

DISPLACEMENTS AND RELOCATIONS

AFFECTED ENVIRONMENT

Construction of the new freeway facility would cause displacement of households, businesses, and public facilities. In addition to displacements, changes in accessibility along the new facility could also affect properties adjacent to the freeway by altering travel patterns. The resulting displacement impacts would primarily involve residential properties, but commercial establishments would also be affected.

ENVIRONMENTAL CONSEQUENCES

Impact Overview,
Western and Eastern Sections

The action alternatives would predominantly displace residents of single-family homes, as shown in Table 4-12. Displacements under each action alternative would primarily be concentrated in the northwestern and southeastern portions of the Study Area, areas undergoing rapid development and containing numerous single-family residential neighborhoods, and a warehouse/distribution area for many Phoenix-area businesses.

A number of existing undeveloped tracts of land are also located near or within the action alternatives’ proposed R/W. Single-family subdivisions have been developed or have been proposed for a large portion of the Western Section of the Study Area (see the section, *Development Plans*, on page 4-7, to learn about development activity in the Study Area). Impacts on undeveloped single-family residential lots have also been considered in the displacement and relocation analysis. Table 4-12 shows the potential displacement impacts, by action alternative.

Action Alternatives, Western Section

As shown in Table 4-12, the W59 (Preferred) Alternative would result in the most business displacements, while the W101 Alternative Eastern Option would result in the most residential displacements. The W101 Alternative Eastern Option would also affect the most platted lots and, therefore, would potentially result in additional residential displacements.

Table 4-12 Potential Displacements, Action Alternatives

Action Alternative/Option ^a	Businesses ^b	Residential					Community Facilities ^c	Utilities ^d
		SF ^e	Lots ^f	MH ^g	MF ^h	Total		
Western Section								
W59	41	53	0	0	680	733	0	1
W71	22	705	120	0	0	825	0	0
W101 Western Option	14–30 ⁱ	598–599	326–327	2	0	926–928	3	3
W101 Central Option	14–29	769	350	0	0	1,119	3	2
W101 Eastern Option	14–28	857	447	0	0	1,304	3	2
Eastern Section								
E1	0	112	17	9	0	138	1	2

Source: aerial photography flown in 2010

^a Displacements were estimated using aerial photographs, supplemented by field observations in February 2010.

^b includes businesses whose buildings are directly affected; does not include businesses whose parking and outdoor storage areas would be affected by an action alternative; count reflects the number of structures involved in business activities, not the number of actual businesses; counts have not been reconciled with the counts shown in Table 4-13, which derive from a Maricopa Association of Governments database, because the number of businesses could change as frequently as weekly or monthly

^c includes schools

^d includes electric substations, communication facilities, well stations, etc.

^e single-family

^f includes an estimate of the number of lots platted without homes being built

^g manufactured homes

^h multifamily, represents number of units potentially affected

ⁱ W101 Alternative and Options include ranges because of design options.

Action Alternative, Eastern Section

Displacements associated with the E1 (Preferred) Alternative would occur primarily along Pecos Road in Ahwatukee Foothills Village. In addition, a number of lots platted for new single-family home construction would be affected. The Mountain Park Community Church would be displaced under this action alternative. Coordination with the City of Phoenix regarding the 32nd Street and 25th Avenue interchanges resulted in both being removed from the proposed action. These interchanges would have affected additional residences, had they been included. No displacements would occur on Community land.

No-Action Alternative

No property would need to be acquired if the No-Action Alternative were identified as the Selected Alternative.

Therefore, no displacements or relocations would occur. The No-Action Alternative would not preclude proposal of a project similar to the proposed action in the future that could, in turn, result in displacements and relocations. As additional development in the area occurs, an even greater number of displacements and relocations would likely be required if such a project were constructed in the future.

Residential Relocation Potential,
Western and Eastern Sections

The majority of the single-family residences that would be displaced by the action alternatives in the Western Section are primarily located between Baseline and Buckeye roads. Housing in the Study Area is predominantly single-family, with a range of older housing built in the 1950s through 1970s to new housing recently constructed.

According to the 2000 Census, the single-family residency vacancy rate in the Study Area was 7 percent and the overall rental vacancy rate was 9 percent for the census block groups that make up the Study Area. More recent data indicate a higher rental vacancy rate—the Phoenix-Mesa-Scottsdale metropolitan statistical area’s rental vacancy rate during the fourth quarter of 2009 was 17.9 percent (U.S. Census Bureau 2010). Subdivisions containing single-family homes of similar size and style to those that would potentially be displaced have been developed in the Study Area during recent years. In addition, there are several platted subdivisions that have not yet been developed.

