

I-11 and Intermountain West Corridor Study

Land Use and Community Development Focus Group

February 12, 2013

1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

The Arizona and Nevada departments of transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On February 12, 2013, the Land Use and Community Development Focus Group was held. Meetings were conducted simultaneously in three locations: Las Vegas, Nevada; Carson City, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 55 participants signed in. The following report summarizes the results of this focus group.

The comments presented in this report represent input from Stakeholder Partners that participated and will be reviewed and considered by the study team.



Photo 1: Facilitated dialogue in Surprise, Arizona

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation prior to the focus group meeting.



The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) provided a brief review of the project, vision concepts and work plan and schedule. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) reviewed growth and trade trends in the Southwest and how coordination of transportation facilities and land use planning efforts could occur as part of the Corridor study. Peggy Fiandaca, project team member, highlighted some of the feedback already received relative to land use and community development opportunities and introduced the focus group discussion questions.



Photo 2: Carson City, Nevada participants listen to the presentation

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- In relation to the Corridor, where do you anticipate future growth to occur?
- What type and intensities of growth do you envision within communities adjacent to the Corridor?
- What planning and/or regulatory changes might be required in communities to support the Corridor?
- In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?
- What transportation modes would enhance the success of nodal or activity center development?
- Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- Future growth and development will be driven by available resources
- Engage local planners and the public (in all affected communities) through a variety of methods (in person meetings, virtual meetings, social media, etc.)
- Look at new concepts and partnerships for development of the Corridor, such as creative funding, new technologies (e.g. “smart” corridor), examples from other states, etc.
- Obtain all available data for purposes of informing this effort (inventories, approved development plans, existing and ongoing corridor plans, studies, scoping efforts, etc.)
- Growth is anticipated at the North end of the Las Vegas Valley up to the Red Rock boundary
- An I-11 Corridor will help grow industrial and manufacturing sectors
- Multimodal corridors create better selling points that attract additional businesses and promote diverse trade and transportation opportunities
- This study needs to not only look at the linear I-11 corridor, but approach it from a systems planning standpoint and understand the intersections of other high-capacity corridors
- I-11 facility is very long-term (50 years out), but community planning horizons in states are much shorter making it difficult to link visionary planning with current planning; multiple development cycles could pass before planning and implementation of I-11; how to develop interim uses in the right of way as a community amenity as the planning for I-11 moves forward?



- Planning should occur proactively not reactively, however, communities would like to build in flexibility as much as possible (preserving right of way sooner than later to be able to accommodate visionary elements is preferred)
- Participants see a long-term need for the Corridor, mainly to increase economic diversification and create a better jobs-to-housing balance locally



Carson City, Nevada Meeting Summary Report

NDOT

3rd Floor Conference Room, Large Side

1263 S. Stewart St.

Carson City, NV

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

In relation to the Corridor, where do you anticipate future growth to occur?

- Look at existing entitlements (e.g. Coyote Springs and other approved developments)
- Future growth depends on what resources are available
- Potential future growth locations include:
 - Lyon County; growth would change communities tremendously, including Yerington
 - Reno, specifically Winnemucca Ranch
 - A potential new community between Lyon/Storey counties (USA Parkway)
 - Fernley, Nevada; its expanding its city limits
 - Communities of Carlin/Elko/Winnemucca based on continued mining development
- Special designated areas out there will limit growth, such as conservation areas, national monuments, national test and training ranges, etc.
- Topography will limit development and Corridor alignment
- Water resources will be a constraint
- Review Representative Amodei submitted legislation for potential development communities
- Look at county websites for information regarding future development and current municipal boundaries
- Meet with local jurisdictions to identify where growth is most likely based on proposed land use and development plans/patterns
- Look at proposed buildup of existing roadways (U.S. routes to Interstates, state routes to U.S., etc.)
- Look at US 395 scoping effort currently underway

What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Distribution/manufacturing (e.g. USA Parkway)
- Truck stops, rest areas and other uses associated with the demands and requirements in the new Corridor
- Intrastate commerce: southern Nevada consumes 70% of produce available to the state with no efficient way to transport goods north/south; this Corridor could change those dynamics
- New towns; activities including housing, schools, and alternative transportation within new communities would occur
- Future growth could add to the continued strain on the consolidated tax formula (CTax); any new towns would exacerbate this current constrained situation
- There's potential for a new sector in Nevada because of the Corridor (based on access)



- Growth depends on type of Corridor facility and modes implemented; an Interstate would spur different types of development than a rail facility
- Modal connections would occur
- Look at I-5 development and lessons learned and experiences from it
- Potential for intelligent vehicles and the need for a “smart corridor”

What planning and/or regulatory changes might be required in communities to support the Corridor?

- Activities that would be resource driven
- Help developing cities to “catch up” and plan for the future rather than responding to current growth
- Bureau of Land Management (BLM) has 5 land use plans under development; now is the time to provide input and comment on potential expansion (update required every 5 years, but updates occur far less frequently). BLM’s planning corridors are different from how industry views corridors.
- BLM plans could align with community plans, providing more potential for “futuring”
- Providing opportunities for more public/private partnerships, such as rest area with commercial opportunities
- Consider highway as “Main Streets”; how would this affect development and how would new development use the new facility?
- Consider access/bypass and determine if the Corridor would be an enhance or if it would take away from communities
- Locate truck stops out of urban areas
- Locate sufficient truck stops and parking spaces before mountain passes
- Understand and use examples of how Interstates can affect communities (e.g. Reno with growth occurring around transportation facilities or Lovelock as a “dying” town after Interstate bypassed it)

In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Outreach to communities
- Engage community members
- Recognize that communities rely on the state for information and direction
- Provide information on options and impacts of Corridor
- Provide examples from other communities and different types of developments/transportation facility locations (e.g. small business near I-5), honesty communicating about successes and unsuccessful ventures of previous facilities
- Encourage communities to continue to read, use and update plans based on the developments of this study and identify lessons learned from previous plans/efforts (i.e. Connecting Nevada, LACPs)
- Think of access for all modes (i.e. pedestrian scale, transit) particularly with respect to access (e.g. medical facilities)
- Provide special consideration for access to highly used and important facilities (e.g. hospitals); be sure to preserve these important connections
- Consider smart corridors and look at examples from other states to highlight benefits to communities and identify lessons learned (i.e. ITS)
- Consider use of information signs



- Consider landscape and aesthetics in Corridor planning (e.g. use of the landscape and aesthetics corridor plans) to enhance quality of life and economic development (by attracting high-level businesses)
- Consider using Corridor as an opportunity to provide internet access to rural areas

What transportation modes would enhance the success of nodal or activity center development?

- Rail
- Circulator buses
- Park and rides (lessons from other developments, such as Summit and Legends)
- Land ferries
- Airport connections
- Inland ports
- Carshare

Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Tribes
- Provide this information to local agencies
- Be proactive with planning coordination
- Reach out to public and private agencies
- Make this study a working/evolving document
- Consider archeology/cultural resources as part of study (contact Elizabeth Dickey at NDOT)
- Contact other resource agencies
- Use existing inventories
- Engage stakeholders early and often (via all methods)
- Be clear about what you want and how the information will be used (i.e. “We want your input because it could affect you and we will use it in xxx way...”)
- Be careful with right of way (i.e. “date of value” litigation issues)
- Consider use of online surveys
- Consider use of online forums (e.g. Peak Democracy, Washoe County Water Resources)



Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada
Room 127
600 S. Grand Central Pkwy.
Las Vegas, NV

Meeting Feedback

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

In relation to the Corridor, where do you anticipate future growth to occur?

