

# Appendix B Socioeconomic and Environmental Justice Technical Report

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# **Social and Economic Considerations, including Environmental Justice Technical Memorandum**

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

**Maricopa County, Arizona**

October 2023

Federal Aid No. 060-B(227)T

ADOT Project No. F0272 01L



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**Draft**

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Justice Technical Memorandum**

for

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October 2023

Arizona Department of Transportation  
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## 1. INTRODUCTION

Section 2 of this Technical Memorandum presents the evaluation of social and economic effects of the Preferred Alternative for the US 60 (Grand Avenue), 35th Avenue and Indian School Road Intersection Improvements (Grand 35 Study). Socioeconomics is a term that describes the economic and social characteristics of a specific population, such as income, education, demographics, and occupation. The socioeconomic analysis documented in this memorandum evaluates the social and economic impacts of the Project on the local and surrounding population. It examines how the Project would 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 impacts on minority, low-income, and other protected populations, are evaluated.

Section 3 presents the environmental justice 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."

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 study area boundary for the socioeconomic and environmental justice analysis, called the Analysis Area, extends one mile in each direction from the US 60/Grand Ave, 35th Avenue, and Indian School Road intersection and is shown in **Figure 1**.

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## 2. SOCIOECONOMIC CONSIDERATIONS

### 2.1 EXISTING CONDITIONS

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 35<sup>th</sup> Avenue and 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 75<sup>th</sup> Avenue to 47<sup>th</sup> Avenue. There are no current plans to improve the segment within the Analysis Area.

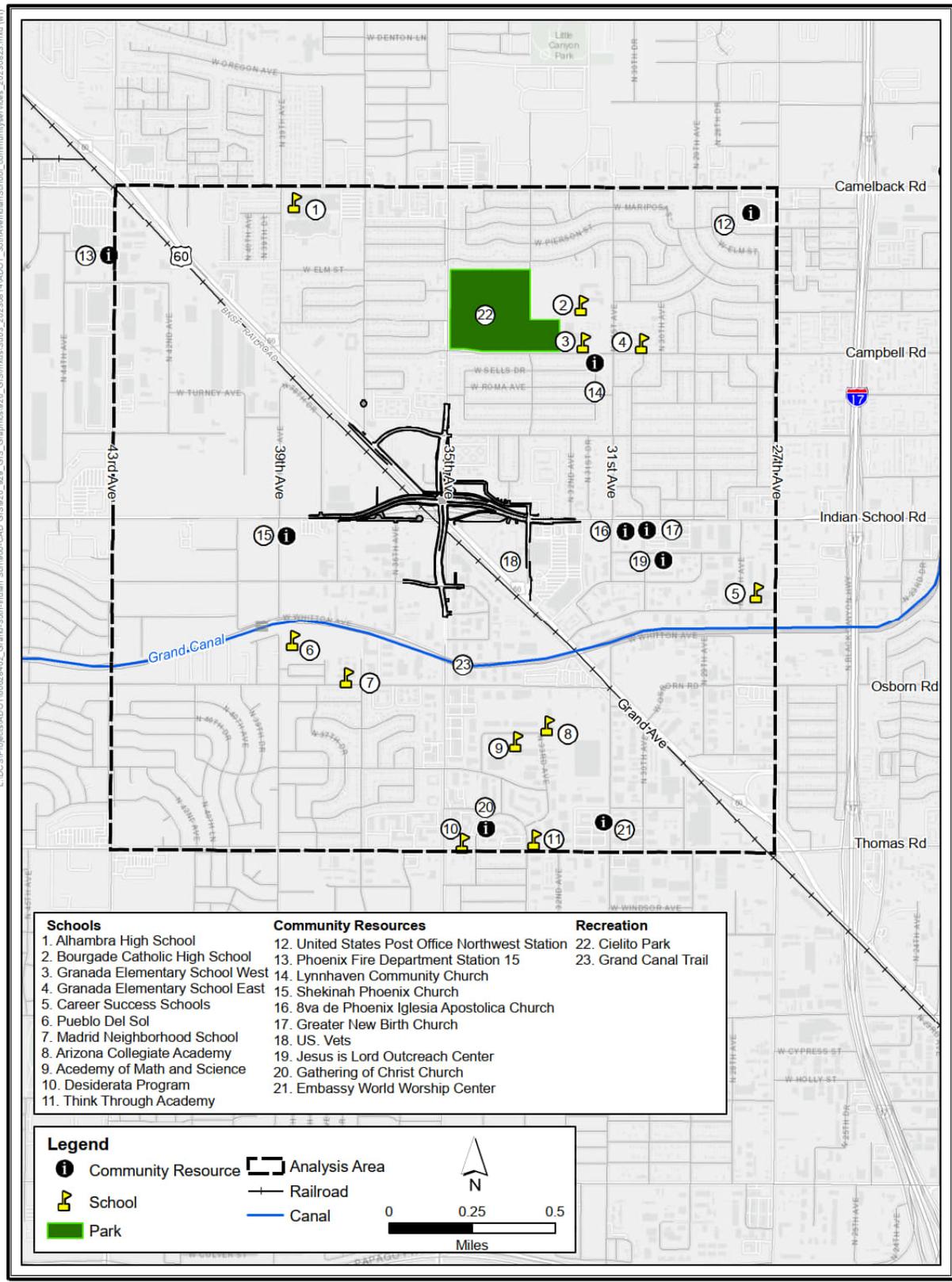
#### 2.1.2 Community Resources

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

There are numerous churches and places of worship throughout the Analysis Area. The Lynnhaven Community Church is located at 31<sup>st</sup> 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 child care.

1 **Figure 1. Community Resources, Recreation, and Schools**



2

1 There is a single emergency service in the Analysis Area: a City of Phoenix fire station near  
2 Camelback Road and 43<sup>rd</sup> Avenue. There are no other emergency services such as hospitals or  
3 police stations. The nearest hospital is Valleywise Health Emergency Department approximately 2  
4 miles west. The nearest police station is approximately 3 miles to the southeast.

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

### 7 **2.1.3 Schools**

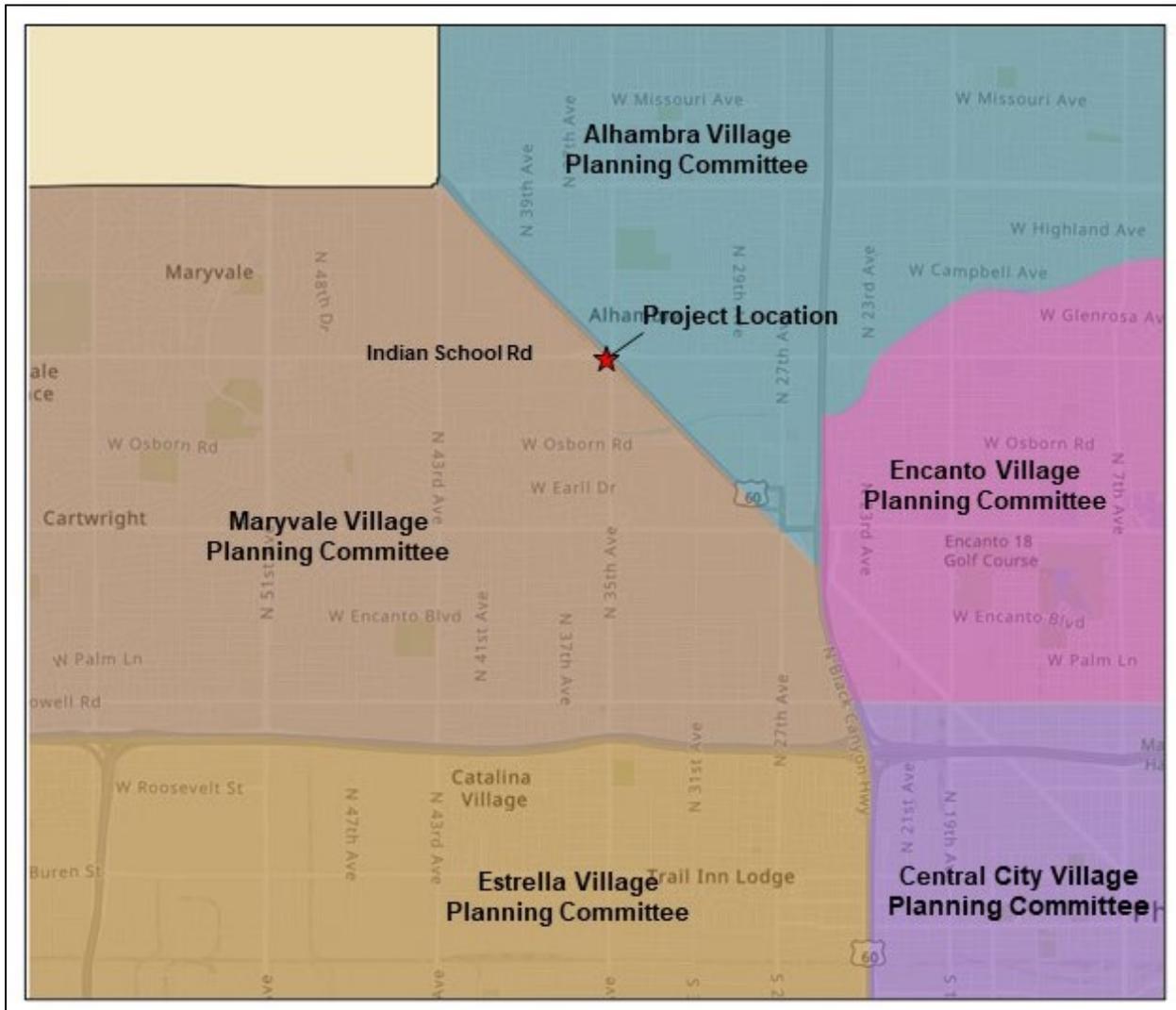
8 There are nine schools within the Analysis Area. The schools closest to the Project intersection  
9 include Granada Elementary and Bourgade Catholic High School. These schools are located at 31<sup>st</sup>  
10 Avenue and Campbell Road, approximately 3,000 feet northeast of the northern Project limits on  
11 35th Avenue.

### 12 **2.1.4 Neighborhood Continuity**

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

25 An additional cluster of residential neighborhoods is located to the southwest in Maryvale. This area  
26 is separated from the Project by the Grand Canal, and there is no direct access to the area.

