

## SaddleBrooke Alternatives Workshop Summary Report

Date: February 27, 2008  
Time: 6 – 8 pm  
Location: Desert View Performing Arts Theater  
38990 Clubhouse Drive

### Handouts

Vision Alternative Handout  
Alternative Maps



### Attendees (153):

E. Ackerman; Harry Adams; Bob Alvarez; James Arkoosh; Timm Bax; John Benter; Pat Benter; Suraj Bhakta; James Brett; Carolyn Brinkley; Richard Brinkley; Marian Brooke; Rupert Brooke; Don Cain; Al Cangime; Estelle Cangime; Joel Carlson; Bob Clark; Tom Collazo; Barbara Cox; Joan Coyne; Kay Crofoot; David Croft; Bob Dalaskey; Brad Darley; Herta Darley; Dean Davis; David Doss; Maureen Edelbleet; Bill Einecker; Margaret Faikowski; Ken Farwell; Nancy Farwell; Richard Feldgus; Milton Fell; Ruth Fell; Randall Finken; Fred Flanagan; Pat Ford, Golden Goose; Sandra Frankovich; Carl Fullenkamp; Louise Grabell; Jack Graef; Jackie Grisaffe; Sal Grisaffe; D. Gruninger; Jan Gutierrez; Julius Gutierrez; Karl Haakenson; Dodie Haas; John Haas; Bob Halk; Jeff Hampton; Jack Harris; Judy Hauser; Dennis Higgins; Dianne Hoedel; Mike Hoedel; Charles Hutchinson; Wanda Hutchinson; A. Janssen; Doug Johnson; Robert Johnson; Deb Jones; Patty Kelloman; Tom Killoran; Mark King; Agnes Kowal; Hank Kowal; Beth Krueger; Dick Krueger; Pat Landon; Betsy Levenson; Michael Levine; Mark Lewis; Venetia Lewis; Bob Long; Jenni Long; Betsy Lorenson; Carolyn Lukas; Craig MacPherson; Judy Mapchenko; Ann Mares; Nick Mares; John McDonald; Margaret McDonald; Debbie McGeehan; Joe McGowan; Dan McHenry; Kay McNutt; John Muten; Lew Nelson; James O'Connor; Dennis Otto; Dale Paulsen; Nancy Petras; Beverly Porras; Dick Quill; John Rae; David Rahn; Rip Rapp; Deb Reinhart; Wayne Reinhart; Bruce Rivers; Toni Rivers; Helen Roach; Paula Roberts; Roy Robson; Hal Rupard; Olga Rush; Paul Rush; Dick Schoepf; Bob Sigler; Diana Sigler; Charles Smallhouse; Nancy Smallhouse; Bonnie Smith; Jim Smith; Richard Spitzer; Sarma Spitzer; Gary Sprouse; Sue Sprouse; Harold Staves; Nancy Staves; Andrea Stephens; Catherine Stephens; Dan Stephens; Bill Stickel; Margo Sullivan; Terry Sullivan; Paul Swang; Roger Swett; Becky Tolan; Carl Tavor; Edward Treick; Art Triester; Sharon Triester; Tommy Tucker; Dave Tuferbak; Pat Tuferbak; Barb Victor; Ellen Victor; Joe Victor; Ron Victor; Arlin Wesner; Virginia Wesner; Jim West; James Whalen; Sandy Whalen; Mary Lou Worthy; Ed Wysocki; and Julie Zirbel

### MEETING SUMMARY

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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).

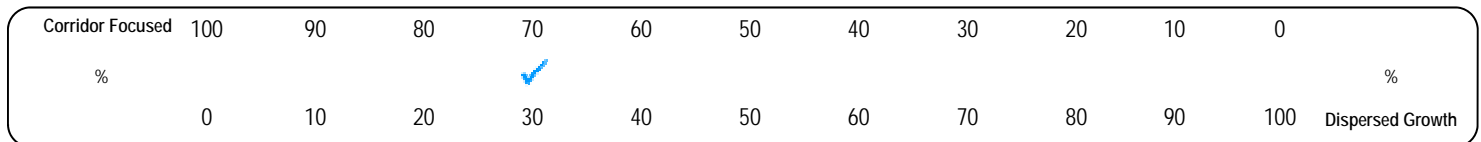
## FEEDBACK FORM SUMMARY

**Forms received: 128**

**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:

- Duplication costs for infrastructure need to be addressed based on funds available. Open space! Practical placement of work centers.
- Dispersed growth appears to allow rapid transit to Tucson; corridor plan does not appear to. With dispersed growth, land might be less expensive to buy and easier to build roads without having to destroy structures first. Corridor plan also appears destined for more and more gridlock.
- Without growth, all areas die off. I like the dispersed growth in the outlying areas for employment and job opportunities for the residents. The new roads will spread the flow of traffic.
- ?
- Dispersed looks too expensive to develop. Will take too long to develop. Is there enough water for dispersed? Will taxes increase more with dispersed?
- Like concentration concept. More rural concept in East County has appeal.
- The proposed tourism/hospitality corridor seems to be a waste of energy and money. That can be eliminated.
- I would like to provide for the inevitable human population growth while still allowing the large, uninterrupted, natural tracts that are necessary to support healthy wild animal populations, wherever possible.
- I desire the "blend" approach.
- People who live in rural areas chose it. Arizona is special! Celebrate the open spaces!
- Airport is a non-option. Do not even consider placing one in Pinal.
- Let's plan for NO GROWTH!
- From a land use standpoint, there DO NOT appear to be major differences.
- I think that it's important that the smaller (East County) towns have some jobs to offer so people can work near home, therefore reducing commuting.
- Less expensive to not disperse to East County.

- Dispersed development provides widespread opportunities for employment, healthcare, education, etc. Focus on existing communities.
- There is nothing inherently wrong with a designated area land use.
- Best return for the money spent.
- Concentrate county growth. Find best places and build up in phases.
- Corridor seems to lend itself to making adequate development of infrastructure to precede development more logical and cost effective to support developments.
- Corridor will work best for business. Distribution corridor gives more economical infrastructure. Dispersed growth more environmentally friendly.
- It's in the West.
- Where businesses will want to be together. Some transportation and corridors now available; can be done sooner.
- Focus on roads (transportation).
- If Pinal builds a freeway, what happens when it reaches Pima County? Chuck Huckabee will fight you and a road block exists. Pima is reluctant to accept growth.
- Pros: 1. Probably the most environmentally sensitive approach. 2. Seems to fit closer to existing population density. 3. Can't tell if it's more or less expensive than dispersed approach. Cons: 1. Does not provide economic opportunity to East County mining towns unless they drive to jobs in the corridor, which might increase congestion. I've lived in Arizona for 45 years. I am just sick about the idea of millions of people in one county. And the resulting destruction of the desert that just doesn't exist anywhere else.
- I favor the corridor pattern but need to have some financial opportunities for east side of county.
- Realistically, the corridor will be what happens and sprawl from there, just as always. Philosophically, the dispersed plan is more "humanistic" and would provide a better quality of living.
- Recognizes reality, both existing and probable growth.
- Don't think businesses and communities can be developed by "wanting" it to happen. Location, location, location. The larger businesses will attract the larger housing developments and vice versa. Also, infrastructure. Would like to see East County remain primarily rural.
- I saw Phoenix sprawl. PLAN AHEAD WITH ROADS! Focus on existing communities. They have beautiful landscapes.
- Dispersed seems less realistic and attainable. Corridor has better chance of success.
- Concentration of corridor-focused plan will allow to maximize resources required for infrastructure. Extensive development in open area would require large amounts of County money to provide support services that do not currently exist.
- Prefer dispersed, but reality will dictate corridor. Cost will be a controlling factor.
- Most economical. Saves on infrastructure, gas, time, water. Worried about property tax increases. Less impact on environment. Leave eastern side of county alone. East side will remain rural with SOME tourist development such as motels and restaurants. As population in center grows, central area not as naturally scenic (mountains at some distance).
- The corridor plan scares me a bit, primarily because of the fear that the corridor areas would become overly congested and "Phoenix-like." While I prefer the dispersed option, I am not sure how practical it is in terms of cost/benefit (water, washes, etc.). I also have a concern that in a corridor design, the dispersed areas could eventually succumb to a high level of density.

