

LAND USE

This section describes the existing land use, zoning, development plans, future land use plans, and land ownership for the Study Area. Land use planning and transportation planning are intrinsically tied. In the Phoenix metropolitan area, the construction of the proposed action has been accommodated in past planning and is part of affected jurisdictions’ ongoing general planning processes. Typically, the construction of a project like the proposed action follows on the heels of planned residential areas, employment centers, and commercial developments.

AFFECTED ENVIRONMENT

Existing Land Use, Land Use Trends, and Ownership

The entire Study Area falls within Maricopa County. Figures 4-1 and 4-2 illustrate the jurisdictional boundaries and land ownership, respectively. Within the Study Area, each jurisdiction’s planning area may include incorporated areas and unincorporated areas likely to be annexed in the future. These planning areas are regulated by the respective jurisdiction’s general plan, which guides future growth, and by the zoning ordinance, the principal tool

in the implementation of the general plan. The largest land area included in the Study Area is in the Phoenix planning area. Tolleson follows, with the Study Area covering its entire incorporated area.

The Phoenix metropolitan area has historically and nationally been fast-growing, and projected growth in the Study Area and its surroundings is in line with the growth of the region (see the sections, *Need Based on Socioeconomic Factors*, beginning on page 1-11, and *Social Conditions*, beginning on page 4-20, to learn more about the fast growth rates in population, employment, and housing in the Study Area). Overall population growth in the Phoenix metropolitan area has affected the pattern of land use and infrastructure needs through the growth of residential, commercial, and employment land uses (land used for office, industrial, or retail uses is referred to as *employment* land uses) and through necessary public services such as provision of police and fire protection. The areas of greatest population growth are anticipated at the fringe of the metropolitan area (for example, the town of Buckeye, the city of Peoria, and the town of Gilbert). Of the Phoenix planning areas within the Study Area, Laveen and Estrella villages are expected to have population growth rates

approximately equal to those of the rapidly expanding communities on the fringes of the metropolitan area, where population is expected to increase as much as 600 percent from 2000 to 2025 (MAG 2003).

The area is primarily characterized by single-family residential and agricultural land (31 percent and 21 percent of the Study Area, respectively). Approximately 56 percent of the Study Area is developed, with residential (31 percent single-family and 2 percent multifamily), commercial (4 percent), industrial (14 percent), transportation (2 percent), or public/quasi-public land uses (3 percent). The remaining 44 percent of the Study Area consists of agricultural land (21 percent), undeveloped land (12 percent), and open space (11 percent).

Data in Table 4-2 convey that much of the Study Area in 2009 was developed. As conveyed in Figure 4-3, the most intensely developed portion of the Study Area is along Interstate 10 (I-10) (Papago Freeway). Moving south, the Study Area is characterized by less dense development. At the southwestern extent, land uses are predominantly rural agrarian. Southeast of Phoenix South Mountain Park/Preserve (SMPP), adjacent to I-10 (Maricopa Freeway), Ahwatukee Foothills Village—

Table 4-2 Existing Land Use, by Study Area Jurisdiction

Land Use	Avondale		Chandler		Glendale		Goodyear		Phoenix		Tolleson		Study Area	
	Acreage	% ^a	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Agricultural	1,260	35	— ^b	—	138	46	5	3	9,567	20	976	26	11,946	21
Commercial	403	11	247	32	17	5	25	13	1,355	3	152	4	2,199	4
Industrial	73	2	298	38	—	—	—	—	6,019	12	1,521	40	7,911	14
Open Space	304	9	—	—	11	4	—	—	6,032	13	38	1	6,385	11
Public/Quasi-public	53	2	—	—	—	—	7	4	1,590	3	125	3	1,775	3
Residential (MF ^c)	35	1	20	3	—	—	14	7	959	2	34	1	1,062	2
Residential (SF ^d)	916	26	—	—	—	—	—	—	16,028	33	462	12	17,406	31
Transportation	210	6	113	15	94	31	64	33	749	2	148	4	1,378	2
Undeveloped	296	8	95	12	41	14	77	40	5,764	12	353	9	6,626	12
Total	3,550	100	773	100	301	100	192	100	48,063	100	3,809	100	56,688	100

^a percentage of jurisdiction’s total land use in the Study Area ^b not applicable ^c multifamily ^d single-family

Existing versus planned land use

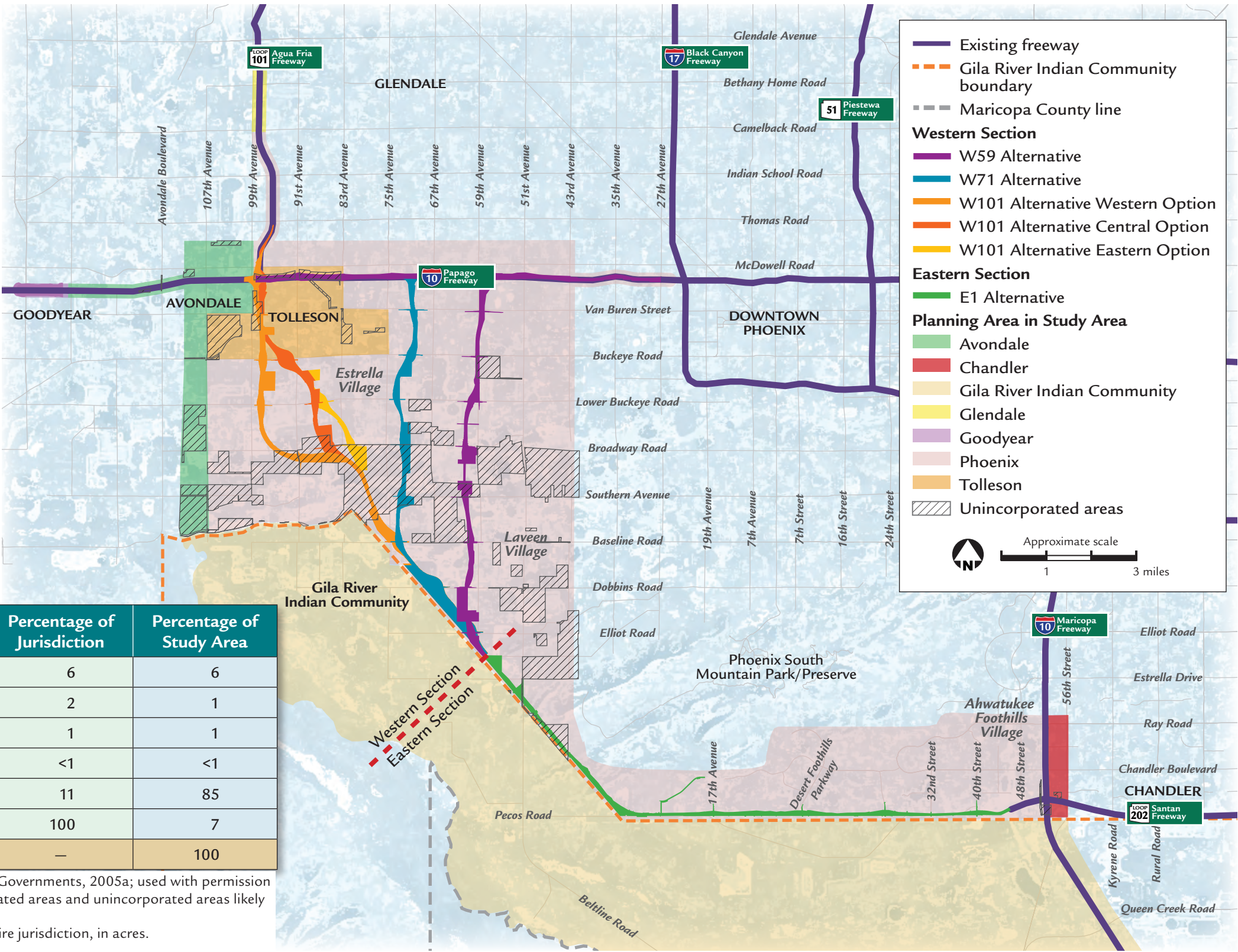
Vacant and agricultural land is quickly being converted in the Phoenix metropolitan area (the section, *Land Development Plans*, beginning on page 4-17, describes the ongoing development activity contributing to this conversion). Of three major land use types, residential land use was predominant in 2009. As depicted in the table below, large-scale land conversion, supported by existing zoning, will continue.

Land Use	Existing (%)	Zoned (%)
Agricultural	21	12
Residential	33	51
Commercial/Industrial	18	25

The Gila River Indian Community and impacts

The Community Council has not allowed development of alternatives on Community land (Chapter 2, *Gila River Indian Community Coordination*, provides more information). The Natural Resources Standing Committee (NRSC) granted an extension of a right-of-entry permit in December 2007 for the project team to examine impacts related to construction and operation of the E1 Alternative. Therefore, impacts on the Community from the proposed action as presented in this document are based on data available to the general public and on field observation as appropriate and discussions are limited to only those areas where impacts would occur.

Figure 4-1 Jurisdictions



Land Area, by Study Area Jurisdiction

Affected Jurisdiction ^a	Acreage in Study Area	Percentage of Jurisdiction	Percentage of Study Area
Avondale (60,437)	3,550	6	6
Chandler (45,697)	773	2	1
Glendale (58,810)	301	1	1
Goodyear (96,407)	192	<1	<1
Phoenix (423,341)	48,063	11	85
Tolleson (3,809)	3,809	100	7
Study Area	56,688	—	100

Source: Maricopa Association of Governments, 2005a; used with permission

Note: A jurisdiction's planning area includes incorporated areas and unincorporated areas likely to be annexed in the future.

^a Number in parentheses is the existing size of the entire jurisdiction, in acres.

The majority of land in the Study Area is located in incorporated municipalities. Some of the unincorporated areas may be subject to annexation.

located between Community land and SMPP—is nearly built-out with single-family residential, multifamily residential, and commercial land uses.