1 **Figure 2. Phoenix Village Planning Committees**



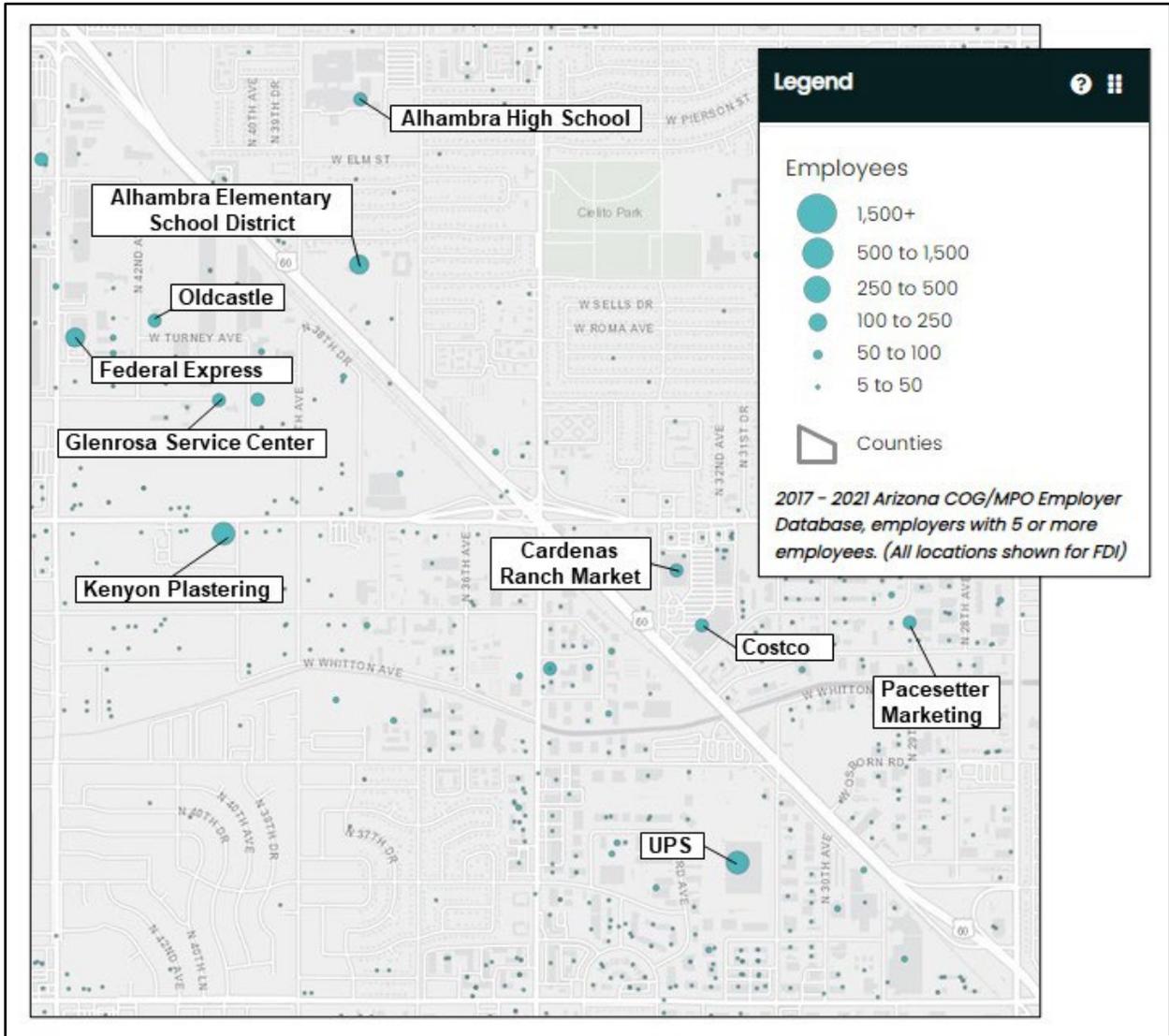
2  
 3 Source: City of Phoenix 2023

4 **2.1.5 Business and Employment Conditions**

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

1 39<sup>th</sup> Avenue and US 60 (Grand Avenue), approximately 4,000 feet northeast of the northern project  
2 limits.

3 **Figure 3. Employers in the Analysis Area**



4  
5 Source: MAG 2023

6

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

Employer Name	Employees	Industry Classification	District
United Parcel Service (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

2 *Source: Maricopa Association of Governments Arizona COG/MPO Employer Database (2020-2021)*

3 The Maricopa Association of Governments (MAG) prepares socioeconomic projection data ending in  
4 year 2055 (MAG 2019). **Table 2** shows the projected jobs in the Analysis Area and City of Phoenix.

5 **Table 2. Employment Projections**

Year	City of Phoenix		Analysis Area	
	Employment	Percent Growth	Employment	Percent Growth
2020	2,309,400	-	14,636	-
2030	2,759,300	19%	18,941	29%
2040	3,173,300	15%	20,504	8%
2050	3,562,000	12%	21,010	2%
2055	3,775,000	6%	21,113	0.5%

6 *Source: MAG Socioeconomic Projections (2019)*

7

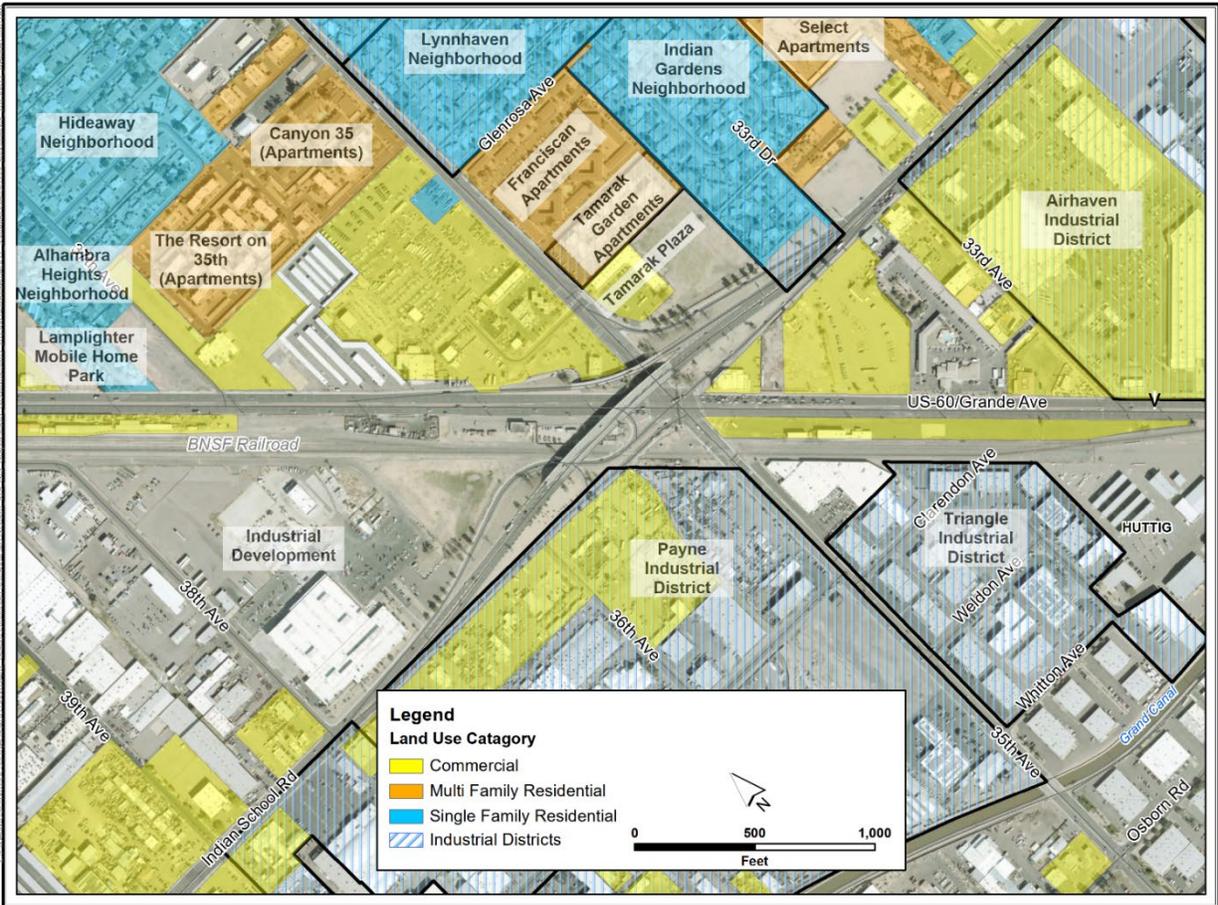
1 Information on businesses present in the Analysis Area was gathered from readily-available  
2 geographic information systems data from the City of Phoenix, MAG, and Maricopa County, and  
3 supported by a field review conducted in March 2023. There are three defined industrial districts in  
4 the Analysis Area (shown on **Figure 4**):

- 5 • **Airhaven Industrial District:** The Airhaven industrial district is located east of 35th Avenue and  
6 is accessed from the north by Indian School Road and the south by US 60 (Grand Avenue). A  
7 large shopping complex at Indian School Road and 32<sup>nd</sup> Avenue contains Los Altos Ranch  
8 Market and Costco, two of the largest employers in the area. The shopping complex also  
9 includes several restaurants. The district contains numerous commercial and industrial  
10 properties with a mix of large manufacturing facilities, warehousing, and small individual  
11 businesses.
- 12 • **Payne Industrial District:** The Payne industrial district is located between 35th Avenue and 39<sup>th</sup>  
13 Avenue, south of Indian School Road. The district is accessed from the north by Indian School  
14 Road and the east by 35th Avenue. The district is primarily large industrial buildings with on-  
15 property storage of materials. Adjacent to Indian School Road are several small individual  
16 buildings including an auto repair shop, a restaurant, and an entertainment club. A large  
17 Swapmeet containing numerous small businesses, a large vacant lot, and a steel fabrication  
18 business are directly west of 35th Avenue.
- 19 • **Triangle Industrial District:** The Triangle industrial district is located east of 35th Avenue and  
20 south of US 60 (Grand Avenue) and can only be accessed by 35th Avenue. The district is the  
21 smallest of the industrial districts in the Analysis Area and contains primarily small manufacturing  
22 and warehouse facilities. Adjacent to 35th Avenue the buildings have storefronts that are  
23 accessible by the public. The majority of these businesses are commercial and industrial supply  
24 companies.

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

- 35 • **Tamarak Plaza:** Tamarak Plaza is a strip style commercial plaza with numerous suites rented by  
36 local businesses with a combined parking lot. The plaza is located directly northeast of 35th  
37 Avenue and Indian School Road. Ten local businesses would be displaced by the acquisition.  
38 Businesses include a liquor store that provides cash checking services, two restaurants, a halal  
39 specialty store, a Vietnamese coffee and billiards club, a tax and immigration business, a gift  
40 shop, a jewelry store, a hair salon, and a seafood market. There is also a drinking water stall  
41 located in the parking lot. During the field survey conducted in March 2023, the seafood market  
42 and the Vietnamese billiards club had several customers and appeared to serve as a community  
43 gathering place.

1 **Figure 4. Industrial Development, Commercial Businesses, and Residential Areas**



- 2
- 3 • **Commercial Plaza and Gas Station/Convenience Store:** A convenience store and gas station
  - 4 located on Monterosa Street and 35th Avenue would be acquired, which also provides
  - 5 storefronts for a U-Haul business. There is an unnamed strip style commercial plaza directly
  - 6 north of the mini mart with eight storefronts, including a cell phone store, exercise studio, ice
  - 7 cream shop, money transfer service, smoke shop, barber shop, yerbaria, and restaurant.
  - 8 • **Industrial Development along 35th Avenue and Glenrosa Avenue:** There are several
  - 9 industrial and heavy commercial properties located northeast of 35th Avenue and Indian School
  - 10 Road that would be displaced, including a self-storage business, a heavy equipment rental and
  - 11 sales business, an auto repair business, and an auto auction. There are multiple self-storage
  - 12 facilities located off 35th Avenue and Indian School Road. A heavy equipment facility is located
  - 13 approximately 1 mile south.
  - 14 • **Commercial Shopping Plaza at 3552 Grand Avenue:** There is a small unnamed commercial
  - 15 plaza with three businesses that would be displaced. The businesses include a meat processor,
  - 16 a flooring wholesaler, and a smoke shop. During canvassing efforts for public outreach in
  - 17 January 2023, signs at the meat processing business were posted stating this business is not
  - 18 open to the public. Numerous similar commercial plazas are in the area with similar services.

19 Each City of Phoenix Village prepares an annual report to identify current economic and social  
 20 trends. Maryvale has identified two Village Core areas, which are outside of the Analysis Area. The  
 21 annual report listed one building permit within the Payne Industrial District. Alhambra identified one  
 22 Village Core area, which is outside of the Analysis Area. The annual report listed several building

1 permits within the Airhaven Industrial District and several others in the residential neighborhoods  
2 north of Indian School Road.

3 **Population and Housing Conditions**

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

9 MAG socioeconomic projection data were used to compare future population growth in the Analysis  
10 Area and the City of Phoenix. **Table 3** shows the population growth data. The Analysis Area is  
11 expected to grow slower than the City of Phoenix for all projected years. No population growth is  
12 projected from year 2050 to 2055.