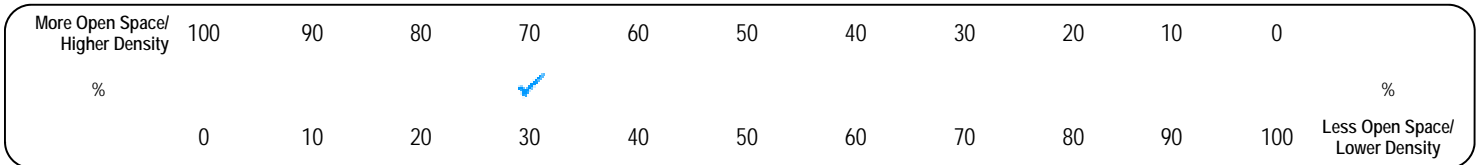
- If growth is more condensed, it seems that infrastructure and water needs would be able to be provided with less expense due to close proximity. Having come from California ten years ago, we've seen the devastation and degrading of the environment by crowding and lack of planning. Open space is key.
- Logical to concentrate growth/jobs/industry in a transportation area.
- Corridor focused - keeps the larger contiguous rural area retained.
- Corridor looks much more attainable and should leave east side open space.
- Corridor growth is more natural but often leads to gridlock, whereas at this time we can better plan dispersed growth. Currently located communities usually were located for natural reasons.
- Concerned about cost of H2O delivery to East County. Corridor plan could spread laterally to approximate "mini-dispersed" areas. Synergists among activities that cluster along corridor, e.g., services, such as trash collection.
- Focusing growth along a corridor will preserve more open space, reduce vehicle miles traveled, and allow a wide variety of housing choices.
- We definitely need jobs in our area.
- Combination of both plans. Without knowing availability of water, it would be difficult to designate areas to be populated according to commercial, industrial and residential areas. Thus, the dispersed growth plan can have flaws.
- Corridor focused could become too congested without major additional transit infrastructure. Dispersed development can be developed quicker but can start smaller.
- Maintain rural "feel" in Pinal County. 2. Businesses will want "concentrated" locations for skilled workforce and transit.
- Best opportunity for business to city. 2. Open space and water are very important to life quality and brings people for jobs.
- Preserve open land - also for future water problems - to conserve nature.
- I like the open space and business areas, regional airport, etc. Transport is needed.
- If I understood correctly, Eastern Pinal also prefers corridor focused. Tourism/hospitality great for eastern Pinal.
- Dispersed pattern is certain to result in overbuilding of roads.
- I lean towards the "Corridor Focused" philosophy. We must preserve our open space and wildlife!! Density transfer a possibility. Tax money should be allocated to purchase open space. NO development should pre-empt preservation of our desert!!
- Dispersement seems too far-flung to be practical as the model is presented. Concentration to a certain degree seems more do-able.
- Practical, good land use.
- More economical. Better, easier, cheaper transportation. Cheaper water.
- How do you plan to "disperse" people to the eastern part of the county when no one wants to live in the boondocks????
- Still need some economic potential on east side of county. Being from the East with a county that varied greatly from east to west, I left in time. The east part of the county was much more developed than the west and had its problems; pluses and minuses.
- Do not destroy the beautiful land and the beautiful views. This is why we moved here. The growth and the young families will be focused centrally - near jobs. There is room for new businesses - not just stores. Such as Ventana Medical on Route 79 and the new housing.
- The more open space, the better. The more land we can protect from development, the better. How does this mesh with Arroyo Grande (State land, Oro Valley and Pima County)? Concentrate population/economic activity. Redefine open space (one dwelling

per five acres?) to promote more compact housing. Tourism in East County is acceptable if environmentally friendly.

- Corridor is more economically attractive to commercial use. The present small communities in eastern Pinal would tend to be bedroom communities for the commercial corridor areas. With corridor, increasing and necessary infrastructure is more economical.
- Focus on areas that are now not well inhabited, so the congestion isn't too great.
- Don't like sprawl that would occur with dispersed growth. Want some options to not be in corridor if don't want to. Options to left side gives better transportation options, done easier.
- More practical. Require less infrastructure. USE DISPERSED.
- Containment.
- Corridor contains.
- Historically, most density develops in corridor style, especially if growth is in vicinity of large metro area (Phoenix).
- Practicality, feasibility, makes economic sense?
- Corridor focused makes the best use of temporary facilities. 2. Dispersed growth should be along current municipalities.
- Most sensible approach seems to me to be the corridor. We couldn't spend any to build the centers in the East County.
- Have you planned for no food, no clothing, no cotton farms?
- Less of three evils.
- Leaves large rural areas and open spaces. More economically feasible. People can decide how they want to live - rural or urban.
- Blend.
- Do not want urban sprawl.
- Likely to be more cost effective to build infrastructure for corridor focused. Most likely, industries will want to group together to share infrastructure/access skilled staff. Water likely to be problem for dispersed growth plan.
- Would like to set aside area for wildlife and areas where people don't have to feel it is too crowded. Also, save money on roads and have less smog in parts of the county.
- Focus on already established communities, however small.
- More efficiency.
- Corridor focus ensures open space for future generations.
- Cost effective. Leave land and east counties to develop on their own - naturally.
- I believe a combination would work better, as people are not going to be corridor focused.
- Water is always a problem. The dispersed plan doesn't seem to be workable.
- If all are crammed into the corridor, no one would be enjoying the natural areas except on a recreational basis. The corridors would be jammed, the rest unused. I'm from Pennsylvania. Lots of population, plenty of beautiful open space in clusters.
- Small communities will dry up and disappear if we have a corridor focused primarily. Small communities are already hurting without jobs, service, etc. We have more and more retirement communities being developed while these people need services they AREN'T going to be needing the jobs, types of educational opportunities that a more heterogeneous population.
- Without dispersed, rural towns will disappear. Corridor focused leads to an L.A. sprawl. Dispersed allows more wildlife corridors. Focus on existing communities, they need economic help.

