



# Addendum

Re	Addendum to the Land Use Report		
Project	Environmental Impact Statement: South Mountain Transportation Corridor in Maricopa County, Arizona		
Project numbers	Federal-aid Project Number: NH-202-D(ADY) ADOT Project Number: 202L MA 054 H5764 01L	Date	June 2014

Since publication of the Draft Environmental Impact Statement (DEIS), all technical reports supporting the DEIS have been updated to reflect current conditions. Changes to the Land Use Report are underlined and presented below.

Residential development continues to increase in the Study Area, with industrial development increasing as well. The number of development projects declined because the economic downturn of 2007 slowed development and because some projects have since been completed. The existing land uses were updated using 2012 aerial photography. The changes noted do not affect the conclusions of the report nor the recommended mitigation actions.

## 1. Project Description and Purpose and Need

Page 1-3, paragraph 4:

- From 1980 to 2010, the Maricopa County population more than doubled, from 1.5 million to 3.8 million.
- Phoenix is now the sixth-largest city in the country, and the region ranks as the 13th-largest metropolitan area in the country.

Page 1-3, paragraph 5:

- MAG projections (conducted in collaboration with the Arizona Department of Economic Security) indicate Maricopa County's population will increase from 3.8 million in 2010 to 5.8 million in 2035 (MAG 2013). It is projected that in the next 25 years, daily vehicle miles traveled will increase from 91 million to 149 million.

Page 1-4, paragraph 1:

- Even with anticipated improvements in light rail service, bus service, trip reduction programs, and existing roads and freeways, vehicle traffic volumes are expected to exceed the capacity of Phoenix metropolitan area streets and highways by as much as 18 percent in 2035.
- A freeway within the SMTTC would accommodate approximately 11 percentage points of the 18 percent of the unmet travel demand and would be part of an overall traffic solution.

## 2. Introduction

Page 2-1, paragraph 1:

- Phoenix is the capital of Arizona and the sixth-largest city in the United States. The population of Phoenix was 1,575,423 in 2009, and the city had an area of 519 square miles (MAG 2013).
- The greater Phoenix metropolitan area, which encompasses about 23 cities and towns, is the 13th most populous metropolitan area in the United States, with approximately 4.3 million people (population estimate as of July 1, 2012, U.S. Census Bureau 2013).

Page 2-1, paragraph 2:

- Through 2012, the region has experienced an average annual rate of growth of 3 percent, while the rate of urban growth has decreased, resulting in increased density.

Page 2-2, paragraph 3:

- The increase in population from 2000 to 2010 ranged from a low of 2 percent on the Gila River Indian Community to a high of 245 percent in Goodyear. The Maricopa County population, as a whole, increased 24 percent during this same time period. Population growth for the Community between 1990 and 2010 is estimated at 20 percent (U.S. Census Bureau 2010).

Page 2-4, Table 3:

**Table 3. Population of Planning Areas in the South Mountain Transportation Corridor Study Area, 1990–2008**

Jurisdiction	Population			Percentage Change 1990–2010	Percentage Change 2000–2010	Average Annual Growth Rate <sup>a</sup> 2000–2010
	1990	2000	2010			
Avondale	16,169	35,883	<u>76,238</u>	<u>372</u>	<u>112</u>	<u>7.8</u>
Chandler	90,533	176,581	<u>236,123</u>	<u>161</u>	<u>34</u>	<u>2.9</u>
Glendale	148,134	218,812	<u>226,721</u>	<u>53</u>	<u>4</u>	<u>0.4</u>
Goodyear	6,258	18,911	<u>65,275</u>	<u>943</u>	<u>245</u>	<u>13.2</u>
GRIC <sup>b</sup>	9,540	11,257	<u>11,473</u>	<u>20</u>	<u>2</u>	<u>0.0</u>
Maricopa County	2,122,101	3,072,149	<u>381,7117</u>	<u>80</u>	<u>24</u>	<u>2.2</u>
Phoenix	983,403	1,321,045	<u>1,445,632</u>	<u>47</u>	<u>9</u>	<u>0.9</u>
Tolleson	4,434	4,974	<u>6,545</u>	<u>48</u>	<u>32</u>	<u>2.8</u>

Sources: U.S. Census Bureau (2010), Arizona Department of Commerce (2008)

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

<sup>a</sup> percentage average growth, compounded annually

<sup>b</sup> Gila River Indian Community

Page 2-4, paragraph 1:

- By 2035, the Phoenix metropolitan area is forecast to have a population of 5.8 million, nearly 2.3 million dwelling units, and an employment level of just under 2.9 million (MAG 2013).
- These areas are located to the south and east of the I-10/SR 101L connection, and the population is expected to increase 75 percent from 2010 to 2035 (MAG 2013).