Notable land use characteristics and trends for each of the affected jurisdictions in the Study Area are:

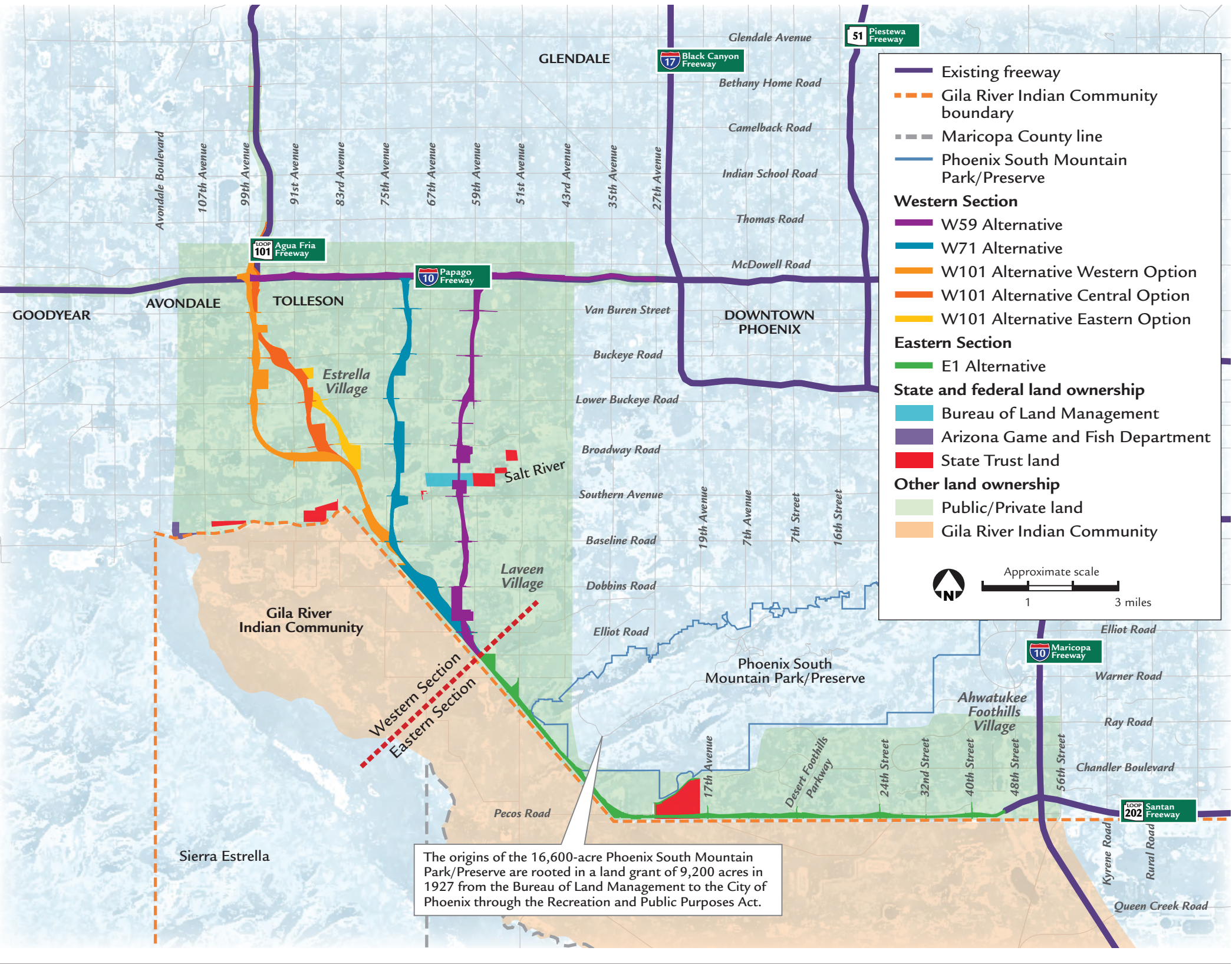
- ▶ Avondale’s rapid growth from 1990 to 2008 has influenced the city’s transformation from a rural farming community with a population of just over 16,000 in 1990 to a suburban community with a population of over 76,650 in 2008 (Arizona Department of Commerce 2008). While agricultural remains Avondale’s primary land use in the Study Area, the suburbanization trend will continue.
- ▶ Phoenix’s Laveen Village planning area is changing, and residential subdivisions are replacing farmland. Laveen’s existing population of almost 25,000 is expected to increase four-fold by 2030 (MAG 2007a).



Looking north into Estrella Village from approximately the Salt River and 63rd Avenue

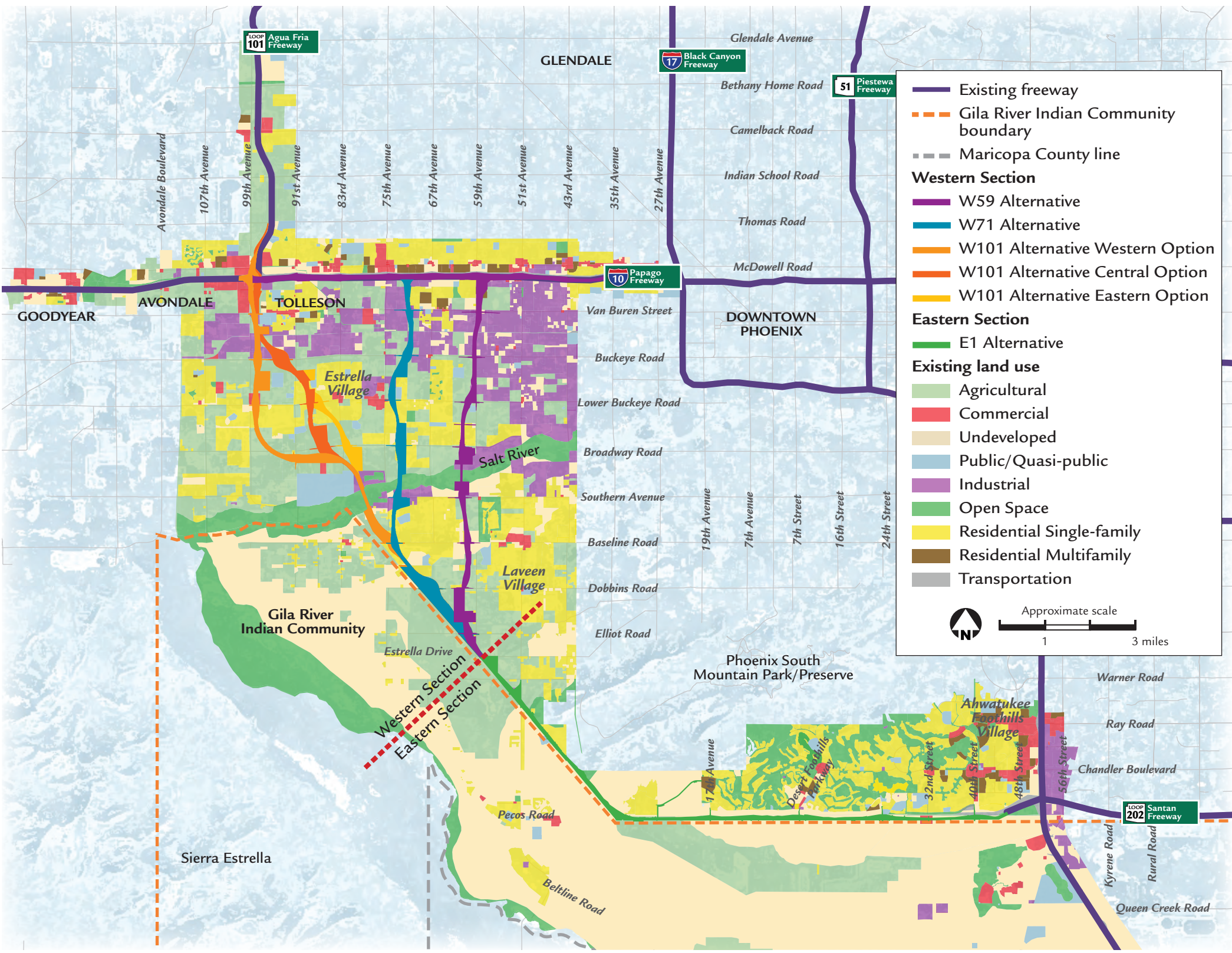
- ▶ In Phoenix’s Estrella Village planning area, numerous industrial sites near the Salt River are located east of 91st Avenue. The density of industrial development increases from the Salt River to I-10. Large manufacturing and processing concerns make up the industrial land use between Buckeye Road and I-10. North of I-10, residential is the predominant land use.
- ▶ All 6 square miles of Tolleson lie completely within the Western Section of the Study Area. Originally an agricultural community, approximately

Figure 4-2 Land Ownership



The majority of land outside of the Gila River Indian Community is in private ownership.

Figure 4-3 Existing Land Uses



Looking north at Laveen Village from approximately Dobbins Road and 63rd Avenue

26 percent of its land area remained in agricultural use in 2008. Tolleson's proximity to I-10 and State Route (SR) 101L have made the city a distribution hub for companies delivering products throughout the Southwest—hence the city's large amount of industrial land use (40 percent, or 1,521 acres). The city's residential district is in the center of the city, bounded by the Union Pacific Railroad (UPRR) to the south, I-10 to the north, 99th Avenue to the west, and 83rd Avenue to the east. These geographic and physical boundaries have constrained the city's residential development.

- The Eastern Section of the Study Area encompasses the Ahwatukee Foothills Village planning area. The established community is largely built-out with master-planned communities, protected open space areas, and several public schools and parks. Specific



Looking southwest into Tolleson at approximately Van Buren Street

The agricultural uses once prevalent in the Western Section have been subject to conversion to more urban-based development.



Looking north into Ahwatukee Foothills Village at approximately Pecos Road and 36th Street

impacts to SMPP, a major recreational land use, are presented in Chapter 5, *Section 4(f) Evaluation*.

- Small portions of Chandler, Glendale, and Goodyear are within the Study Area, but effects of the proposed action on these areas would be limited.
- Versions of the proposed action most closely aligned with the W59 and E1 Alternatives have been accounted for in long-range planning by municipalities (most notably, the City of Phoenix). Since the late 1980s, land has been set aside for the alignment. (For example, land along Pecos Road, land through SMPP, and a strip of land through a development north of Broadway Road have been left undeveloped in anticipation of the freeway project.) However, some development has been allowed to encroach into these areas.



The South Mountains as seen from the Estrella Village planning area

Most of the land potentially affected by the action alternatives is privately owned, with the exception of three parcels (one in the Eastern Section and two in the Western Section) (Table 4-3). Federal, State, and locally owned public land makes up a small portion of the Study Area (Figure 4-2, on page 4-5).

Development Plans

In March 2009, potentially affected municipalities were contacted for information on existing development plans. Nearly 144 planned developments, encompassing approximately 10,987 acres, were identified in the Study Area (see Figure 4-4). While each of these developments may be in different stages of planning, each has been approved by a municipality; the zoning each has received represents an “entitled right” to development.

