Pinal County, Eloy spans I-10 in Pinal County
42 (encompassing Options G and F). The City is primarily composed of residential development
43 today, but envisions better balancing its population with more employment-generating uses
44 (industrial and commercial). Within Eloy, the Union Pacific Railroad (UPRR) parallels I-10,
45 making this multimodal transportation corridor the focus of future growth, including the
46 Golden Corridor, Picacho Vista, and Eloy-Casa Grande Interface growth areas, which all
47 anticipate a mix of higher density residential, manufacturing, and transportation-related



- 1 industrial growth. To the south, the Red Rock Growth Area is planned as the largest
2 employment hub, focused around the planned UPRR classification yard and related
3 industries to be developed on a large State Trust Land parcel under the auspices of Arizona
4 State Land Department (ASLD). General Plan policies outline capitalizing on the City's
5 proximity to I-8, I-10, and the UPRR corridor, designating lands for industrial and
6 manufacturing growth to maximize employment opportunities along transportation corridors.
7 A future high capacity "belt route" is generally planned around the southern and western
8 portion of the planning area to alleviate traffic congestion along I-10 (generally following
9 Option F), along with a narrower preferred corridor for the North-South Freeway corridor
10 connection along SR 87 (*North-South Corridor Study* currently underway by ADOT).
- 11 • Pinal County Comprehensive Plan (2009): Spanning both the South and Central sections of
12 the Study Area, the Plan promotes a future vision of a healthy people, a healthy
13 environment, and a healthy economy. The majority of urban growth is focused in the Eloy,
14 Casa Grande, and Maricopa areas, generally located along high capacity transportation
15 routes. The Plan outlines economic development/growth areas and strives to preserve land
16 dedicated for employment-generating uses, to maintain compatibility – and not
17 encroachment – from other uses. Growth areas include the West Pinal area, I-8/I-10
18 junction, UPRR Red Rock classification yard, and Pinal Air Park, along with other smaller
19 clusters of manufacturing and industrial uses near regional airports. Potential new
20 transportation corridors are shown south of/parallel to I-10, north along Montgomery Road,
21 west along Val Vista Road, and north in proximity to SR 87 (proposed North-South Freeway
22 corridor, as noted above in the City of Eloy narrative).
 - 23 • City of Casa Grande General Plan (2009): Located generally northwest of, but
24 encompassing the junction of I-10 and I-8, Options G, H, and I all traverse Casa Grande.
25 Future commercial, manufacturing, and industrial growth is focused along state highway and
26 interstate corridors, including I-8, I-10, SR 84, SR 387, Jimmie Kerr Highway, and segments
27 of Montgomery and Chuichu Roads. The central part of the city is primarily residential
28 development, with outlying areas designated for rural and agricultural development. A core
29 tenant of the General Plan is "community first" or retaining the rural identity and sense of
30 community. Transportation policy strives for developing new corridors with compatible
31 adjacent land uses and the City supports regional transportation planning efforts with
32 adjacent cities and Tribes, Pinal County, ADOT, and the metropolitan planning organization.
 - 33 • Town of Gila Bend General Plan (2017): Gila Bend is located at the junction of I-8 and
34 SR 85 (Options K and Q). Land use policy encourages industrial development in areas that
35 would not impact residential uses, and promotes development that is consistent with the
36 nearby Barry M. Goldwater Air Force Range and UPRR corridor. Industrial and business
37 park development is proposed along SR 85, north of Maricopa Road, and between I-8 and
38 SR 85 on the east side of town near the proposed realignment of SR 85. Gila Bend's major
39 industry is solar energy generation and hopes to capitalize on this market by attracting
40 employees within a 100-mile span.
 - 41 • City of Goodyear General Plan (2014): Goodyear is located on the eastern end of the Study
42 Area, a linear planning area spanning down to SR 238, with potential future annexation to
43 I-8. Options L, M, and N pass through the City. Policy tenants include integrating land use
44 and transportation, coordinating with regional entities regarding major transportation
45 facilities, protecting environmental resources, and becoming a leader in technology-related
46 employment and economic development opportunities. Business and commerce land uses
47 are primarily located at transportation junctions (freeways and parkways), with a proposed
48 new freeway running north-south through the community (SR 303L extension) and north of



- 1 the Sonoran Desert National Monument boundary (proposed Hassayampa Freeway, parallel
2 to the proposed Sonoran Valley Parkway). Growth areas are focused along I-10, the
3 SR 303L, and near the Phoenix-Goodyear Airport. The City of Goodyear includes a very
4 large master-planned community (Estrella) which covers approximately 30 percent of the
5 municipality, in which the city respects the development agreements it has with the master
6 developer to create a cohesive and well planned community.
- 7 • City of Buckeye General Plan (2008) update in draft form (2018): Buckeye has a large
8 planning area that encompasses portions of both the Central and North sections. Corridor
9 Options Q, R, and X traverse portions of the City. Related policies include developing high
10 quality employment centers (becoming the employment hub of the Hassayampa Valley),
11 preserving locations with good transportation access for economic development, maximizing
12 the potential of the regional airport, and planning for development of mixed use activity
13 centers. With several parcels of State Trust land islands, the City strives to plan
14 cooperatively with the ASLD to maximize the potential of these parcels. Buckeye is largely
15 comprised of a series of master planned communities, in which the City respects these
16 development agreements to create a cohesive and well planned community. Major growth
17 areas are anticipated near the downtown area, maximizing economic development near the
18 proposed SR 30 and SR 85; along I-10; and near the Palo Verde Nuclear Generating
19 Station and Buckeye Regional Airport. The proposed Hassayampa Freeway is illustrated on
20 their circulation map as the future I-11 Corridor, with nodes of planned business park and
21 commercial development opportunities.
 - 22 • Maricopa County Comprehensive Plan (2016): The Plan does not outline specific land uses,
23 but rather promotes balanced and efficient development, including a diverse economy. Their
24 circulation system seeks to preserve road alignments proposed in the Maricopa Association
25 of Governments regional framework studies and other regional transportation planning. A
26 series of area plans envision future growth on a more localized scale. Within the Study Area,
27 these include the US Highway 80 Area Plan (2007), SR 85 Corridor Area Plan (2003), and
28 the Tonopah-Arlington Area Plan (2000). In these areas, development is primarily focused
29 on rural residential uses, with commercial/industrial nodes at transportation junctions, such
30 as I-10/339th Avenue, SR 85/Komatke Road, and Wintersburg Road/Baseline Road (Palo
31 Verde Nuclear Generating Station).
 - 32 • Town of Wickenburg General Plan (2013): The Town is located at the north end of the Study
33 Area and includes portions of Options S, U, and V. Wickenburg is primarily a residential
34 community, with commerce along US 60 and US 93. Future land use depicts expanded
35 employment opportunities near the airport and the planned Forepaugh Rail Park, with
36 continued highway-related commerce along US 93. Plan policies outline the desire to
37 maintain a thriving downtown area, be a steward of natural resources, decongest area
38 highways, improve US 60/US 93 in a manner that avoids negative impacts to downtown,
39 and strengthen economic assets and infrastructure to make the Town more attractive for
40 new investment and diversification.
 - 41 • Yavapai County Comprehensive Plan (2012): The northern portion of the Wickenburg
42 planning area is located in Yavapai County. In this area, much of the land is State Trust land
43 and therefore developable, although not currently planned. Land use policy themes include
44 locating compatible land uses along major transportation corridors and supporting integrated
45 approaches to subdividing land that places land uses in a compatible manner.

