



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

Appendix E6, Memorandum: Land Use and Economic Development Interview Summary

March 2019



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1 **MEMORANDUM**

Date: September 25, 2017
To: Jen Pyne, Associate Vice President, AECOM
From: Judie Scalise, Principal, ESI Corporation
cc: Administrative Record, Document Control
Subject: **Land Use and Economic Development Interview Summary**

2 In support of the cost-benefit and cumulative impact analyses, ESI Corp conducted in-person
 3 interviews during the month of August 2017 with nine communities, four counties and one tribal
 4 government. The primary purpose of these interviews was to understand the potential impact
 5 that the various I-11 Corridor Options would have on land use and economic development.
 6 During these 14 interviews, a total of 54 people were present to provide feedback (**Table 1**).

7 A list of questions was prepared by the consultant team to solicit input on a range of topics
 8 including current economic drivers, industry targets, location of existing and future employment
 9 centers, changes in land use or economic development resulting from the corridor, and finally,
 10 how traffic interchanges might support industrial, retail or service business (**Attachment 1**).

11 Corridor section maps and EIS interchange locations were supplied by AECOM and used during
 12 the interviews to help facilitate the discussion.

Table 1 – Interview Schedule

| City/County/Tribe | Attendees | Interview Date/Time |
|-------------------|--|---------------------------|
| Wickenburg | Steve Boyle, Aaron White | Aug 10, 2017 / 10:30 a.m. |
| Goodyear | Brian Dalke, Chris Baker, Michelle Lawrie, Rob Bohr, Rebecca Zook, Wynette Reed | Aug 14, 2017 / 9:00 a.m. |
| Buckeye | George Flores, Dave Roderique, Terri Hogan | Aug 14, 2017 / 11:00 a.m. |
| Surprise | Bob Wingenroth, Mike Gent, Eric Fitzer, Suzie Boyles, Paul Bernardo, Martin Lucero | Aug 14, 2017 / 2:00 p.m. |
| Eloy | Harvey Krause, Jon Vlaming | Aug 16, 2017 / 11:00 a.m. |
| Maricopa (City) | Greg Rose, Martin Schribner | Aug 16, 2017 / 1:00 p.m. |



Table 1 – Interview Schedule (Continued)

| City/County/Tribe | Attendees | Interview Date/Time |
|-----------------------|---|---------------------------|
| Pinal County | Himanshu Patel, Scott Bender, Andrew Smith, Tim Kanavel, Louis Anderson | Aug 17, 2017 / 2:00 p.m. |
| Casa Grande | Larry Rains, Paul Tice, Dwayne Eitel, Kevin Louis, Terry McKeon, Steven Weaver, Richard Wilke | Aug 21, 2017 / 9:00 a.m. |
| Marana | Gilbert Davidson, Jamsheed Mehta, Keith Brann, Steve Cheslak, Kurt Woody | Aug 21, 2017 / 11:00 a.m. |
| Santa Cruz County | Jennifer St. John, Jesus Valdez, Jesse Drake | Aug 22, 2017 / 10 a.m. |
| Tohono O'odham Nation | Gerald Fayuant, Elaine Blackwater, David Madril | Aug 22, 2017 / 1:00 p.m. |
| Pima County | John Moffatt, Carmine DeBonis, Priscilla Cornelio, Carla Blackwell, Chris Poirier | Aug 23, 2017 / 2:00 p.m. |
| Sahuarita | Kelly Udall, Sarah More, Beth Abramovitz, Victor Gonzalez | Aug 31, 2017 / 10:00 a.m. |
| Maricopa County | Darren Gerard, Matt Holm | Aug 31, 2017 / 2:00 p.m. |

1 During the course of these interviews several issues were raised by community representatives:

- 2 • The “mixed use” land use category in the north section is excessively large and is skewing
3 the data in the traffic demand model. (Surprise)
- 4 • The methodology to run the W alignment in the north section was not the same as S and T
5 alignments. (Surprise)
- 6 • Don’t want to see development backed right up to the freeway that will run through master
7 planned communities. Would like animal crossings and public art features to make it
8 attractive. (Buckeye)
- 9 • The land uses noted on the map don’t reflect what the real land uses are. They should be
10 changed to reflect the local communities land use. (Eloy)
- 11 • Local needs are being ignored. The existing I-10 and railroad crossings need improvement.
12 (Marana)
- 13 • The proposed connector between I-10 and I-11 around Marana should align east and west,
14 not southwest. (Pima County)
- 15 • If Option B is selected in the South Section, it will result in a negative impact due to
16 increased congestion. (Pima County)
- 17 • I-19 is a major north-south road that transports people up and down the corridor. There is
18 limited frontage road today around Nogales north to Ruby Road. If access on I-11 is limited,
19 they would like a frontage road that could handle local traffic. (Santa Cruz County)

20 Following is a summary of the interviews by corridor section, along with annotated maps
21 identifying employment centers, key residential developments and planned transportation
22 corridors.