Zoning

Arizona Revised Statutes (A.R.S.) § 9-462.01 allows the legislative body of any municipality to institute zoning for the purposes of conserving and promoting

the public health, safety, and general welfare. Each of the jurisdictions in the Study Area has enacted zoning ordinances. The zoning ordinance is the principal tool in implementing a community’s adopted general plan and defines the site plan and subdivision requirements for each land use.

To compare the amount and type of zoning, specific municipal zoning categories were grouped into eight broad zoning categories: agricultural, commercial, industrial, open space, planned area development (PAD), public/quasi-public, residential (multifamily), and residential (single-family). Table 4-4 summarizes the zoning for the Study Area, by jurisdiction.

In the Western Section, zoning north of Buckeye Road is largely industrial. South of Buckeye Road, land is zoned either to reflect the existing rural character of the landscape (Rural-43, Maricopa County’s zoning designation for rural residential, with densities no greater than one dwelling unit per acre; S-1, Phoenix’s Ranch or Farm Residence District, with low-density farm or residential uses to protect and preserve low-density areas in their present character) or is

Table 4-3 State and Federal Land Ownership, Study Area

Owner ^a	Acreage
Bureau of Land Management	192
Arizona Game and Fish Department	57
Arizona State Land Department	781

Source: Arizona Land Resource Information System, 2009

^a Each acreage amount listed in this table amounts to less than 1 percent of the Study Area.

Table 4-4 Zoning, by Study Area Jurisdiction

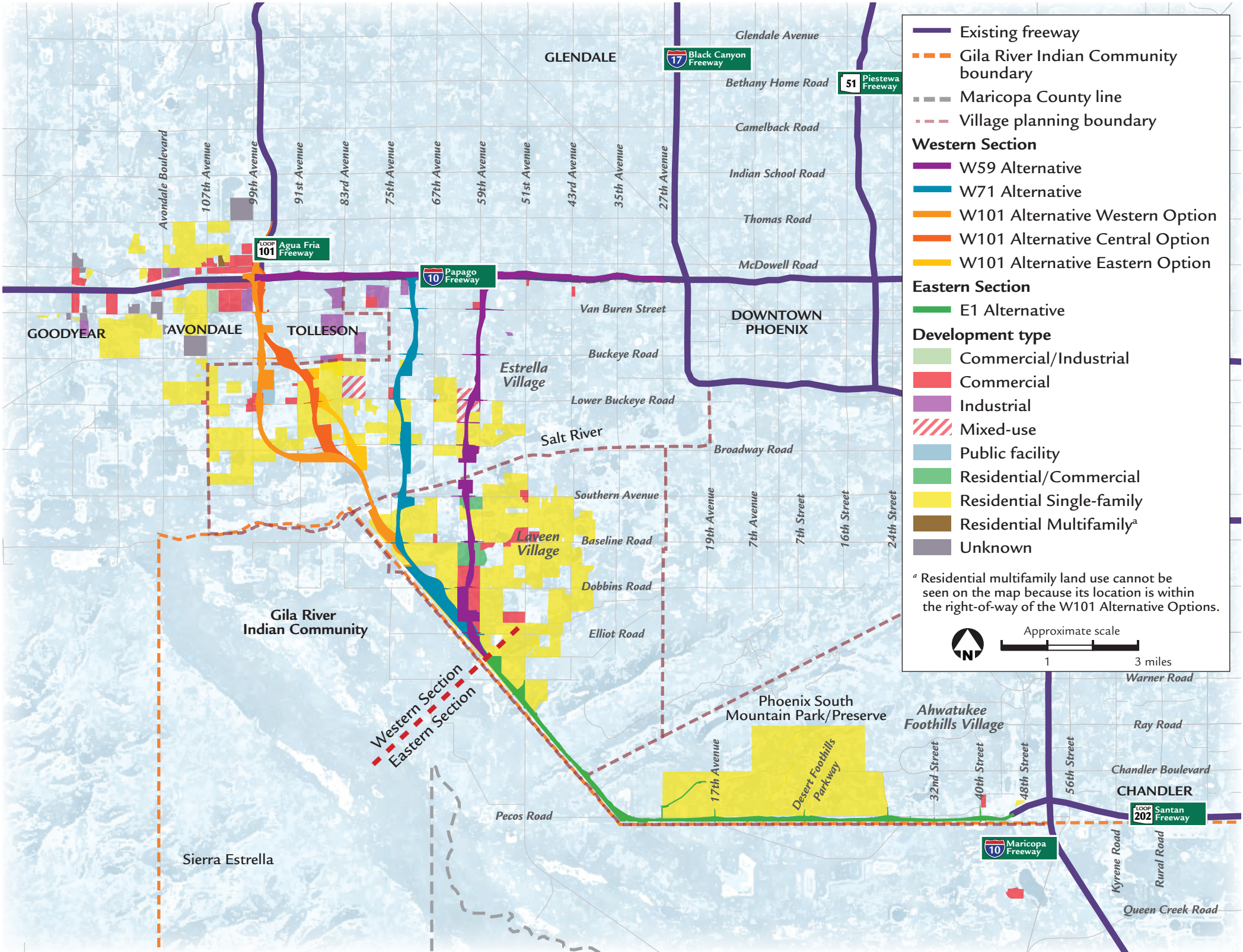
Zoning	Avondale		Chandler		Glendale		Goodyear		Maricopa County		Phoenix		Tolleson		Study Area	
	Acreage	% ^a	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Agricultural	143	6	— ^b	—	—	—	116	67	45	1	6,113	15	31	1	6,448	12
Commercial	43	2	5	1	16	6	10	6	23	<1	1,987	5	562	15	2,646	5
Industrial	21	1	322	50	260	91	—	—	572	7	7,797	20	2,333	61	11,305	20
Unzoned	—	—	—	—	—	—	—	—	742	9	186	1	252	7	1,180	2
Open space	—	—	—	—	—	—	—	—	—	—	173	<1	—	—	173	<1
PAD ^c	1,999	81	316	49	8	3	47	27	—	—	3,365	8	—	—	5,735	10
Public/Quasi-public	—	—	1	<1	—	—	—	—	—	—	—	—	116	3	117	<1
Residential (MF ^d)	—	—	—	—	—	—	—	—	—	—	—	—	204	5	204	1
Residential (SF ^e)	248	10	—	—	—	—	—	—	7,036	83	20,308	51	293	8	27,885	50
Total	2,454	100	644	100	284	100	173	100	8,418	100	39,929	100	3,791	100	55,693	100

Sources: Cities of Avondale, Chandler, Glendale, Goodyear, Phoenix, and Tolleson, and Maricopa County (see Table 4-5, on page 4-9)

Note: Transportation right-of-way and other areas may not be zoned, so acreages do not equal jurisdiction’s area. Information was current as of November 2009.

^a percentage of total zoned acreage ^b not applicable ^c planned area development ^d multifamily ^e single-family

Figure 4-4 Planned Developments, 2009



The southwestern portion of the Phoenix metropolitan area is projected to be one of the fastest-growing areas in the state. This figure shows areas with a record of planned development by March 2009 (not areas that were already developed or had no record of a planned development by March 2009). Land in the area is typically zoned to reflect the existing rural character of the landscape or is zoned for suburban residential development in advance of anticipated development.

zoned for suburban residential development in advance of anticipated development.

Zoning in the Eastern Section west and north of SMPP is largely low-density residential (approximately one dwelling unit per acre), reflecting the rural agricultural character of this area. In Phoenix’s Ahwatukee Foothills Village planning area to the east, the zoning is primarily higher-density single-family and multifamily residential and planned community district (PCD, the City of Phoenix’s zoning designation that allows flexibility for planning large areas and is typically used for master-planned communities completed over several years’ time). The Chandler portion of the Study Area is zoned industrial and commercial.

Land Use Plans

A general plan is an expression of long-term community intentions regarding a community’s future development and physical form. A general plan commonly contains a community vision and the process necessary to make it a reality. This process is represented by maps, goals, objectives, and policies used to coordinate and implement land use decisions. In addition to transportation infrastructure, policies, impacts, and plans, other areas of the general plan address such issues as infrastructure, parks, recreation and open space, city services, housing supply and affordability, commercial and industrial locations, and public resources such as air and water. The general plan addresses each jurisdiction’s planning area, which includes incorporated areas as well as unincorporated areas likely to be annexed in the future.

All of the affected municipalities in the Study Area have developed comprehensive plans or general plans in accordance with A.R.S. § 9-461. This statute calls for the creation and implementation of a general plan for each municipality in Arizona. The plans are implemented through zoning ordinances and other policies. The general and comprehensive plans assist officials and residents alike in land development issues. General and comprehensive plans are required to include maps of planned land use and circulation systems. Table 4-5 summarizes the status of general plans for all of the affected jurisdictions.

The jurisdictions with authority for land use designations in the Study Area have used approximately 50 general plan land use categories. To better understand the regional distribution of densities and intensities of land uses for the affected jurisdictions, the land use categories for each municipality have been grouped into eight broad land uses: transportation, commercial, industrial, mixed use, open space, public/quasi-public, single-family residential, and multifamily residential. Figure 4-5 shows the distribution of these land uses based on municipalities’ general plans.

ENVIRONMENTAL CONSEQUENCES

This section discusses the environmental consequences of the action alternatives and No-Action Alternative by analyzing 1) the conversion of existing land uses to the proposed action and 2) the compatibility of adjacent land uses with the proposed action. Other impacts relating to land use include displacements and relocations of residential, commercial, and industrial uses; community character and cohesion impacts; visual impacts; impacts on noise levels; and air quality impacts (see the appropriate sections in Chapter 4 for detailed discussions regarding these impacts).

Land Use Conversion

The conversion of land uses resulting from the action alternatives was determined by measuring the number, type, and acreage of existing land uses within the proposed R/W. Land use conversion would occur in the cities of Avondale, Phoenix, and Tolleson. Detailed results are presented in Table 4-6 and summarized in Table 4-7 (no direct land use conversions would occur in the cities of Chandler, Glendale, or Goodyear).

