

# **Social and Economic Considerations, including Environmental Justice Technical Memorandum and Grand-35 Project Mitigation Plan**

**Volume 1 of 2: Environmental Justice Technical Memorandum**

**US 60 (Grand Avenue)/35th Avenue/Indian School Road  
Traffic Intersection Improvements**

**Maricopa County, Arizona**

May 2024

Federal Aid No. 060-B(227)T

ADOT Project No. F0272 01L



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May 2024

Arizona Department of Transportation  
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# 1. INTRODUCTION

This Technical Memorandum presents the evaluation of social and economic effects, including an analysis of environmental justice (EJ), of the Selected Alternative for the US 60 (Grand Avenue), 35th Avenue, and Indian School Road Intersection Improvements (Grand-35 Study). The analysis documented in this memorandum describes the economic and social characteristics of the surrounding community, such as income, education, demographics, and occupation, and evaluates the impacts of the Project on the local and surrounding population. It examines how the Project will affect the area's overall social and economic character, the well-being of current and future residents of the affected community, and the future cohesion of the community once the Project has been implemented. The displacement of residents and businesses, as well as potential temporary, permanent, and cumulative impacts on various protected populations, is evaluated.

This Technical Memorandum also presents the EJ analysis for the Project. In 1994, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued. EJ considerations include “the fair treatment and meaningful involvement of all people, particularly minority, low-income and indigenous populations, in the environmental decision-making process.”

Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All, was enacted on April 21, 2023. Executive Order 14096 on EJ does not rescind Executive Order 12898, which has been in effect since February 11, 1994, and is currently implemented through Department of Transportation (DOT) Order 5610.2C (DOT 2021). This implementation will continue until further guidance is provided regarding the implementation of the new Executive Order 14096 on EJ (FHWA 2024).

Historically, roadways have been depicted at the approximate alignments of US 60 (Grand Avenue), 35th Avenue, and Indian School Road with railroad tracks south of US 60 (Grand Avenue) since at least 1912 (USGS 1912). As Phoenix developed into a large metropolitan city, the area surrounding the intersection also grew with industrial, commercial, and residential development. During the late 1970s the existing Indian School Road Bridge was constructed. Today, US 60 (Grand Avenue) is one of the primary urban arterial streets serving regional commuter and freight traffic through the cities of Phoenix, Glendale, and Peoria. Indian School Road is one of the major east-west streets that passes through the central portion of the Phoenix metropolitan area.

The Analysis Area boundary for the socioeconomic and EJ analysis, called the Analysis Area, extends one mile in each direction from the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection.

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## 2. EXISTING CONDITIONS

### 2.1 SOCIAL AND ECONOMIC CONSIDERATIONS

The City of Phoenix primarily uses a grid roadway network that created square units of land development between evenly spaced major roadways travelling north-south or east-west. Indian School Road and 35th Avenue are two such major roadways, also known as arterials. Unlike most other four-way intersections in the Phoenix roadway network, US 60 (Grand Avenue) and the Burlington Northern Santa Fe (BNSF) Railroad travel diagonally through, creating a six-legged intersection with complex traffic concerns. **Figure 1** shows the location of recreational facilities, public services, community organizations, schools, and business districts in the Analysis Area.

#### 2.1.1 Recreation

Cielito Park is an approximately 40-acre City of Phoenix park located at 35th Avenue and Campbell Avenue. It is the largest park within a 2.5-mile radius. The park has numerous amenities, including lighted basketball, softball, and soccer facilities; a pool; shaded playground; and walking path and provides general community open space with picnic tables, grills, and a ramada. The park is accessed using Campbell Avenue from the south and 35th Avenue from the west. The north and east side of the park are fenced to prevent access. Cielito Pool has been closed since the summer of 2021. The *Alhambra Village Character Plan* identifies Cielito Park as an asset for community character (City of Phoenix 2021).

The Grand Canal intersects 35th Avenue and US 60 (Grand Avenue) to the south, and a multi-use path along the canal has an at-grade crossing at both roadways. The City of Phoenix is currently in Phase 3 of the Grand Canalscape project, which is constructing improvements to the path from 75th Avenue to 47<sup>th</sup> Avenue. There are no current plans to improve the segment within the Analysis Area.

#### 2.1.2 Community Resources

For the purposes of this analysis, community resources include public services and facilities such as law enforcement, fire protection, health care facilities, libraries, post offices, places of worship, and community organizations that offer social services.

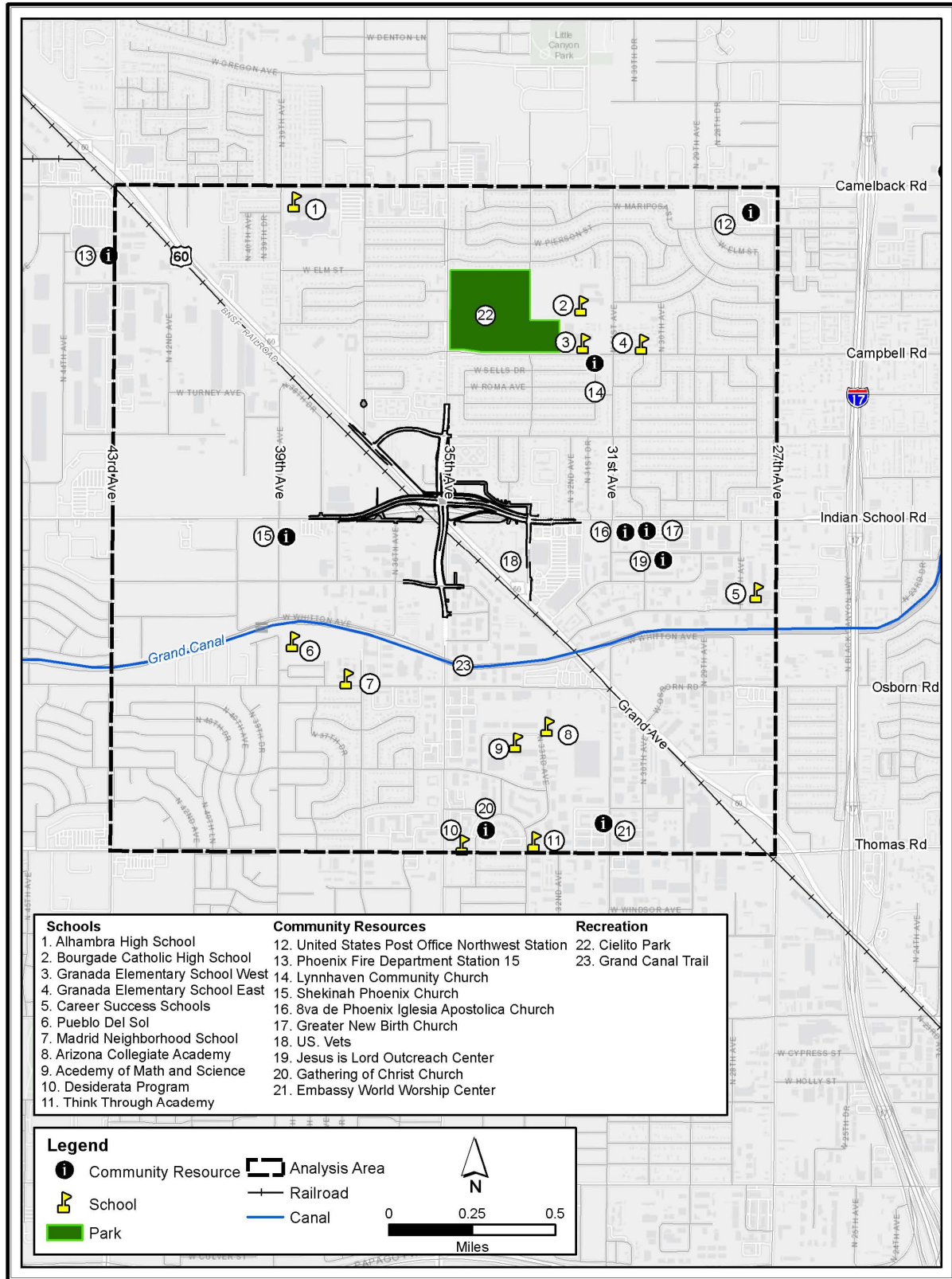
Grand Veterans Village is run by U.S. Vets, a nonprofit organization. They provide housing, workforce development, and case management services to veterans of the U.S. Armed Forces. The facility is located north of US 60 (Grand Avenue) at 33rd Avenue. Currently there are 30 low-income units with residents transitioning out of homelessness (U.S. VETS 2023).

There are numerous churches and places of worship throughout the Analysis Area. The Lynnhaven Community Church is located at 31st Avenue and Campbell Avenue in the residential neighborhood to the northeast. Hidden Treasures Pre-school is a pre-school and childcare facility run by the church. All other churches are within business districts south of Indian School Road and do not offer community services such as childcare.

There is a single emergency service in the Analysis Area: A City of Phoenix fire station near Camelback Road and 43rd Avenue. There are no other emergency services such as hospitals or police stations. The nearest hospital is Valleywise Health Emergency Department approximately two miles west. The nearest police station is approximately three miles to the southeast.

The nearest post office is located in the commercial plaza at 27th Avenue and Camelback Road, in the northeast corner of the Analysis Area.

Figure 1. Community Resources, Recreation, and Schools



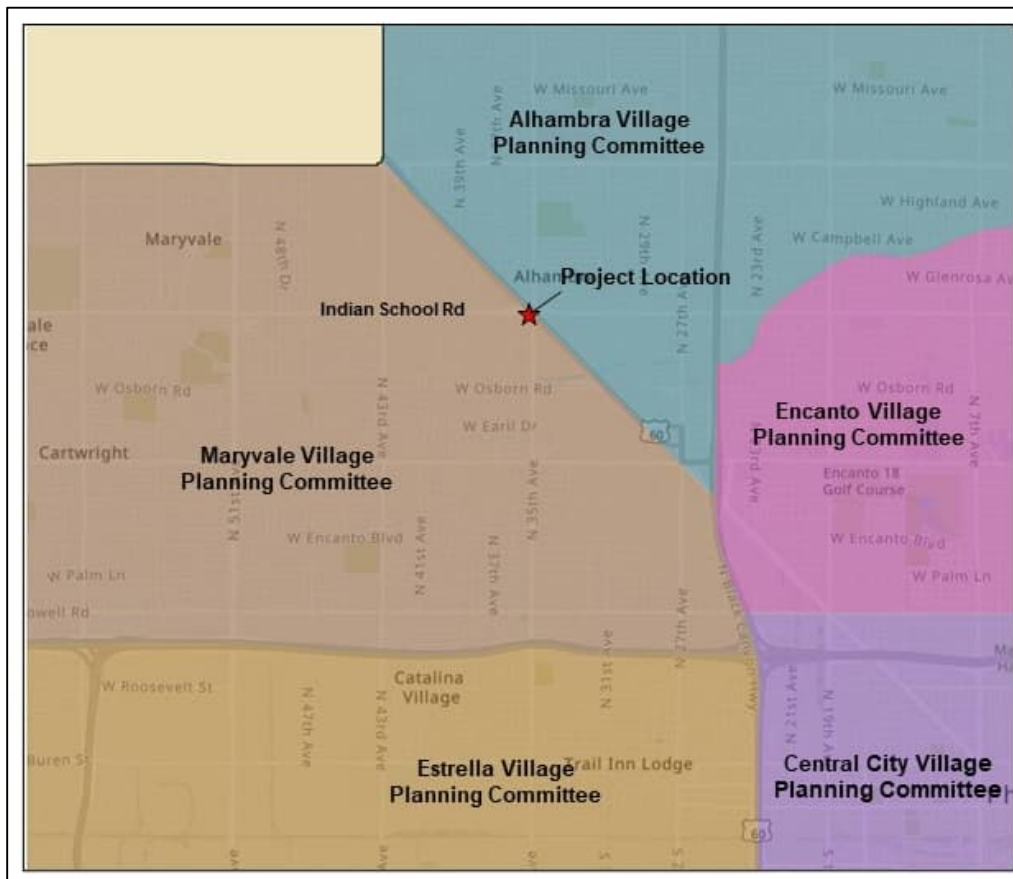
### 2.1.3 Schools

There are nine schools within the Analysis Area. The schools closest to the Project intersection include Granada Elementary and Bourgade Catholic High School. These schools are located at 31st Avenue and Campbell Road, approximately 3,000 feet (0.57 mile) northeast of the northern Project limits on 35th Avenue.

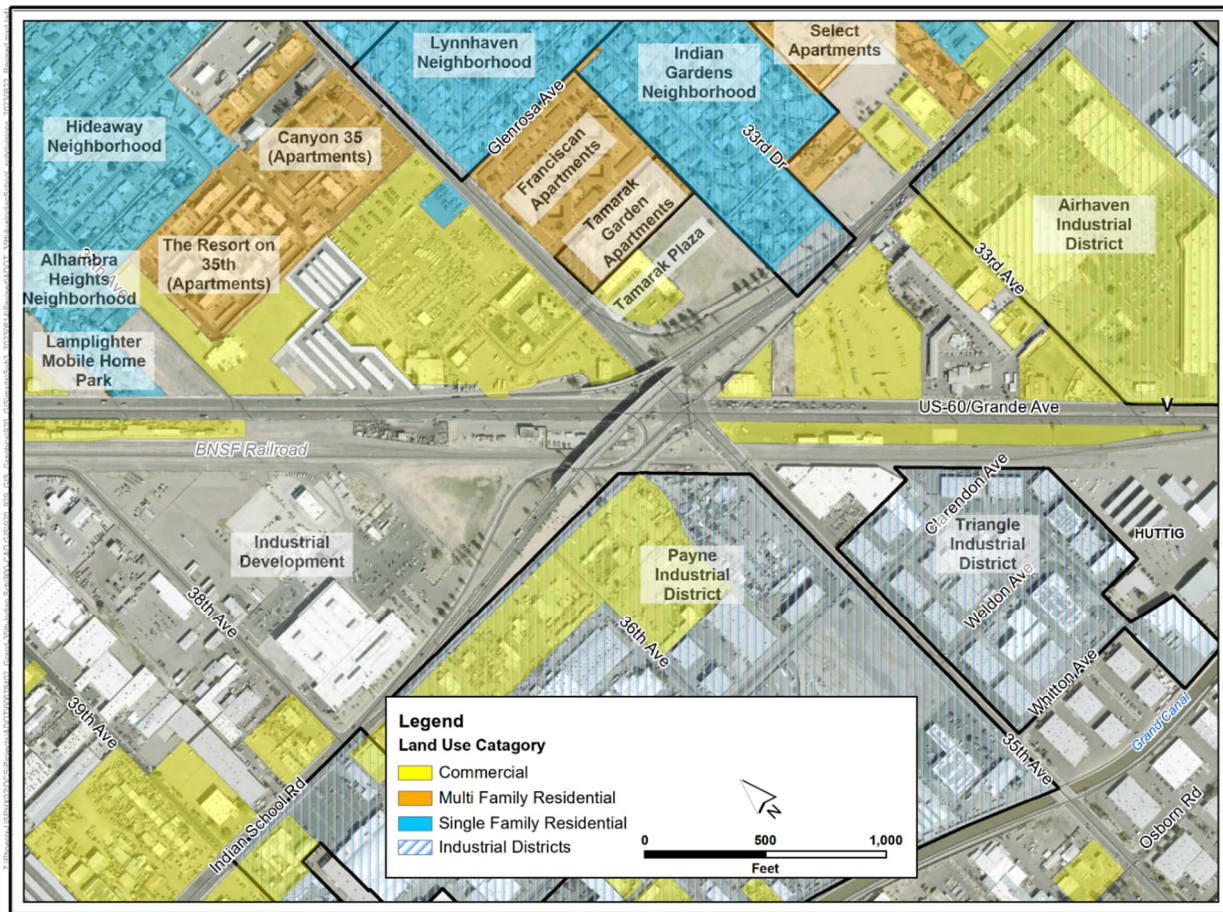
### 2.1.4 Neighborhood Continuity

The City of Phoenix is divided into 15 urban villages each with their own Village Planning Committee. The Analysis Area is split between two villages: Alhambra and Maryvale as shown on **Figure 2**. US 60 (Grand Avenue) and the BNSF Railroad create a barrier to pedestrian and vehicle traffic that divides the two villages and limits travel except at major roadways. The Grand Canal Trail provides limited east-west pedestrian mobility between the two villages, and there are no other pedestrian paths or bridges in the Analysis Area. As shown on **Figure 3**, the residential neighborhoods and business districts are separated by US 60 (Grand Avenue), Indian School Road, and 35th Avenue. Small side roads allow traffic to travel through the neighborhoods and districts. There are several single-family neighborhoods, two schools, and a park in the northeast portion of the Analysis Area, in Alhambra. This area is primarily accessed from 35th Avenue and Indian School Road. The June Gardens neighborhood is located directly north of Indian School Road and is accessed through 33rd Drive and Glenrosa Avenue.