- At the North end of the Las Vegas Valley, the following growth is anticipated as follows:
 - North to the Red Rock boundary
 - APEX Industrial Park—future infrastructure improvements are being planned now
 - UNLV North campus
 - Infill development in Las Vegas
 - Areas within the Southern Nevada Public Lands Management Act (SNPLMA) boundary is fixed; areas outside boundary cannot be developed
 - Kyle Canyon is planned for higher density development
- Within Henderson, the following growth areas are anticipated:
 - US 95 and Galleria
 - Landwell
 - West Henderson
- Nye County is anxious to generate growth and economic develop in Pahrump and would welcome an I-11 connection via the Southern Nevada Supplemental Airport (SNSA). The U.S. Department of Energy commissioned the “Rail Construction and Operation—Caliente Rail Line in Lincoln, Nye, and Esmeralda Counties, NV” study, which proposed a four-lane rail spur out of Ivanpah to Pahrump
- Mesquite has growth plans; Toquop (in nearby Lincoln County) also has growth plans
- Water rights will limit growth
- Consider the North County pipeline alignment that SNWA is studying

What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Clark County 215 did not anticipate the type of growth that occurred; not a lot of land use planning went into it when it was built. It was anticipated that it would support residential development, but over time it has also attracted much commercial and industrial land use that originally anticipated
- Southern Nevada Strong is a Valley-wide project to identify sustainable growth opportunities for the Valley. The goals and vision for the sustainable growth will be available later in 2013



What planning and/or regulatory changes might be required in communities to support the Corridor?

- There is no known opposition to I-11 in Boulder City
- Acquiring right of way will be a large obstacle for the Corridor
- The City of Henderson has zoning and master planning tools in place to support transit-oriented development

In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- We need to involve major developers, such as Rhodes, Inspirada, and Coyote Springs
- We need a wide Corridor to address future needs for transit, trails, etc.
- Review the 515 study; widening 515 to accommodate additional I-11 traffic will impact adjacent properties. With an enhanced connection to Phoenix, we need to anticipate an increase in AADT
- This Corridor could change the dynamics of a community; we may end up with industrial plants we don't want. Major industry will consider Las Vegas more closely, especially those located in California that currently have greater permitting and regulatory restrictions
- Growth will occur in Las Vegas due to a favorable tax structure, lack of earthquakes or other natural disasters, favorable business environment, pleasant weather, etc.
- We've started to turn the economic development/diversification corner; an I-11 Corridor will help us to grow our industrial and manufacturing sector.
- Multimodal corridors create better selling points that attract additional businesses.

What transportation modes would enhance the success of nodal or activity center development?

- Freight rail
- Light rail, when built, encourages sustainable, higher density development
- The highway portion of this Corridor is most important; it supports lower density, rural land use through much of the Corridor

Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Las Vegas and Moapa Paiute Tribes
- Emailing elected officials is not enough; you need to recruit Corridor champions. Consider briefing the legislature and the state transportation committee
- There is a 100-foot wide overhead transmission corridor on the east side of the Las Vegas Valley



Surprise, Arizona Meeting Summary Report

Communiversity
Room 1004
15950 N. Civic Center Plaza
Surprise, AZ

Meeting Feedback

Following a brief PowerPoint presentation, Peggy Fiandaca facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

In relation to the Corridor, where do you anticipate future growth to occur?

- Wickenburg growth will follow the US 93 corridor north to US 89, concentrated in existing town area
 - Most growth anticipated to be residential, age 55+, along with related commercial but not much employment
 - I-11/Hassayampa Freeway alignment is generally referenced in the Wickenburg General Plan (based off MAG I-10/Hassayampa Transportation Framework Study)
- Surprise is focusing growth along SR 303L and Grand Avenue. The pattern of development is a more nodal type of development (Bell Road/Grand Avenue, Grand Avenue north of downtown, north Surprise along Grand Avenue)
 - Looking for more job growth and employment growth
 - Have a large planning area that is mostly undeveloped. There is great potential for future development within the Surprise planning area
 - The target is for more intense growth through redevelopment and infill of existing areas
 - The city is interested in growth related to I-11. Surprise is interested in having the I-11 connection and concerned about how roadways access the corridor. Currently, the previously envisioned I-11 alignments do not pass through the planning area of Surprise; the city is interested in east-west connections from the freeway to Surprise (e.g., White Tanks Freeway)
 - Phoenix's West Valley, in general, is looking for a bypass around the metropolitan area
- El Dorado Holdings has many master planned communities in Buckeye
 - Interested in attracting a lot of employment and commercial growth within its master plans
 - Will support and complement an I-11 connection through their communities
- Buckeye sees I-11 as presenting a major opportunity for the community. There is much land entitled, but not many houses on the ground. The opportunity exists to work with developers to plan for corridor alignment with minimal right of way constraints
 - I-11/Hassayampa Freeway incorporated into Buckeye General Plan
- Pinal County Comprehensive Plan illustrates a comprehensive new growth pattern through the county
 - Committed to growth in activity centers, ranging in size from 100 acres to 1,000 acres. The county created a preliminary definition of activity nodes in the Comprehensive Plan
 - Can adjust Comprehensive Plan to place activity center nodes along I-11 corridor as the corridor is defined



- Vision and goal of Pinal County is to foster employment uses and I-11 would offer a tremendous opportunity to the county
- Arizona only has approximately 16 percent privately held land. Along the I-11 corridor, new growth would likely be anticipated on private and State Trust land areas in Arizona. It would be important to examine land ownership patterns to foresee future growth (combined with availability of water resources)
 - Most likely, preserves for environmentally sensitive land will occur on federal lands
 - Some communities have preserved private land, but not many; this is of local control
 - Pinal County would like to set aside a lot of land in western Pinal County as open space (most is BLM). It is designated on the Comprehensive Plan. A lot of Arizona State Land Department (ASLD) land in eastern portion of county is also set aside (as reflected in Comprehensive Plan)

What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Wickenburg seeing lower density residential (2.2 du/ac)
 - Not seeing a trend for more compact development
 - Developers pursuing a new “Sun City” development
 - This is being driven by affordability of land and location
- Pinal County could change Comprehensive Plan once alignment is defined; sees intensity of development in nodes along the corridor
 - Move activity center locations that are shown on the Comprehensive Plan as the corridor is defined
 - As corridor is defined, the county could alter densities/intensities to align with I-11 corridor
- El Dorado Holdings’ land plan is pretty much set and organized around a future I-11 corridor so land intensities and densities are quite high in activity centers focused around the proposed Corridor
- Surprise is updating their General Plan. The land use designations are not changing from current Plan
 - Fairly large area in south of planning area that is “shovel ready” for industrial development and that is where the city’s focus will be
 - Clearly defined nodes for anticipated development will be important.
 - If I-11 becomes a reality, city will look at potential changes in land use patterns especially along corridors that would intersect with I-11. Many residents are not interested in high density development, but City would support higher densities to support and take advantage of the I-11 Corridor
 - This study needs to not only look at the linear I-11 Corridor, but approach it from a systems standpoint and understand how other high-capacity corridors will intersect
- Community reactions to this Corridor serving international trade/freight – would this change land use decisions and intensities along the Corridor?
 - Yes, change location of activity centers
 - Could impact location of industrial land uses (e.g., freight zones, warehousing/distribution) to take advantage of highway and rail corridors
 - Need to understand compatibility of land uses – do not want to develop residential near heavy industrial uses
 - Depends on alignment – if this corridor serves as “Main Street” through small community downtowns, residents likely not interested in conversion to industrial uses.



However if placed on the edge of current development, huge potential for freight-related development

What planning and/or regulatory changes might be required in communities to support the Corridor?