The conversion acreages presented should not be considered final. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change as designs would be further refined. This process would continue after the ROD into the final design phases for the Selected Alternative, assuming the Selected Alternative were an action alternative. Conversion of land under the No-Action Alternative would occur as land set aside for the

Table 4-5 Status of Affected Jurisdictions’ General Plans and Plan Updates

Jurisdiction	Existing Adopted Plan (Adoption Date)	Update Status
Avondale	Avondale General Plan 2030 (2012)	Ratified by voters on August 28, 2012
Chandler	Chandler General Plan (2008)	Ratified by voters on November 14, 2008
Glendale	General Plan 2025: The Next Step (2002)	Ratified by voters on November 5, 2002
Goodyear	Goodyear General Plan 2003–2013 (2003)	Ratified by voters on November 4, 2003
Maricopa County	Eye to the Future – Maricopa County Comprehensive Plan (1997)	Updated to conform with State law
Phoenix	Phoenix General Plan (2001)	Ratified by voters on March 12, 2002
Tolleson	Tolleson General Plan (2005)	Ratified by voters on December 13, 2005

proposed action were released from ADOT ownership and as land zoned by local jurisdictions to protect it as a transportation use were rezoned. Additionally, because much of the Western Section of the Study Area continues to be converted from primarily agricultural use to residential suburban uses, these acreages and associated percentages are subject to slight changes.

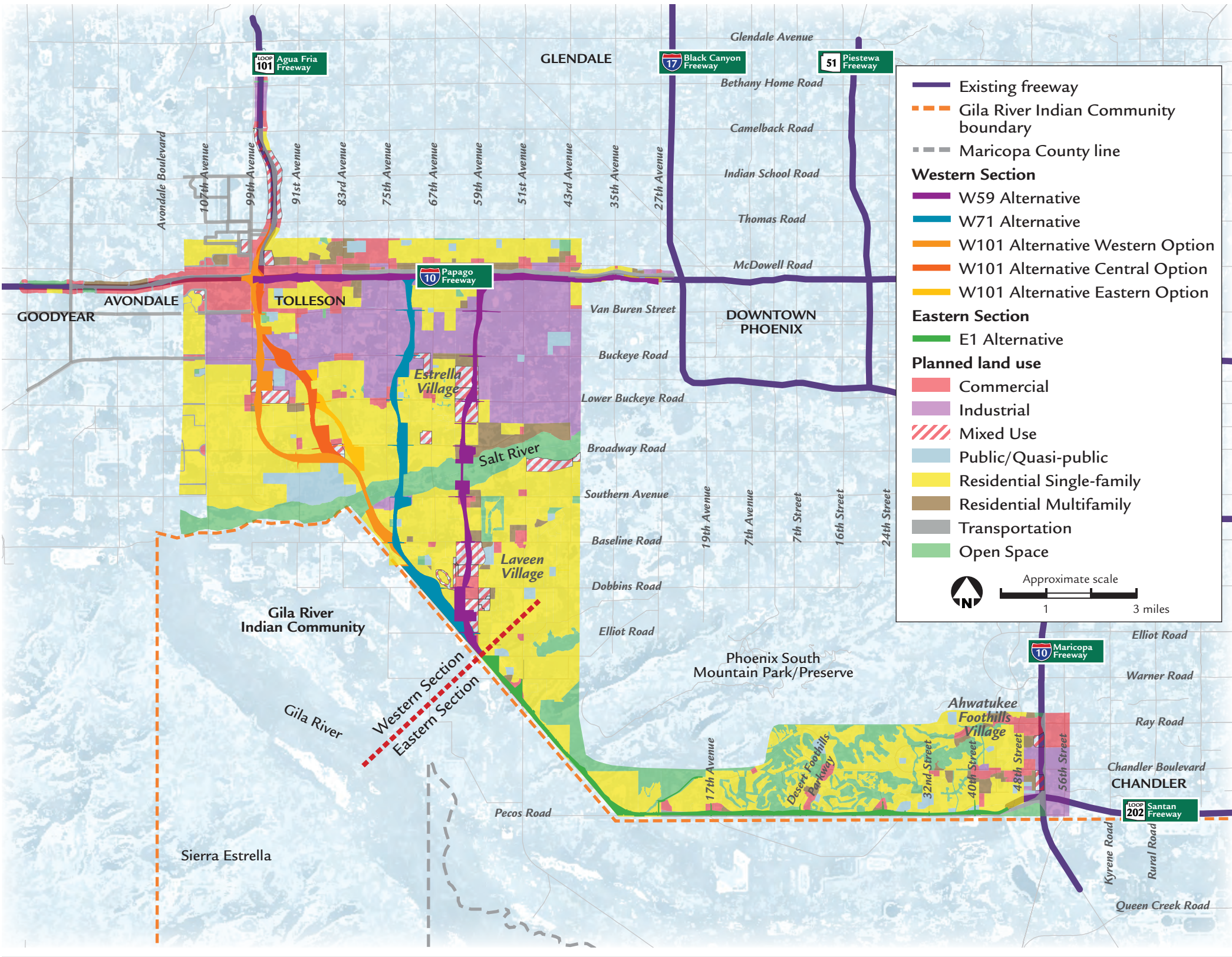
Action Alternatives, Western Section

All of the W101 Alternative Options would convert the most land because they are longer alignments than are the W59 (Preferred) and W71 Alternatives. Action alternatives contributing to the largest amount of land conversion would be those—such as the W101 Alternative—having the greatest amount of land in agricultural use in 2009. As previously noted, much of this land is undergoing rapid conversion to residential and commercial uses as planned by the local municipalities. The W71 Alternative would convert the greatest amount of industrial land. The W59 and W101 Alternatives would involve a lesser impact on industrial land.

Action Alternative, Eastern Section

Of the land uses in the Eastern Section, agricultural and undeveloped land would be subject to the most conversion. This is primarily a function of the E1 (Preferred) Alternative being located along the Pecos Road alignment and through SMPP, where previous versions of the proposed action have been accommodated

Figure 4-5 General Plan Land Use Designations



in long-range planning by local municipalities [most notably, the City of Phoenix; see Chapter 5, *Section 4(f) Evaluation*, regarding the Phoenix Mountain Preserve Act]. Efforts were made to preserve the corridor by preventing development from occurring. Residential and public/quasi-public land uses have, however, encroached onto the corridor originally intended to be preserved for a future freeway (see text box on pages 4-12 and 4-13 regarding freeway awareness and related topics).

No-Action Alternative

The No-Action Alternative is assumed to include *Regional Transportation Plan* (RTP)-related improvements (e.g., arterial street widening, SR 30, Avenida Rio Salado [ARS]) and normal maintenance and minor improvements to the transportation system. No major project-related influences on land use in the Study Area would occur and no land would be acquired for R/W purposes. Existing residential land use patterns and trends would be maintained. Other existing trends and economic forces may, however, exert some influence for change. Freeway conditions in 2035 would be substantially worse than the limited areas of stop-and-go driving experienced in 2012. The existing freeways and arterial streets will not operate efficiently with the population, housing, and employment increases forecast for 2035. Combined, these increases will translate into higher demand for use of the existing freeway and arterial street systems. This increase in demand correlates to a need for 55 additional lanes of arterial street capacity in the Study Area. Without the proposed action, the region will suffer even greater congestion, travel delays, and limited options for moving people and goods safely through the Phoenix metropolitan area (see the section, *Historical Context of the Proposed Action*, beginning on page 1-5). Implications of identification of the No-Action Alternative as the Selected Alternative related to the system linkage with the proposed SR 30 and ARS projects are discussed on page 3-35. The No-Action Alternative would not preclude future attempts to construct a project similar to the proposed action at some future time.

Growth trends in the southwestern portion of the Phoenix metropolitan area are supported by general plan land use designations.

Table 4-6 Existing Land Uses within Proposed Right-of-way, Action Alternatives

Land Use	Total Acreage in Study Area	Alternatives					
		Western Section					Eastern Section
		W59	W71	W101 Western Option	W101 Central Option	W101 Eastern Option	E1
		Acreage	Acreage	Acreage	Acreage	Acreage	Acreage
Avondale							
Agricultural	1,260	— ^a	—	—	—	—	—
Commercial	403	—	—	0–4	0–4	0–4	—
Industrial	73	—	—	—	—	—	—
Open space	304	—	—	—	—	—	—
Public/Quasi-public	53	—	—	—	—	—	—
Residential (MF ^b)	35	—	—	—	—	—	—
Residential (SF ^c)	916	—	—	—	—	—	—
Transportation	210	—	—	0–12	0–12	0–12	—
Undeveloped	296	—	—	—	—	—	—
Avondale subtotal	3,550	—	—	0–16	0–16	0–16	—
Phoenix							
Agricultural	9,567	548	535	612–618	469–476	495–502	163
Commercial	1,355	8	1	26–27	0–1	0–1	1
Industrial	6,019	157	181	25	25	25	10
Open space	6,032	40	20	21–22	23–24	23–24	92
Public/Quasi-public	1,590	1	1	—	—	—	12
Residential (MF)	959	20	—	—	—	—	—
Residential (SF)	16,028	42	277	291	386–387	351	104
Transportation	749	1	1	0–3	0–3	0–3	39
Undeveloped	5,764	118	45	106–107	118–121	143–145	462
Phoenix subtotal	48,063	935	1,061	1,084–1,090	1,026–1,032	1,041–1,047	883
Tolleson							
Agricultural	976	—	—	67–81	85–99	85–99	—
Commercial	152	—	—	0–1	0–1	0–1	—
Industrial	1,521	—	—	100–107	80–87	80–87	—
Open space	38	—	—	—	—	—	—
Public/Quasi-public	125	—	—	0–1	1	1	—
Residential (MF)	34	—	—	—	—	—	—
Residential (SF)	462	—	—	—	—	—	—
Transportation	148	—	—	23–27	23–27	23–27	—
Undeveloped	353	—	—	6–15	43–52	43–52	—
Tolleson subtotal	3,809	—	—	207–221	242–257	242–257	—
Total		935	1,061	1,307–1,311	1,284–1,289	1,299–1,304	883

Source: Arizona Department of Transportation aerial photography (2009, 2010); land use designations as of September 2009

Note: W101 Alternative and Options include ranges because of design options; subtotals don't equal a simple summing of the land use acreages because the Partial and Full Reconstruction Options would affect land uses differently.

^a not applicable ^b multifamily ^c single-family

Impacts in the context of the proposed action

Points to be considered regarding impacts presented in this chapter:

- The screening process undertaken (see the section, *Alternatives Development and Screening*, beginning on page 3-1) eliminated action alternatives from further study because of, in part, undesirable impacts on the natural and built environments. As an indirect result, the action alternatives discussed in this chapter represent actions to avoid, reduce, or otherwise mitigate impacts on the environment. By this measure, the magnitude of impacts presented in this chapter has been, to some degree, already reduced through the screening process.
- Some design features to reduce impacts have already been incorporated into the action alternatives presented in this chapter. For example, R/W needs of the E1 Alternative through SMPP have been minimized to reduce land use conversion impacts.
- *Impacts*, by definition, have a negative connotation and often are implicitly associated with having adverse effects. Projects like the proposed action, however, can also provide benefits for the environment. Where appropriate, benefits that would result from the proposed action are presented.

