

1 **Appendix B**

2 **REASONABLY FORESEEABLE DEVELOPMENT**

3

REASONABLY FORESEEABLE DEVELOPMENT

INTRODUCTION

Purpose

The purpose of the reasonably foreseeable development (RFD) analysis is to provide a prediction of the level and type of reasonably foreseeable future development activity that would influence the ultimate traffic capacity of the proposed Sonoran Valley Parkway (e.g., up to six lanes). The RFD is based on a summation of the results of transportation and community development planning documentation indicating growth patterns, local land use planning, population and employment projections, and a multitude of factors that create pressures on the existing transportation system, natural ecosystem, and community resources. The RFD was developed through a comprehensive review of approved planning documents generated by State, regional, and local agencies such as the Arizona Department of Transportation (ADOT), Maricopa Association of Governments (MAG), the City of Goodyear, and other affected nearby communities.

Scope

Generally, transportation planning projects, such as the Sonoran Valley Parkway Project (SVPP), are derived from regional or statewide transportation planning processes to avoid the de novo effect, or disconnection from long-range transportation planning. The SVPP is currently referenced as part of the regional transportation network as a proposed parkway providing a connection through Goodyear's annexed Sonoran Valley Planning Area (SVPA), an area expected to experience significant growth within the next two decades (MAG 2007).

This RFD provides an assumption based on the known or inferred development potential of the municipal planning areas within, or directly adjacent to, the SVPP study area using planning documents that address existing and planned transportation and development conditions. The RFD includes the most current available information; as such, it is subject to change as additional data becomes available or as the built environment changes.

Study Area

A complete description of the study area for the SVPP is included in Chapter 1 (Figure 1.1.1). Because the proposed SVPP will serve as a connection between multiple communities, the RFD analysis will include the City of Goodyear and the SVPA, as well as the adjacent communities of Maricopa, Buckeye, and Avondale. Generally, the SVPP corridor lies within the City of Goodyear's SVPA, providing a southeasterly connection from central Goodyear to the southeast in the vicinity of State Route (SR) 238.

REVIEW OF PLANS AND STUDIES

Statewide

In 2010, ADOT accepted the Building a Quality Arizona Statewide Transportation Framework Study (BqAZ) as the long-range transportation plan for Arizona (ADOT 2010). BqAZ was a statewide transportation planning effort resulting in the creation of a “vision” for the future of transportation in Arizona by 2050. Though BqAZ focused on statewide transportation outside of Maricopa County, this effort did include the collaboration between the public, agency stakeholders, and regional governments in the evaluation of transportation opportunities linking the region. Results of the BqAZ effort showed that improving mobility and accessibility and supporting economic growth are priorities for transportation planning throughout the State.

Regional

As the regional metropolitan planning organization, MAG is charged with the authority to develop plans, strategies, and programs that address the changing regional landscape. This includes responding to anticipated commercial and residential growth by building transportation networks that support regional connections. A substantial lag in implementing needed transportation facilities typically results in significant traffic capacity deficiencies.

The *MAG Regional Transportation Plan Update* (MAG 2010) is a comprehensive, performance-based, multimodal, coordinated regional transportation plan (RTP) which provides a blueprint for transportation planning in the MAG region up to FY 2026. Additionally, the RTP’s transportation program maintains consistency with state and local planning growth patterns.

Included in the RTP are plans for Loop 303, a major transportation corridor with three general purpose lanes in each direction and an option for a future high-occupancy vehicle lane and a fourth outside lane. Loop 303 will extend west from Interstate 17 (I-17) at Lone Mountain, traversing southwest to Grand Avenue, south in the vicinity of Cotton Lane to Interstate 10 (I-10) and terminating near MC-85/Buckeye Road. The City of Goodyear has provided recommendations to extend Loop 303 from SR 30 south to connect with Interstate 8 (I-8). Depending on the final alignment of the southernmost portion of Loop 303, this roadway will likely serve as an important connection to and from the SVPP within the regional transportation network.

Transportation planning studies such as corridor studies and area plans are the foundation of the MAG regional transportation planning process. These transportation planning studies cover an inventory of land use, population growth, and economic development factors based on quantitative analysis (e.g., socioeconomic projection modeling) as well as wide-ranging consultation with the public, local governments, and affected stakeholders. During the evaluation process, existing and future land use and population conditions are taken into account in order to derive new transportation corridors or improve existing facilities and services.

In 2009, MAG updated the 2030 socioeconomic projections to reflect 2035 conditions. MAG typically provides on-going updates to reflect a 25-year planning horizon and support accurate socioeconomic conditions for use in transportation planning. Using projections for 2035, MAG provided population forecasts for Municipal Planning Areas (MPAs) and Regional Analysis Zones (RAZs). This update was approved by MAG’s Regional Council in 2009. According to the updated 2035 projections, MAG

reported that Goodyear’s resident population would increase from 65,178 (2010) to 358,565 (2035), while the SVPA population would increase from approximately 100 (2010) to 60,629 (2035) (MAG 2009a).

