

LAND USE TECHNICAL REPORT
FOR THE
6TH AVENUE PARKWAY EXTENSION
ENVIRONMENTAL ASSESSMENT

Prepared for:
City of Aurora
15151 East Alameda Parkway, Suite 3200
Aurora, CO 80012

Prepared by:
Felsburg Holt & Ullevig
6300 S Syracuse Way, Suite 600
Centennial, CO 80111

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LIST OF ACRONYMS

AFB.....	Air Force Base
CCF	Colorado Christian Fellowship
DRCOG	Denver Regional Council of Governments
E-470.....	E-470 Tollway
EA.....	Environmental Assessment
MVRTP	Metro Vision Regional Transportation Plan
RAC.....	Regional Activity Center
SH 30.....	State Highway 30

1. INTRODUCTION

This technical report has been prepared in support of the 6th Avenue Parkway Extension Environmental Assessment (EA) extending 6th Avenue from State Highway 30 (SH 30) to the E-470 Tollway (E-470). This technical memorandum evaluates the effects of the Proposed Action and the No Action Alternative with respect to land use.

1.1 Proposed Action

The Proposed Action would extend the 6th Avenue Parkway for approximately 2 miles along a new alignment, connecting existing 6th Avenue/SH 30 to the west with the existing 6th Avenue Parkway at E-470 to the east. This would close a gap in the existing major arterial street system, reducing out of direction travel and improving the efficiency and reliability of the transportation system. The Proposed Action would be a six-lane arterial roadway with a raised median and sidewalks.

Six initial alternatives were developed and screened through three screening levels to identify the Proposed Action. The alternatives screening is summarized in **Appendix A1 Alternatives Technical Report** of the EA. Details of the Proposed Action are presented in **Appendix A2 Conceptual Design Plans** of the EA.

The Proposed Action is shown on **Figure 1**. Major elements of the Proposed Action are identified by number from west to east on **Figure 1**, and include the following:

Element 1. Tie into existing 6th Avenue/SH 30: 6th Avenue/SH 30 is an existing two-lane arterial. At the western end of the Proposed Action, a signalized “thru-tee” type intersection would be constructed connecting the Proposed Action roadway to existing 6th Avenue/SH 30. This new signalized intersection would include bypass lanes for the eastbound SH 30 through movement or a thru-tee signalized intersection with bypass lanes for both the eastbound SH 30 through movement. The tie-in would be an urban curb and gutter section with three 12-foot travel lanes in each direction to connect to future 6-lane section to the west. A 10-foot sidewalk would be located on both the north and south sides of the roadway.

Element 2. Triple Creek Trail realignment and connections: A portion of the existing Triple Creek Trail would be realigned and would pass beneath the Proposed Action roadway which would be on a bridge at this location (see Element 3 in **Figure 1**). The Triple Creek Trail would be connected to 6th Avenue via a spur trail to the sidewalk constructed along the south side of the new roadway. The Triple Creek Trail is a 10-foot wide soft surface trail that serves equestrians, bicyclists and pedestrians. The realigned portion would match the existing width and surface. A 10-foot sidewalk on both sides of the bridge (Element 3) would provide connections to the trail. The southern terminus of the trail is currently at the Coal Creek Arena, and further extension to the south is planned by the City of Aurora.

Element 3. Roadway bridge over Sand Creek: Immediately east of the new intersection with existing 6th Avenue/SH 30 (Element 1 in **Figure 1**), the roadway would be elevated onto a six-lane bridge crossing over Sand Creek and its associated floodplain/floodway, and over the Triple Creek Trail. The bridge length and profile would be set to minimize impacts to Sand Creek, while still providing a minimum 10-foot vertical clearance over the Triple Creek Trail. The bridge would have a median and sidewalks. The bridge would be approximately 680 feet in length with 5 variable length spans supported on four piers. The bridge would be

designed to be compatible with the surrounding environment and to allow wildlife connectivity along Sand Creek and the Triple Creek Trail.