Freeway Awareness

History of South Mountain Freeway Disclosure

Author	Year	Document	Reference
City of Phoenix	1980	<i>Annexation Implications in the Area South of South Mountain Park</i>	Map 5: Proposed <i>Street Plan for Planning Area B</i> includes proposed action
MAG ^a	1985	<i>Central Area Transportation Study</i>	Recommends adding reference to a freeway along 59th Avenue and Pecos Road to the <i>Transportation System Plan</i>
MAG	1985	<i>Regional Transportation Plan</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
MAG	1985	<i>Long-Range Transportation Plan</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
City of Phoenix	1985	<i>General Plan</i>	<i>General Plan</i> map includes proposed action
City of Phoenix	1985	Letter from City of Phoenix to Continental Homes regarding the Lakewood PCD ^c	Discloses the proposed freeway designation along Pecos Road and recommends R/W ^d widths
City of Phoenix	1985	Lakewood Development Zoning Case No. Z-301-84	<i>Lakewood PCD Circulation Master Plan</i> shows “clean take line” (see next page) for the proposed freeway along Pecos Road
ADOT ^e	1988	<i>Southwest Loop Highway (SR 218) Final Environmental Assessment</i>	Alignment to begin approximately ½ mile east of the I-10 ^f (Papago Freeway)/59th Avenue traffic interchange, go southwest to cross 59th Avenue south of Buckeye Road, continue south to the Community ^g boundary, and continue east along the northern side of the boundary to I-10 (Maricopa Freeway)
ADOT	1988	State Transportation Board Approval	Approves alignment running along Pecos Road and turning north to connect to I-10 (Papago Freeway) near 55th Avenue
ADOT	1989	ADOT Status Report MAG Freeway/Expressway System	Proposes alignment along 55th Avenue ^b and Pecos Road
City of Phoenix	1989	Goldman Ranch Development Zoning Case No. Z-5-89-8	Includes one stipulation requiring the developer to add a clean take line for the future proposed action
City of Phoenix	1993	State Land 620 Zoning Case No. Z-87-92-6	Includes one stipulation requiring the developer to coordinate completion of Pecos Road with the proposed action
City of Phoenix	1993	Foothills Reserve Zoning Case No. Z-77-93-6	Includes one stipulation requiring the developer to include a clean take line for the future proposed action
City of Phoenix	1993	Foothills Development Zoning Case No. Z-289-84	Includes one stipulation requiring the developer to add future freeway R/W and easements on <i>Master Street Plan</i>
MAG	1995	<i>Long-Range Transportation Plan Summary and 1995 Update</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
City of Phoenix	1997	Pecos Road Development Zoning Case No. Z-8-83	Includes three stipulations requiring the developer to revise plans based on the proposed freeway R/W
MAG	1999	<i>Long-Range Transportation Plan</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
MAG	2000	<i>Long-Range Transportation Plan Summary and 2000 Update</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
FHWA ^h	2001	Notice of Intent, <i>Federal Register</i> Volume 66, Number 77	Proposed project would involve construction of a new multilane freeway extending approximately 25 miles from I-10 west of Phoenix to I-10 southeast of Phoenix to form a southwest loop
MAG	2003	<i>Regional Transportation Plan</i>	Proposes alignment along 55th Avenue ^b and Pecos Road
MAG	2005	<i>Regional Transportation Plan 2004 and Draft 2005 Update</i>	Proposes alignment along 55th Avenue ^b and Pecos Road

^a Maricopa Association of Governments ^b alignment most similar to the W59 Alternative ^c planned community district ^d right-of-way

^e Arizona Department of Transportation ^f Interstate 10 ^g Gila River Indian Community ^h Federal Highway Administration

Freeway Awareness (continued)

Phoenix first documented a future major transportation facility to serve the southwestern part of the city in a 1980 planning report, *Annexation Implications in the Area South of South Mountain Park*. The City recommended constructing a six-lane freeway interchange on Pecos Road and a six-lane street from I-10 (Maricopa Freeway) west on Pecos Road and continuing northwest to 51st Avenue (City of Phoenix 1980). In 1985, MAG modified the proposal by proposing a future six-lane freeway on a similar alignment (instead of the six-lane street). The MAG proposal was included in the 1985 *Long-Range Transportation Plan* (LRTP), and the evolved South Mountain Freeway has been included in adopted long-range plans ever since.

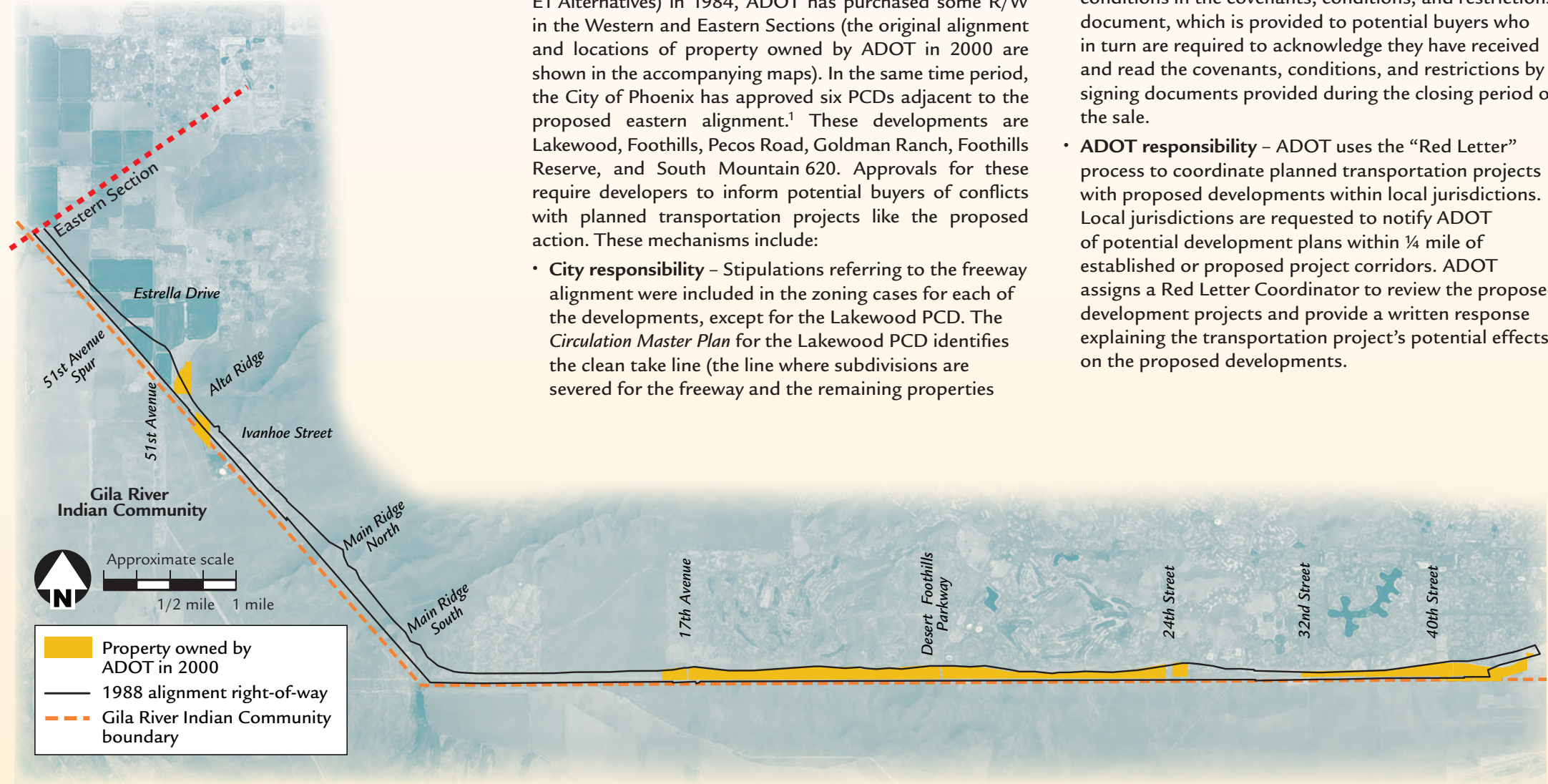
With the Study Area subject to continued land development projects, the proposed action would require acquisition of developed properties and relocation of property owners for R/W where there was once mostly vacant land. Public comments received from potentially affected property owners as part of the environmental impact statement (EIS) process suggest the City, land developers, and ADOT did not disclose the future freeway project. Review of previously published ADOT, City, MAG, and developer documents confirms freeway project and alignment disclosure has occurred since 1980, when the Study Area was still primarily vacant land (see accompanying table).

Since original adoption of the South Mountain Freeway alignment (an alignment similar to the W59 and E1 Alternatives) in 1984, ADOT has purchased some R/W in the Western and Eastern Sections (the original alignment and locations of property owned by ADOT in 2000 are shown in the accompanying maps). In the same time period, the City of Phoenix has approved six PCDs adjacent to the proposed eastern alignment.¹ These developments are Lakewood, Foothills, Pecos Road, Goldman Ranch, Foothills Reserve, and South Mountain 620. Approvals for these require developers to inform potential buyers of conflicts with planned transportation projects like the proposed action. These mechanisms include:

- **City responsibility** – Stipulations referring to the freeway alignment were included in the zoning cases for each of the developments, except for the Lakewood PCD. The *Circulation Master Plan* for the Lakewood PCD identifies the clean take line (the line where subdivisions are severed for the freeway and the remaining properties

continue to function as intended) for the future freeway. The City makes available a published media guide disclosing the freeway awareness stipulations or plan reference for each PCD.

- **Developer responsibility** – Arizona real estate law requires developers to disclose adverse conditions such as construction of a future freeway in a public document [5 Arizona Administrative Register § 650, R4-28-A1203]. Additionally, Arizona State Law states that subsequent purchasers have the right to “receive a copy of the public report and any contract, agreement or lease which fails to make disclosures . . . shall not be enforceable against the purchaser” (5 Arizona Administrative Register § 650, 32-2185.06). Developers typically disclose adverse conditions in the covenants, conditions, and restrictions document, which is provided to potential buyers who in turn are required to acknowledge they have received and read the covenants, conditions, and restrictions by signing documents provided during the closing period of the sale.
- **ADOT responsibility** – ADOT uses the “Red Letter” process to coordinate planned transportation projects with proposed developments within local jurisdictions. Local jurisdictions are requested to notify ADOT of potential development plans within ¼ mile of established or proposed project corridors. ADOT assigns a Red Letter Coordinator to review the proposed development projects and provide a written response explaining the transportation project’s potential effects on the proposed developments.