For the purposes of this analysis, it is assumed that residents displaced by action alternatives would most likely relocate in the Study Area and farther into the developing suburbs to the east and west. This area allows for the same proximity to existing services and facilities, such as schools, parks, medical offices, retail shopping areas, and freeway access.

Interim population and land use projections from MAG indicate that the Study Area will continue to grow substantially in the future (see Chapter 1, *Purpose and Need*, for further discussion regarding growth). To summarize, the entire Study Area’s population will grow by a projected 118 percent between 2000 and 2020, and the number of dwelling units in the Study Area is projected to grow by 123 percent during the same period. Single-family residential development would continue to replace vacant land and spread west and south. The population growth rate in the Eastern Section would be expected to be slower (the area is nearly built-out) and will increase by only 15 percent, while the number of dwelling units will increase by 10 percent between 2000 and 2020.

Data from the Maricopa County Assessor’s office on recent sales and comparable prices indicate potentially displaced residences located within the action alternatives in the Western Section generally range in value from the low \$100,000s for some of the older housing up to the low \$300,000s for newly constructed housing. Applicable housing located in

the Eastern Section generally ranges in value from the upper \$200,000s to the low \$600,000s.

A survey of real estate sales listings in September 2006 was conducted to determine the availability and prices of existing homes similar to those that would be displaced. Real estate listings for four ZIP Codes in southwestern Phoenix (85323, 85353, 85043, and 85048) were examined for similar-size homes. The data indicated that comparable single-family dwellings would exist for replacement housing, particularly in the area of the action alternatives in the Western Section, which includes ZIP Codes 85323, 85353, and 85043. Approximately 1,185 single-family homes were listed for these areas, at an average price of \$271,000. Real estate availability in the Eastern Section of the Study Area was not as prevalent, although the existing listings showed approximately 319 comparable homes for sale at an average price of \$430,000. The economic downturn that began in 2007 has depressed home prices throughout the region. As of the second quarter of 2009, average home prices across the United States are at levels similar to what they were in early 2003 and will likely remain lower until the real estate market recovers (Standard and Poor’s and Fiserv 2009).

As population in the Phoenix metropolitan area increases, demand for housing in the Study Area would also increase. Newly constructed housing would most likely provide some of the replacement housing required as a result of construction of any of the action alternatives and options in the Western Section. It is likely, however, that the supply would be tighter and the accompanying demand higher in and near Ahwatukee Foothills Village because it is much more densely developed and has fewer opportunities for new single-family home construction. Tempe has available housing, and the communities of Chandler and Gilbert are projected to grow in the next 20 years and would provide other options for relocation of displaced residents from this area. A combination of available housing and newly built homes projected and/or planned for development would accommodate the expected number of relocations, especially if R/W acquisition were to occur over an extended period of time.

Businesses Relocation Potential, Western and Eastern Sections

The action alternatives would cause economic impacts on businesses that would range from beneficial (resulting from improved highway access for transportation companies) to highly adverse (such as displacement). For those remaining businesses, impacts would be temporary (such as accessibility problems during project construction) or permanent (such as lack of visibility or accessibility from the new freeway). Displacement impacts would be mitigated through relocation or site purchase at a fair market price. Business revenue impacts, however, would not be mitigated. The following sections focus initially on business displacements and then identify potential impacts on remaining businesses.

Although displacement could be an adverse impact on a given business, it is not necessarily an adverse impact on the economy. As previously stated, these impacts would be mitigated through relocation or outright purchase of the business site. If demand for the types of services provided by the businesses remains, activity should continue at the new location, especially when it is reasonably near the existing location.

Such is the case with most types of businesses in the Western Section. Some businesses in the corridor, however, are characterized by very high levels of capital investment and serve a regional demand for their products. Some businesses also require rail access. Displacing these businesses and relocating or rebuilding their capital equipment would be very expensive, may result in relocation out of the region, or may cause them to close. These businesses will be discussed in the context of the action alternative in which each business is located.

Businesses potentially displaced by each action alternative are shown in Figures 4-15 through 4-17, which use aerial photography to show the specific location of each displaced business with respect to the proposed action alternatives. Table 4-13 summarizes the business displacements, by action alternative, according to the nature of the business.