NORTH SECTION

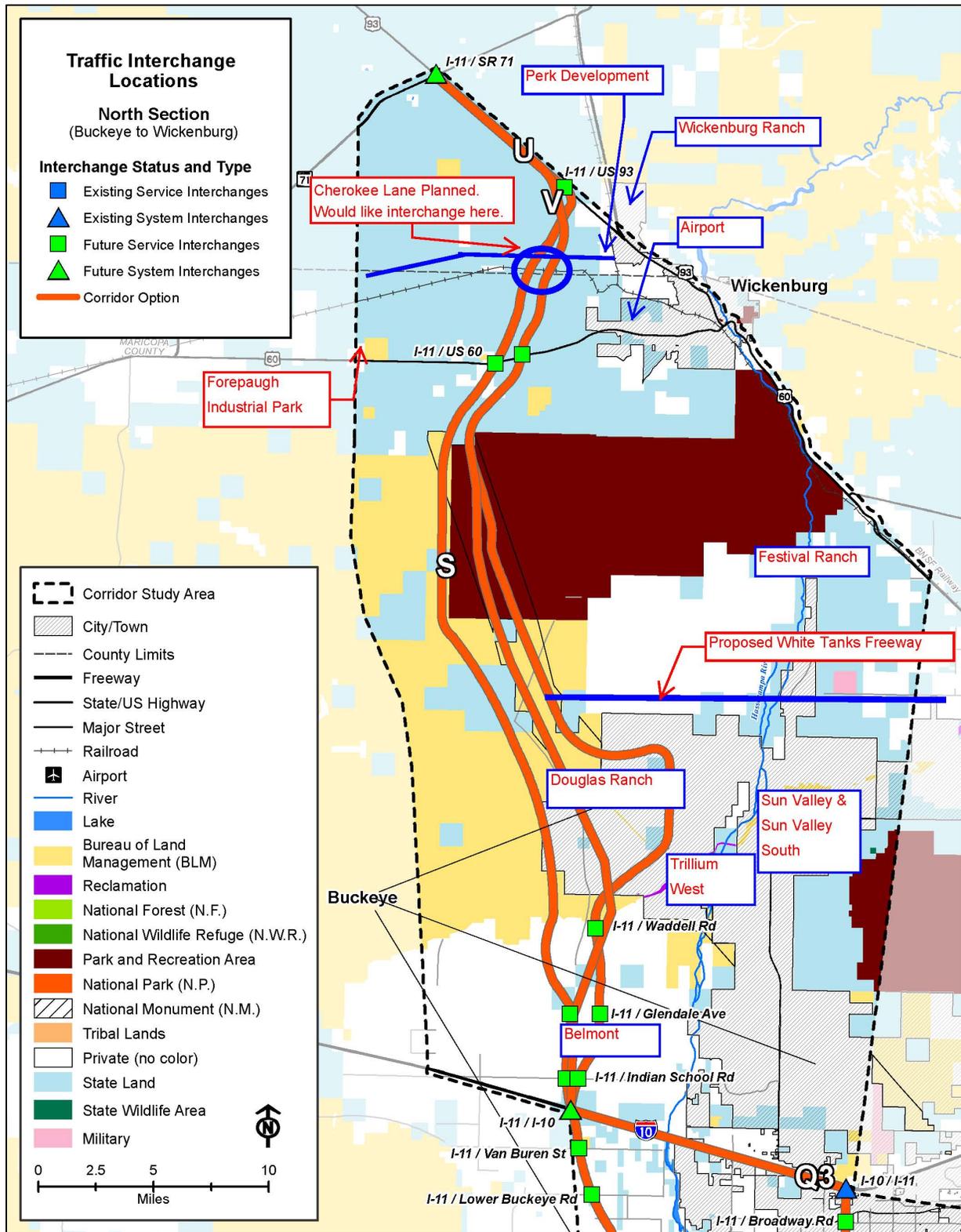
| Wickenburg | |
|-------------------------------------|--|
| Economic Drivers | Retail and hospitality, healthcare, construction |
| Economic Development Targets | Healthcare, hospitality and some manufacturing |
| Major Developments Planned | North of US 93 is an existing master planned community called Wickenburg Ranch, which will have 3,000 homes at build out. South of US 93 is proposed Perk residential development, with another 1,000 homes. They have a lot of residential planned, along with zombie subdivisions, so they don't envision anymore. |
| Employment Centers | They've identified the intersection of US 60 and the proposed I-11 Options S and U. This location is a proposed growth area called out in their general plan. They believe that opportunities for industrial uses could emerge similar to those along SR 303L in Goodyear. They also have Forepaugh Industrial Park. |
| Interchanges | They envision an interchange approximately where Options S and U intersect the railroad crossing. This location is another planned growth area. Cherokee Lane, a proposed east-west road, would intersect the proposed I-11 at this location. |
| General Notes | They are a rural low density community by design and don't believe that there will be an increase in development density. |

| Surprise | |
|-------------------------------------|--|
| Economic Drivers | Retail, education, and construction |
| Economic Development Targets | Advanced manufacturing, aerospace, distribution/logistics, data centers, retail, and office |
| Major Developments Planned | Everything is outside of the I-11 Corridor Study Area. |
| Employment Centers | Everything is outside of the I-11 Corridor Study Area. |
| Interchanges | The White Tank Freeway would have intersected with Option W. |
| General Notes | Since Option W was eliminated for further review, the City of Surprise doesn't believe that I-11 will have much impact on their economy. The White Tank Freeway would have intersected with Option W, giving them better access. |



| Buckeye | |
|-------------------------------------|---|
| Economic Drivers | Logistics, transportation and distribution |
| Economic Development Targets | Manufacturing, technology related activities, tourism (resorts and destination attractions) and retail |
| Major Developments Planned | <p>Within the I-11 Corridor boundaries in the City of Buckeye are 26 master planned communities totaling 112,755 acres. Within proximity to Options S, U, and V are the following entitled developments:</p> <ul style="list-style-type: none"> • Douglas Ranch - 33,810 acres with 83,000 homes • Festival Ranch - 10,105 acres with 24,000 homes • Trillium West - 3,042 acres • Sun Valley and Sun Valley South - 27,458 acres <p>Located south of Douglas Ranch within the unincorporated Maricopa County is Belmont, a proposed 24,000-acre development.</p> |
| Employment Centers | Existing centers are located south of I-10 at Johnson, Palo Verde and Wilson exits; and east and west of MC-85 along the railroad track. Future centers are planned at the Sun Valley Parkway in Trillium and the Sun Valley Parkway at the Tonopah Salome Highway. |
| Interchanges | In addition to the traffic interchanges noted on the North Section map, they indicated that additional interchanges will be needed along the I-11 Corridor going through Douglas Ranch and Festival Ranch. |
| General Notes | Due to the massive amount of residential development proposed north of I-10, the I-11 Corridor will serve the local population as a connector up and down the corridor, much like Loop 101. |

| Unincorporated Maricopa County | |
|-------------------------------------|---|
| Economic Drivers | Education and healthcare, retail trade, professional and scientific services, finance and insurance, manufacturing |
| Economic Development Targets | Aerospace, semiconductor and sensor industries, manufacturing and logistics, and software |
| Major Developments Planned | Belmont is a 24,000-acre development with approved land uses directly south of Douglas Ranch. It has been planned since 1991. |
| Employment Centers | Anticipated employment density would be at the intersection of I-10 and I-11, which is near Belmont. |
| Interchanges | No opinion |
| General Notes | Maricopa County entitles the land but does not provide water and sewer services. If development were to go forward, it would be annexed into the adjacent city. |