**Figure 2. Phoenix Village Planning Committees**



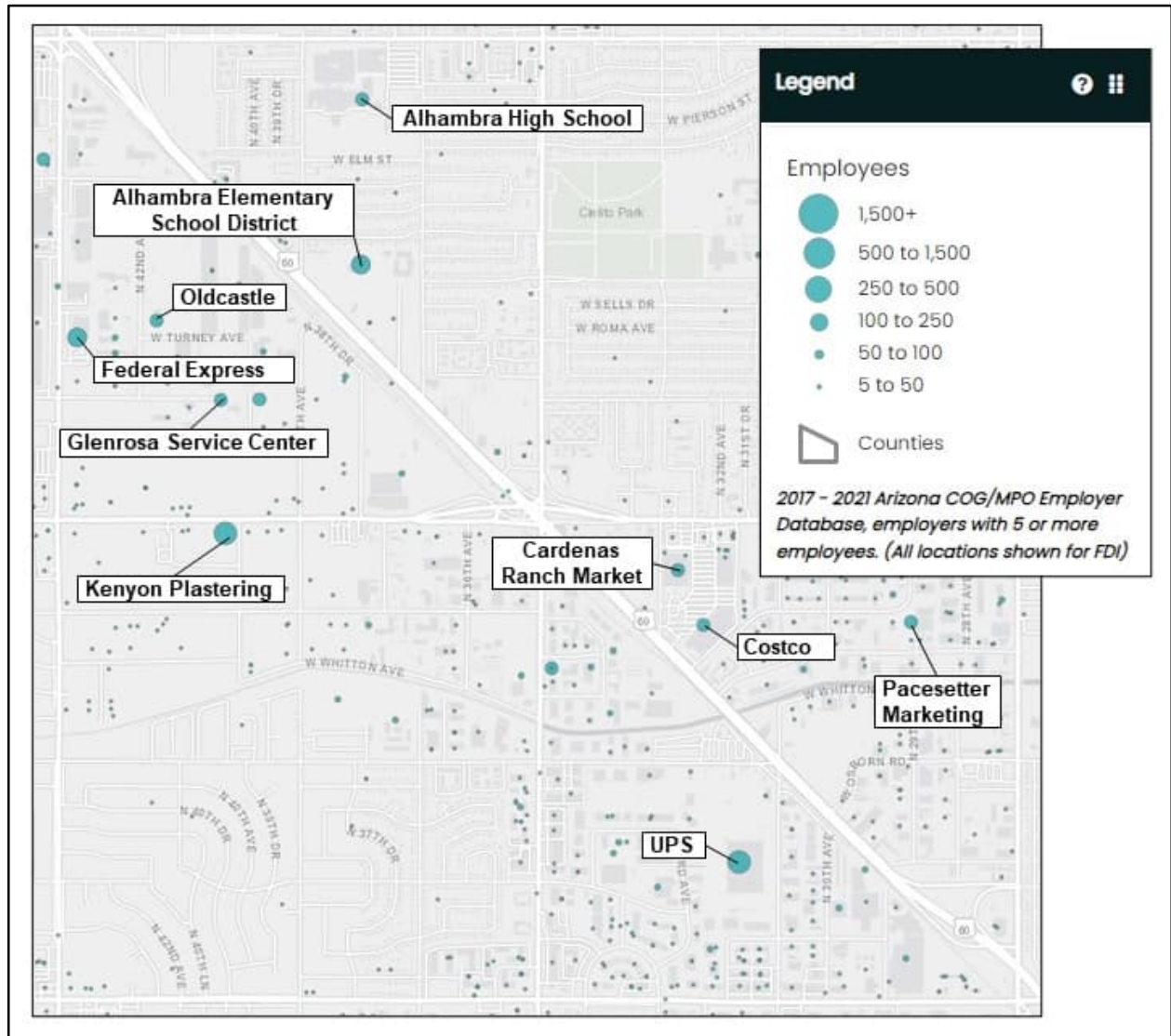
Source: City of Phoenix 2023

**Figure 3. Residential Neighborhoods and Industrial Districts**

### 2.1.5 Business and Employment Conditions

The Analysis Area is heavily developed with commercial and industrial land uses. The largest employers in the Analysis Area are United Parcel Service (UPS), Kenyon Plastering Inc., Alhambra Elementary School District, Federal Express, and Alhambra High School. **Table 1** lists the top 10 employers within the Analysis Area with number of employees and industry classification, and **Figure 3** shows their location in proximity to the project intersection. The UPS warehouse is located on 31st Avenue and is approximately 3,300 feet (0.63 mile) southeast of the southern project limits. Kenyon Plastering is the largest lath and plaster contractor in the United States and is located at 40<sup>th</sup> Avenue and Indian School Road, approximately 900 feet (0.17 mile) west of the western project limit (Kenyon Plastering 2023). Alhambra Elementary District manages 15 schools with over 14,000 students and is headquartered at 37th Avenue and US 60 (Grand Avenue), approximately 600 feet (0.11 mile) north of the northwestern project limits. The Federal Express ship center is located on 43rd Avenue and Glenrosa Avenue, approximately 3,200 feet (0.61 mile) northwest of the western project limit. Alhambra High School is located at 39th Avenue and US 60 (Grand Avenue), approximately 4,000 feet (0.76 mile) northeast of the northern project limits.

Figure 4. Employers in the Analysis Area



Source: MAG 2023

**Table 1. Largest Employers in the Analysis Area**

Employer Name	Employees	Industry Classification	District
UPS	1,096	Private Mail Centers	N/A
Kenyon Plastering Inc.	800	Drywall and Insulation Contractors	RAE Industrial
Alhambra Elementary School District	265	Elementary and Secondary Schools	N/A
Federal Express	254	Couriers and Express Delivery Services	Santa-Fe Phoenix Industrial
Alhambra High School	245	Elementary and Secondary Schools	N/A
Pacesetter Marketing	229	Motor Vehicle Supplies and New Parts Merchant Wholesalers	Airhaven Industrial
Costco	205	Warehouse Clubs and Supercenters	Airhaven Industrial
Cardenas Ranch Markets	202	Supermarkets and Other Grocery (except Convenience) Stores	Airhaven Industrial
City of Phoenix Glenrosa Service Center	153	Administration of Conservation Programs	N/A
Oldcastle	142	Concrete Block and Brick Manufacturing	Santa-Fe Phoenix Industrial

Source: Maricopa Association of Governments (MAG) Arizona COG/Metropolitan Planning Organization (MPO) Employer Database (2020-2021)

**Table 2** provides a summary of employment data within the Census Tracts (CT) intersecting the Analysis Area. To view the data in relation to the location of the CTs, see **Figure 6**. Of the approximately 11,368 people employed within the Analysis Area CTs, the average unemployment rate for the five years from 2018 to 2022 was seven percent, which is similar to the city, state, and county averages (five percent). The highest unemployment rate is within the neighborhoods in the northwest quadrant of the US 60 (Grand Avenue)/35th Avenue/Indian School Road intersection (CT 1092, which includes Hideaway neighborhood, Alhambra Heights, Lamplighter Mobile Home Park, Canyon 35 Apartments, and The Resort on 35th apartments).

**Table 2. Analysis Area Employment Data**

Geography	Total Population 16 years and over	In Labor Force	Employed	Unemployed (#)	Unemployed (%)
CT 1091.01	2,834	1,788	1,683	105	6%
CT 1091.02	4,648	2,889	2,714	175	6%
CT 1092	3,586	2,530	2,197	333	13%
CT 1101	5,121	2,985	2,785	200	7%
CT 1169	1,878	1,176	1,144	32	3%
<b>TOTAL</b>	<b>18,067</b>	<b>11,368</b>	<b>10,523</b>	<b>845</b>	<b>7%</b>
Phoenix, Arizona	1,260,316	858,631	813,556	44,211	5%
Maricopa County	3,526,945	2,291,310	2,176,046	108,652	5%
Arizona	5,764,417	3,490,030	3,281,189	186,058	5%

Source: U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates, Table DP03 Selected Economic Characteristics.

The MAG prepares socioeconomic projection data using Arizona's Socioeconomic Modeling Analysis and Reporting Tool (AZ-SMART) ending in year 2060 (MAG 2024). This process compiles U.S. Census data together with MAG collected data and sums the data at the Regional Analysis Zone (RAZ) level and Municipal Planning Area level. **Table 3** shows the projected number of jobs surrounding the project vicinity and within the City of Phoenix. Employment projections for the project vicinity show a similar growth pattern to the City of Phoenix, with the highest job growth expected between 2020 and 2030. The project vicinity is projected to have a lower average employment growth rate compared to the City of Phoenix. A heatmap of employment density projections available with the MAG socioeconomic projection data indicates nearby concentrations of employment growth are located in the industrial districts southeast of the Grand Canal and US 60 (Grand Avenue), near Camelback Road and I-17, and along the Central Avenue corridor.

**Table 3. Employment Projections**

Year	City of Phoenix		Project Vicinity*	
	Employment	Percent Growth	Employment	Percent Growth
2020	881,012	-	47,567	-
2030	1,048,469	19%	53,369	12.2%
2040	1,148,997	10%	57,808	8.3%
2050	1,216,694	6%	59,773	3.4%
2060	1,272,610	5%	61,934	3.6%

Source: MAG Socioeconomic Projections (MAG 2024)

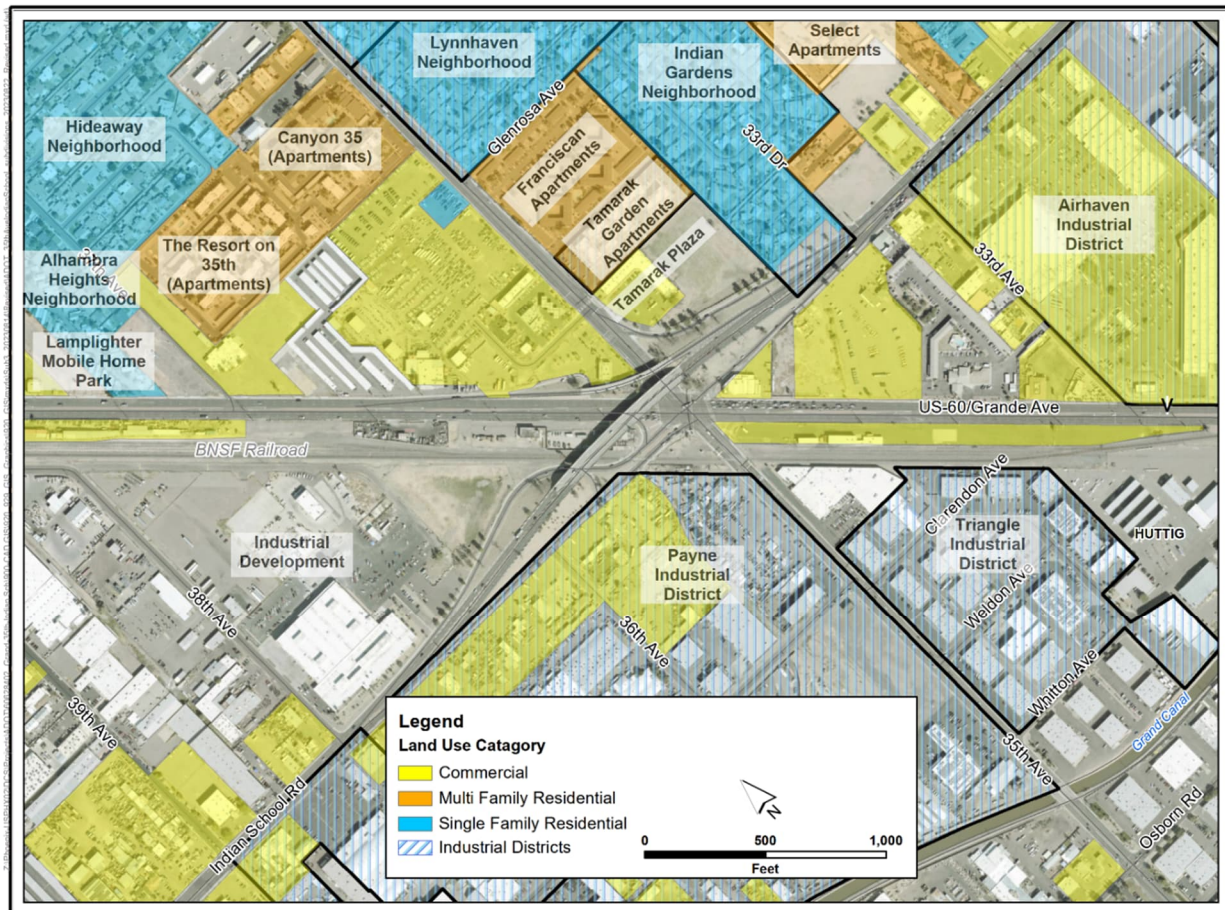
\* Socioeconomic projection data are available from MAG based on RAZ. Analysis area data reported are for the two RAZs that intersect the US 60 (Grand Avenue)/35th Avenue/Indian School Road intersection: RAZ 369 and RAZ 259.

Information on businesses present in the Analysis Area was gathered from readily available Geographic Information System data from the City of Phoenix, MAG, and Maricopa County, and supported by a field review conducted in March 2023. There are three defined industrial districts in the Analysis Area (shown on **Figure 5**):

- **Airhaven Industrial District:** The Airhaven industrial district is located east of 35th Avenue and is accessed from the north by Indian School Road and the south by US 60 (Grand Avenue). A large shopping complex at Indian School Road and 32nd Avenue contains Los Altos Ranch Market and Costco, two of the largest employers in the area. The shopping complex also includes several restaurants. The district contains numerous commercial and industrial properties with a mix of large manufacturing facilities, warehousing, and small individual businesses.
- **Payne Industrial District:** The Payne industrial district is located between 35th Avenue and 39th Avenue, south of Indian School Road. The district is accessed from the north by Indian School Road and the east by 35th Avenue. The district is primarily large industrial buildings with on-property storage of materials. Adjacent to Indian School Road are several small individual buildings, including an auto repair shop, a restaurant, and an entertainment club. There is an industrial swap meet with 26 to 30 business that include a mattress store, an auto repair shop, several food trucks with open-air sitting areas, and multiple vehicle service businesses under open-air garages. A vacant lot, and a steel fabrication business are directly west of 35th Avenue.
- **Triangle Industrial District:** The Triangle industrial district is located east of 35th Avenue and south of US 60 (Grand Avenue) and can only be accessed by 35th Avenue. The district is the smallest of the industrial districts in the Analysis Area and contains primarily small manufacturing and warehouse facilities. Adjacent to 35th Avenue, the buildings have storefronts that are

accessible by the public. The majority of these businesses are commercial and industrial supply companies.

**Figure 5. Industrial Development, Commercial Businesses, and Residential Areas**



In the immediate vicinity of the intersection, there are several other industrial and heavy commercial businesses located outside the industrial districts, as well as several small commercial plazas. On the north side of Indian School Road are several restaurants, a pawn shop, an auto parts store, a dollar store, and multiple industrial properties. East of 35th Avenue, Indian School Road is also interspersed with residential properties. Businesses along 35th Avenue north of Indian School Road include Tamarak Plaza, Kings Mini Mart and Gas Station, two unnamed small commercial plazas, and an auto action. Due to the parallel railroad corridor, there are fewer businesses directly along US 60 (Grand Avenue) to the south. Most of the businesses along US 60 (Grand Avenue) are located along the north side of the road and include a self-storage facility, retail locations, and auto sales.

- Tamarak Plaza:** Tamarak Plaza is a strip style commercial plaza with numerous suites rented by local businesses with a combined parking lot. The plaza is located directly northeast of 35th Avenue and Indian School Road. Businesses include a liquor store that provides cash checking services, two restaurants, a halal specialty store, a Vietnamese coffee and billiards club, a tax and immigration business, a gift shop, a jewelry store, a hair salon, and a seafood restaurant/market. There is also a Watermill Express water vending machine located in the parking lot. During the field survey conducted in March 2023, the seafood market and the



Vietnamese billiards club had several customers and appeared to serve as a community gathering place. The length of time tenant businesses were established at their current location in Tamarak Plaza varies; the seafood restaurant/market was established in its current location in 2017.

- **Commercial Plaza and Gas Station/Convenience Store:** There is a convenience store and gas station located on Monterosa Street and 35th Avenue, which also provides storefronts for a U-Haul business. The gas station was established in 2018 by the current property owner. There is an unnamed strip style commercial plaza with eight storefronts rented by businesses directly north of the mini mart. The eight tenant businesses include a cell phone store, exercise studio, ice cream shop, money transfer service, smoke shop, barber shop, yerbaria, and restaurant.
- **Industrial Development along 35th Avenue and Glenrosa Avenue:** There are several industrial and heavy commercial properties located northeast of 35th Avenue and Indian School Road, including a self-storage business, a heavy equipment rental and sales business, an auto repair business, and an auto auction. There are multiple self-storage facilities located off 35th Avenue and Indian School Road. A heavy equipment facility is located approximately one mile south.
- **Commercial Shopping Plaza at 3552 Grand Avenue:** There is a small unnamed commercial plaza with three businesses located immediately north of the intersection of 35<sup>th</sup> Avenue and US 60 (Grand Avenue). The businesses include a meat processor, a flooring wholesaler, and a smoke shop. During canvassing efforts for public outreach in January 2023, signs at the meat processing business were posted stating this business is not open to the public. Numerous similar commercial plazas are in the area with similar services.

Each City of Phoenix Village prepares an annual report to identify current economic and social trends. Maryvale has identified two Village Core areas, which are outside of the Analysis Area. The annual report listed one building permit within the Payne Industrial District (City of Phoenix 2022). Alhambra identified one Village Core area, which is outside of the Analysis Area. The annual report listed several building permits within the Airhaven Industrial District and several others in the residential neighborhoods north of Indian School Road.

