

5.4 Land Use

This section discusses how land is used in the study area today and the relationship between land uses and I-70. It also explains how the project alternatives could impact land use patterns.

Since the Supplemental Draft EIS was published in August 2014, additional analyses and content review have been performed for many of the resources discussed in this document. These updates, along with changes resulting from the comments received on the Supplemental Draft EIS, have been incorporated into this Final EIS. In this section, the updates include the following items:

- Information on the state and regional planning process, previously found in Chapter 3, Summary of Project Alternatives, was included.
- Regional and local planning documents published since August 2014 were reviewed for impacts and added to the list in the text.
- The acreage numbers converted to a transportation use were reduced due to revisions in the construction limits.

5.4.1 What is land use and why is it important to this project?

Land use is the way land is developed and used for various activities, such as commerce, recreation, or transportation. Land use is important to this project because decisions regarding land use and transportation affect one another. CDOT recognizes that the planning and construction of highways can affect existing and proposed land uses.

5.4.2 What study area and evaluation process were used to analyze land use?

The study area used in this analysis is shown in **Exhibit 5.4-1**. It shares the same boundary as the project area.

To determine potential effects of the proposed project on land use within the study area, the project team collected and mapped existing land use data from Denver, Adams County, Aurora, and Commerce City.

Exhibit 5.4-1 Land Use Study Area

To compare various land uses in each of the local cities and counties, land use data are simplified into the following general land use categories:

- **Residential**—Any property with one or more permanent residence; including single- and multi-family residences that are owner or renter occupied
- **Commercial**—Any property containing a business relating to or selling goods or services
- **Industrial**—Any property used for the manufacturing of goods for distribution
- **Governmental/institutional**—Any publicly owned property that serves the community, such as schools, churches, fire stations, libraries, and hospitals
- **Parks/open space**—Any property privately or publicly owned that is open to the public as green space; includes golf courses, cemeteries, named parks, and greenways
- **Transportation/right of way**—Any property used specifically to allow for the movement of people or goods; includes railroad and highway corridors
- **Vacant**—Any property that is currently undeveloped

Local and regional land use and transportation plans in the study area were identified and then reviewed to determine if

the potential effects from the project alternatives are consistent with the plans.

Effects to land use occur if project alternatives directly change how land is used. Direct changes in land use occur through project acquisition of right of way. Effects to land use also occur if project implementation induces enough unanticipated development that land use patterns change. Induced development is possible when alternatives require highway access points where there currently are none or when new highway access points are planned for low-density or undeveloped areas, since these areas are more susceptible to new growth brought on by project implementation. A distinction is made between planned and unplanned growth because land use change is not inherently negative when it is planned for and anticipated.

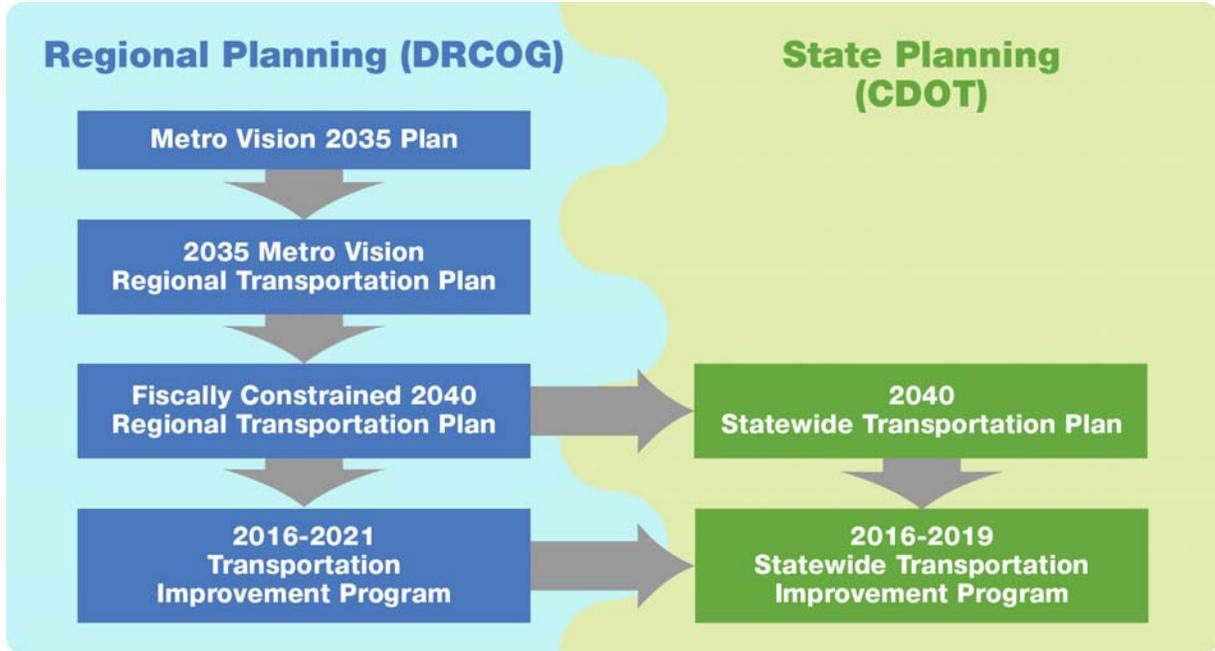
5.4.3 How does I-70 relate to the state and regional transportation planning process?