1 E3.1.1.2 Existing Land Use

2 Most of the Study Area today is comprised of vacant or residential land, with large swaths of
3 recreation/open space or agriculture land, and clusters of commercial and industrial
4 development, generally along existing transportation corridors and at major transportation
5 junctions. **Figure E3-1** (Existing Land Use) displays corridor-wide existing land uses; land use
6 features noted in the main Draft Tier 1 EIS report narrative are labeled for context.

7 Please note that illustrated land uses reflected categorizations in municipal and county general
8 and comprehensive plans. They are not always reflective of underlying public land management
9 patterns. Therefore, some areas that are managed as open space or recreation may not be
10 reflected as such on **Figure E3-1**.

11 For the South and Central sections, spatial data is unavailable for Pinal County (Options F, G,
12 H, and I); for the North Section, data is unavailable for Yavapai County (northern portions of
13 Options S, U, and X). Neither county maintains a database of existing land uses. For this
14 analysis, a field survey and review of aerial photography assisted in the narrative.

15 **Table E3-1** (Existing Land Use – South Section Corridor Options) displays land use allocations
16 for Corridor Options in the South Section. Lands within the South Section are primarily
17 categorized as existing residential or vacant, with pockets of commercial development. A large
18 cluster of mining activity exists south of the San Xavier District of the Tohono O’odham Nation,
19 including the Mission and Sierrita Mines.

Table E3-1 Existing Land Use – South Section Corridor Options (acres)

Existing Land Use	Corridor Options					
	A	B	C	D	F*	G*
Residential	796	1,403	843	1,535	8,114	3,858
Agriculture	1,215	0	0	0	0	0
Tribal Lands	0	1,622	0	0	0	0
Commercial	471	0	0	0	87	1,668
Industrial	221	0	0	0	911	3,386
Mixed Use	269	2,868	1,257	2,802	568	0
Office	0	0	0	0	0	0
Recreation/Open Space	0	0	0	0	12	837
Public/Private Institutions	0	0	0	0	19	453
Transportation/Parking	0	0	0	0	0	158
Vacant	1,913	4,498	5,315	10,253	544	95
Unclassified	3	0	0	0	0	0
Waterbodies	0	0	0	0	0	0

* Pinal County does not maintain existing land use data.