- Believe it is do-able. High-density areas are a national trend which is economically driven. In these areas, there must be cultural opportunities including recreation and entertainment and dining, along with job opportunities.
- Infrastructure for more corridor-focused approach could be lower cost overall.
- Centralizing development would be less expensive and encourage development off the major corridor.
- No growth in San Pedro Valley! Create efficient infrastructure - water, energy and transportation. Tax base helps fund Open Space Plan.
- Flat land - good. Tasty water - good. Mostly private land - good. They will want to cooperate.
- Not growth but CONTROLLED stability is needed in the east (there is current out-migration of younger, working people). Small business growth is needed to provide stability - young people need to make a living wage ( and not have to work in the mines).
- Like the focus on central part of the county.
- Corridor focused appears to better or be more "real world" and will probably occur in a matter of the plan envision.
- Stick to dispersed communities for dispersed plan.
- There is sure to be some development in this area, so we need some way to manage it. I personally think most businesses and outsiders coming to Arizona for the first time prefer the corridor plan. But don't leave out Eastern Pinal.
- I believe this plan would keep the rural spaces rural, and this is what the people want.

**Open Space:**



**Comments on Open Space:**

- If necessary, tax dollars may have to be used along with density shifting. Animal and vista preservation are essential.
- Some cities already developed so higher density already exists; need open areas around these. Cluster developments in center with open land around cluster or cluster development to one end of available land and open land at other end.
- Open space should be used by the public, not just owned by the State and then closed for any public use. There should be money set aside to buy private lands but not every acre available. Possible bonds?
- Need a blend/balance.
- Need balance between open space and density.
- It's important to increase the open spaces for the sake of wildlife, as well as human life.
- Retain the openness.
- If 67% of open space is owned by the State and privately. How do you plan to maintain open space? Nice idea but doomed.
- I want OPEN OPEN OPEN!!!

- Confining development to certain areas within the dispersed pattern will allow more open space. It's the open space that makes Pinal County beautiful!
- Why not address environmental issues as a separate item? You seem to make it a very minor concern. Shouldn't a representative be an integral part of your team?
- We will need open space for solar/wind. Don't sell State land, as there is no requirement to do so.
- To lessen open space for lower density seems to increase costs by name to develop infrastructure in many more locations. Also, low density seems to add to additional issues of travel to work, major shopping and other amenities.
- Most everything is more efficient with higher density. More open space preserves nature/wildlife.
- I live in the east.
- Keep higher density areas separated from lower density and toward corridors. Taxpayers should foot SOME of the bill for purchase of open space. Animal corridors are very important. Put higher density areas away from these corridors.
- Pros: 1. Probably the most envision mentally sensitive approach. 2. Infrastructure might be less costly, but can't really tell. 3. Accessible open space (paths, trails, sidewalks) makes higher density more palatable. 4. Lower density = sprawl. Cons: 1. Higher density is not attractive unless well designed. Should NOT look and feel like tenements. I fully support using tax dollars to purchase open space. I would also support tax increases to purchase open space. Plans without money won't become real. I agreed with Fountain Hills, for example. The McDowells have been beloved to me for 45 years. I am thankful that the space there has survived to the extent that it has.
- Density transfer sounds like a good concept. Use taxpayer dollars to preserve open space.
- Buy early, before land becomes too expensive.
- Use some tax dollars to preserve open space. Leave washes and wildlife area as natural as possible.
- Of course, let the developers donate some property to preserve open space. Beauty - save the mountains and washes. No tax money, let the developers donate! THEY MAKE PLENTY!
- Areas around Saddlebrooke should be kept as open space. Lower part of Pinal County which borders Pima County has little room for high-density development. More development will make travel to Tucson a nightmare unless road network in Pima is expanded greatly. Purchase of open space without having to provide support services will be cheaper in the long run.
- Density transfer would create transport and education problems, but efficiency. Some tax money for open but do it now, not when it is expensive!
- Easiest on wildlife and environment in general. People can then radiate out around central part of county for recreation, scenic drives, camping, trails, etc. Tax money for development rights in most sensitive areas, preserve views, washes, contact organizations (see Jackson Hole, Wyoming, for ideas). Many land trusts were set up, many land owners donated development rights (some or all) prior to or at death.
- I have a problem with very high density. It's: 1. unattractive, 2. difficult to manage, and 3. prone to crime. I would support using tax dollars to maintain open space. In some rural areas, individuals and corporations have donated open space areas. Baxter State Park in Maine was donated by Governor Baxter. There is a State Land Use Commission that purchases unique areas for the public.

- If density is spread out, large chunks of open space will still be broken up. The weather and beauty of Arizona is all that attracts people here. Destroy that and you kill the golden goose. Taxes could purchase open space. Organizations dedicated to purchasing open space should be encouraged. Private groups could be formed to purchase and/or preserve land.
- Maintain larger percentage of open space. If corridor focus, density would concentrate in the area - still leaves East Pinal open.
- Keeps more existing open space. Open space preserved by zoning.
- I like less homes per acre. One dwelling per four acres or one dwelling per ten acres. Yes, but open space land. Want no building above ridgeline.
- Encouragement of corporate 501(c)(3) formation like or similar to the nature conservancy and buy up from private owners, including Arizona Land Department.
- Aesthetics of open space are more appealing than the downside of higher density development. Less destruction of natural areas and undeveloped areas. Lower cost than less open space (1000 homes in highrise is less costly than 1000 single-family homes).
- Open space makes Pinal unique and is an asset. Open space increases property value and reduces infrastructure demand.
- Some of the property should be bought and preserved, not sold at a later time to a developer. Areas should be selected through county not in one centralized area.
- Density issues always start off sounding good, but ultimately the density restrictions are waived. Taxpayer money to purchase the land is a good idea. By developing more businesses with revenue to the County, more land can be purchased.
- Keep open space as part of our legacy. 2. We get one chance to do it right. 3. Stop ridgeline building. 4. Prop 101. 5. Use bonds to raise money to protect open space.
- Tax money should be used to preserve space. Land purchased by federal as natural parks and open space. Don't build on ridgelines!!!
- Favor tax dollars.
- Protect the land for future generations.
- Coming from Colorado, open space is very important.
- Driving weekly to Eastern Pinal, San Manuel, Mammoth, and frequently to Winkelman and Globe, the space is beautiful and very conducive to open space. Maybe work with Nature Conservatory.
- Open space for those using it (benefiting from). Should reflect the relieve (?) percentage on overall populations.
- Remember: Developers are ruthless and care ONLY about profit-margins. Taxpayer (my) input must carry no less weight than mega developers with no concern for aesthetics, open space and wildlife.
- I like the idea of large open spaces and think some areas of density contribute to that. Using my tax money to purchase larger areas and preserve views and the ecosystem.
- Open space, use tax dollars to purchase open space, open space gives me a horizon.
- Taxes to buy open space. Cluster housing. Preserve wildlife corridors.
- Ties into land-use pattern. Designate roads as "Natural Beauty Roads" to limit spread.
- If the future developers are going to profit by selling homes to new residents, let THEM pay to purchase the open land to be developed. NO TAXES to purchase open land!!!
- Spread it out throughout. No tax dollars to purchase open space. County parks for preserving open space; yes, use tax dollars for that, purchase and develop.
- Yes, use taxes to buy open space. This is very important to our children and their children.