- Municipalities should plan ahead for potential growth and understand where they would like to see the Corridor. Communities need to understand if they serve the Corridor from an infrastructure standpoint to take the most advantage of potential future development
- Facility is very long-term (50 years out) with a planning horizon is much shorter (20 years) – how do communities link visionary planning with current planning? Most discussion is focused around tweaking existing general plans; how do we get beyond this?
 - Hard to anticipate development patterns 50 years out. Many development cycles are only 20-30 years – could see many different cycles and the life/death of full development entities before Corridor is realized
 - Multiple generations could pass before planning and implementation. How do you plan 2-3 cycles in the future? Preserve right of way now (long-term leases on the land to allow near-term utilization of the land?)

In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Would like planning to occur proactively, not reactively – need to define a better alignment that communities can begin planning more accurately around (often, plan for a wide swath on the map and have to reactively reconfigure land uses once a final alignment alternative is defined)
- Communities should have more active economic development plans to account for employment and industrial growth to increase job creation, balance the jobs to housing ratio in their communities, and in turn, potentially support and take advantage of this Corridor
- Over the long term, do communities see a need for a “super highway” through their community?
 - Buckeye (yes)
 - Provide for more economic diversification
 - Will help to increase jobs to housing balance
 - Buckeye also needs to attract large-scale employment growth so their residents can work closer to their homes. The Town’s goal is to reverse the trend of having all residents go to work in Phoenix (I-10 could not accommodate traffic long-term anyway)
 - Wickenburg (yes)
 - Travel demand will increase and necessitate the interstate connection.
 - Wickenburg downtown bypass was always a temporary solution (recent improvement just completed). The ultimate bypass is envisioned further to the west (I-11)
 - Right now, there is not a need for another bypass through town. However, it is envisioned for build out condition once Phoenix continues to expand and the interim bypass cannot accommodate travel demand
 - No anticipation for economic diversification. Wickenburg would like to grow within current downtown area
 - The current I-11 corridor will probably go through State Trust land around Wickenburg
 - Surprise (yes)



- It would provide more economic diversification
- It would facilitate increased jobs to housing balance
 - Many people leave the city and come back at the end of the day and the city is working to keep them in Surprise.
 - Need better infrastructure connections to markets outside city too so people travel into Surprise reversing the commute pattern.
- Pinal County (yes)
 - It would provide for more economic diversification (near-shoring from Mexico, new trade pattern, maximize advantages of freight coming out of Mexico – support goods movement)
 - Potential for “freight employment center” at Pinal Airpark in combination with the UPRR classification yard. Together it could create an “Alliance, TX” opportunity
 - Several activity centers planned in Pinal County, all with different land use orientations such as freight-related with the goal of increased employment

What transportation modes would enhance the success of nodal or activity center development?

- U.S. is moving toward high-speed passenger rail and it should be considered here. Would allow people to move places faster and more efficiently, but only provides for stops in major metropolitan areas
- Higher value in freight rail paired with Interstate facility. Valuable connection between freight rail and truck transportation (intermodal opportunities, industrial development, etc.)
- Consider the area between travel lanes that could accommodate high-speed buses in near term with potential transition to higher-capacity transit (may only be applicable in certain segments).
- Potential for freight lanes to move trucks more efficiently
- Potential for a higher speed facility (e.g., Autobahn-like facility) for efficient travel through Intermountain West
- Don’t know what transportation will look like in 50 years – the study and ultimate outcome needs to allow for changing technologies. As vehicles become smaller and more efficient the design of the interstate corridor might change. Smaller vehicles may not feel as comfortable driving alongside freight vehicles. The study might need to consider segregation of different users

Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- More communities need to be integrated in this discussion. Explore ways to bring them into the conversation
- Hard to prescribe a 50 year vision for land use – communities want to incorporate as much flexibility as possible. Preserve right of way now and be equipped to handle whatever the facility looks like later
- This project will face conflicts, but we need to plan for alternate routes. I-10 will not accommodate all the state’s travel. The Sun Corridor is a very linear growth corridor and there is a need for more north-south capacity



Webinar Meeting Summary Report

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, Jenny Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

In relation to the Corridor, where do you anticipate future growth to occur?

- Phoenix through Kingman
- Within Maricopa County there are multiple approved developments along the proposed I-11 Corridor as indicated in previous studies by MAG. This includes areas north and south of I-10, west of the White Tank Mountains
- In existing cities and towns
- Initially on the outskirts of existing communities
- Northwest Pinal County and surrounding areas
- Focused largely in existing or planned activity center locations with some opportunities to enhance development along the Corridor (freight, some rural economic development, etc.)
- Many projections have shown that anticipated growth in Arizona will occur in the Sun Corridor (southeastern Arizona to northeastern Arizona)
- Where land and resources are available as population is growing globally
- Beyond considering future growth of residential, commercial and industrial, I hope considerations are made for community elements such as parks and recreational elements

What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Each section of the Corridor may reflect the differing personalities of adjacent communities
- Industrial, employment and trade zones
- Freeway development lends well to commercial/industrial development. However, we can also look at regional recreational opportunities, higher density residential, and higher educational opportunities
- Sprawl at the edges of existing communities. And throughout the corridor light commercial and small amounts of residential around those commercial hubs
- Transit oriented development, shared use, industrial, and much residential—all based on the availability of competitive land prices near corridor and water
- More compact higher density with multimodal connections that extend beyond the corridor and focused on base economic development and higher wage jobs
- Should freight connections (rail and airport) and significant infrastructure (telecomm) be incorporated, I would expect manufacturing and distribution growth, as well as additional and/or expanded industrial/tech centers
- High density and medium density
- Growth as it relates to commerce would be most likely but not limited to tourism, hospitality, businesses needing access to this corridor's connectivity and much more. Job creation will spur growth within these communities



What planning and/or regulatory changes might be required in communities to support the Corridor?

- General plan and zoning updates that will allow for freeway-oriented development
- Updating community general or comprehensive plans, character area plans, master transportation plans, pedestrian connectivity plans and recreation plans to allow for the Corridor itself and proposed land use types
- Transit oriented development plans to identify what public transportation and other multimodal improvements would be beneficial, and associated higher density development around transit
- Regional planning identifying developments of regional significance and revenue sharing; zoning to accommodate a mix of uses; incentives to encourage certain types of development
- Zoning that's friendly to transit oriented development, park areas, downtown living spaces, multimodal access, and encouragement for proper gentrification
- We'll need to deal with greatly divergent state and county environmental requirements and regulations
- General plan amendments, regional transportation plan updates and other specific area plans, as needed
- Reclamation bonds for land disruption and wildlife displacement; maintaining buffer zones to residential and commercial areas of development to maintain health and welfare standards of living; ways to mitigate heat island effect of new I-11 road

In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Work within each community to decide what the future vision is and how it plays into this plan
- Consider potential impacts on communities, in particular when considering freight/goods movement; collaborate with communities in their land use planning efforts
- Plan for park space, downtown living areas, recreational uses, freeway oriented development, and consideration for multimodal access
- Inclusion of community visions into corridors - not just public agency opinion but community opinions as well. Additionally, educate communities on how corridor will promote and support their economic development plans or strategic visions
- Identify and utilize previous transportation, land use, environmental, and drainage studies performed throughout the corridor. Trying to limit impacts to each community
- Have a high-quality job focus and quality of life focus
- Utilize public engagement tools throughout the process
- Communicate via social media
- Meet with local planning commissions and councils
- Plan for connectivity to neighboring communities throughout the corridor
- Consider regional partnerships and cooperation
- Work closely with the communities to understand their visions, use context sensitive solutions principles and work with local and regional economic development corporations
- Work closely with existing communities and their visioning plans and incorporate public input in the decision-making process
- Coordinate with each community to advance their priorities; mitigate disruptions; facilitate shareholder buy-in
- Communicate with all of the communities involved and vice-versa



What transportation modes would enhance the success of nodal or activity center development?