Figure 4-15 Potential Business Relocations, W101 Alternative and Options

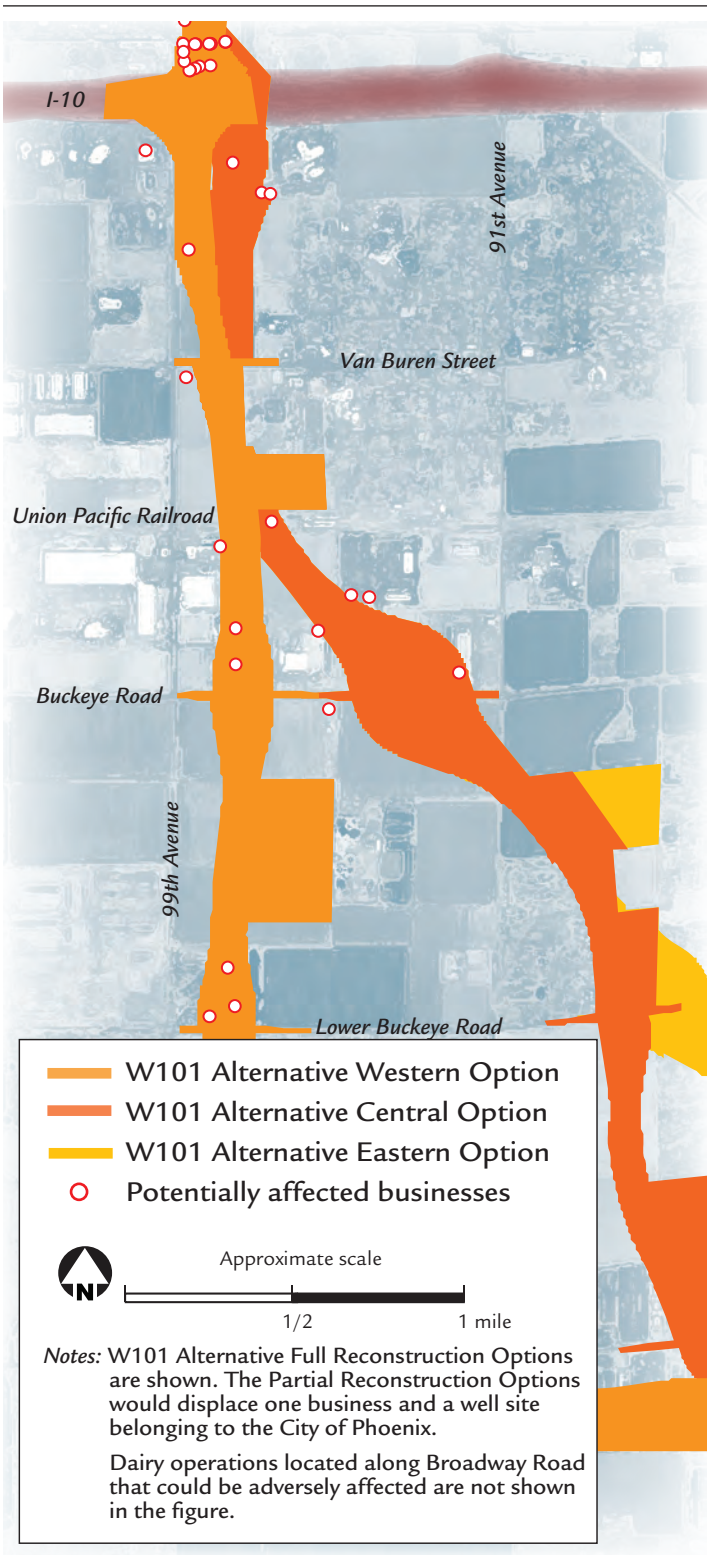