### 3. Existing Land Use

#### Introduction

Page 3-1, paragraph 2:

- Specific land uses were identified by site characteristics through the use of aerial imagery (ADOT 2009, 2010, 2013), field verification, and, when necessary, zoning data.

#### Affected Environment

Page 3-1, paragraph 3:

- As shown in Table 4, the area is primarily characterized by single-family residential and agricultural land (30 percent and 22 percent of the Study Area, respectively). Approximately 57 percent of the Study Area is developed with residential (30 percent single-family and 2 percent multifamily), commercial (4 percent), industrial (15 percent), transportation (2 percent), or public/quasi-public land uses (4 percent). The remaining land in the Study Area consists of 10 percent undeveloped and 11 percent open space.

Page 3-1, paragraph 4:

- Data in Table 4 convey that more than half of the Study Area in 2013 was developed.

Page 3-2: Table 4

- Table 4: Existing Land Use by Study Area Jurisdiction (see page 5 of this Addendum)

#### Existing Land Use by Study Area Jurisdiction

##### *Western Section*

Page 3-3, paragraph 1:

- Between 1990 and 2010, Avondale experienced a population percentage increase of 372 percent. For the period from 2000 to 2010, Avondale had the second-greatest percentage population change (112 percent) of the Study Area jurisdictions (Goodyear had the greatest population change for that period, increasing by 245 percent).
- This growth has changed Avondale from a rural farming community with a population of 16,169 in 1990 to a suburban community with a population of 76,238 in 2010 (U.S. Census Bureau 2010).

*Glendale*

Page 3-3, paragraph 3:

- Glendale is Arizona's fourth-largest city, with a population in 2010 of 226,721.

*Goodyear*

Page 3-3, paragraph 4:

- Goodyear experienced the greatest population percentage increase (943 percent) of all affected municipalities from 1990 to 2010 (Table 3). For the period from 2000 to 2010, Goodyear had the greatest percentage population change (245 percent) of all Study Area jurisdictions.

*Phoenix*

Page 3-4, paragraph 1:

- Laveen's 2010 population of almost 47,500 residents is expected to nearly double by 2035 (MAG 2013).

*Tolleson*

Page 3-4, paragraph 3:

- Originally an agricultural community, approximately 21 percent of its land area remains in agriculture today.
- Tolleson's proximity to I-10 and SR 101L has made it a distribution hub for companies delivering products throughout the Southwest, hence the large amount of industrial land (1,744 acres).

*Eastern Section*

*Chandler*

Page 3-4, paragraph 4:

- In 2010, Chandler's population was 236,123, an increase of 4 percent since 2000 (U.S. Census Bureau 2010).
- The Study Area includes approximately 772 acres located in the western portion of the city.

Page 3-5:

- Figure 3: Existing Land Use (see page 13 of this addendum)

