

# Casa Grande Alternatives Workshop Summary Report

Date: February 21, 2008  
Time: 6 – 8 pm  
Location: Casa Grande Parks & Recreation Complex  
404 E Florence Blvd.



## Handouts

Vision Alternative Handout  
Alternative Maps

## Attendees (46):

Lucinda Allen; Mary Ann Antone; Ed Barbour; Benjamin Belkin; Pam Brown; Cameron Carter; Evelyn Casuga; Art Celeya; Alex Cruz; Brenda Cruz; Mary Frye; Bill Gasson; Eugene Gilmartin; Jackie Guthrie; Kazi Haque; Francis Homewytewa; David Jacome; Steve Kellogg; Kate Kenyon; Mary Lopez; Kevin Louis; Thomas Martin; Jason Meininger; Clarence Miguel; Rick Miller; Gordon Nedom; Edward O'Brien; Dick Powell; Kathleen Rikli; Karen Romero; Paul Sabel; Gilbert Sanchez; Eldon Smith; David Snider; Justin Stabley; Greg Stanley; Fred Stevens; Kent Taylor; Delbert Thomas; Gloria Thomas; Steven Tomita; Maria Van Horn; Mark Van Horn; Clarence White; Rita Wilson; and David Wright

## MEETING SUMMARY

---

The purpose of the Alternatives Workshop was to bring together residents and stakeholders from around Pinal County to receive input on three land use and transportation alternatives built through the input of previous public involvement activities, work group input, and Comprehensive Plan Team effort. Prior to the start of the event, participants browsed exhibits which depicted the land use and transportation alternatives: trends, dispersed growth, and corridor focused.

The event was guided by a detailed PowerPoint presentation that described the Comprehensive Plan process and project status, addressed some of the planning realities facing Pinal County, reviewed the Pinal County Vision, and described the land use and transportation alternatives in detail. The presentation guided participants through a dynamic feedback instrument that solicited input on several alternative aspects: land use pattern, open space, transit opportunities, and potential land use and transportation features. The Alternatives Workshop PowerPoint is available in the project website Library at: [www.PinalCountyPlan.com](http://www.PinalCountyPlan.com).

## FEEDBACK FORM SUMMARY

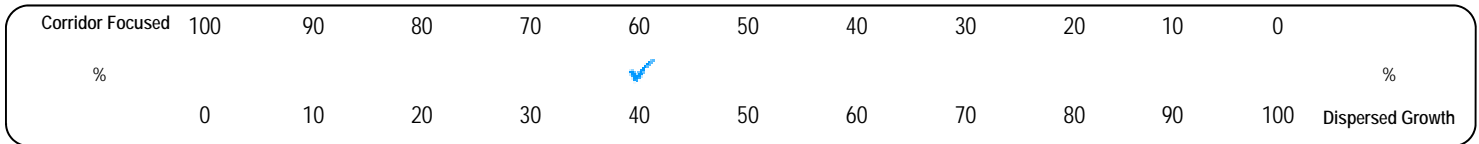
---

**Forms received: 38**

**Note: Feedback as found in this report is recorded as it was received and is not edited for content or grammar.**

The average response of event participants to the philosophy questions, the approval totals for the land use and transportation features, and participant comments are provided below:

## Land Use:

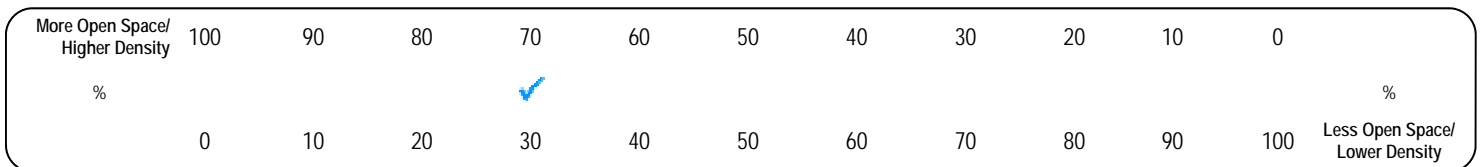


### Comments on Land Use:

- Preserving natural lands; it's a worry on water storage. Do we have it?
- Natural scenery, wildlife & recreational life - picnics, fishing, hiking, open range.
- Focus should also address more educational institutions to meet the population growth. Not at higher institutions, but at elementary level. Activity centers should be located near an Indian Reservation to meet the demand for unemployment within a community.
- I do not think the East County density areas are viable, given the extreme length of the roads that would need to be improved in other words.
- Making a corridor-focused County is a duplicate of the Phoenix area in Maricopa County.
- Activity centers should be in or close to existing cities. Possibly one or two further out that could help start and support new communities. Get rid of the 3.5 DU overall mentality and be open to making Pinal diverse. This is a good start. Hopefully, this will be flexible once approved and not hard headed," This is how it will be."
- Want development along corridor and infrastructure.
- Keep development within city planning areas. The County should not be approving development. County should act like one, not like a city!
- Limit the activity centers in Eastern Pinal County. 2. Reduce transit in Eastern Pinal County. 3. Disperse the corridor-focused activity centers other than as depicted on maps.
- VERY important to concentrate growth along corridor due to lower infrastructure costs. Want to keep the tourism the feature of the dispersed growth. Keeps the east side of the County as a natural asset for generations to come.
- Three most important reasons: 1. Concentration of jobs along proposed freeway. 2. Somewhat lower intensity in Eastern Pinal County. Like proposed tourism/hospitality in dispersed growth. Like east/west enhanced parkways in Eastern Pinal County.
- In existing cities.
- More commercial development equals more jobs. Enforce the open space concept. Less commute and transit increase.
- If development is centralized, infrastructure would be maybe less costly. This would satisfy the wishes of Pinal County by having more space.
- Focusing growth will consolidate county infrastructure and financial investment, still allowing rural development.
- Space, overall water, economic. Maybe, intended population, will see no place to live, they will leave.
- Want open space and trails and buffers between counties. Buffers could be also low density, one unit per 2 acres or left as agricultural. Activity centers should be in existing towns/cities or adjacent to. Look at how long it has taken Arizona City to develop.
- Given the idea of having Pinal County "be its own self" away from the Phoenix/Tucson areas, and given them a county-wide buildout with limited water supply, I cannot support a total county population of more than 3 million, probably less. So the dispersed growth plan seems to be the most likely to be able to be implemented.
- To facilitate development under control, use the corridor, leaving the opportunity to mix the use of the extended areas.

- Too much concentration in one area. Leads to high crime and low income areas. Best to keep it open.
- Favor corridor focused but think enhanced transportation is necessary in East Valley even with lower intensity development and tourist train - looks like a good idea to include in Corridor Focus also. Why PROPOSED INDUSTRIAL along the central corridor? Why not mixed use transit-oriented high-intensity development all along that route on commuter rail line?
- Would prefer this and would like to see additional industrial along the I-8 corridor. I also believe more intense dispersed growth will have to go east of the corridor. High end housing will find that very desirable, and pressure will exist to develop.
- Cost of infrastructure - targeted. Job cluster opportunities within corridor. Like the proposed tourism/hospitality path in "dispersed" philosophy.
- Keeps open space and puts growth along the corridor area. 2. We still need some dispersed growth to keep people from driving too far.
- The transit railroad system would help the environment (no smog), but as mentioned it's going to cost money. It shows that it's being proposed to go through GRIC. This may be part of the trade off? How is the proposed RSR (R&R) Parkway going to effect the community of churches?
- Planned populations are unsustainable. Need to really determine what level of growth is realistic. Consider transportation, heat islands, air quality, water, etc.
- Preserve the maximum amount of rural. If you create "Generica" then future generations will leave to find "someplace" different. Connected trails through open space.
- Ruralism aspects of land use is met. 2. Less overload of infrastructure and dependant on non-renewable energy in one or two areas. 3. Future growth and management of land use options remain open.
- I feel the best planning creates a balance of growth. A focus for large employment intensity along corridors, but providing more dispersed lower intensity. Employment in appropriate nodes to allow greater diversity of living commuters which centrally transport demands.
- I live west of I-10 and want to preserve some open space. I think traffic will need to follow I-10. I don't think the eastern side of the county will build up as much because of the land there.
- I-8 corridor too. Want great variation in land patterns and intensity with fairly intense cores. Act ctr = Oracle Junction and along exit highway corridors.
- I lean more toward corridor focused, because this will mean less traffic. More open space or remain somewhat the same in west Pinal.
- We need to consider future entertainment centers.