### 2.1.6 Population and Housing Conditions

Residential development in the Analysis Area is primarily north of Indian School Road and south of the Grand Canal. There are numerous residential subdivisions, including June Gardens, Indian Gardens, Lynnhaven, Northwest Village, Winton Heights, Grand Mission Homes, Mission Manor, and Verba Gardens. There are also several multi-family complexes, including Tamarak Apartments, The Franciscan Apartments, Canyon 35, The Resort on 35<sup>th</sup>, and Select Apartments.

MAG prepares socioeconomic projection data using AZ-SMART ending in year 2060 (MAG 2024). **Table 4** shows the projected population and growth rates in the vicinity of the Project and within the City of Phoenix. Projected growth rates in the project vicinity are lower than growth rates for the City. A heatmap of population density projections indicates nearby growth areas are concentrated in the more densely populated centers of Alhambra and Maryvale, northeast and southwest of the US 60 (Grand Avenue) corridor (MAG 2024).

**Table 4. Population Projections**

Year	City of Phoenix		Project Vicinity*	
	Population	Percent Growth	Population	Percent Growth
2020	1,665,221	-	146,380	-
2030	1,867,255	12%	149,676	2.3%
2040	2,007,781	8%	156,683	4.7%
2050	2,101,517	5%	160,689	2.6%
2060	2,184,554	4%	165,826	3.2%

Source: MAG Socioeconomic Projections (MAG 2024)

\* Socioeconomic projection data are available from MAG based on RAZ. Study area data reported are for the two RAZs that intersect the US 60 (Grand Avenue)/35th Avenue/Indian School Road intersection: RAZ 369 and RAZ 259.

### 2.1.7 Demographic Information

Demographic characteristics for the Analysis Area based on the U.S. 2020 Decennial Census and 2020 ACS 5-Year Estimates were collected at the CT and Block Group (BG) level. The most recent ACS 5-Year estimates that provided data at a BG level were used. Population demographics are divided into five CTs, which are further divided into BGs based on the most recent 2020 U.S. Census. A CT is a small, statistical subdivision of a county, while a BG consists of clusters of blocks within each CT. The Analysis Area encompasses 14 BGs within five CTs, as shown on **Figure 6**. A field review was conducted in March 2023 to confirm land use and further characterize existing conditions.

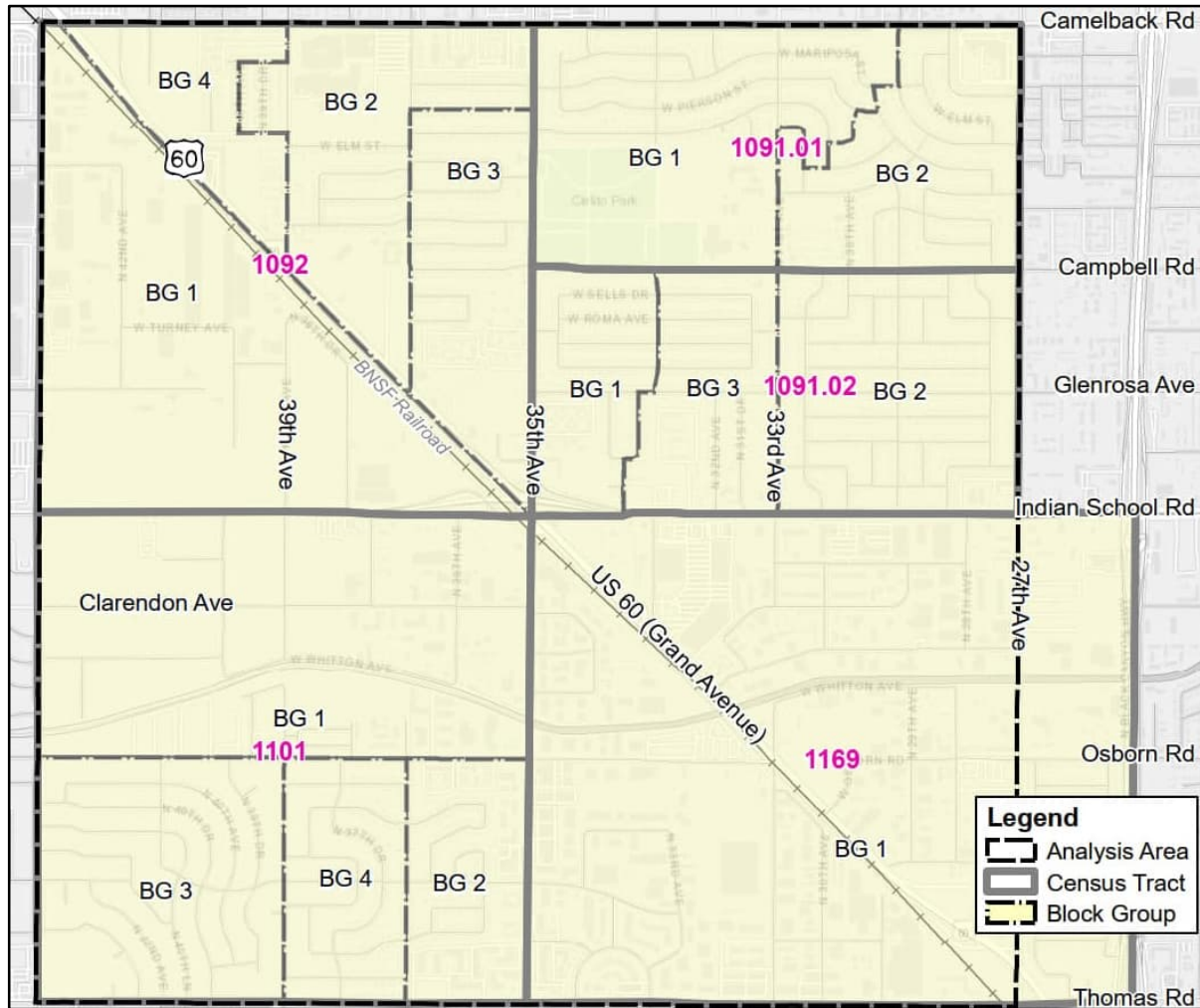
**Disability:** U.S. Census Bureau ACS 5-year estimates (2017-2021) on individuals with disabilities was collected. For this analysis, disabled persons can include only civilian, non-institutionalized persons with sensory, physical, mental, self-care, employment-related, and/or going-outside-of-the-home disabilities. ACS estimates disability counts from samples taken at the CT level and does not report these data at the BG level. ACS 5-year estimates are presented in **Table 5**.

The estimated percentage of people with disabilities in the Analysis Area CTs ranges from 7.8 percent to 20.2 percent. When compared to the Phoenix disabled population percentage (10.8 percent), the disabled population percentage of CT 1092 is considerably higher than the surrounding area (20.2 percent), while the remaining CTs are within one percentage point of Phoenix's average.

**Elderly:** Elderly populations consist of people who are age 65 and older. ACS 5-year estimates are presented in **Table 6**. The percentage of the population age 65 and older ranges from 2.5 percent to 9.9 percent. While elderly residents are present in all BGs, the percentages are less than the elderly population in Phoenix and Maricopa County.

**Female Head of Household:** Female head-of-household populations consist of households with children under 18 years of age headed by an unmarried female. ACS 5-year estimates (2016-2020) for female head-of-household were available to BG level and are presented in **Table 7**. The percentage of female head-of-household within the Analysis Area ranges from 0 percent (CT 1091.02 BG 3) to 40.5 percent (CT 1091.02 BG 2). Ten of the 14 BGs for which there is female head-of-household data are higher than the average for the City of Phoenix (10.1 percent).

**Figure 6. CTs and BGs in the Analysis Area**



**Table 5. Disabled Populations by CT**

Geography	Total Population	Disabled	Percent
CT 1091.01	3,910	308	7.9%
CT 1091.02	6,073	582	9.6%
CT 1092	4,474	803	17.9%
CT 1101	7,035	752	10.7%
CT 1169	2,432	192	7.9%
<b>TOTAL</b>	<b>23,924</b>	<b>2,637</b>	<b>11.0%</b>
Phoenix, Arizona	1,581,037	171,468	10.8%
Maricopa County	4,335,169	494,811	11.4%
Arizona	6,976,512	917,555	13.2%

Source: U.S. Census Bureau 2021 ACS 5-Year Estimates Table DP02  
 Notes: Table DP02 does not report demographic data at the BG level; CT-level data were used.

**Table 6. Elderly Populations by CT and BG**

Geography	Population	Elderly (Age 65 and over)	Percentage Age 65 and over
CT 1091.01	3,910	358	9.2%
BG 1	2,292	225	9.8%
BG 2	1,618	133	8.2%
CT 1091.02	6,073	462	7.6%
BG 1	1,644	44	2.7%
BG 2	3,270	344	10.5%
BG 3	1,159	74	6.4%
CT 1092	4,474	282	6.3%
BG 1	0	0	0.0%
BG 2	1,205	163	13.5%
BG 3	2,021	90	4.5%
BG 4	1,248	29	2.3%
CT 1101	7,035	494	7.0%
BG 1	1,352	51	3.8%
BG 2	1,318	90	6.8%
BG 3	2,473	184	7.4%
BG 4	1,892	169	8.9%
CT 1169	2,599	67	2.6%
BG 1	2,599	67	2.6%
<b>TOTAL</b>	<b>24,091</b>	<b>1,663</b>	<b>6.9%</b>
Phoenix, Arizona	1,591,119	175,827	11.1%
Maricopa County	4,367,186	662,256	15.2%
Arizona	7,079,203	1,243,859	17.6%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B01001.

**Table 7. Female Householders by CT and BG**

Geography	Total Households	Female Householders	Percentage Female Householders
CT 1091.01	940	140	14.9%
BG 1	523	107	20.5%
BG 2	417	33	7.9%
CT 1091.02	1,854	484	26.1%
BG 1	537	72	13.4%
BG 2	919	372	40.5%
BG 3	398	40	10.1%
CT 1092	1,509	193	12.8%
BG 1	0	0	0.0%
BG 2	417	21	5.0%
BG 3	660	78	11.8%
BG 4	432	94	21.8%
CT 1101	1,834	257	14.0%
BG 1	423	83	19.6%
BG 2	410	59	14.4%
BG 3	538	37	6.9%
BG 4	463	78	16.8%
CT 1169	637	169	26.5%
BG 1	637	169	26.5%
<b>TOTAL</b>	<b>6,774</b>	<b>1,243</b>	<b>18.3%</b>
Phoenix, Arizona	579,876	57,680	9.9%
Maricopa County	1,632,151	129,235	7.9%
Arizona	2,683,557	208,358	7.8%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates Table B11005

Notes: A female householder is defined as a female head-of-household with no husband present and 1 occupant under 18.

**Limited English Proficiency (LEP):** In accordance with Title VI of the Civil Rights Act of 1964 and Executive Order 13166, the Arizona Department of Transportation (ADOT) developed a Limited English Proficiency Language Access Plan (ADOT 2023d). In accordance with this plan, the number of individuals who speak English less than “very well” was collected from the U.S. Census Bureau ACS 5-year Estimates (2016-2020) for each of the CTs within the Analysis Area (data were not available at the BG level). Limited English Proficient individuals and the percentage this number represents in the total population can be found in **Table 8**. All CTs in the Analysis Area had a high percentage of individuals that used Spanish as their primary language. Percentages range from 14.5 percent to 30 percent compared to the City of Phoenix average of 10.7 percent.

**Table 8. LEP by CT**

Geography	Total Population	Only English/Very Well		Spanish		French		German		Russian		Other Indo – European Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
CT 1091.01	3,648	2,530	69%	1,087	30%	0	0%	0	0%	0	0%	0	0%
CT 1091.02	5,780	4,199	73%	1,534	27%	0	0%	0	0%	0	0%	16	0%
CT 1092	4,241	3,473	82%	729	17%	0	0%	0	0%	0	0%	0	0%
CT 1101	6,564	4,770	73%	1,732	26%	0	0%	0	0%	0	0%	0	0%
CT 1169	2,474	1,639	66%	807	33%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>	<b>22,707</b>	<b>16,611</b>	<b>73%</b>	<b>5,889</b>	<b>26%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>16</b>	<b>0%</b>
Phoenix, Arizona	1,483,692	1,296,273	87%	156,485	11%	616	0%	205	0%	2,856	0%	7,086	0%
Maricopa County	4,101,545	3,761,669	92%	262,136	6%	1,816	0%	949	0%	5,196	0%	15,288	0%
Arizona	6,666,597	6,124,197	92%	422,033	6%	2,844	0%	1,740	0%	6,878	0%	17,803	0%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table C16001.

Notes: Table C16001 does not report demographic data at the Block level, CT-level data were used.

**Table 8. LEP by CT (continued)**

Geography	Total Population	Korean		Chinese		Vietnamese		Tagalog		Arabic		Other Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
CT 1091.01	3,648	0	0%	0	0%	10	0%	0	0%	0	0%	21	1%
CT 1091.02	5,780	0	0%	26	0%	0	0%	0	0%	0	0%	5	0%
CT 1092	4,241	0	0%	0	0%	0	0%	14	0%	0	0%	25	1%
CT 1101	6,564	0	0%	0	0%	0	0%	52	1%	10	0%	0	0%
CT 1169	2,474	0	0%	0	0%	19	1%	0	0%	0	0%	9	0%
<b>TOTAL</b>	<b>22,707</b>	<b>0</b>	<b>0%</b>	<b>26</b>	<b>0%</b>	<b>29</b>	<b>0%</b>	<b>66</b>	<b>0%</b>	<b>10</b>	<b>0%</b>	<b>60</b>	<b>0%</b>
Phoenix, Arizona	1,483,692	966	0%	2,789	0%	2,629	0%	1,768	0%	2,589	0%	9430	1%
Maricopa County	4,101,545	2,551	0%	12,300	0%	9,540	0%	4,116	0%	6,255	0%	19729	0%
Arizona	6,666,597	4,298	0%	16,142	0%	11,586	0%	5,798	0%	7,752	0%	45526	1%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table C16001.

Notes: Table C16001 does not report demographic data at the Block level, CT-level data were used.

## 2.2 ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs that federal programs, policies, and activities not have disproportionately high and adverse human health and environmental effects on minority and low-income populations.

An adverse effect is a significant individual or cumulative human health or environmental effect (e.g., the displacement of a household structure or business as a requirement to build a project). A disproportionately high and adverse effect on minority and low-income populations means that an adverse effect:

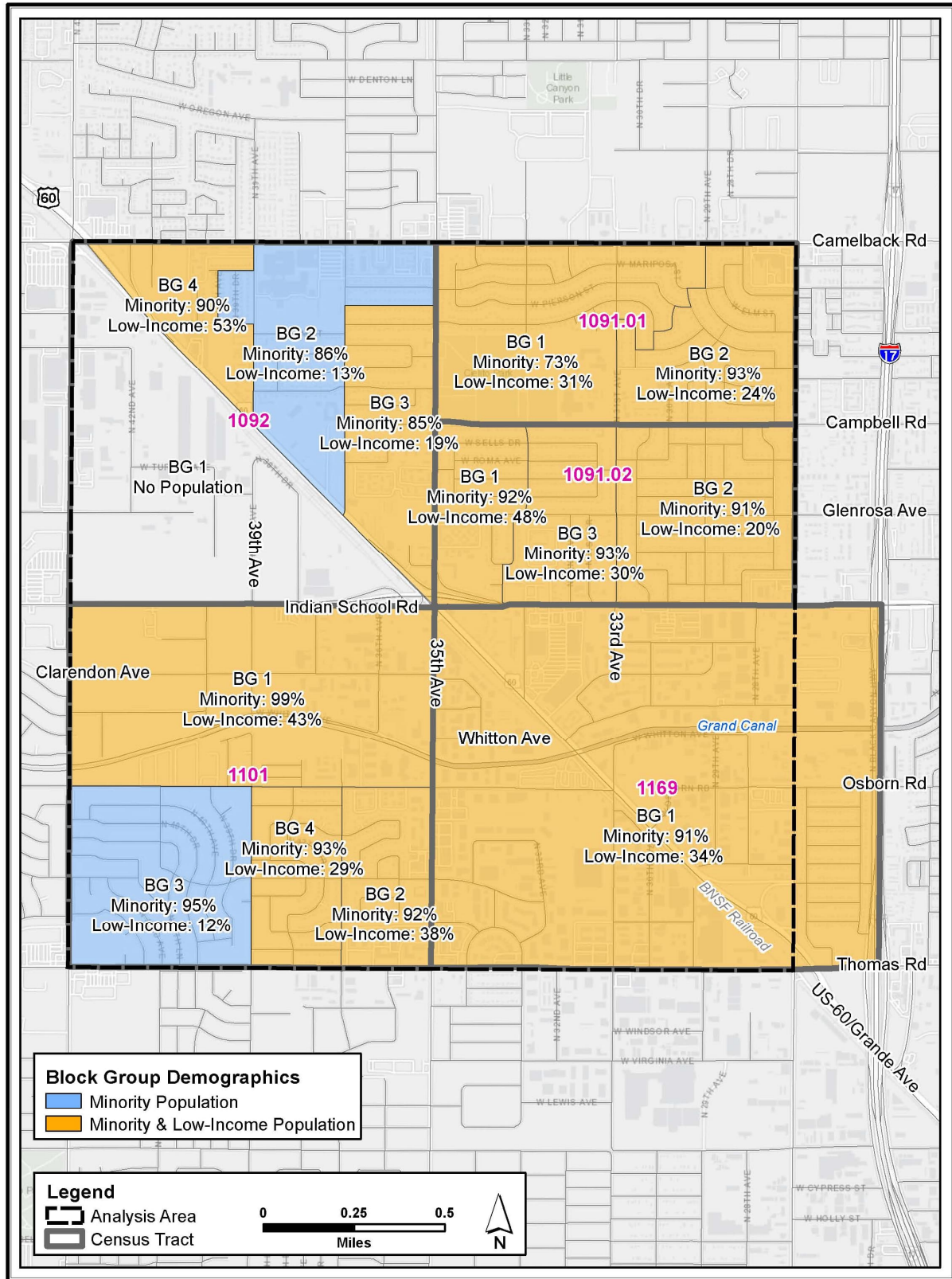
- Is predominantly borne by a minority population and/or a low-income population or
- Will be suffered by the minority populations and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Demographic characteristics were collected for an Analysis Area comprised of the Project Area and a one-mile buffer surrounding it as shown on **Figure 8**. Data from the U.S. 2020 Decennial Census and 2020 ACS 5-Year Estimates were collected at the CT and BG level. The most recent ACS 5-year estimates that provided data at a BG level were used. Population demographics are divided into five CTs, which are further divided into BGs based on the most recent 2020 U.S. Census. A field review was conducted in March 2023 to confirm land use and further characterize analysis area conditions.

