

How communities change

With the growth in the region, communities and their neighborhoods are created and evolve. Patterns of life develop within these communities, contributing to a sense of place for its residents. Issues such as mobility, continuity, character, inclusion, and maintenance of a sense of place become important aspects to the individuals who reside in these communities.

The proposed action has the potential to alter conditions important to communities' residents. Consequences could be both adverse and beneficial to those aspects important to communities, neighborhoods, and their residents. Determining impacts on social conditions involves individuals' opinions and preferences as to what is important to them and their behavior in a community. It involves the community itself and what makes it unique or gives it its character. Often, with this matter, communities—particularly those in the Phoenix metropolitan area—are changing; communities in 2013 may look quite different in 2035.

Phoenix: The nation's fifth-largest city

The 2005 census conducted by the U.S. Census Bureau identified Phoenix as the country's fifth-largest city. The mid-decade census also showed that Phoenix had increased in population by 12 percent in just 5 years, attesting to Phoenix's rapid growth in the early 2000s. Maricopa County grew even faster—by 26 percent in the 7 years since the 2000 Census—to 3.9 million people. (The Phoenix metropolitan area still ranks as the nation's thirteenth-largest.)

(Note: The main text uses the decennial census data because they contain demographic elements not collected for the mid-decade census.)

SOCIAL CONDITIONS

Social conditions are the results of interactions of humans with one another, over time, and of observable patterns and characteristics that they create in their surroundings. Social conditions include demographic characteristics, community character, and public facilities related to societal activities. Economic conditions, displacements and relocations, and matters relating to environmental justice and Title VI of the Civil Rights Act of 1964 (Title VI) are treated in stand-alone sections in this chapter.

AFFECTED ENVIRONMENT

Demographic Characteristics

Key demographic characteristics of the Study Area include race, income, employment, housing, and population growth. Population growth is an important socioeconomic factor because of its direct influence on housing and employment growth and on existing and planned transportation facilities and infrastructure. Population growth influences the demand for all modes of transportation and catalyzes construction of highway facilities, provision of mass transit services, and construction and installation of bicycle and pedestrian infrastructure.

Regional Demographic Context

By 1950, the city of Phoenix had grown to a population of 107,000 in an area of 17 square miles. This growth was an indicator of the city's potential to become a regional population and economic center. By 2009, Phoenix was the nation's fifth-most populous city, with 1,575,423 residents and an area of 519 square miles (Arizona Department of Commerce 2010; City of Phoenix 2009a); see the section, *Historical Context of the Proposed Action*, beginning on page 1-5, for additional information regarding population, housing, and employment growth.

Population growth experienced between 1990 and 2000, a product of both in-migration and natural increase, changed the racial composition of the city of Phoenix. During this time, the White population, as a percentage

of the total population, decreased from nearly 82 percent to just over 71 percent. Hispanics marked the greatest percentage increase, growing from 20 percent to 34 percent. Because Hispanics may self-identify on the census form as being White (racially) and as being Hispanic (as an ethnicity), the above percentages may not be directly comparable, i.e., some percentages of census respondents may consider themselves to be in both groups. The percentages should be taken only as rough measures of demographic change. The second-largest increase was in the "other race/two or more races" classification, increasing from less than 10 percent to nearly 20 percent. Other racial classifications—Black/African American, American Indian/Alaskan Native, and Asian—remained at nearly the same percentages in both census years. (This discussion uses U.S. Census Bureau classifications for race and ethnicity.)

Population and Employment

Between 2000 and 2010, population within census blocks in the Study Area increased by more than 72 percent. By comparison, the population of Arizona increased by 25 percent, Maricopa County increased by 24 percent, and the population of the city of Phoenix increased by 10 percent.

Between 1990 and 2000 the highest population increase in the Study Area occurred in and around the Ahwatukee Foothills Village planning area, which increasing by over 400 percent (the planning area is currently near buildout). Between 2000 and 2010, the Laveen planning area experienced even greater growth, increasing by 665 percent. Other more populated areas, such as the Estrella planning area, north of the Salt River, grew by 256 percent between 2000 and 2010.

Maricopa County's population is projected to increase by three-fourths between 2005 and 2035, from 3.7 million to over 6.5 million (MAG 2009b). The number of housing units is projected to increase by 81 percent by 2035 to accommodate the expected growth in population.

Employment is also expected to more than double, increasing from approximately 1.7 million jobs in 2005 to 3.6 million in 2035. A portion of this growth would occur in and around the Study Area. The total population in the Study Area is expected to grow at a slightly slower rate than the county, increasing from 264,630 in 2005 to 453,748 in 2035 (see the section, *Need Based on Socioeconomic Factors*, beginning on page 1-11, to learn more about the region's growth). Employment in the Study Area is expected to increase by approximately 114 percent, from 116,629 jobs in 2005 to 249,568 in 2035. As with population, the greatest increase in employment is expected to occur in the Western Section of the Study Area in the city of Tolleson and in Laveen and Estrella villages.