CENTRAL SECTION

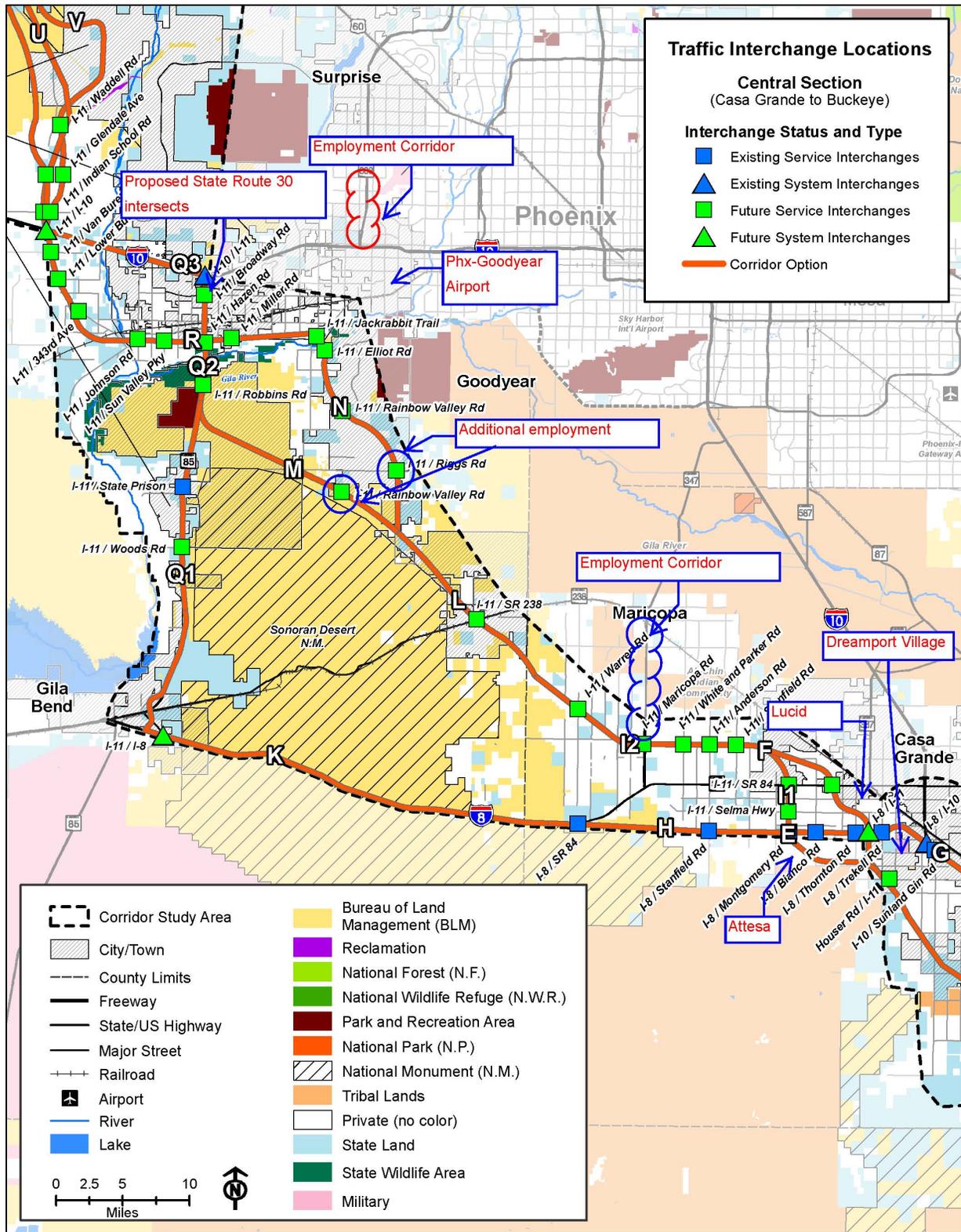
| Goodyear | |
|-------------------------------------|---|
| Economic Drivers | Warehousing/distribution, manufacturing, aerospace/defense, |
| Economic Development Targets | Manufacturing and logistics, healthcare, aviation and aerospace |
| Major Developments Planned | None. There is existing capacity in currently entitled developments. |
| Employment Centers | Existing employment centers are along SR 303L north of I-10; south of I-10 at the Phoenix-Goodyear Airport; South of I-10 along Bullard Avenue; and along the I-10 corridor. Future employment centers are envisioned around the proposed SR 30 east of Perryville Road; MC-85 at the intersection of the proposed extension of SR 303L; and the intersection of Option L and SR 238. |
| Interchanges | If Option N is selected then the land use at the Riggs Road interchange would be modified to include more employment. If Option M is selected at the proposed intersection of Rainbow Valley Road (aka Sonoran Parkway) the land use would be modified to include more commerce and business employment. They would like to see a service interchange at Option N at Elliott Road and would like to see a system interchange at the proposed SR 30 and alignment N. |
| General Notes | The city's general land use plan has included future transportation corridors, including I-11. Their preference is alignment N over M due to the economic development potential. |

| City of Maricopa | |
|-------------------------------------|---|
| Economic Drivers | Retail, government, services, and education |
| Economic Development Targets | Light industrial, technology based business, commercial and professional services |
| Major Developments Planned | Most of the land along Option I2 is owned by private developers and some of them have their zoning. Everything is done with a PAD. |
| Employment Centers | Future employment center is planned at the intersection of SR 347 and SR 238; also SR 347 and Miller Road (one mile north of Option I2) |
| Interchanges | SR 347 will intersect with Option I2. This will be a commercial center. |
| General Notes | They are a bedroom community to the greater Phoenix area. They are bordered on all sides by the Ak-Chin Indian Community so their growth is to the south. Once the I-11 corridor is set, they envision changes to their land use. |



| Casa Grande | |
|-------------------------------------|--|
| Economic Drivers | Manufacturing, agriculture, and retail |
| Economic Development Targets | Manufacturing, warehouse and distribution, destination entertainment |
| Major Developments Planned | <p>The Casa Grande Airport Industrial Park (SR 387 between Val Vista and McCartney Road) and industrial activity along Option F. They are considering zoning industrial all the way to I-8 between Burris and Thornton Road.</p> <p>Major projects:</p> <ul style="list-style-type: none"> • Dreamport Villages – 1,500 acres on the north and south side of I-8 west of I-10. Theme park, multiple resorts, aquatic and residential. 10,589 jobs in 10 years. • Lucid – Auto manufacturing, 500 acres and 2,200 jobs over the next 7 years. Located at the southwest corner of Peters and Thornton Roads. • Attesa – Motorsports raceway, R&D, automotive; 2,500 acres and 15,000 jobs at build out. Located south of I-8 between Montgomery and Bianca Roads. |
| Employment Centers | <p>Central Arizona Commerce Park (city’s industrial corridor) located south of SR 84, north of Selma Hwy, West of Thornton Road and East of Burris Avenue.</p> <p>They envision changes at Option I1 along Montgomery Road, which is a primary access point to Attesa.</p> |
| Interchanges | <p>All of the interchanges along I-8 will need to be expanded. They have identified Montgomery Road as an expressway.</p> <p>Along Option F they need an interchange between Stanfield and SR 84, one at Montgomery Road, and another at Burris Road.</p> |
| General Notes | Lucid Motors and Dreamport Villages have the potential to develop an automotive industry cluster. |

| Pinal County | |
|-------------------------------------|---|
| Economic Drivers | Agriculture, aerospace/defense, mining, health services transportation and logistics and renewal resources |
| Economic Development Targets | Manufacturing |
| Major Developments Planned | None |
| Employment Centers | In Casa Grande between Thornton Road and Montgomery Road |
| Interchanges | Employment density will occur where the interchanges take place. Use will include services, industrial and highway commercial. |
| General Notes | <p>Option I1 is preferred over G.</p> <p>Changes in land use from residential to industrial and commercial will occur when Lucid is developed</p> |





SOUTH SECTION

| Eloy | |
|-------------------------------------|--|
| Economic Drivers | Transportation, warehousing/distribution, correctional facilities and some manufacturing |
| Economic Development Targets | Manufacturing, transportation and logistics |
| Major Developments Planned | Areas for residential growth are the city’s town center, Robson Ranch, and Toltec. They don’t envision any changes to their land use plan as a result of I-11. |
| Employment Centers | They envision more employment along the I-10 corridor, SR 87 and at their airport. |
| Interchanges | They see an interchange connection between the North-South Freeway (SR 87 alignment) and I-10 (Option G). |
| General Notes | <p>Their emphasis right now is on the North-South Freeway which connects at I-10 to an existing interchange, Phillips Road/SR 87 (their preferred alignment).</p> <p>They prefer Option G which is closer to Eloy and would be more beneficial to them. This alignment would cause for an increase to the employment density along Option G.</p> <p>If Option F is selected then it will dissipate the impact on the I-10 corridor since people and truck traffic going to Vegas will bypass the city.</p> <p>Option F goes through very low density residential land use within their planning area, and right now there is no commercial proposed.</p> |

| Marana | |
|-------------------------------------|---|
| Economic Drivers | Residential development, retail and small amount of manufacturing |
| Economic Development Targets | Distribution and logistics, office, advanced manufacturing and high technology. |
| Major Developments Planned | None |
| Employment Centers | <p>Industrial is planned around the two airports, which are activity centers.</p> <p>Sandario Road in Marana will turn into an arterial and could support more employment density.</p> |
| Interchanges | Depending upon where the interchanges would go, they would modify their plans to accommodate the facility and more employment. |
| General Notes | Option C is preferred which is closer to both airports. The Marana airport is general aviation and the Pinal airport has the army reserve and some aerospace. They see it as cargo airport in the future. |