Figure 4-16 Potential Business Relocations, W71 Alternative

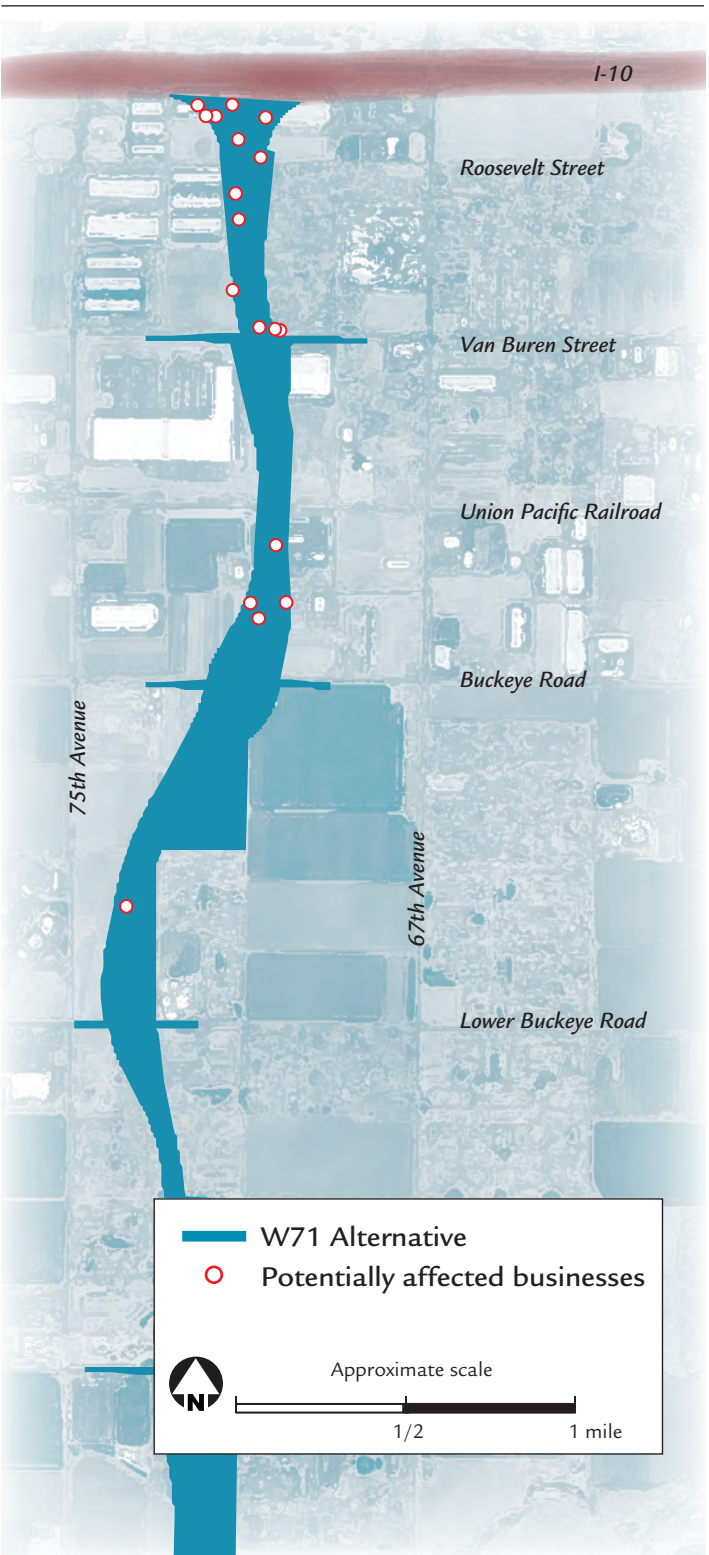
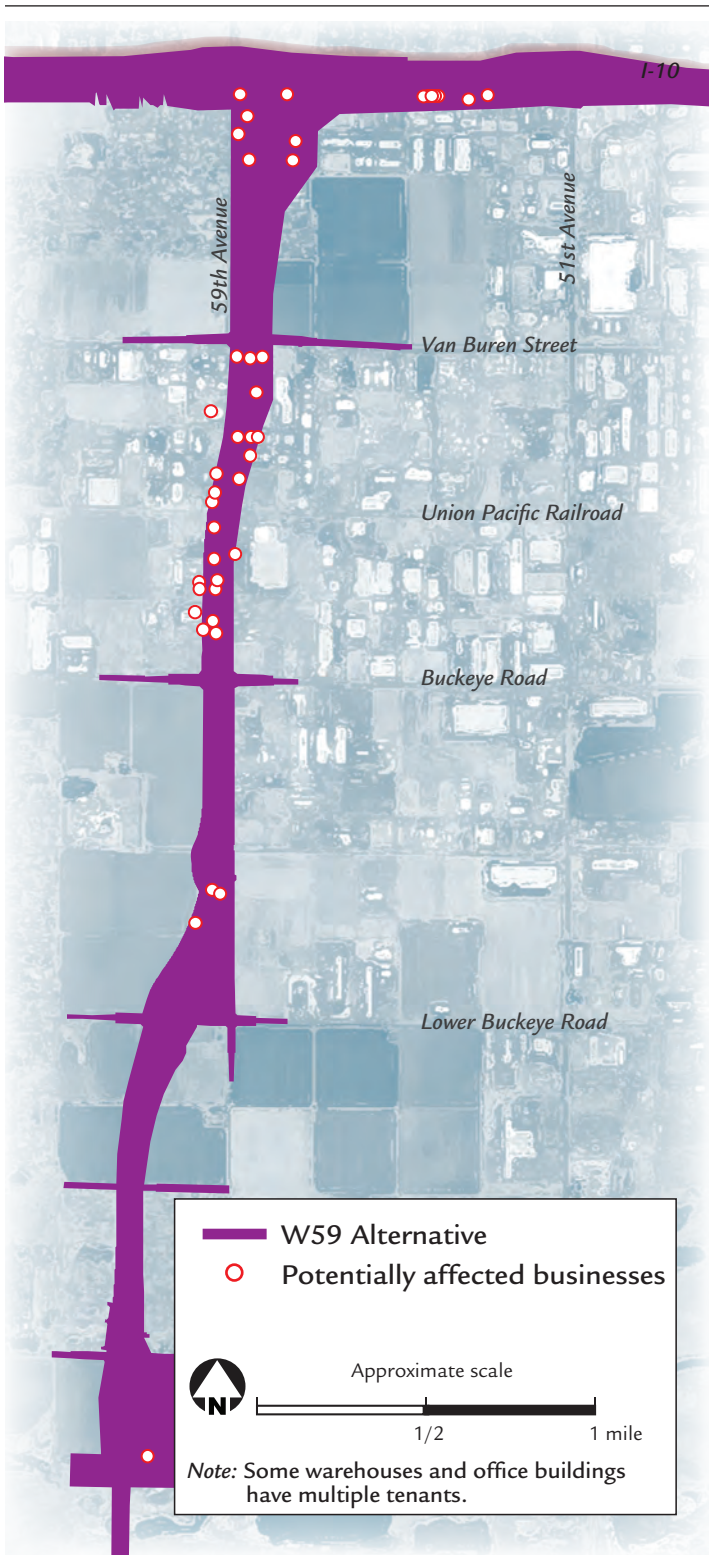