**Figure 7** provides a summary of low income and minority population data. Detailed data tables are provided in **Table 9** through **Table 12**. There is one U.S. Census-defined BG (CT 1092 BG 1) for which there is no recorded population. Because all data reported for this BG is 0, it is not included in the summary and analysis.



Figure 7. BGs with Minority and Low-Income Populations



### 2.2.1 Minority Populations

For the EJ analysis, minority populations are composed of the following race and ethnicity categories from the U.S. Census:

- Black -a person having origins in any of the black racial groups of Africa.
- Hispanic or Latino – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent.
- American Indian and Alaskan Native – a person having origins in any of the original people of North America, South America, including Central America, and who maintains cultural identification through tribal affiliation or community recognition.
- Native Hawaiian or Other Pacific Islander – people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

The U.S. Census Bureau's 2016-2020 ACS Five-Year Estimates, as presented in **Table 9**, show that the Analysis Area as a whole has a considerably high percentage of minority individuals (89 percent). Within the BGs that intersect the Analysis Area, the minority population ranges from 73 percent (CT 1091.01 BG 1) to 99.1 percent (CT 1101 BG 1). In comparison, the City of Phoenix population is 58.6 percent minority, with Maricopa County and Arizona at approximately 46 percent minority.

U.S. Census data on race and ethnicity were supplemented with data from the National Center for Education Statistics (NCES) on the schools near to the Analysis Area (NCES 2023). During the 2021-2022 school year, enrollment at the public and charter schools near the Project was consistent if not slightly higher in minority population, varying 97 to 99 percent.

**Table 9. Minority Populations by CT and BG, Summary**

Geography	Total Population	Non-Minority (White alone)		Minority Total	
	#	#	%	#	%
CT 1091.01	3,910	748	19.1%	3,162	80.9%
BG 1	2,292	628	27.4%	1,664	72.6%
BG 2	1,618	120	7.4%	1,498	92.6%
CT 1091.02	6,073	518	8.5%	5,555	91.5%
BG 1	1,644	134	8.2%	1,510	91.8%
BG 2	3,270	301	9.2%	2,969	90.8%
BG 3	1,159	83	7.2%	1,076	92.8%
CT 1092	4,474	607	13.6%	3,867	86.4%
BG 1	0	0	0.0%	0	0.0%
BG 2	1,205	174	14.4%	1,031	85.6%
BG 3	2,021	311	15.4%	1,710	84.6%
BG 4	1,248	122	9.8%	1,126	90.2%
CT 1101	7,035	377	5.4%	6,658	94.6%
BG 1	1,352	12	0.9%	1,340	99.1%
BG 2	1,318	104	7.9%	1,214	92.1%
BG 3	2,473	132	5.3%	2,341	94.7%
BG 4	1,892	129	6.8%	1,763	93.2%
CT 1169	2,599	233	9.0%	2,366	91.0%
BG 1	2,599	233	9.0%	2,366	91.0%
<b>TOTAL</b>	<b>24,091</b>	<b>2,483</b>	<b>10.3%</b>	<b>21,608</b>	<b>89.7%</b>
Phoenix, Arizona	1,591,119	658,849	41.4%	932,270	58.6%
Maricopa County	4,367,186	2,347,923	53.8%	2,019,263	46.2%
Arizona	7,079,203	3,781,665	53.4%	3,297,538	46.6%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B03002

**Table 10. Minority Populations by CT and BG, Detailed**

Census Geography	Total Population	Hispanic or Latino		Black or African American alone		American Indian and Alaska Native alone		Asian alone		Native Hawaiian, Other Pacific Islander alone		Two or More Races or Some Other Race	
		#	%	#	%	#	%	#	%	#	%	#	%
CT 1091.01	3,910	2,963	75.8%	119	3.0%	17	0.4%	28	0.7%	0	0.0%	35	0.9%
BG 1	2,292	1562	68.2%	78	3.4%	17	0.7%	0	0.0%	0	0.0%	7	0.3%
BG 2	1,618	1401	86.6%	41	2.5%	0	0.0%	28	1.7%	0	0.0%	28	1.7%
CT 1091.02	6,073	4566	75.2%	411	6.8%	362	6.0%	60	1.0%	0	0.0%	156	2.6%
BG 1	1,644	1106	67.3%	350	21.3%	0	0.0%	23	1.4%	0	0.0%	31	1.9%
BG 2	3,270	2554	78.1%	0	0.0%	346	10.6%	26	0.8%	0	0.0%	43	1.3%
BG 3	1,159	906	78.2%	61	5.3%	16	1.4%	11	0.9%	0	0.0%	82	7.1%
CT 1092	4,474	2806	62.7%	429	9.6%	251	5.6%	15	0.3%	0	0.0%	366	8.2%
BG 1	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BG 2	1,205	575	47.7%	112	9.3%	106	8.8%	15	1.2%	0	0.0%	223	18.5%
BG 3	2,021	1,566	77.5%	74	3.7%	37	1.8%	0	0.0%	0	0.0%	33	1.6%
BG 4	1,248	665	53.3%	243	19.5%	108	8.7%	0	0.0%	0	0.0%	110	8.8%
CT 1101	7,035	6251	88.9%	137	1.9%	145	2.1%	106	1.5%	0	0.0%	19	0.3%
BG 1	1,352	1,185	87.6%	0	0.0%	111	8.2%	44	3.3%	0	0.0%	0	0.0%
BG 2	1,318	1201	91.1%	0	0.0%	13	1.0%	0	0.0%	0	0.0%	0	0.0%
BG 3	2,473	2180	88.2%	90	3.6%	0	0.0%	62	2.5%	0	0.0%	9	0.4%
BG 4	1,892	1,685	89.1%	47	2.5%	21	1.1%	0	0.0%	0	0.0%	10	0.5%
CT 1169	2,599	2263	87.1%	44	1.7%	24	0.9%	35	1.3%	0	0.0%	0	0.0%
BG 1	2,599	2263	87.1%	44	1.7%	24	0.9%	35	1.3%	0	0.0%	0	0.0%
<b>TOTAL</b>	<b>24,091</b>	<b>18,849</b>	<b>78.2%</b>	<b>1,140</b>	<b>4.7%</b>	<b>799</b>	<b>3.3%</b>	<b>244</b>	<b>1.0%</b>	<b>0</b>	<b>0.0%</b>	<b>576</b>	<b>2.4%</b>
Phoenix, Arizona	1,591,119	679,930	42.7%	109,498	6.9%	24,662	1.5%	59,948	3.8%	2,775	0.2%	55,457	3.5%
Maricopa County	4,367,186	1,376,795	31.5%	232,693	5.3%	63,119	1.4%	180,129	4.1%	8,239	0.2%	158,288	3.6%
Arizona	7,079,203	2,257,429	31.9%	299,877	4.2%	256,947	3.6%	228,292	3.2%	12,623	0.2%	242,370	3.4%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B03002

## 2.2.2 Low-Income Populations

Low-income populations were defined using both an alternative criteria methodology in combination with additional threshold considerations. Populations whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines for a family of four (\$12,500 for 2021) were identified as low-income (HHS 2024). One BG in the Analysis Area has a median income at or below the HHS poverty guidelines. Guidance from the U.S. Environmental Protection Agency (EPA) acknowledges that even when threshold criteria are not applied, a reference community can be helpful to provide context (EPA 2016). Compared to the median income for the Phoenix area (\$45,470), the median income in the Analysis Area is relatively low (\$45,470). Based on this comparison, collection of additional data to better understand income level and poverty status in the community was warranted. After examining median income data alongside supplemental data from the U.S. Census Bureau poverty calculations and data from local public schools, nearly all the BGs in the Analysis Area were identified as low-income populations. This approach followed guidance from EPA that it may be reasonable to assess low-income thresholds in more than one way to be more inclusive, and that low-income status need not always be capped at poverty level. The ACS 5-year estimate for median income is presented in **Table 11**.

**Table 11. Median Income by CT and BG**

Geography	Median Income	Income Below Poverty Guideline
CT 1091.01	\$49,091	No
BG 1	\$49,856	No
BG 2	\$42,813	No
CT 1091.02	\$53,068	No
BG 1	\$32,474	No
BG 2	\$60,739	No
BG 3	\$47,245	No
CT 1092	\$38,438	No
BG 1	-	-
BG 2	\$39,894	No
BG 3	\$43,545	No
BG 4	\$25,403	Yes
CT 1101	\$49,819	No
BG 1	\$42,311	No
BG 2	\$49,788	No
BG 3	\$64,000	No
BG 4	\$48,668	No
CT 1169	\$44,375	No
BG 1	\$44,375	No
<b>TOTAL</b>	<b>\$45,470</b>	<b>No</b>
Phoenix, Arizona	\$60,914	No
Maricopa County	\$72,944	No
Arizona	\$65,913	No

Source: U.S. Census Bureau 2021 ACS 5-Year Estimates Table B19013

The U.S. Census Bureau defines poverty using a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. Low-income population percentages shown on **Figure 7** reflect the U.S. Census Bureau definition of poverty. ACS 5-year estimates for census defined poverty are shown in **Table 12**. Poverty percentage for CTs and BGs were compared to the City of Phoenix (15.4 percent), Maricopa County (12.0 percent), and Arizona (13.5 percent). Two BGs have low-income populations below the regional comparison areas (ranging 12.0 percent to 12.5 percent), while the percentage of the population in the remaining 11 BGs is considerably higher than the comparison areas (ranging 18.5 percent to 52.9 percent). When considered alongside data on median income within the BG, the same two BGs with low-income population percentages lower than the comparison areas also have the highest median income in the Analysis Area (ranging \$60,739 to \$64,000). The 11 BGs with low-income population percentages higher than the comparison areas also have considerably lower median incomes (\$25,403 to \$46,103).

**Table 12. U.S. Census Poverty Data by CT and BG**

Geography	Total Population	Low-Income	
	#	#	%
CT 1091.01	3,910	1,099	28.1%
BG 1	2,292	715	31.2%
BG 2	1,618	384	23.7%
CT 1091.02	6,056	1,806	29.8%
BG 1	1,631	790	48.4%
BG 2	3,270	669	20.5%
BG 3	1,155	347	30.0%
CT 1092	4,474	1,184	26.5%
BG 1	0	0	0.0%
BG 2	1,205	151	12.5%
BG 3	2,021	373	18.5%
BG 4	1,248	660	52.9%
CT 1101	7,012	1,915	27.3%
BG 1	1,352	575	42.5%
BG 2	1,295	496	38.3%
BG 3	2,473	297	12.0%
BG 4	1,892	547	28.9%
CT 1169	2,432	834	34.3%
BG 1	2,432	834	34.3%
<b>TOTAL</b>	<b>23,884</b>	<b>6,838</b>	<b>28.6%</b>
Phoenix, Arizona	1,571,016	241,238	15.4%
Maricopa County	4,308,734	518,951	12.0%
Arizona	6,926,281	934,911	13.5%

Source: U.S. Census Bureau 2021 ACS 5-Year Estimates Table B17021

Notes: Poverty status in this dataset is defined by the U.S. Census Bureau using a set of money income thresholds that vary by family size and composition. Poverty thresholds do not vary geographically and are updated annually using the Consumer Price Index. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty.

Census data on median income and poverty level were supplemented by data on students enrolled at the public schools in the Analysis Area. The U.S. Department of Education (USDE) provides Title 1 funding to schools based on the percentage of students eligible for free or reduced lunch in the population (USDE 2023). Children from families with incomes at or below 130 percent of the federal HHS poverty guidelines qualify for free lunch. **Table 13** lists schools and the total students eligible for free or reduced lunch at public schools in the Analysis Area, all of which are eligible for Title 1 funding.

**Table 13. Students Eligible for Free or Reduced Lunch**

School	Students	Free or Reduced Lunch Eligible (%)	Location
Granada Elementary East	795	296 (37.3%)	31st Avenue/Campbell Avenue
Granada Elementary West	843	350 (41.6%)	31st Avenue/Campbell Avenue
Pueblo Del Sol	820	715 (87.2%)	39th Avenue/Osborn Road
Madrid Neighborhood School	533	211 (39.6%)	37th Avenue/Osborn Road
Alhambra High School	2,395	2,059 (86.0%)	39th Avenue/Camelback Road
Arizona Collegiate High School	154	149 (96.8%)	33rd Avenue/Flower Street
Think Through Academy	31	9 (29.1%)	33rd Avenue/Thomas Road
Bostrom Alternative Center	158	144 (91.2%)	27th Avenue/Osborn Road

Source: NCES Public School Search, NCES Private School Search; 2021-2022 school year.

Notes: Bourgade Catholic High School is a privately run school in the Analysis Area and is not eligible for Title 1 funding. The student data are provided for this school, but are not included in the total students eligible for free or reduced lunch.

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## 3. ENVIRONMENTAL CONSEQUENCES

### 3.1 NO BUILD ALTERNATIVE

The No Build Alternative provides a baseline scenario where the Selected Alternative will not be constructed. The No Build Alternative includes all existing transportation facilities and any projects funded in the MAG Regional Transportation Plan through design year 2050 in the Analysis Area (MAG 2021c).

The planned City of Phoenix 35th Avenue Safety Corridor Improvements included in the No Build Alternative will install crosswalks, lighting, and repave the roadway, enhancing pedestrian safety and amenities along 35th Avenue. While the proposed City of Phoenix Bus Rapid Transit (BRT) project is still in early planning phases, the project will ultimately provide faster and more frequent transit service and reduced travel delays for transit riders. However, under the No Build Alternative the traffic operations issues at the existing six-legged intersection will remain. As traffic volumes at the intersection steadily increase over time, the congestion and delay will make the intersection increasingly difficult and inconvenient to navigate for all users of the intersection, including transit vehicles and pedestrians. The existing at-grade railroad crossings will remain in place, as will the potential for train-vehicle and train-pedestrian conflicts.