| Pima County | |
|-------------------------------------|---|
| Economic Drivers | Mining, aerospace, manufacturing, biotech, logistics, health care, tourism and recreation |
| Economic Development Targets | Off of I-19 focusing on logistics, manufacturing and aerospace. |
| Major Developments Planned | None in the unincorporated county. East of proposed Options C and D is open space recreation, mining and tribal lands. |
| Employment Centers | <p>Option B is where existing employment is currently concentrated.</p> <p>Ryan Airfield is located north of SR 86 at the Valencia Road intersection. Options C and D are to the west of Ryan Airfield and would intersect SR 86 west of the Tohono O’odham Nation.</p> <p>Major improvements are underway to Ryan Airfield including hooking up to county sewer, Valencia Road improvements, and construction to get the land out of the flood plain along with FEMA map revisions. This will position Ryan Airfield for future development. The amount of commercial and industrial land controlled is 1,800 acres. They have planned a flight campus and are looking at commercial along Valencia Road. Pima County has identified this area as a major employment hub in Pima Prospers, their comp plan.</p> <p>At the intersection of SR 86 and Options C or D, the County envisions more economic activity, such as a large truck stop, logistics with warehousing.</p> |
| Interchanges | The connection of I-10 with I-11 in Marana should align east-west, not southwest. |
| General Notes | <p>They envision the I-11 Corridor as being limited access, therefore not a lot of change in density along Options C or D.</p> <p>Where Option D intersects with Option B is mine tailings. There is some residential and not a lot of flat land to develop.</p> <p>Option C, at the intersection of I-19 on the east side, is Canoa Ranch, which the county bought and will be open space and a preserve, not industrial as depicted in the future land use map. On the west side at Option C could be commercial development.</p> <p>If Option B is selected there will be increased congestion and a negative impact.</p> |



| Sahuarita | |
|-------------------------------------|---|
| Economic Drivers | Mining, retail and residential development |
| Economic Development Targets | Aerospace, mining, information technology. |
| Major Developments Planned | <p>Sahuarita Farms: Total Acres 5,592 Residential 3,416 acres with 16,605 housing units Employment 1,438 acres Mixed Use 531 acres Open Space 207 acres</p> <p>Rancho Sahuarita: Development is underway Gross developable acres 3,089 Residential 11,680 housing units Employment 689 acres</p> |
| Employment Centers | The Town Council voted to establish El Toro Road as a key commerce corridor. |
| Interchanges | Option D at El Toro is their preferred alignment and interchange which would help them with economic development. |
| General Notes | Build out population for Sahuarita is 230,000 people. I-11 complements their plans and would tie into the Sonoran Corridor. |

| Tohono O’odam Nation | |
|-------------------------------------|---|
| Economic Drivers | Gaming, mining leases and agriculture |
| Economic Development Targets | Same as current drivers |
| Major Developments Planned | <p>Sif Oidak District, located south of Casa Grande and the proposed Dreamport Villages (see Central Section notes) passed a resolution in support of I-11. They are interested in pursuing commercial development at this location (probably a casino).</p> <p>Option F would come in proximity of Indian Highway 15 south of I-8.</p> |
| Employment Centers | Sells, AZ is their administrative and residential center. |
| Interchanges | |
| General Notes | Options D and C run adjacent to the Tohono O’odham, San Xavier District on the west side. They don’t anticipate potential development and this district is opposed to the I-11 going through their district. However, they would like a service interchange as noted on the map. |

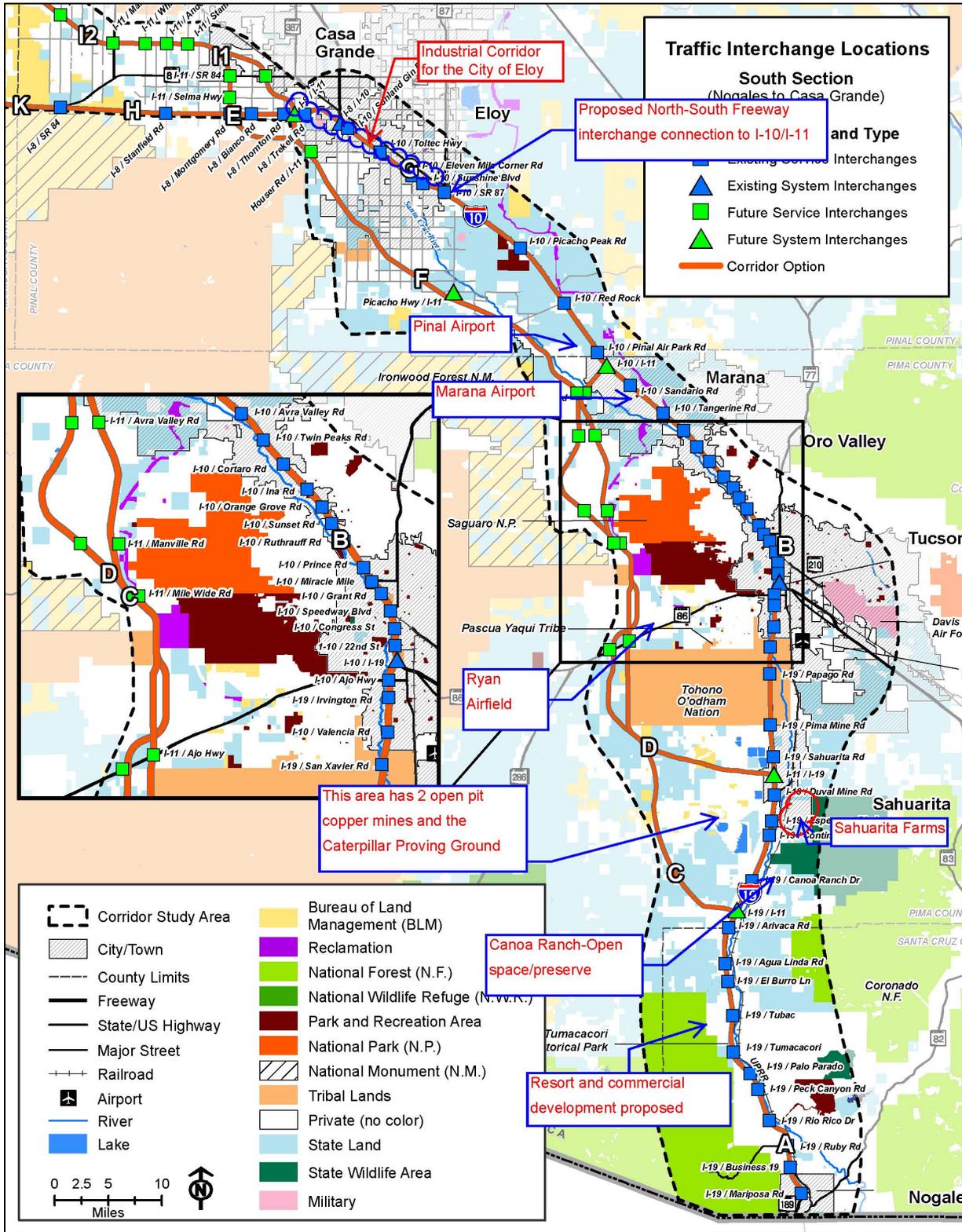


| Santa Cruz County | |
|-------------------------------------|--|
| Economic Drivers | Warehousing/distribution, manufacturing, and retail |
| Economic Development Targets | Manufacturing, warehousing/distribution, lodging, higher education |
| Major Developments Planned | Additional resort and commercial development is proposed at Tubac located on the west side of I-19. |
| Employment Centers | I-19 already functions like I-11 and employment is already along the corridor and at the border crossing. |
| Interchanges | Amado interchange is at Option D and could potentially support warehousing, distribution and manufacturing. |
| General Notes | <p>I-19 is used as major north-south local road and if access is going to be limited it will hurt them.</p> <p>Existing interchanges should be improved with more aesthetics. A frontage road is needed for local traffic.</p> |