- This follows from land use. Western county is less significantly topological asset. If it is capable of development, it should be developed before the eastern county. Wildlife corridors should be considered. Yes, use tax dollars to purchase attractive open space. Can we expand or create national forest? Regional parks?
- Encouraging vertical density reduces the potential for urban sprawl and preserves more open space. Legislation and the Constitution need to stop being modified to offset trust land sale funds lost for education to utilize these lands for open space. Agriculture and ranching need to be encouraged and retained.
- I come from Chicago, and early planners saved LOTS of land for Parks and Rec.
- Like large spaces that allow diverse wildlife. But don't want too much high density. Buying with tax dollars is okay as long as higher priorities are covered first.
- Public utility company, in the past, failed to build a system for anticipated demand. Action the opportunity just as Fred Government sells radio frequency. 1. Gives priority for open space. 2. Might disperse air pollution, etc. 3. Master plan (philosophy) sets the bar for all future technical, economical, social, etc.
- Where does the money come from? All tax money?
- Taxes are immanent. However, no one wants to be taxed out of their homes.
- More open space means more people have access to benefit of larger areas (parks, bike paths, etc.).
- Are golf courses open space? Density reduces costs to provide utilities. Some people need their space. Tax money can provide and protect open space.
- Makes the best use of infrastructure, mass transit and water resources. 2. Use bond issue to purchase open land. 3. Ask developers to help purchase open space in return for the right to develop high-residential density.
- Open space for wildlife.
- Large open spaces are more effective. High-density areas with good services for all ages makes for good communities where residents can walk to stores, doctors, work, etc. Tax dollars should be used for open spaces to create regional parks.
- Blend. Tax dollars should buy open space. Vegas with state for their land (?).
- High-speed trains, less freeways. Look at England, which has maintained open space. High-rise towns. Maintain green belts. Purchase to maintain open space.
- I feel that the State should and will listen to Pinal County wisely and to the wishes of the residents. The presenters seem to assume that the State will not listen to our views. The State should make land available for open space. Pinal County should push for this. If necessary, I would use tax dollars to purchase open space.
- Would like taxpayers to purchase open space, so there is a place for enjoyment and future generations. Open space has beauty in many ways and provides a place for everyone and for wildlife.
- Wild animal considerations. Okay to use tax dollars to purchase open space with caveats.
- Using tax dollars to purchase open space should be an option of that community.
- Large swath of open space prevents what is happening in the New York metropolitan area where bit by bit there is practically NO open land left except for National and/or State Parks deeded forever to remain open. The state should acquire private land.
- Open spaces and greenbelt areas around traffic areas, housing developments, and rural roadways is important. NO TAX MONEY - let developers purchase properties.
- High density causes problems such as road congestion and higher crime. Open space can be controlled by designating five-acre parcels through zoning. Private groups can purchase land for open space.

- Use some high density but retain open space for animals.
- Chicago is a great example of high density with lots of nearby open space for all to enjoy. Let the developers purchase some of the open space.
- Need the space, but some development that isn't just look-alike cookie cutter housing which is what we get with high-density development. 1. Wildlife corridors important. 2. Recreation areas. 3. Historical, archeological sites need preservation. Of course, we need to use tax dollars to purchase land, BUT we also need to reform the State Trust Land sales so developers can't snatch up land and trash it however they wish like the CRAP at the entrance of Saddlebrooke.
- Prefer open space with less high density. Want open areas. Use tax dollars to buy properties.
- Providing rail and bus rapid transit will help attract people to higher density areas in transit corridors. We are willing to use tax dollars to buy open space.
- I moved here for the open space around our subdivision.
- Transfer density in desired areas appears to be a way of assuring open space near living areas.
- We have a world-class wildlife asset - San Pedro River. Protecting open space attracts knowledge-based economy and high-paying jobs. Pinal's big chance to achieve distinction. Support transfer of development rights.
- Three most important.
- Unfortunately, neither plan considers that open land will be destroyed (developed often = destroyed in terms of open space). Eastern areas need stability, not large growth overall. Some new small businesses could use tax dollars to purchase open space and maintain it open. How much is owned by the mines? The mines won't sell land if copper prices continue to rise.
- There will be a higher density regardless, thus better to recognize it in the plan while at the same time retaining some open space.
- Local taxes can be used to purchase open space.
- I think you already have it. If Saddlebrooke is two houses per acre overall, then certainly some areas are much denser than that. Okay to use tax money to purchase open space and would support propositions to fund purchases. Need to change state law so that most scenic/environmentally important areas are not put up for sale.
- I think open space should be purchased, so it will remain open space. Also, the terrain in Pinal is so rugged; that it would ruin the view if developed.

**Transit (public transportation) Opportunities:**

Intra-Pinal	100	90	80	70	60	50	40	30	20	10	0	
%							✓					%
	0	10	20	30	40	50	60	70	80	90	100	To Phoenix./Tucson

**Transit Opportunities Comments:**

- I would use these facilities, if available. Orange County, California, transit is very poor. Chicago suburbs, workable.
- I believe we need both. First, between Phoenix and Tucson with intra-Pinal part of overall plan. Chicago area has bus transit in city and trains to suburbs. I have used them in the

Chicago area and probably would be here. Congestion and parking are definitely an issue in Chicago and probably would be here.

- To travel to Phoenix or points north from southbound to Florence or Casa Grande for shopping or government centers.
- Need different transportation modes vs. cars. But what is cost?
- Need both.
- Good road system is more important than transit; however, public transportation will be necessary with growth.
- Intra-county is extremely important, even right now.
- Both are badly needed to support the population development in the corridor plan I prefer.
- A satisfactory "mix" for the retirees to get to airports, casinos, etc.
- Alternative fuels.
- Rapid transport between Tucson and Phoenix would move toward the corridor concept.
- Phoenix to Tucson would seem more logical if the majority of development was in a north/south corridor in a reasonable east/west distance from the Phoenix to Tucson transit.
- Both must be improved. Left hand side needs more and better roads. Right hand side needs bus/rail to improve.
- I'm getting older, and the population of Pinal County is aging. We will need an alternate to cars for the aging boomers.
- Would like a better, quicker means to get to Phoenix area from southeast county, i.e., Saddlebrooke and Oracle. I-10 is WAS west for us and very congested. Parkways should be fast moving with restricted access.
- Rails and busses are essential! AND connection through Pima is mandatory. Pima wants to "Old Pueblo" concept. FINE! Let's go AROUND Pima! Let's grow intelligently. Hell, yes, I'd use public transportation.
- Mass transit to Phoenix and Tucson are desperately needed. It would be a great help to alleviate traffic congestion to airports and major employment zones that now exist in Phoenix and Tucson. I would use this type of transit. Mass transit between residential areas and major employment centers within Pinal County will be needed as growth continues. I would use this type of transit. A workable model is Metro North, which handles commuter traffic from outlying counties of New York City.
- Important to connect communities within county as well as connecting the two big population areas outside the county. Interconnecting transit (light rail) would be used by us.
- Would use for airport commuting, event, and sports activity.
- We need this NOW! Large airport should be accessible for all. I would use this transportation. The train in Chicago is great.
- I think mass transit is a marvelous concept. Too bad it doesn't work in reality. Major city mass transit is a tough enough concept to sell to folks. Rural mass transit won't happen. Waste of time, effort, and money.
- Until such time as extensive development occurs within Pinal County there is little reason to travel within the county. Tucson and Phoenix offer amenities that make going to them attractive. At this time, I would have no reason to use either transit system. This would be primarily of use to move people to and from their jobs and homes. Philadelphia has an extensive transit system which primarily services commuters and helps to reduce congestion on roads.