13 **Table 3. Population Projections**

Year	City of Phoenix		Analysis Area	
	Population	Percent Growth	Population	Percent Growth
2020	4,903,100	-	18,472	-
2030	5,723,900	17%	19,777	7%
2040	6,532,900	14%	20,113	2%
2050	7,252,200	11%	20,226	1%
2055	7,595,100	5%	20,228	0%

14 *Source: MAG Socioeconomic Projections (2019)*

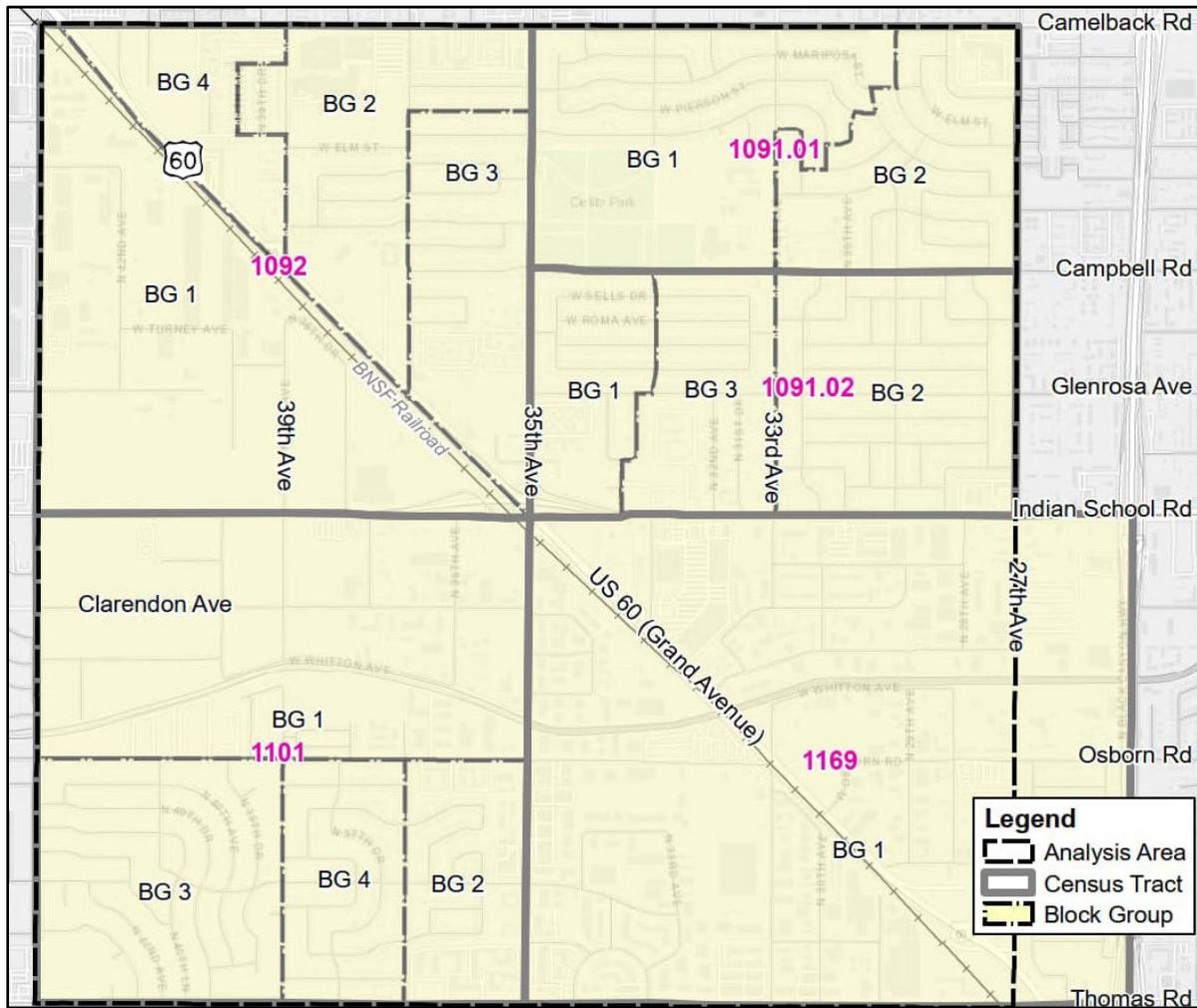
15 **2.1.6 Demographic Information**

16 Demographic characteristics for the Analysis Area were characterized based on the U.S. 2020  
17 Decennial Census and 2020 American Community Survey (ACS) 5-Year Estimates was collected at  
18 the Census Tract (CT) and Block Group (BG) level. The most recent ACS 5-Year estimates that  
19 provided data at a Block Group level were used. Population demographics are divided into five  
20 Census Tracts (CTs), which are further divided into Block Groups (BGs) based on the most recent  
21 2020 US Census. The Analysis Area encompasses 14 Block Groups within 5 Census Tracts, as  
22 shown in **Figure 5**. A field review was conducted in March 2023 to confirm land use and further  
23 characterize existing conditions.

- 24 • **Disability:** U.S. Census Bureau ACS 5-year estimates (2017-2021) on individuals with  
25 disabilities was collected. For this analysis, disabled persons can include only civilian, non-  
26 institutionalized persons with sensory, physical, mental, self-care, employment-related, and/or  
27 going-outside-of-the-home disabilities. ACS estimates disability counts from samples taken at  
28 the Census Tract (CT) level and does not report these data at the Block Group level. ACS 5-year  
29 estimates are presented in **Table 4**.

30 The estimated percentage of people with disabilities in the Analysis Area CTs ranges from  
31 7.8 percent to 20.2 percent. When compared to the Phoenix disabled population percentage  
32 (10.8 percent), the disabled population percentage of CT 1092 is considerably higher than the  
33 surrounding area (20.2 percent), while the remaining CTs are within one percentage point of  
34 Phoenix’s average.

1 **Figure 5. Census Tracts and Block Groups in the Analysis Area**



2  
 3 **Table 4. Disabled Populations by Census Tract**

Geography	Total Population	Disabled	Percent
Census Tract 1091.01	3,910	308	7.9%
Census Tract 1091.02	6,073	582	9.6%
Census Tract 1092	4,474	803	17.9%
Census Tract 1101	7,035	752	10.7%
Census Tract 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%

4 *Source: U.S. Census Bureau 2021 American Community Survey 5-Year Estimates Table DP02*  
 5 *Notes: Table DP02 does not report demographic data at the Block Group level; Census Tract level data were used.*

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

5 **Table 5. Elderly Populations by Census Tract and Block Group**

Geography	Population	Elderly (Age 65 and over)	Percentage Age 65 and over
<b>Census Tract 1091.01</b>	3,910	358	9.2%
Block Group 1	2,292	225	9.8%
Block Group 2	1,618	133	8.2%
<b>Census Tract 1091.02</b>	6,073	462	7.6%
Block Group 1	1,644	44	2.7%
Block Group 2	3,270	344	10.5%
Block Group 3	1,159	74	6.4%
<b>Census Tract 1092</b>	4,474	282	6.3%
Block Group 1	0	0	0.0%
Block Group 2	1,205	163	13.5%
Block Group 3	2,021	90	4.5%
Block Group 4	1,248	29	2.3%
<b>Census Tract 1101</b>	7,035	494	7.0%
Block Group 1	1,352	51	3.8%
Block Group 2	1,318	90	6.8%
Block Group 3	2,473	184	7.4%
Block Group 4	1,892	169	8.9%
<b>Census Tract 1169</b>	2,599	67	2.6%
Block Group 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%

6 *Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, Table B01001.*

- 7 • **Female Head of Household:** Female head-of-household populations consist of households with  
8 children under 18 years of age headed by an unmarried female. ACS 5-year estimates (2016-  
9 2020) for female head-of-household were available to BG level and are presented in **Table 6**.  
10 The percentage of female head-of-household within the Analysis Area ranges from 0 percent  
11 (CT 1091.02 BG 3) to 40.5 percent (CT 1091.02 BG 2). Ten of the 14 BGs for which there is  
12 female head-of-household data are higher than the average for the City of Phoenix (10.1  
13 percent).

1 **Table 6. Female Householders by Census Tract and Block Group**

Geography	Total Households	Female Householders	Percentage Female Householders
<b>Census Tract 1091.01</b>	<b>940</b>	<b>140</b>	<b>14.9%</b>
Block Group 1	523	107	20.5%
Block Group 2	417	33	7.9%
<b>Census Tract 1091.02</b>	<b>1,854</b>	<b>484</b>	<b>26.1%</b>
Block Group 1	537	72	13.4%
Block Group 2	919	372	40.5%
Block Group 3	398	40	10.1%
<b>Census Tract 1092</b>	<b>1,509</b>	<b>193</b>	<b>12.8%</b>
Block Group 1	0	0	0.0%
Block Group 2	417	21	5.0%
Block Group 3	660	78	11.8%
Block Group 4	432	94	21.8%
<b>Census Tract 1101</b>	<b>1,834</b>	<b>257</b>	<b>14.0%</b>
Block Group 1	423	83	19.6%
Block Group 2	410	59	14.4%
Block Group 3	538	37	6.9%
Block Group 4	463	78	16.8%
<b>Census Tract 1169</b>	<b>637</b>	<b>169</b>	<b>26.5%</b>
Block Group 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%

2 *Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates Table B11005*  
 3 *Notes: A female householder is defined as a female head-of-household with no husband present and 1 occupant*  
 4 *under 18.*

- 5 • **Limited English Proficiency (LEP):** In accordance with Title VI of the Civil Rights Act of 1964  
 6 and Executive Order 13166, ADOT developed a Limited English Proficiency Language Access  
 7 Plan. In accordance with this plan, the number of individuals who are not proficient in the English  
 8 language was collected from the U.S. Census Bureau ACS 5-year Estimates (2016-2020) for  
 9 each of the CTs within the Analysis Area (data were not available to BG level). Limited English  
 10 Proficient individuals and the percentage this number represents in the total population can be  
 11 found in **Table 7**. All CTs in the Analysis Area had a high percentage of individuals that used  
 12 Spanish as their primary language. Percentages range from 14.5 percent to 30 percent  
 13 compared to the City of Phoenix average of 10.7 percent.

1 **Table 7. Limited English Proficiency by Census Tract**

Geography	Total Population	Only English/Very Well		Spanish		French		German		Russian		Other Indo - European Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
Census Tract 1091.01	3,648	2,530	69%	1,087	30%	0	0%	0	0%	0	0%	0	0%
Census Tract 1091.02	5,780	4,199	73%	1,534	27%	0	0%	0	0%	0	0%	16	0%
Census Tract 1092	4,241	3,473	82%	729	17%	0	0%	0	0%	0	0%	0	0%
Census Tract 1101	6,564	4,770	73%	1,732	26%	0	0%	0	0%	0	0%	0	0%
Census Tract 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%

2 *Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, Table C16001.*

3 *Notes: Table C16001 does not report demographic data at the Block level, Census Tract level data was used.*

4

1 **Table 7. Limited English Proficiency by Census Tract (continued)**

Geography	Total Population	Korean		Chinese		Vietnamese		Tagalog		Arabic		Other Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
Census Tract 1091.01	3,648	0	0%	0	0%	10	0%	0	0%	0	0%	21	1%
Census Tract 1091.02	5,780	0	0%	26	0%	0	0%	0	0%	0	0%	5	0%
Census Tract 1092	4,241	0	0%	0	0%	0	0%	14	0%	0	0%	25	1%
Census Tract 1101	6,564	0	0%	0	0%	0	0%	52	1%	10	0%	0	0%
Census Tract 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%

2 *Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, Table C16001.*  
 3 *Notes: Table C16001 does not report demographic data at the Block level, Census Tract level data was used.*

4

1 ADOT administers its programs and activities in accordance with Title VI of the Civil Rights Act of  
2 1964. Early in the study process, demographic data on the study area was collected to inform the  
3 development of the project's public involvement plan. A review of the U.S. Census data described  
4 above determined the number of Spanish speaking Limited English Proficiency (LEP) persons  
5 exceeding the Safe Harbor Threshold of five percent or 1,000 persons. Therefore, it was determined  
6 public information materials would be translated into Spanish and interpretation would be provided at  
7 in-person public meetings and hearings.