¹ see endnotes, beginning on page 4-179

Table 4-7 Land Use Conversion Acreage

Land Use	Western Section			Eastern Section
	W59	W71	W101	E1
Agricultural	548 ^a	535	554–699	163
Residential ^b	62	277	291–387	104
Commercial/Industrial	165	182	111–158	11
Open space/Undeveloped	158	65	129–221	554
Public/Quasi-public	1	1	0–1	12

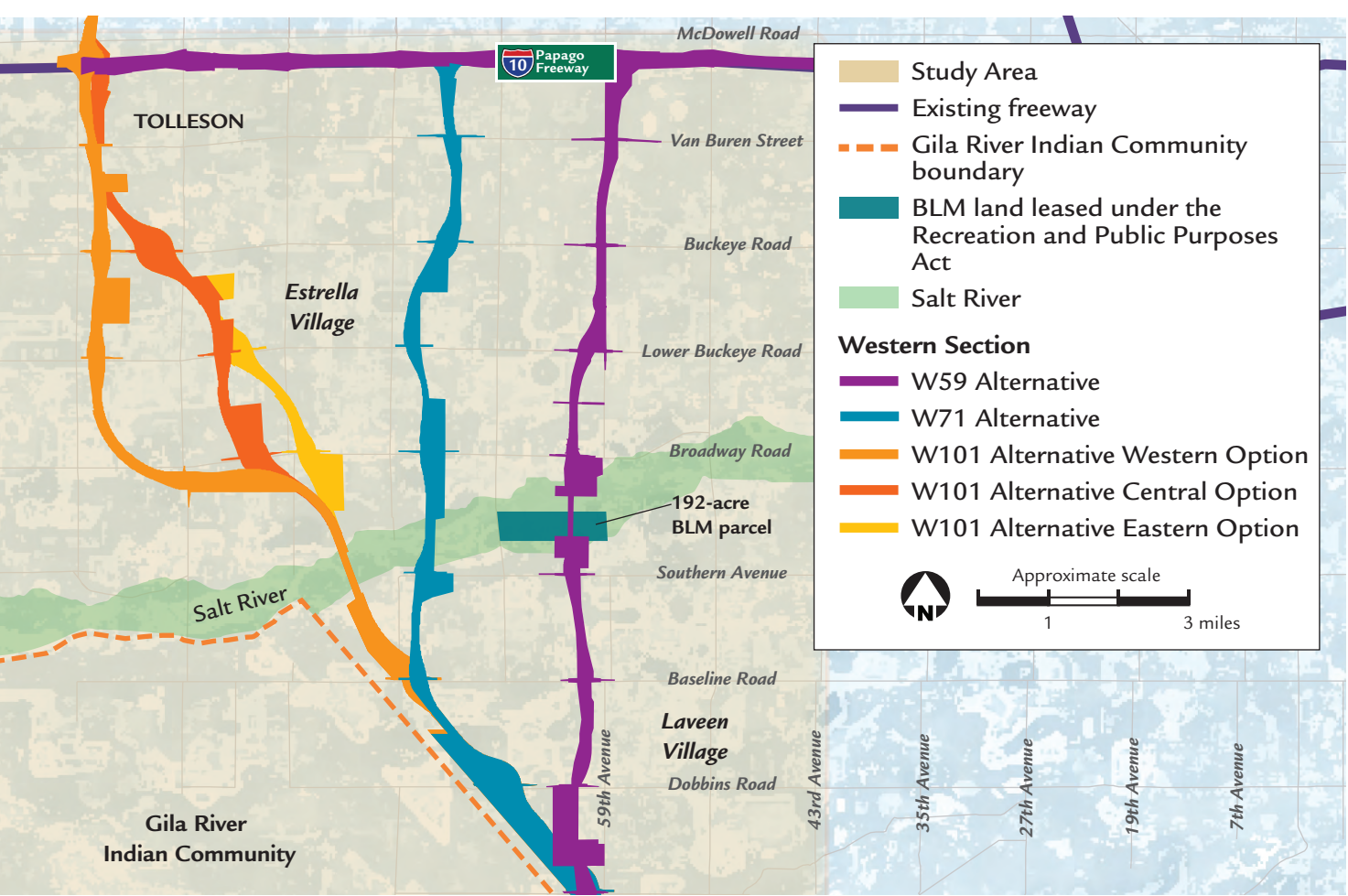
Note: W101 Alternative and Options include ranges because of design options.
^a in acres ^b includes multifamily and single-family residential

4

In the recent past, rapid development has occurred through much of the Western Section of the Study Area. The Laveen Village area alone is anticipated to have a built-out population of over 105,000. This development places increasing demand on the street network. The Phoenix *General Plan* for Laveen Village has designated areas for commercial development that cannot support the projected densities without implementation of the proposed action. The Salt and Gila rivers interrupt the street network in the Study Area, creating a discontinuous grid that limits east–west and north–south mobility. Maricopa County added more people between 2000 and 2006 than did any other county in the nation. In the 15 years from 1990 to 2005, the county’s population grew by nearly 92 percent (U.S. Census Bureau 2007). Without the proposed action, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on the surface streets.

ADOT has preserved portions of the proposed R/W that could be applied to the E1 Alternative as a result of earlier studies and through strategic purchases to forestall development in anticipation of the construction of a transportation facility. If the No-Action Alternative were identified as the Selected Alternative, these parcels could be released, either through sale or other means, for future development. In such an instance, the existing zoning or the jurisdictions’ general plans would provide guidance for future land uses on these properties.

Figure 4-6 Land Leased for Rio Salado Oeste Restoration Project from Bureau of Land Management



Land under Bureau of Land Management (BLM) ownership has been conveyed through a lease agreement and the Recreation and Public Purposes Act to the City of Phoenix to support the eventual development of the Rio Salado Oeste restoration project of the Salt River riverbed.

Public Lands

Action Alternatives, Western Section

The W59 (Preferred) Alternative would cross the Salt River through the eastern half of a 192-acre Bureau of Land Management (BLM) parcel (Figure 4-6). Piers for the proposed freeway bridge structure would be constructed within the BLM parcel area. The BLM parcel includes a number of easements and R/W, including R/W for ditches and canals constructed by the authority of the Bureau of Reclamation (Reclamation), rights for a 12-inch water pipeline granted to the City of Phoenix, and a 150-foot-wide road easement granted to the Maricopa County Department of Transportation (MCDOT). In addition, the City of Phoenix has a lease on this parcel under the

provisions of the Recreation and Public Purposes Act for inclusion in the proposed Rio Salado Oeste project, a flood control and habitat restoration project cosponsored by the U.S. Army Corps of Engineers (USACE) (see text box on page 4-125). ADOT, FHWA, the City of Phoenix, BLM, and USACE would have to determine how to appropriate a portion of the land leased to the City for a federally funded transportation use. This situation would pertain only to the W59 Alternative, not the W71 Alternative or W101 Alternative and Options.

FHWA and ADOT met with the City of Phoenix and BLM on July 11, 2005 to discuss the lease and the build alternative that would pass through the leased property (the W55 Alternative—now the W59 Alternative).

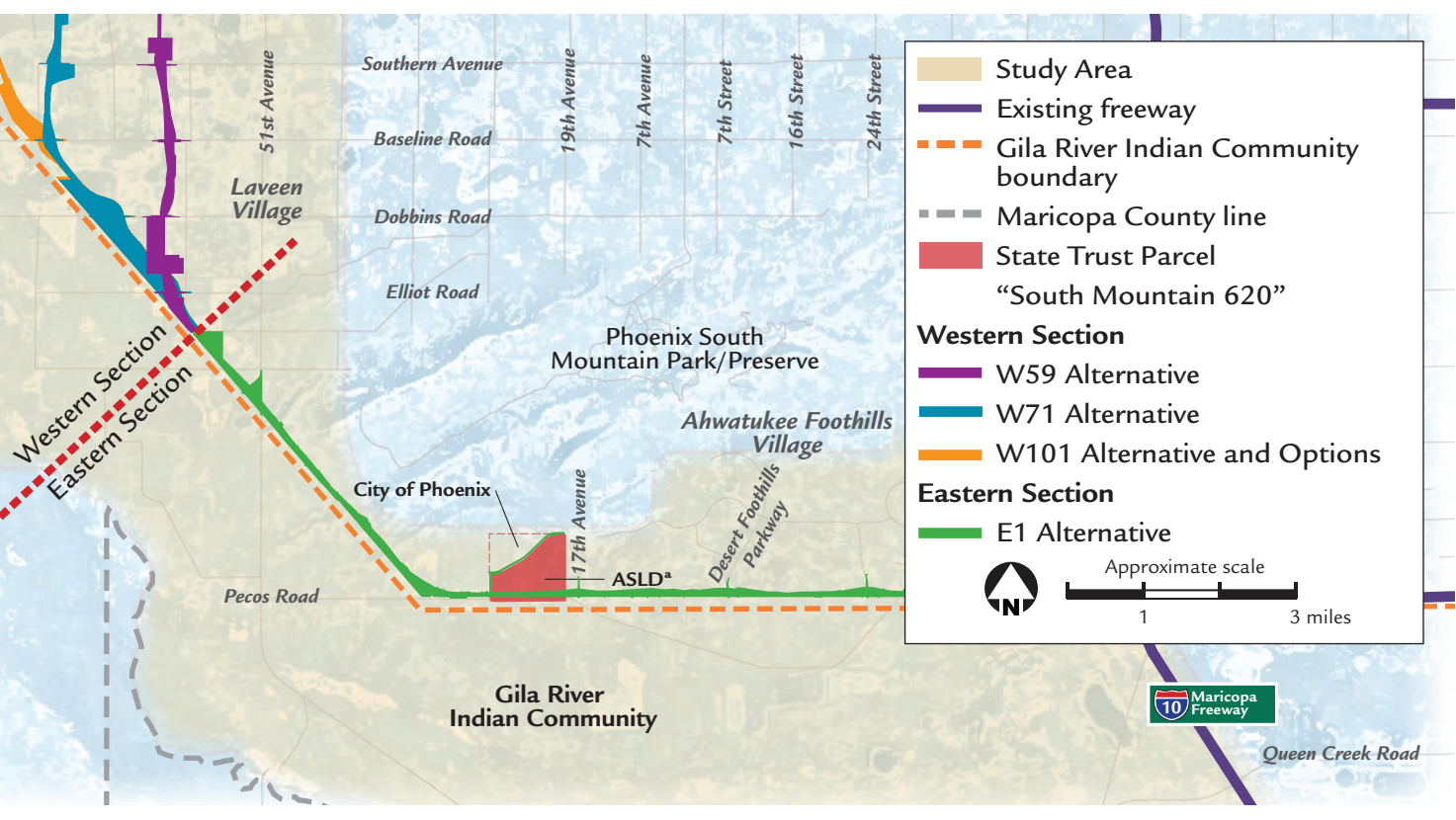
The City of Phoenix (lessee) was aware of, planned for, and had incorporated the proposed South Mountain Freeway in the City of Phoenix General Plan and in the conceptual plans for the Rio Salado Oeste project (see Project Features Map in Appendix 4-6). It was further agreed that although the lease did not include a reference to the proposed freeway, the BLM (lessor) would support working in concert with the City of Phoenix to take the steps necessary to amend the lease in a manner that would allow the proposed freeway to pass through the property, if the W55 Alternative (currently the W59 Alternative) were identified as the selected alternative in the EIS and ROD. Both parties concurred with this approach in August 2005 (see Appendix 1-1). The study team would continue to consult with BLM, USACE, and the City of Phoenix to coordinate design efforts to minimize impacts on the proposed uses of this land.