**Open Space:**

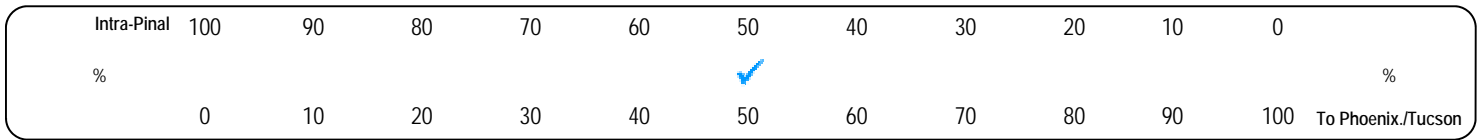


### Comments on Open Space:

- I'm new to this, but have learned new things, but do also worry about saving open space.
- Use tax dollars, wild habitat, preservation of rare vegetation.
- Open space should address environmental issues, preservation of the desert area fauna. Development of hiking or trails in the area.
- I moved to Pinal County to get away from high-density population centers. I want elbow room around my home, but I also want 'open spaces'. I'd like to see buffers around existing farming/dairy operations (smile).
- Property taxes would be astronomical if we were to buy open space. Taxes are already high in Pinal City; however, housing value doesn't compare to areas like Fountain Hills/Scottsdale (to be able to afford buying open spaces would not be feasible). For people living in Pinal, most of them came here to be able to afford the housing. Now they want everything to come to them.
- This needs to be considered carefully, as each has its place within and around the cities and future communities. As buildings go upward you can have more open space. Plan to maintain open space and not expect developers or HOAs to maintain large areas that a lot of the public may use.
- Prefer no wildcat subdivisions. Create bonds to purchase open space.
- If you limit growth to city limits, open space is the outcome. Keep master planning.
- Need less than 3.5 units per acre. 2. Need to ensure the open space/trails connect between incorporated and unincorporated areas. 3. Make developers have to buy into Open Space and Trail Plan.
- State Trust Land gives us the opportunity to preserve open space with density transfers. 2. If we don't do the trade offs with density, we will just be doing the same that we have always done. 3. There are numerous examples of communities throughout the nation who have been willing to fund open space purchases. 4. I would be in favor of using our tax money to purchase open space. 5. Preserving open space maintains the quality of life Pinal County residents DESERVE.
- Open space, if managed properly, adds quality of life. TDRs can be used to preserve open space. Not in favor of increased property tax. Pinal County already has very high property tax. As population increases current tax can be redirected to open space.
- Control and maintain the open space for quality of life issues. Preserve natural lands.
- If higher density, this will help create gateways to Pinal County in the density areas. Tax dollars sounds like a good way to purchase open space.
- I recall a much higher percentage of open space being shown at charrettes. Open space (large, continuous tracts, peaks and slopes) is what makes Pinal unique and should be preserved. Use tax dollars or bonds, or TDRs (transfer of development rights), development agreements. STL reform. Bond used to augment and retain working ranches.
- Pinal County needs to have open space but should consider higher density some. High density occurrence would mean the need of more water is needed. How would it affect the Indian Community?
- Open space, which appears is not possible? Especially with the amount of development that is occurring. Protection of desert vegetation.
- Cost factor concerns. Willing to use some tax money. Idea - leave corridors of agriculture where existing.
- The material provided aims at 700 thousand MOL population. Why cannot the population estimate be set nearer to 500K?

