

EXHIBIT H EXISTING PLANS

The following addresses the requirements of Arizona Administrative Code R14-3-219, which states:

To the extent Applicant is able to determine, state the existing plans of the state, local government, and private entities for other developments at or in the vicinity of the proposed site or route.

Planned Area Developments

Information regarding existing plans near the Southeast Power Link (SPL) Project (Project) was gathered from Maricopa County, the City of Mesa, Arizona and the Town of Queen Creek, Arizona. Planned Area Developments (PADs) in the Project Study Area (PSA) and within 1,000 feet of the Proposed Alignment are administered exclusively by the City of Mesa. Included in this exhibit are PADs that are generally defined as platted subdivisions or proposed developments that have filed an application for a permit. Some of these PADs have otherwise been successfully permitted or are in the permitting process but have not yet been constructed.

All permitted or proposed PADs within 1,000 feet of the Proposed Alignment are listed below in **Table H-1** and graphically depicted on **Figure H-1**. The information included in **Table H-1** was obtained through direct coordination with the City of Mesa Planning and Development Services Department. The table identifies the jurisdiction's PAD ID numbers, the PAD name, the landowner, the case number and the status. We obtained the PAD information from the city and each PAD with an associated case number has filed land use/zoning application information with the jurisdiction and is given a status of "committed." If a case number has not been obtained the status is "uncommitted." The table also states if the PAD is under construction. Case numbers are not available for some older PADs.

Table H-1 Planned Area Developments within the Project Study Area					
PAD ID	PAD Name	Land Owner	Status	Case Number	Jurisdiction
1	EdgeConnex	Loop 202 & Elliot Road Limited Liability Company (LLC)	Committed	DRB17-00310	City of Mesa
2	Mixed Use Development	BD218 LLC	Committed	OC06-011	City of Mesa
3	Mixed Use Development	Sunbelt Land Holdings Limited Partnership (LP)	Committed	PRS17-00235	City of Mesa
4	Cadence at Gateway – Phase 1 – DU1, DU2	Cadence HOA, CalAtlantic, Gehan, Lennar, Pacific	Uncommitted (Under Construction)		City of Mesa

Table H-1 Planned Area Developments within the Project Study Area					
PAD ID	PAD Name	Land Owner	Status	Case Number	Jurisdiction
		Proving, PPGN-(multiple), Pulte			
5	Cadence at Gateway – Phase 2 & 3 – DU2	PPGN – Core, PPGN-Ray, PPGN-Williams	Committed (Under Construction)	PZ 18109	City of Mesa
6	City of Mesa Development Plans	Maynard, AZSLD, Van Rijn, Stewart, Rijlaarsdam, Feenstra, 5 Other Landowners	Committed	PRS17-00177	City of Mesa
8	Mixed Use Development	El Dorado Elliot 128 LLC	Committed	PS07-161	City of Mesa
9	Eastmark	DMB Mesa Proving Grounds LLC	Uncommitted (Under Construction)		City of Mesa
10	Eastmark	DMB Mesa Proving Grounds LLC	Uncommitted (Under Construction)		City of Mesa
11	Mesa Hawes	Sunbelt Land Holdings LP	Committed	17-A011	City of Mesa
19	Gateway South – Mesa Gateway Logistics Center	Buckeye-Casa Grande LP	Uncommitted		City of Mesa
20	Gateway South – Light Industrial Development	Williams Gateway Land Inv LP/GFLP/Et al	Uncommitted		City of Mesa
24	Cadence at Gateway – DU3, DU4, DU5	Pacific Proving, PPGN-Crismon, PPGN-Williams	Uncommitted (Under Construction)		City of Mesa
25	Mesa Ray	Sunbelt Investment Holdings	Committed	ZON18-00483	City of Mesa

Proposed Alignment

Northern Alignment

Loop 202 Proposed Alignment

There are five PADs within 1,000 feet of the Proposed Alignment, of which all five are committed and none are under construction (see below):