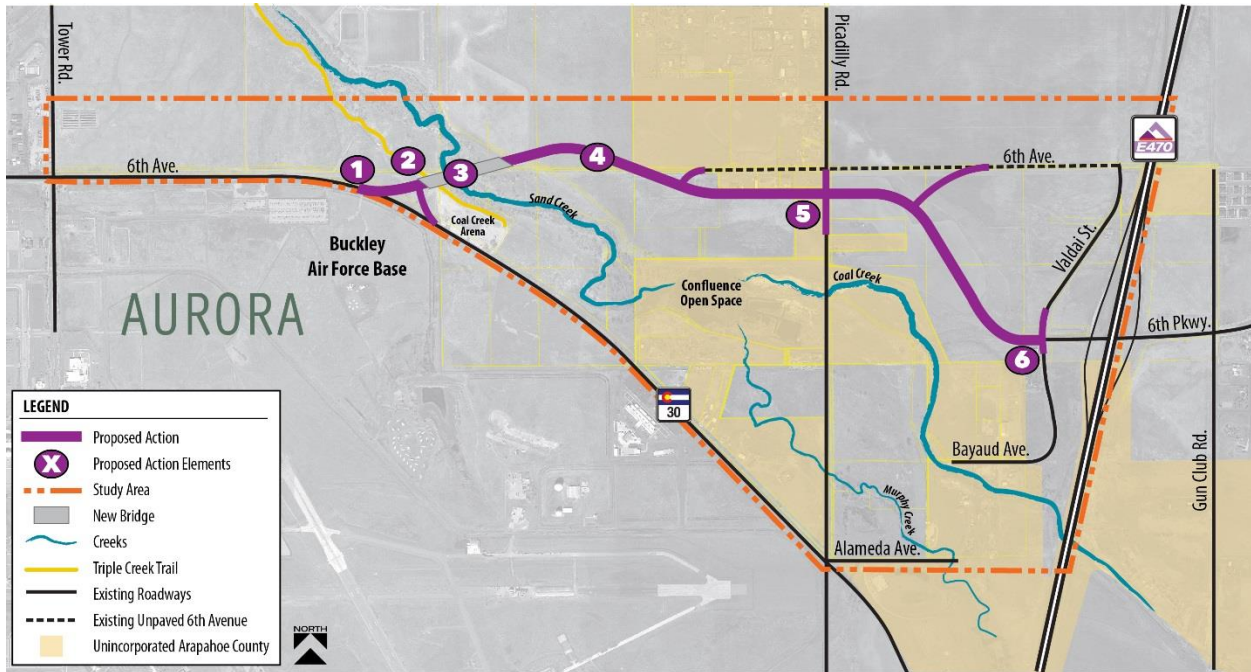
Element 4. 6th Avenue Parkway arterial roadway: The 6th Avenue Parkway extension would consist of a 144-foot wide, six-lane arterial roadway (three lanes in each direction) with a raised vegetated median. There would be curb and gutter and 10-foot wide sidewalks on the north and south sides of the roadway. The Proposed Action would provide two new access connections from the Proposed Action to two existing portions of 6th Avenue. One of these connections would provide access to the existing residences along unpaved 6th Avenue, west of Picadilly Road. The second connection would extend northeast from the Proposed Action to unpaved 6th Avenue to areas planned for development east of Picadilly Road.

Element 5. Intersection with Picadilly Road: The Proposed Action roadway would cross Picadilly Road, which is an existing north-south road. A signalized intersection would be constructed at this location. Picadilly Road is currently two lanes, but the City of Aurora anticipates that expansion to six lanes would occur in the future as a different project. Therefore, the intersection would be configured such that future expansion of Picadilly Road to six lanes can be accommodated and is not precluded.

Element 6. Tie into existing 6th Avenue Parkway at E-470: On its eastern end, the Proposed Action roadway would tie into the existing E-470 interchange, which currently truncates at this location, forming a connection with the existing 6th Parkway to the east of the interchange. The intersection tie-in at Valdai Street and 6th Avenue Parkway would be signalized. This connection would allow access from the west via the Proposed Action to the E-470 interchange and to the existing 6th Avenue Parkway extending to the east of E-470.

In addition to these transportation elements, the Proposed Action would include permanent roadway stormwater drainage with water quality features for roadway runoff and accommodate offsite stormwater flows. Details of drainage and water quality features are presented in **Appendix A6 Floodplains and Drainage Assessment Technical Report** of the EA.

Figure 1 Proposed Action and Study Area



Note: Numbers in graphic correspond with text above.

1.2 No Action Alternative

If the Proposed Action is not selected for implementation, there would be no improvements made to 6th Avenue beyond the existing and committed transportation system. The No Action Alternative was carried forward as a baseline comparison for environmental analysis purposes.