- Public transport along the megalopolis is essential but it should be done early rather than later. Would use to Phoenix and Scottsdale.
- Too expensive. Too little, not adequate in terms of growth projections. This one is easy, as my husband and I agree; we are less inclined to drive all over the county!
- If services were available to get you to where you need to go, we would use it. Light rail, if it had good connections, would be good. Rapid transit between major population areas is needed.
- Would use.
- Need to alleviate traffic! Portland, Oregon, light rail would be ideal!
- May possibly use. Rapid transit light rail.
- Both forms needed. Intra especially due to elderly.
- Cost of public transit DEVELOPMENT/operation. Schedules of public transit are limiting, especially if distribution among many small communities.
- MORE lane miles will not solve traffic congestion! I would ride a commuter rail system between Tucson, Phoenix, and Florence. In order for either to be viable, you need both.
- It's important to have transit going to both Phoenix and Tucson. Airports, shopping, etc.
- Transit is vital, along with road systems in order to have growth. Transit between Phoenix and Tucson is needed now. We are short sighted. The longer we wait, the more it will cost. More freeways, bus routes, rails will be needed also throughout the county. Would use transit system. London's system is well throughout and used extensively. D.C. system is good, but needs to be extended to the suburbs.
- Overall growth is dependant on improved transit in all areas. For instance, Route 79 should be widened NOW before growth begins. Yes, I would use public transit. It would also benefit the working population that will support the businesses and new growth.
- Major transit to metro Tucson and Phoenix for airports. Would use.
- Would use public transit, if well maintained, safe, etc.
- Would use transit.
- Would use often.
- Would serve the largest number of people. I would use it. The metro in Washington, D.C. area is outstanding.
- With high-speed transport, one could expect intra-transport would have less traffic density for a given road system.
- Transit between Tucson and Phoenix is already a nightmare. A system connecting the two through Pinal County including stops within the county seems essential. I would use such a system.
- Come from BART county. We voted it down for years in San Jose. It was a mistake to do so. Now paying lots more money for it. Especially between airports.
- I would use it. Salt Lake City, Utah, light rail. Washington, D.C. rail system.
- Start now using existing tracks during morning and evening hours. I may use it if I were working in Arizona. I'm currently telecommuting back to the D.C. area.
- I may use intra-Pinal transit. A bus would be worthwhile for those who don't or can't drive. To apartments, to the store, or to recreation.
- We are not an island. Important to connect better to economic centers. Not likely to use unless it connects to airport.
- Public transportation is less expensive to achieve with the corridor approach.
- Would use, especially to airport, etc.
- Need both in that part of the county that doesn't have it, will end up with massive congestion. Will use only if you provide a complete trip option, from origin to destination,

and including stops along the way (to shop). If only put in a piece here and a piece there, it won't get used.

- The Denver, Colorado, area just completed some fixed rail. The population base minimally supports the system, yet there is a demand to extend the system. Our Pinal County fails to have a population or tax base to support a basic system. On the other hand, land needs to be set aside at this time before land speculators control your planned right-of-way.
- Light rail would require very large population to support it.
- I would love to go to Phoenix or Tucson without driving. The need to travel within the county is there. Local and express!
- Eliminate long distance transit. 2. I would use transit to airports.
- I'd use the public transit if available.
- Time is important.
- Rail transit only from Tucson to Phoenix. Less pollution. Convenience.
- It is good to move people between Phoenix and Tucson, but we need excellent transportation corridors between the economic centers of Pinal County.
- Tucson to Phoenix. Would not use. Time you drive to Tucson, not applicable.
- Park & Ride - dedicated bus and train routes.
- Need both. Need transport to Tucson and Phoenix airports. Only of interest to me if I could pick up transit close to SaddleBrooke.
- Both are needed for every age. I won't be able to drive forever and might now (not?) want to. Busses, trains, and planes are all going to relieve traffic and cut down on pollution.
- Very important. Would definitely use Tucson to Phoenix transit.
- They are the meccas.
- Uncertain. I'm surely not in favor of investing in a transit plan that fails or is poorly used.
- Both are needed and will be needed far into the future.
- I would like to get to Phoenix and Tucson airports. I would use it.
- Please, carry me on a bus from my home to the grocery store. Trains between Phoenix/Tucson also make sense. I live in SF now and am happy to take the BART into SF and to the airport whenever possible.
- Depending if we pick one or the land use scenario is the kind of tourist opportunities use should concentrate on.
- Need transit to metro centers more than within county. I would use transit to big distant cities.
- Essential for higher density and for job creation.
- Though county transportation is important, however our inter county transit is lacking currently.
- Need vital contact to both cities, north and south. More contact with Phoenix and Tucson while help viability of corridor area.
- Corridor-focused transit routes promote job centers and higher density. But Tucson/Phoenix light rail also important and can avoid I-10 bypass proposals in inappropriate areas. Personally, I would use Tucson/Phoenix light rail at least once a week.
- To have less congestion, you need to get people THROUGHOUT this county. High density with noon transit.
- Public transit, especially light rail, is preferable. Being able to get into Tucson and Phoenix without having to drive is HIGHLY DESIRABLE. In addition, intra-Pinal transit is needed and would facilitate business growth in small rural areas. I would use this transit service as

much as possible. It would be my preference. Reduce drunk drivers on the road and use public transit.

- This would be an opportunity for population to have both transit opportunities available.
- Having lived in Pinal and Pima Counties for four decades, a continual topic of conversation over the years is this very subject. A necessity, long overdue.
- I'm still looking for an alternative for Oracle Road. Driving to a high-speed train on I-10 is not a useful solution for a shopping trip. How does the proposed I-10 Tucson bypass fit into this? I have no use for transit within the county. I've lived here for six years and have never been to Florence, San Manuel.
- I see a need for both types of transit. Except for my high school years, I haven't used mass transit because I didn't live near it. I am handicapped and would only use it if it were accessible.

### **Commercial Airport: 79 of 128 approved**

#### Commercial Airport Comments:

- Needs to be considered.
- Should be explored. If population grows as expected, population using the airports could shift and then who would use Phoenix or Tucson now? Might be shifted due to location of the population at a later time.
- We need options as our County and State grows.
- Don't need.
- No, thanks.
- Is this really necessary, given the size of the Tucson airport? Who will pay for it?
- Needed to increase commercial base and create more jobs. Balance between residential and commercial necessary.
- Has potential if sufficient carriers keep fares competitive.
- Would be good to help develop commercial distribution.
- Very important for the future.
- Florence area.
- I'm concerned about the air pollution that may increase.
- Appears reasonable due to over-saturation of other facilities.
- Good idea. Will attract industry, especially in the corridor plan.
- What's it for? International? National? Fly to Phoenix? How financed?
- No airport.
- As long as it's as shown, location-wise.
- Not sure how this would help ME. Maybe useful for business travelers.
- No. Existing airports in Phoenix and Tucson are enough.
- Not needed. Phoenix and Tucson are within driving distance.
- Great concept. Will be necessary for tourism and economic development.
- Needed soon.
- Hope not.
- NO! NO! NO!
- Will this be a true airport or just a commuter airport that will not relieve pressure on Sky Harbor or Tucson?
- Not enough information to make an informed decision.
- Only way to go.
- Should plan for. Will be needed.