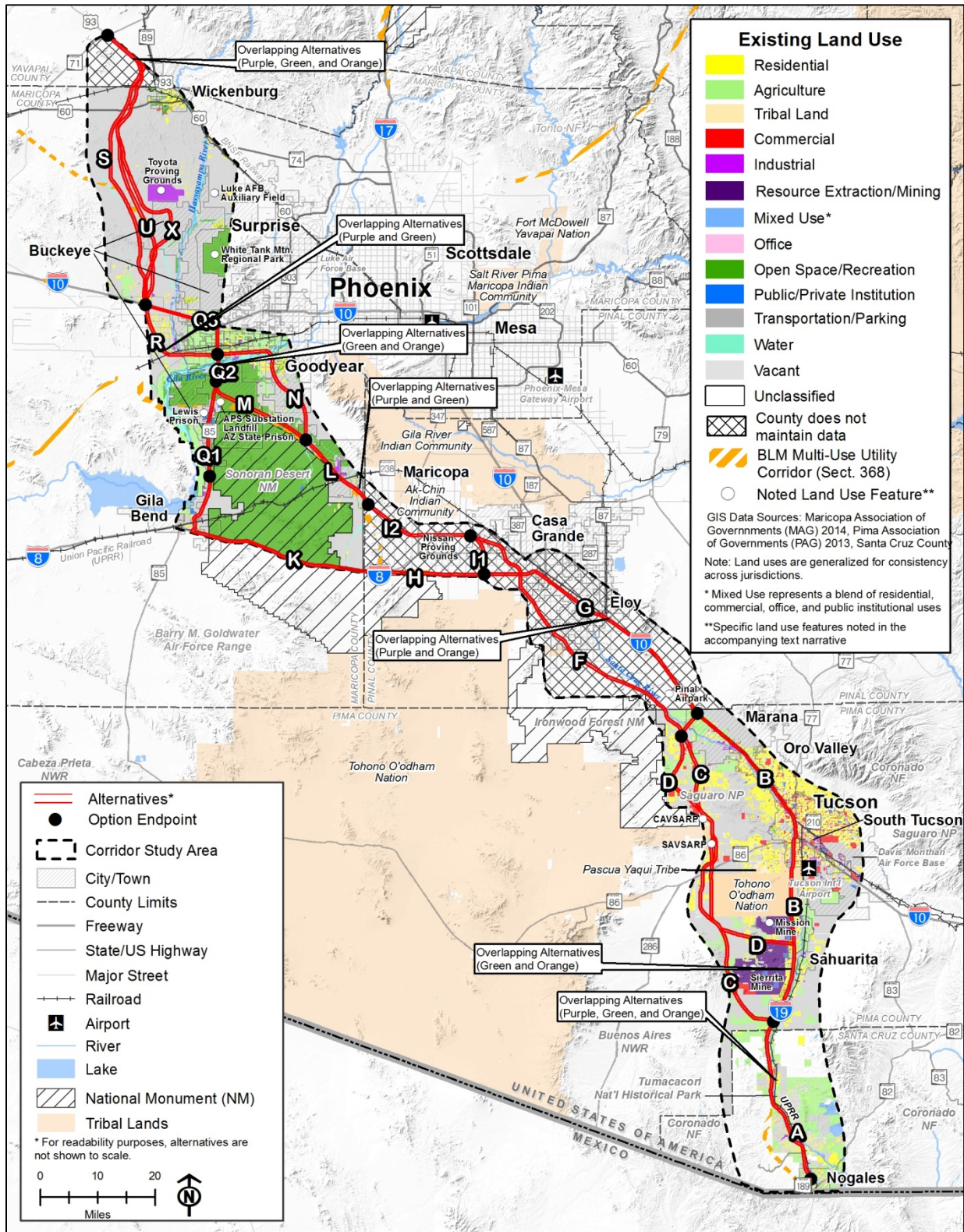


Figure E3-1 Existing Land Use



1 Not illustrated in this categorization, large clusters of open space/recreation uses exist in the
2 South Section, namely Saguaro National Park (SNP), Tucson Mountain County Park,
3 Tumacacori National Historical Park, Tubac Presidio State Historic Park, Ironwood Forest
4 National Monument, and Picacho Peak State Park.

5 **Table E3-2** (Existing Land Use – Central Section Corridor Options) displays land use allocations
6 for Corridor Options in the Central Section. Lands within the Central Section are primarily
7 residential, recreation/open space, or vacant, with pockets of commercial and industrial
8 development along existing corridors, as well as large swaths of agriculture land. The high
9 degree of open space lands in this section is mostly due to the Sonoran Desert National
10 Monument (SDNM), which comprises more than half of the geographic area, along with several
11 additional parks and recreation areas. Pinal County is mostly vacant and residential in nature,
12 while non-open space areas of Maricopa County have a higher degree of agricultural lands,
13 mostly located near the Gila River corridor.

Table E3-2 Existing Land Use – Central Section Corridor Options (acres)

Existing Land Use	Corridor Options							
	H	I	K	L	M	N	Q	R
Residential	2,894	5,721	71	1	5	307	11	263
Agriculture	0	0	0	0	0	1,403	807	1,296
Tribal Lands	0	0	0	0	0	0	0	0
Commercial	1,122	68	21	0	0	45	24	16
Industrial	431	478	7	43	1	100	73	0
Mixed Use	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0
Recreation/Open Space	1,959	63	5,206	1,051	2,005	197	1,395	0
Public/Private Institutions	0	0	0	7	0	36	189	8
Transportation/Parking	0	0	1,200	0	0	116	2,058	138
Vacant	0	0	2,937	2,500	271	3,608	4,351	2,491
Unclassified	0	0	0	0	0	0	0	0
Waterbodies	0	0	45	0	0	308	245	0

* Pinal County does not maintain existing land use data.

14 **Table E3-3** (Existing Land Use – North Section Corridor Options) displays land use allocations
15 for Corridor Options in the North Section. Lands within the North Section are primarily vacant,
16 with some scattered low-density development. Within the Maricopa County portion, major land
17 use features include the Toyota Proving Grounds, White Tank Mountain Regional Park,
18 agricultural and residential lands north of I-10, along with a mix of uses that comprise the Town
19 of Wickenburg. Luke Air Force Base holds a small auxiliary field on the east side of the
20 Hassayampa River. In Yavapai County, most of the Study Area is categorized as public/private
21 institution, but is mostly vacant State Trust land. Not mapped, large clusters of open
22 space/recreation areas are located north of the Toyota Proving Grounds in the center of the
23 Study Area (Vulture Mountains Recreation Area, Hassayampa River Preserve).

Table E3-3 Existing Land Use – North Section Corridor Options (acres)

Existing Land Use	Corridor Options*		
	S	U	X
Residential	44	68	94
Agriculture	0	0	0
Tribal Lands	0	0	0
Commercial	0	0	0
Industrial	0	0	0
Mixed Use	0	0	0
Office	0	0	0
Recreation/Open Space	0	0	0
Public/Private Institutions	2,833	2,672	2,672
Transportation/Parking	37	78	100
Vacant	9,295	8,956	10,311
Unclassified	0	0	0
Waterbodies	108	86	54

* Yavapai County does not maintain existing land use data, which represents northern portions of all three Corridor Options.

1 **E3.1.1.3 Planned Land Use**

2 Planned land uses in the Study Area reflect the 20-year future land use scenario envisioned in
 3 municipal and county general and comprehensive plans. Future land uses are speculative and
 4 development patterns can quickly change to respond to new opportunities and constraints, such
 5 as a new transportation corridor, changing demographics, or the attraction of a major employer.
 6 The following summarizes the land uses planned in current general and comprehensive plans
 7 today. Of note, several plans will soon be due for revision, and the current land use scenario
 8 could vary significantly in the future. **Figure E3-2** (Planned Land Use) displays corridor-wide
 9 planned land uses; land use features noted in the main Draft Tier 1 EIS report narrative are
 10 labeled for context.