2. LAND USE ASSESSMENT

Transportation projects can influence the way surrounding land is planned, developed, and used. It is important to consider the compatibility of a proposed project with surrounding land uses and management policies and identify how the project could affect future land use patterns and policies. This report, therefore, evaluates the potential for impacts on land use as a result of the Proposed Action and the No Action Alternative.

The land use assessment focuses on the parcels within a half mile buffer surrounding the project study area shown on **Figure 1**. The project study area includes some areas within the City of Aurora and some areas of unincorporated Arapahoe County. These local governments have conducted comprehensive planning, and those plans have been used as a basis for the discussion in this report of current and future land use.

2.1 *Regulatory Environment*

Laws, regulations, and guidance applicable to land use in the study area include federal transportation acts such as 23 U.S.C. 134, Metropolitan Transportation Planning. The City of Aurora has a 2009 Comprehensive Plan, which governs land use and zoning (City of Aurora, 2010 Update). Arapahoe County also has a Comprehensive Plan and a Land Development Code (Arapahoe County, 2014).

3. AFFECTED ENVIRONMENT

3.1 *Related Plans and Policies*

Several local land use plans provide guidance on land use and zoning within and around the project study area. The following local and regional planning documents were reviewed and supplemented with local zoning maps:

- City of Aurora 2009 Comprehensive Plan (City of Aurora, 2010 Update)
- Arapahoe County Comprehensive Plan (Arapahoe County, 2014)
- Denver Regional Council of Governments' (DRCOG) 2035 Metro Vision Regional Transportation Plan (MVRTP) (DRCOG, 2011)

The City of Aurora's 2009 Comprehensive Plan Update was adopted by City Council on June 7, 2010. Aurora's Comprehensive Plan identifies nine strategic areas in the city. Much of the project study area is within the E-470 Corridor Planning Area. This planning area addresses land use for more than 11,000 acres of land and represents a major master planning effort, the largest in the City's history. The E-470 corridor within the study area has been identified by the City of Aurora as one of their nine strategic areas critical to the city's economy and identity.

Arapahoe County's Comprehensive Plan was adopted June 19, 2001, and was most recently amended on January 7, 2014. The project area lies within the Urban Service Area as identified in the Comprehensive Plan. The Urban Service Area is the place of the most intense urban activity and where annexations will likely occur. In the Urban Service Area, new urban residential development, mixed with accompanying commercial and services, will be directed to areas contiguous to existing development (Arapahoe County, 2014).

These comprehensive plans were also supplemented with information from the DRCOG 2035 MVRTP to conceptualize future land use. The MVRTP is a long-range plan for the growth and development of the Denver metropolitan area and is updated every five years. The 2035 MVRTP was adopted in 2011. The RTP identifies the transportation facilities, improvements, and services planned for the DRCOG planning region for the horizon year of 2035. The plan was developed in cooperation with local governments, CDOT, RTD, the Regional Air Quality Council, the Air Pollution Control Division of the Colorado Department of Public Health and Environment, and public input. DRCOG is in the process of preparing a new 2040 MVRTP, anticipated for completion in mid-2016. As part of the 2040 MVRTP process, the 2040 Fiscally-Constrained Regional Transportation Plan, which includes the Proposed Action, was adopted by DRCOG in February 2015.

The western portion of the project study area is located within the Urban Growth Area identified in the DRCOG Metro Vision 2035. The Urban Growth Area defines where urban development will likely take place in the region over the next 25 years, and it is estimated that at least a 10 percent increase in overall density between 2000 and 2035 will occur in the Urban Growth Area (DRCOG, 2011). Areas surrounding the proposed 6th Avenue Parkway Extension are where much of the City of Aurora's new development is anticipated in the near future.

3.2 *Historic Land Use*

The land uses in the project study area have been predominantly rural with agricultural land use and scattered, low-density residential development. Buckley Air Force Base (AFB), located immediately south and west of the project area, was built in 1942 and has been in use since 1948. The project area has started to experience an increase in development since the late 1990s, directly related to the completion of E-470 through Aurora.