I-11 Corridor Draft Tier 1 EIS

Appendix E6. Memorandum: Land Use and Economic Development Interview Summary





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Attachment 1

Questionnaire for Planners and Economic Development Staff



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- 1 1. What are the current key economic drivers/employers in your community?
- 2 2. How important is regional, statewide and interstate transportation access to the current
- 3 economic drivers/employers in your community; as well as the potential future economic
- 4 drivers/employers in your community?
- 5 3. What industry targets are they currently pursuing? How many companies or major projects
- 6 have located within the last few years and where?
- 7 4. Are there any areas being considered for major residential development, industrial/business
- 8 park development or destination recreational?
- 9 5. Are any existing employment centers in proximity to the corridor? If so, where?
- 10 6. Would this corridor drive more economic activity? If so, please explain.
- 11 7. Do you envision any changes to your existing land use as a result of the corridor? How does
- 12 this compare to your existing land use and economic development plans? If you expect
- 13 changes relative to your plans, what type of change (residential, industrial, commercial, etc.)
- 14 do you expect? Where?
- 15 8. Will the proposed corridor cause an increase in development density? If yes, how much?
- 16 Where?
- 17 9. Are potential I-11 fully directional traffic interchanges envisioned to support your local
- 18 economy, and community in general, and where might they be located? What type of
- 19 employment would be generated? What type of services and service jobs do you expect
- 20 along the corridor?
- 21 10. How do these interchanges support enhanced development of existing and future industrial
- 22 development, as well as enhanced development of retail and services?
- 23 11. Is there anything else you can tell me about the impact of the corridor on the local economy
- 24 or your economic development plans?



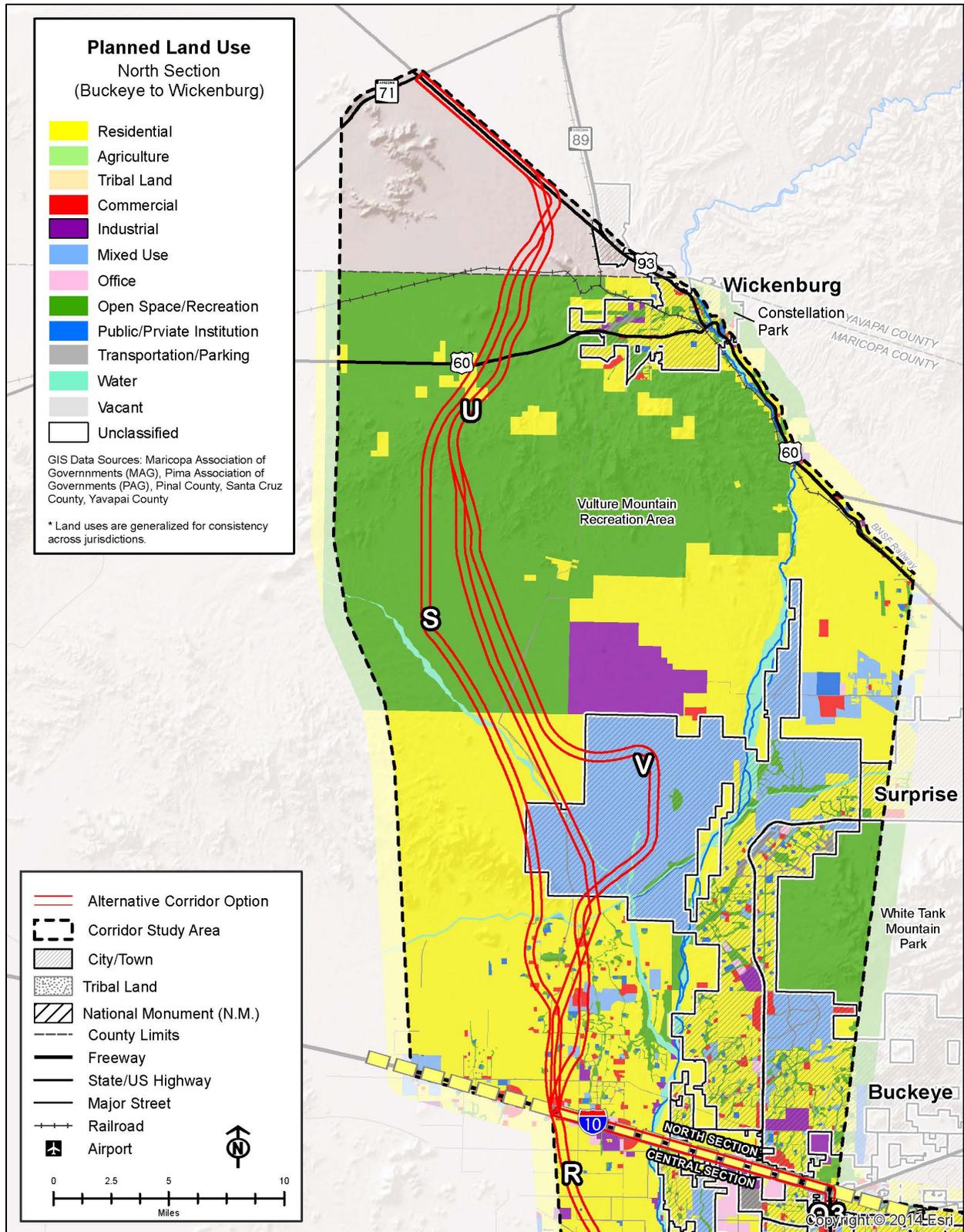
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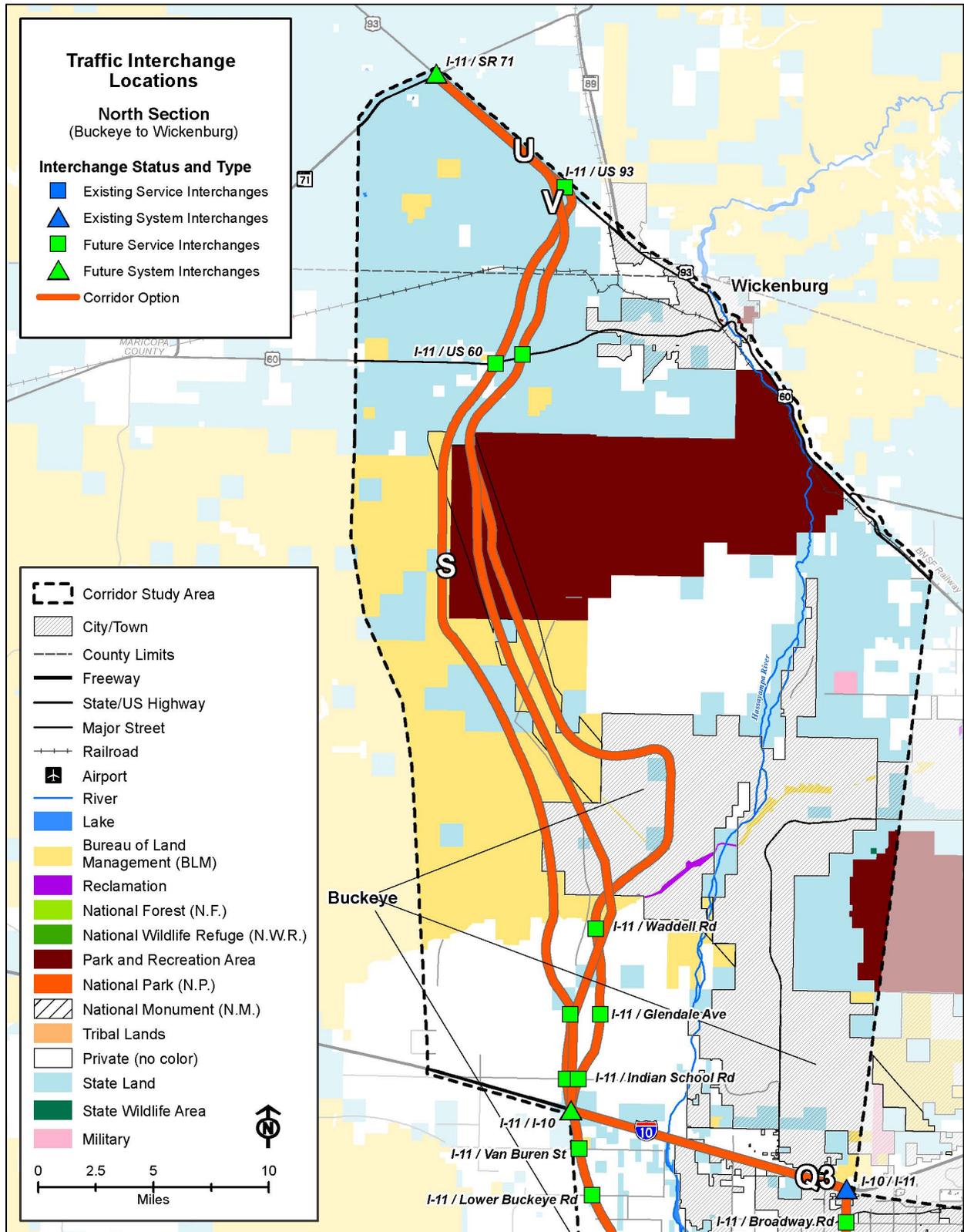