8 Business canvassing efforts conducted by ADOT during the study included speaking directly to  
9 businesses and residents by telephone, email, in-person meetings, and public information meetings.  
10 These efforts identified several Vietnamese-speaking business owners in the northeast quadrant of  
11 the intersection who needed LEP services. Therefore, outreach and study materials to these  
12 individuals was provided in Vietnamese, and Vietnamese translators were provided at the 2020 and  
13 2023 public meetings.

14 Public meeting and hearing locations were chosen based on criteria that considered convenience of  
15 location to attend, accessibility by transit, free public parking, American with Disabilities Act (ADA)  
16 compliance, ADOT's Public Involvement Plan (PIP), and other applicable public involvement  
17 regulations and guidance.

## 18 **2.2 ENVIRONMENTAL CONSEQUENCES**

### 19 **2.2.1 Preferred Build Alternative**

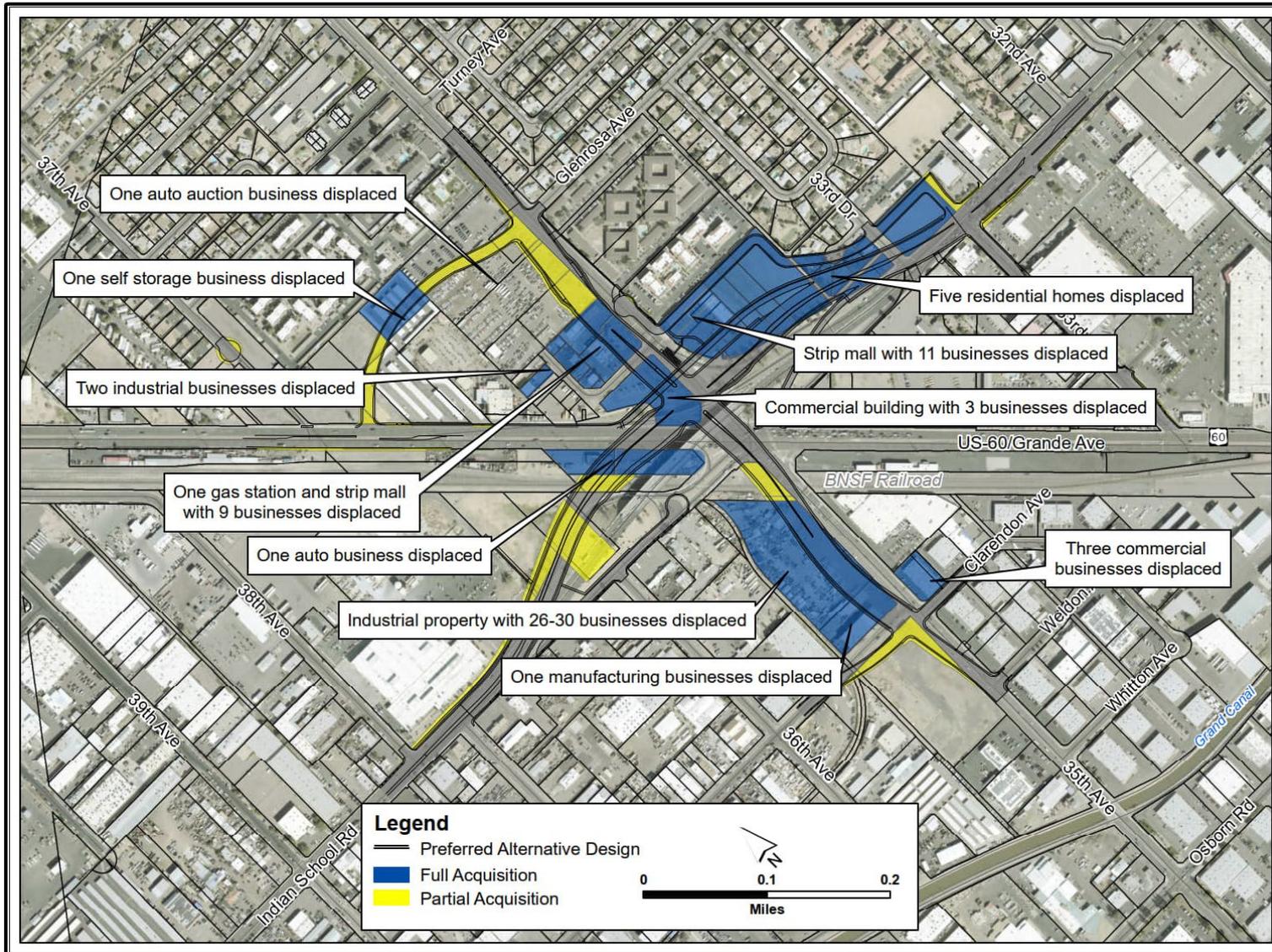
20 The Preferred Alternative would result in impacts for many of the properties in the immediate vicinity  
21 of the reconstructed intersection. Impacts include a number of full property acquisitions involving  
22 business and residential displacements, partial property acquisitions to accommodate new  
23 connector roads or narrow slivers of new right-of-way, and properties whose driveways and access  
24 from Indian School Road, 35th Avenue, or Grand Avenue would be altered. Approximately 78  
25 parcels would be impacted through direct right-of-way property acquisition or loss of direct access to  
26 the main roadways by elevation change. Approximately 60 businesses and 5 single family homes  
27 would be displaced. In total, the Preferred Alternative would result in approximately 21 acres of  
28 acquisitions. The Preferred Alternative and the proposed right-of-way impacts are shown on **Figure**  
29 **6**.

#### 30 **2.2.1.1 Summary of Proposed Right-of-Way Acquisitions**

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

- 38 • Closure of West Monterosa Street west of 35th Avenue, eliminating access to properties along  
39 Monterosa Street and resulting in the full acquisition of those parcels and displacement of two  
40 businesses (an auto repair shop and industrial equipment yard).
- 41 • Eliminating direct access to properties west of 35th Avenue and accommodating the new  
42 footprint of the realigned 35th Avenue, requiring a number of full or partial property acquisitions  
43 and resulting in business displacements (an auto auction, gas station and convenience store, a  
44 retail shopping plaza, an industrial swapmeet with tenant businesses, and an industrial  
45 manufacturing business).

1 **Figure 6. Preferred Alternative with Full and Partial Acquisitions**



2

- 1 • Changing direct access to two apartment complexes east of 35th Avenue between Indian School  
2 Road and Glenrosa Avenue: Tamarak Garden Apartments and the Franciscan Apartments.  
3 Access to Tamarak Garden Apartments would be restored through the reconfigured Monterosa  
4 Avenue connector from 33rd Avenue, avoiding the need for acquisition or displacement in this  
5 location.
- 6 • Eliminating direct access to properties east of 35th Avenue and accommodating the new  
7 footprint of realigned Indian School Road and the Monterosa Avenue connector, requiring full  
8 acquisition of several properties and resulting in the displacement of 11 businesses in the  
9 Tamarak Plaza retail shopping plaza (liquor and convenience stores, restaurants, income tax  
10 services, jewelry store, hair salon, and an express water refill station)
- 11 • Eliminating direct access to a property east of 35th Avenue near Clarendon Avenue, requiring  
12 full acquisition of one property and resulting in the displacement of 3 businesses.
- 13 • Extending Glenrosa Avenue west to create a new connection between 35th Avenue and US  
14 60/Grand Avenue, requiring full or partial acquisition of several properties along the new  
15 roadway's alignment and resulting in the displacement of one business (self-storage business)

16 The Preferred Alternative shifts the alignment of Indian School Road to the north, creating a new  
17 intersection with 35th Avenue. As a result, new right-of-way would require full or partial acquisition  
18 from many of the properties north of Indian School Road between approximately 33rd Avenue and  
19 38th Drive. Right-of-way and access impacts along Indian School Road include:

- 20 • Extending 33rd Avenue north of Indian School Road to connect to the reconstructed Monterosa  
21 Street and accommodating the new footprint of realigned Indian School Road, requiring full or  
22 partial acquisition of several properties and resulting in the displacement of 5 single-family  
23 residences.
- 24 • Realigning Indian School Road to the north and constructing a new elevated roadway, requiring  
25 full or partial acquisition of several properties that are currently undeveloped or in use as  
26 drainage basins, resulting in the displacement of three billboards.
- 27 • Removing the existing Indian School Road bridge and constructing new bridges over Grand  
28 Avenue and the BNSF Railway, requiring full or partial acquisition from several properties owned  
29 by the BNSF.

### 30 **2.2.1.2 Impacts to Businesses and Employment**

31 The Preferred Alternative would result in the displacement of approximately 60 businesses. These  
32 displacements would not affect 60 individual parcels as many of the businesses are located within  
33 retail commercial plazas. Approximately 30 businesses are located on a single parcel which acts as  
34 a swap meet style open-air market. However, there are several stand-alone businesses and heavy  
35 commercial/industrial businesses located on larger parcels of land. The inventory of businesses  
36 impacted by the project was supported by ongoing outreach and field efforts including canvassing,  
37 direct contact through phone and email, public meetings, and field reviews.

38 Impacts to businesses within the industrial districts consist of:

- 39 • **Airhaven Industrial District:** The Airhaven industrial district includes a large shopping complex  
40 at Indian School Road and 33rd Avenue, which contains Los Altos Ranch Market and Costco  
41 (two of the largest employers in the area) as well as several restaurants. The Preferred  
42 Alternative would require shifting Indian School Road slightly south in this area, resulting in  
43 narrow strips of partial right-of-way acquisition along Indian School Road in the shopping  
44 complex. 33rd Avenue would be widened to accommodate an additional turn lane, also requiring  
45 a narrow strip of partial right-of-way acquisition along 33rd Avenue. The narrow strip acquisitions  
46 would affect landscaped areas adjacent to the existing roadway, and no business displacements  
47 are anticipated in the Airhaven Industrial District.
- 48 • **Payne Industrial District:** There are two business acquisitions within this industrial district west  
49 of 35th Avenue. The first parcel contains a single business, a metal fabricator. The second

1 property is a large industrial property containing approximately 10 permanent small business  
2 tenants. These include a small commercial building with a mattress store, an auto repair shop,  
3 several food trucks with permanent open-air sitting areas, and multiple vehicle service  
4 businesses under open-air garages. The property owner has identified that the property also  
5 operates as a swap meet style location with approximately 26 to 30 tenants on a month to month  
6 basis. Signs and markings for the businesses are mostly in Spanish.