Housing Stock and Valuation

Over 327,395 housing units (94 percent of them occupied) in 2010 were within the census block groups in the Study Area. Of the owner-occupied housing units, 43 percent (4 percentage points below the Maricopa County average) were valued below \$125,000.

Relative to the rest of the Study Area, median housing values are highest in Ahwatukee Foothills Village. The area north of Southern Avenue has a variety of housing types, with most census block groups having median home values ranging from \$85,000 to \$130,000. To keep pace with anticipated population growth, a range of housing proposals is in various stages of development in the Study Area (see the section, *Development Plans*, on page 4-7). Because of the recent economic downturn, median single-family housing prices in 2009 were comparable to the housing prices of 2000 (Arizona State University 2009).

Community Character

In recent years, most of the Study Area has changed from rural and agricultural to moderate-density, homogenous single-family residential (the southwestern portion of the Phoenix metropolitan area has been one of the fastest-growing areas in the state). Generally, with

the exception of a few distinct locations, the area can be characterized as transitional.

In the Western Section, agricultural and open-desert land is rapidly changing to residential uses, with concentrations of residential and mixed commercial/light industrial uses. The trend toward urbanization is evident in the form of newly constructed and proposed residential subdivisions, warehouse and distribution facilities, and office and light industrial parks, as well as large master-planned residential developments that often include commercial as well as recreational components.

From 2000 through 2007, the changing character of the area was evident from the numerous posted notices of zoning change requests. Road and infrastructure improvements and new school construction were other signs of local area governments responding to this growth activity. New commercial centers at formerly remote intersections (e.g., the northeastern corner of 83rd Avenue and Lower Buckeye Road) also indicate that new residential development triggered retail development activity. In some areas, new growth during this period led to a mix of new master-planned, suburban-density subdivisions and commercial establishments amid scattered, older rural homesteads and open fields. Since 2007, because of the worldwide economic downturn, growth in the region has essentially halted. This state of flux, however, remains evident, which makes community character difficult to define. A few communities, however, do exhibit distinct characteristics (see Figure 4-8).

Community Facilities and Services

Figure 4-9 illustrates the location of public facilities in the Study Area. With continued planned development in this area, more community facilities in the form of schools, public complex facilities, churches, and parks will appear.

ENVIRONMENTAL CONSEQUENCES

All Action Alternatives, Western and Eastern Sections

For all action alternatives, increased road capacity would improve overall circulation and accessibility in both the

Study Area and the greater Phoenix metropolitan area, benefiting existing and future residents, employees, and employers (see Chapter 1, *Purpose and Need*, which further addresses traffic performance). Overall, the local arterial street network would experience a reduction in traffic when compared with the No-Action Alternative (some traffic would shift to a freeway from the local street system). Local travel times through a given area would improve. This would also make local roads more attractive and safer for pedestrian and bicycle circulation.

Some localized impacts would be experienced where the movement of traffic between a freeway and the local street network would lead to peak-hour congestion at service traffic interchanges. This would lead to delays in the vicinity, potentially affecting nearby commercial and neighborhood areas (the effects would be offset by optimizing service traffic interchange operation through design and by the RTP-planned arterial street improvements where applicable).

The southwestern segment of SR 202L (South Mountain Freeway), as represented by the proposed action, has been part of the region's adopted long-range transportation planning efforts to accommodate regional mobility needs since 1985 and is reflected in the planning goals established for the next 20 years (see Chapter 1, *Purpose and Need*, and Chapter 3, *Alternatives*, regarding past and ongoing regional planning efforts). Land use planning and transportation planning are intrinsically tied. In the Phoenix metropolitan area, the proposal to construct the proposed action (and other transportation projects of similar magnitude) is coordinated by MAG and is a result of affected municipalities' general planning processes. As typical in the region, the construction of a project like the proposed action is the direct result of planned land use development of residential areas, employment centers, and commercial developments. These factors are based to a large extent on past growth trends and projections for population, housing, and employment. The actualization of long-range planning efforts depends, in part, on the planned Regional Freeway and Highway System being in place.

The action alternatives would not adversely affect access from area neighborhoods to schools through the use of major arterial streets. Existing and planned bus routes may be altered, but travel times would not be adversely affected. Most existing and planned schools would be near one or more of the action alternatives on or near major arterial streets. The action alternatives would also improve access for residents to school facilities and community centers that are used for after-school day care and recreational and educational activities.

Response times for police, fire, and medical emergency services would be faster when compared with response times under the No-Action Alternative. Circulation on major arterial streets would be improved through better distribution of traffic onto the overall transportation network, the provision of alternative routes, and through localized operational improvements such as grade separations and planned interchanges.