- PAD 1; owner Loop 202 & Elliot Road Limited Liability Company (LLC) (committed)
- PAD 2; owner BD218 LLC (committed)
- PAD 3; owner Sunbelt Land Holdings LP (committed)
- PAD 6; owner Maynard, AZSLD, Van Rijn, Stewart, Rijlaarsdam, Feenstra, 5 Other

Landowners (committed)

- PAD 8; owner El Dorado Elliot 128 LLC (committed)

RS-31 Substation Siting Area

There are six PADs within 1,000 feet of the RS-31 Substation Siting Area, of which four are committed, two are uncommitted and two are under construction (see below):

- PAD 2; owner BD218 LLC (committed)
- PAD 6; owner Maynard, AZSLD, Van Rijn, Stewart, Rijlaarsdam, Feenstra, 5 Other Landowners (committed)
- PAD 9; owner DMB Mesa Proving Grounds LLC (uncommitted) (under construction)
- PAD 10; owner DMB Mesa Proving Grounds LLC (uncommitted) (under construction)
- PAD 11; owner Sunbelt Land Holdings LP (committed)
- PAD 25; owner Sunbelt Investment Holdings (committed)

Central Alignment

SR-24 Proposed Alignment

There are five PADs within 1,000 feet of the Proposed Alignment, of which three are committed, two are uncommitted and three are under construction (see below):

- PAD 4; owner Cadence Home Owners Association (HOA), CalAtlantic, Gehan, Lennar, Pacific Proving, PPGN-(multiple), Pulte (uncommitted) (under construction)
- PAD 5; owner PPGN – Core, PPGN-Ray, PPGN-Williams (committed) (under construction)
- PAD 11; owner Sunbelt Land Holdings LP (committed)
- PAD 24; owner Pacific Proving, PPGN-Crismon, PPGN-Williams (uncommitted) (under construction)
- PAD 25; owner Sunbelt Investment Holdings (committed)

Southern Alignment

Crismon Road Proposed Alignment

There are four PADs within 1,000 feet of the Proposed Alignment, of which three are uncommitted, one is committed, and two are under construction (see below):

- PAD 5; owner PPGN – Core, PPGN-Ray, PPGN-Williams (committed) (under construction)
- PAD 19; owner Buckeye-Casa Grande LP (uncommitted)
- PAD 20; owner Williams Gateway Land Inv LP/GFLP/Et al (uncommitted)

- PAD 24; owner Pacific Proving, PPGN-Crismon, PPGN-Williams (uncommitted) (under construction)

Planned Road Improvements

Road improvements planned by the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT) and City of Mesa within the PSA are as follows:

ADOT, in conjunction with the Federal Highway Administration (FHWA), is in the process of designing and constructing SR-24 to connect from the Loop 202 interchange to Ironwood Road. The first segment of this project, between Loop 202 and Ellsworth Road, was completed and opened to traffic in 2014. ADOT is currently planning interim improvements to connect Ellsworth Road to Ironwood Road with two paved lanes in each direction separated by a graded median within the footprint of the future SR-24. This interim project is currently scheduled to be constructed in 2021 and would help to serve the transportation needs of the southeast valley until funding is available for the ultimate build-out of the SR-24 freeway, which is anticipated between 2027 and 2035.

The Town of Queen Creek is currently working on The Crismon Road – Queen Creek to Germann Roads Project which consists of half street paving, curb and gutter, intersection and streetlight improvements to extend Crismon Road north from Queen Creek to Germann Roads with one lane each direction. Construction is ongoing and is expected to be completed by Summer 2018 (Town of Queen Creek, 2018).

Maricopa County is currently in the design phase of the 2018 Northeast Arterials Mill and Overlay. This repaving project will be on Warner Road from 80th Street to Ellsworth.

Potential Effects

Proposed Alignment

Northern Alignment

Loop 202 Proposed Alignment

The Proposed Alignment parallels an existing disturbed right-of-way (ROW) along Loop 202, but it could cross and potentially impact PADs 1, 2, 3, 6, and 8. An alignment on the west side of Loop 202 would cross PADs 1 and 6, while an alignment on the east side of Loop 202 would cross PADs 3 and 8. PAD 2 would be crossed by either alignment as it enters the RS-31 Substation Siting Area. While the Proposed Alignment could cross PADs, the proposed ROW would utilize the Loop 202 as the linear feature followed and therefore, the impacts to the PADs would be minimal.