11 **Table E3-4** (Planned Land Use – South Section Corridor Options) displays land use allocations
 12 for Corridor Options in the South Section. Approximately half the land within the South Section
 13 is planned for residential growth of varying densities, generally concentrated within the
 14 jurisdictional boundaries of Tucson, Marana, Nogales, Sahuarita, and other smaller
 15 communities. Industrial land use is the second largest category of land, with most uses located
 16 around the Tucson International Airport, on the northwest of Tucson adjacent to SNP, and south
 17 of the Tohono O’odham Nation. Recreation and open space is the third largest use. The Tohono
 18 O’odham Nation occupies approximately 10 percent of the Study Area in this section. In
 19 addition, public/private institutional land uses are scattered throughout this area. Generally, land
 20 immediately adjacent to existing interstate corridors is planned to be utilized for industrial,
 21 commercial, and mixed use development.

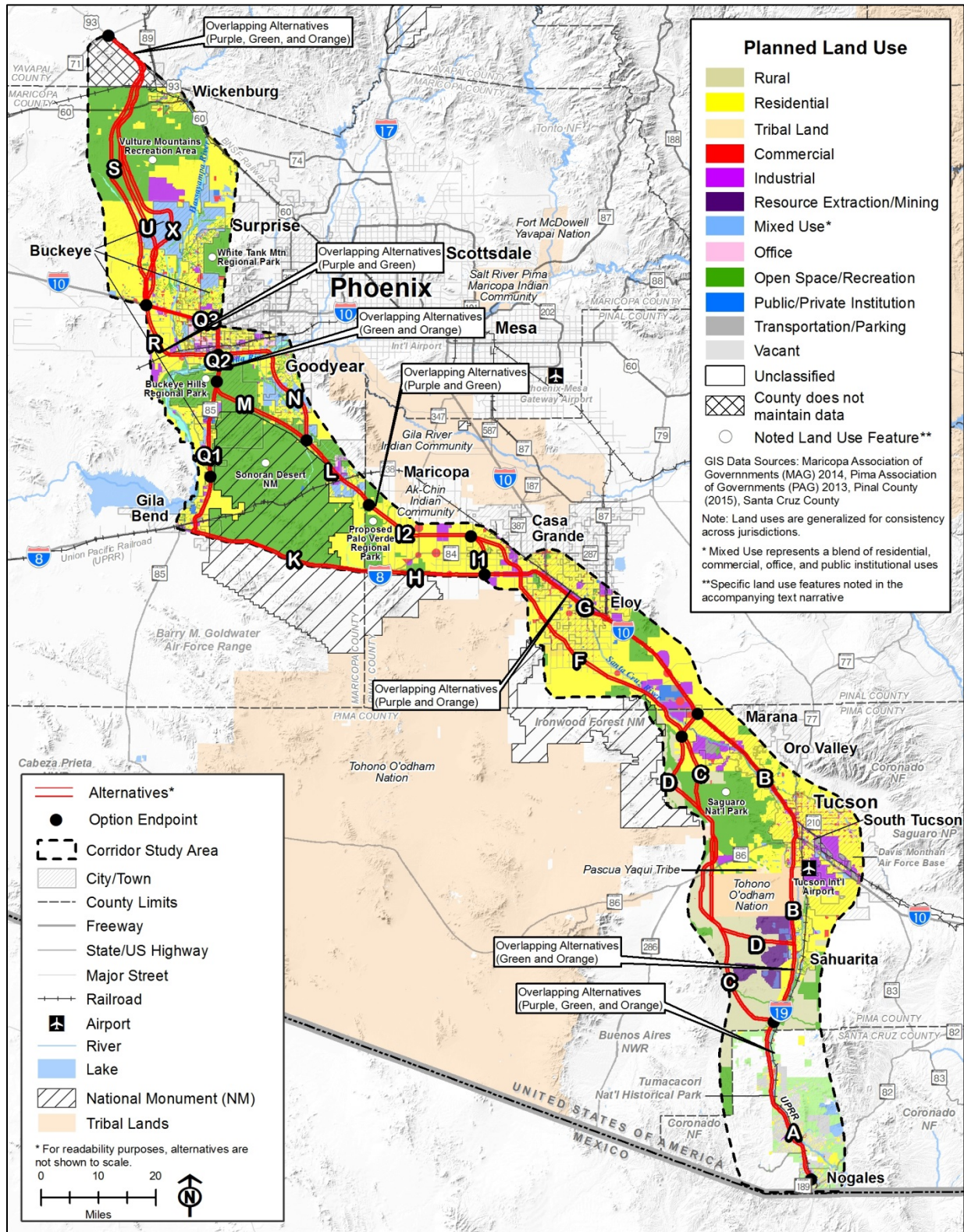


Figure E3-2 Planned Land Use



Table E3-4 Planned Land Use – South Section Corridor Options (acres)

Planned Land Use	Corridor Options					
	A	B	C	D	F	G
Residential	1,032	5,767	10,153	8,406	11,013	4,127
Agriculture	1,215	0	0	0	0	0
Tribal Lands	0	1,977	0	0	0	0
Commercial	483	809	212	0	102	1,938
Industrial	221	2,635	325	119	976	3,386
Mixed Use	298	647	22	0	0	0
Office	0	57	0	0	0	0
Recreation/Open Space	64	858	3,316	3,380	25	837
Public/Private Institutions	0	110	0	6	19	453
Transportation/Parking	0	1,333	11	0	2	207
Vacant ⁽¹⁾	1,479	0	0	0	0	0
Unclassified ⁽¹⁾	2,174	0	0	0	0	0
Waterbodies	0	0	0	0	0	0

(1) Per direction from Santa Cruz County, the same land uses are illustrated for existing and planned scenarios.

NOTE: Planned land uses are likely to evolve and change, depending on market demand and community needs. Acreages listed for the Project Area are based on current general or comprehensive plans and may not reflect actual land uses in the future.

1 **Table E3-5** (Planned Land Use – Central Section Corridor Options) displays land use
 2 allocations for Corridor Options in the Central Section. Planned land uses in this section are
 3 largely dominated by recreational and open space owing largely to the SDNM, along with Palo
 4 Verde Regional Park (proposed), Buckeye Hills Regional Park, Estrella Mountain Park, and
 5 other active and passive open spaces scattered throughout the section. Residential land uses
 6 will continue to be generally concentrated within the communities of Buckeye, Casa Grande,
 7 Goodyear, Gila Bend, and forms the second largest land use category in this section. A variety
 8 of industrial, office, commercial, and mixed uses are scattered throughout the Central Section.