The action alternatives would substantially reduce the number of vehicles that pass through Community land on 51st Avenue and Beltline Road. Impacts on community character and cohesion are described in Table 4-9. As evident in the table, primary adverse impacts from action alternatives would occur on those Study Area communities with distinct characteristics (see Figure 4-8 for descriptions of the communities).

No-Action Alternative

No project-related impacts on community character and the cohesiveness of neighborhoods—existing or now undergoing development—or on commercial/industrial areas would occur as a result of identification of the No-Action Alternative as the Selected Alternative. Increasing congestion identification the local street network would, however, be expected, especially in the most rapidly urbanizing portions of the Study Area if a controlled-access, high-speed travel option were not available to area residents, businesses, and visitors. During the next 25 years, daily traffic volumes in the Study Area are expected to increase by approximately 46 percent on freeways and arterial streets. This 46 percent increase in daily traffic correlates to a need for 55 additional lanes

Cohesion and character of communities

A neighborhood's cohesiveness is considered to be adversely affected when the proposed action would:

- eliminate or adversely change existing circulation within the neighborhood
- eliminate neighborhood access to commercial areas, schools, parks, or other community amenities
- create a physical barrier to movement within the community

The character of a community is considered to be adversely affected when the proposed action would:

- substantially reduce the physical size of a distinct community
- introduce an intensive land use within passive land uses such as agricultural or open space that are within a distinct community
- introduce freeway-generated intrusions such as unmitigated substantial noise, traffic congestion, or visual blight

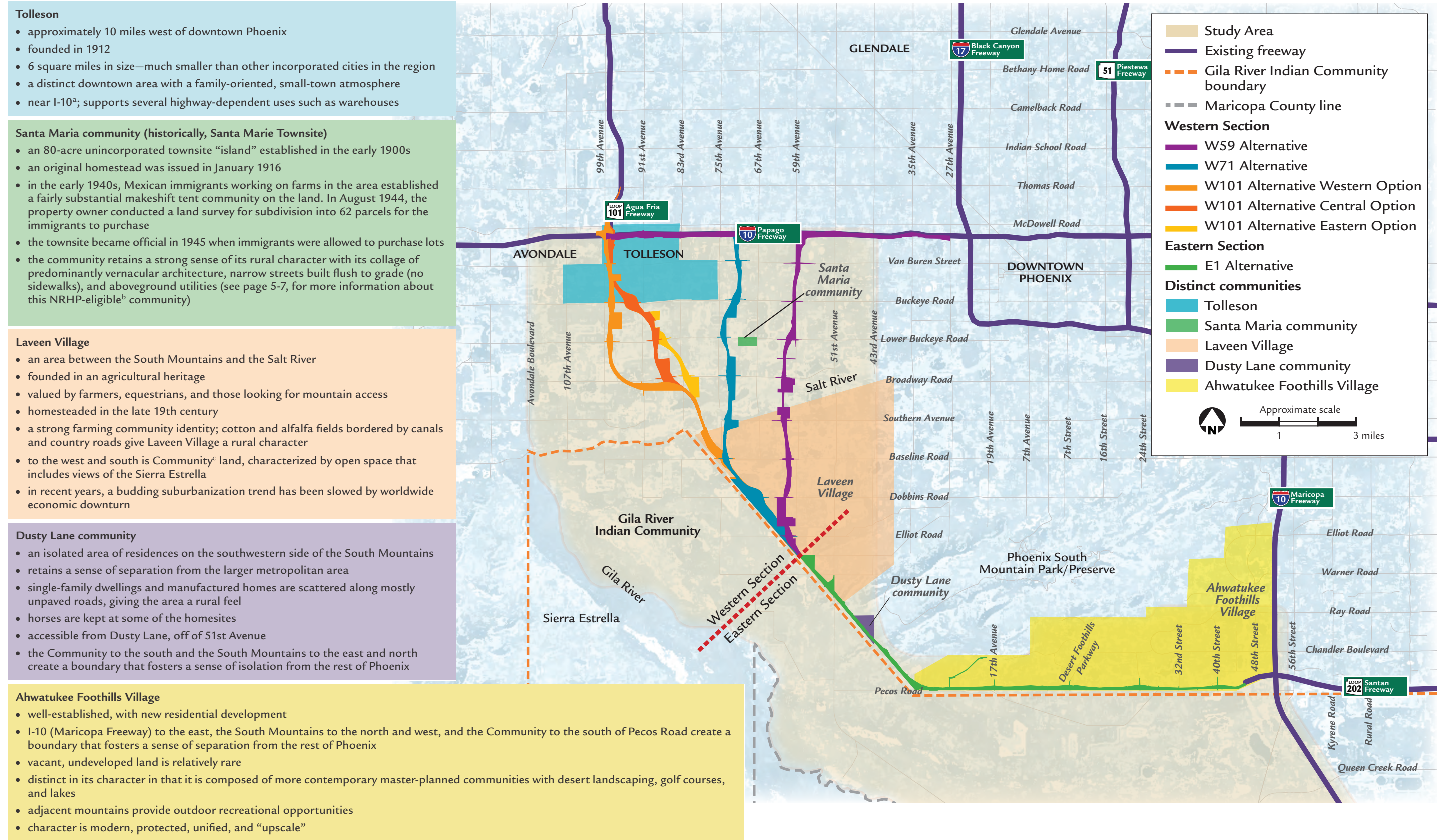
Freeways and crime

In 2005, the City of Phoenix Police Department staff met with the South Mountain Citizens Advisory Team (SMCAT) (see page 6-7) to discuss the relationship of crime and freeways. The following are highlights from the meeting:

- Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new freeway had any effect.
- Based on experience, there did not appear to be any correlation between crime rates and freeways.
- The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways.
- Crime suspects who use freeways to get away are typically the easiest to catch.
- Crime seems to be more related to what is built adjacent to freeways.

Figure 4-8 Distinct Communities

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The Study Area has communities with distinct characteristics and cohesion.

^a Interstate 10 ^b National Register of Historic Places ^c Gila River Indian Community

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 region. This, in turn, could affect the character of the individual villages and distinct subareas in the Study Area. The area's growth prospects as envisioned by the municipalities' long-range plans, as well as their contributions to regional economic growth, could also be adversely affected by both the perception and reality of traffic congestion and travel delays.

MITIGATION

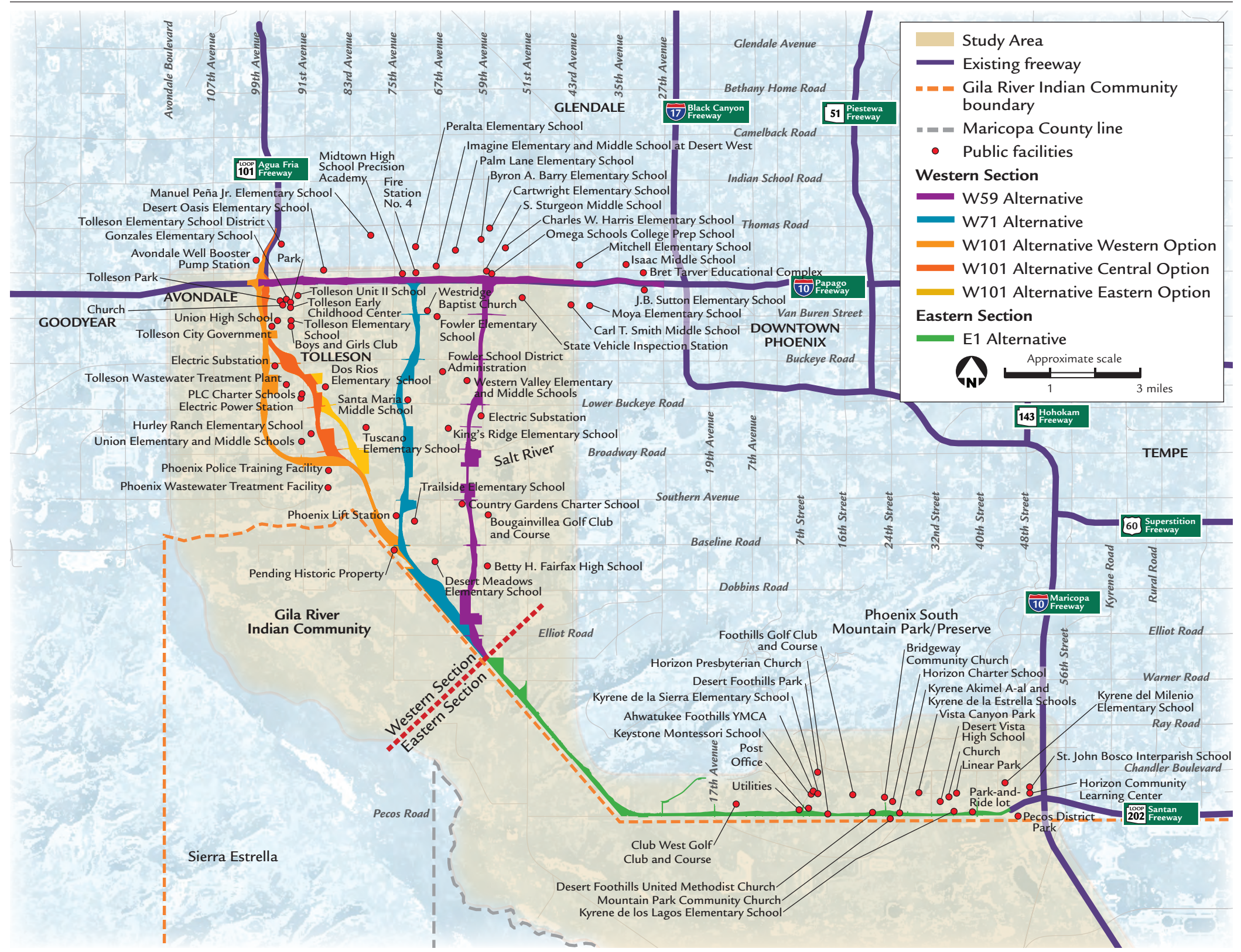
Potential mitigation measures for social conditions-related impacts (e.g., visual and audible intrusions) are discussed in the sections, *Land Use* (beginning on page 4-3), *Displacements and Relocations* (beginning on page 4-39), *Economic Impacts* (beginning on page 4-46), *Air Quality* (beginning 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), *Visual Resources* (beginning on page 4-155), and *Temporary Construction Impacts* (beginning on page 4-161), and in Chapter 5, *Section 4(f) Evaluation*. Parties responsible for implementing the potential mitigation measures are identified in those sections.