**Table 4. Existing Land Use, by Study Area Jurisdiction**

Land Use	Avondale		Chandler		Glendale		Goodyear		Phoenix		Tolleson		Study Area	
	Acreage	% <sup>b</sup>	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Agricultural	<u>1,376</u>	<u>39</u>	— <sup>a</sup>	—	138	46	5	3	<u>9,922</u>	<u>21</u>	<u>782</u>	<u>21</u>	<u>12,223</u>	<u>22</u>
Commercial	403	11	247	32	17	<u>6</u>	25	13	<u>1,400</u>	3	<u>183</u>	<u>5</u>	<u>2,275</u>	<u>4</u>
Industrial	<u>89</u>	<u>3</u>	<u>309</u>	<u>40</u>	—	—	—	—	<u>6,357</u>	<u>13</u>	<u>1,744</u>	<u>46</u>	<u>8,499</u>	<u>15</u>
Open space	<u>301</u>	<u>8</u>	—	—	11	4	—	—	<u>5,974</u>	<u>12</u>	38	<1	<u>6,324</u>	<u>11</u>
Public/ Quasi-public	<u>55</u>	<u>2</u>	—	—	—	—	7	4	<u>2,018</u>	<u>4</u>	125	3	<u>2,205</u>	<u>4</u>
Residential (multifamily)	35	<1	20	2	—	—	14	7	<u>958</u>	2	34	<1	<u>1,061</u>	<u>2</u>
Residential (single-family)	<u>930</u>	<u>26</u>	—	—	—	—	—	—	<u>15,396</u>	<u>32</u>	462	12	<u>16,788</u>	<u>30</u>
Transportation	<u>209</u>	6	113	15	94	31	64	33	749	2	148	4	<u>1,377</u>	<u>2</u>
Undeveloped	<u>150</u>	<u>4</u>	<u>83</u>	<u>11</u>	41	13	77	40	5,274	<u>11</u>	<u>291</u>	<u>8</u>	<u>5,916</u>	<u>10</u>
<b>Total</b>	<b><u>3,548</u></b>	<b><u>100</u></b>	<b><u>772</u></b>	<b>100</b>	<b>301</b>	<b>100</b>	<b>192</b>	<b>100</b>	<b><u>48,048</u></b>	<b>100</b>	<b><u>3,807</u></b>	<b>100</b>	<b><u>56,668</u></b>	<b><u>100</u></b>

<sup>a</sup> not applicable

Environmental Consequences

Page 3-8, Table 5:

Table 5. Existing Land Uses within Proposed R/W of Action Alternatives

Land Use	W59		W71		W101WFR		W101WPR		W101CFR		W101CPR		W101EFR		W101EPR		E1	
	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Avondale																		
Commercial	— <sup>a</sup>	—	—	—	<u>5</u>	<u>36</u>	—	—	<u>5</u>	<u>36</u>	—	—	<u>5</u>	<u>36</u>	—	—	—	—
Transportation	—	—	—	—	<u>9</u>	<u>64</u>	—	—	<u>9</u>	<u>64</u>	—	—	<u>9</u>	<u>64</u>	—	—	—	—
Avondale subtotal	—	—	—	—	<u>14</u>	<u>100</u>	—	—	<u>14</u>	<u>100</u>	—	—	<u>14</u>	<u>100</u>	—	—	—	—
Phoenix																		
Agricultural	<u>546</u>	58	<u>488</u>	<u>46</u>	<u>753</u>	69	<u>755</u>	<u>69</u>	<u>667</u>	<u>65</u>	<u>669</u>	<u>65</u>	<u>617</u>	<u>59</u>	<u>619</u>	<u>59</u>	<u>162</u>	<u>18</u>
Commercial	8	1	<u>0</u>	<u>0</u>	<u>26</u>	<u>2</u>	<u>23</u>	2	<u>4</u>	<1	<u>1</u>	<1	<u>4</u>	<1	<u>1</u>	<1	1	<1
Industrial	<u>158</u>	17	<u>209</u>	<u>20</u>	<u>43</u>	<u>4</u>	<u>43</u>	<u>4</u>	<u>43</u>	<u>4</u>	<u>43</u>	<u>4</u>	<u>43</u>	<u>4</u>	<u>43</u>	<u>4</u>	10	1
Open Space	40	4	<u>22</u>	2	22	2	<u>22</u>	2	<u>22</u>	2	<u>22</u>	2	<u>22</u>	2	<u>22</u>	2	<u>112</u>	<u>13</u>
Public/Quasi-public	1	<1	<u>5</u>	<1	<u>3</u>	<1	<u>3</u>	<1	<u>3</u>	<1	<u>3</u>	<1	<u>3</u>	<1	<u>3</u>	<1	12	1
Residential (MF <sup>b</sup> )	20	2	<u>0</u>	<u>0</u>	0	0	0	0	0	0	0	0	0	0	0	0	<1	<1
Residential (SF <sup>c</sup> )	<u>44</u>	5	<u>295</u>	<u>28</u>	<u>182</u>	<u>17</u>	<u>182</u>	<u>17</u>	<u>228</u>	<u>22</u>	<u>228</u>	<u>22</u>	<u>247</u>	<u>24</u>	<u>247</u>	<u>24</u>	<u>100</u>	<u>11</u>
Transportation	1	<1	1	<1	<u>1</u>	<1	<u>7</u>	<u>1</u>	<u>1</u>	<1	<u>7</u>	<u>1</u>	<u>1</u>	<1	<u>7</u>	<1	<u>38</u>	4
Undeveloped	118	13	<u>41</u>	4	<u>54</u>	<u>5</u>	<u>54</u>	<u>5</u>	<u>55</u>	5	<u>55</u>	<u>5</u>	<u>101</u>	<u>10</u>	<u>101</u>	<u>10</u>	<u>442</u>	<u>50</u>
Phoenix subtotal	<u>936</u>	<u>100</u>	<u>1,061</u>	<u>100</u>	<u>1,084</u>	<u>100</u>	<u>1,089</u>	<u>100</u>	<u>1,023</u>	<u>100</u>	<u>1,028</u>	<u>100</u>	<u>1038</u>	<u>100</u>	<u>1,043</u>	<u>100</u>	<u>877</u>	<u>100</u>
Tolleson																		
Agricultural	—	—	—	—	<u>44</u>	<u>21</u>	<u>52</u>	<u>23</u>	<u>57</u>	<u>23</u>	<u>65</u>	<u>25</u>	<u>57</u>	<u>23</u>	<u>65</u>	<u>25</u>	—	—
Commercial	—	—	—	—	<u>16</u>	<u>8</u>	<u>8</u>	4	<u>16</u>	<u>6</u>	<u>8</u>	3	<u>16</u>	<u>6</u>	<u>8</u>	3	—	—
Industrial	—	—	—	—	<u>117</u>	<u>56</u>	<u>129</u>	<u>57</u>	<u>111</u>	<u>45</u>	<u>123</u>	<u>47</u>	<u>111</u>	<u>45</u>	<u>123</u>	<u>47</u>	—	—
Public/Quasi-public	—	—	—	—	<u>5</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>5</u>	<u>2</u>	—	—
Residential (MF)	—	—	—	—	<u>0</u>		<u>1</u>	<1	<u>0</u>		<u>1</u>	<1	<u>0</u>		<u>1</u>	<1		
Transportation	—	—	—	—	<u>26</u>	<u>13</u>	<u>28</u>	12	<u>26</u>	<u>11</u>	<u>28</u>	<u>11</u>	<u>26</u>	<u>11</u>	<u>28</u>	<u>11</u>	—	—
Undeveloped	—	—	—	—	<u>0</u>	0	<u>2</u>	<u>1</u>	<u>32</u>	<u>13</u>	<u>34</u>	<u>13</u>	<u>32</u>	<u>13</u>	<u>34</u>	<u>13</u>	—	—
Tolleson subtotal	—	—	—	—	<u>208</u>	<u>100</u>	<u>225</u>	<u>100</u>	<u>247</u>	<u>100</u>	<u>264</u>	<u>100</u>	<u>247</u>	<u>100</u>	<u>264</u>	<u>100</u>	—	—
Study Area																		
Study Area total	<u>936</u>	—	<u>1,061</u>	—	<u>1,306</u>	—	<u>1,314</u>	—	<u>1,284</u>	—	<u>1,292</u>	—	<u>1,299</u>	—	<u>1,307</u>	—	<u>877</u>	—

Sources: Arizona Department of Transportation (2009, 2012); HDR Engineering, Inc., analysis of aerial imagery

Notes: These reported conversion acreages should not be considered final. Design of each action alternative, while conducted to an equal level, is still preliminary and subject to numerous changes as design is further refined. This process would likely continue after the Record of Decision into the final design process for the Selected Alternative, assuming the Selected Alternative is not the No-Action Alternative. No acreage conversion would occur with the No-Action Alternative. Additionally, because much of the Western Section of the Study Area continues to convert from agricultural use to residential suburban uses, these acreages and associated percentages are subject to slight changes.

