

# THERMAL/OASIS ACTIVE TRANSPORTATION PROJECT

## Farmland Impact Memorandum

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**FROM:** Zach Liptak, Dokken Engineering

**TO:** Aaron Burton, Caltrans District 8

**DATE:** March 19, 2021

**RE:** Thermal/Oasis Active Transportation Project Farmland Impact Memorandum

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### INTRODUCTION

The County of Riverside, in cooperation with the California Department of Transportation (Caltrans), proposes to construct approximately 14 miles of multi-function trail and sidewalk infrastructure in the communities of Thermal and Oasis in Riverside County. The project site is located approximately 1 mile west of State Route 86, with the proposed multi-modal trail along Harrison Street, 74th Avenue, Pierce Street, and 66th Avenue; and sidewalks along Middleton Street and portions of 66th Avenue (Appendix A: Figure 1: Project Vicinity and Figure 2: Project Location).

A Natural Resource Conservation Service (NRCS) NRCS-CPA-106 Form (Appendix B) for Farmland Conversion Impact Rating for Corridor Type Projects has been submitted to NRCS and completed which resulted in a score of 176, indicating that the project may have the potential to impact farmlands; however, as the project site is surrounded by prime farmlands, avoidance alternatives are not feasible for the project and the multi-modal trail and sidewalks are not anticipated to adversely impact farmlands. This memorandum describes the existing farmland within the project area and anticipated impacts as a result of implementation of the proposed multi-function trail and sidewalk.

### 1.1 PROJECT DESCRIPTION

The County of Riverside, in cooperation with the California Department of Transportation (Caltrans), proposes to construct approximately 14 miles of multi-function trail and sidewalk infrastructure in the communities of Thermal and Oasis in the eastern Coachella Valley, Riverside County. The general route is a multi-function trail loop that runs along 66<sup>th</sup> Avenue, Pierce Street, 74<sup>th</sup> Avenue and Harrison Street, with an additional segment extending north along Harrison Street to Echols Road. and a sidewalk along Middleton Street between Harrison Street and 66<sup>th</sup> Avenue. An additional sidewalk would supplement the multi-function trail on the portion of 66<sup>th</sup> Avenue between Harrison Street and Tyler Street. Along a portion of 66<sup>th</sup> Avenue the trail alignment is anticipated to occupy a raised access path along an existing US Bureau of Reclamation (USBR) irrigation channel, operated by the Coachella Valley Water District (CVWD) outside of the road right of way (See Figures 1 through 3). The trail may also be placed along a CVWD canal on top of the adjacent levee at the intersection of Fillmore Street and 66<sup>th</sup> Avenue to its connection on Pierce Street, pending approval from CVWD to utilize this access road for the trail alignment. The project area encompasses both the potential trail alignment along the CVWD levee access road and the area along 66<sup>th</sup> Avenue and Pierce Street in the event that the trail cannot be placed adjacent to the canal. Similarly, the project area extends along Middleton Street, south of Harrison Street in the event the sidewalk is extended along this area to provide additional access to this commercial and residential area.

The proposed multi-function trail is a paved asphalt 10-foot-wide path situated primarily within road

right of way with a minimum 5-foot buffer from the adjacent travel lanes. The proposed concrete sidewalk will be 5-foot-wide with adjacent street-side curb constructed at the edge of the existing travel lane (Appendix A: Figure 3: Project Features).

Several crossings will be required at intersecting streets and driveways along the multi-function trail route. All crossings will be at-grade and controlled in accordance with existing traffic control measures, unless specific safety concerns dictate otherwise. Although the preferred multi-function trail route is planned along the inside of the overall street loop to minimize arterial street crossings, it is anticipated that the alignment may shift outside the loop in places. Any street crossings will be at-grade and appropriate traffic control will be installed.

Multiple channel or stream crossings will be required for the multi-function trail to traverse existing irrigation channels and drainage paths. Whether by bridge, culvert extensions or low water crossings, hydraulic impact to the existing facilities will be minimized. Bridges and other elevated crossings will be light-duty and will avoid the use of piers within waterways.

Drainage improvements will be designed to maintain current drainage schemes. The current drainage is typically comprised of half-street cross fall runoff which will be collected between the roadway and the trail and conveyed past the trail via culverts or at-grade crossings. No regional drainage facilities are anticipated to be impacted and no significant new drainage facilities are expected to be constructed.