The following mitigation measures for the social effects of the proposed action are applicable to all action alternatives.

ADOT Design Responsibilities

To reduce community intrusions caused by the action alternatives and reduce impacts on the character of surrounding communities, mitigation measures considered by ADOT during the design phase would include reducing the amount of R/W required; providing alternative access to the local road network to satisfy emergency services access requirements; and using noise barriers, aesthetic treatments of structures, and landscaping to reduce community intrusions (see the sections, *Noise* and *Visual Resources*, beginning on pages 4-80 and 4-155, respectively, to learn more about mitigation).

Figure 4-9 Public Facilities and Services



Numerous public facilities are primarily in locations where development has intensified in recent years.

Table 4-9 Impacts on Community Character and Cohesion, Action Alternatives

Alternative	Location	Land Use/Community Characteristics	Effect on Characteristics	Effect on Community Cohesion	Comments
Western Section					
W59 Alternative	<ul style="list-style-type: none"> Western portion of Laveen Village south of the Salt River 	<ul style="list-style-type: none"> North of South Mountain Avenue, remains in agricultural use, in contrast to areas farther east and west that have largely been converted to single-family residential 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive residential character of the area 	<ul style="list-style-type: none"> No adverse effects; circulation on arterial street network would be maintained through planned interchanges at Southern Avenue and Elliot, Dobbins, and Baseline roads 	<ul style="list-style-type: none"> W59 Alternative would pass through the Laveen Village core in the Dobbins Road vicinity using a similar alignment planned for previous versions of the South Mountain Freeway
	<ul style="list-style-type: none"> Through Estrella Village, between the Salt River and Roosevelt Canal 	<ul style="list-style-type: none"> Primarily agricultural areas with the exception of an area just north of Broadway Road where the action alternative would pass between two housing developments on land set aside to accommodate previous versions of the South Mountain Freeway 		<ul style="list-style-type: none"> No adverse effects; circulation on arterial street network would be maintained through planned interchanges at Broadway, Lower Buckeye, and Buckeye roads 	<ul style="list-style-type: none"> W59 Alternative would cross the Rio Del Rey subdivision, immediately north of Broadway Road; while the subdivision was designed to accommodate the freeway corridor, the needed right-of-way would affect a number of homes and disrupt the local street network; none of the subdivision's loop or cul-de-sac streets are intended to be connected across the potential freeway expanse Service traffic interchange at Broadway Road would disrupt the edge of adjacent neighborhood streets but would not alter any of the main ingress/egress points
	<ul style="list-style-type: none"> North of the Roosevelt Canal between Buckeye Road and Van Buren Street 	<ul style="list-style-type: none"> Primarily industrial, with agricultural land and a mix of business park, light industrial, and heavier industrial uses (toward Van Buren Street) 	<ul style="list-style-type: none"> Would not alter the existing character 	<ul style="list-style-type: none"> Internal site circulation and parking/storage areas would be disrupted where the action alternative would bisect developed properties No adverse effects on circulation in arterial street network, which would be maintained through planned interchanges at Lower Buckeye Road and Van Buren Street 	<ul style="list-style-type: none"> W59 Alternative would pass through the Estrella Village core in the Lower Buckeye Road vicinity using a similar alignment planned for previous proposals for a South Mountain Freeway Internal residential road network would be reconfigured
	<ul style="list-style-type: none"> North of Van Buren Street to I-10^a (Papago Freeway) 	<ul style="list-style-type: none"> Industrial uses and single-family and multifamily residential uses 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive, single-family residential character of the area west of the alternative and would displace residents of apartment complexes to the east 	<ul style="list-style-type: none"> Would displace residents from the Liberty Cove and Southwest Village apartments 	<ul style="list-style-type: none"> W59 Alternative would pass over Roosevelt Street
W71 Alternative	<ul style="list-style-type: none"> Elliot Road to just north of Dobbins Road (Laveen Conveyance Channel) 	<ul style="list-style-type: none"> Area is split between portions that are primarily in agricultural use or largely undeveloped 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive residential character of the area not yet rapidly urbanizing 	<ul style="list-style-type: none"> No adverse effects; circulation on arterial street network would be maintained through planned interchanges at Southern Avenue and Elliot, Dobbins, and Baseline roads 	<ul style="list-style-type: none"> Because the general area is in transition, W71 Alternative would be a part of the evolving land use plan

Note: Other societal impacts regarding air quality, noise, displacements, and community economics are presented in later sections of this chapter.

