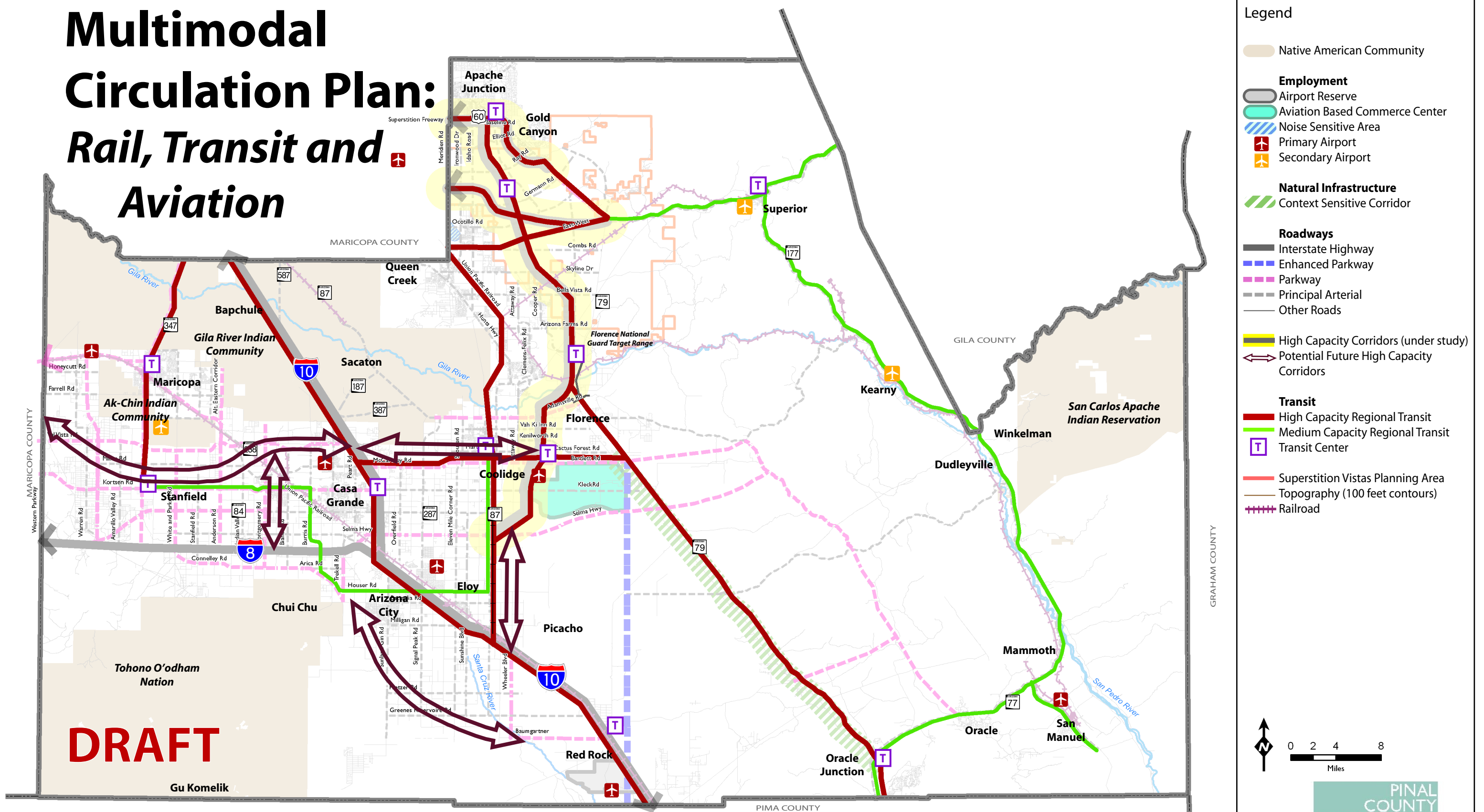


# Multimodal Circulation Plan: Rail, Transit and Aviation



**DRAFT**

**Notes:**

1. The Pinal County Comprehensive Plan does not change zone classifications, adopted development agreements, or planned area development overlay districts that exist on private property as of the effective date of this Plan. If any changes are made to land uses or planned developments existing at the time this Comprehensive Plan is effective, such changes should conform to the Pinal County Comprehensive Plan.
2. The land use designation boundaries are located along significant natural or man-made features, wherever possible. Boundary lines are to be considered approximate and discretion may be used in determining them.
3. While every effort has been made to ensure the accuracy of the information shown, Pinal County makes no warranty, expressed or implied, as to its accuracy and therefore, expressly disclaims liability for any errors.
4. The General Plans for cities and towns within Pinal County should be used to determine land uses within incorporated boundaries. Generalized future land use plans (as of 2008, based on information provided by the municipalities) for incorporated cities and towns are illustrated for planning purposes.
5. The Pinal County Open Space and Trails Master Plan (adopted 2007 and readopted as part of this effort) provides the base open space network.

6. Designations of private, State Trust, or Bureau of Land Management lands as open space or regional park has no regulatory impact. The designation represents Pinal County's desired future management of the lands if they were acquired or otherwise considered for management as open space or regional park. These lands may be developed subject to applicable planning and zoning regulations.
7. The land use and transportation networks depicted for Superstition Vistas are preliminary and conceptual in nature and will be refined through the Superstition Vistas visioning process. When this visioning process is complete, the vision will be considered in the form of an amendment to the Comprehensive Plan.
8. Future roadway corridors reflect general locations where facilities may be located. Actual alignments will be determined by future studies with the results of these studies reflected in Comprehensive Plan updates.
9. Roadway classifications shown may change due to the status of potential High Capacity Corridors.