Most of the multi-function trail alignment along Harrison Street, Pierce Street, and 74<sup>th</sup> Avenue will require earth fill to raise the trails to elevations appropriate for public use. The alignment along 66<sup>th</sup> Avenue likely will require less fill material but is not anticipated to require significant soil removal. It is expected that the project will require a net import of soil material.

Relocation and/or modification of existing utilities may be required at various locations throughout the project, including Imperial Irrigation District (IID) electric facilities, Coachella Valley Water District (CVWD) water and sanitary sewer facilities, CVWD/United States Bureau of Reclamation (USBR) irrigation facilities, CVWD/Caltrans drainage facilities, Frontier Communications telephone facilities and Charter Communications cable facilities. In areas where existing pole line alignments are in close proximity to street rights of way, minor street alignment shifts may be necessary to avoid major pole line relocations.

## **1.2 REGULATORY SETTING**

Farmland impacts are demonstrated by identifying farmlands within the project area based on soil type classifications mapped by the Natural Resource Conservation Service (NRCS), which does not account for the current use or planned zoning, identifying direct and indirect impacts to these mapped soils as a result of the project, calculating the relative value of the farmland and the farmland adjacent to the corridor, and verifying these potential impacts with the NRCS.

## **1.3 FARMLAND IMPACTS**

To identify Prime and Unique Farmland within the project area, a NRCS-CPA-106 Form was completed for the project and submitted to the Natural Resource Conservation Service (NRCS) for review, refer to Appendix B.

The project area is approximately 195 acres. Within the project area, the soils mapped are classified by

NRCS as 31.2 acres of prime farmland of statewide importance, 84.4 acres of prime farmland if irrigated, 74.7 acres of prime farmland if irrigated and drained, and 3.5 acres of prime farmland if irrigated and reclaimed of excess salts and sodium. The project area is along the shoulders of existing roads; however, due to the way NRCS classifies soils, this land is still considered potentially prime farmland.

Evaluation of the project impacts was conducted in Part III of the form, which documents the potential impacts as a result of the proposed widening to the adjacent soils mapped as suitable farmland. The total number of acres of suitable soils to be directly converted is 18.1 acres, with an additional 1.7 acres of indirectly converted suitable soils due to the proposed access needed that would result in some land being nonfarmable (Appendix A: Figure 4: Farmland Impacts).

The lands to be converted are along the shoulders of existing roads and are largely unused for agricultural purposes. Lands utilized for agricultural purposes begin outside of the roadway shoulders, with the majority of these lands being unaffected by the proposed project. It is anticipated the project would not convert any parcels currently utilized for agricultural purposes to a non-agricultural use, nor would the project prevent future agricultural use on these parcels as this project is a multi-use trail and sidewalk project. The project anticipates sliver acquisitions along the shoulders of existing roads between the roadway and agricultural use.

Part IV of the form indicates that NRCS has determined that the project area will have impacts to Prime and Unique Farmland, Farmland of Statewide and Local Importance compared to farmland within Riverside County. This evaluation received a relative value of the farmland (Part V) score of 88 points, which is high and indicates that the farmland within the project area has high farmland value.

The corridor assessment portion of the form (Part VI) reflects the general suitability of farmland in the proposed project corridor for protection/preservation. The total site assessment score for the proposed project is moderate (88 points), which indicates that the impacts to farmland located within project corridor needed to be evaluated.

The total points equal to 176, as found in Part VII of the form. This is a combination of the relative value of the farmland and total corridor assessment. The threshold for consideration of avoidance alternatives for impacts for farmlands is a score of 160 or higher. As the score is 176, evaluation of impacts to farmlands or avoidance alternatives is recommended. Figure 5 attached indicates the project area is comprised entirely of prime farmlands, and any project design changes or alternatives would continue to impact prime farmlands. Although the assessment indicates the project does have potential to impact farmlands, avoidance alternatives are not feasible for the project as all lands surrounding the project area are classified as prime farmlands and any realignment or redesign of the trail would continue to be classified as an impact to prime farmlands. Evaluation of the proposed multi-modal trail and sidewalk improvements indicate the proposed project features are not anticipated to adversely impact farmlands.