9 **Table E3-6** (Planned Land Use – North Section Corridor Options) displays land use allocations
 10 for Corridor Options in the North Section. Planned land uses in the North Section are primarily
 11 split between equal portions of recreational lands/open spaces (Vulture Mountains Recreation
 12 Area, White Tank Mountain Park) and residential land uses. The Hassayampa River flows
 13 through the North Section and, together with various streams and washes, constitutes
 14 approximately two percent of the land. Smaller commercial and industrial land uses are
 15 scattered throughout the section. Major large-scale master planned communities (e.g., Douglas
 16 Ranch, Belmont) in Buckeye and Maricopa County are designated as mixed use and are
 17 planned to include both residential and employment-generating land uses.

18 Master Planned Communities

19 The Study Area, specifically the Pinal and Maricopa County portions, have been on the fringe of
 20 expanding Phoenix metropolitan development for over a decade. More than 200 master planned
 21 communities were in various stages of planning, permitting, and construction when the Great
 22 Recession hit and paused most development. Several large communities are still planned



- 1 and/or under development today. A summary of these major communities and their relationship
- 2 to the I-11 Options follow.

Table E3-5 Planned Land Use – Central Section Corridor Options (acres)

Planned Land Use	Corridor Options							
	H	I	K	L	M	N	Q	R
Residential	2,729	5,483	1,977	1,203	274	3,279	2,536	3,033
Agriculture	0	0	0	0	0	0	0	0
Tribal Lands	0	0	0	0	0	0	0	0
Commercial	947	262	730	39	0	166	1,739	269
Industrial	431	478	192	84	1	177	991	288
Mixed Use	0	0	0	912	13	1546	471	520
Office	0	0	81	199	0	74	741	4
Recreation/Open Space	1,511	63	5,707	1,186	4,143	437	1,463	0
Public/Private Institutions	0	0	0	7	0	77	192	8
Transportation/Parking	0	0	1,304	15	35	144	2,615	123
Vacant ⁽¹⁾	0	0	0	0	0	0	0	0
Unclassified ⁽¹⁾	0	0	0	0	0	0	0	0
Waterbodies	0	0	45	3	14	305	266	34

(1) Per direction from Santa Cruz County, the same land uses are illustrated for existing and planned scenarios.

NOTE: Planned land uses are likely to evolve and change, depending on market demand and community needs. Acreages listed for the Project Area are based on current general or comprehensive plans and may not reflect actual land uses in the future.

Table E3-6 Planned Land Use – North Section Corridor Options (acres)

Planned Land Use	Corridor Options		
	S	U	X
Residential	3,496	3,043	2,309
Agriculture	0	0	0
Tribal Lands	0	0	0
Commercial	198	167	363
Industrial	0	0	0
Mixed Use	552	958	2,668
Office	90	93	59
Recreation/Open Space	4,836	4,933	4,985
Public/Private Institutions	67	28	18
Transportation/Parking	26	79	86
Vacant ⁽¹⁾	0	0	0
Unclassified ⁽¹⁾	0	0	0
Waterbodies	109	86	55

(1) Per direction from Santa Cruz County, the same land uses are illustrated for existing and planned scenarios.

NOTE: Planned land uses are likely to evolve and change, depending on market demand and community needs. Acreages listed for the Project Area are based on current general or comprehensive plans and may not reflect actual land uses in the future.



- 1 Of note, only large-scale communities are listed, ranging in size from 1,500 to 34,000 acres.
2 Generally permitted as a Planned Area Development (PAD), these master planned communities
3 tend to show up on general or comprehensive plan maps as either all residential or all mixed
4 use. And while they are typically predominantly residential with a mix of uses throughout, there
5 is generally a thoughtful pattern to their layout, based more on performance standards than
6 zoning. Communities of these sizes may take 25 to 30+ years to build out, spanning multiple
7 economic cycles and responding in like, which the PAD allows for. A generalized map of these
8 community locations is illustrated on **Figure E3-3** (Major Study Area Master Planned
9 Communities). Please note that locations are approximate and do not illustrate parcel
10 boundaries.
- 11 • **Rancho Sahaurita:** An approximately 3,000-acre partially built community in Sahaurita,
12 spanning I-19, although mostly located to the east of the interstate. Includes more than
13 5,000 homes today in residential neighborhoods, along with the Town's municipal complex,
14 freeway-oriented retail/commerce, and other amenities. Option A (I-19) runs through Rancho
15 Sahuarita, with Option D intersecting I-19 just south of the community boundary, near its
16 retail and commercial center.
 - 17 • **Dreamport Villages:** An approximate 1,500-acre planned resort destination in Casa Grande
18 near the I-8/I-10 interchange. The two-phased project spans I-8 (north and south phases)
19 with a sports park, indoor water park, movie studio, amusement park, and residential
20 neighborhoods. A preliminary development plan was approved by the Planning and Zoning
21 Commission (March 2017) and awaits City Council approval. Potential impacts could occur
22 with any reconfiguration needed for the I-8/I-10 system interchange (Option G).
 - 23 • **Amaranth:** An approximate 10,000-acre master planned community located on SR 238 in
24 Goodyear (near the community of Mobile). The community is planned to accommodate
25 44,000 dwelling units; 1,700 acres of commercial properties; and nearly 800 acres of
26 industrial development. It incorporates the Hassayampa Freeway Corridor/SR 303L
27 Extension into the master plan, siting major employment uses along the planned freeway's
28 intersection with SR 238.
 - 29 • **Estrella:** An approximate 25,000-acre partially built community in the City of Goodyear
30 comprised of various residential and commercial nodes. The community, which is
31 approximately 20 percent built-out and includes approximately 5,000 units, spans Option N,
32 which mirrors a potential Option under consideration for the extension of SR 303L (the
33 Rainbow Valley alignment) south of the Gila River, for which the community master plan is
34 organized around, locating commercial and office nodes at junctions with the highway and
35 major arterial roadways. The Estrella master planned community constitutes approximately
36 30 percent of the municipal area of the City of Goodyear.
 - 37 • **Belmont:** An approximate 25,000-acre planned community in Maricopa County, north of
38 I-10, centered on 355th Avenue. This development was recently acquired by a new buyer
39 who is rethinking the land use plan for what was mostly anticipated to build out as
40 residential. A major tenant of both the old and new plans however, is incorporation of the
41 planned Hassayampa Freeway corridor (Option X) to create nodes of employment-
42 generating land uses.
 - 43 • **Douglas Ranch:** An approximate 34,000-acre planned community in Buckeye, located
44 north of the Belmont development master plan. The largest of the planned communities in
45 the area, it is expected to include 250,000 to 300,000 residents and 150,000 jobs. It
46 incorporates the Hassayampa Freeway corridor (Option X) into the master plan, siting the
47 urban core and other employment notes along the freeway alignment.