The I-70 East project is part of a coordinated regional transportation planning process intended to ensure regional air quality conformity and to identify project funding. The transportation planning process in the Denver region is guided by DRCOG, which serves as the region's metropolitan planning organization and develops both short-term and long-term transportation plans.

The planning documents developed by DRCOG and currently used by various state and local agencies to prioritize improvements and identify transportation projects are the *2035 Metro Vision Regional Transportation Plan* (MVRTP) (DRCOG, 2011 and DRCOG, 2015b), the *2040 Fiscally Constrained Regional Transportation Plan* (DRCOG, 2015c) and the *2016–2021 Transportation Improvement Program* (TIP) (DRCOG, 2015d).

In addition to the documents developed by DRCOG, CDOT also produces transportation plans for the state. These include Colorado's *2040 Statewide Transportation Plan* (SWP) (CDOT 2015a) and the *2016–2019 Statewide Transportation Improvement Program* (STIP) (CDOT, 2015b). DRCOG's *2040 Fiscally Constrained Regional Transportation Plan* and the 2035 MVRTP are incorporated without modification into the STIP and the SWP, respectively. **Exhibit 5.4-2** shows the relationship between the planning documents developed by DRCOG and CDOT.

Exhibit 5.4-2 Relationship between DRCOG and CDOT Planning Documents



Metro Vision 2035 Plan

For nearly 20 years, DRCOG has continued to update its *Metro Vision Plan* to reflect current challenges and opportunities while building on the strong foundation of the Metro Vision Guiding Vision originally adopted in 1992. The current plan for the region's future, *Metro Vision 2035 Plan*, was adopted by the DRCOG Board of Directors in January 2011.



DRCOG is working with the region's residents to update Metro Vision for 2040. *Metro Vision 2040 Plan* will continue to focus on key regional issues such as transportation and the environment.

2035 Metro Vision Regional Transportation Plan

The 2035 MVRTP, updated in 2011, develops multi-modal corridor visions for freeways to help guide the definition, prioritization, and design attributes of future transportation projects. The transportation vision for the I-70 East corridor is "... to serve as a multi-modal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality, improve safety, and reduce environmental impact." (DRCOG, 2011, appendix p. 151) DRCOG is in the process of preparing a new 2040 MVRTP.

2040 Fiscally Constrained Regional Transportation Plan

The *2040 Fiscally Constrained Regional Transportation Plan* was adopted by DRCOG on February 18, 2015. The Fiscally Constrained RTP includes only those transportation projects from the MVRTP that can be built over the next 25 years based on current forecasts for transportation funding.

Regionally significant projects like the highway improvements that are being considered as part of this EIS must be part of the Fiscally Constrained RTP and the TIP to be eligible for federal funding.

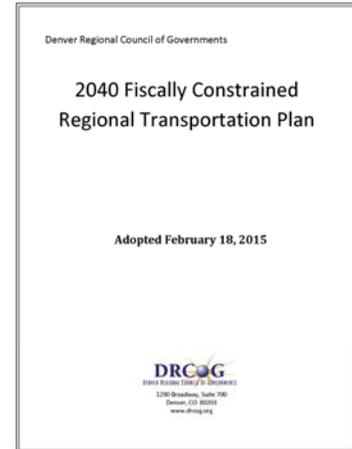
Currently, the only I-70 improvements within the project area that are listed in the Fiscally Constrained RTP are a new interchange at Central Park Boulevard (completed in 2012), future replacement of the viaduct from Brighton Boulevard to York Street (\$256 million, 2008 dollars), and travel lanes to be added from I-270 to Havana Street (\$166 million, 2008 dollars).

The 2040 RTP includes the reconstruction of I-70 and the addition of four managed lanes on I-70 from Brighton Boulevard to I-270. The plan recognizes that the reconstruction of I-70 will eliminate some interchange movements between Brighton Boulevard and Colorado Boulevard.

As a fiscally constrained roadway improvement in the 2040 RTP, the I-70 East project is identified as an improvement that will benefit the movement of freight and improve system quality by reconstructing I-70 and adding managed lanes.

2016–2021 Transportation Improvement Program

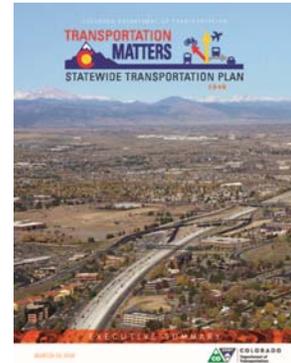
The DRCOG 2016–2021 TIP is a six-year implementation program for the Fiscally Constrained RTP that is required by federal regulations. For projects to be included in the TIP, they must be identified in the Fiscally Constrained RTP. The TIP identifies all federally funded transportation projects anticipated for the Denver metropolitan area during fiscal years 2016 to 2021. Within the project area, the current TIP includes funding for I-70 road reconstruction.



Transportation Matters—2040 Statewide Transportation Plan

The *Transportation Matters—2040 Statewide Transportation Plan* (CDOT, 2015a), is CDOT's roadmap for the next 10 to 25 years ahead. The plan identifies future needs of the transportation system and provides strategic actions to achieve planning goals. The goals are:

- **Safety Goal**—Move Colorado toward zero deaths by reducing traffic-related deaths and serious injuries.
- **Mobility Goal**—Improve mobility and connectivity with a focus on operations and transportation choice.
- **Economic Vitality Goal**—Improve competitiveness of the state economy through strategic transportation investments.
- **Maintaining the System Goal**—Preserve and maintain the existing transportation system.
- **Strategic Policy Actions**—Address multiple goal areas through key policies and initiatives.