3.3 *Current Land Use and Zoning*

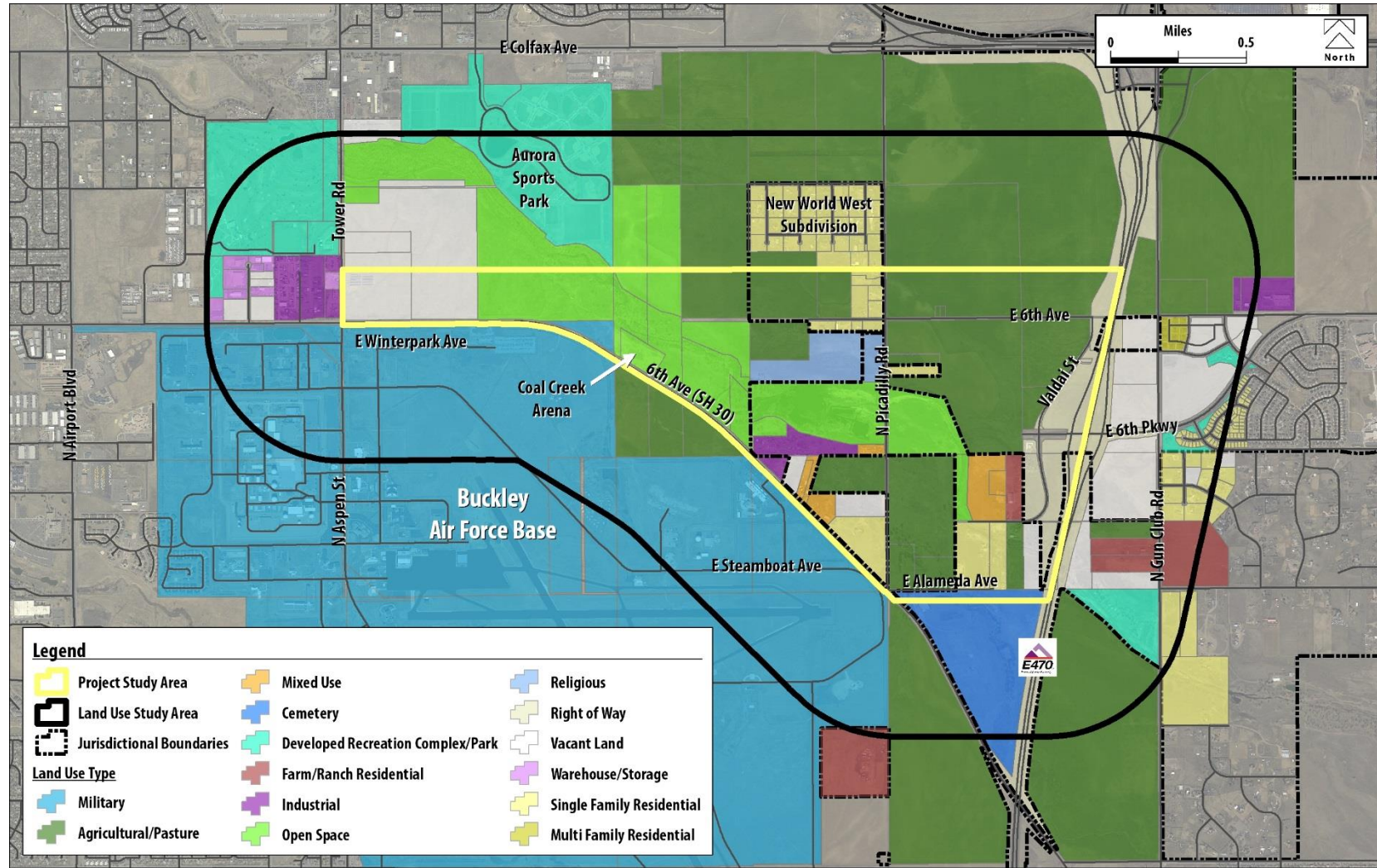
The project study area is located in the City of Aurora and unincorporated portions of Arapahoe County. It is located within the DRCOG metropolitan region. Development of former agricultural land to suburban residential and employment uses has been occurring adjacent to, and within, the project study area as the Denver metropolitan area continues to grow. The most notable recent growth is just east of the project study area, on the other side of E-470.

The land use study area, established by applying a one half mile buffer to the project study area, is largely undeveloped with a predominance of parks, recreation, and open space properties, as seen in **Figure 2**. The open space properties are generally referred to as the Triple Creek Greenway Corridor, which is comprised of contiguous City-owned landholdings that are managed for open space and trail purposes. Parks, recreation, and open space resources, including conservation easements and the payback provisions, are further discussed in **Appendix A16 Parks, Recreation, Open Space and Section 4(f) and 6(f) Analysis Technical Report**.