- YES!
- Yes! Must have good transportation arteries to it. Must have transportation to Sky Harbor and Tucson airports.
- Build it out away from the residential areas and REALLY provide good mass transit from various hubs.
- Pinal needs medical facilities comparable to Mayo Clinic (concept) to attract competent physicians, not educated in third-world countries. Pima has not nor cannot attract the qualified medical personnel (!) to provide for the 99.8% geriatric patients have in Saddlebrooke.
- Need it! Would also reduce traffic to Sky Harbor and Tucson airports. I would use this.
- Emphasize mitigation of noise pollution while bringing in job growth.
- Needed!
- Eventually will be needed.
- Will need it, look at Scottsdale.
- Distances to Phoenix and Tucson are too great, and congestion on roads will only get worse; hence the need for an airport will only grow.
- Good idea, if rapid transport to Tucson cannot be devised.
- For such a large area, at least one would be a must. GET LAND NOW!
- Go for it! Crucial to economic development.
- Could be helpful.
- This will be needed.
- If jobs are the focus, this would be an excellent place to start.
- Assume access to the Pinal airport (roads, etc.) from all areas of the county would be easier and faster than to Tucson or Phoenix airport.
- Feasibility cost. Don't think this is feasible.
- Coolidge already owned by county. Good, clear zone, extra acres easily available.
- Consider additional land required for noise. Limited use outside the 3600-acre airport property. Consider the cost of air service (fares) compared to Tucson/Phoenix.
- More jobs. Easier commute.
- Needs land to be able to expand, wherever it is placed.
- Key to growth of the business and tourism industry.
- Road access. 2. Open space around airport.
- Are there military base options like in Mesa?
- Do not have enough input to form an opinion. Moved from Maryland. BWI and Dulles are sufficient, not needed for additional airports.
- Yes, would be a good thing.
- With the corridor focus high, industrial areas would help a great deal.
- Close-by population would need to understand the effects.
- Noise! Not fair to residents. Need more land than planned for airport and long runways for planes to gain altitude quickly.
- Probably a necessity in the future. Land purchase should be sooner, not later.
- Let others (Tucson and Phoenix) pay for expanded airports. Don't need noise. Lived in Bay area between SJ and SFO. Oakland-Reid hill view was awful.
- Stanfield/Maricopa area. Coolidge good. Florence area.
- As the population grows, a regional airport will be needed to take pressure off Phoenix and Tucson. Also, less transit time to Phoenix/Tucson.
- Forget it!
- Example: Ontario, California, is much better than going to LAX.

- Insane idea. As one who commutes via air back East on a regular basis, this is not advisable.
- Two airports are certainly adequate for our area.
- In West County only.
- Potentially southwest of Florence or southeast of Coolidge.
- Coolidge/Florence area.
- No. Existing airports in Phoenix and Tucson are enough.
- Would be a nice option to going all the way to Phoenix or Tucson. Also, provide relief to major airports already here.
- I live in an area in the Denver region that has the second busiest general aviation airport in the United States. It creates a lot of employment. You need to get your plan NOW!
- Heli-airport to be used as a shuttle service between Tucson and Phoenix.
- Heli-airport to be used as a shuttle service between Tucson and Phoenix.
- Great idea.
- Good idea. Will create jobs. We need the jobs.
- Not necessary. Do this.
- Convenience - cheaper to plan ahead.
- Develop trains.
- No, we are too close to Phoenix and Tucson airports. Wouldn't work.
- Necessary to attract business to the county. Land should be set aside now.
- Plus jobs. Keeps out density devil.
- Important to relieve Tucson and Phoenix airports.
- Need it.
- Good idea, if economically feasible.
- Coolidge? Where are the passengers going to come from if you have to drive an hour to get there?
- Yes, an airport like L.A. would be great.
- An airport in the Coolidge area doesn't do much for E. Pinal County residents.
- Other cities already working on this.
- We might never use it.
- Not a good idea with Phoenix/Tucson airports. How could it be supported/funded?
- Okay.
- Very good idea. Example of Southern California was very convincing (Ontario/John Wayne).
- I'd rather have a light rail to go into Tucson or Phoenix and use the airports there.
- I could write a thesis on this subject. The movement of people is a must, therefore, dispersment of available facilities is essential - will alleviate the "HORROR" of flying out of Sky Harbor.
- Will be needed in future and it will have to be a more modern one to handle new modes of transportation.
- I would use it, but even now many people use Sky Harbor instead of Tucson airport.

### **Commuter Rail: 90 of 128 approved**

#### Commuter Rail Comments:

- This would help a great deal to reduce highway use.
- Would speed up movement and save gas expenses and time for commuter. Could have express and local trains for non-stop and for more frequent stops.

- This would be much easier and faster than driving. It, hopefully, would help with congestion.
- Strongly in favor.
- Like this.
- Good idea.
- Overdue. Cost effective in many ways. Reduces pollution depending on gas.
- Can only be justified if residents will use.
- Needed to help reduce traffic.
- Yes, need it ASAP.
- I would gladly leave my car in the garage if I had commuter rail access to Phoenix and Tucson.
- Great idea!
- A good way to limit air pollution vs. all the cars otherwise on the roads.
- Appears to be feasible. To where?
- Do not plan. No city has ever built a commuter rail system that did not become a major loss center needing heavy taxpayer support.
- NO! Please find a rail system west of the Mississippi that works before proposing one here.
- Why provide rail service to Phoenix if you want jobs to stay in Pinal?
- Yes, with plenty of parking and bus connections from the southeast area of the county.
- Yes.
- Along I-10 corridor.
- Would help with road congestion. East coast states have a great commuter rail system and have had for a very long time.
- Start building now.
- Start immediately.
- YES! YES! YES!
- Usage is the key. Will there be enough? It will reduce car traffic, but what about truck traffic?
- Great idea.
- Not enough information to make an informed decision.
- Very useful but would be a drain on the Tucson airport.
- Necessary. Jobs there for population.
- N/A. We're retired.
- Need it!! To the airports and major employment centers. I would use this.
- Light rail like this has been built in St. Paul and has been extremely successful.
- Needed!
- I-10 traffic MUST BE CONTROLLED!
- We need this desperately! It is DANGEROUS on the I-10.
- Unless extensive road construction is undertaken, rail alternative is preferable.
- Good idea.
- Great idea! Federal grants?? Get Phoenix and Tucson to help with money.
- This is a terrific idea and would add great value.
- I would use it.
- Excellent idea if transportation is also available once you arrive.
- Progress dictates this type of transportation.

- Needed more to get Pinal residents to/from Phoenix and Tucson rather than between Phoenix and Tucson.
- Has good potential. Rapid transit.
- Okay in conjunction with corridor. Bad plan if extensive right-of-way required in other locations.
- Extremely important for a competitive advantage for the county and state. Hugely important.
- Environmental. Should preserve this.
- Absolutely needed.
- Long overdue to facilitate growth.
- Probably won't work unless access provided along route. Again, commuter trains work well between BALTO and D.C.
- Yes, and would use.
- Important for the future.
- See comments on reverse: With high-speed transport, one could expect intra-transport would have less traffic density for a given road system.
- Should be along interstate. Already busy and noisy.
- Already alluded to this on the reverse side - expands job and commercial horizons.
- Next to freeway, so local transportation.
- Necessary to take cars off the roads.
- Yes, after I'm dead.
- Would lighten traffic on I-10 for working people. Not much benefit for retired.
- Not a bad idea. Start sooner vs. later while undeveloped land is there.
- This would take forever unless you use existing rails! Trains are wonderful!
- Only if integrated into existing population centers (feeder system).
- Very necessary.
- Yes.
- Absolutely needed. Is fast, easy access to both Phoenix and Tucson.
- What transportation should be available once you get off the commuter rail?
- Commuter rail is an economic plus. Local connections to commuter are needed too.
- Would need about three park and ride stations, i.e., Florence, Casa Grande, and one more.
- Good idea. Don't burn now to pay for it though!
- High-speed. Do this.
- More efficient way to move people. Don't just have express trains. Both types could move more people effectively.
- A must. Develop both high- and low-speed (multi-stop). See UK and France.
- Only if there are several stops in Pinal County and support local transport to link to stops in Pinal County.
- Good idea to cut down driving for commuters. Take cars off the highway, which makes highway safer.
- Not enough knowledge to make decision.
- This is very important to relieve car traffic!
- Won't work. Too dispersed.
- Commuter rails tend to be underutilized.
- Not sure!
- High cost? Both to develop and use.
- Should be great.