The *I-8 and I-10/Hidden Valley Transportation Framework Study* (MAG 2009b) is the second long-range transportation planning study that MAG has completed. The Hidden Valley study area is approximately 3,000 square miles located in Maricopa and Pinal counties, and includes the SVPP study area. The purpose of this study was to establish a conceptual network of freeways, parkways, and arterial roads that would be capable of meeting long-range traffic demand within the Hidden Valley. According to the study, population and employment projections for the Hidden Valley study area show a significant increase (Table 1).

Table 1: Population and Employment Conditions in the Hidden Valley Study Area

Year	Population	Employment
2005	90,000	49,000
2030	448,000	224,000
Build Out*	2,500,000	1,100,000

Source: MAG (2009)

*Build out is defined as when the City of Goodyear’s General Plan is fully implemented, there is no set timeframe but is generally assumed to be within the next 40 to 60 years (e.g., 2051 to 2071).

The Hidden Valley transportation framework study indicates that the SVPP is a “high priority” parkway with a total of six lanes (three lanes in each direction) at build out. The SVPP is not currently funded or included in the MAG RTP; however the transportation framework study states that the anticipated study timeframe for the SVPP is 2010 to 2015, with right-of-way preservation occurring between 2010 and 2020 (MAG 2009a).

The Hidden Valley Transportation Framework Study identifies the SVPP as an “illustrative corridor.” Illustrative projects are helpful in guiding transportation and land use provisions for the development of potential future transportation facilities in general plans. The SVPP was identified through the transportation planning process and is considered a regionally significant project and is a corridor link in the regional transportation system that enhances mobility in the region.

The I-10/Hassayampa Valley Transportation Framework Study (MAG 2007) preceded the Hidden Valley transportation framework study and includes a portion of the SVPP study area. This transportation framework study includes the analysis of 160 communities. Projected population growth within the study area shows significant growth and high growth potential from Goodyear to Mobile in particular.

The I-10 Hassayampa Transportation Framework Study recommends adopting the parkway as a new functional roadway classification, recognizing the Arizona Parkway as a type of roadway with unique operating characteristics for congestion and air quality planning purposes.

Local

The City of Goodyear General Plan (City of Goodyear 2003, 2009) indicates three major growth areas. Though the proposed SVPP is located outside of these designated growth areas, it would serve as an important transportation connection in an area where no urbanized roadway currently exists.

The City of Goodyear developed a General Plan Amendment (GPA) for the SVPA which includes a Traffic Analysis Report (City of Goodyear 2006, 2007). The SVPA is 67 square miles located between the Sonoran Desert National Monument and the Maricopa–Pinal county lines and south from the previous Goodyear MPA boundary to approximately 2 to 4 miles south of SR 238.

According to the SVPA GPA (City of Goodyear 2007) the projected population and employment of the Sonoran Valley Planning Area is estimated to have over 202,000 residents and 57,000 jobs at build out. A village center, located south of SR 238 and west of 91st Avenue, would serve as the employment, recreational, and entertainment core for the Sonoran Valley community. Employment centers would support light industrial and commercial development opportunities and residential development would be contained within master planned communities zoned as Planned Area Developments. Currently, four master planned communities are in various stages of development within the SVPA (Table 2).

Table 2: Master Planned Communities Within or Adjacent to the Sonoran Valley Planning Area

Master Planned Community	Development Status	Total New Dwelling Units
Estrella*	Active	51,070
King Ranch*	Active	5,413
Amaranth	Planned	41,261
Vekol Valley	Planned	N/A

*Note: These MPCs are outside of the SVPA boundary but will generate traffic within the study area.

The Sonoran Valley Planning Area Traffic Analysis Report provides an evaluation of the amount of traffic expected to be generated in the SVPA (City of Goodyear 2006). Land uses within the SVPA are expected to generate over 1 million daily trips in total, with over 500,000 being home-based trips, 400,000 commercial-based, 250,000 employment-based, and an additional 38,000 trips. The traffic analysis report assumes that land within U.S. Bureau of Land Management jurisdiction would remain native desert and would not generate additional traffic.

In general, significant growth has also occurred within the City of Goodyear, which grew 244% from 2000 to 2010 with the population growing from 18,911 to 65,178 within the decade. Within the jurisdictional boundaries of Goodyear, growth is occurring to the north and south with plans for additional annexation of land to the south to accommodate proposed master planned communities such as Amaranth (estimated 41,000 new dwelling units) and, in the future, Vekol Valley, a large mixed-use development. Given this trend, future travel demand will require added roadway capacity, as the existing road network is limited and without a direct connection from central Goodyear to Mobile.