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^a Interstate 10

Table 4-9 Impacts on Community Character and Cohesion, Action Alternatives (continued)

Alternative	Location	Land Use/Community Characteristics	Effect on Characteristics	Effect on Community Cohesion	Comments
Western Section					
W71 Alternative	<ul style="list-style-type: none"> North of Dobbins Road to the Salt River 	<ul style="list-style-type: none"> Land largely developed with homogeneous residential and industrial uses along the Salt River 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive residential character of the area not yet rapidly urbanizing 	<ul style="list-style-type: none"> Would affect the established Laveen Meadows and Laveen Ranch subdivisions, resulting in displacements; remaining homes west of the alternative would be separated from the larger subdivision No adverse effects to circulation on arterial street network, which would be maintained through planned interchanges at Southern Avenue and Elliot, Dobbins, and Baseline roads 	<ul style="list-style-type: none"> Internal residential road network would be reconfigured
	<ul style="list-style-type: none"> North of the Salt River to Buckeye Road in Estrella Village 	<ul style="list-style-type: none"> Land transitioning from primarily agricultural uses to homogeneous residential developments 		<ul style="list-style-type: none"> Would displace residents in the rural, low-density Western Heritage Estates subdivision; would divide the Sienna Vista Manor subdivision, resulting in displacements; would cause displacements in neighboring Estrella Village subdivision No adverse effects on circulation in arterial street network, which would be maintained through planned interchanges at Broadway, Lower Buckeye, and Buckeye roads W71 Alternative was adjusted to avoid passing through the Santa Maria community just south of Buckeye Road 	
	<ul style="list-style-type: none"> North of Buckeye Road to I-10 (Papago Freeway) in Estrella Village 	<ul style="list-style-type: none"> Primarily industrial uses with “pockets” of agricultural uses; established residential uses north of Van Buren Street 	<ul style="list-style-type: none"> Would not alter the existing community character but would visually and audibly intrude on the established residential use 	<ul style="list-style-type: none"> No adverse effects on circulation in arterial street network, which would be maintained through planned interchanges at Buckeye Road and Van Buren Street 	
W101 Alternative	<ul style="list-style-type: none"> Elliot Road to just north of Dobbins Road (Laveen Conveyance Channel) 	Same as described for the W71 Alternative			
	<ul style="list-style-type: none"> North of Dobbins Road to the Salt River 	<ul style="list-style-type: none"> Land developing with homogeneous residential uses and existing low-density residential uses along the Salt River 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive residential character of the area 	<ul style="list-style-type: none"> Would cause displacements in the developing Laveen Farms subdivision No adverse effects on circulation on arterial street network, which would be maintained through planned interchanges at Southern Avenue and Elliot, Dobbins, and Baseline roads 	<ul style="list-style-type: none"> Internal residential road network would be reconfigured

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Table 4-9 Impacts on Community Character and Cohesion, Action Alternatives (continued)