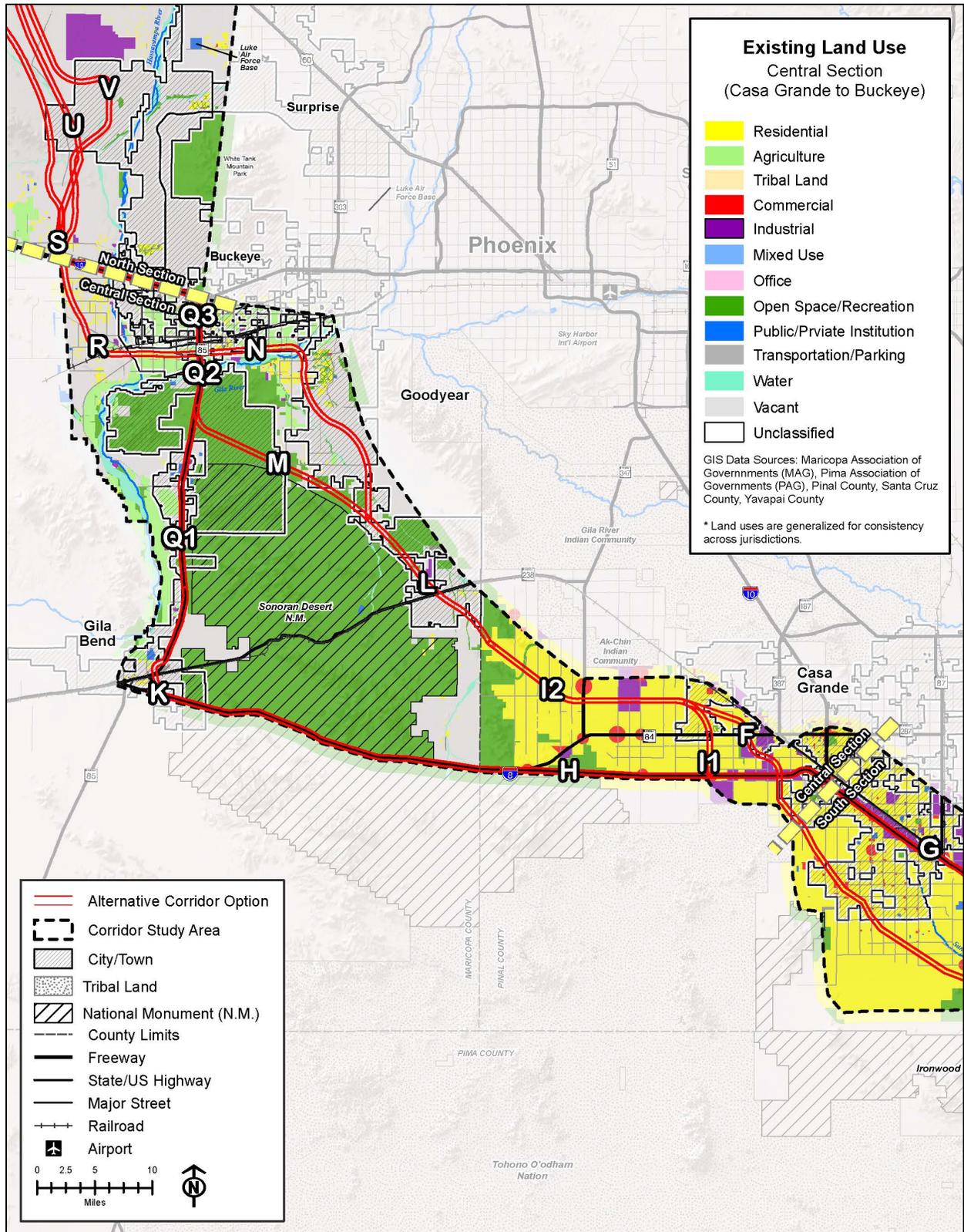
Attachment 2
Traffic Interchange Locations