Figure 4-17 Potential Business Relocations, W59 Alternative



The number of business displacements would be greatest with the W59 Alternative. Many business owners chose locations in the area in part because of the expectation of the proposed freeway being constructed nearby. Please see Tables 4-12 and 4-13 for more detail regarding potential business relocations.

Table 4-13 Summary of Business Displacements, Action Alternatives

Action Alternative/Option	Business													
	Accommodation and Food Services	Administrative and Support and Waste Management and Remediation Services	Agriculture, Forestry, Fishing, and Hunting	Construction	Manufacturing	Other Services (except Public Administration)	Professional, Scientific, and Technical Services	Public Administration	Retail Trade	Transportation and Warehousing	Utilities	Wholesale Trade	Unclassified	Total
Western Section														
W59	3	2	0	3	7	3	3	2	6	6	0	6	1	42
W71	1	0	0	2	2	0	0	0	1	2	0	1	0	9
W101 Western Option	0–2 ^a	0	2–3	0	2	0–2	0	0	1–6	1	0	3	0–13	9–32
W101 Central Option	0–1	0	3	0	4	0–1	0	0	0–2	1	0	1	0–13	9–26
W101 Eastern Option	0–1	0	1	0	4	0–1	0	0	0–2	1	0	1	0–13	7–24
Eastern Section														
E1	0	0	0	1	0	2	1	0	0	1	0	0	4	9

Sources: Maricopa Association of Governments 2007 Business Database; Maricopa County Assessor, 2009

Notes: The Maricopa Association of Governments 2007 Business Database may indicate numerous businesses within one location (address). The “other services” category includes health care and social assistance. “Professional, scientific, and technical services” include educational services, finance and insurance, real estate, and rental and leasing.

^a W101 Alternative and Options include ranges because of design options.

Action Alternatives, Western Section

W59 (Preferred) Alternative

Manufacturing, retail trade, transportation and warehousing, and wholesale trade would account for over half the total number of displaced businesses. The largest employers are in the retail fields. Retail businesses tend to be relatively easier to relocate because their equipment and workforce are generally more mobile than industrial and manufacturing enterprises, with less site-specific capital investment. Several machinist facilities manufacture metal products. These processes tend to have large, heavy equipment fixed in place. Removal and reinstallation would result in high costs and business disruption. These businesses would, however, likely remain viable within the region if relocated (with the

project sponsor assuming the comparatively high costs of relocation).

Most businesses could be relocated within the region; because of limited information available during data-gathering efforts, however, there are three businesses whose operations are unclassified. The known types of businesses are not so site-specific that displacement by the proposed action may cause them to leave the region. Therefore, the relocations of these businesses should not cause an adverse economic impact on the region.

W71 Alternative

Of the displaced businesses, there would be two each in the construction, manufacturing, and transportation and warehousing industries. One of the manufacturing

businesses, Daystar, would be difficult to relocate. It is a plastics product manufacturer with a high level of capital investment specially invented by the company for production. The equipment would be difficult to move and would be difficult to replace without prefabrication.

Similar to the nature of the businesses along the W59 Alternative, with the exception of Daystar, it appears that the displacement or relocation of businesses along the W71 Alternative would not cause regional economic impacts because the demand for these goods and services would likely continue into the future.