Rural residences and light industrial land uses are also scattered throughout the project area. Within the center of the land use study area is a former aggregate mine with remnant ponds that are expected to be preserved for their unique natural resource and riparian habitat qualities. Areas identified as agricultural on **Figure 2** are generally not currently used for agriculture and/or are planned for future development.

Buckley AFB is a major adjacent land use and employment center. The number of civilian and military personnel working on the base was greater than 10,000 in 2009. The evolution of the AFB toward a full-service base is enhancing its role as an economic development engine for the City of Aurora.

Figure 2 Existing Land Use



114046-01 - Landuse_Revise_StudyArea

Source: Arapahoe County, April 2015

3.4 Future Land Use Patterns

Land use is anticipated to change as development along E-470 continues, as seen in **Figure 3**. This new development is anticipated to be a mix of commercial, retail, and residential properties based on Regional Activity Center planning designations and applicable E-470 Corridor Zoning provisions. The land use on the east side of E-470 has already been changing from agricultural to residential along the 6th Avenue Parkway.

The E-470 Corridor, one of the nine strategic areas identified by the city of Aurora's 2009 Comprehensive Plan, identifies the eastern portion of the land use study area as a Regional Activity Center (RAC). According to the plan, these RACs are planned to be intensive, mixed-use developments at the E-470 interchanges. The RACs are planned to feature walkable "main streets" and "focal points" (prominent buildings with distinctive architecture).

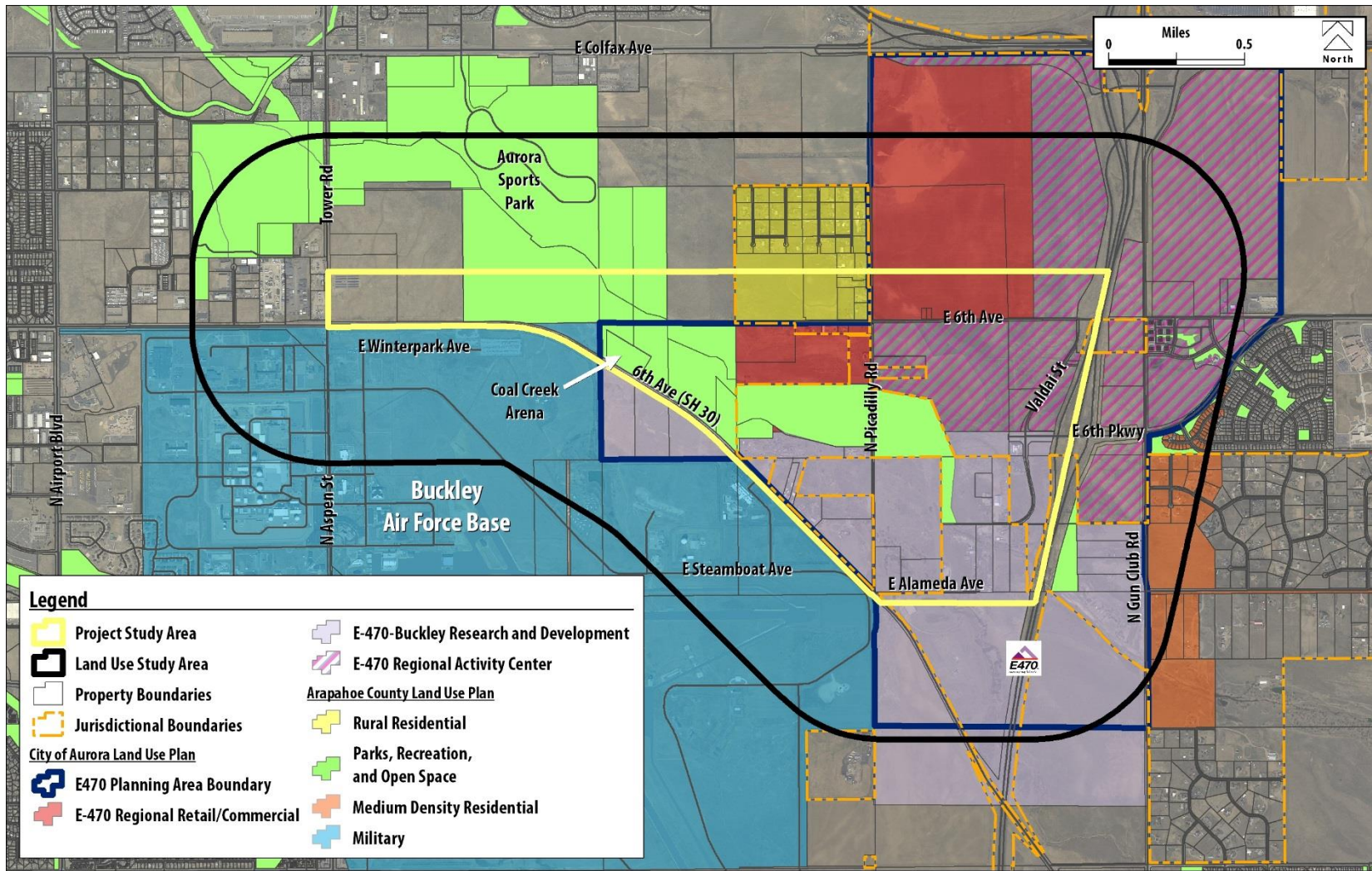
One of the major developments planned for this area is Lend Lease's Horizon Uptown. Horizon Uptown is planned to be a 500+ acre RAC development. The site is planned to include up to 4 million square feet of office and flex space, 1.3 million square feet of retail space for 11,000+ employees. The site is planned to also include 3,800 homes for over 8,000 residents.