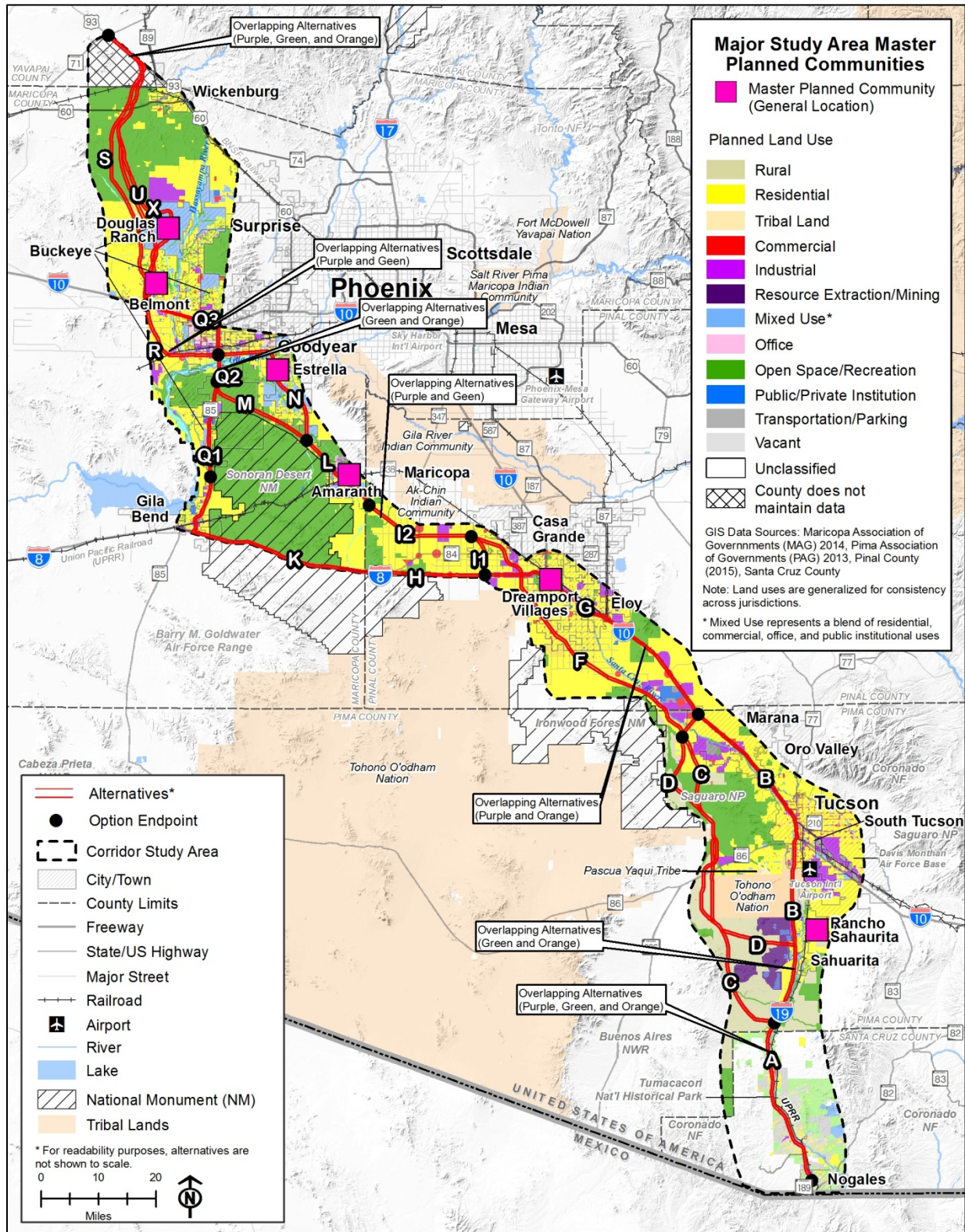


Figure E3-3 Major Study Area Master Planned Communities



1 **E3.1.1.4 Land Management and Special Designated Lands**

2 The I-11 Corridor is comprised of various land management authorities/owners. With only about
 3 half of the Study Area existing as private land, differing land regulations apply to the use of
 4 these other lands for transportation purposes. Some land managers, like the ASLD may see a
 5 new interstate corridor as a benefit and asset to their properties, providing access to
 6 developable, non-sensitive lands, while others may feel a high capacity roadway could provide
 7 negative impacts in the manner of increased traffic, noise, pollution, wildlife connectivity, and
 8 habitat fragmentation. For example, several designated wildernesses exist within the Study
 9 Area, managed by various agencies, but all subject to the Wilderness Act of 1964, which
 10 defines these areas as those with minimal human footprint; opportunities for unconfined
 11 recreation; educational, scientific, or of historical value; and having no enterprises or motorized
 12 travel within. Ongoing coordination is required with all agencies to understand the
 13 consequences of locating a potential I-11 Corridor through or proximate to the properties under
 14 their jurisdiction. **Figure E3-4** (Land Management and Special Designated Lands) displays
 15 corridor-wide patterns of land management, with land management features noted in the main
 16 Draft Tier 1 EIS report narrative labeled for context.