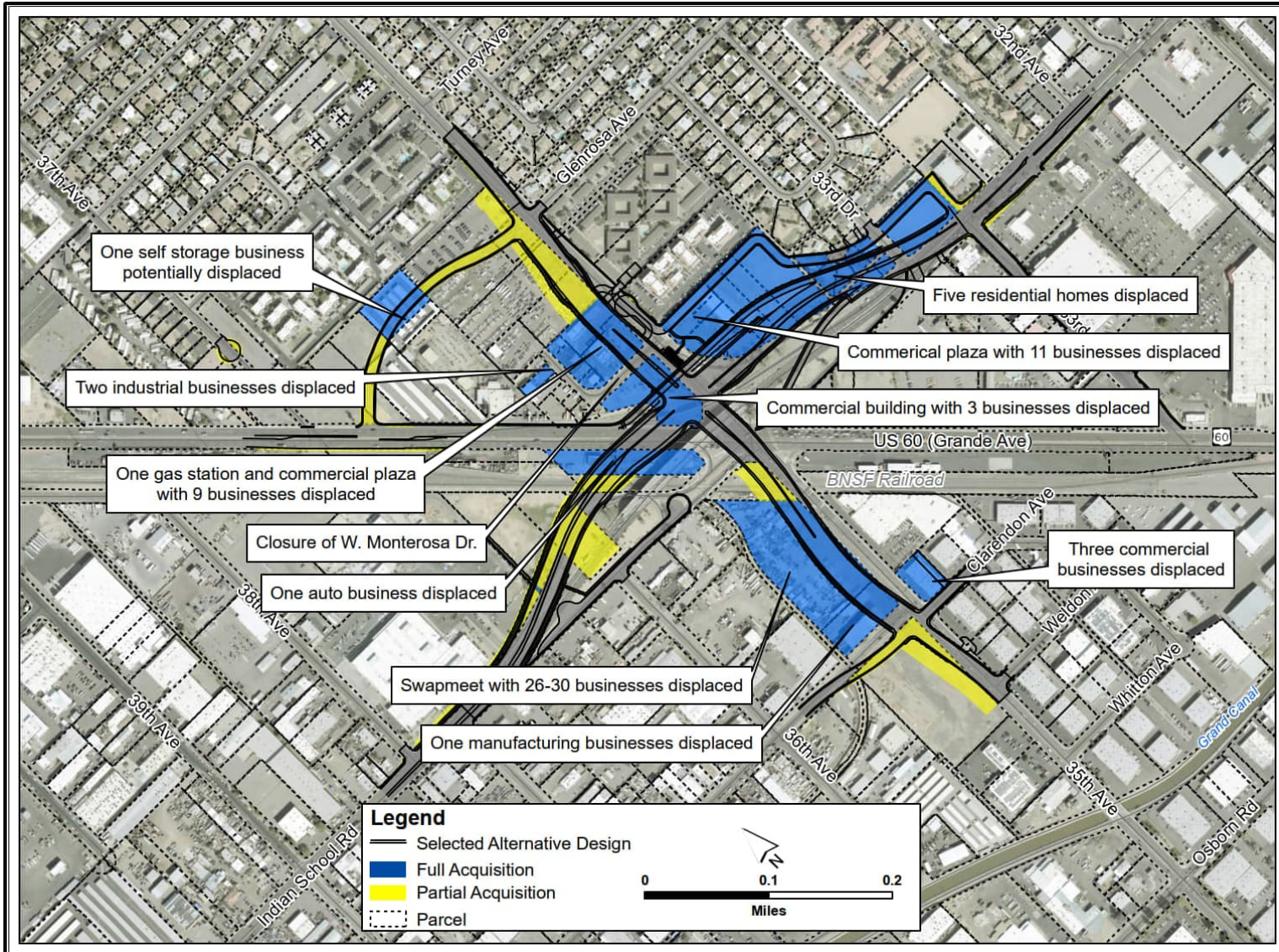
### 3.2 SELECTED ALTERNATIVE

US 60 (Grand Avenue) is one of the primary urban arterial streets serving regional commuter and freight traffic through the cities of Phoenix, Glendale, and Peoria. Indian School Road is one of the major east-west streets that passes through the northern edge of central Phoenix. Historically, the railroad tracks and roadways on the approximate alignments of these roadway have been depicted since at least 1912. As the Phoenix area grew and developed into a large metropolitan city, the area surrounding the intersection has built up with urbanized development. Today, the area surrounding the six-legged intersection is highly urbanized, with industrial, commercial, and residential development immediately adjacent to the existing roadway right-of-way.

The Selected Alternative will result in access changes or right-of-way impacts for the properties in the immediate vicinity of the reconstructed intersection: along 35th Avenue between Clarendon Avenue and Glenrosa Avenue, and along Indian School between 38th Avenue and 33rd Avenue. Within those limits, access to properties that are currently connected directly to Indian School Road and 35th Avenue will be eliminated or reconfigured. Right-of-way impacts will affect 74 parcels, and include full property acquisitions resulting in business and residential displacements and partial property acquisitions to accommodate new connector roads or narrow slivers of new right-of-way. Approximately 60 businesses and five single family homes will be displaced. In total, the Selected Alternative will result in approximately 23 acres of acquisitions. The Selected Alternative right-of-way impacts of the Selected Alternative are shown on **Figure 8**.

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Figure 8. Selected Alternative with Full and Partial Acquisitions



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### 3.2.1 Overview of Right-of-Way Acquisition Impacts

The Selected Alternative proposes to reconstruct the currently at-grade 35th Avenue on an elevated roadway that goes up and over Grand Avenue and the BNSF railway, and there will be a 30-foot difference in the elevation of 35th Avenue at its new intersection with Indian School Road. As a result, many of the properties along 35th Avenue between approximately West Glenrosa Avenue and West Clarendon Avenue will lose direct access to 35th Avenue. The Selected Alternative will shift 35th Avenue to the west, utilizing areas east of the realigned road to restore access to properties on that side of the road. Right-of-way and access impacts along 35th Avenue include:

- Closure of West Monterosa Street west of 35th Avenue, eliminating access to properties along Monterosa Street and resulting in the full acquisition of those parcels and displacement of two businesses (an auto repair shop and industrial equipment yard).
- Eliminating direct access to properties west of 35th Avenue and accommodating the new footprint of the realigned 35th Avenue, requiring a number of full or partial property acquisitions and resulting in business displacements (a gas station and convenience store, a retail shopping plaza, an industrial swap meet with tenant businesses, and an industrial manufacturing business).
- Changing direct access to two apartment complexes east of 35th Avenue between Indian School Road and Glenrosa Avenue: Tamarak Garden Apartments and the Franciscan Apartments. Access to Tamarak Garden Apartments will be restored through the reconfigured Monterosa Avenue connector from 33rd Avenue, avoiding the need for acquisition or displacement in this location.
- Eliminating direct access to properties east of 35th Avenue and accommodating the new footprint of realigned Indian School Road and the Monterosa Avenue connector, requiring full acquisition of several properties and resulting in the displacement of 11 businesses in the Tamarak Plaza retail shopping plaza (liquor and convenience stores, restaurants, income tax services, jewelry store, hair salon, and an express water refill station).
- Eliminating direct access to a property east of 35th Avenue near Clarendon Avenue, requiring full acquisition of one property and resulting in the displacement of three businesses.
- Extending Glenrosa Avenue west to create a new connection between 35th Avenue and US 60 (Grand Avenue), requiring full or partial acquisition of several properties along the new roadway's alignment. The partial property acquisitions in this area impact a self-storage business, and it is anticipated this business could potentially be displaced.

The Selected Alternative will shift the alignment of Indian School Road to the north, creating a new intersection with 35th Avenue. As a result, new right-of-way will require full or partial acquisition from properties north of Indian School Road between approximately 33rd Avenue and 38th Drive. Right-of-way and access impacts along Indian School Road include:

- Extending 33rd Avenue north of Indian School Road to connect to the reconstructed Monterosa Street and accommodating the new footprint of realigned Indian School Road, requiring full or partial acquisition of several properties and resulting in the displacement of five single-family residences.
- Realigning Indian School Road to the north and constructing a new elevated roadway, requiring full or partial acquisition of several properties that are currently undeveloped or in use as drainage basins, resulting in the displacement of three billboards.

- Removing the existing Indian School Road bridge and constructing new bridges over Grand Avenue and the BNSF Railway, requiring full or partial acquisition from several properties owned by BNSF.

Acquisition of right-of-way will be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) (Uniform Act), as amended in 1987, which ensures that relocation assistance is provided to those that will be displaced and that decent, safe, sanitary housing is available within the affected person's financial means. ADOT has developed the *Grand-35 Project Mitigation Plan* outlining strategies developed to address the impacts and concerns specific to this Project (Attachment 1). As the strategies outline, ADOT will work with individual property owners, tenants, and residences to alleviate any hardships experienced by effected individuals and property owners through the ADOT right of way process, and additional strategies will be considered and explored for impacts during construction, and to employees of displaced businesses.

During the acquisition process, property owners will be provided a relocation counselor to help and advise them through the process, which starts with an interview to identify the displaced person's needs, replacement site requirements, estimate of the time needed to accomplish the move, among other assistance. If the expertise of trained personnel with social services provided by other public and private agencies in the community is needed, ADOT will assist with securing the services of those agencies (Federal Highway Administration [FHWA] 2014).

### 3.2.2 Social and Economic Considerations

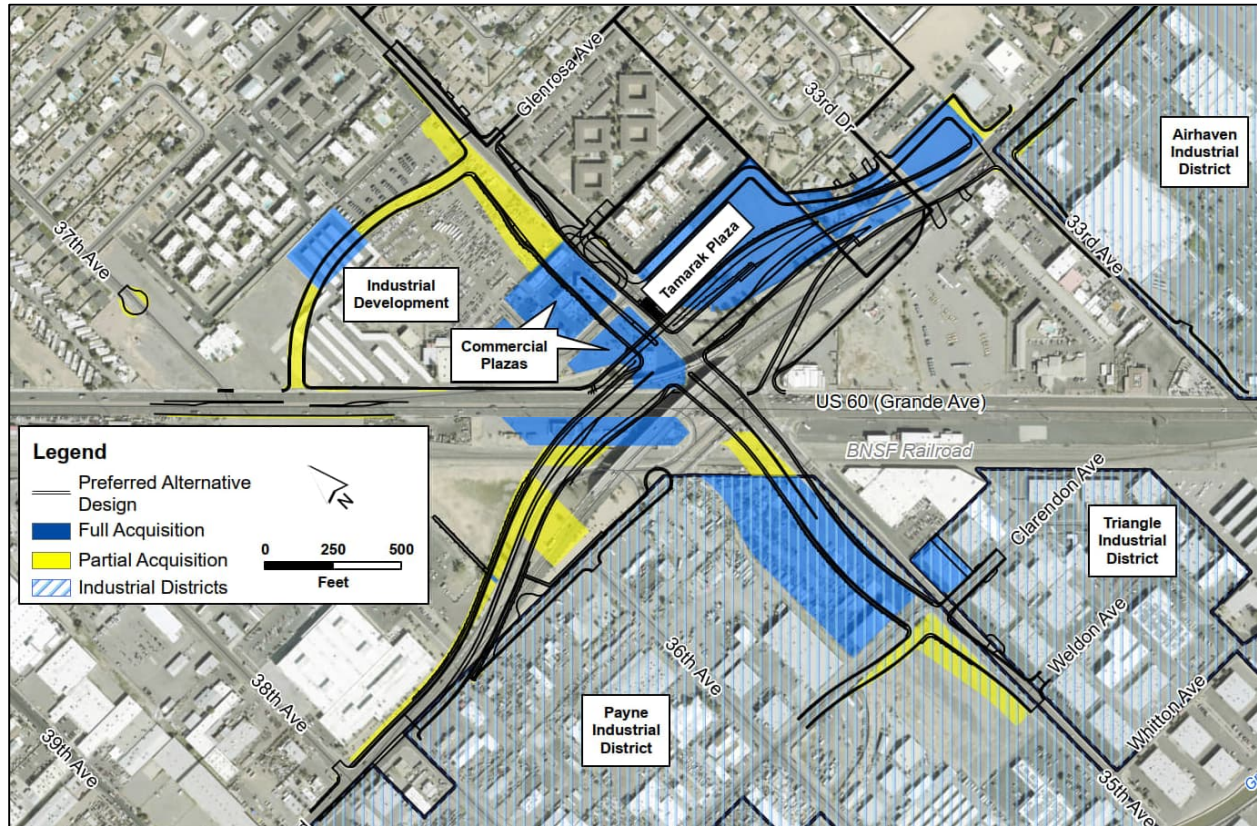
#### 3.2.2.1 Impacts to Businesses

The Selected Alternative will result in the displacement of approximately 60 businesses, many of which are tenant businesses located within commercial plazas. Approximately 30 businesses are located on a single parcel, which acts as a swap meet style open-air market. However, there are several stand-alone businesses and heavy commercial/industrial businesses located on larger parcels of land. The inventory of businesses impacted by the Project was supported by ongoing outreach and field efforts, including canvassing, direct contact through phone and email, public meetings, and field reviews. **Figure 9** shows the business districts overlaid with the Selected Alternative and required right-of-way acquisitions. Impacts to businesses consist of:

- **Airhaven Industrial District:** The Airhaven industrial district includes a large shopping complex at Indian School Road and 33rd Avenue, which contains Los Altos Ranch Market and Costco (two of the largest employers in the area) as well as several restaurants. The Selected Alternative will require shifting Indian School Road slightly south in this area, resulting in narrow strips of partial right-of-way acquisition along Indian School Road in the shopping complex. 33rd Avenue will be widened to accommodate an additional turn lane, also requiring a narrow strip of partial right-of-way acquisition along 33rd Avenue. The narrow strip acquisitions will affect landscaped areas adjacent to the existing roadway. No business displacements are anticipated in the Airhaven Industrial District. Temporary lane closures or narrowing during construction along 33rd Avenue are anticipated, but access to adjacent properties will be maintained throughout construction.
- **Payne Industrial District:** There will be two full business acquisitions within this industrial district west of 35th Avenue. The first parcel contains a single business, a metal fabricator. The second property is a large industrial swap meet with 26 to 30 business tenants that rent on a month-to-month basis. These include a small commercial building with a mattress store, an auto repair shop, several food trucks with permanent open-air sitting areas, and multiple vehicle service businesses under open-air garages. Signs and markings for the businesses are mostly in Spanish. There are mattress stores, auto repair shops, and food truck parking areas located

within one mile of the property. Impacts in this district also include a roadway reconfiguration on its northern edge near Indian School Road. The connection to Indian School Road will be eliminated and roadway reconfigured to terminate in a cul-de-sac. Access from Clarendon Avenue and 36th Avenue will remain.

**Figure 9. Industrial Districts and Business Impacts**



- Triangle Industrial District:** The Selected Alternative will require one property acquisition on the northeast corner of Clarendon Avenue and 35th Avenue. The commercial warehousing building contains two suites occupied by an auto parts store and an ignition interlock installation facility. The Triangle Industrial District is primarily commercial warehousing buildings and is unlikely to be affected by the loss of one property. There are several auto parts stores and interlock installation facilities located within one mile of the property.

Impacts to other industrial and commercial businesses outside the Industrial Districts consist of:

- Tamarak Plaza:** The Selected Alternative will result in the acquisition of the Tamarak Plaza commercial plaza, resulting in the displacement of 11 local businesses. The businesses in this plaza include a convenience and liquor store that provides cash checking services, two restaurants, a halal specialty store, a Vietnamese coffee and billiards club, a tax and immigration business, a gift shop, a jewelry store, a hair salon, and a seafood market. The Watermill Express water vending machine located in the parking lot will also be displaced. During the field survey conducted in March 2023, the seafood market and the Vietnamese billiards club had several customers and appeared to serve as a community gathering place. Numerous similar small commercial plazas are in the Analysis Area. While there are other shops and businesses in the area that offer the same services as some of the displaced businesses, specialty businesses such as the halal store and billiards club are not easily accessible in the vicinity. Community

members may need to travel farther to seek out replacement services for some of these businesses.

- **Gas Station/Convenience Store and Commercial Plaza:** The Selected Alternative will require the acquisition of two parcels on the west side of 35th Avenue near Monterosa Street, resulting in the displacement of a convenience store and gas station, as well as an unnamed commercial plaza. The gas station and convenience store also provide storefronts for a moving van rental business. The commercial plaza has eight tenant businesses, including a cell phone store, exercise studio, ice cream shop, money transfer service, smoke shop, barber shop, yerbaria, and restaurant. There are numerous gas stations and convenience stores located within one mile of the intersection, and several other U-Haul providers. Similar small commercial plazas are found throughout the vicinity and offer similar services.
- **Industrial Properties along 35th Avenue and Glenrosa Avenue:** The Selected Alternative will require the partial acquisition of several large properties northwest of 35th Avenue and Indian School Road, that will be displaced, including a self-storage business, a heavy equipment rental and sales business, and an auto repair business. There are multiple self-storage facilities located off 35th Avenue and Indian School Road. A heavy equipment facility is located approximately one mile south.
- **Commercial Shopping Plaza at 3552 Grand Avenue:** A small unnamed commercial plaza with three businesses will be displaced. The businesses include a meat processor, a flooring wholesaler, and a smoke shop. During canvassing efforts for public outreach in January 2023, signs at the meat processing business were posted stating this business is not open to the public. Numerous similar commercial plazas are in the area with similar services. There are multiple flooring stores and smoke shops located in the vicinity.
- **Advertising Billboards:** Eight advertising billboards affected by the Project will be displaced and moved.

Based on an evaluation by the ADOT Right-of-Way Group, there are numerous replacement properties for sale and lease currently available within the City of Phoenix, along with vacant land suitable for constructing replacement buildings. While the availability of replacement properties is time sensitive, there is the potential that businesses could relocate within the vicinity of the project. However, ADOT cannot dictate or decide whether a displaced business relocates; if the business owner decides to relocate, ADOT cannot dictate or decide the new location where the business will be re-established. If a business does decide to relocate, ADOT will assist in efforts to find a replacement site within the business owner's area of choice, and relocation counselors will assist with the steps needed to secure the replacement site and re-establish the business at its new location.

### **3.2.2.2 Impacts to Employment**

Property acquisitions and business displacements for the Project will generally involve small businesses. While the approximately 60 businesses are not considered the top employers in the area or larger region, some of them likely provide neighborhood jobs proximate to residential areas, and jobs could be lost at the displaced businesses.

Data on the employers with five or more employees is available in the 2022 Arizona COG/MPO Employer Database (MAG 2024). At the seven largest displaced businesses, there are 80 employees (industrial steel business, two convenience stores, a restaurant, a materials recycling facility, and an auto dealer). The remaining 53 businesses are assumed to have fewer than five employees each.