Located west of the City of Goodyear, the Town of Buckeye has developed a Transportation Master Plan to link the town's General Plan with MAG's regional vision. Buckeye anticipates a significant population increase by 2030, making it one of the largest cities in Arizona (Arizona State Land Department 2000). Buckeye also anticipates substantial increases in its land area, school enrollment, employment, and traffic. Both population and land area growth in Buckeye will result in pressures to the existing transportation network and the need for connections to neighboring towns. Buckeye, Arizona has experienced a 173% increase in population from 2000 to 2010 (U.S. Census 2010).

The City of Maricopa has currently experienced growth of 756% since its incorporation in 2003, with the population increasing from 5,088 to 43,598 (U.S. Census 2010). Additionally, the City of Maricopa is planning for significant population, employment, and land area growth within the next two decades (City

of Maricopa 2006). Maricopa is also planning for employment centers and master planned communities located along SR 238.

FUTURE TRENDS AND DEVELOPMENT

Summary of Development Trends

Transportation and community planning studies are typically a collaboration between local governments, MAG, and other agencies and have implications for the extended planning effort beyond the adopted RTP or General Plan timeframe. Given current and expected population growth, these planning studies provide a perspective on future transportation needs and long-range planning.

Both the Hidden Valley Transportation Framework Study and the Goodyear General Plan indicate that there are several major master planned communities in various stages of development: Estrella (active – 51,070 total dwelling units), King Ranch (active – 5,413 total dwelling units), Amaranth (planned – 41,261 total dwelling units) and Vekol Valley (status unknown). These master planned communities represent over 100,000 new residential dwelling units of low- and medium-density development. Commercial and employment development is also planned in this area, including the eventual creation of a village core.

MAG socioeconomic projections for 2035 show growth within Goodyear and the SVPA increasing exponentially (Table 3). Employment projections for 2035 within Goodyear are also expected to increase to 156,725, and to 36,905 within the SVPA (MAG 2009).

Table 3: Population Growth within Goodyear and SVPA

Location	Current Population (2010)	Projected 2035 Population	Projected Build-Out Population
City of Goodyear	65,178	358,565	511,000
Sonoran Valley Planning Area	100*	60,629	202,000

Sources: MAG (2009); City of Goodyear (2009)

*Note: Estimated population.

This substantial growth within Goodyear and the SVPA coupled with equally substantial growth projections for Buckeye, Maricopa, and Avondale will result in formidable increases in vehicular travel demand for both home-based and job-based trips within the region. Specifically, over one million vehicle trips per day are estimated within the SVPA at build-out conditions, or when Goodyear's General Plan is fully implemented (MAG 2009). Adjacent communities such as Buckeye, Maricopa, and Mobile are also planning for significant population, employment, and land area growth within the next two decades.

As the far West Valley experiences additional growth, significant demand will be placed on the transportation network, further requiring a transportation link to adjacent communities and metropolitan Phoenix.

Potential Challenges

Funding

Because the SVPP is currently not included in programmed funding from the RTP, the parkway will need to be funded from other sources. Funding transportation projects often presents a challenge to communities and MPAs, however, several funding opportunities, such as public–private partnership, and private sector funding, can be explored further during the planning and design stages.

Economic Growth

Initial population and employment growth projections from 2007 indicate that a portion of the Sonoran Valley Planning Area (from central Goodyear to Mobile along the Waterman Wash) would experience high development. Given the slowdown of development due to the economic downturn, these projections are tentative. However, MPAs and planning agencies are generally certain that population growth and build-out conditions will be met and the slowing of growth is temporary, which allows agencies the opportunity to plan for future growth within a longer timeframe.

REFERENCES

Arizona Department of Transportation (ADOT). 2010. *Building a Quality Arizona Statewide Transportation Planning Framework Study*. October.

Arizona State Land Department. 2000. *Buckeye Conceptual Planning*. March.

City of Avondale. 2011. *2030 General Plan Working Draft*. July.

City of Goodyear. 2003. *City of Goodyear General Plan 2003-2013*. December.

_____. 2006. *Sonoran Valley Planning Area Traffic Analysis Report*. December.

_____. 2007. *Sonoran Valley Planning Area General Plan Amendment*. January.

_____. 2009. *General Plan Update*. December.

City of Maricopa. 2006. *2006 General Plan*. January.

Maricopa Association of Governments (MAG). 2007. *I-10 Hassayampa Transportation Framework Study*. September.

_____. 2009a. *Socioeconomic Projections for 2035*. January.

_____. 2009b. *I-8 and I-10 Hidden Valley Transportation Framework Study*. October.

_____. 2010. *Regional Transportation Plan Update*. October.

Town of Buckeye. 2008. *2007 General Plan Update*. January.

Unites States Census Bureau. 2010. Buckeye Fact Sheet. Available at:

http://factfinder.census.gov/servlet/ACSSAFFacts?_event=Search&geo_id=&geoContext=&street=&county=buckeye&cityTown=buckeye&state=04000US04&zip=&lang=en&sse=on&pctxt=fph&pgsl=010. Accessed September 14, 2011.