W101 Alternative and Options

The options of the W101 Alternative would displace businesses, mostly in Tolleson. In contrast to the W59 and W71 Alternatives, professional or administrative businesses or construction businesses would not be in the proposed R/W. In contrast to the other action alternatives, only one transportation and warehousing business would be displaced. Large businesses with substantial employment, however, would be adversely affected. Similar to the other action alternatives, many of the businesses along the W101 Alternative could be relocated with minimal impact on the regional economy. Adverse impacts on the regional economy resulting from the W101 Alternative and Options would result from impacts on a limited number of businesses:

- The W101 Alternative Central and Eastern Options would displace two major Tolleson employers: Atrium Door & Window Company and Holsum Bakery. Atrium Door & Window Company, employing nearly 300 people, serves a large market throughout the Southwest and could continue business in a range of locations inside or outside of the Phoenix region. Holsum Bakery, which employs about 180 people, is one of the few flour milling businesses in the region. Because of the nature of its operations, this business would require a similar location with rail and truck access. Both businesses would likely be very expensive to relocate because of high levels of capital investment in their plants.

- In addition, Holsum Bakery has expressed concerns about the feasibility of relocating without major interruptions in its business.² If relocated within the region, the regional economic impacts of these business displacements would be minimal.
- The W101 Alternative Western Option would also displace Bay State Milling Company, which has a substantial investment in equipment at its existing site. Bay State Milling Company is a large flour mill serving more than 80 percent of the bakeries, tortilla factories, and food-service providers in Arizona. The mill requires a site with both truck and rail access for operations. Interruption of operations at the flour mill for possible relocation would have a detrimental effect on this business as well as on the local and regional economies.³
 - The W101 Alternative Western and Central Options would displace dairy operations on West Broadway Road and 99th Avenue. It is not now known whether the sites could be reconfigured to allow the dairies to remain in operation. Similar to milling companies, these businesses have a high level of capital investment in equipment. Because of the biological nature of the operations, no interruption in operations could be tolerated if relocated. If totally displaced, the dairy operations would be difficult to relocate within the region because of urbanization in surrounding areas. These potential displacements would continue a trend of dairy production moving farther away from the Phoenix metropolitan area.

Action Alternative, Eastern Section

E1 (Preferred) Alternative

The E1 Alternative would displace nine businesses: one in construction; two in the “other services” category; one in professional, scientific, and technical services; one in transportation and warehousing; and four that are unclassified.

No-Action Alternative

Under the No-Action Alternative, no businesses would be displaced or otherwise affected. Over time, however,

If My Property Would Be Affected, Can ADOT Purchase the Land in Advance?

Concerns have been raised by people whose properties are known to be in the alignment of one of the action alternatives or may abut the proposed new freeway. Owners of several properties located adjacent to the R/W boundary have claimed that the new freeway would cause hardships, such as increased noise, degraded visual quality, decreased property values, inability of owners to sell their property because of the location of the new freeway, or structural damage from project construction activities.

ADOT has a process in place to evaluate hardship claims on a case-by-case basis and determine whether compensation is required. Additionally, the Arizona Department of Administration Risk Management Section has a process in place to evaluate compensation for structural damages.

Hardship Acquisitions

The hardship acquisition process is similar to the regular acquisition process, except properties must meet strict criteria outlined in Chapter 7 of the current ADOT *Right-of-Way Procedures Manual* to be eligible for hardship acquisitions. The property owner must provide a written request to the ADOT Project Management Coordinator that describes the nature of the hardship. To be eligible for hardship acquisition, property owners must meet one of the criteria and provide supporting documentation generally outlined in the accompanying table. The property owner documents an inability to sell the property because of the impending project at fair market value within a time frame that is typical of properties not affected by the impending project. It is the responsibility of the applicant to understand the specifics of the supporting documentation.

After receiving all required documentation, the Project Management Coordinator would investigate the

Hardship Acquisition Criteria and Documentation

Hardship Situation	Supporting Documentation
Disability	Doctor’s statement
Deprived health, safety, and welfare conditions	Legal records
Mandatory transfer of employment	Certified letter from employer
Loss of employment	Certified letter from employer
Insufficient funding for estate debt	Financial statement
Extreme reduction in income	Income tax returns
Foreclosure or bankruptcy	Financial statement
Inability to sell property/loss in property value due to vicinity of corridor	Broker’s certification

property owner’s request and prepare a memorandum outlining the results of the investigation and providing a recommendation to the Chief Right-of-Way Agent. The memorandum would also include a cost estimate for property acquisition. The Chief Right-of-Way Agent would make the final decision regarding the approval or denial of the property acquisition. If approved, the Project Management Coordinator would provide a copy of the complete documentation package and letter of approval to the property owner. In the event that the request is not approved, the Project Management Coordinator would provide a letter disclosing the reasons for denial. Generally, few claims have met ADOT’s eligibility criteria for hardship acquisitions; therefore, ADOT has generally provided no compensation for such claims.