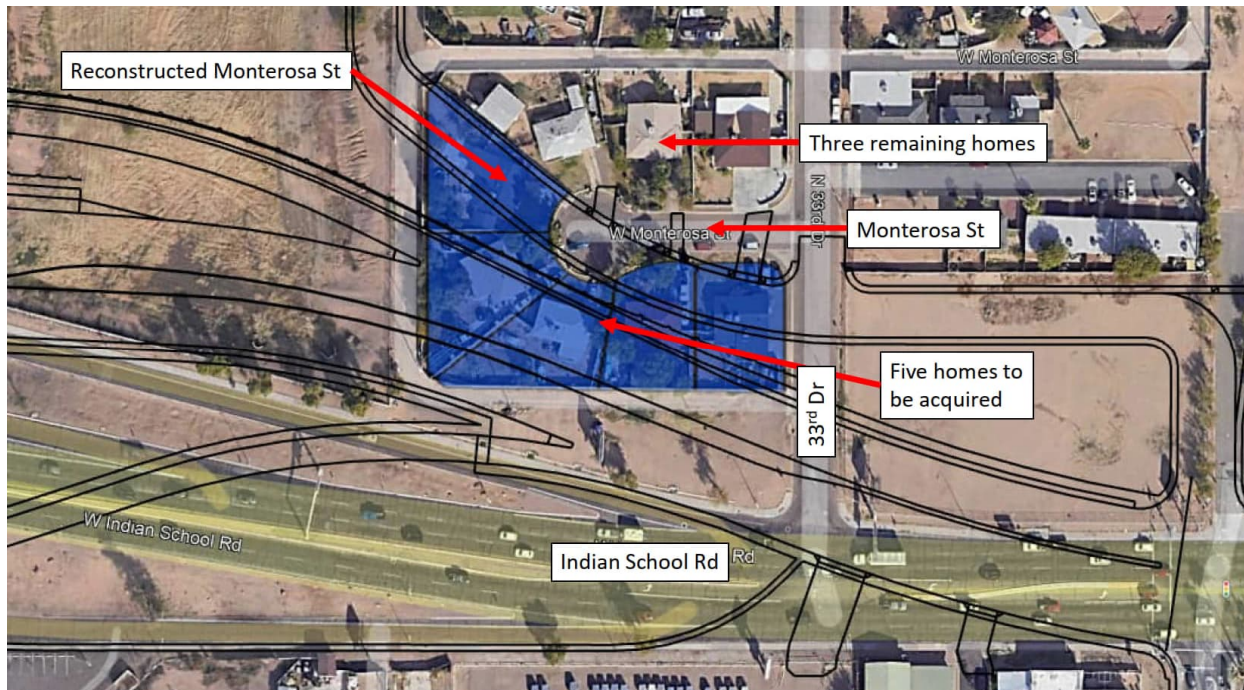
The potential 200 employees affected by the approximately 60 business displacements represent approximately 1.1 percent of the total workforce within the CTs that intersect the Analysis Area. The total labor force within the CTs that intersect the Analysis Area is 18,067 employees. The average unemployment rate within the Analysis Area is seven percent (ranges from three percent in the southeast quadrant of the intersection to 13 percent in the northwest quadrant of the intersection), compared with the city, county, and state average of five percent. While impacts to employment in the immediate Analysis Area will be noticeable, there will not be a significant net reduction in employment in the overall area.

Based on an evaluation by the ADOT Right-of-Way Group, there are currently numerous replacement properties for sale and lease available within the City of Phoenix, along with vacant land suitable for constructing replacement buildings. While the availability of replacement properties is time sensitive, there is the potential that businesses could relocate within the vicinity of the project and retain their employees. Relocation of businesses to another location in the project vicinity has the potential to avoid or minimize the number of displaced employees. To address the effects of displaced businesses on employment, ADOT will connect business owners and employees affected by business displacements and closures with available resources through the City of Phoenix and other community small business support organizations. The City of Phoenix has a variety of programs and services aimed at supporting job seekers as well as employers. Resources available through the City of Phoenix are compiled in the Invest in Phoenix website, which include information for small businesses, business associations, and partner organizations. Appropriate resources will be identified in coordination with the City of Phoenix.

### **3.2.2.3 Impacts to Residences and Community Continuity**

The Selected Alternative will require the displacement of five single-family homes along West Monterosa Street, in the Indian Gardens neighborhood (**Figure 10**). There are a total of eight homes on the existing West Monterosa Street cul-de-sac, and three single-family homes will remain following the acquisition of the five southernmost homes. Monterosa Street will be realigned and reconstructed south of its existing alignment to restore and maintain access to the Indian Gardens neighborhood, Tamarak Gardens Apartments, and the Franciscan Apartments. Driveways to the three remaining homes will be extended to the new Monterosa Street roadway. Extension of property boundaries will depend on communication with owners and occupants and final design of the Project.

**Figure 10. Residential Displacements on West Monterosa Street**



As a result of the Selected Alternative, Monterosa Street will be reconstructed into a larger street with more traffic, and the three remaining homes will no longer be located at the end of the cul-de-sac. Based on the noise analysis for the Project, existing measured noise levels are approximately 61 A-weighted decibels (dBA), and future peak hour noise levels are predicted to be 62 to 63 dBA for the three remaining homes. While predicted noise levels do not exceed the ADOT Noise Abatement Requirements noise impact threshold of 66 dBA for residential land use, noise impacts were predicted at the nearby homes west of 33rd Avenue (69 dBA). More detail on the noise analysis is available in the technical report contained in Appendix D of the Draft Environmental Assessment (EA) (ADOT 2023a).

The Selected Alternative represents a change in setting for the three remaining homes on this segment of Monterosa Street, and further design, property appraisal information, and input from the tenants and/or homeowners is needed to determine whether the proximity impacts constitute the need for a full acquisition of these homes. While the current design of the Selected Alternative incorporates measures to restore their access and avoid acquisition of the homes, that could change based on further evaluation conducted in close coordination with the homeowners and occupants.

The eight homes on the cul-de-sac of West Monterosa Street are on the southern edge of the Indian Gardens neighborhood, a neighborhood of approximately 58 homes. The property acquisitions will reduce the total number of homes in the neighborhood, but will not affect its continuity.

The Analysis Area is known as a high activity area for homeless encampments, due to the open and vacant land in the vicinity. Recent activity and cases have been identified under the Indian School Road overpass as well as drainage basins north of Indian School Road at the intersection. As of August 2023, there were active homeless encampments in the vicinity of the construction area (personal communication, Mary G. Ramirez, City of Phoenix, PHX C.A.R.E.S. Neighborhood Specialist, August 21, 2023).

#### **3.2.2.4 Impacts to Community Resources, Facilities, Organizations, and Schools**

The Selected Alternative will not require the acquisitions of any community or recreation facilities. Impacts to community facilities and recreations will be limited to traffic congestion and detours during construction. Cielito Park and Lynnhaven Church are the nearest facilities, and are located on 35th Avenue north of West Campbell Avenue, approximately 800 feet north of the project limits. No permanent changes to access to these properties will occur as a result of the project. Construction on 35th Avenue and closures on 35th Avenue will affect access routes for people traveling to/from these facilities from areas south of Indian School Road. Traffic control measures during construction will likely extend along 35th Avenue in the vicinity of facilities, but their driveways will remain open.

Granada Elementary and Bourgade Catholic High School are the closest schools and are located on 31st Avenue and Campbell Road, adjacent to Cielito Park. There will be similar temporary impacts related to construction congestion, detours, and delay as described above.

#### **3.2.2.5 Construction-Related Impacts**

Full long-term closures of 35th Avenue will likely be required during construction of the new roadway alignment, embankment, and bridges. Closures will likely be limited to a small segment of 35th Avenue between roughly West Clarendon Avenue and West Glenrosa Avenue, and could last up to six months in duration. Lane restrictions and closures on US 60 (Grand Avenue) will be minimized to the extent possible, but short-term closures of US 60 (Grand Avenue) will likely be required when the segment of the existing Indian School Bridge over US 60 (Grand Avenue) is removed, and when the segment of the new bridges over US 60 (Grand Avenue) is constructed. Businesses along 35th Avenue between Camelback Road and Thomas Road will see a decrease in pass-by traffic, and their customers may incur some out-of-direction travel or delays in accessing those business locations. Business owners may be concerned about losing their employees or customers. The traffic control specifications developed during final design will be shared with the public for review and comment, and community and business owners will have an opportunity to provide input on how to minimize or mitigate impacts to local access and circulation during construction. ADOT is committed to maintaining business access throughout construction. With the exception of temporary, short-term closures (less than three hours), driveway access to all businesses will be maintained throughout construction. If a property has multiple driveways, at least one will remain open at all times.

### **3.2.3 Environmental Justice**

The Selected Alternative will require the acquisition of five single-family homes and 60 businesses. Demographic data demonstrate there are minority and low-income populations throughout the Analysis Area (**Figure 7**). Based on the demographic data and types of services provided by businesses in the area, it is anticipated the community members, residential property owners and tenants, and customers of the affected businesses are potentially members of an EJ population. The types of services provided by some of the affected businesses indicate those business owners could also be members of an EJ population. To effectively address the traffic and safety issues of the intersection, the complete avoidance of protected populations will not be feasible due to the density of the surrounding development.

The Analysis Area is primarily low-income and minority populations. Of the 14 BGs that were studied, 13 contained significantly higher percentages of these populations compared to the City of Phoenix, Maricopa County, and Arizona averages. The Selected Alternative was established in direct response to safety needs, congestion and deficient traffic operations, and the important link the intersection provides for local and regional mobility. One of the key elements in the purpose and

need for this Project is the existing at-grade railroad crossing of the BNSF Railway and 35th Avenue, and reducing the number of conflict points between trains, vehicles, and pedestrians. Grade separations along the US 60 (Grand Avenue) route are planned and/or have been implemented at many of the major intersections along the corridor. In 1998, MAG completed its Grand Avenue Major Investment Study (MIS), which recommended eight grade separation projects with the BNSF Railway along US 60 (Grand Avenue) corridor (MAG 1999). All eight of those grade separations have been constructed, some within EJ areas and involving right-of-way impacts.

A second phase of the MIS was completed in 2006 (MAG 2006), which recommended three additional grade separations at Bethany Home Road/51st Avenue, Indian School Road/35th Avenue, and McDowell Road/19th Avenue. Of these three intersections, Indian School Road/35th Avenue is the first to move forward. The need to implement a grade separation with the railway at this intersection was further prioritized to move forward based on safety data tracked by the Federal Railroad Administration indicating that the BNSF Railway crossing at 35th Avenue ranked second in the nation, having 21 total incidents reported between 2005 and 2015. Based on the MIS recommendations and safety data, funding to grade separate the US 60 (Grand Avenue)/35th Avenue/Indian School Road intersection was programmed into the region's long-range transportation plan.

### **3.2.3.1 Direct and Indirect Effects to Communities and EJ Populations**

Potential impacts to the surrounding community and displacement of businesses and residences are a key concern for this Project, and one that ADOT has focused on throughout the study process. In some areas, alternatives and design options were identified that avoided impacts and displacements. For example, acquisition of the apartment complexes on the east side of 35th Avenue was avoided by the direct footprint of the Project, and a new local road was incorporated into the Project that will restore access to the property and avoid acquisition. In other locations, the design was refined to avoid impacting private property.

Approximately 74 parcels will be impacted through direct right-of-way property acquisition or loss of direct access to the main roadways by elevation change. Approximately 60 businesses and five single family homes will be displaced. The business displacements will generally involve small businesses, and many of the affected businesses serve minority and low-income populations, and may also be minority owned.

The business displacements will have a direct impact on business owners and employees of the 60 businesses, and some of the businesses being acquired provide services to the EJ communities. ADOT will work with individual property and business owners to determine the future of their business. Business owners may decide to re-establish their business at a new location, or close entirely. If a business owner decides to relocate, ADOT seeks to provide them with new location options in the area. Depending on the locations to which these businesses are relocated, employment opportunities within the local area could be reduced.

Eight homes on the existing West Monterosa Street cul-de-sac and three single-family homes will remain following the proposed acquisition of the five southernmost homes. The three remaining homes will become directly adjacent to the reconstructed Monterosa Street. To maintain access to the remaining homes on Monterosa Street and the two nearby apartment complexes west of the neighborhood on 35th Avenue, Monterosa Street will be reconstructed to provide access to the homes on Monterosa Street, minimizing the total acquisitions required. The Selected Alternative represents a change in setting for the three remaining homes on this segment of Monterosa Street, and further design, property appraisal information, and input from the tenants and/or homeowners is needed to determine whether the proximity impacts constitute the need for a full acquisition of these

homes. While the current design of the Selected Alternative incorporates design modifications to restore their access and avoid acquisition, that could change based on further evaluation and coordination strategies outlined in the *Grand-35 Project Mitigation Plan*.

Full closures of 35th Avenue are anticipated to be required during construction of the new roadway, roadway embankment, and bridges. While the closure will likely be limited to a small segment of 35th Avenue between roughly West Clarendon Avenue and West Glenrosa Avenue, it could last up to six months in duration. During the closure, travel north and south of US 60 (Grand Avenue) and the BNSF tracks will need to use 27th Avenue, 31st Avenue, and 43rd Avenue, which are the nearest railroad crossings. Business owners and residents in the area that need to travel north and south of the intersection will need to use the crossings at 27th and 43rd Avenues. This will result in out of direction travel and inconvenience for at least an extended six-month period.

The noise analysis conducted for the Project predicted traffic noise levels that will exceed ADOT's threshold for noise abatement consideration at 17 receiver locations representing 38 receptors. Impacted noise receivers include the Select Apartments, single-family homes in Indian Gardens, apartments along 33<sup>rd</sup> Drive, The Franciscan apartment complex, LampLighter Mobile Home Park, and Canyon 35 apartments. Two different configurations of noise barriers were evaluated to shield single-family homes in Indian Gardens, apartments on 33rd Drive, but were not incorporated because they exceeded the maximum reasonable cost of abatement. Two different barriers were evaluated to shield the Select Apartments, but were not incorporated because they did not meet the acoustic feasibility criteria. No exterior frequent use areas were identified at the Franciscan and Canyon 35 apartment complexes, so an interior noise transmission reduction was applied and it was determined interior noise levels did not exceed the interior threshold. Due to access into the LampLighter mobile home park, it was determined that barriers were infeasible at this location.

An assessment of historic resources concluded the Project will result in no adverse effect to properties eligible for listing on the National Register of Historic Places (see Draft EA Section 4.5 Cultural Resources). There is one park (Cielito Park) and one trail (Grand Canal Recreation Trail) in the immediate project vicinity. Cielito Park and the Grand Canal Recreation Trail fall outside the limits of the permanent improvements for the Project, they are located within the limits of temporary construction traffic control measures. Access to these properties will be maintained at all times during construction. Park and trail users may experience temporary delays getting to the park and trail access points during construction.

The Selected Alternative is not expected to cause a violation of the National Ambient Air Quality Standards (NAAQS) for particulate matter. The intersection was modeled for a carbon monoxide (CO) determination, and the analysis concluded that modeled concentrations are below the NAAQS for all CO standards. Because the Selected Alternative will improve operational efficiency without adding substantial new capacity, the Project has a low potential for effects from mobile source air toxics. The air quality analysis is described in more detail in Appendix C of the Final EA.

The area surrounding the intersection has a low visual quality and is characterized by urban structures (commercial and industrial buildings, roadway infrastructure, overhead utilities, and residential structures). The Selected Alternative will introduce low to moderate degrees of change to the existing visual landscape; however, the changes are consistent with the existing character and infrastructure. Viewers at residential development that have more sustained views of the project are generally more sensitive to changes in the visual landscape, and the changes may be more noticeable for those viewers.

### 3.2.3.2 Cumulative Effects

The Analysis Area has experienced urban development associated with the expansion of the Phoenix metro area since the first half the 1900s. The last major transportation project in the Analysis Area was the construction of the Indian School Road Bridge between 1976 and 1979. That project was consistent with the continued development of the area as a strong commercial and industrial businesses corridor.

The project is currently planned to go to construction in fiscal year 2025 (between July 2024 and June 2025), with a construction duration of approximately two years, to be completed in 2027. Two additional projects are proposed by the City of Phoenix on 35th Avenue, overlapping with the Grand-35 construction limits:

- The City of Phoenix BRT project is currently in alternatives development, but it is anticipated construction activities for the BRT project could begin as early as 2028 and be completed as early as 2030. As the BRT project is still in early stages, impacts to the surrounding community during construction are unknown at this time.
- The City of Phoenix 35th Avenue Safety Corridor Project was awarded grant funding to make a series of safety improvements along the 35th Avenue corridor between Interstate 10 and Camelback Road, which extends through the Grand-35 project limits. Project elements include new pedestrian hybrid beacons near Cielito Park, installing raised medians, and street lighting, and installation of fiber optic cable. Construction of this project is anticipated to begin in 2025 and be complete in 2027.

These reasonably foreseeable future actions may result in the public experiencing an extended period of construction activities along 35th Avenue. ADOT is working closely with the City of Phoenix in the planning of the Grand-35 project to streamline and coordinate the construction activities within the overlapping Analysis Area. Because the BRT project and the safety corridor are focused on transit service and safety features, it is not anticipated that these projects will change traffic volumes or noise impacts for EJ populations. The BRT project is currently in alternatives analysis, and specific project and property impacts are unknown at this time. Two of the Phoenix BRT project's priorities are to support meaningful and equitable community engagement and collaborate with concurrent projects, including the ADOT Grand-35 project.

No past, present, or reasonably foreseeable future effects will compound the direct adverse effects of easement requirements, traffic volumes, and noise impacts for potential EJ populations.