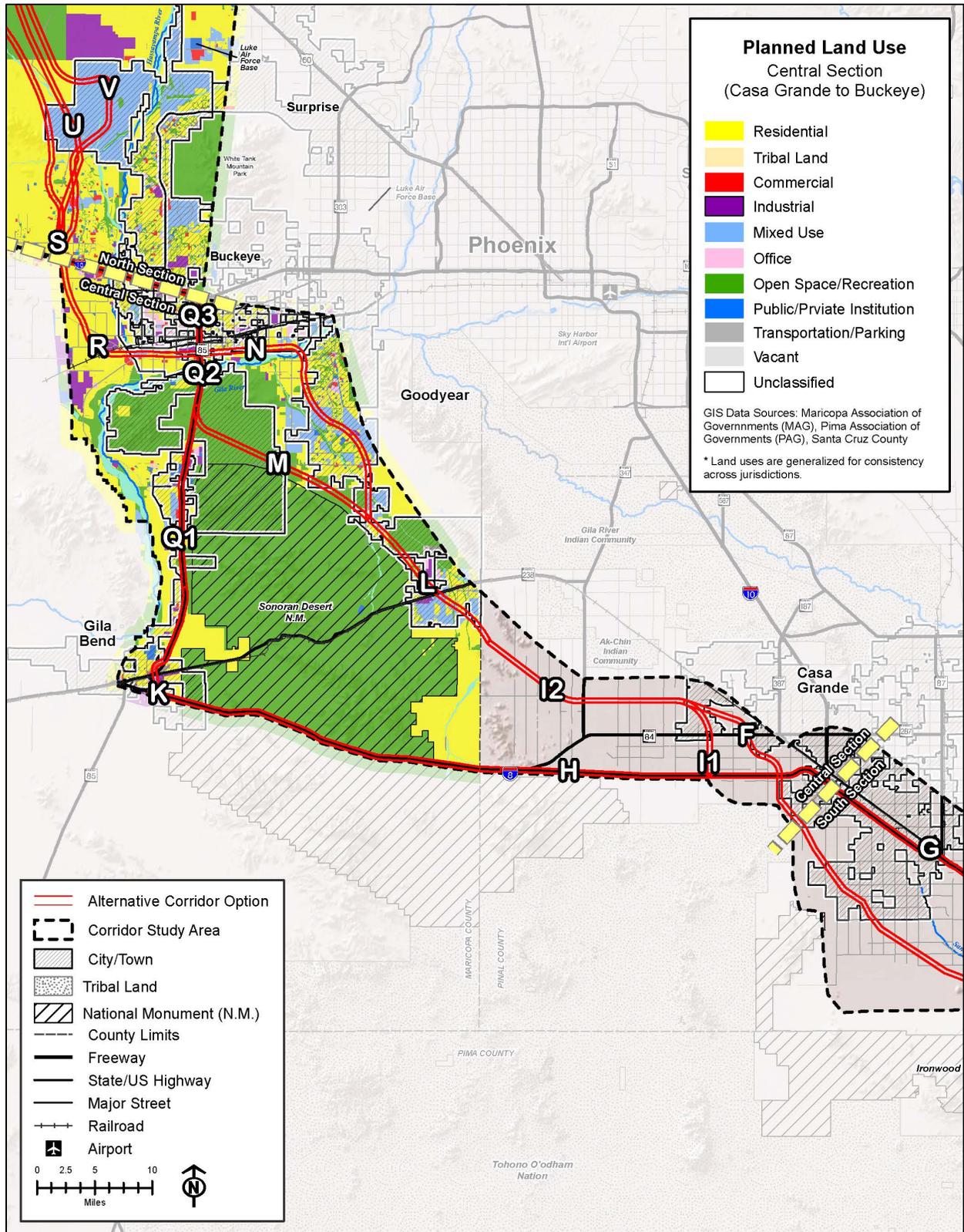


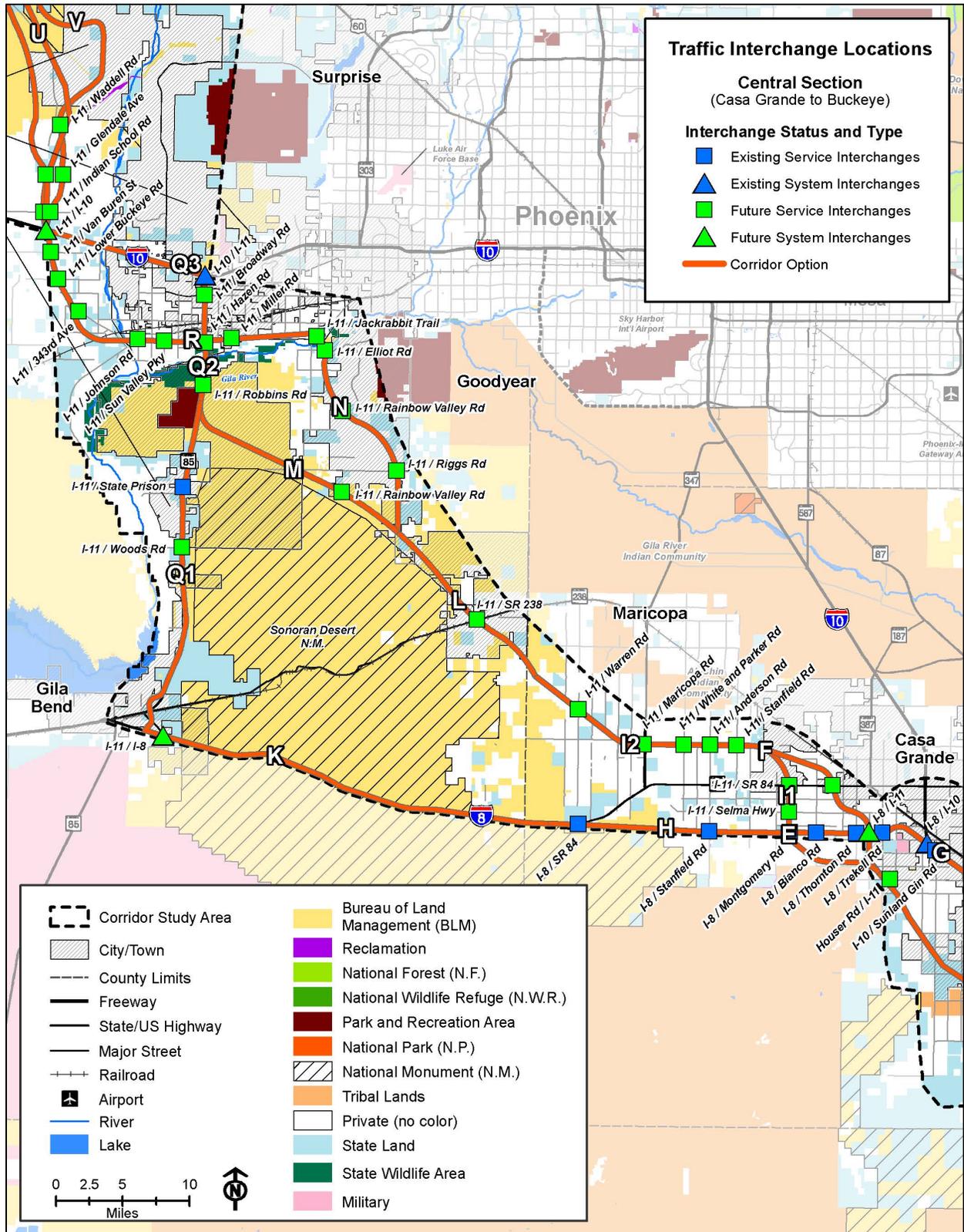
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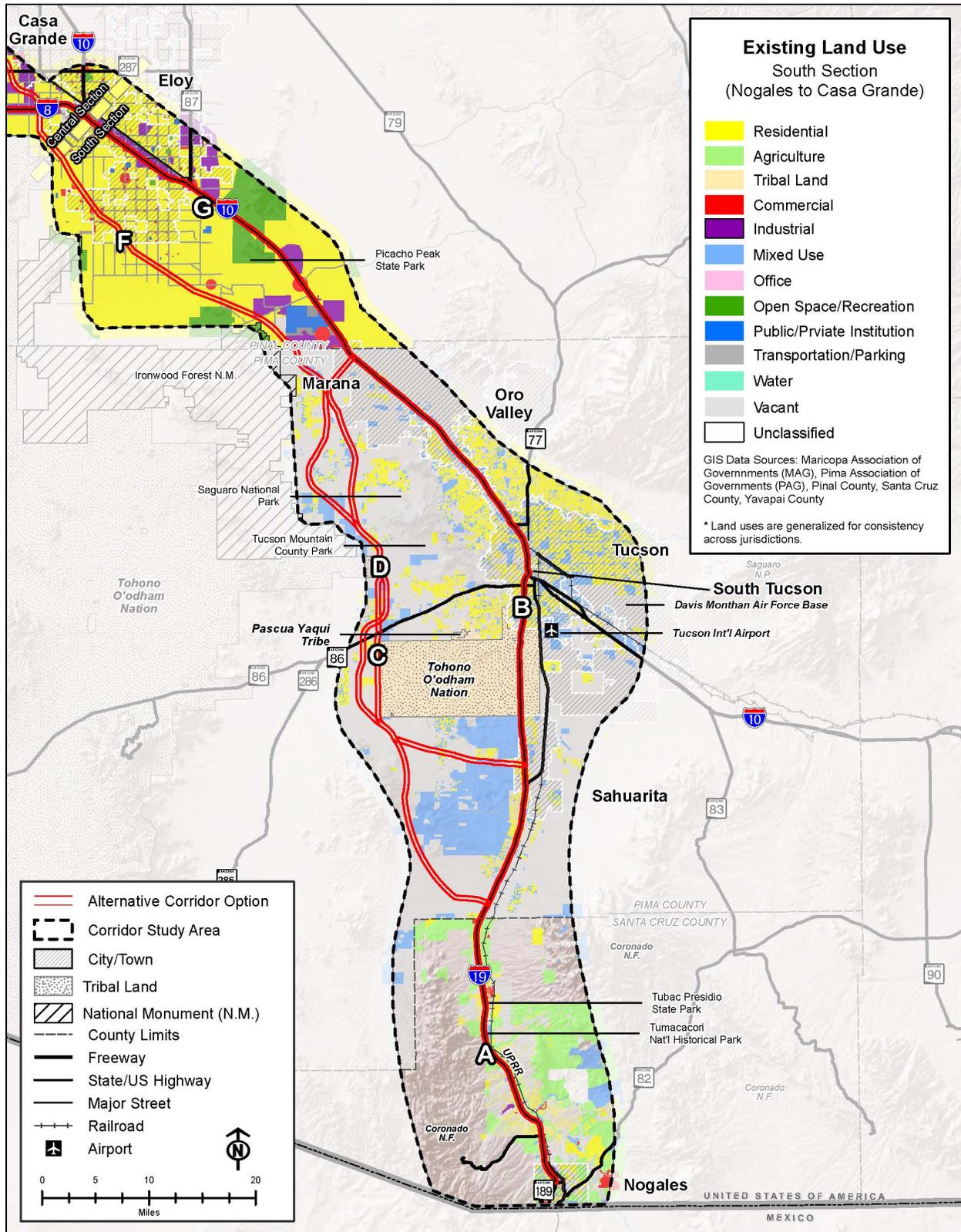


