

CHAPTER 3 ENVIRONMENTAL CONSEQUENCES

This chapter describes the affected environment and potential environmental consequences to resources in the North I-25 regional study area from the three alternatives (No-Action, Package A, and Package B) under consideration as part of this Draft EIS. Within each resource section, there is first a description of existing conditions within the affected environment, then a description of environmental consequences associated with the three alternative packages, which are broken down by the components of each package as described in **Chapter 2, Section 2.2.6**.

The alternatives were described in detail in **Chapter 2** as follows:

- ▶ **Section 2.2.1** describes the No-Action Alternative
- ▶ **Section 2.2.2** describes Package A
- ▶ **Section 2.2.3** describes Package B

Environmental consequences are presented in this document as they are anticipated to occur in the Year 2030. While each resource is assessed for impacts related to all improvements within an alternative (e.g. interchanges, structural improvements, safety upgrades, carpool lots, feeder bus, maintenance facilities), only those areas where impacts would occur are discussed. As a result, not every element of an alternative is discussed for each resource. Mitigation measures are also described.

Environmental consequences are broken into the following categories:

- ▶ **Direct effects (or impacts)** are defined as those impacts that are immediately experienced by implementing a federal action.
- ▶ **Indirect effects (or impacts)** are caused by the action but occur later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of population density or growth rate, and related effects on air, water, and other natural systems, including ecosystems.

What's in Chapter 3?

Chapter 3 - Environmental Consequences

- 3.1 Land Use & Zoning
- 3.2 Social Conditions
- 3.3 Economic Conditions
- 3.4 Right-of-Way
- 3.5 Air Quality
- 3.6 Noise & Vibration
- 3.7 Water Resources
- 3.8 Wetlands
- 3.9 Floodplains
- 3.10 Vegetation
- 3.11 Noxious Weeds
- 3.12 Wildlife
- 3.13 Threatened, Endangered, and State Sensitive Species
- 3.14 Visual Quality
- 3.15 Historic Preservation
- 3.16 Paleontological Resources
- 3.17 Hazardous Materials
- 3.18 Parks and Recreation Resources
- 3.19 Section 6(f)
- 3.20 Farmlands
- 3.21 Energy
- 3.22 Public Safety and Security
- 3.23 Construction
- 3.24 Local Short-Term Uses of the Environment and Long-Term Productivity
- 3.25 Irreversible and Irretrievable Commitment of Resources
- 3.26 Cumulative Impacts
- 3.27 Permits Required
- 3.28 Summary of Direct and Indirect Impacts
- 3.29 Mitigation Summary

1 ▶ **Cumulative effects (or impacts)** result from the incremental impact of the action when
2 added to other past, present, and reasonably foreseeable future actions regardless of what
3 agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts
4 can result from individually minor but collectively significant actions taking place over a period
5 or time. Based on input from scoping meetings, agency meetings, and the analysis of
6 resources, cumulative effects were evaluated for the following resources:

- 7 • Land use and induced growth
- 8 • Wildlife habitat
- 9 • Wetlands
- 10 • Water quality
- 11 • Air quality

12 Two different geographic areas were used to collect and describe existing conditions and
13 environmental consequences:

14 **Regional Study Area** - Shown on **Figure 1-1 (Chapter 1)**, the regional study area covers a
15 wide area that includes 38 municipalities and seven counties. The regional study area was used
16 to collect information about existing and future land use, social and economic demographics and
17 indicators, air quality, traffic and transportation, and cumulative impacts.

18 **Project Area** - This is the area that may be directly affected by project transportation
19 improvements. It generally includes an area approximately 0.25 mile from the edge of any
20 planned linear facility (i.e., roadway/railway) construction and approximately 0.50 mile, or an
21 acceptable walking distance, from a transit station. Information for the linear facility components
22 of the project area was collected on existing conditions and environmental consequences to
23 right-of-way, noise and vibration, water resources, biological resources, visual quality, historic
24 resources, hazardous materials, and parks and recreation resources. Information collected for
25 the transit station components of the project area includes socioeconomic demographics, land
26 use and zoning, development and redevelopment, and pedestrian and bicyclist traffic.

27 Supplemental resource information on the following topics is presented in **Appendix C** of this
28 document:

- 29 ▶ Land Use
- 30 ▶ Environmental Justice
- 31 ▶ Noise
- 32 ▶ Wildlife
- 33 ▶ Bicycle and Pedestrian Facilities

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- 1 The following technical reports for selected resources provide detail to supplement the information
2 presented in this chapter. These reports are not included in this Draft EIS, but are available upon
3 request at the CDOT Region 4 Offices in Greeley, Colorado.
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- 5 ▶ Traffic Noise and Vibration Technical Report
 - 6 ▶ Rail Transit Noise and Vibration Technical Report
 - 7 ▶ Historic Resources Survey Report
 - 8 ▶ Paleontological Resources Technical Report
 - 9 ▶ Air Quality Technical Report
 - 10 ▶ Modified Phase I Environmental Site Assessment
 - 11 ▶ Water Quality and Floodplains Technical Report
 - 12 ▶ Wetlands Technical Report

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