The I-70 East Project is consistent with all of the goals of the 2040 Statewide Transportation Plan.

2016–2019 Statewide Transportation Improvement Program

The STIP is the CDOT planning document that identifies the transportation projects CDOT intends to fund over a four-year period. Currently, projects through July 1, 2018, have been programmed to receive funding. The STIP is prepared in cooperation with local governments throughout the state and is developed concurrently with DRCOG's TIP. All state and federally funded transportation projects are included in the STIP. Projects included in the STIP are consistent with the SWP and conform to the applicable state air quality implementation plan.

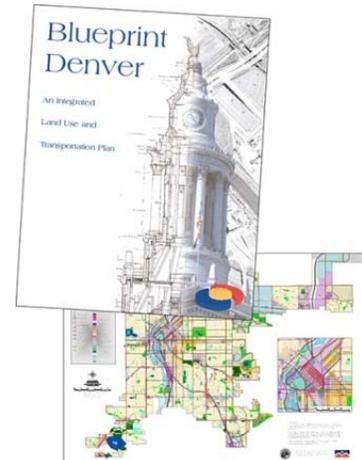
The 2016–2019 STIP includes funding for I-70 East road reconstruction.

5.4.4 What local land use and transportation plans are considered?

To determine the consistency of the project alternatives with local land use plans in the study area, the following plans were identified and reviewed.

Blueprint Denver and Areas of Change Map Update

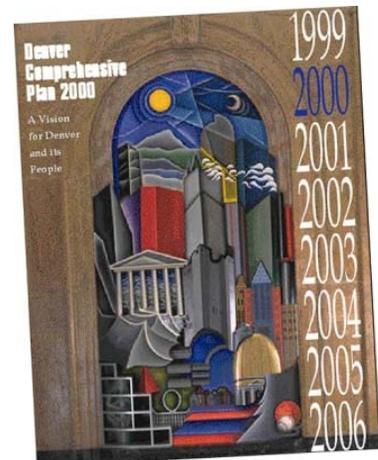
Blueprint Denver (Denver, 2002) identifies “Areas of Stability” and “Areas of Change.” According to the document, the “... purpose of Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Change are parts of the city where most people agree that development or redevelopment would be beneficial” (Denver, 2002, p.127). *Blueprint Denver* identifies three large Areas of Change in the study area that are traversed by I-70, and include large portions of the Elyria and Swansea, Stapleton, and Gateway Neighborhoods.



Plan priorities for roadway and other infrastructure identified in the document call for the elimination of gaps and infrastructure mismatches with development and redevelopment in Areas of Change. Denver updated the Areas of Change map in 2009. Additional amendments are made to the Areas of Change map as small area plans are adopted by the Denver City Council.

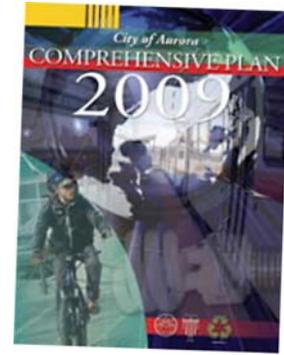
Denver Comprehensive Plan 2000

The *Denver Comprehensive Plan 2000* (Denver, 2000) recommends a strategy to “... enhance existing business centers and establish new business centers in a manner that offers a variety of high-quality uses that support Denver’s business environment, complements neighboring residential areas, generates public revenue, and creates jobs” (Denver, 2000, p. 135). A top priority of this strategy includes solidifying the business identity of northeast Denver as a “new, high-quality, high-technology” business location linked to the redevelopment of Stapleton, Gateway, and the I-70 corridor, among others. The plan also recommends expediting public transportation development and other infrastructure improvements to reinforce linkages within the area, between DIA and downtown, and throughout the region.



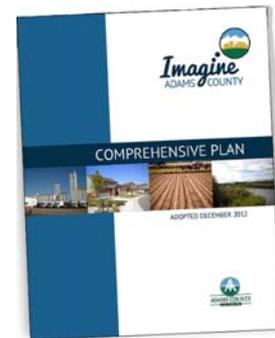
City of Aurora Comprehensive Plan 2009

The *City of Aurora Comprehensive Plan 2009* (Aurora, 2010) identifies nine strategic areas in the city that are critical to the city's economy and identity. Each strategic area has its own mix of uses and unique physical characteristics, and requires specific strategies to affect the City's vision for the area. The only strategic area of the comprehensive plan in the study area is the northern portion of the I-225 corridor and city center. As a strategic area, the plan recognizes changing land use patterns and recommends strategies to manage this change.



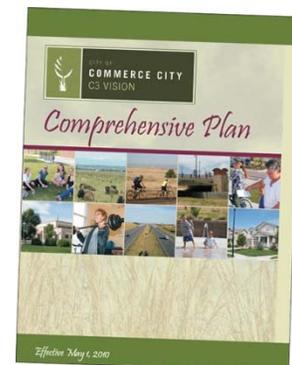
Imagine Adams County, Comprehensive Plan

The *Imagine Adams County—The Comprehensive Plan* (Adams County, 2012b) covers the areas of Adams County not within the planning jurisdiction of Aurora. The plan “establishes goals, policies, and strategies to guide day-to-day decision making regarding future growth and public investment in the County over the next ten to twenty years.” The plan was reviewed, but did not address land use along I-70 in the study area.