RS-31 Substation Siting Area

The RS-31 Substation Siting Area overlaps a majority of PAD 2 and PAD 25 and would most likely impact it. PAD 2 and PAD-25 are currently located within the Mixed-Use/Employment land use category of the Mesa General Plan. However, the RS-31 Substation Siting Area and these PADs are located near existing linear infrastructure, which the Mesa Gateway Strategic Development Plan (MGSDP) indicates will serve as a transition zone and will include business park, light industrial, and commercial land uses. The proposed RS-31 substation would be compatible with these land uses. PADs 6 and 11 are located across Loop 202 and the future SR-24 and would not be impacted. PADs 9 and 10 are nearly 1,000 feet away and would likely not be impacted.

Central Alignment

SR-24 Proposed Alignment

The Proposed Alignment parallels the corridor of the future SR-24, but it could cross and potentially impact PADs 4, 5, 11, 24, and 25. An alignment on the south side of SR-24 could cross and impact PAD 11, while an alignment on the north side of SR-24 could cross and impact PAD 25 and the Cadence at Gateway residential development (PADs 4, 5, and 24). PADs 11 and 25 are not yet under construction. However, land at Phase I of Cadence at Gateway is currently being developed and homes will be under construction in the near term. In addition, the developers of Cadence at Gateway have recently met with the Mesa Planning and Zoning Committee to present the proposed plat for Phase II of the development. While the Proposed Alignment could cross PADs, the proposed ROW would be adjacent to and paralleling the linear feature of SR-24 and with coordination with the developers, impacts to the PADs would be minimal.

Southern Alignment

Crismon Road Proposed Alignment

The Proposed Alignment could cross PADs 5, 19, 20, and 24. PADs 5 and 24 would only be crossed by an alignment that followed the north side of SR-24. Although PADs 5 and 24 are currently in the land development stage and homes will be constructed soon, the Proposed Alignment would likely not impact the PADs as it only crosses them at its northern most point. PADs 19 and 20 could be crossed and impacted by an alignment on either side of Crismon Road. While the Proposed Alignment could cross PADs, the proposed ROW would follow existing linear features (existing roadway and transmission line) and therefore, impacts to the PADs would be minimal.

References

Arizona Department of Transportation, 2017. Final Design Concept Report (DCR) Interim Phase II accessed 7/8/2018. [Online] Located at:

https://www.azdot.gov/docs/default-source/planning/sr-24-interim_final-dcr_january-2017.pdf?sfvrsn=2

Arizona Department of Transportation, 2018. Reevaluation of the Final Environmental Assessment accessed 7/8/2018. [Online] Located at:

<https://www.azdot.gov/docs/default-source/planning/sr24-reevaluation-final-ea.pdf?sfvrsn=2>

City of Mesa, 2014. The Mesa 2040 General Plan accessed 5/3/2018. [Online] Located at:

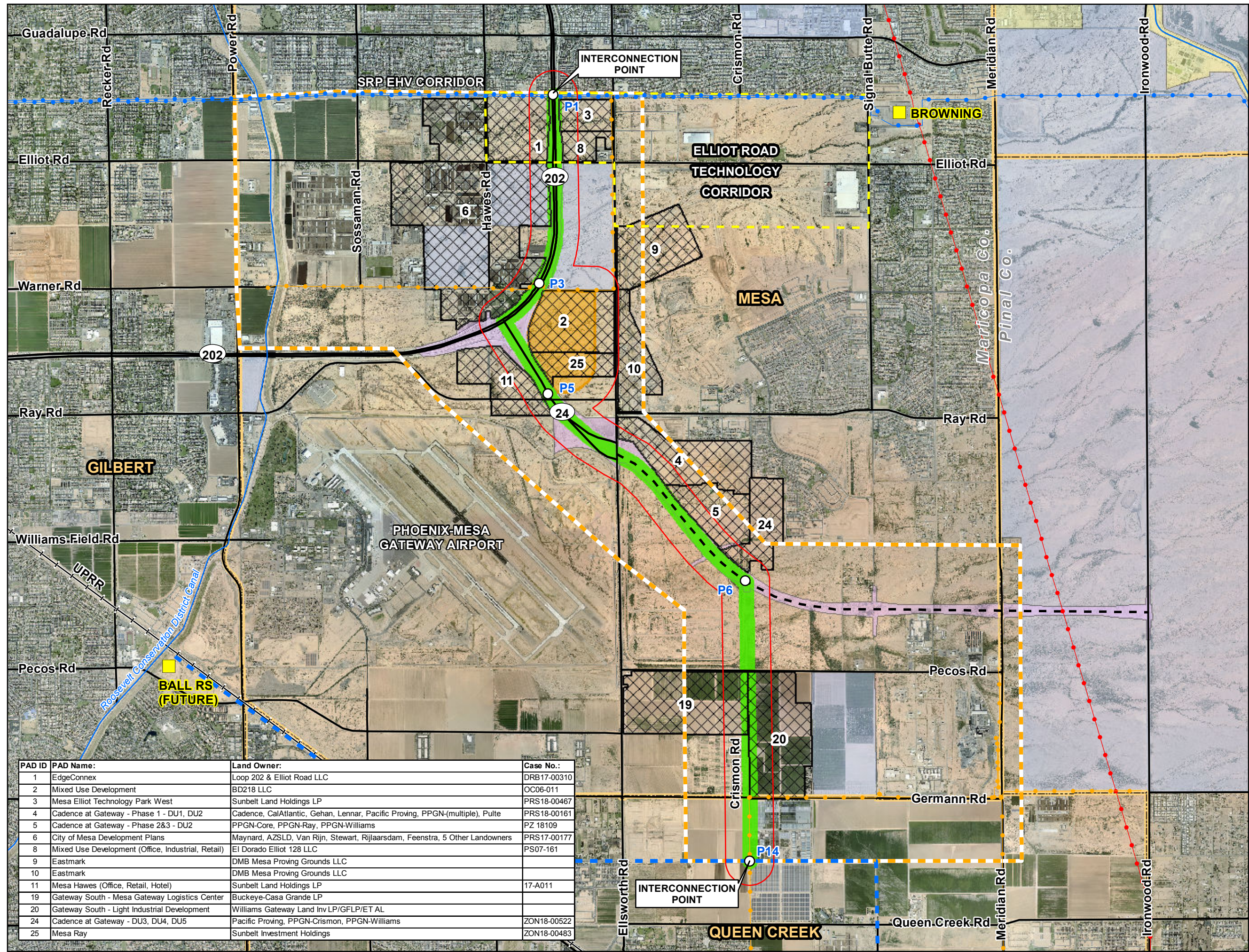
<http://www.mesaaz.gov/home/showdocument?id=12298>

Maricopa County Department of Transportation, 2018. 2018 Northeast Arterials Mill and Overlay. [Online] Located at:

<http://apps.mcdot.maricopa.gov/projects/Project.aspx?ID=2226>

Town of Queen Creek, 2018. Capital Improvements Program accessed 5/3/2018. [Online]

Located at: <http://queencreek.org/departments/public-works/capital-improvement-programs>



Legend

Existing / Future Substation

Existing Transmission Line

Existing WAPA Transmission Line

Existing 69kV Transmission Line

Future Transmission Line

State Highway

Future State Highway 24

Major Road

Railroad

Canal

City Boundary

ADOT Corridor

State Land

Project Components

Node (Origin or Terminus)

Proposed Alignment

Future Substation Siting Area

Elliot Road Technology Corridor

Project Study Area

Planned Area Development within 1000 Feet of Project

Planned Area Development

1000' Buffer of Project

0

0.25

0.5

0.75

1

Miles

SRL

SOUTHEAST POWER LINK

EXHIBIT H-1

PLANNED AREA DEVELOPMENTS

Map Extent: Maricopa County, AZ

Date: 7.19.18

Author: sjw