- It seems like there should be more areas with higher intensity, especially residential, mapped along transit corridors (BRT) (commuter rail). This could facilitate a lot of open space elsewhere.
- Higher density is needed, and I support it in limited area. Also is the only way to make transit feasible. Put preservation of open space on a ballot and get voters to agree to pay for it by either sales tax or property tax.
- Like incorporation of open space, trails plan. Higher density opportunities provide additional choices for employers and residents. May need to provide "opportunity" to voters to purchase open space.
- We need open space, and I feel everyone should help pay for those spaces through taxes or bonds. 2. Counties and cities need to be sure developers meet the adopted plan for open space or don't give them rezoning.
- What were your three most important reasons for your decision? That one is to have equal density for approval of less open space. Two, it would be good to have more business in eastern Pinal County. Three, what are your thoughts about using tax dollars to purchase open space? Do you have any offer ideas about how to preserve open space?
- The Tabletop Mountain is an important cultural element to the Tohono O'Odham and is close to I-8. Although it's part of the National Monument, how are we assured that no development will occur in this area?
- Rural development is very important. Most current residents highly value our rural character and don't choose to remember what it was like but want to see balanced growth that continues to include it.
- Preserve our history and culture. Preserve all her reasons that are the way we are. Maintain the lifestyle, integrate rural and develop a method/disclosure to educate newcomers that they must accept rural.
- Density in city/town center, major arterial corridor, trade off for more open space outside these areas. 2. Density transfer, buffer zone and conservation easements as required. 3. Will provide venue for healthy lifestyle behavior.
- Density/open space needs to be better understood. Density is obtained, if properly done, through more intense clustered housing, condos, attached and multi-family that subsequently allow a substantial increase in open space will not be achieved strictly through density. When looking at increasing open space, you also need to keep in mind the cost to maintain it.
- High density will occur anyway. We can only try to control its location! All cities have and need some high density. We need to buy and preserve the land now for future generations. We need to use TAX DOLLARS and raise other monies. It CAN be done! Water use will also control growth.
- Need for trade offs to get open space. Purchase is needed along with other tools. Other: TDR, creative development standards, impact fees.
- Living on Tribal Land, I'm used to like the idea of open space. With residential, industrial and etc. Closer to Tribal Land means more traffic, water issues, air pollution, noise pollution and etc.
- A good area of land needs to be open space.

### Transit (public transportation) Opportunities:



#### Transit Opportunities Comments:

- I do not reside in this town; however, the traffic is already getting bad (congested). I may use if needed. I understand it is all changing whether we like it or not. Either or is good to reduce some pollution.
- Residents that may commute to/from work by choice. Preserve lands from such development of this transportation smog. Enjoy open road away from these services.
- Development should be made to meet the demand of growth in the county. Light rail could be access to proposed airport.
- I Phoenix or Tucson want our money. Let them build the transit.
- Stay away from it!
- Both, I believe, are very important. That is why I put 50/50.
- There's already transportation to Phoenix and Tucson. There is a need for inter-community transit. Transportation to hospitals, doctors, grocers, airports and malls.
- We need both, local and north/south. Rail service - look at Denver - if you build it, the will use it.
- Need a transportation system(s) that interconnects the communities of Pinal County. There is currently none to very limited. 2. The PC Transit system must also connect with a regional system (Phoenix, Tucson, Yuma). 3. Concentration should be more on a mass transit system(s).
- Need to provide for both types of transit. We will still need to get to the Phoenix/Tucson areas. 2. It will critical to look at mass transit within Pinal so as not to make the same mistakes Phoenix did. 3. Important to identify these corridors early for the cost and infrastructure necessity. 4. I already use a van pool to Florence to work. Would love other alternatives.
- Would prefer rail from Tucson to Phoenix along 10, then Eloy to Queen Creek. Need links between Phoenix and Tucson as well as intra-Pinal transit. Would use rail to downtown Phoenix; ballparks, theaters, museums. Would NOT use bus.
- Alternative transportation needs.
- Pollution, traffic congestion, letting someone else drive. I would use it if it did not make me wait too long. How about some routes further west and to the southeast?
- Building lane miles DOES NOT decrease congestion. Need options. I would use light rail/commuter rail. Not BRT, unless connected and fast to rail. Trails. Gas prices up, driving down, need for alternative.
- Transit is definitely needed for both opportunities.
- Space, which Casa Grande is so congested at this time due to the winter visitor who can't drive. Better transit between the two major cities.
- I would use it if it were truly "express routes". Focus now on busses that can be cost effective to go into expiration in a year or two to Phoenix and Tucson. Gradually focus more on intra-county transit as population increases.
- Transit questions are a function of population size and location. If the population, when fully built out is less, then the need transit opportunities would also be less. If population of CT now equals 3 million and its water supply is more than adequate (and it is), then how

can a total Pinal County population of about 6 million be even considered in light of the available water supply here.