- Do people make this trip on a regular basis?
- Need some kind of public transport between the two cities - this could take away some of the congestion on roads.
- Need fewer jobs in Pinal.
- We need to get more traffic, both auto and truck, off the highways.
- Good idea to alleviate the need for more interstate highways.
- Strongly support.
- Excellent idea. Reduces traffic, better use of land than a highway.
- Excellent idea.
- In a word or phrase, "Absolutely required."
- Theoretically a good idea, though I would not personally use it much.

### **Tourist Train: 50 of 128 approved**

#### Tourist Train Comments:

- Good revenue source, jobs, support of communities in rural areas.
- Seems like tourists could use other transportation like Arizona citizens would.
- Since our area is such a snowbird area, why not use some tourist dollars to help pay for some of the extras that we would like to see?
- Don't need.
- No, thanks.
- Not necessary.
- Not interested.
- A waste of money.
- Sounds good. Beautiful country for tourists.
- Don't know enough to make a comment.
- No, unless it's privately funded and operated.
- Tour what? Florence?
- I like this as a way to access tourist areas such as mines, hiking areas, potentially welcoming smaller "quaint" towns.
- No.
- ?
- The corridor focused plan would definitely help with tourism by bringing the traffic through the corridor.
- Not necessary yet.
- No.
- Good idea if it is used in place of highways!
- Not enough information to make an informed decision.
- Not clear where it runs.
- ? Probably won't pay for itself.
- Waste of money!
- I'm not in favor of encouraging more people to find out how attractive our rural areas are. But I defer to East County citizen input. They would be more attracted and might want tourism jobs.
- Something to do when buildout occurs.
- Sounds cool, but don't use too many tax dollars.
- Don't know.

- Good idea to explore, but not a top priority.
- If the cost is too great for both, I think the Phoenix to Tucson high-speed train should have a higher priority. If there is money for both, great!
- Maybe?
- Has economic, educational, and recreational advantages.
- Not feasible.
- Bad idea. Consider economic success/failure of similar venture in Colorado.
- Need to know more. My understanding is this is not really viable.
- Not as essential as commuter rail.
- Interesting idea. Depends on who pays for it, whether it is public or private.
- Encourage tourism.
- Beauty, protect land, bring tourism dollars.
- ? Not sure.
- Interesting concept.
- Colorado has an operative and successful system.
- Silly!
- Probably worth pursuing - a way to bring development to a hard-hit area.
- Use existing abandoned mine train routes.
- Good idea.
- Never!
- Durango Silverton great tourism attraction.
- If developed by private contractor with existing its good. Add some B&B's and combine with ecotourism.
- Using the existing rails? Why not look at this? Would bring tourists to area.
- Likely to require too big a governmental subsidies.
- Along the Gila River/San Pedro River corridors.
- No.
- Interesting idea.
- Younger people fail to get excited about old trains.
- Could work; connect tourist train and ecotourism.
- Too costly for derived benefit.
- Good idea if you use rails that are there.
- Yes.
- Only if can be shown to create positive income flow for Pinal County, i.e., income exceeds tax dollars required.
- Protect area by not having people everywhere. There needs to be controlled corridors for travel and density of people coming into area.
- Not enough knowledge to make decision.
- Good idea.
- If it is, self-supporting.
- More study is needed.
- No.
- ???
- Not enough tourist sites to visit.
- Interesting idea.
- We have bigger issues to address.
- Leave vast county alone!!!

- Yes. Use existing railways if possible.
- Privately done only.
- If it would use existing tracks.

### **Ecotourism: 68 of 128 approved**

#### Ecotourism Comments:

- Take advantage of your assets.
- I would think this is a function of a Visitor's Bureau.
- Again, bring TOURIST dollars into our county.
- Don't need.
- Would be okay.
- Okay, keep some areas natural.
- East County is beautiful. We need to plan carefully to protect yet create access while controlling use.
- Good idea.
- ?
- Please don't infringe too much on nature with this plan.
- Very strong support of this idea to help ensure continuing pressure to protect wild areas.
- ???
- Worthy of future study.
- I guess it will happen. Too bad.
- Lots of interest here. A chance to demonstrate the unique features of Arizona's geology, wildlife, etc.
- ?
- ?
- Do we really need East County ecotourism?
- Keep VERY minimal.
- Yes.
- Must be VERY CAREFULLY designed.
- Can this be made into a true commercial endeavor?
- Not enough information to make an informed decision.
- If there is enough to make it worthwhile.
- Good idea to develop, but doubt if it will have enough use to pay for infrastructure.
- Yes. Take advantage of the wonderful mountain areas, canyons, etc.
- What? Tourism? All you have is the BioSphere2! Will the proposed "Eloy" attraction really help?
- Not sure what "ecotourism" means. It evokes safaris. Yikes!
- Keep high-density development limited in this area.
- We need to enjoy the beauty of the area.
- Yup, it is a beautiful area.
- Go for it.
- Would provide some jobs.
- Not sure how ecotourism is defined for the East County. Not opposed to concept in general.
- This is a beautiful area, and we should share it. Tourism money adds a lot to economic development, which I see as a plus.
- Road paved to top of Mt. Lemon on back or north side.

- Leave the beauty untouched by any development. In developed areas, continue to develop them with an eye to qualify.
- This would add income/support to east Pinal.
- Assumes adequate roads to get there.
- Not feasible.
- Okay if managed so as to preserve the wilderness and qualities that make Pinal attractive to tourism in the first place.
- Good idea if open space is used to promote this.
- To see wildlife in its natural environment.
- Another source of revenue.
- Good for tourism dollars. Share beauty of eastern Arizona with visitors.
- Does it work in the northern part of the state? Can we compete?
- Yes.
- Study for this with proper controls would be best, because it will happen with or without proper planning.
- Put this money into buying land for open space.
- A wonderful area to be developed for this purpose.
- Keep rural, low density feel. Emphasize history of area. Bring low-impact income to depressed areas.
- Good idea.
- Forget it!
- Develop. Outlaw off-road vehicles.
- Good idea; combine with beds and breakfast.
- But only if promoted along the lines of the Galapagos Islands, i.e., man as an observer, not an explorer, not recreation but education/appreciation.
- TBD declining, mining communities can be updated and provide B&B's.
- No.
- May allow to diversify county and improve economy in east part of county.
- Priority, might slow development.
- Share what Arizona has, negate tree huggers.
- Share what we have and negate liberalism.
- Could work; connect tourist train and ecotourism.
- Great idea to help enhance the outdoors lifestyle.
- I say, go for it! Need something to support those eastern communities.
- Eastern land.
- Yes.
- Only if can be shown to generate positive income flow for Pinal County, i.e., income exceeds tax dollars required.
- Good idea, but needs control of people coming into areas.
- Not enough knowledge to make decision.
- No, leave the eastern areas more open!
- Okay, if effective.
- Should be very judicious with development in special areas so as not to destroy the natural beauty in that part of the county.
- ?
- I don't know, I haven't been there.
- If done sensitively.