7 **Triangle Industrial District:** The Preferred Alternative would require one property acquisition on the  
8 northeast corner of Clarendon Avenue and 35th Avenue. The commercial warehousing building  
9 contains two suites occupied by an auto parts store and an ignition interlock installation facility. The  
10 Triangle Industrial District is primarily commercial warehousing buildings and is unlikely to be  
11 affected by the loss of one property. There are several auto parts stores and interlock installation  
12 facilities located within 1 mile of the property. Impacts to other industrial and commercial businesses  
13 outside the Industrial Districts consist of:

- 14 • **Tamarak Plaza:** The Preferred Alternative would result in the acquisition of the Tamarak Plaza  
15 commercial plaza, resulting in the displacement of ten local businesses. The businesses in this  
16 include a convenience and liquor store that provides cash checking services, two restaurants, a  
17 halal specialty store, a Vietnamese coffee and billiards club, a tax and immigration business, a  
18 gift shop, a jewelry store, a hair salon, and a seafood market. There is also a drinking water stall  
19 located in the parking lot. During the field survey conducted in March 2023, the seafood market  
20 and the Vietnamese billiards club had several customers and appeared to serve as a community  
21 gathering place. Numerous similar small commercial plazas are in the Analysis Area. While there  
22 are other shops and businesses in the area that offer the same services as some of the  
23 displaced businesses, specialty businesses such as the halal store and billiards club are not  
24 easily accessible in the vicinity. Community members may need to travel farther to seek out  
25 replacement services for some of these businesses.
- 26 • **Gas Station/Convenience Store and Commercial Plaza:** The Preferred Alternative would  
27 require the acquisition of two parcels on the west side of 35th Avenue near Monterosa Street,  
28 resulting in the displacement of a convenience store and gas station, as well as an unnamed  
29 strip style commercial plaza. The gas station and convenience store also provides storefronts for  
30 a moving van rental business. The commercial plaza has eight tenant businesses, including a  
31 cell phone store, exercise studio, ice cream shop, money transfer service, smoke shop, barber  
32 shop, yerbaria, and restaurant. There are numerous gas stations and convenience stores  
33 located within one mile of the intersection, and several other U-Haul providers. Similar small  
34 commercial plazas are found throughout the vicinity and offer similar services.
- 35 • **Industrial Properties along 35th Avenue and Glenrosa Avenue:** The Preferred Alternative  
36 would require the partial acquisition of several large properties northwest of 35th Avenue and  
37 Indian School Road. that would be displaced, including a self-storage business, a heavy  
38 equipment rental and sales business, an auto repair business, and an auto auction. There are  
39 multiple self-storage facilities located off 35th Avenue and Indian School Road. A heavy  
40 equipment facility is located approximately 1 mile south.
- 41 • **Commercial Shopping Plaza at 3552 Grand Avenue:** There is a small unnamed commercial  
42 plaza with three businesses that would be displaced. The businesses include a meat processor,  
43 a flooring wholesaler, and a smoke shop. During canvassing efforts for public outreach in  
44 January 2023, signs at the meat processing business were posted stating this business is not  
45 open to the public. Numerous similar commercial plazas are in the area with similar services.  
46 There are multiple flooring stores and smoke shops located in the vicinity.
- 47 • A total of eight advertising billboards affected by the project would be displaced and moved.

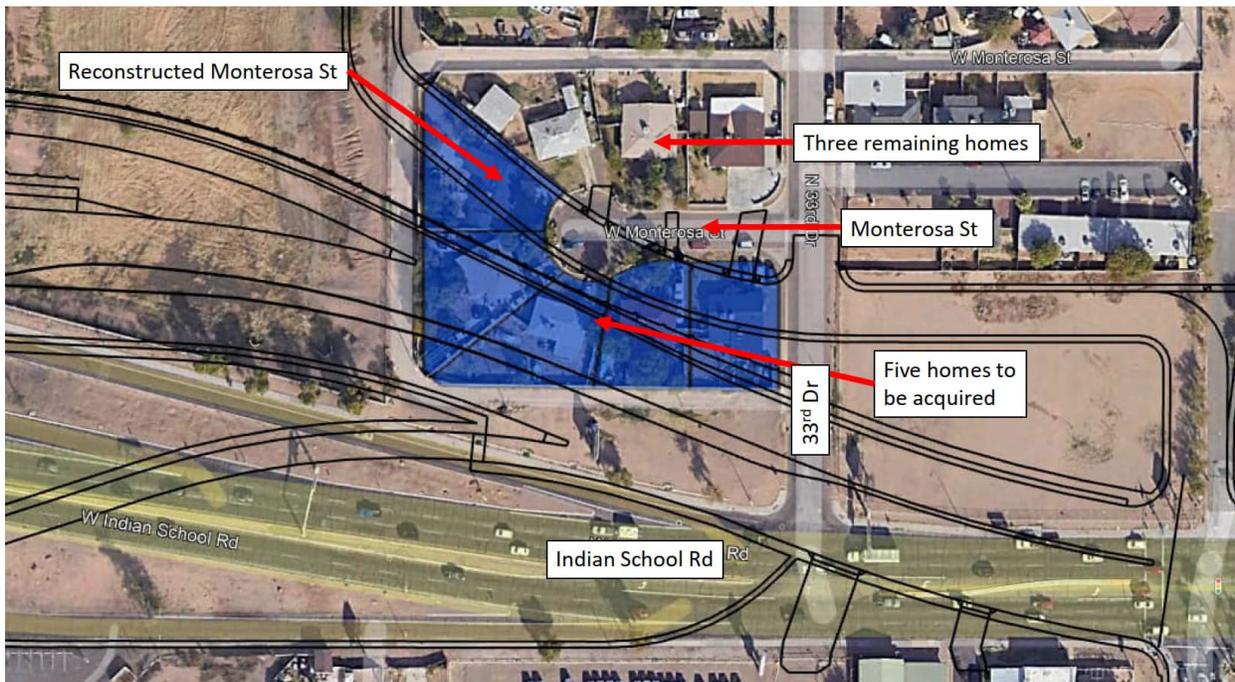
48 Property acquisitions and business displacements would generally involve small businesses. While  
49 the approximately 60 businesses are not considered the top employers in the area, some of them  
50 likely provide neighborhood jobs proximate to residential areas. Jobs would be lost at the displaced  
51 businesses.

1 Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation  
2 Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24) (Uniform Act), as  
3 amended in 1987. Business owners are provided a relocation counselor to help and advise them  
4 through the process, which starts with an interview to identify the displaced person's needs,  
5 replacement site requirements, estimate of the time needed to accomplish the move, among other  
6 assistance. If the expertise of trained personnel with social services provided by other public and  
7 private agencies in the community is needed, ADOT assists with securing the services of those  
8 agencies (FHWA 2014). As the project progresses through final design, ADOT would continue to  
9 engage with affected business owners and the community to better understand the concerns and  
10 challenges specific to this community. Continued targeted outreach to the business owners will help  
11 identify strategies to address their concerns, and those strategies will be incorporated into a project-  
12 specific business relocation plan.

13 **2.2.1.3 Impacts to Population and Housing Conditions, including Residential**  
14 **Displacements**

15 To maintain access to the Indian Gardens neighborhood, Select Apartments, Tamarak Gardens  
16 Apartments, and the Franciscan Apartments West Monterosa Street would be reconstructed to the  
17 south as a larger through street. The Preferred Alternative would require the displacement of five  
18 single-family homes along West Monterosa Street, in the Indian Gardens neighborhood (**Figure 7**).  
19 There are a total of eight homes on the existing West Monterosa Street cul-de-sac, and three single-  
20 family homes would remain following the proposed acquisition of the five southernmost homes. The  
21 Preferred Alternative would convert West Monterosa Street into a longer local road, ending in a cul-  
22 de-sac approximately 1,200 feet northwest of the homes and connecting to the Tamarak Garden  
23 Apartments. Driveways to the three remaining homes would be extended to the new Monterosa  
24 Street roadway. Extension of property boundaries would depend on communication with owners and  
25 occupants and final design of the project.

26 **Figure 7. Residential Displacements on West Monterosa Street**



27

1 As a result of the Preferred Alternative, Monterosa Street would be reconstructed into a larger street  
2 with more traffic and the three remaining homes would no longer be located at the end of the cul-de-  
3 sac. Based on the noise analysis for the project, existing measured noise levels are approximately  
4 61 dBA, and future peak hour noise levels are predicted to be 62 to 63 dBA for the three remaining  
5 homes. While predicted noise levels do not exceed the ADOT *Noise Abatement Requirements* noise  
6 impact threshold of 66 dBA for residential land use, noise impacts were predicted at the nearby  
7 homes west of 33<sup>rd</sup> Avenue (69 dBA). More detail on the noise analysis is available in the technical  
8 report contained in Appendix D of the Draft EA.

9 The Preferred Alternative represents a change in setting for the three remaining homes on this  
10 segment of Monterosa Street, and further design, property appraisal information, and input from the  
11 tenants and/or homeowners is needed to determine if the proximity impacts constitute the need for a  
12 full acquisition of these homes. The evaluation would be conducted in close coordination with the  
13 tenants and/or homeowners. This coordination would include both homeowners and tenants, if the  
14 homes are not owner-occupied.

15 The eight homes on the cul-de-sac of West Monterosa Street are on the southern edge of the Indian  
16 Garden neighborhood, a neighborhood of approximately 58 existing homes. The proposed  
17 acquisition would reduce the total number of homes in the neighborhood, but would not affect its  
18 continuity.

19 The Analysis Area is known as a high activity area for homeless encampments, due to the open and  
20 vacant land in the vicinity. Recent activity and cases have been identified under the Indian School  
21 Road overpass as well as the drainage basins in the northern and northwest quadrant of the US  
22 60/Indian School Road/35th Avenue intersection. As of August 2023, there were active homeless  
23 encampments in the study area (Ramirez 2023). Coordination for this project has included  
24 representatives from the City of Phoenix Community Action Response Engagement Services  
25 (CARES), a program that involves staff from different City departments to provide a coordinated  
26 response for neighborhoods and individuals experiencing homelessness. ADOT would continue to  
27 work with Phoenix CARES throughout final design and construction to respond to reports of  
28 individuals and families experiencing homelessness and encampments in the vicinity of construction.  
29 If an area needed for construction is occupied by an encampment, ADOT would work with Phoenix  
30 CARES to open a case for the activity. Then, one of the departments involved with Phoenix CARES  
31 reaches out to the individuals experiencing homelessness to make observations, offer services to  
32 the individuals, and determine the next steps.

#### 33 **2.2.1.4 Benefits to Population and Housing Conditions, including Residential** 34 **Displacements**

35 Project benefits include improved traffic operations, reduced congestion, and improved safety. The  
36 remaining business owners and residents travel through the intersection frequently, and would  
37 experience reduced travel times and delay as they navigate the area and travel through the  
38 intersection. Reduced travel time and delay would also benefit emergency services as they travel  
39 through the area or need to access people and properties adjacent to the intersection. 35th Vehicles,  
40 pedestrians, and bicyclists would be able to cross the BNSF Railway using the new elevated Indian  
41 School Road and 35th Avenue bridges, eliminating the potential for collisions with the train as well  
42 as delays caused by train pass-bys.

43 The study area is known to have a high volumes of pedestrian and bicycle traffic. The Preferred  
44 Alternative includes 6-foot wide outside shoulders along 35th Avenue and Indian School Road that  
45 would be marked for exclusive bicycle use per the City of Phoenix criteria. Sidewalks would  
46 generally be provided along both sides of 35<sup>th</sup> Avenue and Indian School Road, and on the north

1 side of US 60/Grand Avenue. A pedestrian ramp would be constructed northeast of Indian School  
2 Road and 35<sup>th</sup> Avenue to connect the elevated intersection with the surrounding lower elevation  
3 land. Two pedestrian activated crosswalks would be included; one along the entrance ramp from US  
4 60/Grand Avenue to eastbound Indian School Road, and one along the exit ramp from westbound  
5 Indian School Road to US 60/Grand Avenue.

#### 6 **2.2.1.5 Community Resources, Facilities, and Organizations**

7 The Preferred Alternative would not require the acquisitions of any community or recreation facilities.  
8 Impacts to community facilities and recreations would be limited to traffic congestion and detours  
9 during construction. Cielito Park and Lynnhaven Church are the nearest facilities, and are located on  
10 35th Avenue north of West Campbell Avenue, approximately 800 feet north of the project limits. No  
11 permanent changes to access to these properties would occur as a result of the project.  
12 Construction on 35th Avenue and closures on 35th Avenue would affect access routes for people  
13 traveling to/from these facilities from areas south of Indian School Road. Traffic control measures  
14 during construction would likely extend along 35th Avenue in the vicinity of facilities, but their  
15 driveways would remain open.