- Economic development for the county is connected to Maricopa and Pima counties, transportation both intra and inter a must.
- Need both. Corridor focused needs more public transportation opportunities (other than highways) throughout the county. There is a great need for this E-E across the county. Dispersed growth transit (tourist train, commuter rail, BRT) should be incorporated in corridor focused plan. People need a variety of these. The longer you wait to build these the more they will cost. What about light rail?
- Need a mix of both. Intra-county to link also with transit to Phoenix/Tucson. I would use for trips to Phoenix/Tucson mainly on weekends and for sporting events.
- Need both. Would use.
- I feel that Phoenix to Tucson transit should be developed now to keep people moving with less traffic and pollution.
- What were the three most important reasons for your decision? 1. Would be good to have due to less time driving. 2. Save money to use for other things. 3. Stop polluting the air. What are the chances you would use the transportation services you recommend? Maybe if I lived in a city or town where there are other transportation beside driving. Do you have any other ideas for public transportation?
- Bus transit system within the different local cities, i.e., Stanfield, Casa Grande, Coolidge, Maricopa. Would be helpful especially for the schools.
- Reservation routes (I-10/347) are insufficient for a large central Arizona population. As added, lanes arrive, they will already be overcrowded.
- Provide as necessary.
- Mix of both will be great. Incremental per demand, but not one for the other. 2. Need more east/west corridor. 3. Commercial airport decision needs to be addressed rather quickly to avoid local jurisdictions building their own and wasting resources.
- A transit connection between Phoenix and Tucson is important and needed. Inter-Pinal transit would be difficult to justify the costs (transit rarely supports itself and becomes a major cost that the public has to decide is worthwhile). A connecting major route from several communities to a center city may be the best approach. Coolidge, Florence, Maricopa connecting to Casa Grande which serves as a major hub to the Phoenix/Tucson transit. I would use as circumstances allowed.
- Most people drive to Phoenix or Tucson to work. We need improved transportation for these folks. I can't see that many new jobs (high paying) coming to these small towns in the foreseeable future. There will be some industries, of course, but those in Phoenix are so established, they won't move. ROADS MUST BE A PRIORITY!
- There is a need.
- It's good to start planning bus and rail systems early, so that they don't clash with the roadways.

### **Commercial Airport: 11 of 38 approved**

#### Commercial Airport Comments:

- We need to be ready, and it would be convenient for our tribal nation as well.
- No support. Noise pollution, more traffic, air audibility.
- Regional airport could benefit the county with jobs. Rail should be developed to commute from city in county to airport. Less traffic.
- Great. Location odd on map. Closer to I-10 and I-8.

- Yes.
- Keep it close to I-10 or I-8 or both! Putting it out east will require roads and services. Keep it closer to cities. Look south of I-8 west of Casa Grande.
- It's got to be meeting more than just meeting FAA standards. Need buy in by "City Fathers" at all levels of government and sign off. There was a plan for a regional airport at the Coolidge airport with the incorporation of bullet trains to major metropolitan areas. Casa Grande is dead for further expansion because of development already in place. Look at USAF ACIUZ system.
- This makes good sense economically. This makes well with the corridor-focused alternative.
- This has been discussed for years. Do believe that it is a good idea.
- Not a good idea.
- If the population numbers support that.
- No comments.
- This is a good idea, area on corridor focused must look like a good place for it.
- Only if there continues to be an increase in population and air travel.
- Only if it is privately funded. Is a regional airport needed since Tucson International is not utilized to its full potential? Only in the Valley and there are other organizations studying this option.
- No, thank you! Look how long it has taken to get Williams Gateway going! Don't want the noise or fumes.
- A regional airport invites tourist and commerce.
- ???
- Yes, plan for it. Link rail and transit to it.
- Yes! NEED for economic growth opportunities.
- Good idea! Should be working on now!
- Commercial airport is kind of a good idea due the Phoenix and Tucson. One get very crowded. Maybe this will help with the people if they need lots of security.
- Commercial airport is a good idea. Not only commercial but the possibility of helicopter use (Border Patrol).
- Good idea. But will have to pry it out of the fingers of Maricopa County.
- No, not in every municipalities.
- Not sure how the locations (economic hub) works since it is not close to a major city or other support base. Denver Airport has a problem due to distance out of airport.
- We need more airports! This will give people more options.
- The State may be interested in participating to create an economic engine.
- Not a good idea.
- We'll need to be careful of the growth around the airport and especially road control.