Another planned development in the project study area is the Colorado Christian Fellowship (CCF) Village. This 45-acre site is planned to be a multipurpose campus with a town center. The CCF Village site is planned to include indoor and outdoor places for worship, along with facilities for education, recreation, entertainment and retail. CCF is currently raising funds to develop this land.

Much of the land use in the central and western portion of the project study area is planned to remain as open space, associated with the Triple Creek Greenway Corridor. Private parcels in this part of the land use study area may be developed consistent with Buckley Research and Development zoning, as shown on **Figure 3**, which excludes residential development.

Another one of the nine strategic areas identified by the City of Aurora's 2009 Comprehensive Plan is the Buckley Air Force Base Area. This Strategic Area identifies the need for more east-west roadway connections, including the extension of 6th Avenue directly east of E-470 to provide better connections to and from the base.

Figure 3 Future Land Use from E-470 Corridor Land Use Plan



Source: City of Aurora 2009 Comprehensive Plan, Arapahoe County Comprehensive Plan

4. IMPACT EVALUATION

4.1 *Methodology for Impact Evaluation*

Land use impacts were evaluated based on the conversion of non-transportation right-of-way to a transportation use. **Section 3** discusses the impacts on land use that would be expected under each alternative.

4.2 *No Action Alternative*

No land uses will be converted to transportation uses under the No Action Alternative. Existing land uses would remain the same until they are altered or replaced as part of community development efforts. Development is expected to still occur and will generate additional travel demand as well as mobility and accessibility needs in the project area. The No Action Alternative is not compatible with future land use plans, since it does not support the anticipated development, projected travel demand, and access needs of the future.

4.3 *Environmental Consequences of the No Action Alternative*

The current land use in the land use study area is not in conflict with the No Action Alternative. No direct impacts or major concerns regarding land use were identified. The No Action Alternative is not compatible with the comprehensive plans for this area, in that it would not provide the transportation infrastructure needed in response to planned development.

4.4 *Proposed Action*

The Proposed Action is compatible with existing and future land use plans and supports the goals and objectives of adopted local land use plans. Traffic demand in the land use study area is anticipated to increase in the future due to planned development, resulting in the need to provide workers, residents, and visitors more direct access to the interstate. Local and regional land use plans are in place to help guide this increase in activity.

The Proposed Action would convert small amounts of parks, recreation, and open space, residential and agricultural/pasture properties to a transportation use due to roadway construction and right of way. The Proposed Action would convert a portion of farmland to non-farming use. The farmland area was evaluated for Farmland Conversion Impact Rating using NRCS Form AD-1006 (see **Appendix A**). The score for this area fell well below the required value for further evaluation from the NRCS. There would not be a significant impact to farmland through the conversion of the farmed parcels.