- Bus transit (express, local, demand response, job-access-reverse commute), bike, pedestrian-oriented amenities, regional commuter rail, light rail, and modern street car
- Automobile or buses would enhance activity center development and tourism. I would like to see rail, but I envision that people that use rail would want it for speed to get from Phoenix to Las Vegas, and not make small stops along the way, unless new destination points are developed
- Public transportation, possibly including high speed rail, commuter rail or enhanced bus service (i.e. BRT)
- High capacity transit, circulator bus and regional bus, biking and walking pathways (make it easy and convenient) and make sure transfers are efficient
- Local bus service with connection to regional service either by bus or rail
- Fuel Cell and Electric charging stations
- Multimodal transportation (passenger rail, freight, bus etc.)
- Bicycle, pedestrian-oriented amenities, park and ride/transit and commuter rail

Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Consider opportunities for funding or technical assistance under HUD/DOT/EPA Partnership for Sustainable Communities
- Make sure to reach out to the disabled (e.g. blind, physically impaired, etc.); suggest a governor's council on this subject
- Be the first to do a sustainable "GREEN" highway in every aspect of the construction
- Consider the public health community and active community design interests, as well as tribal stakeholders
- Include environmental groups including the U.S. Fish and Wildlife Service, Arizona Game and Fish Department and Environmental Protection Agency. Also include tribes and all land owners within study area when it gets more narrowed down. Other interests to include: the Corps of Engineers, councils of governments, metropolitan planning organizations, chambers of commerce, tourism boards, etc.



Post-Meeting Feedback

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

In relation to the Corridor, where do you anticipate future growth to occur?

- Kingman, Arizona
- existing centers
- Development will be dependent upon water availability and existing community infrastructure.
- I expect there will be infill due to the costs of transportation, both to the individual and to the state. Providing more and more lane miles is not going to be economically feasible. Therefore growth in the West Valley will be more intense between the SR 101 and the proposed I-11.
- Growth will occur near already established population centers and will grow adjacent to the corridor from those locations. I anticipate Kingman, AZ, Boulder City, Henderson, and Las Vegas will also grow. As the corridor penetrates to the north, North Las Vegas and Tonopah will also experience growth.
- Many areas throughout Maricopa County already have visions for growth adjacent to the Planned I-11 corridor. It is our opinion that areas that are closest to already developed lands will see growth first and as service become available growth will follow.
- Phoenix and Las Vegas will continue to be the main hubs, with perhaps one area of medium growth in between.
- Hubs along the corridor should all see future growth along with Las Vegas and Phoenix.
- Any non-federal land within 60 miles of the Las Vegas metropolitan area
- Near existing nodes...cities and developing towns.
- I see future growth primarily occurring at existing urban areas along the corridor followed by at new nodes created along the corridor.
- Growth usually occurs near the Corridor or close to exit points.
- Tucson, Casa Grande, NW Phoenix Metro area, Kingman and Las Vegas.
- Las Vegas to Reno, Las Vegas to Los Angeles, California, and Las Vegas to Phoenix, AZ.
- If the history of the I-40 corridor is any indication of the future growth along I-11, then the larger cities along the routes will grow, big box stores, etc will spring up, and the smaller towns will have to reinvent themselves to ensure their own survival.
- Increased mining of industrial minerals throughout the county. Opportunities for warehousing or manufacturing near Goldfield, Silver Peak, and surrounding

What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Trucking, rail, intermodal development; manufacturing
- modest
- Some transportation logistics as well as California migration
- Mixed use - high densities and corporate commerce
- The developers want to continue SF small lot housing. I don't know who will prevail in the struggle to get more new urban design over small lot SF housing.
- Initially, transportation support-related businesses will emerge, i.e. fuel stops, snack bars, restaurants, and lodging. Those businesses will bring residential development and support activities for the people who operate those businesses, i.e. grocery, home improvement, furniture, and other retail stores, medical services, etc.



- As typical planning would indicate higher commercial usage adjacent to the freeways especially at interchanges and industrial mixed with easy access from the freeway. Then lower usage commercial, fanning out to high density residential, mixed residential, single family residential.
- Each community should have their own voice in what type/intensity the desire for their own community. There are also (or will be) large outdoor recreational activity centers within corridor. Road should provide access to, without degrading area.
- Distances from the major metropolitan areas will play into the growth of the smaller communities. Communities closest to the metropolitan areas will see the smallest growth.
- Highway-related commercial and industrial uses
- construction for residential and eventually commercial will probably occur once the I11 alignment is defined and construction begins.
- Industrial and manufacturing.
- Mixed uses
- I would hope that will carefully consider the development immediately adjacent to I-11 itself would be industrial or high level commercial so that those land uses can serve as a buffer between the noise, etc., of I-11 itself and residential land uses.
- I anticipate more growth in Lake Havasu area, and of course, Las Vegas, NV. Small towns may grow along the corridor routes.
- Big box stores - walmart, etc will move in, impacting small local businesses.
- Communities will experience growth in food service, fuel, convenience, personal service, and lodging establishments. Need for additional housing will occur. Additional wireless communication will be economical. Need for more county services and infrastructure. All medium intensity

What planning and/or regulatory changes might be required in communities to support the Corridor?

- More manufacturing; improved land use controls to attract outside investment.
- RTC, all local jurisdictions, SNRPC
- Rezoning and gp updates
- Just having this corridor will promote sprawl. I am not sure you can contain it. Don't let the big money developers and land owners control the process.
- Extensive planning, targeting the types of businesses wanted and needed for sustained future growth.
- Updates to General Plans, transportation plans, and potential overlay zoning if needed.
- Some may already have their planning area defined and this project has nothing to do with it. They may need to rethink public infrastructure needs and how to provide them & expand service area. To attract new business, they may need to update their economic development policy and priorities and incentives to locate there in advance of this.
- Design/use standards for development, designation of areas for protection from development
- certainly planning in water resources, energy and transportation, land-use, economic development
- If communities want a share of the economic development/growth from the corridor, then they need to become pro-development with minimal regulations. The more restrictive or expensive it is for new development, the more likely that development will go elsewhere.
- Acknowledgement of the proposed corridor in the communities' general plan
- Adoption of State law mandating communities and counties take immediate action to plan for compatible land uses adjacent to I-11. Experience shows that unless such planning is mandated



by the State some counties and communities will allow a hodgepodge of incompatible land uses to develop.

- Attend County/City Council meetings to show them the corridor ideas and so they can incorporate them into their community planning. Be aware of NEPA regulations, such as is it high tortoise area, a threatened and endangered plant species area such as cacti, or a cultural area?
- Help communities along I-11 and in the areas impacted by the re-routing of traffic from I-40 to I-11 to mitigate the impacts they will experience by this new road. Perhaps make I-11 a toll road to defer the cost of paying for its upkeep.
- Resource Management Plan-BLM needs to incorporate possible corridor and allow for adjacent land to be eligible for disposal.

In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Provide funding.
- more direct citizen input
- Maintain and follow detail comprehensive plan in permitting growth and development.
- Invest in inter-connectivity and local transit options. Support local efforts to provide connectivity. Adjacent communities do not want to become the warehousing and truck stop haven of AZ. These are viable residential communities that cherish their identity.
- Have planners work with local business organizations so there is a solid mix of both governmental and NGO ideas and support.
- work with the communities to lessen impact to existing residence while increasing opportunity for commercial.
- Work with communities to design off ramps where activity will be encouraged.
- Keep everyone informed throughout the entire process.
- Identify appropriate access points to the corridor so as to not impact residential development
- engage stakeholders, focus on what is achievable and not a corridor that includes rail, utility, etc. the private industries will support only if there is economic gain AND a reasonable timeframe for construction. I think it is hard for people to view plans 20+ years away.
- Community outreach and community participation.
- Always include the communities impacted by the Corridor.
- Prompt route alignment adoption followed by immediately right of way acquisition BEFORE adjacent land development occurs.
- Continue your meetings. Perhaps include the local community city council members to a special meeting to explain the corridor.
- Make the road pay for itself - charge a fee to use it.
- Continue to keep us informed. Read county land planning documents

What transportation modes would enhance the success of nodal or activity center development?