### 3.2.4 Project Benefits

Project benefits include improved traffic operations, reduced congestion, and improved safety for vehicles and pedestrians in the Analysis Area. The US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection experiences a total crash frequency and fatal crash frequency that is above the citywide average. The reconstructed intersection will improve traffic operations and reduce congestion, mitigating the high crash frequency. It will also provide separate vehicle and pedestrian traffic on Indian School Road and 35th Avenue from the BNSF railway corridor, reducing the number of conflict points between the train and the public. By eliminating the at-grade railroad crossing, the Project will reduce the risk of pedestrian/train conflicts as well as reduce delays and interruptions caused by train pass-bys. Traffic stoppages due to passing trains or incidents can lead to increased emergency response time, and the Project will eliminate delays due to train pass-bys.

The redesigned roadway network, sidewalks, and future plans for public transit will significantly improve local mobility. The community surrounding the intersection will experience reduced travel times and reduced delay as they navigate the area and travel through the intersection. Reduced

travel time and delay will also benefit emergency services as they travel through the area or need to access people and properties adjacent to the intersection.

The Analysis Area is known to have high volumes of pedestrian and bicycle traffic. Based on input from the City of Phoenix, providing enhanced accommodations for pedestrians, bicycles, and transit has been a priority for the project throughout the development and consideration of alternatives. Vehicles, pedestrians, and bicyclists will be able to cross the BNSF Railway using the new elevated Indian School Road and 35th Avenue bridges, eliminating the potential for collisions with the train as well as delays caused by train pass-bys. Sidewalks will generally be provided along both sides of 35th Avenue and Indian School Road, and on the north side of US 60 (Grand Avenue). A pedestrian ramp will be constructed northeast of Indian School Road and 35th Avenue to connect the elevated intersection with the surrounding area. Two high-intensity activated crosswalk (HAWK) beacons will be included; one along the entrance ramp from US 60 (Grand Avenue) to eastbound Indian School Road, and one along the exit ramp from westbound Indian School Road to US 60 (Grand Avenue), enhancing pedestrian connectivity across those roadways.

The Selected Alternative includes six-foot wide outside shoulders along 35th Avenue and Indian School Road that will accommodate bicycle use. These shoulders/bike lanes will be carried through the project limits and will transition back to match existing conditions, which do not contain shoulders/bike lanes.

Local bus routes 35 and 41 will continue to operate, and bus stops/pull-outs will be constructed in each direction of travel on 35th Avenue and Indian School Road. The Analysis Area known to have high volume of pedestrian and bike traffic. The bus route along Indian School Road has a high frequency of bicycle boardings. The existing 35th Avenue/Grand Avenue/Indian School Road and 33rd Avenue/Indian School Road intersections each show between 20 and 50 pedestrian crossings per hour in the PM peak hour, which includes pedestrian transferring between the two bus routes. Providing bus stops/pull-outs and accommodating existing and future transit service will provide a direct benefit to community members that use transit.

The Selected Alternative will accommodate the future BRT and a station on 35th Avenue immediately north of Indian School Road, which are being planned by the City of Phoenix under a separate project. Coordination with the City of Phoenix BRT project will continue during final design of the project to match the BRT project design and to coordinate construction phasing, timing, and traffic control.

The new grade-separated intersection will improve operational efficiency in the vicinity of the intersection without adding substantial new capacity. Traffic congestion increases vehicle emissions and degrades ambient air quality. By reducing congestion and delay, transportation-related emissions will also be reduced and lead to improved air quality.

### **3.2.5 Conclusion**

#### **3.2.5.1 Social and Economic Considerations**

The Selected Alternative will require full or partial right-of-way acquisitions at 74 properties totaling approximately 23 acres. Right-of-way acquisitions will result in approximately 60 business and five residential displacements. ADOT will conduct continued engagement with affected business owners and the community in accordance with the strategies outlined in the *Grand-35 Project Mitigation Plan*.

The Selected Alternative represents a change in setting for the remaining homes on Monterosa Street, and further design, property appraisal information, and input from the tenants and/or

homeowners is needed to determine whether the proximity impacts constitute the need for a full acquisition of these homes. The evaluation will be conducted in close coordination with the tenants and/or homeowners. This coordination will include both homeowners and tenants if the homes are not owner-occupied.

Although property impacts are anticipated from the Selected Alternative, the social and economic impacts are not expected to be significant or adverse. Over 35 percent of the land to be acquired is used as stormwater basin or vacant land (including vacant land owned by the railroad). The approximately 60 business displacements are concentrated in several commercial plazas with multiple tenant businesses. Residential displacement will affect the homes on one cul-de-sac street on the edge of a neighborhood. The *Grand-35 Project Mitigation Plan* will be followed and could be refined based on continued coordination between ADOT, City of Phoenix, and the affected property owners. The strategies outlined in the plan have been developed to minimize and mitigate impacts from the business and residential displacements. The public review of the Draft EA provided an opportunity for the public to review the Selected Alternative, providing ADOT with valuable input regarding the potential impacts and community's concerns. Those concerns were the basis of developing the *Grand-35 Project Mitigation Plan*. ADOT is required to conduct the right-of-way acquisition and relocation process in accordance with the Uniform Act, which ensures that relocation assistance is provided to those that will be displaced and that decent, safe, sanitary housing is available within the affected person's financial means. As the *Grand-35 Project Mitigation Plan* outlines, ADOT will continue to engage with property owners and community members throughout the final design process as the right-of-way acquisition process is initiated. ADOT will work with individual property owners, tenants, and residences to alleviate any hardships experienced by effected individuals and property owners through the ADOT right of way process, and additional strategies will be considered and explored for impacts during construction, and to employees of displaced businesses.

### **3.2.5.2 Environmental Justice**

**Table 14** provides a summary of the anticipated burdens, benefits, and avoidance, minimization, and mitigation efforts for the project. The potential adverse effects to minority and low-income EJ populations are not considered disproportionately high and adverse because measures to avoid, minimize, and mitigate impacts have been incorporated into the project to sufficiently lower the adversity of the impacts. The project team has made numerous efforts to avoid and minimize impacts. While some areas may experience adverse effects, these areas will also greatly benefit from the improved traffic operations, reduced congestion, and improved safety resulting from the project. Project planning integrated EJ considerations into the planning process, and the project has been developed to avoid and minimize potential impacts.

ADOT will conduct its right-of-way acquisition process in accordance with the Uniform Act. All residential displacements will be provided with replacement housing and/or relocation assistance. Relocation benefit packages typically include replacement housing for owners and renters, moving costs, and assistance in locating replacement housing. Business relocation benefits typically include moving costs, site search expenses and business reestablishment expenses. As with residential displacements, relocation packages are determined on an individual basis based on ownership or tenant status. Eligibility and terms of relocation assistance will be determined during the final design and right-of-way acquisition process.

Measures to mitigate impacts have been identified and incorporated into the project to sufficiently lower the adversity of the impacts. As committed to in the mitigation measures and *Grand-35 Project Mitigation Plan*, ADOT will conduct further targeted outreach to affected residents, business



owners, and employees. During targeted outreach to affected businesses, ADOT will connect affected business owners and employees with available resources through the City of Phoenix and other community business support organizations. A more comprehensive list of mitigation measures and strategies can be found in the *Grand-35 Project Mitigation Plan* (Attachment 1).

Through extensive public involvement and numerous outreach efforts that have focused on minority and low-income groups, the project team has worked to ensure the full and fair participation by all potentially affected communities in the study process. ADOT will continue to reach out to minority and low-income populations and respond to their concerns regarding the final design and construction of the project, in accordance with the *Grand-35 Mitigation Plan* (Attachment 1).

Based on the above analysis, the Selected Alternative will not cause disproportionately high and adverse effects on minority or low-income populations. Therefore, in accordance with the provisions of Executive Order 12898, DOT Order 5610.2(c), and FHWA Order 6640.23A (FHWA 2012), no further EJ analysis is required and EJ considerations have been satisfied.

**Table 14. Effects to EJ Businesses and Residences**

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Tamarak Plaza, includes 11 business tenants: Los Amigos Liquor Pho Nha Trang Family Halal Store Thanh Long Cristelas KN Income Tax Cong Thanh Gift Shop Kim-Hoan Oriental Jewelry Myhanh's Hair Designs El Rey De Los Ostriones Seafood Market Watermill Express	4141 North 35th Avenue	Business	Full property acquisition and 11 business displacements	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Commercial plaza, includes three tenant businesses: Arizona Wholesale Carpet Panda City Smoke Shop Encinas Meat	3522 Grand Avenue	Business	Full property acquisition and three tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.
Kings Mini Mart	4150 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.
Commercial plaza, includes nine tenant businesses: Metro by Tmobile Family Nutrition La Plebada Neveria y Antojitos Mi Tienda Hispana AZAD Market Paris Barber Shop Yerberia Tarot y Veladoras Pollo Lukas	4170 North 35th Avenue	Business	Full property acquisition and nine tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Sierra Auto Auction	4298 North 35 <sup>th</sup> Drive	Business	Partial property acquisition	<p>Improved traffic operations, reduced congestion and delay</p> <p>Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency</p> <p>Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use</p> <p>Improved air quality due to reduced congestion</p>	<p>Full property acquisition avoided</p> <p>Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p>
Grand Ave Mini Storage	3636 Grand Avenue	Business	Partial property acquisition with potential to displace the business	<p>Improved traffic operations, reduced congestion and delay</p> <p>Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency</p> <p>Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use</p> <p>Improved air quality due to reduced congestion</p>	<p>Full property acquisition avoided</p> <p>Typical section along new Glenrosa connector reduced to the extent possible.</p> <p>Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p>
AZ Low Cost Equipment	4147 North 35 <sup>th</sup> Drive	Business	Full property acquisition and business displacement	None	<p>Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p> <p>Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.</p>
Weaver Auto Repair	4210 North 35 <sup>th</sup> Drive	Business	Full property acquisition and business displacement	None	<p>Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p> <p>Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.</p>

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Sun Valley Motors	3521 Grand Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Castle Steel	3828 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Grand Ave Swap meet, includes 26-30 tenant businesses	4098 North 35th Avenue	Business	Full property acquisition and 25-30 tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Copperstate Auto Electric	3807 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Smart Start	3801 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Wholesale Retail	3521 Grand Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Advanced Auto Parts	3246 West Indian School Road	Business	Partial acquisition, converting the western portion of the parcel to a public street.	Improved traffic operations, reduced congestion and delay Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency  Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use  Improved air quality due to reduced congestion	Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.
Airhaven Industrial District, properties and businesses along 33rd Avenue between Indian School Road and US 60/Grand Avenue	3241-3155 West Indian School Road 3948-3301 North 33rd Avenue	Business	Partial acquisition, most likely affecting landscaped areas along the roadway.	Improved traffic operations, reduced congestion and delay Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency  Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use  Improved air quality due to reduced congestion	Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.
West Monterosa Street Cul-de-Sac in Indian Gardens Neighborhood	3331- 3346 West Monterosa Street	Residential, single-family home	Full property acquisition and displacement of five out of eight homes in the cul-de-sac neighborhood  Temporary construction easements to connect driveways of the three remaining homes to the reconstructed local road.	Reduced travel time and delay from the improved traffic operations and congestion  Improved traffic operation and congestion relief from extended 33rd Avenue to connect to the reconstructed Monterosa Street.	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.  Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
The Franciscan Apartments	4235 North 35th Avenue	Residential, apartment complex	<p>Reconfiguration of access; new driveway to at southern edge of property and reconstructed driveway at northern edge of property.</p> <p>Potential to require a change of address for the property and tenants. ADOT does not have jurisdiction the assignment of street addresses. It has not yet been determined whether the access reconfiguration for the properties west of 35th Avenue will result in a change of address for the properties and tenants; this will be determined during final design in coordination with the City of Phoenix and in accordance with the City's policies and procedures.</p>	<p>Reduced travel time and delay from the improved traffic operations and congestion</p> <p>Improved safety from the elimination of an at-grade railroad crossing approximately 1,000' south of the apartments on 35th Avenue</p>	<p>Avoidance: Right-of-way acquisition and displacement avoided by shifting the alignment of 35th Avenue to the west of the existing roadway, and restoring access via the connection to 33rd Avenue</p> <p>Mitigation explored: ADOT evaluated the option of adding a direct ramp from 35th Avenue to the main entrance of the property. This potential driveway will have a steep vertical grade as 35th Avenue is more than 20 feet in the air and will result in safety and operational concerns. In addition, this will conflict with the cul-de-sac and block access to the apartment complex immediately south of the AZ Franciscan LLC property.</p>
Tamarak Garden Apartments	4201 North 35th Avenue	Residential, apartment complex	<p>Partial acquisition of approximately 900 square feet (0.02 acre) affecting a landscaped area and up to six parking spaces</p> <p>Reconfiguration of access</p> <p>Potential to require a change of address for the property and tenants (see Franciscan Apartments above).</p>	<p>Reduced travel time and delay from the improved traffic operations and congestion</p> <p>Improved safety from the elimination of an at-grade railroad crossing approximately 1,000' south of the apartments on 35th Avenue</p>	<p>Avoidance: Full right-of-way acquisition and displacement avoided by shifting the alignment of 35th Avenue to the west of the existing roadway, and restoring access via the connection to 33rd Avenue</p>

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## 4. DRAFT EA REVIEW AND PUBLIC INVOLVEMENT

ADOT has worked to engage a diverse population in its public participation efforts for this Project. A key focus on the public outreach and agency coordination is to facilitate and understanding with the public regarding the study process, key milestones and decision points, and potential impacts.

Prior to the release of the Draft EA, there were several public outreach milestones, including a project website, grassroots efforts by ADOT Community Relations, and two public meetings. ADOT also attended an Alhambra Village Planning Committee meeting. The first public meeting for this study was held in October 2020 and was conducted in English and Spanish. The meeting provided information on the Project purpose and need, study timeline, and high-level information on the range of alternatives being considered. Specific information on potential right-of-way impacts had not yet been determined and was not presented. Notification for the public meeting was presented through newspaper advertisements, on the study website, GovDelivery press release, social media posts, direct mailers, television, and radio interviews. Grassroots efforts included individual canvassing and email to businesses identified as potentially affected by right-of-way acquisitions. During canvassing efforts, several businesses on the northeast corner of the project intersection were identified as speaking Vietnamese and the language was added to ongoing translation services being provided for the Project. The formal public comment period ran from October 7, 2020, to November 6, 2020, and a total of 72 comments were received. Comments received generally indicated that community members are supportive of the Project specifically supporting grade separation and improving traffic flow on US 60 (Grand Avenue).

A second public meeting was held in January 2023 and was conducted in English, Spanish, and Vietnamese. This second meeting provided information on the two alternatives being proposed with potential right-of-way impacts visible on project graphics. Specific information on potential right-of-way impacts had not been developed and was not presented. Notification for the second public meeting was presented through newspaper and radio advertisements, on the study website, GovDelivery press release, social media posts, direct mail, email, and direct poster delivery. Notifications were developed in English, Spanish, and Vietnamese. Several businesses identified as needing translation services in the previous efforts were directly notified. A second formal public comment period ended on February 21, 2023, and 92 comments were received that included 28 responses to a 14 question survey provided separately. Comments received generally were concerned about the potential displacement of businesses and homes by the project and inquiring for more information.

Public involvement summary reports were prepared for both public meetings and are located in Appendix B of the Draft EA (ADOT 2023a).

### 4.1 PUBLIC REVIEW OF THE DRAFT EA

The Draft EA was completed and approved by ADOT in October 2023 with a public review and comment period from October 10, 2023, to November 27, 2023. The Draft EA was available online on the project website (<https://www.adotgrand35study.com/>), and hard copies of the document were available for public review during normal business hours through November 27, 2023, at two libraries in the project vicinity (Yucca Library at 5648 North 15th Avenue, and Palo Verde Library at 404 North 51st Avenue). A public hearing was held during the Draft EA review period on October 25, 2023, at Heard Elementary School located at 2301 West Thomas Road, approximately 2.5 miles north of the project intersection along US 60 (Grand Avenue).



The public hearing was an open house format and included an informational video in English and Spanish, an interactive visual presentation, and an opportunity to provide oral remarks before a formal study panel. Comment forms were also available to record written and oral comments for the study record from members of the public. Project team members were available to address questions and concerns. Printed and visual materials were available in English and Spanish, and translation in Spanish and Vietnamese were available. To ensure proper engagement from LEP populations, English, Spanish, and Vietnamese language posters with information on the Draft EA and public hearing were hand-delivered to businesses with potential right-of-way impacts in the Analysis Area at the beginning of the comment period. Both Spanish-speaking staff members and Vietnamese interpreters joined the canvassing efforts. The same translated materials were also available on the study website in all three languages. These included direct mailers, newspapers, digital and radio advertisements.

The public review period and the public hearing were advertised through various media outlets to reach different sectors of the public. These included direct mailers and newspaper, digital, and radio advertisements. ADOT conducted individual canvassing, emails, and phone calls to businesses at the intersection identified as potentially affected by right-of-way acquisition. Individual canvassing, emailing, and phone calls included materials and interpreters for the Spanish-speaking and Vietnamese-speaking business owners. Direct mailers were sent to all residential and business addresses within one mile of the intersection with the information on the Selected Alternative, the October 25 public hearing, and how to comment. ADOT conducted additional notification via news releases, GovDelivery emails (more than 14,000 recipients), and social media to notify of the hearing and comment period. ADOT also shared the notice with the City of Phoenix to share through their communications channels. All printed material, including the direct mailers, newspaper advertisements, posters, and project website, provided information on ADOT's Title VI policy and instructions for how to request a reasonable accommodation based on language or disability.