### **Commuter Rail: 13 of 38 approved**

#### Commuter Rail Comments:

- It would help the transportation congestion.
- Support. One stop in Pinal County to help with traffic.
- Would be a need in the area, but \_\_\_\_\_ at \_\_\_\_\_ me shop in the county.
- This is something that should be funded at the state level, as it crosses three counties.
- "Real" cost versus use. I-10 location good.
- Yes.
- Light rail. I-10 corridor.
- Should be more than one route "north" I-10 and proposed corridor.

- Infrastructure is already there; why not use it? Don't need to keep building more freeways. I-10 and I-10 to the new north/south freeway.
- Yes, agree with this concept. Access to Phoenix for museums, ballparks, art and also to Tucson for access to amenities/cultural.
- Same as is.
- No.
- No comment.
- This will keep people in their places in Tucson and Phoenix. Not entice them to move to Pinal County.
- Really necessary and needs to connect with all three airports. Needs to follow corridor and intensity. Connect with SU is paramount.
- Only if privately funded. Greeting needed only between the two major cities.
- Sounds great and green but, in reality, City of Phoenix is financing trips for the homeless with their light rail which will suck all the funds needed to build heavy rail for commuters in Maricopa County.
- Connected through the regional airport, it allows the development of an intra-county system.
- Very important! Look toward!
- Do it. But consider not just rapid transit with few stops. Could have different schedule for different times of day.
- Yes, needed and should be part of focus of ADOT in lieu of new freeways. Corridor shown makes sense. Needs to link to light rail.
- Big need for state to succeed in the future.
- Could be used now to lower traffic on highways.
- Maybe more stops along the way between Tucson and Phoenix. Hope not too pricey.
- Concern on environmental impact, vegetation disturbance when construction begins.
- Will require high-density development to be affordable.
- Yes.
- A commuter rail is more desirable than transit due to reduced time of travel. Easy to accommodate with existing rail. Look at New Mexico's Roadrunner commuter. The other communities provide transit connections to given hub locations.
- This would be great in the future. It would cut out many cars and pollution! We will need this because of fuel costs. I like the route you show.
- Okay.
- Save money on gas.
- If we concentrate more on dispersed growth, the people will most likely be far away from their jobs, so that commuter rail will be vital.

### **Tourist Train: 5 of 38 approved**

#### Tourist Train Comments:

- Unsure.
- No support. Disturb lands and environment.
- Should be environmentally friendly and preserve the land.
- Privately funded only.
- Where? Cost?
- NO. If you make it accessible to the public, they will come. I don't want them to come.
- Yes!
- No comment either way.

- Great economic generator that helps maintain real nature of Eastern Pinal County.
- This is a great idea, if viable. Currently used to service mines.
- Not a good idea.
- No.
- No comment.
- The mines have played an important part in the history of Arizona. They should be showcased.
- Waste of money and a bad idea.
- Only if privately funded. Waste of land, time and funds which this most likely will not be utilized.
- Maybe has a place in small portions of the East County. Know little about it.
- Private funding in public? Private "ok." Clean air operated.
- Do it.
- Only if privately funded.
- Would need to be market driven.
- Again, concern on environmental impact. Smoke from the train, how would funds be utilized from the fees obtained when tourist pays to get on train.
- Good idea.
- With corresponding horse trail nearby so tourists can see/witness our western history culture and lifestyle.
- Yes.
- Have many other priority needs above this.
- Really not needed. I want to ride my horse, not take a train!
- Ok, but motivation from private sector, if area and open space maintained, then yes.
- No.
- We'd need to have things to commercialize and things people want to look at.

### **Ecotourism: 8 of 38 approved**

#### Ecotourism Comments:

- High cost of open space may make this impossible.
- Unsure.
- Minimal. Spaced out widely.
- No comment.
- All for it but not sure how to get people there. It seems unreasonable to improve that many miles of road.
- Good idea. Leave it as it is: "ECO" being the special word.
- No comment.
- No.
- Bike, hike loops. Keep it the way it is and develop to enhance services.
- This could be a "unique" entity.
- Same as above. (Great economic generator that helps maintain real nature of Eastern Pinal County.) Sets up Pinal County as a leader in environmental standards.
- Ecotourism is a great economic tool. East County being torn up by ATV's. Need protection.
- Might be a good idea in some way. Not in the least.
- No.
- No comment.
- Would be good for the East County.