Commerce City C3 Vision Comprehensive Plan

The *Commerce City C3 Vision Comprehensive Plan* (Commerce City, 2010) addresses land use and growth in Commerce City through 2035, but does not address land use along the I-70 corridor.



Other area plans reviewed

Neighborhood assessments, approved site development plans, and transit-oriented development station area plans in the study area also were reviewed for consistency in incorporating the goals and objectives of *Blueprint Denver* and Aurora's *Comprehensive Plan 2009*. They are meant to assist city departments in making planning and public investment decisions:

- *38th & Blake Station Area Plan* (Denver Community Planning and Development Office, 2009a)
- *Context-Sensitive Solutions, Brighton Boulevard* (Denver Public Works Policy/Planning and Community Planning and Development, 2011a)
- *River North Greenway Master Plan* (The Greenway Foundation, 2009)

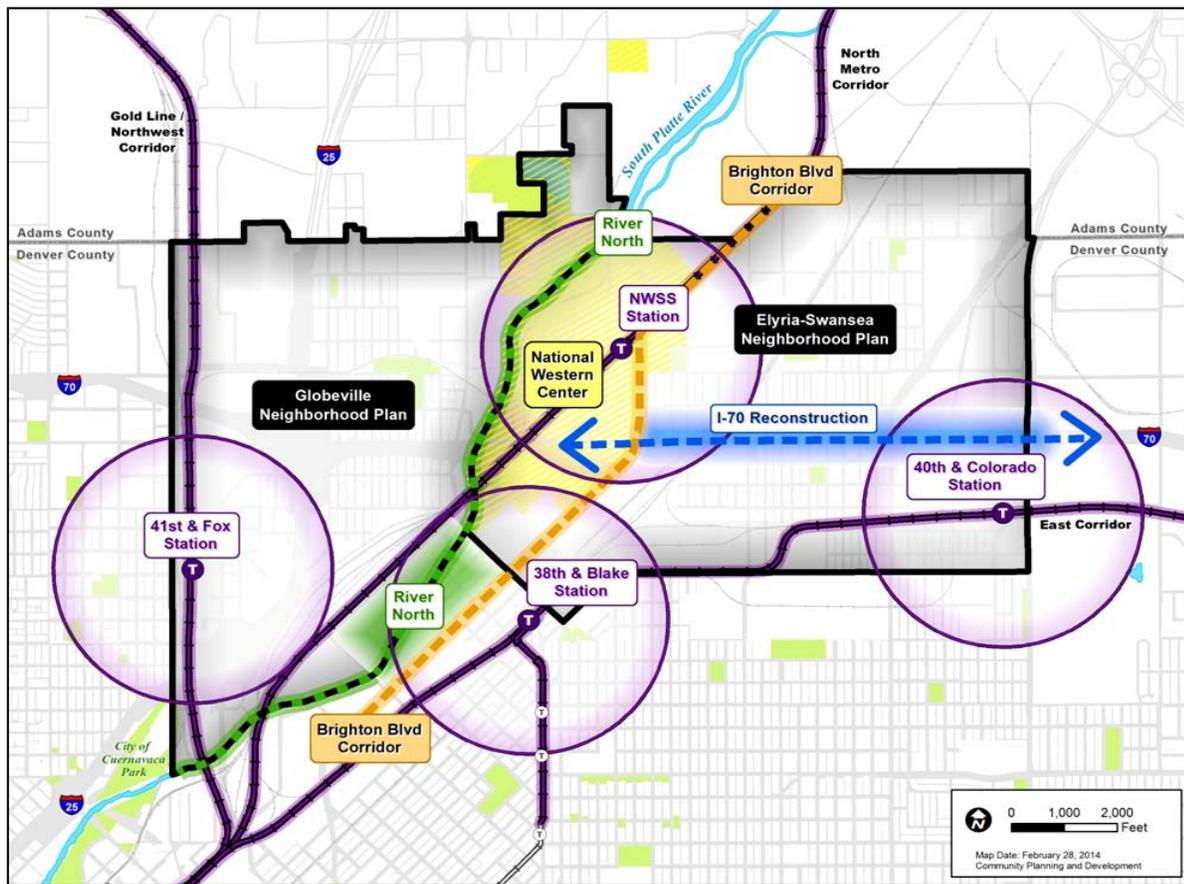
- *River North Plan* (Denver Community Planning and Development, 2003b)
- *River Vision Implementation Plan (RVIP)* (The Greenway Foundation, 2011)
- *Brighton Boulevard Corridor* (Denver Public Works Policy/Planning, ongoing)
- *Brighton Boulevard Parking & Access* (Denver Public Works Policy/Planning, 2013)
- *Elyria and Swansea Neighborhoods Plan* (Denver Community Planning and Development, February 2015)
- *National Western Center Master Plan* (Denver Community Planning and Development, March 2015)
- *Colorado Boulevard Station Area Plan* (Denver Community Planning and Development, ongoing)
- *National Western Stock Show Station Area Plan* (Denver Community Planning and Development, draft January 28, 2015)
- *Globeville Neighborhood Plan* (Denver Community Planning and Development, 2014a)
- *South Platte River Corridor Study* (Denver Community Planning and Development, 2013)
- *Heron Pond Master Plan* (Denver Parks and Recreation, ongoing)
- *Globeville-Utah Junction Watershed Outfall Systems Plan* (Denver Public Works, ongoing)
- *Northeast Downtown Next Steps Study* (Denver Public Works Policy/Planning, 2011b)
- *Airport City Denver* (Denver Department of Aviation, 2012)
- *Stapleton Development Plan* (Denver, 1995)
- *Gateway Concept Plan* (Denver Community Planning and Development and Gateway/Stapleton Development Office, 1990)