#### 16 **2.2.1.6 Schools**

17 Granada Elementary and Bourgade Catholic High School are the closest schools and are located on  
18 31st Avenue and Campbell Road, adjacent to Cielito Park. There would be similar temporary  
19 impacts related to construction congestion, detours, and delay as described above.

#### 20 **2.2.2 No-Build Alternative**

21 The No-Build Alternative provides a baseline scenario where the Preferred Alternative would not be  
22 constructed. The No-Build Alternative includes all existing transportation facilities and any projects  
23 funded in the MAG Regional Transportation Plan (RTP) through design year 2050 in the Analysis  
24 Area (MAG 2021c).

25 The planned City of Phoenix 35th Avenue Safety Corridor Improvements included in the No Build  
26 Alternative would install crosswalks, lighting, and repave the roadway, enhancing pedestrian safety  
27 and amenities along 35th Avenue. While the proposed City of Phoenix Bus Rapid Transit project is  
28 still in early planning phases, the project would ultimately provide faster and more frequent transit  
29 service and reduced travel delays for transit riders. However, under the No Build Alternative the  
30 traffic operations issues at the existing 6-legged intersection would remain. As traffic volumes at the  
31 intersection steadily increase over time, the congestion and delay would make the intersection  
32 increasingly difficult and inconvenient to navigate for all users of the intersection, including transit  
33 vehicles and pedestrians. The existing at-grade railroad crossings would remain in place, as would  
34 the potential for train-vehicle and train-pedestrian conflicts.

#### 35 **2.2.3 Conclusion**

36 The Preferred Alternative would require full or partial right-of-way acquisitions at 78 properties  
37 totaling approximately 21 acres. Right-of-way acquisitions would result in approximately 60 business  
38 and 5 residential displacements. ADOT would conduct continued engagement with affected  
39 business owners and the community to develop a project-specific business relocation plan.

40 The Preferred Alternative represents a change in setting for the remaining homes on Monterosa  
41 Street, and further design, property appraisal information, and input from the tenants and/or  
42 homeowners is needed to determine if the proximity impacts constitute the need for a full acquisition  
43 of these homes. The evaluation would be conducted in close coordination with the tenants and/or

1 homeowners. This coordination would include both homeowners and tenants if the homes are not  
2 owner-occupied.

3 Although property impacts are anticipated from the Preferred Alternative, the social and economic  
4 impacts are not expected to be significant or adverse. Over 35% of the land to be acquired is used  
5 as stormwater basin or vacant land (including vacant land owned by the railroad). The approximately  
6 60 business displacements are concentrated in several commercial plazas with multiple tenant  
7 businesses. Residential displacement would affect the homes on one cul-de-sac street on the edge  
8 of a neighborhood. A business relocation plan, based on continued coordination between ADOT and  
9 the affected business owners, would be developed to minimize and mitigate impacts from the  
10 business displacements. The public review of this Draft Environmental Assessment provides an  
11 opportunity for the public to review the proposed project. Comments received on this Draft EA will be  
12 evaluated to determine whether further mitigation measures are needed, or whether changes to the  
13 EA analysis, conclusions, or the project are warranted.

### 3. ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) 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 effects (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:

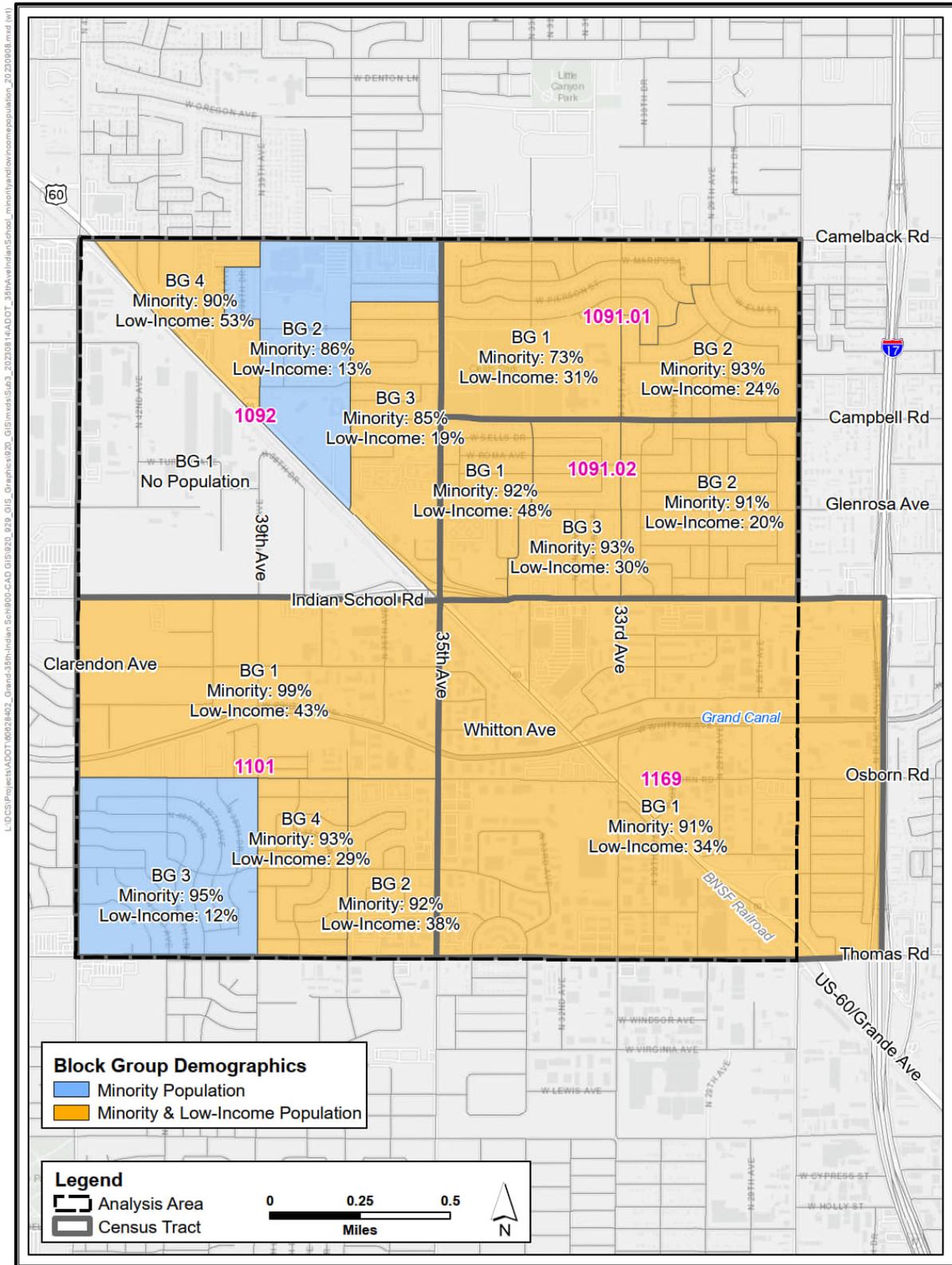
- Is predominantly borne by a minority population and/or a low-income population or
- Will be suffered by the minority populations and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income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

#### 3.1 EXISTING CONDITIONS

Demographic characteristics were collected for an Analysis Area comprised of the Project Area and a 1-mile buffer surrounding it as shown on **Figure 8**. Data from the U.S. 2020 Decennial Census and 2020 American Community Survey (ACS) 5-Year Estimates was collected at the Census Tract (CT) and Block Group (BG) level. The most recent ACS 5-Year estimates that provided data at a Block Group level were used. Population demographics are divided into five Census Tracts (CTs), which are further divided into Block Groups (BGs) based on the most recent 2020 US Census. A field review was conducted in March 2023 to confirm land use and further characterize analysis area conditions.

**Figure 8** provides a summary of low income and minority population data. Detailed data tables are provided in **Table 8** through **Table 11**. There is one 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.

1 **Figure 8. Block Groups with Minority and Low-Income Populations**



2

**3.1.1 Minority Populations**

For this EJ analysis, minority populations are composed of the following race and ethnicity categories from the 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 8**, show that Analysis Area as a whole has a considerably high percentage of minority (89 percent). Within the BGs that intersect the Analysis Area, the minority population ranges from 73 percent (CT 1091.01 BG1) 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.

Census data on race and ethnicity were supplemented with data from the National Center for Education Statistics on the schools near to the Analysis Area. 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 8. Minority Populations by Census Tract and Block Group, Summary**

Geography	Total Population	Non-Minority (White alone)		Minority Total	
	#	#	%	#	%
<b>Census Tract 1091.01</b>	3,910	748	19.1%	3,162	80.9%
Block Group 1	2,292	628	27.4%	1,664	72.6%
Block Group 2	1,618	120	7.4%	1,498	92.6%
<b>Census Tract 1091.02</b>	6,073	518	8.5%	5,555	91.5%
Block Group 1	1,644	134	8.2%	1,510	91.8%
Block Group 2	3,270	301	9.2%	2,969	90.8%
Block Group 3	1,159	83	7.2%	1,076	92.8%
<b>Census Tract 1092</b>	4,474	607	13.6%	3,867	86.4%
Block Group 1	0	0	0.0%	0	0.0%
Block Group 2	1,205	174	14.4%	1,031	85.6%
Block Group 3	2,021	311	15.4%	1,710	84.6%
Block Group 4	1,248	122	9.8%	1,126	90.2%
<b>Census Tract 1101</b>	7,035	377	5.4%	6,658	94.6%
Block Group 1	1,352	12	0.9%	1,340	99.1%
Block Group 2	1,318	104	7.9%	1,214	92.1%
Block Group 3	2,473	132	5.3%	2,341	94.7%

Geography	Total Population	Non-Minority (White alone)		Minority Total	
	#	#	%	#	%
Block Group 4	1,892	129	6.8%	1,763	93.2%
<b>Census Tract 1169</b>	2,599	233	9.0%	2,366	91.0%
Block Group 1	2,599	233	9.0%	2,366	91.0%
<b>TOTAL</b>	24,091	2,483	10.3%	21,608	89.7%
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%

1 Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, Table B03002

1 **Table 9. Minority Populations by Census Tract and Block Group, 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	
		#	%	#	%	#	%	#	%	#	%	#	%
<b>CT 1091.01</b>	3,910	2,963	75.8%	<b>119</b>	<b>3.0%</b>	<b>17</b>	<b>0.4%</b>	<b>28</b>	<b>0.7%</b>	<b>0</b>	<b>0.0%</b>	<b>35</b>	<b>0.9%</b>
Block Group 1	2,292	1562	68.2%	78	3.4%	17	0.7%	0	0.0%	0	0.0%	7	0.3%
Block Group 2	1,618	1401	86.6%	41	2.5%	0	0.0%	28	1.7%	0	0.0%	28	1.7%
<b>CT 1091.02</b>	6,073	4566	75.2%	<b>411</b>	<b>6.8%</b>	<b>362</b>	<b>6.0%</b>	<b>60</b>	<b>1.0%</b>	<b>0</b>	<b>0.0%</b>	<b>156</b>	<b>2.6%</b>
Block Group 1	1,644	1106	67.3%	350	21.3%	0	0.0%	23	1.4%	0	0.0%	31	1.9%
Block Group 2	3,270	2554	78.1%	0	0.0%	346	10.6%	26	0.8%	0	0.0%	43	1.3%
Block Group 3	1,159	906	78.2%	61	5.3%	16	1.4%	11	0.9%	0	0.0%	82	7.1%
<b>CT 1092</b>	4,474	2806	62.7%	<b>429</b>	<b>9.6%</b>	<b>251</b>	<b>5.6%</b>	<b>15</b>	<b>0.3%</b>	<b>0</b>	<b>0.0%</b>	<b>366</b>	<b>8.2%</b>
Block Group 1	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Block Group 2	1,205	575	47.7%	112	9.3%	106	8.8%	15	1.2%	0	0.0%	223	18.5%
Block Group 3	2,021	1,566	77.5%	74	3.7%	37	1.8%	0	0.0%	0	0.0%	33	1.6%
Block Group 4	1,248	665	53.3%	243	19.5%	108	8.7%	0	0.0%	0	0.0%	110	8.8%
<b>CT 1101</b>	7,035	6251	88.9%	<b>137</b>	<b>1.9%</b>	<b>145</b>	<b>2.1%</b>	<b>106</b>	<b>1.5%</b>	<b>0</b>	<b>0.0%</b>	<b>19</b>	<b>0.3%</b>
Block Group 1	1,352	1,185	87.6%	0	0.0%	111	8.2%	44	3.3%	0	0.0%	0	0.0%
Block Group 2	1,318	1201	91.1%	0	0.0%	13	1.0%	0	0.0%	0	0.0%	0	0.0%
Block Group 3	2,473	2180	88.2%	90	3.6%	0	0.0%	62	2.5%	0	0.0%	9	0.4%
Block Group 4	1,892	1,685	89.1%	47	2.5%	21	1.1%	0	0.0%	0	0.0%	10	0.5%
<b>CT 1169</b>	2,599	2263	87.1%	<b>44</b>	<b>1.7%</b>	<b>24</b>	<b>0.9%</b>	<b>35</b>	<b>1.3%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>
Block Group 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%