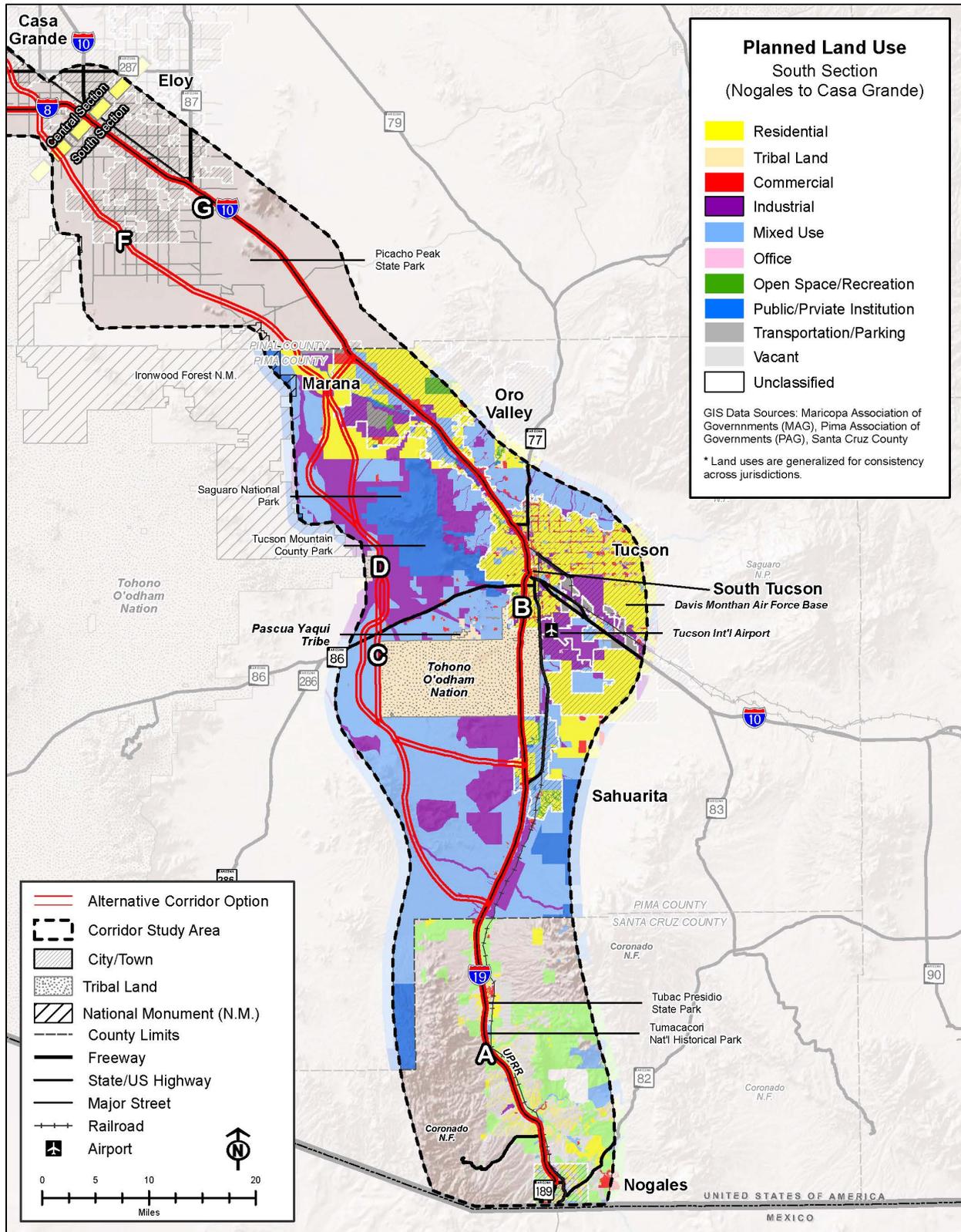














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