Damages

Claims for structural damages are evaluated on a case-by-case basis through the Arizona Department

of Administration Risk Management Section. The property owner would initiate the process by immediately reporting property damages to the Risk Management Section in Phoenix. The property owner would then complete and submit form RMO15, “Notice of Claim Against the State of Arizona,” to the Risk Management Section and the Office of the Attorney General. The form must be completed with contact information; the date, time, and circumstances of the situation; and the amount of the claim.

After receiving the claim, the Risk Management Section would notify the property owner of the claim number and the adjuster who would be assigned to evaluate the claim. The adjuster would then determine whether the claim would be eligible for compensation and notify the property owner of the claim status.

it is possible that roadway improvements later initiated by local jurisdictions may adversely affect businesses. In addition, increasing future traffic congestion may adversely affect trucking and other transportation-related businesses in the Study Area. The No-Action Alternative would not preclude proposal of a project similar to the proposed action in the future that could, in turn, result in displacements and relocations.

Proximity Impacts on Businesses

In general, the proposed action would benefit nearby businesses by providing improved highway access and would benefit regional businesses by improving regional traffic conditions. Offsetting these benefits would be short-term adverse impacts during construction (see the section, *Temporary Construction Impacts*, beginning on page 4-161) and, for some types of businesses, reduced

Table 4-14 Summary of Businesses within 300 Feet of Action Alternatives

Action Alternative/ Option	Business													
	Accommodation and Food Services	Administrative and Support and Waste Management and Remediation Services	Agriculture, Forestry, Fishing, and Hunting	Construction	Manufacturing	Other Services (except Public Administration)	Professional, Scientific, and Technical Services	Public Administration	Retail Trade	Transportation and Warehousing	Utilities	Wholesale Trade	Unclassified	Total
Western Section														
W59	5	4	1	6	14	10	5	0	7	15	0	15	1	83
W71	0	0	0	0	1	0	1	0	2	2	0	5	0	11
W101 Western Option	0	0–1 ^a	0–1	0	0–1	0–3	0–4	0–1	0–2	0–7	0–1	0–2	0	9–14
W101 Central Option	0–1	1	0	1	0	0–1	0	1	1–2	0	1	3	0–13	9–23
W101 Eastern Option	0–1	1	1	1	0	0–1	0	1	1–2	0	1	3	0–13	10–24
Eastern Section														
E1	0	0	0	0	0	3	3	0	0	1	0	0	0	7

Sources: Maricopa Association of Governments 2007 Business Database; Maricopa County Assessor, 2008

Notes: This table includes businesses within 300 feet of the action alternatives but outside of each respective action alternative’s right-of-way. The Maricopa Association of Governments 2007 Business Database may indicate numerous businesses within one location (address). The “other services” category includes health care and social assistance. The “professional, scientific, and technical services” category includes educational services, finance and insurance, real estate, and rental and leasing.

^a W101 Alternative and Options include ranges because of design options; totals don’t equal a simple summing of the impacts because the Partial and Full Reconstruction Options would affect land uses differently.

visibility to the traveling public possibly leading to reduced business revenues.

Retail businesses, restaurants, and some service industries are types of businesses most dependent on visibility. Other types of businesses, particularly those located in the Study Area, are less dependent on “drive-by” customers and tend to be sought out by customers; these are sometimes termed “destination businesses.” For instance, customers of trucking companies, warehouses, wholesale traders, and manufacturers do not frequent these businesses on an

impulse—visibility is still important, but less important than it may be to retail trade.

Table 4-14 summarizes those businesses within 300 feet (but outside of the R/W) of the respective action alternatives by business type and number.

Action Alternatives, Western Section

W59 (Preferred) Alternative

As long as access to businesses would remain uninterrupted during the construction period, adverse impacts on the local

or regional economies would be minimal. Most businesses are located on relatively well-used arterial and collector streets, and it is reasonable to assume that access would always be provided during the construction period.

Because of the nature of the businesses—predominantly wholesale trade, trucking, and manufacturing—temporary construction impacts from dust, noise, and access changes would be disruptive in the near term, but unlikely to adversely affect the economic viability of the business or industry in the long term. It is also likely that most of these businesses would benefit from the proposed freeway through improved highway access.

W71 Alternative

Because of the nature of businesses within 300 feet of the W71 Alternative, they would not be affected by the W71 Alternative. It is likely that these businesses would benefit from the proposed freeway through improved highway access; therefore, any permanent effects would likely be beneficial.

W101 Alternative and Options

As long as access to the businesses within 300 feet of the W101 Alternative and Options would remain uninterrupted during the construction period, local and regional economies would experience minimal adverse impacts. Because most of these businesses are located on relatively well-used arterial and collector streets, it is reasonable to assume that access would always be provided. In addition, with the exception of a drive-in type business, it does not appear that any business revenues would be reduced by temporary dust and noise impacts associated with project construction.