- rail, intermodal center development.
- highway/rail
- Local circulators, BRT and even Light Rail for the communities near the new corridor. Unfortunately the corridor in and of itself will promote sprawl.
- Rail, light rail, and bus services connected to other transportation hubs, such as airports.
- Passenger rail.



- Where possible, identify points where the corridor could connect to other forms of transit/transportation (bus, rail lines)
- mass transit, possible Ivanpah airport connector.
- Streamlined and efficient freight movement by rail, air and roads. Reasonable driving distance to airport with commercial service (less than 45 minutes) for any activity center/nodal development
- buses, intercity rail, car
- Exit and entrance areas off the highways encourage development.
- How about high speed rail instead of a new highway? It's environmentally friendly and cheaper to build and run.
- Rail, highway, transportation modes. Should also include communication infrastructure and possible natural gas pipeline in ROW in unserved parts of Nevada

Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Don't allow local communities to be bullied into becoming what they do not choose to become.
- These groups must, must, must have local business participation. I suggest Chambers of Commerce, business development organizations, and visitors bureaus be invited to participate. Community interest groups are not enough.
- Local chamber of commerce/tourism offices. Local public works. BLM.
- maybe include some elected officials to get their buy-ins?
- The I-11 corridor should NOT be limited to the area from Maricopa County to Las Vegas. If this is to be a true CANAMEX corridor it needs to extend at least as far south as Tucson as a separate roadway corridor from I-10.
- Your meetings are educational. We appreciate your inviting the BLM. Thank you.
- Please consider the communities along the I-17/I-40 route that will be impacted by this new road, that is, fewer vehicles traveling past them as they skip around it down the new I-11. Also, shouldn't you repair existing interstate roads before you build another one?
- I hope this corridor is truly about what is best for this nation and the state of Arizona and not about land owners and developers making huge profits.



Appendices

List of Attendees by Agency

Presentation Transcript

PowerPoint Presentation



List of Attendees by Agency

Meeting	First Name	Last Name	Agency
Webinar	Kristen	Busby	ADOT
Webinar	Joanie	Cady	ADOT
Webinar	Matt	Carpenter	ADOT
Webinar	Charla	Glendening	ADOT
Surprise	Asad	Karim	ADOT
Webinar	John	McNamara	AECOM
Surprise	Jaclyn	Pfeiffer	AECOM
Webinar	Brett	Jones	Arizona Construction Association
Webinar	Michelle	Green	Arizona State Land Department
Las Vegas	Frederick	Marcell	Bureau of Land Management
Carson City	Mary	Figarelle	Bureau of Land Management Nevada State Office
Carson City	Daniel	Doenges	Carson Area Metropolitan Planning Organization
Las Vegas	Dan	Andersen	CH2M HILL
Webinar	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	Tracy	Stevens	City of Avondale
Las Vegas	Brok	Armantrout	City of Boulder City
Webinar	Leila	DeMaree	City of Casa Grande
Webinar	Paul	Tice	City of Casa Grande
Webinar	Mojra	Hauenstein	City of Fernley
Las Vegas	Jason	Rogers	City of Henderson
Las Vegas	Randy	Fultz	City of Las Vegas
Las Vegas	Fred	Solis	City of Las Vegas
Las Vegas	Marco	Velotta	City of Las Vegas
Webinar	Kazi	Haque	City of Maricopa
Webinar	Aaron	Baker	City of Mesquite
Las Vegas	Vicki	Adams-Merriman	City of North Las Vegas
Surprise	Karen	Savage	City of Surprise
Las Vegas	Sue	Baker	Clark County
Las Vegas	Philip	Klevatorick	Clark County Comprehensive Planning Department
Carson City	Lee	Bonner	Douglas County
Surprise	Jim	Kenny	El Dorado Holdings
Carson City	Jerri	Conrad	Good Standing Outreach
Las Vegas	Denise	Gordon	HDR
Surprise	P.	Hubbard	Hubbard & Hubbard
Webinar	David	Perkins	Kimley-Horn Associates
Webinar	Larry	Yount	LKY Dev. Company, Inc.
Webinar	Denise	Lacey	Maricopa County



Meeting	First Name	Last Name	Agency
Las Vegas	Bruce	Nyhuis	National Park Service
Carson City	Lucy	Joyce	NDOT
Carson City	Rebecca	Kapuler	NDOT
Carson City	Ray	Luciani	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Kevin	Verre	NDOT
Las Vegas	John	O'Rourke	Nevada Highway Patrol
Webinar	Anne	Macquarie	Nevadans for CleanAffordable Reliable Energy NCARE
Las Vegas	Cash	Jaszczak	Nye County
Surprise	Jerry	Stabley	Pinal County
Webinar	Audra	Koester Thomas	PSA
Las Vegas	Andrew	Kjellman	Regional Transportation Commission of Southern Nevada
Webinar	Lissa	Butterfield	Reno-Tahoe Airport Authority
Webinar	Paul	Keesler	Town of Oro Valley
Surprise	Steve	Boyle	Town of Wickenburg
Webinar	Carolyn	Mulvihill	U.S. Environmental Protection Agency
Webinar	Chad	Giesinger	Washoe County

Presentation Transcript

The following is a transcript of the focus group presentation. It was completed in real-time, and is has not been edited, proofread or corrected. It may contain computer-generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

Operator: Good afternoon. My name is Jessica, and I will be your conference operator today. At this time, I would like to welcome everyone to the Land Use and Community Development Focus Meeting.

After the speaker's remarks, all lines will be opened in order for you to ask question. Thank you. I would now like to turn the call over to our host, Mr. Mike Kies.

Sir, you may begin.

Mike Kies: Great. Thank you, and I want to welcome everybody also to the focus group meeting for the Interstate 11 and Intermountain West Corridor Study on land use and community development.

My name is Mike Kies with the Arizona Department of Transportation and I'll be doing a study overview today and then I will hand it off to Sondra Rosenberg with the Nevada Department of Transportation to talk a little bit about some of the ideas about land use and transportation linkages and then Peggy will talk to us about how you'll be able to provide some input today with some discussion groups here in Surprise, Arizona; in Las Vegas and Carson City. And then, those of you on the phone will be able to stay on the line and participate in the discussion after that. So, with that, I'll start with the study overview.

Next slide. The idea of an Intermountain West Corridor is not a new idea. Many people probably know about the CANAMEX Corridor, which was designated in 1995 as a high priority corridor that would connect Mexico to Canada through the Intermountain West roughly following I-15 and then U.S. 93 down to Phoenix. This idea has been advanced over the -- over the past couple decades.

MAG here in the Maricopa area has done a couple of framework studies that has looked at some of the enhancements of our transportation system that aligned with the idea of the Intermountain West Corridor and that also has also moved forward



the Boulder City bypass idea around near Las Vegas, which fits right in to this idea of the Intermountain West Corridor. This last summer, a portion of the U.S. 93 Corridor from Phoenix to Las Vegas has been designated as the future I-11 or Interstate-11. That designation -- that area that has been designated as the future Interstate-11 is shown on the map there in blue from Las Vegas to near the Phoenix metro area.