According to the USACE, the Rio Salado Oeste project lacks funding to proceed. As a result, the proposed construction of the South Mountain Freeway in this area would precede the habitat restoration project. Although traffic noise could impact some species, any wildlife that would inhabit the area after habitat improvements would experience the freeway as an existing condition and become habituated to traffic noise. The City of Phoenix and USACE view the South Mountain Freeway crossing as an opportunity to direct stormwater runoff from the proposed freeway to “irrigate” the river habitat.

Action Alternative, Eastern Section

Within the city of Phoenix, the E1 (Preferred) Alternative would cross the southern end of a section of land owned by the Arizona State Trust and referred to as South Mountain 620 (Figure 4-7). The City of Phoenix purchased the northern 247 acres in 2009 for expansion of SMPP, including a trailhead, active parkland, and public facilities. The parcel is zoned PCD, and the development plans proposed for the parcel have been consistent with single-family residential development occurring in the city to the east and west. Five easements for public utilities with the City of Phoenix and Salt River Project (SRP) pass through the parcel. ADOT would have to coordinate with the Arizona State Land Department (ASLD) for the conversion of State land to a transportation use.

Figure 4-7 State Trust Land, Eastern Section



State Trust land has been the subject of several proposals for development projects. ^a Arizona State Land Department

The E1 Alternative would cross the western edge of SMPP. The land is owned by the City of Phoenix through a land grant provided to the City under the provisions of the Recreation and Public Purposes Act. Chapter 5, *Section 4(f) Evaluation*, further addresses the impacts and actions needed to reduce impacts from the E1 Alternative crossing the western edge of SMPP.

No-Action Alternative

The No-Action Alternative would have no adverse effect on public land ownership in the Study Area. If a freeway were not built along the E1 Alternative, other uses of land through the southern portion of South Mountain 620, which was identified for potential use by a freeway, may occur. If a freeway were not built, this parcel may still undergo conversion because the property is zoned for residential and neighborhood commercial development.

Land Use Compatibility

Land use impacts caused by all the action alternatives may extend beyond the proposed R/W and would include issues

of access, community cohesion, economics, air quality, noise, cultural resources, visual impacts, and farmlands. These land use-related impacts are discussed in the sections, *Social Conditions*, *Economic Impacts*, *Air Quality*, *Noise*, *Cultural Resources*, *Visual Resources*, and *Prime and Unique Farmlands*, found elsewhere in this chapter.

The compatibility of land uses with the action alternatives and the No-Action Alternative was assessed by considering land uses within a ¼-mile buffer of the action alternatives’ proposed R/W. The compatibility of a major transportation facility with existing land uses may have positive and negative consequences. Factors affecting land use compatibility of the proposed action would be:

- **Agricultural uses** – generally incompatible because the action alternatives:
 - would hasten planned conversion to urban uses (residential, industrial, or commercial land uses) as a result of the improved access (this issue is addressed in the section, *Secondary and Cumulative Impacts*, beginning on page 4-167)



Agricultural is a predominant land use in the Study Area, but that status is changing.

- may fragment agricultural parcels, making the parcels unsuitable for agriculture
- **Regional and community commercial uses** – generally perceived as compatible because the action alternatives:
 - would improve access and exposure to a larger market with likely benefits from proximity to a freeway corridor
 - may not require substantial mitigation (e.g., noise barriers) and can provide a buffer between a major transportation corridor and less intensive uses and/or more sensitive uses, such as multifamily and single-family residential
- **Neighborhood commercial uses** – generally perceived as incompatible because the action alternatives may divide service areas, potentially resulting in limited local access and negatively affecting the market share necessary for their sustainability. Generally, neighborhood businesses rely on a local customer base; however, the proposed action may provide additional access to some neighborhood businesses.
- **Industrial uses** – generally perceived as compatible because the action alternatives:
 - would improve access to regional transportation routes as primary factors necessary for industry; the Study Area and its surroundings are characterized by a large amount of industrial development (see text box on page 3-64 regarding the Phoenix metropolitan area as a major distribution hub)
 - may not require substantial mitigation (e.g., noise barriers) and can provide a suitable buffer between a major transportation corridor and less intensive uses such as commercial and residential development
- **Open space uses** – near a transportation corridor may or may not be compatible; the degree of compatibility depends on a number of factors, including the scale and purpose of the facility:
 - Open space generally is perceived as not compatible because the action alternatives:

- may adversely affect open space set aside for habitat preservation if they were to provide unwanted access to the open space area or if noise from the facility were to disturb wildlife
- may fragment an open space area and make the area a less suitable habitat for plants and animals
- may limit direct access to the open space serving a local community
- Open space generally is perceived as compatible because the action alternatives:
 - would beneficially enhance access to a regional park
 - may be buffered from incompatible uses such as residential development by the open space
 - may effectively limit access to a sensitive open space area, to the area’s benefit
- **Public/Quasi-public uses** – near a transportation corridor may or may not be compatible and largely depend on the type of use:
 - Public/Quasi-public uses generally are perceived as compatible because the action alternatives:
 - would provide enhanced access to regional facilities such as colleges and special event venues
 - may provide enhanced access to emergency response services
 - Public/Quasi-public uses generally are perceived as not compatible because the action alternatives:
 - may introduce undesirable noise or other secondary impacts on outdoor amphitheaters or other outside venues
 - may bisect service areas for facilities (e.g., churches, schools) serving local communities and, therefore, limit user access
- **Multifamily residential uses** – while generally not perceived as compatible, a transportation corridor may be compatible because the action alternatives:
 - help to mitigate the effect of increased land use intensity and increased traffic generated (when compared with single-family residential uses) by

- facilitating access to the regional freeway system, thereby improving residents’ mobility and alleviating congestion on the local street network
- may require less mitigation for noise, air quality, and visual intrusion because of fewer exterior walls per dwelling unit in a multifamily development than in a single-family residential development
- **Single-family residential uses** – generally not compatible with transportation corridors because the action alternatives:
 - would introduce visual, air quality, noise, and other intensive impacts on a comparatively sensitive land use
 - may isolate portions of planned communities, limiting access to infrastructure and services
 - would, however, provide easy access to the regional freeway system for commuting purposes (for those residing close to a freeway)
- **Undeveloped land** – near a transportation corridor may or may not be compatible and would largely depend on the type of use. Regarding the Study Area, undeveloped land is generally privately owned; compatibility would be a function of its planned land use, determined by zoning and the jurisdiction’s adopted general plan.

Following these guidelines, the W59 Alternative would generally be the most compatible with existing land uses in the Western Section, although it would affect two apartment complexes and single-family residences as a result of R/W requirements for the system traffic interchange with I-10 (Papago Freeway). The W71 and W101 Alternatives would traverse larger areas of existing, developing, and planned residential development than would the W59 Alternative and would present greater areas of incompatible land use.

In the Eastern Section, the E1 Alternative would pass through both largely undeveloped land and open space along an alignment planned since the late 1980s in its western end, and through an area of intense urban/suburban residential development in its eastern end. While its compatibility would be subject to the scale and purposes of

the open space (SMPP) and the undeveloped land (either set aside for a transportation corridor or for residential development), the E1 Alternative through the western areas generally would be incompatible. While some benefits would be derived (e.g., ability to control access to open space), adverse effects would outweigh those beneficial effects because the action alternative would introduce an intensive use into an otherwise passive setting.

The E1 Alternative would also be adjacent to largely residential areas of Ahwatukee Foothills Village (to the north) and agricultural land to the south, on Community land. While a freeway has been planned in this location for many years, it is recognized that the intensive transportation use would generally be incompatible with residential uses. Recently approved planned development for commercial uses on Community land adjacent to the E1 Alternative suggests the Community anticipates the construction of the proposed action immediately adjacent to Community land.

Land use compatibility impacts caused by the No-Action Alternative are incorporated by reference to the section, *Land Use Conversion*, beginning on page 4-9. In addition, the compatibility of land uses in the Study Area would be a function of planned land use as determined by zoning, the jurisdictions’ adopted general plans, and the land development approval processes as established by those jurisdictions.

Land Development Plans

The proposed action may affect implementation of the 144 planned developments previously referenced. The effects of implementation of the action alternatives on development plans could include:

- converting portions of the development to project-related uses
- fragmenting land uses, rendering portions unsuitable for their approved purpose
- locating incompatible land uses adjacent to the action alternative
- disrupting local road networks and affecting access

Table 4-8 Planned Developments Potentially Affected by Action Alternatives

Status	Western Section					Eastern Section
	W59	W71	W101 Western Option	W101 Central Option	W101 Eastern Option	E1
Active ^a	0	4	3–4	4–5	5–6	0
Planned	11	5	8	4	4	2
Total	11	9	11–12	8–9	9–10	2

Sources: Cities of Avondale, Glendale, Goodyear, Phoenix, and Tolleson

Note: W101 Alternative and Options include ranges because of design options.
^a Active developments are projects under construction as of February 1, 2008.

Of the action alternatives in the Western Section (Table 4-8), the W101 Alternative Western Option would potentially affect the greatest number of developments (11–12). The 8–9 developments potentially affected by the W101 Alternative Central Option would be the least of all action alternatives.

To provide a detailed assessment of impacts on these planned developments is premature because of the dynamic nature of development site plans up until the time of construction. Where possible, ADOT has been working with developers to apprise them of the proposed project. In some cases, impacts have been assessed based on available development plans. For example, impacts on planned housing were assessed using the zoned number of residences in the development.