Alternative	Location	Land Use/Community Characteristics	Effect on Characteristics	Effect on Community Cohesion	Comments
Western Section					
W101 Alternative	<ul style="list-style-type: none"> Salt River to Lower Buckeye Road (western area of Estrella Village) 	<ul style="list-style-type: none"> Land transitioning from primarily agricultural uses to homogeneous residential developments 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive residential character of the area 	<ul style="list-style-type: none"> Eastern Option would cause displacements in the developing Tuscano subdivision and divide the existing Volterra subdivision Central Option would affect existing agricultural and dairy operations south of Broadway Road and the developing Hurley Ranch subdivision Western Option would affect existing agricultural and dairy operations south of Broadway Road and the existing Country Place subdivision No adverse effects on circulation in arterial street network, which would be maintained through planned interchange at or near Broadway Road 	<ul style="list-style-type: none"> Dairy operations are spread along Broadway Road between 83rd and 99th avenues. The Eastern Option would avoid the dairy area. The Western Option would pass through several such properties. The Central Option would go through the center of this dairy cluster. The dairy operations have been at this location for many years; a W101 Alternative would introduce a barrier amid this cluster of common economic and agricultural activity. Internal residential road network would be reconfigured
	<ul style="list-style-type: none"> Lower Buckeye Road to Buckeye Road 	<ul style="list-style-type: none"> Land transitioning from primarily agricultural uses to homogeneous residential developments and retail businesses 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive, developing residential character of the area 	<ul style="list-style-type: none"> Eastern Option would cause displacements in the Heritage Point and Farmington Park subdivisions Central Option would cause displacements in the Farmington Park subdivision Western Option would disrupt the large retail plaza at northeastern corner of Lower Buckeye Road and 99th Avenue No adverse effects on circulation in arterial street network, which would be maintained through planned interchanges at Lower Buckeye and Buckeye roads 	<ul style="list-style-type: none"> Internal residential road network would be reconfigured Central and Eastern Options would affect access to Dos Rios Elementary School and a planned public neighborhood park located along 87th Avenue; however, access would not be entirely eliminated for these properties
	<ul style="list-style-type: none"> Buckeye Road to I-10 (Papago Freeway) 	<ul style="list-style-type: none"> Primarily industrial and warehouse/distribution north of Buckeye Road to Van Buren Street Van Buren Street to I-10 (Papago Freeway), primarily agricultural use transitioning to commercial (e.g., automobile sales and truck stop/convenience centers) 	<ul style="list-style-type: none"> Would not alter the existing character 	<ul style="list-style-type: none"> No adverse effects; circulation on arterial street network would be maintained through planned interchanges at Buckeye Road and Van Buren Street 	<ul style="list-style-type: none"> Tolleson's downtown core, older established neighborhoods, and main civic and educational facilities would be east of the W101 Alternative and Options. All options would avoid the city's core area. The community's character would, however, still be adversely affected by the introduction of a freeway nearby.

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Table 4-9 Impacts on Community Character and Cohesion, Action Alternatives (continued)

Alternative	Location	Land Use/Community Characteristics	Effect on Characteristics	Effect on Community Cohesion	Comments
Eastern Section					
E1 Alternative	<ul style="list-style-type: none"> I-10 (Maricopa Freeway) to approximately 35th Avenue alignment along the nearly built-out Ahwatukee Foothills Village 	<ul style="list-style-type: none"> Established community to the north characterized by homogeneous residential communities with scattered commercial and public/quasi-public uses Vacant and agricultural uses on Community^b land to the south 	<ul style="list-style-type: none"> Would visually and audibly intrude on the less-intensive, passive, residential character of the area. The magnitude of impact would be offset by the fact the alternative would replace the existing four-lane Pecos Road. Pecos Road, although to a lesser degree than would occur with the action alternative, now visually and audibly intrudes on the village. Further, the impact would not be “new” to the village, considering that I-10 and the I-10/SR 202L^c/Pecos Road system traffic interchange border the village on the east and that either or both are used regularly by village residents. The alternative would be on the village’s outskirts by replacing Pecos Road as planned and approved since the late 1980s. By staying on the community’s perimeter, village residents’ internal mobility, established sense of place, feeling of inclusion, and internal continuity would not be substantially altered (Figure 4-8). The E1 Alternative would eliminate access to Pecos Road (which would itself be eliminated). New traffic patterns would, thus, evolve for local traffic, disrupting existing networks that use Pecos Road as an arterial street. 	<ul style="list-style-type: none"> No adverse effects on circulation in arterial street network, which would be maintained through planned interchanges at 17th Avenue, Desert Foothills Parkway, and 24th and 40th streets The E1 Alternative would alter existing access to the Valley Metro 40th Street/Pecos Road Park-and-Ride facility; however, the facility was: <ul style="list-style-type: none"> designed to accommodate access modification if necessary for freeway construction and/or operation placed at its location specifically to facilitate access to the proposed freeway, once in operation 	<ul style="list-style-type: none"> Pecos Park, a regional park south of Pecos Road and north of the Community boundary, would be compatible with the action alternative Pecos Park uses are neither noise- nor visually sensitive Park is adjacent to an existing freeway segment [see Chapter 5, Section 4(f) Evaluation, for more information] Kyrene de los Lagos Elementary School, located between 40th and 32nd streets, has access directly onto Pecos Road; that access would be eliminated as a result of the action alternative. However, the school’s main access point is off Liberty Lane. Further, school siting records indicate district officials preferred the school’s existing location because of the future access that would eventually be provided by the proposed freeway. Mountain Park Community Church would be displaced Internal residential road network would be reconfigured Proposed extension of Chandler Boulevard from 27th Avenue alignment east 1 mile to the road’s current western terminus would provide residents of Foothills Reserve subdivision a second point of access/egress
	<ul style="list-style-type: none"> 35th Avenue alignment to Elliot Road 	<ul style="list-style-type: none"> Primarily natural land with pockets of single-family residential uses (the Dusty Lane community) Primarily vacant and agricultural uses on Community land to the south and west and a casino, a commercial land use 	<ul style="list-style-type: none"> Would visually and audibly intrude on the comparatively less-intensive, passive, natural, and sparsely developed residential character of the area 	<ul style="list-style-type: none"> No adverse effects on circulation in arterial street network, which would be maintained through access to the Dusty Lane community from Dusty Lane and an interchange at 51st Avenue Action alternative would impede access to the South Mountains from the Community (see the section, <i>Cultural Resources</i>, beginning on page 4-128, regarding the importance of the South Mountains to the Community) 	<ul style="list-style-type: none"> Chapter 5, Section 4(f) Evaluation, presents a detailed discussion of the interaction between the proposed action and the South Mountains.