17 The South Section is slightly more than 50 percent private land, 25 percent State Trust lands
 18 (ASLD), and smaller parcels of Bureau of Land Management (BLM), Bureau of Reclamation
 19 (Reclamation), US Forest Service (USFS), National Park Service (NPS), military, state parks,
 20 and Tribal lands. **Table E3-7** (Land Management and Special Designated Lands – South
 21 Section Corridor Options) displays land management patterns for Corridor Options in the South
 22 Section.

Table E3-7 Land Management and Special Designated Lands – South Section Corridor Options (acres)

Land Management	Corridor Options					
	A	B	C	D	F	G
Ownership						
BLM	0	0	528	600	0	0
National Forest	0	0	0	0	0	0
NPS	0	0	0	0	0	0
Military	0	0	0	0	0	0
Park and Recreation Area	0	0	0	0	0	202
Private Land	6,623	11,892	8,914	9,920	9,785	7,702
Reclamation	0	0	0	0	0	0
State Trust Land	331	336	4,659	5,007	2,546	3,026
Tribal Land	0	1,955	0	0	0	0



**Table E3-8 Land Management and Special Designated Lands –
 South Section Corridor Options (acres) (Continued)**

Land Management	Corridor Options					
	A	B	C	D	F	G
Special Designated Lands						
Area of Critical Environmental Concern (BLM)	0	0	0	0	0	0
National Monument (BLM)	0	0	0	0	0	0
Roadless Area (USFS)	0	0	0	0	0	0
Reclamation – Deeded Lands	0	0	453	452	0	0
State Wildlife Area (Arizona Game and Fish Department [AGFD])	0.5	0	0	0	0	0
Wilderness (BLM)	0	0	0	0	0	0
Wilderness (NPS)	0	0	0	0	0	0
Wilderness (USFS)	0	0	0	0	0	0

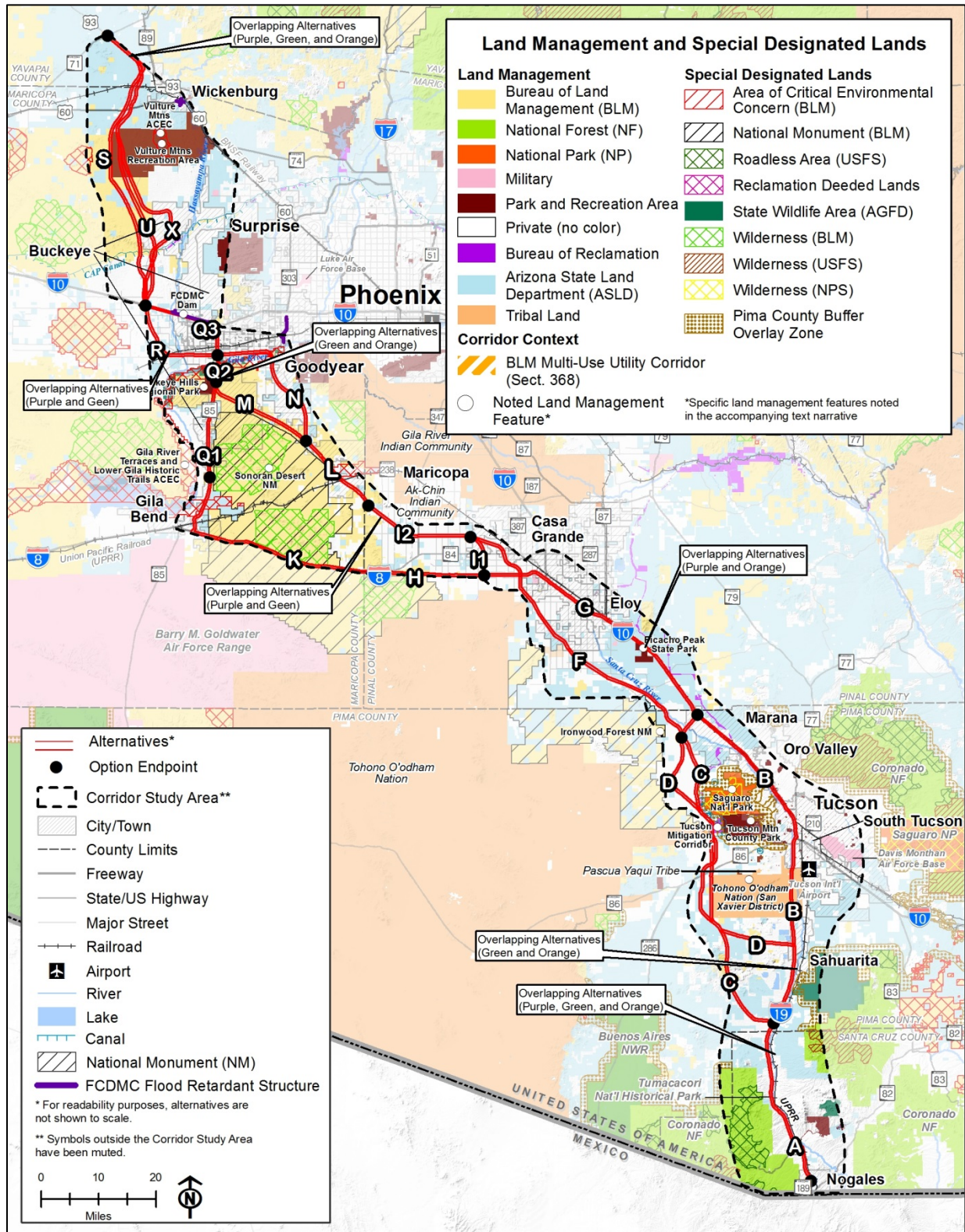


Figure E3-4 Land Management and Special Designated Lands

1 Within the USFS Coronado National Forest lands exist roadless areas and wildernesses. These
 2 are generally on the edges of the Study Area and do not encroach upon existing highways. The
 3 largest cluster of protected lands are located west of metropolitan Tucson, where SNP
 4 (NPS)/Saguaro Wilderness, Tucson Mountain Park (Pima County Parks), and the Tucson
 5 Mitigation Corridor (Reclamation) sit adjacent to each other and very near the Tohono O’odham
 6 Nation and Ironwood Forest National Monument (which mostly sits outside the Study Area,
 7 except for a small portion near Marana, also designated as a Special Recreation Area).
 8 Additionally, several Reclamation-deeded lands and the Tucson water recovery properties are
 9 scattered throughout this area.