5.4.5 How is this project related to the North Denver Cornerstone Collaborative?

The North Denver Cornerstone Collaborative is an effort that began in early 2013 to ensure coordination and integrated planning among six redevelopment projects in the north Denver area. These projects represent a unique opportunity to rebuild a connected community and a vibrant gateway to Downtown Denver. I-70 East is one of the six redevelopment projects, and the other five projects (See **Exhibit 5.4-3**) include:

1. Neighborhood Plans (Globeville Neighborhood and Elyria and Swansea Neighborhood)
2. National Western Stock Show
3. Brighton Boulevard Corridor Redevelopment
4. River North (RiNo)
5. RTD Station Development

Exhibit 5.4-3 North Denver Cornerstone Collaborative Projects



Source: Denver Office of Community Planning and Development, February 2014

5.4.6 What are the existing and proposed future land uses in the study area?

The existing land use in the study area is a mix of established residential, commercial, and industrial development interspersed with government/institutional properties and parks/open space, summarized by category in **Exhibit 5.4-4** and shown in **Exhibit 5.4-5**.

Future land use conditions are anticipated to be a mix of land development types consistent and similar to the existing conditions.

Exhibit 5.4-4 Summary of Existing Land Use (acres) in Study Area

Existing Land Use	Study Area	
	Acres	Percentage
Commercial	5,148	18.1
Government/institutional	1,580	8.0
Industrial	6,185	21.7
Park	5,533	19.4
Residential	6,057	21.3
Transportation	1,561	5.5
Vacant	1,698	6.0
Total	28,461	100.0

Source: Denver Community Planning and Development Office, 2012a, 2012b; Aurora, 2012b; M. Grondalski (Adams County, 2012a), personal communication, August 27, 2012

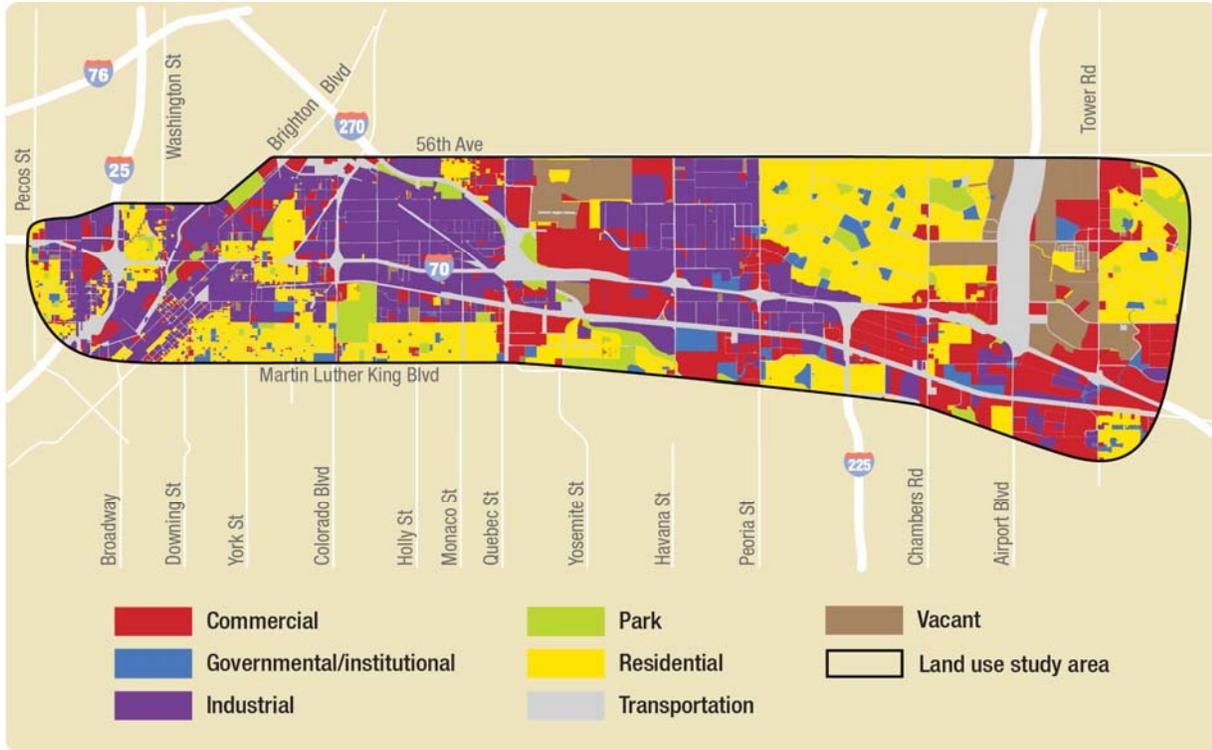
5.4.7 Are existing and future planned land uses consistent with existing zoning?

Generally, existing land use is consistent with current zoning rules. Changes to land use in the future would comply with the local government zoning designations. Zoning data for the study area are shown on **Exhibit 5.4-6**.