2 *Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, Table B03002*

1 **3.1.2 Low-Income Populations**

2 Low-income populations were defined using both an alternative criteria methodology in combination  
3 with additional threshold considerations. Populations whose median household income is at or  
4 below the Department of Health and Human Services poverty guidelines for a family of four (\$12,500  
5 for 2021) were identified as low-income. One Block Group in the Analysis Area has a median income  
6 at or below the HHS poverty guidelines. Guidance from the U.S. EPA acknowledges that even when  
7 threshold criteria are not applied, a reference community can be helpful to provide context.  
8 Compared to the median income for the Phoenix area (\$45,470), the median income in the Analysis  
9 Area (\$45,470) is relatively low. Based on this comparison, collection of additional data to better  
10 understand income level and poverty status in the community was warranted. After examining  
11 median income data alongside supplemental data from the Census Bureau poverty calculations and  
12 data from local public schools, nearly all of the BGs in the analysis area were identified as low-  
13 income populations. This approach followed guidance from the U.S. EPA that it may be reasonable  
14 to assess low-income thresholds in more than one way to be more inclusive, and that low-income  
15 status need not always be capped at poverty level. The ACS 5-year estimate for median income is  
16 presented in **Table 10**.

17 **Table 10. Low-Income Populations by Census Tract and Block Group**

Geography	Median Income	Income Below Poverty Guideline
<b>Census Tract 1091.01</b>	<b>\$49,091</b>	<b>No</b>
Block Group 1	\$49,856	No
Block Group 2	\$42,813	No
<b>Census Tract 1091.02</b>	<b>\$53,068</b>	<b>No</b>
Block Group 1	\$32,474	No
Block Group 2	\$60,739	No
Block Group 3	\$47,245	No
<b>Census Tract 1092</b>	<b>\$38,438</b>	<b>No</b>
Block Group 1	-	-
Block Group 2	\$39,894	No
Block Group 3	\$43,545	No
Block Group 4	\$25,403	Yes
<b>Census Tract 1101</b>	<b>\$49,819</b>	<b>No</b>
Block Group 1	\$42,311	No
Block Group 2	\$49,788	No
Block Group 3	\$64,000	No
Block Group 4	\$48,668	No
<b>Census Tract 1169</b>	<b>\$44,375</b>	<b>No</b>
Block Group 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

18 *Source: U.S. Census Bureau 2021 American Community Survey 5-Year Estimates Table B19013*

19

1 The U.S. Census Bureau defines poverty using a set of money income thresholds that vary by family  
 2 size and composition to determine who is in poverty. If a family's total income is less than the  
 3 family's threshold, then that family and every individual in it is considered in poverty. Low-income  
 4 population percentages shown on **Figure 8** reflect the U.S. Census Bureau definition of poverty.  
 5 ACS 5-year estimates for census defined poverty are shown in **Table 11**. Poverty percentage for CT  
 6 and BGs were compared to the City of Phoenix (15.4 percent), Maricopa County (12.0 percent), and  
 7 Arizona (13.5 percent). Two BGs have low-income populations below the regional comparison areas  
 8 (ranging 12.0 percent to 12.5 percent), while the percentage of the population in the remaining 11  
 9 BGs is considerably higher than the comparison areas (ranging 18.5 percent to 52.9 percent). When  
 10 considered alongside data on median income within the BG, the same two BGs with low-income  
 11 population percentages lower than the comparison areas also have the highest median income in  
 12 the Analysis Area (ranging \$60,739 to \$64,000). The 11 BGs with low-income population  
 13 percentages higher than the comparison areas also have considerably lower median incomes  
 14 (\$25,403 to \$46,103).

15 **Table 11. Low-Income Populations by Census Tract and Block Group**

Geography	Total Population	Low-Income	
	#	#	%
<b>Census Tract 1091.01</b>	3,910	1,099	28.1%
Block Group 1	2,292	715	31.2%
Block Group 2	1,618	384	23.7%
<b>Census Tract 1091.02</b>	6,056	1,806	29.8%
Block Group 1	1,631	790	48.4%
Block Group 2	3,270	669	20.5%
Block Group 3	1,155	347	30.0%
<b>Census Tract 1092</b>	4,474	1,184	26.5%
Block Group 1	0	0	0.0%
Block Group 2	1,205	151	12.5%
Block Group 3	2,021	373	18.5%
Block Group 4	1,248	660	52.9%
<b>Census Tract 1101</b>	7,012	1,915	27.3%
Block Group 1	1,352	575	42.5%
Block Group 2	1,295	496	38.3%
Block Group 3	2,473	297	12.0%
Block Group 4	1,892	547	28.9%
<b>Census Tract 1169</b>	2,432	834	34.3%
Block Group 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%

16 *Source: U.S. Census Bureau 2021 American Community Survey 5-Year Estimates Table B17021*  
 17 *Notes: Poverty status in this dataset is defined by the US Census Bureau using a set of money income thresholds*  
 18 *that vary by family size and composition. Poverty thresholds do not vary geographically and are updated annually*  
 19 *using the Consumer Price Index (CPI-U). If a family's total income is less than the family's threshold, then that family*  
 20 *and every individual in it is considered in poverty.*

1 Census data on median income and poverty level were supplemented by data on students enrolled  
 2 at the public schools in the Analysis Area. The US Department of Education provides Title 1 funding  
 3 to schools based on the percentage of students eligible for free or reduced lunch in the population  
 4 (USDE 2023). Children from families with incomes at or below 130 percent of the federal HHS  
 5 poverty guidelines qualify for free lunch. **Table 12** lists schools and the total students eligible for free  
 6 or reduced lunch at public schools in the Analysis Area, all of which are eligible for Title 1 funding.

7 **Table 12. Students Eligible for Free or Reduced Lunch**

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

8 *Source: National Center for Education Statistics (NCES) Public School Search, NCES Private School Search; 2021-*  
 9 *2022 school year.*

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

13

## 3.2 ENVIRONMENTAL CONSEQUENCES

### 3.2.1 Preferred Build Alternative

The Preferred Alternative would require the acquisition of 5 single-family homes and 60 businesses. All the properties that would be displaced are considered as having low-income and minority EJ populations. To effectively address the traffic and safety issues of the intersection, the complete avoidance of protected populations would not be feasible.

The Analysis Area is primarily low-income and minority populations. Of the 14 Block Groups that were studied, 13 contained significantly higher percentages of these populations compared to the City of Phoenix, Maricopa County, and Arizona averages. However, the potential adverse effects to the populations within the Analysis Area would not be considered disproportionately high and adverse once mitigation and benefits are considered. The Preferred Alternative was established in direct response to efforts by ADOT to improve the safety and traffic conditions of the intersection for the community. The primary benefactor from improvements would be the community surrounding the intersection, which is comprised of low-income and minority EJ populations. The redesigned roadway network, sidewalks, and future plans for public transit would significantly improve local mobility for the community.

Based on input from the City of Phoenix, providing enhanced accommodations for pedestrians, bicycles, and transit has been a priority for the project and a fatal flaw criteria throughout the development and consideration of alternatives. By eliminating the at-grade railroad crossing, the project would reduce the risk of pedestrian/train conflicts as well as reduce delays and interruptions caused by train pass-bys. Pedestrians would be able to use sidewalks along both sides of 35th Avenue and Indian School Road to cross US 60 (Grand Ave) and the BNSF Railway. Activated crosswalk beacons would be provided on the eastbound Indian School Road entrance ramp from US 60 (Grand Avenue) and westbound Indian School Road exit ramp to US 60 (Grand Avenue), enhancing pedestrian connectivity across those roadways. The Preferred Alternative also includes 6-foot wide outside shoulders on both 35th Avenue and Indian School Road that would be marked for exclusive bicycle use. These shoulders/bike lanes would be carried through the project limits and would transition back to match existing conditions which do not contain shoulders/bike lanes. Local bus routes 35 and 41 would continue to operate and bus stops/pull-outs would be constructed in each direction of travel on 35th Avenue and Indian School Road. The Preferred Alternative includes adjustments to the project design that would accommodate the future Bus Rapid Transit (BRT) lanes 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 Grand-35 project to match the BRT project design and to coordinate construction phasing, timing, and traffic control.

ADOT would develop a project-specific business relocation plan to reduce the severity of the adverse impacts resulting from business displacements. The business relocation plan would be developed based on engagement with the affected businesses to identify appropriate mitigation actions and offsetting benefits. Further targeted outreach with the tenants and/or homeowners of the affected residences along Monterosa Avenue would occur. In addition, ADOT would conduct a public awareness campaign for the project as it continues through to final design and construction. Public outreach materials such as flyers, presentations, and websites would be available in Spanish and any other languages identified for LEP communities. Outreach would be conducted so that no person, based on race, color, or national origin, would be excluded from participation in the project. Targeted outreach would be completed to involve impacted business and residences to understand the potential impacts of the preferred alternative and inform the response to potential impacts.

1 Materials would be developed that include materials for LEP communities. All materials and  
2 outreach would also adhere to Title VI regulations so that no person, based on race, color or national  
3 origin, are excluded from participation in, or discrimination by this project. ADOT's Title VI:  
4 Nondiscrimination Program staff would be involved with this project through construction. ADOT also  
5 has materials available to the public regarding filing a complaint.

6 ***Direct & Indirect Effects to Communities and EJ Populations***

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

14 Approximately 78 parcels would be impacted through direct right-of-way property acquisition or loss  
15 of direct access to the main roadways by elevation change. Approximately 60 businesses and 5  
16 single family homes would be displaced. The business displacements would generally involve small  
17 businesses, and many of the affected businesses serve minority and low-income populations, and  
18 may also be minority owned.

19 Businesses being acquired would primarily have a direct impact on business owners and employees  
20 of the 60 businesses. Depending on the locations to which these businesses are relocated,  
21 employment opportunities within the local area could be reduced. Impacts on existing employees  
22 could occur if the businesses are not reestablished at a new location or if the new location is not  
23 feasible for existing employees. The businesses being acquired provide services to the  
24 environmental justice communities.

25 Many of the affected businesses serve minority and low-income populations, and may also be  
26 minority owned. Business owners may face challenges that aren't addressed by ADOT's standard  
27 relocation program. As the project progresses through final design, ADOT would conduct additional  
28 engagement with affected business owners and the community to better understand the concerns  
29 and challenges specific to this community. Outreach targeted specifically to the business owners  
30 would help identify strategies to address their concerns, and those strategies would be incorporated  
31 into a project-specific business relocation plan.