<sup>a</sup> not applicable    <sup>b</sup> multifamily    <sup>c</sup> single family

Page 3-9, Table 6:

Table 6. Existing Land Uses within ¼ mile of Proposed R/W of Action Alternatives

Land Use	W59		W71		W101WFR		W101WPR		W101CFR		W101CPR		W101EFR		W101EPR		E1	
	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Avondale																		
Agricultural	— <sup>a</sup>	—	—	—	30	12	21	14	30	12	21	14	30	12	21	14	—	—
Commercial	—	—	—	—	197	78	116	77	197	78	116	77	197	78	116	77	—	—
Industrial	—	—	—	—	0	0	0	0	0	0	0	0	0	0	0	0	—	—
Transportation	—	—	—	—	25	10	14	9	25	10	14	9	25	10	14	9	—	—
Avondale subtotal	—	—	—	—	252	100	151	100	252	100	151	100	252	100	151	100	—	—
Gila River Indian Community																		
Agricultural	162	100	332	80	—	—	—	—	—	—	—	—	—	—	—	—	394	23
Commercial	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	98	6
Public/Quasi-public	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Residential (SF <sup>b</sup> )	—	—	18	4	—	—	—	—	—	—	—	—	—	—	—	—	16	<1
Undeveloped	—	—	64	16	—	—	—	—	—	—	—	—	—	—	—	—	1,228	71
Community subtotal	162	100	414	100	—	—	—	—	—	—	—	—	—	—	—	—	1,736	100
Phoenix																		
Agricultural	2,139	43	1,485	34	2458	61	2500	60	2020	55	2063	54	1813	49	1856	48	587	14
Commercial	65	1	77	2	151	4	153	4	52	1	53	2	66	2	67	2	37	1
Industrial	907	18	978	23	149	4	149	3	149	4	149	4	152	4	152	4	16	<1
Open Space	244	5	172	4	193	5	194	5	193	5	193	5	193	5	194	5	664	16
Public/Quasi-public	62	1	70	2	153	4	159	4	121	3	127	3	107	3	112	3	118	3
Residential (MF <sup>c</sup> )	130	3	74	2	0	0	0	0	0	0	0	0	0	0	0	0	57	1
Residential (SF)	661	13	1,219	28	695	17	705	17	916	25	926	24	1,019	27	1029	27	1,123	27
Transportation	94	2	45	1	33	<1	63	2	33	1	63	2	33	1	63	2	75	2
Undeveloped	665	14	199	4	207	5	220	5	226	6	238	6	342	9	355	9	1472	35
Phoenix subtotal	4,967	100	4,319	100	4,039	100	4,143	100	3,710	100	3,812	100	3,725	100	3,828	100	4,149	100
Tolleson																		
Agricultural	—	—	2	100	211	25	217	25	226	25	232	25	231	26	237	25	—	—
Commercial	—	—	0	0	40	5	40	5	40	4	40	4	40	4	40	4	—	—
Industrial	—	—	0	0	370	44	374	43	403	45	407	43	403	45	407	43	—	—
Open Space	—	—	0	0	0	0	2	<1	0	0	2	<1	0	0	2	<1	—	—
Public/Quasi-public	—	—	0	0	58	7	64	7	58	6	64	7	58	6	64	7	—	—
Residential (MF)	—	—	0	0	5	1	5	<1	5	1	5	<1	5	<1	5	<1	—	—
Residential (SF)	—	—	0	0	55	7	71	8	55	6	71	8	55	6	71	8	—	—
Transportation	—	—	0	0	51	6	54	6	50	6	53	6	50	6	53	6	—	—
Undeveloped	—	—	0	0	45	5	50	6	63	7	68	7	63	7	68	7	—	—
Tolleson subtotal	—	—	2	100	835	100	877	100	900	100	942	100	905	100	947	100	—	—
Study Area																		
Study Area total	5,129	—	4,735	—	5,126	—	5,171	—	4,862	—	4,905	—	4,882	—	4,926	—	5,885	—

Sources: Arizona Department of Transportation (2009; 2012); HDR Engineering, Inc., analysis of aerial imagery

Notes: These reported conversion acreages should not be considered final. Design of each action alternative, while conducted to an equal level, is still preliminary and subject to numerous changes as design is further refined. This process would likely continue after the Record of Decision into the final design process for the Selected Alternative, assuming the Selected Alternative is not the No-Action Alternative. No acreage conversion would occur with the No-Action Alternative. Additionally, because much of the Western Section of the Study Area continues to convert from agricultural use to residential suburban uses, these acreages and associated percentages are subject to slight changes.