What is zoning?

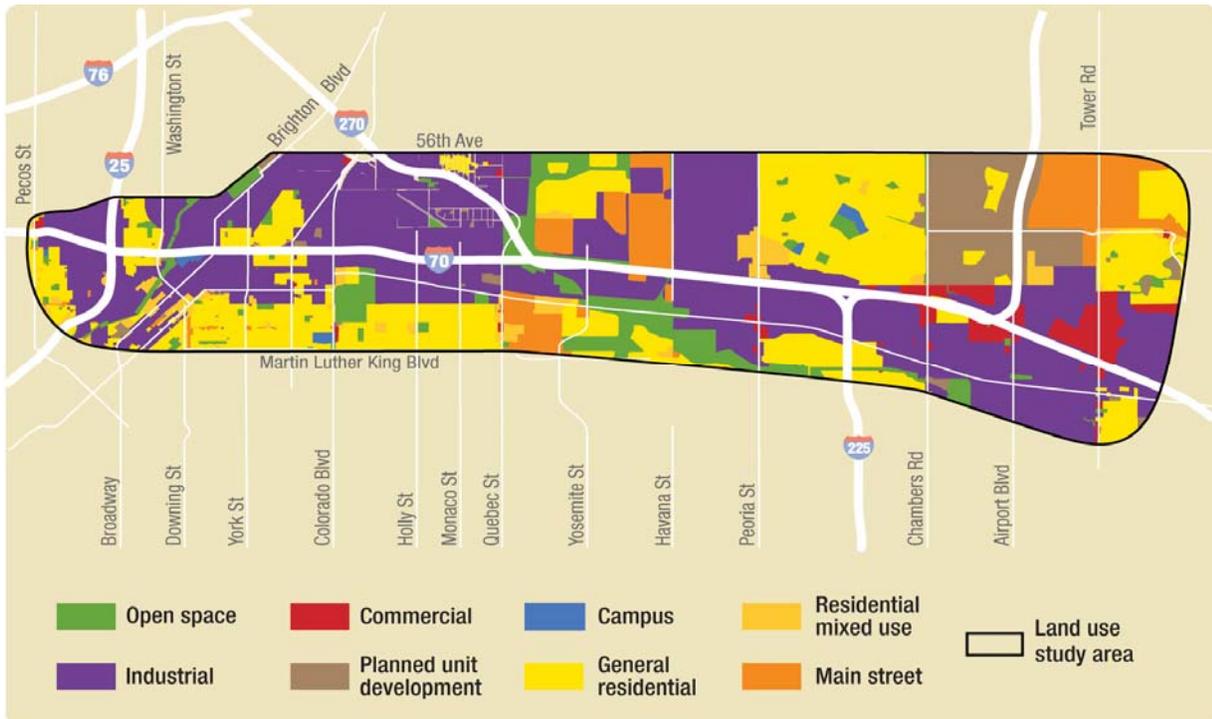
Zoning is a tool used in land use planning to delineate districts and establish regulations governing the use, placement, spacing, and size of land and buildings.

Exhibit 5.4-5 Existing Land Use



Source: Denver Community Planning and Development Office, 2012a, 2012b; Aurora, 2012c; M. Grondalski (Adams County), personal communication, August 27, 2012