32 All five single-family residential acquisitions are in Indian Gardens neighborhood. The homes are on  
33 the southern edge of the neighborhood, on a cul-de-sac with three more homes that would not be  
34 acquired. The three remaining homes would become directly adjacent to the reconstructed  
35 Monterosa Street.. To maintain access to Indian Gardens and the two apartment complexes west of  
36 the neighborhood, reconstructed Monterosa Street would be designed to utilize the residential  
37 properties, minimizing the total acquisitions required.

38 Full closures of 35th Avenue are anticipated to be required during construction of the new roadway,  
39 roadway embankment, and bridges. While the closure would likely be limited to a small segment of  
40 35th Avenue between roughly West Clarendon Avenue and West Glenrosa Avenue, it could last up  
41 to 6 months in duration. During the closure, travel north and south of US 60/Grand Avenue and the  
42 BNSF tracks would need to use 27th Avenue, 31st Avenue, and 43rd Avenue, which are the nearest  
43 railroad crossings. Business owners and residents in the area that need to travel north and south of  
44 the intersection would need to use the crossings at 27th and 43rd Avenues. This would result in out  
45 of direction travel and inconvenience for an extended 6-month period.

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

13 Project benefits include improved traffic operations, reduced congestion, and improved safety. The  
14 remaining business owners and residents travel through the intersection frequently, and would  
15 experience reduced travel times and delay as they navigate the area and travel through the  
16 intersection. Reduced travel time and delay would also benefit emergency services as they travel  
17 through the area or need to access people and properties adjacent to the intersection. 35th Vehicles,  
18 pedestrians, and bicyclists would be able to cross the BNSF Railway using the new elevated Indian  
19 School Road and 35th Avenue bridges, eliminating the potential for collisions with the train as well  
20 as delays caused by train pass-bys.

21 The study area is known to have a high volumes of pedestrian and bicycle traffic. The Preferred  
22 Alternative includes six-foot wide outside shoulders along 35th Avenue and Indian School Road that  
23 would be marked for exclusive bicycle use per the City of Phoenix criteria. Sidewalks would  
24 generally be provided along both sides of 35th Avenue and Indian School Road, and on the north  
25 side of US 60/Grand Avenue. Two high-intensity activated crosswalk (HAWK) beacons would be  
26 included; one along the entrance ramp from US 60/Grand Avenue to eastbound Indian School Road,  
27 and one along the exit ramp from westbound Indian School Road to US 60/Grand Avenue.

### 28 **Cumulative Effects**

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

34 The project is proposed to go to construction in fiscal year 2025 (some time between July 2024 and  
35 June 2025), with a construction duration of approximately two years, to be completed in 2027. Two  
36 additional projects are proposed by the City of Phoenix on 35th Avenue, overlapping with the Grand-  
37 35 construction limits:

- 38 • The City of Phoenix Bus Rapid Transit (BRT) project is currently in early design and developing  
39 alternatives, but it is anticipated construction activities for the BRT project would begin in 2026  
40 and be completed by 2028. As the BRT project is still in early stages, impacts to the surrounding  
41 community during construction are unknown at this time.
- 42 • The City of Phoenix 35th Avenue Safety Corridor Project was awarded grant funding to make a  
43 series of safety improvements along the 35th Avenue corridor between Interstate 10 and  
44 Camelback Road, which extends through the Grand-35 project limits. Project elements include  
45 new pedestrian hybrid beacons near Cielito Park, installing raised medians, and street lighting,

1 and installation of fiber optic cable. Construction of this project is anticipated to begin in 2025  
2 and be complete in 2027.

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

12 The study area has experienced urban development associated with the expansion of Phoenix since  
13 the 1950's. The

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

### 16 **3.2.2 Public Involvement**

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

20 Prior to the release of the Draft EA, there have been several outreach efforts including a project  
21 website, grassroots efforts by Community Relations, two public meetings, and a Village Planning  
22 Committee meeting. The first public meeting was held in October 2020 and conducted in English  
23 and Spanish. The meeting provided information on the project purpose and need, study timeline,  
24 and high-level information on the range of alternatives being considered. Specific information on  
25 potential right-of-way impacts had not yet been developed and was not presented. Notification for  
26 the public meeting was presented through newspaper advertisements, on the study website,  
27 GovDelivery press release, social media posts, direct mailers, television and radio interviews, direct  
28 canvassing, and email. During notification efforts several businesses on the northeast corner of the  
29 project intersection were identified as speaking Vietnamese and the language was added to ongoing  
30 translation services being provided for the project. The formal public comment period ran from  
31 October 7, 2020 to November 6, 2020 and a total of 72 comments were received. Comments  
32 received generally indicated that community members are supportive of the proposed improvements  
33 specifically supporting grade separation and improving traffic flow on US 60 (Grand Avenue).

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

1 Public Involvement summary reports were prepared for both public meetings and are located in  
2 Appendix H of the Draft EA.

3 After evaluating the Analysis Area demographic data and implementing the methodology described  
4 above, ADOT developed the following techniques to reduce linguistic, cultural, institutional,  
5 geographic, and other barriers to meaningful participation:

- 6 • Translating all public involvement materials (including newspaper advertisements) into Spanish  
7 and other languages upon request;
- 8 • Posting newspaper advertisements for public meetings in English-language Arizona Republic as  
9 well as Spanish-language Presna;
- 10 • Providing Spanish and Vietnamese interpretation at public meetings and hearings, as well as  
11 other languages upon request;
- 12 • Including Spanish language graphics for download on the study website, as well as other  
13 languages upon request;
- 14 • Providing the following for both Vietnamese and Spanish translation: distribution of a translated  
15 e-mail of project information to requesting stakeholders, interpreters reaching out to individual  
16 business owners during scoping, translators available at the January 2023 public meeting and at  
17 the Draft EA hearings, and translated project fact sheets and information for January 2023 public  
18 meetings and the public hearing;
- 19 • Establishing a bilingual hotline in both English and Spanish (602.474.3952);
- 20 • Establishing a study website to offer the public 24/7 access to current information and  
21 documents on the study and interactive comment tools during active public comment periods,  
22 with built-in website translation tools allowing translation into a variety of languages including  
23 Spanish and Vietnamese, as well as Website Accessibility Initiative standards and the ADA  
24 standards;
- 25 • Holding virtual public meetings, in both English and Spanish language;
- 26 • Using social media to advertise events, share relevant media, and inform stakeholders about the  
27 study, public meetings, and hearings and ways to provide input (Facebook, Twitter, Nextdoor,  
28 ADOT's blog, and YouTube);
- 29 • Distributing direct mailers to all properties and property owners within 1 mile of the intersection,  
30 in both English and Spanish;
- 31 • Mailing letters to all property owners in proximity to the intersection with potential right-of-way  
32 impacts to provide information about the study and how to participate;
- 33 • Conducting media interviews with both English and Spanish language news outlets;
- 34 • Conducting phone calls and in-person canvassing to businesses within a quarter mile of the  
35 study area with fliers and information on the study, public meetings, and commenting  
36 opportunities;
- 37 • Conducting targeted in-person canvassing in with Spanish and Vietnamese language  
38 interpreters to properties affected by right-of-way acquisitions to provide fliers and information on  
39 the Draft Environmental Assessment and commenting opportunities;
- 40 • Selecting in-person meeting locations considering criteria such as convenient locations within or  
41 near the study area, ease of transit access, free public parking, well-lit parking lot for evening  
42 meetings, facility ADA compliance, scheduling conflicts with other meetings or events, and  
43 feedback from the public;
- 44 • Making hard copies of the Draft EA and DCR documents available at local libraries in the project  
45 vicinity as advertised repositories where the document can be reviewed during the Draft EA  
46 public review period. In addition, hard copies of the Draft EA and DCR will be provided to front  
47 desk staff at two private apartment complexes directly in the study area to facilitate document  
48 availability for local residents.

1 **3.3 Conclusion**

2 The potential adverse effects to minority and low-income EJ populations would not be considered  
3 disproportionately high and adverse once mitigation and benefits are considered. Measures to avoid  
4 and minimize impacts have been identified and incorporated into the project to lower the adversity of  
5 the impacts. As committed to in the proposed mitigation measures, ADOT will continue to conduct  
6 targeted outreach to two groups: the tenants and/or homeowners of in the neighborhood affected by  
7 residential displacements, and the owners of the displaced businesses.

8 Based on the above discussion and analysis, the Preferred Alternative will not cause  
9 disproportionately high and adverse effects on any minority or low-income populations in accordance  
10 with the provisions of E.O. 12898 and FHWA Order 6640.23A. No further EJ analysis is required.

## 4. ENVIRONMENTAL COMMITMENTS AND MITIGATION MEASURES

ADOT and the contractor would 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 *Public Involvement Plan*, and the 2010 Federal Highway Administration *Manual on Uniform Traffic Control Devices for Streets and Highways*.

The Uniform Relocation Act seeks to provide fair and equitable treatment for persons whose real property would be acquired by a federally funded project. The act ensures that relocation assistance is provided to those that would be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means. If a property would be acquired as part of the project an appraisal will be performed and the fair-market value of the property would 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. 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.

### Arizona Department of Transportation Design Responsibility

- The Arizona Department of Transportation would continue to facilitate opportunities for public engagement to identify community priorities and concerns as well as to develop and refine strategies for business and residential displacements throughout the project planning process and final design.
- During final design, ADOT would develop a traffic control plan that details traffic control measures and construction sequencing in coordination with the City of Phoenix. ADOT would coordinate with the City of Phoenix to keep transit stops open and accessible during construction. The traffic control plan would govern unless an alternate plan is approved by ADOT.
- During final design, ADOT would conduct public engagement activities with the business and property owners in the vicinity of the intersection to share the traffic control plan.
- At the initiation of final design, ADOT would develop a project-specific business relocation plan based on engagement with the owners of the affected businesses and in line with the requirements of Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended; 49 CFR Part 24, Subparts C through F; and, ADOT policies and procedures. The business relocation plan will identify strategies that address community-specific concerns, outline specific steps that will be taken to assist businesses, and connect the business owners with available resources through the City of Phoenix and local small business support organizations.

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

- 2 • During final design, ADOT would develop a traffic control plan that details traffic control  
3 measures and construction sequencing in coordination with the City of Phoenix. ADOT would  
4 coordinate with the City of Phoenix to keep transit stops open and accessible during  
5 construction. The traffic control plan would govern unless an alternate plan is approved by  
6 ADOT.

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

- 8 • At the initiation of final design, ADOT would develop a project-specific business relocation plan  
9 based on engagement with the owners of the affected businesses and accordance with the  
10 requirements of Uniform Relocation and Real Property Acquisition Policies Act of 1970, as  
11 amended; 49 CFR Part 24, Subparts C through F; and, ADOT policies and procedures. The  
12 business relocation plan will identify strategies that address community-specific concerns, outline  
13 specific steps that will be taken to assist businesses, and connect the business owners with  
14 available resources through the City of Phoenix and local small business support organizations.

15 **Contractor Responsibility**

- 16 • With the exception of temporary, short-term closures (less than 3 hours), the contractor would  
17 maintain driveway access to all businesses and residences throughout the construction. If a  
18 property has multiple driveways, at least one would remain open at all times.
- 19 • The contractor, after coordination with the engineer, would communicate traffic control measures  
20 with the public, local officials, and the media prior to and during construction activities.  
21 Communication may include, but is not limited to, media alerts, social media, a project-specific  
22 mobile application, direct mailings to area businesses and property owners, information on  
23 variable message signs, and paid newspaper notices.
- 24 • The contractor shall follow the traffic control plan provided by the engineer.

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