- Tourism is a generally clean industry but low paying jobs.
- Help keep rural flavor.
- Yes. Promote it.
- Leave vast county alone!!!
- To be eco-friendly, ATV's and other motorized vehicles must be discouraged. They are noisy and they tear up the desert.
- Needs to be well regulated to preserve the area.
- Would create jobs and show off the city's strong points.
- I would like to see this promoted.

### **Gateways: 27 of 128 approved**

#### Gateway Comments:

- Perhaps this would be confluence of transportation options. Example: highways, rail, etc.
- Sorry, no ideas.
- Something special for each area of interest to our county such as ore mining, farming, gold mining, etc.
- ?
- Don't have a clue.
- ? No idea.
- Some type of distinguishing characteristics, i.e., especially parkways to create an inviting point of difference.
- Major road divided, with limited access, but not an expressway.
- No, I don't envision a "gateway".
- Should be of value in future years.
- Gateway should blend in with development on the next county's side.
- Welcome to Pinal County! Now Go Home!
- Don't have a clue.
- ?
- ?
- I feel they are nothing more than major corridors.
- Where tourists "start" or "end" in exploration of Pinal County. Easy access makes easy tourism, sales tax and money!
- What is this? Explain.
- Like any other state or county: "Welcome to Pinal County!" with signs and tourist information at rest stops. That's all.
- Not enough information to make an informed decision.
- Don't understand the concept.
- I don't. Gateway is into major metro area: Phoenix/Tucson. It is a route out of Pinal, not into.
- My thoughts for a gateway are that they are business parks and light industrial parks.
- Better get with it NOW! How about police, fire, etc.? Crime is growing.
- Welcome signs. Attractive areas to stop, take a break, see exhibits, use the restroom, and drink water. I would use this sort of "gateway."
- Other than the St. Louis arch, what could be done? It is not necessary.
- You've got to be kidding. Who cares when they cross a county line?
- Billboard, inexpensive arch, drive-in info, kiosks, signs, major resorts (Hyatt, Hilton, etc.).

- Tourist info. Info about county, history, etc. Statues are a good idea.
- I'm not sure I get this. Is this a historical/geographic area of "introduction" to people and places? If so, good if money is available.
- Not sure at this time.
- Not sure.
- Attractive sign and highway rest stop. Some with picnic tables, displays, etc.
- ? Not necessary.
- No comment.
- Open space is the gateway.
- Areas where people enter or exit the county.
- Not a clue.
- Waste of money.
- Don't have a clue.
- Huh?
- How about giant arches, like they have in St. Louis?
- Visitor centers, rest rooms, large parking for RV's with water, electricity, showers/service.
- I guess a sign similar to "Welcome to Arizona" promoting the county is a plus.
- "Well done. Welcome to Pinal County" sign - nothing hokey.
- Not a priority.
- ??
- ? Need to define first. Is it a focus of options in/out of county? Intro to county for incoming tourists?
- Anything is better than a junk yard!
- Forget the gateways.
- Don't need this waste of money.
- Pinal Plaza
- Money could very well be spent on transportation.
- Leave ridges alone! Developers must be sympathetic to terrain. No more Eagle Crests. Neat landscapes and finishes. Building style not big box.
- No idea what these are.
- Large sign along roadway at entrance roads telling important people who developed the county, what county is famous for, when established.
- Not enough knowledge to make decision.
- No, don't spend tax money on something everyone has a different idea about.
- Where tourists "start or end" in exploration of Pinal County. Easy access facilitates tourism = increases income from sales taxes, etc.
- ?
- What's a gateway?
- ?
- ? Do not know what one is.
- A quaint sign or symbol as you enter the county.
- Need to manage impacts and level of development carefully for tourism and recreation.
- Needs to be distinctive, world class architecture.
- Welcome centers (such as seen at state borders). Museums and state parks with TENT camping.
- High speed transportation to Phoenix/Tucson airports. How about new satellite communities with shopping malls.

- Are they major entrances to Pinal from other counties?

**Other Comments:**

- Very informative.
- Realistic water-use planning, considering global warming climate trends, not past rainfall patterns and water availability from the Colorado River.
- Good presentation! Thank you!
- Continue to keep us informed.
- Buildout idea is very good. Others don't work.
- Corridor focused seems to keep Saddlebrooke as much as possible like it is, which is just fine, including for future generations.
- Planning for growth encourages growth. Following the money, that's the reason for all of this planning! More planning means more taxes. Have you counted the number of retirees who live in Pinal County?
- Isn't this just a "political football" that will be decided by others (not those of us here)? In other words, is this just a time consuming exercise that the consultants use to their cost figures?
- Thank you for the time put into this process! More information on the various proposals would be beneficial.
- As we move toward large solar collector fields, we need to preserve space for their location.
- Would like to see developments like Chandler. Encourage more Saddlebrookes with limited density which generates taxes but requires minimal county services.
- Thank you for a very provocative presentation. I hope this input is useful.
- Well presented, educational forum.
- Great presentation.
- I am involved in a Saddlebrooke committee called DIG (Development Impact Group). One of our members, Chris Crum, has already approached Jerry Stabley to speak at another meeting.
- Thank you so much for your work. Vision for the years ahead is critical. We often feel so helpless to have any impact on growth. Thank you for listening!
- Stop "ridgeline" building. It is destroying the natural beauty of the land. Fight for a new "Prop 101" to protect State land for environmental use.
- Need to create business and high tech areas. Also, distribution center with traffic east to west rail, trucking.
- I would urge that attention be paid to the southeast portion of Pinal (proposal by Oro Valley to annex large tract of land up to the county line, seemingly unregulated development, such as the Eagle Crest development). I urge that we not capitulate so readily to current practice of public land trust practice which is a Catch 22, i.e., must encourage development, growth to generate funding for education, etc. Tucson paper "AZ Star (?)" is conducting survey regarding growth. Results to be published. Am not convinced that water availability will support development already planned.
- Full-time Saddlebrooke community member!! Open space! Open space! Open space!
- Excellent presentation!
- We don't have much advanced education available. Why would good jobs come to Pinal County if we don't have a highly skilled workforce?
- Am new to Arizona but come from Ohio where suburban sprawl was rampant. Hope it doesn't occur in Pinal.

- Very well presented information!
- Open space between Saddlebrooke and Eagle Crest is very important; there should be a buffer zone to allow wildlife to continue to flourish and also to allow the different lifestyles to have a breathing space.
- Well done!
- Good luck. We have so many right wing nuts in this county who hate taxes, that I don't see much of this ever being implemented. Too bad.
- Does this mean the Supervisors are no longer in the developers' pockets?
- This most professional presentation I've ever seen. Good job!!
- An excellent community college is present in Pinal County and there is a university presence here (NAU for example).