<sup>a</sup> not applicable    <sup>b</sup> single family    <sup>c</sup> multifamily

Page 3-10, photo caption:

- After single-family residential, agricultural is the largest land use in the Study Area.

*Western Section Action Alternatives*

*W59 Alternative*

Page 3-12, paragraph 3:

- The W59 Alternative would have the least impact on existing residential land use of all action alternatives (44 acres of single-family residential and 20 acres of multifamily residential).
- The largest existing land use affected by this action alternative would be agricultural land (546 acres) in the Phoenix planning area; this agriculture acreage is evidence of the amount of land that has been reserved from development in this corridor in anticipation of a future transportation corridor.

Page 3-12, paragraph 4:

- Within the ¼-mile buffer of the W59 Alternative in 2012, the majority of existing land use was agricultural (43 percent), followed by industrial uses (18 percent).

*W71 Alternative*

Page 3-12, paragraph 5:

- The W71 Alternative would have the largest effect on industrial land use (209 acres) of all action alternatives. The largest existing land use affected by this alternative would be agricultural land (488 acres), followed by single-family residential.

*W101 Alternative and Options*

Page 3-12, paragraph 7:

- The W101 Alternative Western Option Partial Reconstruction would affect the most agricultural land (755 acres), and the W101 Alternative Eastern Option Full Reconstruction would affect the least (617 acres).

Page 3-12, paragraph 8:

- The effect of the W101 Alternative's options on other land uses would vary slightly based on each of the options' alignment. The W101 Alternative Eastern Option Partial and Full Reconstruction would affect the greatest area of single-family residential use (between 228 and 247 acres), and the W101 Alternative Western Option Full and Partial Reconstruction would affect the least area of single-family residential use (182 acres).

*Eastern Section Action Alternative*

Page 3-13, paragraph 2:

- The E1 Alternative would affect land entirely within the Phoenix planning area. Approximately one half of the land affected, should the E1 Alternative be implemented, was undeveloped (442 acres) in 2012.

- Following undeveloped land, the E1 Alternative would affect agricultural land (162 acres) and open space (112 acres, including 31.3 acres of SMPP). Effects on residential land use would include areas of small-lot, medium-lot, and large-lot single-family development (totaling 100 acres).

## 4. Zoning

### Environmental Consequences

Page 4-3, paragraph 1:

- Table 4 shows that industrial uses account for approximately 8,499 acres of existing land uses in the Study Area, whereas industrial zoning for the Study Area accounts for 10,144 acres.

### Mitigation Measures

Page 4-3, paragraph 3:

- The following describes potential mitigation measures for ADOT to consider as future commitments to be implemented as part of the project to avoid, reduce, or otherwise mitigate environmental impacts associated with the project. The discussion of these measures in this report does not obligate ADOT to these specific measures. ADOT, along with FHWA, may choose to modify, delete, or add measures to mitigate impacts. Final obligation of mitigation measures would be made in the record of decision.

Page 4-2, Table 7:

**Table 7. Zoning, by Study Area Jurisdiction**

Zoning	Avondale		Chandler		Glendale		Goodyear		Maricopa County		Phoenix		Tolleson		Study Area	
	Acreage	% <sup>a</sup>	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
Agricultural	<u>76</u>	<u>3</u>	— <sup>b</sup>	—	—	—	116	<u>60</u>	45	1	<u>6,366</u>	<u>16</u>	31	1	<u>6,634</u>	12
Commercial	<u>55</u>	2	5	1	16	6	10	<u>5</u>	<u>21</u>	<u>0</u>	<u>3,193</u>	<u>8</u>	<u>547</u>	<u>14</u>	<u>3,847</u>	<u>7</u>
Industrial	21	1	322	50	260	<u>91</u>	—	—	<u>571</u>	7	<u>6,638</u>	<u>17</u>	2,333	61	<u>10,144</u>	<u>18</u>
NZ <sup>c</sup>	—	—	—	—	—	—	—	—	<u>753</u>	9	<u>178</u>	<u>0</u>	252	7	<u>1,183</u>	2
Open space	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PAD <sup>d</sup>	<u>2,060</u>	<u>84</u>	316	49	8	3	47	<u>24</u>	—	—	<u>3,769</u>	<u>9</u>	—	—	<u>6,200</u>	<u>11</u>
Public/ Quasi-public	—	—	1	—	—	—	—	—	—	—	<u>173</u>	<u>1</u>	116	3	<u>290</u>	1
Residential (MF <sup>e</sup> )	—	—	—	—	—	—	<u>21</u>	<u>11</u>	—	—	<u>2,975</u>	<u>7</u>	<u>29</u>	<u>1</u>	<u>3,025</u>	<u>5</u>
Residential (SF <sup>f</sup> )	248	10	—	—	—	—	—	—	<u>6,689</u>	83	<u>17,048</u>	<u>42</u>	<u>505</u>	<u>13</u>	<u>24,490</u>	<u>44</u>
<b>Total</b>	<b><u>2,460</u></b>	<b>100</b>	<b>644</b>	<b>100</b>	<b>284</b>	<b>100</b>	<b><u>194</u></b>	<b>100</b>	<b><u>8,079</u></b>	<b>100</b>	<b><u>40,340</u></b>	<b>100</b>	<b><u>3,813</u></b>	<b>100</b>	<b><u>55,813</u></b>	<b>100</b>

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 2013.

<sup>a</sup> percentage of total zoned acreage

<sup>b</sup> not applicable

<sup>c</sup> not zoned

<sup>d</sup> planned area development

<sup>e</sup> multifamily

<sup>f</sup> single-family

## 5. Development Plans

### Affected Environment

Page 5-1, paragraph 1:

- As of fall 2013, planned developments were at various stages of development in the Study Area.

Page 5-1, paragraph 4:

- As of fall 2013, 102 planned developments greater than 25 acres in size were identified in the Study Area, encompassing approximately 15,815 acres.

### Environmental Consequences

Page 5-1, paragraph 6:

- As shown in Table 8, all action alternatives would affect a number of developments, with the W101 Alternative Eastern Option Full Reconstruction, W101 Alternative Eastern Option Partial Reconstruction, and the W59 Alternative each affecting the greatest number of developments (11)—evidence of the development activity occurring in the Study Area. The seven development potentially affected by the W71 Alternative would be the least of all the action alternatives. The E1 Alternative would affect four 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.

Page 5-2, Table 8:

**Table 8. Planned Developments Potentially Affected by Action Alternatives**

Status	Action Alternative								
	W59	W71	W101 WPR	W101 WFR	W101 CPR	W101 CFR	W101 EPR	W101 EFR	E1
Active <sup>a</sup>	0	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>
Planned	11	<u>6</u>	<u>9</u>	<u>9</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>1</u>
<b>Total</b>	<b>11</b>	<b><u>7</u></b>	<b><u>10</u></b>	<b><u>10</u></b>	<b><u>10</u></b>	<b><u>10</u></b>	<b><u>11</u></b>	<b><u>11</u></b>	<b><u>4</u></b>

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

<sup>a</sup> Active developments are projects under construction as of July 2013.

## 6. Land Use Plans

Page 6-3:

- Figure 4: Future Land Use (See page 14 of this addendum)

### Environmental Consequences

*Chandler*

Page 6-4, paragraph 1:

- This area of approximately 772 acres is located in the northern corner of the West Chandler planning area.

*Tolleson*

Page 6-5, paragraph 4:

- The majority of Tolleson is planned for industrial uses (nearly 61 percent of the planning area).