10 Generally, land directly adjacent to existing interstate corridors are either privately- or state-
 11 owned, with the exception of the San Xavier District of the Tohono O’odham Nation, which
 12 spans an approximate 8-mile section of I-19 between Tucson and Sahuarita, and Picacho Peak
 13 State Park, which partially spans I-10 in its most northeastern corner.

14 The Central Section is split mostly between private land and BLM land. **Table E3-8** (Land
 15 Management and Special Designated Lands – Central Section Corridor Options) displays land
 16 management patterns for Corridor Options in the Central Section.

Table E3-9 Land Management and Special Designated Lands – Central Section Corridor Options (acres)

Land Management	Corridor Options							
	H	I	K	L	M	N	Q	R
Ownership								
BLM	1,805	0	6,042	1,387	4,109	198	1,366	67
National Forest	0	0	0	0	0	0	0	0
NPS	0	0	0	0	0	0	0	0
Military	0	0	0	0	0	0	0	0
Park and Recreation Area	0	0	0	0	83	0	375	0
Private Land	2,220	6,060	1,786	2,056	195	4,860	5,188	3,270
Reclamation	0	0	0	0	0	0	0	0
State Trust Land	358	224	2,207	203	92	1,147	2,106	899
Tribal Land	0	0	0	0	0	0	0	0
Special Designated Lands								
Area of Critical Environmental Concern (BLM)	0	0	507	610	0	243	474	0
National Monument (BLM)	0	0	6,133	0	0	0	0	0
Roadless Area (USFS)	0	0	0	0	0	0	0	0
Reclamation Deeded Lands	0	0	0	0	0	0	0	0
State Wildlife Area (AGFD)	0	0	0	0	0	42	278	0
Wilderness (BLM)	0	0	456	0	0	0	0	0
Wilderness (NPS)	0	0	0	0	0	0	0	0
Wilderness (USFS)	0	0	0	0	0	0	0	0

1 Privately-held lands are focused near the incorporated municipal areas (Casa Grande, Gila
 2 Bend, Goodyear, Buckeye), while large pieces of contiguous BLM land are present through
 3 most of the Maricopa County portion, including the SDNM and various wilderness areas.
 4 Parcels of State Trust land are intermingled with the private land, along with small parcels of
 5 park and recreation areas west of SR 85. The Gila River Terraces and Lower Gila Historic Trails
 6 Area of Critical Environmental Concern (ACEC) is prevalent in linear blocks in the Study Area,
 7 spanning the Gila River on BLM lands from edge to edge of the Study Area, following the west
 8 edge of the Study Area along the river corridor down to Gila Bend. Throughout the ACEC are
 9 several blocks of AGFD-deeded lands managed as state wildlife areas.

10 The North Section is primarily comprised of private land (mostly within the City of Buckeye and
 11 the Town of Wickenburg planning areas), State Trust land, and BLM land, with some parcels of
 12 Reclamation land along the Central Arizona Project Canal. **Table E3-9** displays land
 13 management patterns for Corridor Options in the North Section.

Table E3-10 Land Management and Special Designated Lands – North Section Corridor Options (acres)

Land Management	Corridor Options		
	S	U	X
Ownership			
BLM	3,837	3,830	3,741
National Forest	0	0	0
NPS	0	0	0
Military	0	0	0
Park and Recreation Area	0	1,856	1,913
Private Land	2,382	2,814	4,108
Reclamation	0	0	0
State Trust Land	6,007	5,427	5,377
Tribal Land	0	0	0
Special Designated Lands			
Area of Critical Environmental Concern (BLM)	0	0	0
National Monument (BLM)	0	0	0
Roadless Area (USFS)	0	0	0
Reclamation – Deeded Lands	0	0	0
State Wildlife Area (AGFD)	0	0	0
Wilderness (BLM)	0	0	0
Wilderness (NPS)	0	0	0
Wilderness (USFS)	0	0	0



1 The Vulture Mountains Recreation Area is located south of US 60 between Buckeye and
2 Wickenburg, a 110-square-mile area co-owned and managed by Maricopa County Parks and
3 Recreation Department and the BLM, within which sits the Vulture Mountains ACEC. The Flood
4 Control District of Maricopa County operates several flood retardant structures on the east side
5 of the Study Area, as well as an 8-mile dam to interrupt and redirect overland storm water flows
6 on the north side of I-10. Additionally, located between the Buckeye municipal limits and the
7 Vulture Mountains Recreation Area is the approximately 11,000-acre Toyota Proving Grounds.

8 **E3.2 References**

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- 10 City of Eloy. 2011. General Plan Update.
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- 16 Maricopa Association of Governments. 2014. FLU_2014.gdb\FUTURE_2014 (feature class),
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- 20 Maricopa County. 2007. Maricopa County 2020 Eye to the Future: Old US Highway 80 Area
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- 30 Pinal County. 2009. Pinal County Comprehensive Plan.
- 31 Santa Cruz County. 2017. LandUse.shp, received April 2017.
- 32 Santa Cruz County. 2016. Santa Cruz County Comprehensive Plan.



- 1 Town of Buckeye. 2008. 2007 General Plan Update.
- 2 Town of Gila Bend. 2017. General Plan.
- 3 Town of Sahuarita. 2015. Aspire 2035: Sahuarita's General Plan.
- 4 Town of Wickenburg. 2013. Town of Wickenburg General Plan 2025.
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