Exhibit 5.4-6 Existing Zoning

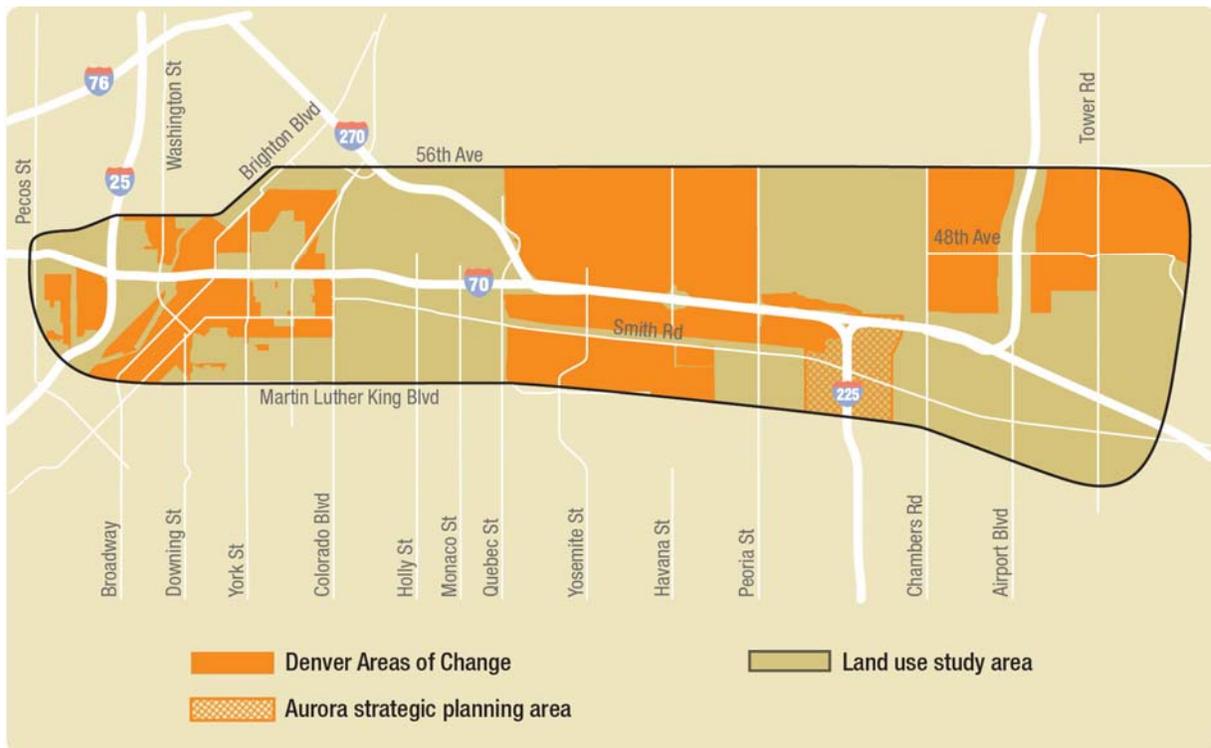


Source: Denver, 2012c; Aurora, 2012b; M. Grondalski (Adams County, 2012a), personal communication, August 27, 2012

5.4.8 How do local agencies account for future land use change?

As previously mentioned, growth is not inherently detrimental when it is planned for and anticipated. Denver's *Blueprint Denver* plans for land use change by identifying Areas of Change. Areas of Change "... represent those parts of the city where change is either underway or desirable" (Denver, 2002, p.17) and would benefit from increased population, economic activity, and investment. Three large Areas of Change are located within the study area and are linked by I-70. Aurora's *Comprehensive Plan 2009* discusses strategic areas that are critical to the city's economy and identity. **Exhibit 5.4-7** shows Denver's Areas of Change and Aurora's strategic planning area.

Exhibit 5.4-7 Areas of Change and Strategic Planning Area



Source: Denver, 2002a; Fregonese and Calthorpe, Inc., 2002, Denver Community Planning and Development Office, 2012d; Aurora, 2010

5.4.9 How do the project alternatives potentially affect land use in the study area?

All of the project alternatives directly affect land use in the study area through right-of-way acquisition. **Exhibit 5.4-8** summarizes each of the project alternatives' conversion of existing land use type into a transportation use. These numbers are lower than those reported in the Supplemental Draft EIS as a result of various design changes that revised the construction limits.

Exhibit 5.4-8 Summary of Land Use Change (acres)

Alternative	Land Use Category ¹					Total Acres
	Commercial	Government/ Institutional	Industrial	Residential	Vacant	
No-Action Alternative, North Option	1.9	0.4	0.8	0.9	—	4.0
No-Action Alternative, South Option	1.3	—	3.7	1.0	—	6.0
Revised Viaduct Alternative, North Option	20.1	0.8	16.5	3.2	—	40.6
Revised Viaduct Alternative, South Option	18.2	—	20.1	3.7	—	41.9
Partial Cover Lowered Alternative	30.1	1.1	28.0	7.4	0.1	66.6
Managed Lanes Option (Option to Build Alternatives) ²	+ 0.6	—	+ 1.1	—	—	+ 1.7

1. No existing park will be changed to a transportation use by any of the project alternatives.

2. The acreage listed for Managed Lanes Option represents impacted areas in addition to what is listed for each of the Build Alternatives.

5.4.10 Are the project alternatives consistent with local and regional plans?

In general, the project alternatives are consistent with local and regional plans. Conflicts exist with all of the project alternatives when residential and/or business property acquisition is necessary. Neighborhood cohesion is a common theme in local area plans.

As previously noted, a new neighborhood plan was initiated by Denver in January 2013 for the Elyria and Swansea Neighborhood. This planning process is part of the North Denver Cornerstone Collaborative. The *Elyria and Swansea Neighborhoods Plan* recommends the Partial Cover Lowered Alternative (Denver Community Planning and Development Office, 2015, p. 97) and includes recommendations intended to further mitigate impacts by the alternative. As a result, the No-Action Alternative and the Revised Viaduct Alternative would not be consistent with this local plan.

No-Action Alternative

Direct changes to land use are similar for both of the Expansion Options of the No-Action Alternative, so they are discussed together. The No-Action Alternative includes options to expand the roadway either to the north or to the south. Both of these options are inconsistent with regional and local area plans in the following ways:

Strategies in DRCOG's 2035 MVRTP call to "... expand capacity of existing regional roadways in the most critically congested corridors," and to "... encourage transportation projects that support the growth of housing and employment within designated urban centers" (DRCOG, 2011, pp. 42–43). The No-Action Alternative does not support the strategies of the MVRTP, since it does not expand the capacity of I-70.

A major element of *Blueprint Denver* is the concept of Areas of Change. The purpose of Areas of Change is to channel growth where it will be beneficial and "... increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop" (Denver, 2002, p. 127). The No-Action Alternative does not accommodate opportunities for redevelopment, since it does not provide alternate transportation choices as identified in *Blueprint Denver*.

Recommendations in the *Elyria and Swansea Neighborhoods Plan* call for stabilizing residential areas and establishing buffers next to non-residential uses. The plan

acknowledges that *Blueprint Denver* identifies the area as an Area of Change. The No-Action Alternative increases the footprint and presence of I-70 in the neighborhood and would not stabilize or provide a buffer between the existing transportation corridor and residential uses.

The No-Action Alternative does not include new access points, so it is not expected to induce development in the study area.