And with that designation, the Arizona and Nevada geo-keys, we are now in a joint planning study to look at the feasibility of this I-11 and Intermountain West Corridor. Next slide. This slide shows that we're not just focusing on Las Vegas to Phoenix.

The study area for this study is the entire state of Arizona and the entire state of Nevada. And you can see that. We will be looking at potential corridors that extend possibly as far as the Mexican border all the way to the northern limit of the State of Nevada.

But in order to complete the study, we are looking at the study at two different levels. We do have what we call our priority corridors segment. That is the Las Vegas metro areas to the Phoenix metro area where we'll be looking at that segment of the corridor in greater detail than the rest of the study area.

Those areas, south to Phoenix to Mexico and north of Las Vegas to the northern limits of Nevada or even as far beyond to Canada. We'll be looking at a higher visiting level to look at the feasibility of which of those possible corridors might be feasible for the Intermountain West Corridor that could be part of our recommendation.

One other item to note is that we do want to look at this corridor as a multimodal corridor. Many people focused on Interstate-11 immediately think about an interstate highway. We do want to open up the discussions and have considerations for all of the possible modes that could be needed within this corridor.

Next. Those of you who participated in our other focus groups, we've shown the corridor opportunities that we envision that this Intermountain Corridor may



provide including more connectivity between communities, enhancing our economic competitiveness and so on. Today, we're talking about land use and sustainability.

And so, obviously, that bullet that is at the bottom of the screen really focuses on today's discussion promotes sustainable development and the next slide talks about some of those ideas that are under that idea of promoting sustainable development. Multiuse activity centers, which could cause a great land uses in certain parts of the corridor, connecting quality jobs and housing option. Again, the multimodal focus on the corridor, not just assuming this was just an interstate highway but that there could be other modes that provide more efficient regional mobility and shaping community environments through the inclusion of information technology.

One of our previous focus groups was about some of the freight movement issues and there was a lot of discussion then about what type of information technology could be incorporated in this corridor. Next slide. With that, this is how the study team is structured and the reason that we're out talking to you today.

We do have our project sponsors, which is the Nevada Department of Transportation and the Arizona Department of Transportation. We talked regularly about where the study is going and what the next steps are. But it's not just about the two-state department of transportation.

We form this group called the core agency partners, which you can see there right next to -- right next to the project sponsors. That includes the two DOTs but also some of our federal partners like Federal Highway Administration, the Federal Railroad Administration and then the Metropolitan planning organization that both the Phoenix area, which is MAG and the Las Vegas Area, which is the RTC of Southern Nevada. With that, though, we've also been reaching out quite a bit to the stakeholders that are interested in the study and we have what we call the stakeholders partners group.

And we had a general meeting of a call to all the stakeholders that are interested in the corridor last fall and then we ask people to -- that had a certain interest and a certain focus to sign up for what we're calling our focus groups and this is one of the



focus group meetings that we're having today. The checkmarks you can see there are those focus group meetings, what we've already had over the last several weeks. And, today, we're talking about land use.

Next week, we'll be talking about corridor operations and then the last focus group meeting, we'll be having talking about alternative delivery and finance. Next slide. With that, this is the work plan that we put together for the study.

The study is primarily broken into two major phases. That red -- all those steps that are highlighted in red there, we call our corridor justification phase. That's the phase of the project that we're in right now.

We are gathering information through these focus groups that we're having today and other meetings. We want to bring all this information together and talk about what we call our preliminary business tapes. We want to put together what is the business case for Interstate-11 and the Intermountain West Corridor and then now roll up into what we call our corridor justification report.

So, our first step, which is the first year of the study and we hope to conclude that this summer in mid-2013 is focusing on justifying the corridor. Then, the second phase, which is highlighted in brown, all those task items in brown is looking at the feasible corridors and segments that could be associated with this corridor leading us to a corridor concept report in the middle of 2014, which would really document all of our recommendations for I-11 and the Intermountain West Corridor. With that, I'd to pass it up to Sondra Rosenberg in Carson City, and she'll talk about some of the land use concepts that we project.

Sondra Rosenberg: Thanks, Mike. The first thing I'd like to say is that the group working on this effort are transportation experts with some background in land use and land use planning. So, what we're really looking for in this group is for you to help us identify ways to better coordinate the transportation planning with the land use.

So, next slide. So, we've done some -- you know, we've done a little history and list some trends and patterns and the growth in the southwest has developed in a polycentric manner to really been organized around Los Angeles, Phoenix, Las



Vegas. Those -- each metropolitan area has several maps -- several activity centers and those are all connected by transportation facilities, obviously.

And in some areas, the growth has occurred along corridors and others have kind of spread out around that center. We do expect that the Arizona and Nevada population, the two states combined will reach about 12 million by 2013. So, we're -- it's about 9 million right now of line.

Next slide. So, we all know the transportation facility can shake growth. High trans -- high cost transportation facilities can attract growth because they provide regional accessibility in a sufficient manner where you can get somewhere else very quickly in a high capacity facility.

And, historically, this has occurred along low-density growth along corridors or around those centers. So, a more progressive approach goes in these more focused into compact nodes that provide a balance of uses. But in the vision to creating growth, if they're built around the community or bisect community, that could be detrimental as well.

So, we want to make sure that we're very smart about where this port ends up and what type of land use it's sort of initiating or helping out. So, we want to work very closely with the local land use agencies to make sure we're enhancing their community ideals rather than going in against them. Next slide.

So, we understand that Department of Transportation and NPOs really don't have any jurisdiction over land use planning. However, those decisions we make in transportation planning and location and design really have a significant influence on how land use is developed. So, we really want to create good partnerships between the transportation agencies and local communities in order to meet our mutual goal such as regional mobility, economic development, job creation, urban forum, quality of life, environmental preservation.

And we want to encourage each one of those without detracting our desires for any of the other one. So, a balance of all those needs. Next slide.



So, coordinated transportation and land use planning can help identify locations and types of desired future growth. We want to be consistent with community vision, create plans and policies to accommodate and encourage desired level and types of development. We want our solutions to be context sensitive.

We know that one solution isn't the answer for every one in every location. From what location efficiency, which reduces the transportation needs, a common variety of modes and protect sensitive environmental areas. Next slide.

So, how does this relate to the I-11 and Intermountain West Corridor? As we said, we're proposing this as a high-capacity transportation corridor that could mean Interstate. It could mean rail.

It could mean some combination of that. It could just mean enhancing the corridors we have out there today and it can serve as an organizing mechanism to locate activity centers within location efficient development pattern. So, by providing assets in certain areas, that sort of fosters growth by limiting assets in other areas, you might sort of hinder growth a little bit where appropriate.

It has the potential to attract freight-related land use as along the corridor, particularly a junction of other high capacity corridors and facility. So, where this interstate might intersect I-10 and I-40 in Arizona, as well as it goes all the way up to I-80 in Reno. You know, one of the opportunities there and, of course, I-15 in Las Vegas.

It can enhance road connectivity and access to recreational opportunities, as well as appropriate access to encourage desired level of future development. Next slide. And it might provide international trade corridor opportunities.

As most of you know this corridor that we're looking at potentially will connect all the way from the southern line connecting to Mexico all the way to the Canadian border or one of the, you know, northern west coast port. So, the idea is to look at what are the appropriate use of land there and where are the appropriate locations for freight activities and the MAG, again the MPO for the Phoenix area, developed a freight transportation framework study that links supply chain opportunities to various locations along this future corridor and looked at what are the appropriate



freight-related activities to those for some locations. And, now, they're looking at whether it's appropriate to actually look at different types of freight-related zoning for those areas.