## **7. Land Ownership**

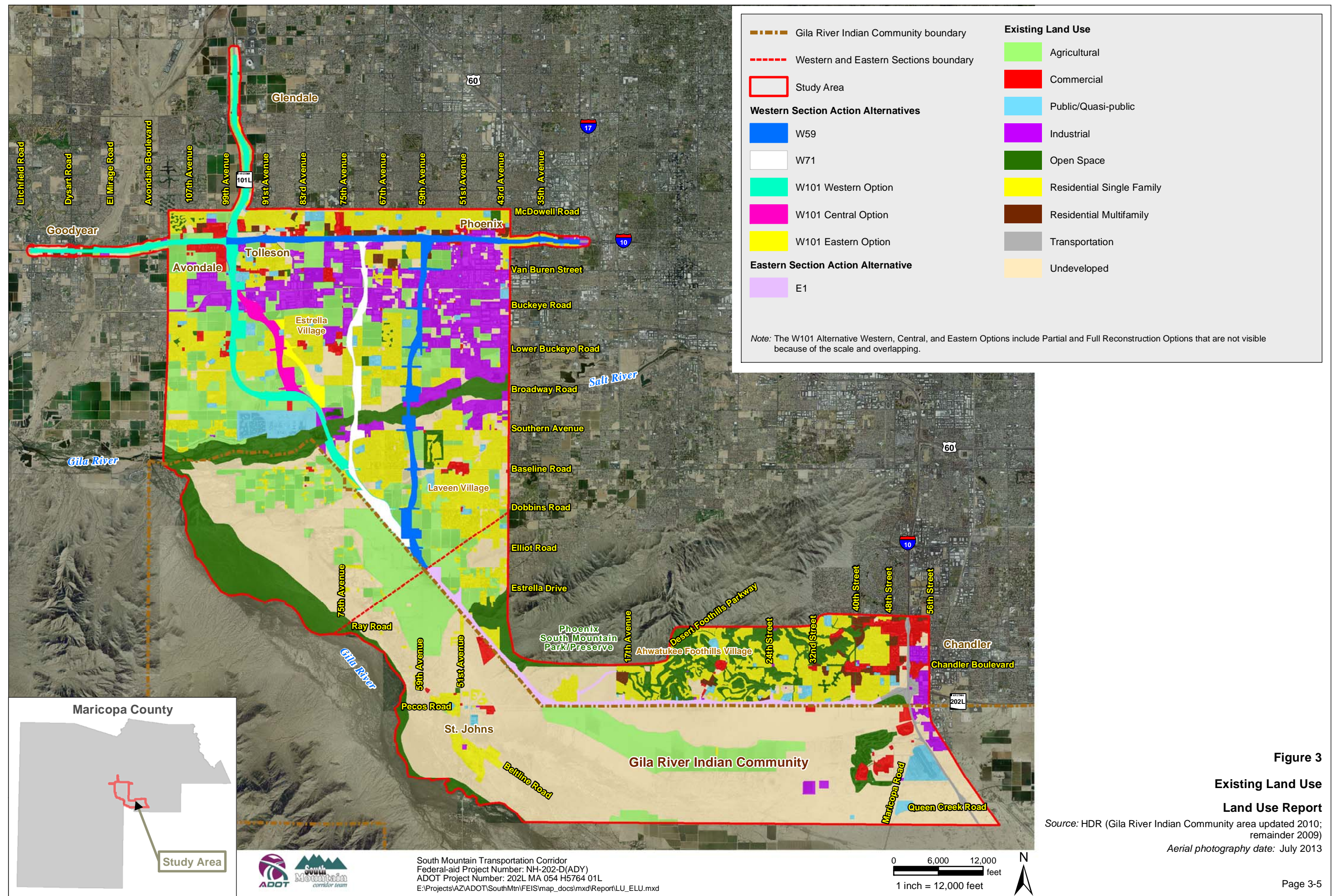
No changes.

## **8. Bibliography/References**

Maricopa Association of Governments (MAG). 2013. *Socioeconomic Projections: Population, Housing, and Employment by Municipal Planning Area and Regional Analysis Zone*. Phoenix.

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**Figure 3**  
**Existing Land Use**  
**Land Use Report**

Source: HDR (Gila River Indian Community area updated 2010; remainder 2009)  
 Aerial photography date: July 2013