^b Gila River Indian Community ^c State Route 202L (Loop 202)

The following are examples of design mitigation:

- ▶ encasement of existing facilities for the Sprint fiber-optic line
- ▶ a structure over Lower Buckeye Road (to reduce impacts on the Sprint fiber-optic line)
- ▶ a longer structure over the Roosevelt Canal (to alleviate impacts on the AT&T fiber-optic line)

The ADOT Right-of-Way Group would coordinate during the design phase to designate necessary utility corridors for relocations where appropriate (see the section, *Temporary Construction Impacts*, beginning on page 4-159, to learn more about utility-related mitigation).

ADOT would coordinate with all local agencies and private facility owners to minimize the effects of utility relocations and adjustments. Coordination would include, when possible, developing construction schedules to coincide with scheduled maintenance periods and off-peak loads.

During the design phase, ADOT would coordinate with municipalities and affected communities to address and resolve impacts on internal road networks. Each action alternative would affect the configuration of the existing local street network. Reconfiguration would be subject to modification as design of the project is refined in future project development phases. An example of how the local street network could be reconfigured is shown in Figures 3-32 and 3-33 (see pages 3-56 and 3-57) using the W59 and E1 Alternatives.

ADOT would develop and implement a public involvement plan for the design and construction phases of the proposed action. Objectives of continued public involvement may include, but would not be limited to, a level of involvement in:

- ▶ architectural design treatment of structures
- ▶ measures to minimize harm to Section 4(f) resources
- ▶ the acquisition and relocation process
- ▶ modification to the local roadway network
- ▶ construction activity monitoring

During the design and construction phases of the selected action alternative, ADOT would coordinate with all appropriate emergency services, and efforts would be made to minimize effects on response routes and times for all service areas.

ADOT District Responsibilities

Mitigation for societal impacts would include continuous public communication efforts during the design and construction phases as well as implementation of an acquisition and relocation program (see the section, *Displacements and Relocations*, beginning on page 4-39).

ADOT would coordinate with all local agencies and private facility owners to minimize the effects of utility relocations and adjustments. Coordination would include, when possible, developing construction schedules to coincide with scheduled maintenance periods and off-peak loads.

During construction, ADOT would coordinate with the affected utilities to minimize disruption of service.

CONCLUSIONS

The action alternatives would introduce an intensive transportation use adjacent to less-intensive, less-compatible uses. Primarily, the existing character of neighboring communities would be adversely affected by the physical presence of the proposed freeway and its associated visual and noise intrusions into nearby neighborhoods.

In the Western Section, the largely transitional character from agricultural to homogeneous residential and commercial uses has been planned for several years (see the section, *Zoning*, on page 4-17); land use types and distribution as envisioned by municipalities' general plans have remained relatively unchanged since the early 1980s. Implementation of any of the action alternatives would be only one of several factors that could alter the rate of the ongoing transition, and none would induce alteration of the ultimate land use types from those envisioned in the respective general plans. Considering construction time frames, it is more likely

that much of the area in the Western Section already will have transitioned before the entire proposed freeway would become operational. Of the three action alternatives in the Western Section, implementation of the W59 (Preferred) Alternative would least affect social conditions, as defined in this section.

In the Eastern Section, the E1 (Preferred) Alternative would not substantially alter the character of nearly built-out Ahwatukee Foothills Village for reasons presented in Table 4-9. Because the proposed freeway would be on the village "outskirts" and would replace the existing four-lane Pecos Road (an action planned and approved since the late 1980s), effects on Ahwatukee Foothills Village's internal mobility, established sense of place, feeling of inclusion, and internal continuity would be negligible. Mitigation measures would aid in reducing intrusion impacts caused by implementation of the action alternative. The E1 Alternative would introduce an intensive transportation use adjacent to a "serene" setting in a remote, peripheral portion of SMPP. Visual and noise intrusions on SMPP would be more severe than those encountered by village residents because of the park/preserve's passive, pleasant, and natural setting.

While identification of the No-Action Alternative as the Selected Alternative would not affect community character and cohesion in the manner the action alternatives would, increased congestion on the local street network resulting from continued urbanization would lead to reduced efficiency in the delivery of services and in the movement of goods and people. The ability to complete the planned and approved Regional Freeway and Highway System is arguably being outpaced by growth in the region. This condition would likely continue to lead to substantial congestion on the local arterial street network as well as on the Regional Freeway and Highway System.