Next slide. So, we kind of downspout a little bit on some different land use transportation ideas and so just to summarize based on despoliation and employment projections, we're still growing and we're going to continue and that comment about two-thirds of ultimate development. We said we're expected to grow another -- about 15 percent in the next 20 years or so in population. Those are a lot of the land but a sort of time for development.

There's an opportunity for a lot of that footprint to expand. So, we want to make sure we're helping to shape that. There's an opportunity to support growth that is consistent with the aspirations of local communities and the corridor should include a mix of activity centers.

So, again, we want to be sensitive to that context of where we're developing, where we're providing access, where we're impacting. And to be successful, each center should realize the unique character of the area and promote a high quality of life. That's what sort of really about promoting quality of life, not dictating any particular use of mixture uses for the local communities but helping to enhance their community vision.

And, again, the study will not conduct land use planning. But we want to do lots of those discussions between transportation and land use professional. So, with that, I'm going to turn it back over to Audra, I believe, to talk about our discussion items and next steps.

Peggy Fiandaca: Actually, I'm going to go ahead and step in. This is Peggy. And I'm in Surprise and talk a little bit about why you're here today and how your input is going to be used.

As everyone has said this morning or this afternoon, we're talking about how do we link transportation land use planning effectively and that's what the dialogue we're going to have and hear from you about is how do -- how do those interface and how does your community interface with this particular corridor. So, your input is very important in this phase and the process because what we're trying to create is this



holistic, flexible corridor that will link policies -- policy recommendations for the future. Next slide.

Next slide. There we go. So, we've been talking to a lot of folks in this process to date and particularly through these focus groups, as well as the stakeholder partners meeting that we had in the fall and the types of things that we've heard is that this corridor is important for promoting commerce, its tourism.

It creates jobs for communities. It has economic development opportunities that we need to take advantage of. It does more than just connect communities.

It improves transportation access that can create overall quality of life, as well as job opportunities. It is -- the regional project provides an opportunity, though, to look at a new land use pattern and maybe a more focused approach to how we grow both in Arizona, as well as Nevada or along the entire corridor. So, how do we integrate with local communities and ensure that this meets the needs of the communities, as well as the region as a whole and how do we balance the built environment with the natural environment.

Next slide. So, today, in each of the three locations, there's a facilitator that leave dialogue around these discussions and for those of you that are on the telephone, you will also have this opportunity to talk about these or to have a dialogue about these questions. We want to know from you as where do you anticipate growth to occur along this broad regional corridor and what types and intensities of growth do you anticipate over the planning horizon and what do we -- what needs to change, what kind of regulatory or planning tools or changes need to occur to help support the development of this corridor.

Is there -- in advance of this corridor, are there some things that we can be doing to create a positive benefit to communities and let's talk about transportation most to enhance the ability to do this new type of land use pattern, nodal or activity development. And, lastly, we've loved to hear, are we missing something? Is there something else that we should be considering or is there some other folks that need to be involved in this dialogue?



Next slide. So, in terms of the next steps, as what's mentioned, we've been going through these focus groups over the last month and we have two more to host next week in the following on corridor operations and alternative delivery and finance. We will be releasing the technical memorandum number one, which is really the compilation of all the research testing completed to date on existing and future condition.

We're working towards the development and release of a business case abhor the quarter, which we've heard later in the spring. And then, hopefully, by summer, we'll be developing the corridor justification report. All along the way, we're talking to a lot of folks in encouraging your involvement in this process.

But we'll probably be going out for stakeholder partnering meeting in May. So, next slide. These are the project contacts.

I want to thank you for all being involved in this meeting. And at this point, the facilitators will take over in each of the three locations and those of you that are on the phone, if you would stay online and Audra will lead a discussion at this point. So, thank you very much for your participation.





I-11 & Intermountain West Corridor Study

Focus Group Meeting

Land Use and Community Development



In partnership with





February 12, 2013




Agenda

- Study overview
- Land use and transportation linkage
- Input on land use and community development for the corridor
- Next steps





2




Background

- Federal transportation authorizations identified high priority corridors
- CANAMEX Corridor designated (1995)
- Corridor advanced through:
 - MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009)
 - Building a Quality Arizona (bqAZ, 2010)
 - NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)
- CANAMEX Corridor along US 93 between Phoenix and Las Vegas designated as future “I-11” in MAP-21 (2012)
- Arizona and Nevada DOTs signed an interagency agreement and begin a joint planning study (2012+)





3



What Does this Study Entail?

- Two levels of investigation:
 - Detailed corridor planning between Las Vegas and Phoenix
 - High-level visioning from Las Vegas to Canada, and from Phoenix to Mexico
- Multimodal consideration:
 - Interstate/highway, freight rail, passenger rail, and public transportation
 - Power, telecommunication, etc.



4



Corridor Opportunities

- Enhance local, regional, national and global connectivity
- Enhance economic competitiveness and activity
- Provide network redundancy and flexibility
- Provide flexibility for evolving modal choices
- Promote sustainable development**







5



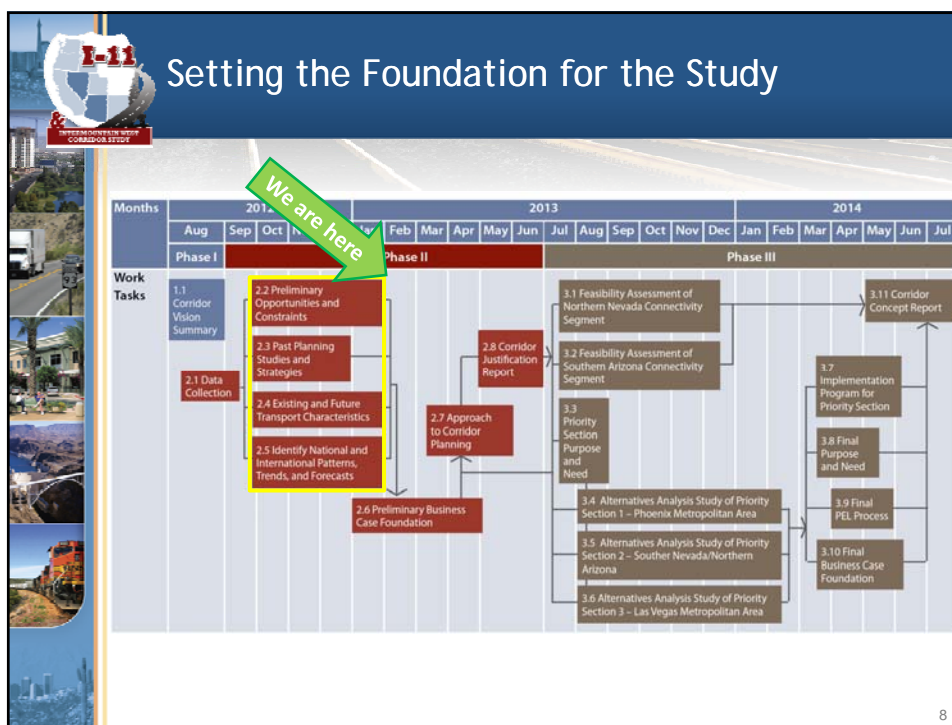
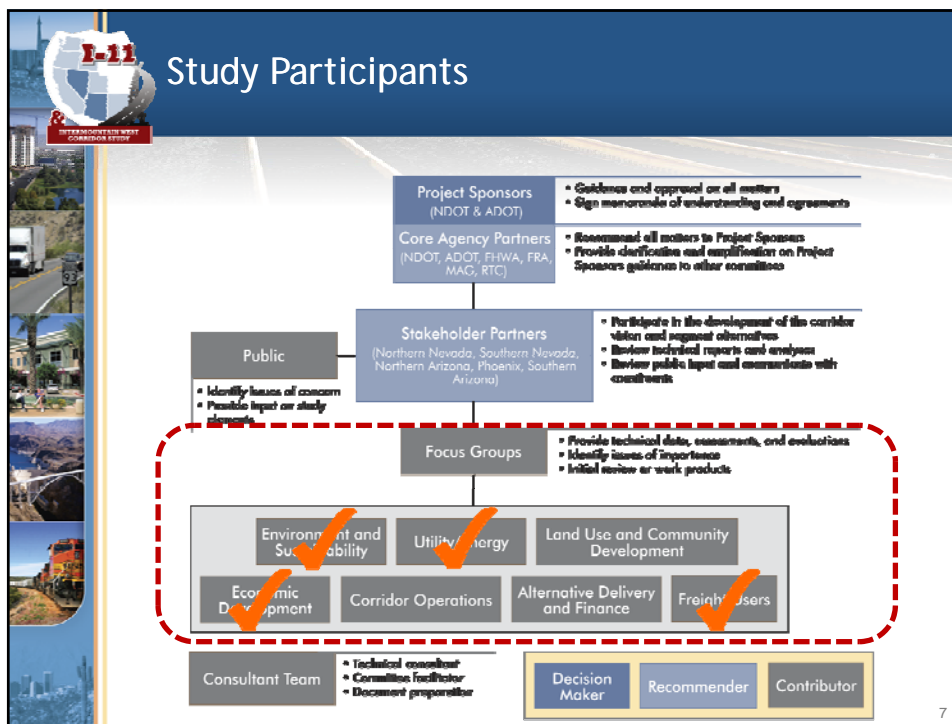
Corridor Opportunities