Further detail and documentation regarding the notification methods, public hearing materials, and transcripts are attached to the Final EA in Appendix B.

During public review of the Draft EA, ADOT was responsive to submitted comments that requested more information on the project. ADOT held several one-on-one meetings with business owners, property owners, and residential homeowners/occupants. Information on these meetings has been incorporated into Appendix A of the Final EA. Public review of the Draft EA identified a heightened level of concern from both business owners potentially affected by displacements and from the general public for the impacts to businesses. ADOT conducted a comprehensive outreach effort as part of the study phase, and has continued to engage with affected businesses and residents to provide project information and obtain their input on the project impacts and relocation issues. Further detail on ADOT's outreach since the release of the Draft EA can be found in Final EA Chapter 4. Many of the issues and concerns identified will be addressed through ADOT's federally compliant policies regarding the determination of just compensation and their comprehensive program of advisory services and relocation assistance benefits. **Table 15** provides a summary of the relocation issues identified during outreach conducted since the publication of the Draft EA. Some unusual acquisition and relocation issues were identified and are summarized in **Table 16**. Those issues and concerns could require deviation from standard ADOT right-of-way procedures.

**Table 15. Summary of Key Business Relocation Issues**

Comment/Concern	ADOT Right-of-Way Policies That Address Those Concerns
Can ADOT clarify which properties are proposed for right-of-way acquisition?	Final EA Appendix G lists each parcel that needs to be acquired, and identifies whether the acquisition is a full or partial take.
Will there be compensation?	The Fifth Amendment of the Constitution states that private property shall not be taken for public use without just compensation. ADOT must comply with the policies and provisions set forth in the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970 (49 CFR Part 24, the Uniform Act).
What is the acquisition and relocation process?	<p>ADOT will initiate the right-of-way acquisition process once the environmental review process is complete.</p> <p>ADOT will work with individual property owners, tenants, and residences to alleviate any hardships experienced by effected individuals and property owners through the ADOT right of way process, and additional strategies will be considered and explored i for impacts during construction, and to employees of displaced businesses.</p> <p>If you are required to move as a result of this project, you will be contacted by a relocation counselor to answer your specific questions and provide any additional information you may need. One of the first items discussed with your relocation counselor will be appraisal options. An appraisal will be performed to determine the fair-market value. If a property owner does not agree with the determined valuation, they can produce relevant valuation information and submit it to ADOT for consideration.</p> <p>ADOT provides relocation assistance to businesses that choose to relocate to a replacement property.</p> <p>More information on the acquisition and relocation process can be found in the following FHWA booklets:  <a href="https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/acquisition.pdf">https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/acquisition.pdf</a>  and  <a href="https://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf">https://www.fhwa.dot.gov/real_estate/publications/your_rights/rights2014.pdf</a></p>
What is the timeline for acquisitions and relocations?	Appraisals are anticipated to begin shortly after the completion of the EA process, and the timeline for property acquisition and relocation for this project will be progress quickly to accommodate planned construction in 2025. ADOT allows a reasonable amount of time for property owners to conduct their own appraisals, which is typically 30 days. For businesses that choose to relocate, it is typically 1 to 1.5 years for the business relocation process. All tenant businesses are legally entitled to receive a minimum of 90 days' notice to vacate the property.
What is eminent domain?	In those rare instances where ADOT and a property owner cannot reach an agreement, the agency can acquire the property through condemnation. Condemnation is the legal process that gives government agencies the right to acquire private property for public use. Condemnation is used only when all attempts to reach an agreement have been exhausted.

Comment/Concern	ADOT Right-of-Way Policies That Address Those Concerns
<p>What are the relocation benefits?</p>	<p>Any individual, family, or business displaced by the project will be offered relocation assistance services for the purposes of locating a suitable replacement property. ADOT will assign each business, individual or family displaced by the project a relocation counselor to help and advise them through the process to be sure they fully understand all their rights and receive their maximum benefits. Their goal is to be of service to you, and assist in any way possible. ADOT cannot dictate or decide whether a displaced business relocates; if the business owner decides to relocate, ADOT cannot dictate or decide the new location where the business will be re-established. If a business does decide to relocate, ADOT will assist in efforts to find a replacement site within the business owner's area of choice, and relocation counselors will assist with the steps needed to secure the replacement site and re-establish the business at its new location.</p> <p>The relocation counselor will interview you to find out your needs and replacement site requirements, and explain relocation services and payments in accordance with your eligibility. Business owners or tenants may be paid for moving costs. Related expenses, such as personal property losses, expenses in finding a replacement site, and reestablishment of the business may also be reimbursable.</p>
<p>I rent or lease the space in which my business operates. Will I receive compensation?</p>	<p>Owners of tenant businesses are eligible for relocation benefits, which may include moving, site search, and reimbursement to replace property. Business reestablishment benefits can cover increased cost in operations, modifications to the new site, and changes to make it rentable.</p> <p>If you have made improvements to the space you lease and the improvements are considered to be real property under state law, ADOT will make you an offer to acquire these improvements as real property.</p>
<p>I own a property which leases space to tenant businesses, and I rely on its rental income. I am concerned that I won't be able to find a replacement property that provides the same kind of rental income and financial security.</p>	<p>The property owner will receive compensation from the acquisition which they can use towards a replacement property. ADOT can provide replacement property listings as an advisory service, and the property owner has the option to work with a real estate agent to find a new property. It is the property owner's responsibility to find a replacement property, but ADOT will help as much as they can.</p>
<p>I have invested a lot of money in my property with upgrades to the building and structure. Will I be reimbursed for that?</p>	<p>Improvements are factored into property valuation.</p>
<p>The zoning of my current property is an important component in determining the value of my property and what type of business tenants my property attracts. How will this be accounted for?</p>	<p>One of the first steps in the right-of-way process is property appraisal to determine a fair market value. During the appraisal process, ADOT will be in contact with property owners to gather important information, such as tenants (how much they pay in rent, do they have leases, etc.) and information on zoning.</p>
<p>There is a billboard on my property. Will ADOT assist with its relocation? Will I be compensated?</p>	<p>Outdoor advertising signs located in compliance with state and local laws and regulations that are personal property are eligible for relocation benefits, with some restrictions. ADOT will coordinate with the owner of the billboard during the appraisal and acquisition process. ADOT does not determine whether a displaced billboard relocates or is taken down entirely; if the billboard owner decides to relocate, ADOT does not dictate the new location where it could be reestablished.</p>

Comment/Concern	ADOT Right-of-Way Policies That Address Those Concerns
My property is located along 35th Avenue, between Clarendon Avenue and Glenrosa Avenue. The new elevated intersection and roadways create a height differential next to my property along 35th Avenue. How will my property be impacted during construction?	The need for temporary construction easements to accommodate project construction activities will be evaluated during final design, and it is possible temporary construction easements could be identified along 35th Avenue between Clarendon Avenue and Glenrosa Avenue. No permanent right-of-way in this location is anticipated at this time. The contractor will be required to maintain access to adjacent properties throughout construction. During final design, ADOT will develop traffic control specifications that details traffic control measures and construction sequencing in coordination with the City of Phoenix. Before the traffic control specifications are finalized, ADOT will share the details with the public and provide an opportunity for input.
Does ADOT have property they can trade for the property they are acquiring?	Usually ADOT does not have an inventory of excess land, as we only purchase property that is needed for projects. If a property owner expresses interest, ADOT can make note that is something they are interested in.
Have alternatives with fewer impacts to the community been considered?	Potential impacts to the surrounding community and displacement of businesses and residences have been a key concern for this project, and one that ADOT has focused on throughout the study process. Numerous concepts to provide a solution for reducing vehicle/train conflicts, addressing congestion, and improving traffic operations while minimizing right of way impacts have been explored. To effectively address the traffic and safety issues of the intersection, the complete avoidance of impacts to adjacent properties will not be feasible due to the density of development abutting US 60 (Grand Avenue), 35th Avenue, and Indian School Road. ADOT determined that creating a new elevated intersection of 35th Avenue and Indian School Road is the only concept that will address congestion and operational issues as well as reduce the vehicle/train conflicts. This concept means that 35th Avenue will be elevated as much as 30 feet in the air in some locations. ADOT explored variations on the design to minimize right-of-way impacts. The Selected Alternative shifts the alignment of 35th Avenue west in order to avoid right-of-way impacts to two apartment complexes to the east.

**Table 16. Location-specific and Unusual Business Relocation Issues**

Comment/Concern	ADOT Right-of-Way Policies That Address Those Concerns
I own or manage an apartment complex on the east side of 35th Avenue in the Analysis Area. We spend a lot of money advertising our location as being on 35th Avenue. An address change will have a big impact on our property, and we think there will be a drop in occupancy for our apartment complex. Will our address change? Will we be compensated for these impacts?	The Selected Alternative will maintain access to the property via the northernmost driveway as well as the new access point on the south end of the property. Access will be maintained both throughout construction and in the permanent build condition. ADOT does not have jurisdiction the assignment of street addresses. It has not yet been determined whether the access reconfiguration for the properties west of 35th Avenue will result in a change of address for the properties and tenants; this will be determined during final design in coordination with the City of Phoenix and in accordance with the City's policies and procedures. Consideration will be given to the needs of emergency service providers.

## 4.2 MEANINGFUL PUBLIC INVOLVEMENT AND TARGETED OUTREACH

After evaluating the Analysis Area demographic data and implementing the methodology described above, ADOT developed the techniques to reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation. The following techniques were implemented in the public outreach efforts throughout the study process:

- Translating all public involvement materials (including newspaper advertisements) into Spanish and other languages upon request.
- Posting newspaper advertisements for public meetings in English-language *Arizona Republic* as well as Spanish-language *Presna*.
- Providing Spanish and Vietnamese interpretation at public meetings and hearings, as well as other languages upon request.
- Including Spanish language graphics for download on the study website, as well as other languages upon request.
- Providing the following for both Vietnamese and Spanish translation: distribution of a translated e-mail of project information to requesting stakeholders, interpreters reaching out to individual business owners during scoping, translators available at the January 2023 public meeting and at the Draft EA hearings, and translated project fact sheets and information for January 2023 public meetings and the public hearing.
- Establishing a bilingual hotline in both English and Spanish (602.474.3952).
- Establishing a study website to offer the public 24/7 access to current information and documents on the study and interactive comment tools during active public comment periods, with built-in website translation tools allowing translation into a variety of languages including Spanish and Vietnamese, as well as Website Accessibility Initiative standards and the Americans with Disabilities Act (ADA) standards.
- Holding virtual public meetings, in both English and Spanish language.
- Using social media to advertise events, share relevant media, and inform stakeholders about the study, public meetings, and hearings and ways to provide input (Facebook, Twitter, Nextdoor, ADOT's blog, and YouTube).
- Distributing direct mailers to all properties and property owners within one mile of the intersection, in both English and Spanish.
- Mailing letters to all property owners in proximity to the intersection with potential right-of-way impacts to provide information about the study and how to participate.
- Conducting media interviews with both English and Spanish language news outlets.
- Conducting phone calls and in-person canvassing to businesses within a quarter mile of the Analysis Area with fliers and information on the study, public meetings, and commenting opportunities.
- Conducting targeted in-person canvassing in with Spanish and Vietnamese language interpreters to properties affected by right-of-way acquisitions to provide fliers and information on the Draft EA and commenting opportunities.
- Selecting in-person meeting locations considering criteria such as convenient locations within or near the Analysis Area, ease of transit access, free public parking, well-lit parking lot for evening meetings, facility ADA compliance, scheduling conflicts with other meetings or events, and feedback from the public.

- Making hard copies of the Draft EA and Design Concept Report (DCR) documents available at local libraries in the project vicinity as advertised repositories where the document can be reviewed during the Draft EA public review period. In addition, hard copies of the Draft EA and DCR were provided to front desk staff at two private apartment complexes directly in the Analysis Area to facilitate document availability for local residents (ADOT 2023a, 2023b).

ADOT administers its programs and activities in accordance with Title VI of the Civil Rights Act of 1964. Early in the study process, demographic data on the Analysis Area was collected to inform the development of the project's Public Involvement Plan (PIP) (ADOT 2023c). A review of the U.S. Census data described above determined the number of Spanish speaking LEP persons exceeding the Safe Harbor Threshold of five percent or 1,000 persons. Therefore, it was determined public information materials would be translated into Spanish and interpretation would be provided at in-person public meetings and hearings.

Business canvassing efforts conducted by ADOT during the study included speaking directly to businesses and residents by telephone, email, in-person meetings, and public information meetings. These efforts identified several Vietnamese-speaking business owners in the northeast quadrant of the intersection who needed LEP services. Therefore, outreach and study materials to these individuals was provided in Vietnamese, and Vietnamese translators were provided at the 2020 and 2023 public meetings.

Public meeting and hearing locations were chosen based on criteria that considered convenience of location to attend, accessibility by transit, free public parking, ADA compliance, ADOT's PIP (ADOT 2023c), and other applicable public involvement regulations and guidance.

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## 5. ENVIRONMENTAL COMMITMENTS AND MITIGATION MEASURES

ADOT developed the attached *Grand-35 Project Mitigation Plan* based on input received from affected business owners, property owners, and community members. Many of the issues and concerns identified will be addressed through ADOT's federally compliant policies regarding the determination of just compensation and their comprehensive program of advisory services and relocation assistance benefits. Some additional concerns were identified through public outreach that require consideration of strategies outside ADOT's typical right-of-way program, such as impacts to employment or potential mailing address changes resulting from access reconfiguration. These are also addressed in the plan.

ADOT and the contractor will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Uniform Relocation Act Amendments of 1987, the ADOT *Right of Way Procedures Manual*, Title VI of the Civil Rights Act of 1964, the ADOT PIP, and the 2010 FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways* (FHWA 2010).

The Uniform Relocation Act seeks to provide fair and equitable treatment for persons whose real property will be acquired by a federally funded project. The act ensures that relocation assistance is provided to those that will be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means. If a property will be acquired as part of the project an appraisal will be performed and the fair-market value of the property will be determined. Additional moving expenses such as title transfers, prepaid property taxes, or other expenses may also be eligible for reimbursement.

In accordance with the ADOT Right-of-Way Procedures Manual, business owners are provided a relocation counselor to help and advise them through the process, which starts with an interview to identify the displaced person's needs, replacement site requirements, estimate of the time needed to accomplish the move, among other assistance (ADOT 2018). If the expertise of trained personnel with social services provided by other public and private agencies in the community is needed, ADOT assists with securing the services of those agencies.

The above relocation procedures are standard for all ADOT projects. However, each project is unique, and circumstances may require additional measures be incorporated. ADOT will continue to work with property owners to mitigate impacts associated with relocations and acquisitions in accordance with the attached *Grand-35 Project Mitigation Plan*.

### Arizona Department of Transportation Design Responsibility

- The Arizona Department of Transportation will continue to facilitate opportunities for public engagement in accordance with the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D).
- The Arizona Department of Transportation in coordination with the contractor will develop and implement a Business Assistance Program during construction that will support businesses within the project vicinity, provide assistance with messaging and marketing for businesses, and evaluate traffic control measures on a routine basis.
- During final design, the Arizona Department of Transportation will develop traffic control specifications that will outline traffic control measures and construction sequencing in coordination with the City of Phoenix. Before the traffic control specifications are finalized, the



Arizona Department of Transportation will share the details the public and provide an opportunity for input.

- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Acquisition Project Mitigation Plan* (Final Environmental Assessment Appendix D).

#### **Arizona Department of Transportation Central District Responsibilities**

- During final design, the Arizona Department of Transportation will develop traffic control specifications that will outline traffic control measures and construction sequencing in coordination with the City of Phoenix. Before the traffic control specifications are finalized, the Arizona Department of Transportation will share the details with the public and provide an opportunity for input.
- The Arizona Department of Transportation will coordinate with the City of Phoenix to keep transit stops open and accessible during construction.

#### **Arizona Department of Transportation Right-of-Way Responsibilities**

- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D).

#### **Contractor Responsibility**

- With the exception of temporary, short-term closures (less than three hours), the contractor shall maintain driveway access to all businesses and residences throughout the construction. If a property has multiple driveways, at least one shall remain open at all times.
- The contractor shall provide adequate advance notification of roadway restrictions and closures to the Arizona Department of Transportation resident engineer and Arizona Department of Transportation Communications to allow adequate time for contractor approval of traffic control plans and notification to the public by Arizona Department of Transportation Communications prior to construction activities. Arizona Department of Transportation Communications notification may include, but is not limited to, email alerts, media alerts, social media, direct mailings and canvassing to area businesses and residents, and newspaper notices.
- The Contractor shall be responsible for placing variable message signs to provide advance driver notification of restrictions and closures/detours, and providing construction notices to affected properties in advance of any driveway restrictions/closures, or other construction activities within an easement across their property or that will affect their property access or utility service.
- The contractor shall be responsible for implementing a Construction Advisory Board to evaluate traffic control measures, signage, and advance notifications on a routine basis, in accordance with the requirements outlined in the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D).
- The contractor shall follow the traffic control specifications provided by the Arizona Department of Transportation, and shall communicate any changes to the public prior to construction.
- The contractor, in coordination with Arizona Department of Transportation, shall work to implement and oversee a Business Assistance Program during construction.

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**Attachment 1. Grand-35 Project Mitigation Plan**

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