4.5 *Environmental Consequences of the Proposed Action*

The Proposed Action would improve mobility in the land use study area and allow for better access to and from E-470 for current and future developments. The Proposed Action would provide transportation improvements consistent with and supportive of future planned land use and zoning. The Proposed Action would convert approximately 47.5 acres of land to a transportation use as permanent right of way. This would include approximately 8 acres of parks, recreation, and open space property, 1.1 acres of residential property, 14 acres of agricultural/pasture property and 24.4 acres of undeveloped/vacant property.

The Proposed Action would provide transportation infrastructure needed in response to the planned future growth and development by offering an east-west connection through this portion of the City of Aurora and unincorporated Arapahoe County, and improving direct access to E-470. It would provide more direct access from the northeast to and from Buckley AFB and planned future development.

4.6 *Summary of Impacts*

Land use impacts were evaluated based on the conversion of non-transportation right-of-way to a transportation use. The following is a summary of anticipated impacts by alternative:

- No Action Alternative
 - The No Action Alternative would not directly impact land use since planned future developments in the area would continue if the no action alternative were selected. However, the No Action Alternative would not provide the transportation infrastructure needed in response to planned development.
 - The No Action Alternative is not compatible with comprehensive plans for the area.
- Proposed Action
 - The Proposed Action would provide transportation improvements consistent with and supportive of future planned land use.
 - The Proposed Action would convert a portion of farmland to non-farming use. The farmland area was evaluated for Farmland Conversion Impact Rating using NRCS Form AD-1006 (see **Appendix A**). The score for this area fell well below the required value for further evaluation from the NRCS. There would not be a significant impact to farmland through the conversion of the farmed parcels.
 - The Proposed Action would convert small amounts of parks, recreation, and open space, residential and agricultural/pasture properties to a transportation use due to roadway construction and right of way.
 - The Proposed Action would provide transportation infrastructure needed in response to the planned future growth and development by offering an east-west connection through this portion of the City of Aurora and unincorporated Arapahoe County, and improving direct access to E-470.

Appendix B provides a compiled table of the impacts for insertion into the EA.

5. MITIGATION

5.1 *No Action Alternative*

No mitigation would be required for the No Action Alternative.

5.2 *Proposed Action*

The Proposed Action would have minor impacts upon the existing land use as use is converted to a transportation use. Mitigation of these impacts are explained in detail in **Appendix A14** *Right-of-Way and Relocations Technical Report*.

Appendix C provides a compiled table of the mitigation for insertion into the EA.

6. REFERENCES

Arapahoe County. 2014. Comprehensive Plan.

City of Aurora. 2010. 2009 Comprehensive Plan.

Colorado Christian Fellowship Village. 2015. Website: <http://ccfvillage.org>. Accessed July 31, 2015.

Denver Regional Council of Governments (DRCOG). 2011. 2035 Metro Vision Regional Transportation Plan (MVRTP).

Horizon Uptown. 2009. Website: <http://www.horizonuptown.com/>. Accessed July 31, 2015.

Appendix A Farmland Conversion Impact Rating

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Appendix B Resource Impact Table

Resource	Context	No Action Alternative	Proposed Action
Land Use	The study area contains parks, recreation and open space resources, including the Coal Creek Arena (a rodeo facility) and undeveloped land with some agricultural/pasture use adjacent to a few single-family residential properties and a religious property. Future land use will retain open space, with undeveloped areas expected to be converted to employment and mixed use over time.	Would not directly impact land use since planned future developments in the area would continue. Would result in continued inadequate transportation infrastructure to respond to planned development. Is not compatible with the comprehensive plans for the area.	Would provide transportation improvements consistent with and supportive of future planned land use and zoning. Would convert approximately 47.5 acres of land to a transportation use as permanent right of way. This would include approximately 8 acres of parks, recreation, and open space property, 1.1 acres of residential property, 14 acres of agricultural/pasture property and 24.4 acres of undeveloped/vacant property.

Appendix C Resource Mitigation Table

Mitigation Category	Proposed Action Impact	Mitigation Commitments for the 6 th Avenue Extension Project	Responsible Branch	Timing/Phase that Mitigation will be Implemented
Land Use	Conversion of small amounts of parks, recreation, and open space, residential and agricultural/pasture properties and transportation use	For mitigation commitments, see parks, recreation, open space and Section 4(f) and 6(f), and right-of way.	City of Aurora	Design Right-of-Way Acquisition