- Promote sustainable development**
 - Enable multi-use activity center development composed of location-efficient land uses
 - Connect quality job centers proximate to a range of housing options
 - Develop multimodal transportation network for efficient community and regional mobility and to create economic opportunity
 - Shape community environments through the inclusion of information technology
 - Preserve open space and the natural environment





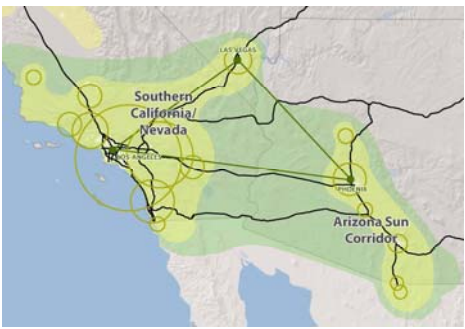
6






Growth in the Southwest U.S.

- The Southwestern U.S. has developed in a polycentric manner
 - “Southwest Triangle” includes three main centers of growth: Los Angeles, Phoenix and Las Vegas
 - Each metropolitan cluster is comprised of multiple activity centers
 - AZ/NV population projected to exceed 12 million by 2030





The map shows the Southwest U.S. with green shaded regions indicating growth areas. Labels include 'Southern California/Nevada', 'Las Vegas', 'Phoenix', and 'Arizona Sun Corridor'. A vertical strip of small images on the left side of the slide shows various scenes: a highway, a city street, a desert landscape, and a train.

10




Transport Facilities Can Shape Growth

- High-capacity transportation facilities attract growth because they provide regional accessibility in an efficient manner
 - Historically, this has occurred through low density growth along corridors
 - Through a more progressive multimodal approach, growth can be focused in compact nodes to balance the proximity of quality jobs and housing
- Bypassing or bisecting communities can be detrimental to those small communities




11



Transport and Land Use Planning Coordination

- DOTs have no jurisdiction over local land use planning
- However, decisions on transport facility location and design have significant influence on land use planning and resulting urban development patterns
- Partnerships between transportation agencies and local communities are crucial to meet mutual goals in regard to:
 - Regional mobility
 - Economic development/job creation
 - Urban form/land use
 - Quality of life
 - Environmental preservation



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Transport and Land Use Planning Coordination


Coordinated transportation and land use plans can:

- Identify locations and types of desired future growth consistent with community vision.
- Create plans and policies to accommodate and encourage desired level and types of development (Context Sensitive Solutions)
- Promote location efficiency which reduces the transportation needs
- Accommodate a variety of modes
- Protect sensitive environmental areas



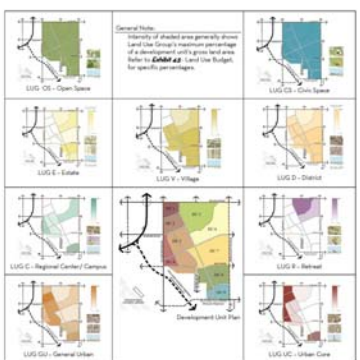


13




How Does this Relate to the Corridor?

- I-11 and Intermountain West Corridor, as a high-capacity transportation corridor, has the potential to:
 - Serve as an organizing mechanism to locate activity centers within location-efficient development patterns
 - Attract freight-related land uses along corridor, particularly at junctions of other high-capacity corridors/ facilities
 - Enhance rural connectivity and access to recreational opportunities as well as appropriate access to encourage desired level of future development




14




International Trade Corridor Opportunities

- I-11 and Intermountain West Corridor has the opportunity to become an international trade corridor
- MAG Freight Transportation Framework Study linked supply chain opportunities to 16 Sun Corridor locations for freight-related activity center development



15



Summary

- Based on population and employment projections in Nevada and Arizona, two-thirds of ultimate development is yet to be built
 - Opportunity to support growth that is consistent with aspirations of local communities
 - Corridor should include a mix of activity centers
- To be successful, each center should realize unique character of the area and promote a high quality of life
- Corridor should not promote any development in unique and sensitive areas
- This study will not conduct land use planning, but can help to:
 - Identify opportunities that foster a nodal development pattern
 - Accomplish community land use goals and objectives

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A presentation slide with a blue header. The title 'Why Am I Here and How is My Input Used?' is in white text. To the left of the title is a circular logo with 'I-11' and a map of the Intermountain West. Below the title is a list of bullet points. At the bottom of the slide are two photographs: a night cityscape with a prominent tower and a daytime cityscape with mountains in the background. A vertical strip of small images is on the far left. The number '18' is in the bottom right corner.

- Partner with us to link transportation and land use planning
- Help us understand the land use interface envisioned in your communities
- Your input will:
 - Inform the Corridor decisions in this phase of the study
 - Help create a holistic and flexible Corridor
 - Will link to future policy recommendations




Stakeholder Partner's Input Received to-date: Land Use and Community Development

- Promote commerce and tourism
- Economic development opportunity for those communities at transportation junctions; opportunity for intermodal/freight hubs
- Connect communities; improved transportation access can increase job opportunities and overall quality of life
- Regional project provides an opportunity to focus on a comprehensive, focused approach to new growth and development
- Integrated with local communities; does not disturb natural or built environments



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Discussion Questions

- In relation to the Corridor, where do you anticipate future growth to occur?
- What type and intensities of growth do you envision within communities adjacent to the Corridor?
- What planning and/or regulatory changes might be required in communities to support the Corridor?
- In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?
- What transportation modes would enhance the success of nodal or activity center development?
- Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

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Next Steps

- Focus Group Meetings
 - January 8: Utility/Energy
 - January 22: Economic Development
 - January 29: Freight Users
 - February 5: Environment and Sustainability
 - **February 12: Land Use and Community Development**
 - February 19: Corridor Operations
 - February 26: Alternative Delivery and Finance
- Reports
 - Technical Memorandum 1: Existing and Future Corridor Conditions (early Spring)
 - Preliminary Business Case Foundation (Late Spring)
 - Corridor Justification Report (Summer)
- General Stakeholder Partners Meeting (May)



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NEVADA DOT **ADOT**

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