Revised Viaduct Alternative

Direct changes to land use are similar for both of the Expansion Options of the Revised Viaduct Alternative, so they are discussed together. The Revised Viaduct Alternative and its associated options are consistent with regional and local plans because they would improve mobility and the connection between existing and developing urban centers by adding highway capacity.

The alternative removes the York Street interchange, which would improve mobility on I-70. The removal of the interchange is not likely to affect access to the Elyria and Swansea Neighborhood because the adjacent interchanges of Brighton Boulevard and Steele Street/Vasquez Boulevard would be improved. With the Revised Viaduct Alternative, the improved Steele Street/Vasquez Boulevard interchange does not provide direct access from westbound I-70 to Steele Street/Vasquez Boulevard or from Steele Street/Vasquez Boulevard to eastbound I-70. Access at Steele Street/Vasquez Boulevard and Colorado Boulevard is provided by a split-diamond interchange. In addition, slip ramps are included to provide an eastbound off-ramp and a westbound on-ramp at Colorado Boulevard.

The alternative consolidates the existing slip ramp interchange system of Dahlia Street, Holly Street, and Monaco Street to one interchange at Holly Street. This modified interchange would alleviate congestion at the adjacent interchanges of Colorado Boulevard and Quebec Street. The modified interchange would not degrade mobility on I-70 and is not likely to affect access to the Northeast Park Hill Neighborhood. The Revised Viaduct Alternative, therefore, is not expected to cause access-related land use changes.

The improved mobility on I-70 would bolster the economic and social success of developing urban centers, such as Stapleton and the Gateway District, as well as

redevelopment opportunities in existing neighborhoods, such as Elyria and Swansea.

The Revised Viaduct Alternative is not anticipated to induce development or cause unforeseen land use changes (beyond locations identified in the *Blueprint Denver* Areas of Change maps) through improving mobility.

Partial Cover Lowered Alternative

The Partial Cover Lowered Alternative removes the viaduct between Brighton Boulevard and Colorado Boulevard and places the highway below grade. A four-acre cover will be built over I-70 between Columbine Street and Clayton Street with an urban landscape on top. The landscape may add up to three acres of public park/open space land use in the Elyria and Swansea Neighborhood, depending on how much acreage is reserved for the school. This alternative is consistent with regional and local planning documents in that the proposed changes would improve mobility on I-70 and bolster redevelopment opportunities in a *Blueprint Denver* Area of Change.

This alternative removes the York Street interchange, which would improve mobility on I-70. The removal of the interchange is not likely to affect access to the Elyria and Swansea Neighborhood because the adjacent interchanges of Brighton Boulevard and Steele Street/Vasquez Boulevard would be improved. Highway access is provided through a split-diamond interchange at Steele Street/Vasquez Boulevard and Colorado Boulevard. In addition, slip ramps are included to provide an eastbound off-ramp and a westbound on-ramp at Colorado Boulevard.

The alternative consolidates the existing slip ramp interchange system of Dahlia Street, Holly Street, and Monaco Street to one interchange at Holly Street. This modified interchange would alleviate congestion at the adjacent interchanges of Colorado Boulevard and Quebec Street. The modified interchange would not degrade mobility on I-70 and is not likely to affect access to the Northeast Park Hill Neighborhood. The Partial Cover Lowered Alternative, therefore, is not expected to cause access-related land use changes.

The Partial Cover Lowered Alternative is not anticipated to induce development or cause unforeseen land use changes (beyond locations identified in the *Blueprint Denver* Areas of Change maps) through improving mobility.

Managed Lanes Option

Both of the Build Alternatives include a Managed Lanes Option, which is consistent with regional and local plans. It improves highway capacity, which, in turn, improves mobility and the connection between existing and developing urban centers. The Managed Lanes Option requires approximately 1.7 additional acres of right of way than the General-Purpose Lane Option of the Build Alternatives would; however, the land use changes induced by the Managed Lanes Option would be similar to those previously described for both Build Alternatives.

5.4.11 How are land use changes by the project alternatives mitigated?

Continued coordination with local jurisdictions will occur to ensure compatibility with land use plans and to address any inconsistency that may arise due to the project alternatives. Land use changes that result in the relocation or displacement of existing occupants due to right-of-way acquisition are addressed in Section 5.5, Relocations and Displacements.

Exhibit 5.4-9 shows a summary of the impacts and mitigations relating to land use.

Exhibit 5.4-9 Summary of Land Use Impacts and Mitigation

Alternative	Impacts and/or Benefits	Mitigation Measures Applicable to All Alternatives
No-Action Alternative	4.0 acres to 6.0 acres converted to transportation use	Continue to coordinate with local jurisdictions to ensure compatibility with land use plans and to address any inconsistency that may arise due to the project alternatives
Revised Viaduct Alternative	40.6 acres to 41.9 acres converted to transportation use	
Partial Cover Lowered Alternative	<ul style="list-style-type: none"> 66.6 acres converted to transportation use Creation of a 4 acre cover with up to 3 acres of public space over I-70 	
Managed Lanes (option to Build Alternatives)	<ul style="list-style-type: none"> An additional 1.7 acres would be required if the Managed Lanes Option is selected with the Revised Viaduct Alternative, resulting in 42.3 acres to 43.6 acres converted to transportation use An additional 1.7 acres would be required if the Managed Lanes Option is selected with the Partial Cover Lowered Alternative, resulting in 68.3 acres converted to transportation use 	