In the Eastern Section, the E1 Alternative would affect two planned developments. The low number reflects the fact that a large portion of the action alternative would pass through open space and already-developed lands.

The No-Action Alternative would affect planned developments in the vicinity of the W59 and E1 Alternatives. These developments were planned with the assumption of a freeway adjacent to the development. Many factors play into the planning and locating of major land development projects (e.g., subdivisions, planned communities, commercial centers). The relationship of the planned project to the location of a major transportation facility would be a factor. In some

instances, the development would be purposely planned away from the transportation facility (e.g., a planned community) to ensure that the proposed freeway would not bisect it. In other instances, the development may be located adjacent to or immediately around the proposed freeway. The development plan for the approximately 480 acres in the Laveen Village urban core is one such example. This area is planned for the “Laveen Core,” a mixed-use commercial development, based on proximity to the freeway alignment shown on the City of Phoenix’s adopted *General Plan* land use map.

Zoning

Comparison of agriculturally zoned land (Table 4-4 on page 4-7) with existing agricultural land uses (Table 4-2 on page 4-3) illustrates that much of the zoning necessary to convert agricultural and undeveloped land to more urbanized uses has already been put in place (see sidebar on page 4-3). Industrial land uses account for approximately 7,911 acres of existing land use in the Study Area, whereas industrial zoning for the Study Area accounts for a total of 11,305 acres. While the development of urbanized uses may be hastened by implementation of an action alternative, review of the in-place zoning indicates that the process of conversion is already underway (see the section, *Historical Context of the Proposed Action*, beginning on page 1-5, to learn more about factors affecting regional growth).

Would the location of the proposed action affect the RTP?

Public comments have been received suggesting the selection of any location other than near the W59 Alternative alignment (or the selection of the No-Action Alternative) would require modifications to the RTP. The RTP included an alignment for the South Mountain Freeway that closely followed the W59 Alternative. A footnote to Figure 1-2, on page 1-6, indicates that the EIS/design concept report (DCR) study process is underway and is considering multiple location options. If any major modifications to the RTP are necessary because of the findings of the study process, MAG would need to follow the process outlined in A.R.S. § 28-6353.

The No-Action Alternative would not affect existing zoning, except in the instance of planned development where zoning is in place. Zoning in the Study Area would be a function of planned land use as determined by the jurisdictions’ adopted general plans and the land development approval processes as established by those jurisdictions.

Rural areas, such as those zoned agricultural or very low-density residential (such as Maricopa County’s R-43 Rural Zoning District, which allows one dwelling unit per acre, or the City of Phoenix’s S1 Ranch or Farm Residence District, which is meant to preserve low-density areas of farm or residential uses), would continue to be rezoned as the areas become more suburban—consistent with the affected communities’ long-range plans.

**Long-range Plan Compatibility
Action Alternatives, Western Section**

Avondale

The City of Avondale’s adopted *General Plan* (2012) does not specifically call out the South Mountain Freeway. The plan’s land use map does, however, designate land adjacent to and near I-10 (Papago Freeway) for commercial and employment uses. The W101 Alternative would provide improved transportation access to this area and, therefore, would be compatible with certain goals of the City’s *General Plan*. The *General Plan* designation for the affected undeveloped land is industrial (considered compatible with a freeway use like the proposed action).

Phoenix

The City of Phoenix’s adopted *General Plan* (updated 2002) divides the municipality into 15 planning areas referred to as villages. The Western Section includes portions of Estrella, Laveen, and a small portion of Maryvale (north of I-10 [Papago Freeway]) villages. The Estrella and Laveen planning areas are identified as “growth areas” to enable the planning areas to provide cost-efficient public facilities and expanded city services to anticipated housing and employment development.

The City’s *General Plan* land use map shows the freeway alignment as “Future Transportation” (land use category), generally matching the W59 (Preferred) Alternative alignment. The City of Phoenix’s plans for both Laveen and Estrella villages identify “cores” along the W59 Alternative, surrounded by commercial/mixed-commercial uses for each planning area clearly intended to benefit from proximity to the proposed freeway. In addition to the “called-out” commercial cores, the land uses north of the Salt River near the W59 Alternative are largely industrial (considered compatible with a freeway use). The alignment of the South Mountain Freeway as reflected in either the W71 or W101 Alternative is not identified or described in the City’s *General Plan*. The plan and related maps would have to be amended accordingly.

Tolleson

The majority of Tolleson is planned for industrial uses (61 percent of the planning area). Residential areas are located in the area surrounding the 91st Avenue/Van Buren Street intersection. The City plans to retain what it refers to as its “compact, neighborhood-oriented land use form.” Its *General Plan* (2005) promotes economic development and community character.

The W101 Alternative would bisect a portion of the western side of the city and affect an area of future residential, industrial, and commercial land uses. Community, land use fragmentation, and economic impacts would occur (see the sections, *Social Conditions* and *Economic Impacts*, beginning on pages 4-20 and 4-46, respectively, for further detail). The vision of the City’s *General Plan*, to create economic development areas and community character, would become more difficult to achieve under the W101 Alternative. The City would have to amend its *General Plan* and adopted land use maps.

Adjacent to the city, the W71 Alternative would provide access to its commercial and industrial areas, and the footprint of the action alternative would not reduce the amount of land available for development. The alternative would aid in providing access to a planned employment corridor in Tolleson. Neither the W71 nor

W59 Alternative would adversely affect the City of Tolleson’s long-range planning efforts.

Glendale and Goodyear

Long-range planning for the cities of Glendale and Goodyear are excluded from the future land use discussion because no direct impacts would occur beyond approximately a mile from the action alternatives.

Action Alternative, Eastern Section

Chandler

A small portion (773 acres) of the city of Chandler is within the Study Area. The area is designated by the City’s adopted *General Plan* (2008) for employment, defined as “proposed or existing industrial parks or developments as well as industrial support uses designated to house the City’s industrial base.” The City of Chandler’s land use plan includes the proposed action along the Pecos Road alignment. Existing and planned industrial uses near the E1 (Preferred) Alternative and its interchange with I-10 (Maricopa Freeway) are industrial and would be compatible with a transportation facility connecting to the existing SR 202L (Santan Freeway).

Phoenix

The E1 Alternative would run along the southern edge of the Ahwatukee Foothills Village planning area (and would border Community land, to the south) as established in the City of Phoenix’s adopted *General Plan*. The planning area includes an area designated as the village “core,” located north of and away from the E1 Alternative at the 48th Street/Ray Road intersection. The City’s adopted land use map shows a freeway alignment as “Future Transportation” (land use category), generally following the E1 Alternative alignment. The action alternative would be consistent with the City’s adopted *General Plan*.

No-Action Alternative

The No-Action Alternative would adversely affect the City of Phoenix’s long-range plan, which identifies village cores for the Laveen and Estrella planning areas.

The land use plan designations associated with these cores are predicated, in part, on proximity to the freeway corridor, as shown on the City’s adopted *General Plan* land use map (which approximates the W59 Alternative). For example, commercial and industrial land use plan designations are often geographically located near major transportation corridors to promote efficient movement of goods and delivery of services. By not locating such a corridor where originally planned, the planning logic of land use distribution is altered. In this example, specifically, the local jurisdiction may choose to redistribute land use plan designations, which in turn could create conflict with existing land uses. Regardless of any decision associated with such an action, the plan and related maps would have to be amended accordingly. Ahwatukee Foothills Village has no planning area plan; therefore, there is no incompatibility under a No-Action Alternative.

MITIGATION

Mitigation for land use-related impacts (e.g., visual and audible intrusions) are discussed in the sections, *Social Conditions* (beginning on page 4-20), *Displacements and Relocations* (beginning on page 4-39), *Economic Impacts* (beginning on page 4-46), *Air Quality* (beginning on page 4-58), *Noise* (beginning on page 4-80), *Cultural Resources* (beginning on page 4-128), *Prime and Unique Farmlands* (beginning on page 4-149), and *Visual Resources* (beginning on page 4-155), and in Chapter 5, *Section 4(f) Evaluation*. Parties responsible for implementing the measures are identified in those sections.

ADOT Design Responsibilities

For the W59 and E1 Alternatives, ADOT and FHWA would coordinate with the entities (BLM and ASLD) managing affected public land and the various leaseholders to accommodate the proposed action.

CONCLUSIONS

Implementation of any of the action alternatives would convert existing land uses to a transportation use. In the Western Section, implementation of the W101 Alternative would convert the most land because its alignment is longer than other action alternatives in that section. The E1 (Preferred) Alternative, in the Eastern Section, would also convert existing land uses to a transportation use, although some land conversion would be associated with the transformation of Pecos Road from a major arterial street to a freeway use.

In the Western Section, implementation of the W101 Alternative would convert between 1,284 and 1,311 acres; the W71 Alternative would convert 1,061 acres; and the W59 (Preferred) Alternative would convert 935 acres. In the Eastern Section, the E1 Alternative would convert 883 acres (some of which are associated with Pecos Road). The locations and types of existing and planned land uses would vary by action alternative and option. Regardless of which specific action alternative may be implemented—if any—the total conversion of existing land use to a transportation use would be negligible when placed in the context of the amount of land in the region. Therefore, impacts on the availability of existing and planned land uses would be minimal.

Furthermore, vacant and agricultural land is rapidly being converted in the Phoenix metropolitan area, and this trend would be expected to continue despite proposed action implementation; Study Area land uses will look different in years to come. In 2000, much of the Western Section was agrarian and rural in character; by 2035, Study Area land uses are expected to reflect a more urbanized setting, with single-family residential communities, commercial cores, and industrial corridors, regardless of which or whether any action alternative were to be implemented.

Of the action alternatives in the Western Section, the W59 Alternative would be most compatible with adjacent industrial land uses; the W71 and W101 Alternatives would, by contrast, traverse large areas of planned residential development. The E1 Alternative, in the Eastern Section, would generally be incompatible with the natural land and primarily residential areas immediately north of the alignment. Regardless of which specific action alternatives may be implemented—if any—the types of adjacent land uses would be comparable to those found along much of the region’s freeway system.

The proposed transportation facility has been planned through local and regional long-range planning efforts. Of the action alternatives, the W59 and E1 Alternatives would be most consistent with regional and local long-range planning efforts ongoing since the mid-1980s. The W101 Alternative and its Options would be the least consistent of the action alternatives; of the three action alternatives in the Western Section, it would have the greatest impact on the City of Tolleson’s land uses and long-range planning efforts.