- Method of preserving open space, diversify economy and exposing visitors to a beautiful river.
- Only if privately funded. Should remain ideal. Open land for the trim of Pinal County. Community use. We can forget Casa Grande and Maricopa.
- Leave it as it is but maintain and upgrade the roads.
- Yes.
- Do it. How about some east/west transportation in East Valley, not just by car.
- Only if privately funded.
- Fabulous idea!
- Good idea.
- Yes.
- This can be viable if handled as a private/public partnership, not a total burden to either one.
- Would be nice, but not necessary to have people live here. Funds need to go to preserve open land.
- Ok, but motivation from private sector, in area and open space maintained, then yes.
- This can bring some more income.
- Ecotourism will be an excellent attraction for tourist transit.

### **Gateways: 9 of 38 approved**

#### Gateway Comments:

- Yes, it would be nice to have. I truly get lost in the Mesa area where I end up at. Also maybe we can recognize the surrounding tribes.
- Original Arizona scenery, the Old West, Native lands (Casa Grande Ruins), & mining.
- Gateway should also identify the division between the county and Tohono O'Odham Nation, as rated with Gila River Indian Community.
- Signs that say "Welcome to Pinal County, now go home!"
- At major highway entrances.
- Dust Devils.
- Welcome sign: LUSH NATIVE PAINTINGS/ART
- Has possibility, but not sure what at this time.
- Entry monuments, landscape, informational kiosks or centers that provide information of Pinal County features, Indian communities, parks and open spaces, i.e., Casa Grande Ruins, Arboretum, museums, etc.
- Artwork of some sort.
- Physical landmarks.
- No comment.
- Open space (natural and undisturbed) is unique and should be celebrated.
- Only if privately funded. None?
- We have enough Golden Arches in the county! Put toll roads plaza underneath to pay for roads/freeways.
- Not important, think of cost.
- I'd like to see a standard architectural feature and gateways. Design something that has ties to copper, cotton, cattle, and Indian communities.
- I'm not creative but a good idea!
- With artwork pertaining to Pinal County and surrounding Indian communities.
- Gateways are good. Should depict Native American culture.

- Signs, "Welcome to Rural Arizona," and guidelines/expectations, i.e., dirt roads, smells, views, etc., etc.
- Yes, open space, natural landmark.
- I don't think a gateway is important. If it is truly needed or desired, it will happen.
- I agree with the corridor focus maps. Views. Art of the Southwest be at each site.
- Don't envision. Use break of linear pattern.
- Yes, I like the idea.
- We need to have an appealing setting for people to want to come to. Think Vegas.

#### **Other Comments:**

- Thanks.
- Please let us know when the next meeting is and keep us informed.
- First meeting attended. Very interesting and eye opening. Would like things to stay the same; however, economic development moves, ready or not.
- Hopefully, talking with the "major" developers to get their thoughts and comments.
- I look at it as infrastructures rather than just infrastructure.
- It is critical to incorporate the Pinal County Open Space and Transit Master Plan into the comprehensive plan. In doing this, it addresses most, if not all, of the vision points that have been identified. Agricultural lands should be preserved through conservation easements and other development elimination tools. This should be in addition to the PCOST plan.
- Good job! Your Web site is great!
- Good job! Let's not be rooftops after rooftops to pad the county coffers. We need a good four- to six-year University which will attract the better jobs.
- You need to envision and help people understand possibilities of high intensity along (non-highway) transportation routes (TODs).
- Economic sustainability is vital for overall regional success. Job creation aspects need to be continually emphasized.
- This was a lot of info to absorb because wasn't involved from the beginning of this process system. But as mentioned, we need to plan ahead for the future generation. Would like to attend more workshops and meetings. Thank you for your time.
- Trails/views should be preserved by purchasing land as necessary.
- Great job. Post on the web. Please provide information and make public. Tonight's participants occupation, i.e., government., resident, developer, etc., involved with this meeting/workshop, if available.
- Don't forget people who want to own and ride our horses! We want our right to own, train and raise horses on our own land. We need trails and open spaces. We don't want land restrictions.
- RSR Parkway close to the Tohono O'Odham Nation and looks like it goes through tribal farm land south of Arizona City. Not a good idea.