Action Alternative, Eastern Section

E1 (Preferred) Alternative

The businesses within 300 feet of the E1 Alternative are relatively small and would potentially benefit from improved highway access and visibility. The businesses on Community land, although larger, would also benefit from improved highway access and visibility.

MITIGATION

ADOT Right-of-Way Group Responsibilities

An acquisition and relocation assistance program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 Code of Federal Regulations [C.F.R.] § 24), which identifies the process, procedures, and time frame for R/W acquisition and relocation of affected residents or businesses. Relocation resources would be available to all residential and business relocatees, without discrimination. All replacement housing would be decent, safe, and sanitary. Replacement housing is available in the general area; last-resort housing would, however, be provided if it were found that sufficient, comparable housing were not available within monetary limits of owners and tenants. The *ADOT Relocation Assistance Program* is included as Appendix 4-1, beginning on page A497. If necessary, specific relocation plans would be developed to assist displaced residents of mobile homes in finding new locations for their mobile homes. All acquisitions and relocations resulting from the proposed freeway would comply with Title VI and with 49 C.F.R. § 24.

Private property owners would be compensated at fair market value for land and may be eligible for additional benefits. As for renters, HUD considers anything under a 6 percent rental vacancy rate as a “tight” rental market (i.e., replacement rental housing may be difficult to locate). The Rental Supplement is based on a calculation between the current rental plus utilities and the determined available comparable rental unit plus utilities times 42 months. This payment would be made available to assist with the difference in rent if the cost of replacement housing were to exceed the rental cost at that time (with conditions).

In the final determination of potential relocation impacts during the acquisition process, ADOT would provide, where possible, alternative access to properties losing access to the local road network. In the event that

alternative access could not be provided, ADOT would compensate affected property owners in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 C.F.R. § 24).

Prior to the ROD, ADOT would consider protective and hardship acquisition on a case-by-case basis in accordance with criteria outlined in the *ADOT Right-of-Way Procedures Manual* (2009a). After the ROD, ADOT would consider protective and hardship acquisition of properties in those freeway sections not planned for immediate construction. Protective acquisition would aid in reducing the number of needed acquisitions closer to the time of construction.

ADOT would coordinate with the local jurisdictions, MAG, and the Regional Public Transportation Authority (RPTA) to identify opportunities to use excess R/W, whenever possible, for future park-and-ride lots and related public facilities. Costs associated with these facilities would be the responsibility of the City of Phoenix, MAG, and/or the RPTA.

CONCLUSIONS

Displacements resulting from implementation of any of the action alternatives would involve, predominantly, single-family homes. In the Western Section, implementation of the W59 (Preferred) Alternative would displace substantially fewer single-family residential properties than would implementation of the W71 and W101 Alternatives, in part because local jurisdictions have accommodated the proposed action along the alignment of the W59 Alternative in their planning (53 displaced existing single-family residences when compared with 705 and between 598 and 857 displaced existing single-family residences for the W71 Alternative and W101 Alternative and Options, respectively). However, when including multifamily housing unit displacements, the number of displacements with the W59 Alternative increases to 733 units (lower than any other action alternative in the Western Section). The E1 (Preferred) Alternative in the Eastern

Section would displace an estimated 112 existing single-family homes. Through the EIS process, alignment identification and concept design of the action alternatives have been modified to reduce freeway footprint-related impacts. The number of displacements reflected in this document, while consistent with a project the magnitude of the proposed action located in a growing region, is subject to change as ADOT continues to refine the proposed freeway design to enhance freeway operation and to reduce impacts and costs.

Any of the action alternatives would cause economic impacts on businesses, ranging from beneficial (a result of improved freeway access for transportation companies, for example) to adverse (displacements). Projected business displacements would vary by action alternative, and while implementation of the W59 Alternative would displace a greater number of businesses than would the other action alternatives in the Western Section (41 businesses compared with only 14 to 30 businesses), more employees could be adversely affected by implementation of the W101 Alternative than by the W59 Alternative. With the W59 Alternative, manufacturing, retail trade, transportation and warehousing, and wholesale trade businesses would account for over one-half of the displacements. Nine businesses would be displaced by the E1 Alternative. Although displacement could be an adverse impact on a given business, it would not necessarily be an adverse impact on the economy. Assuming demand persists for the types of services provided by displaced businesses, activity should continue at new locations, especially when reasonably near existing locations. Because of the size of the Phoenix regional economy and because of the availability of business sites nearby, business displacements should be able to be reasonably mitigated and the regional economy unaffected.

In the region, ADOT and FHWA have regularly used and consistently applied the required acquisition and relocation assistance program afforded to affected residents. The program would effectively mitigate relocation impacts.