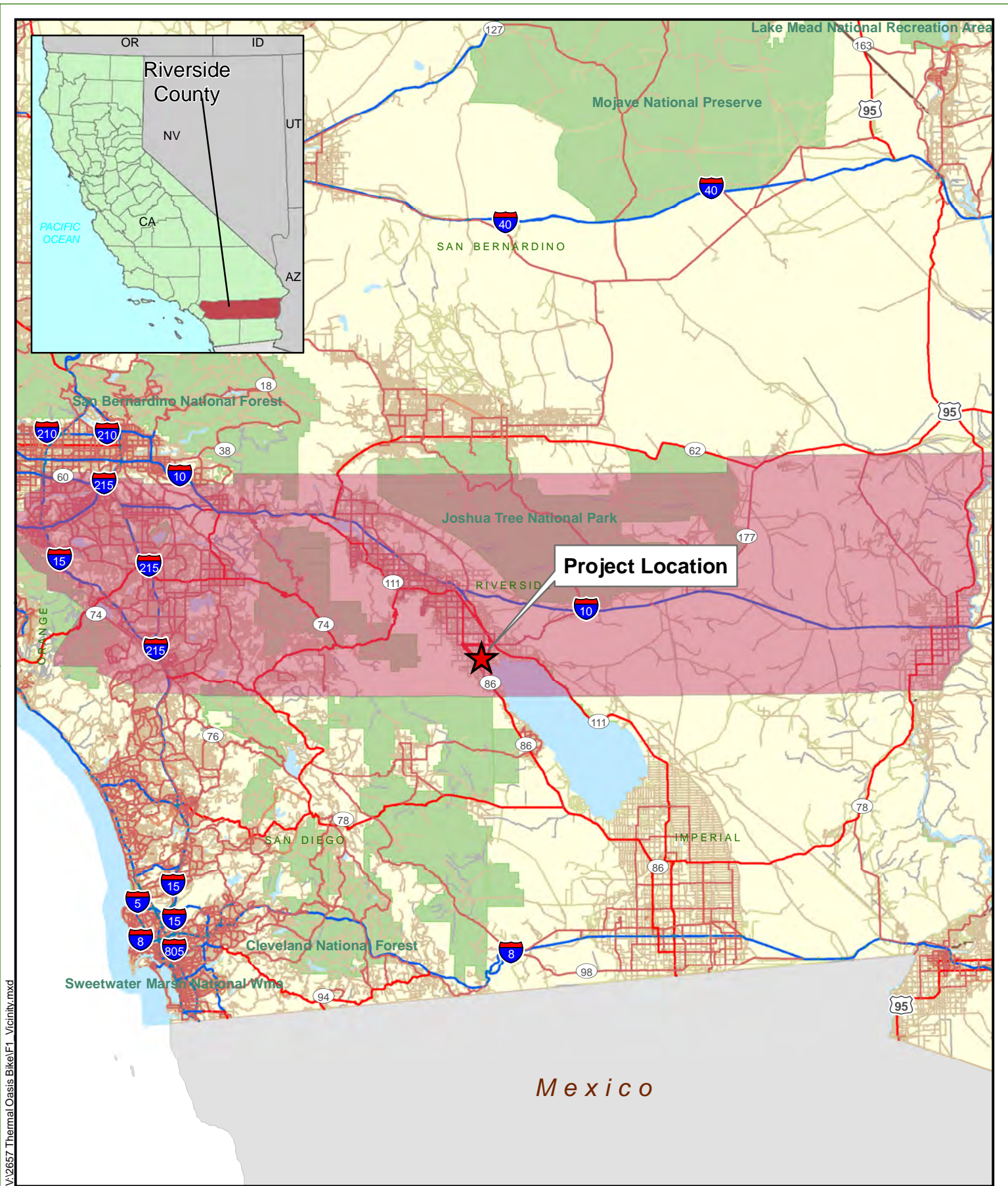
#### **1.4 SUMMARY**

In conclusion, despite the fact that project implementation would result in the direct conversion of 18.1 acres and indirect conversion of 1.7 acres of soils mapped as prime farmland of Statewide and Local Importance, the results of the site assessment indicate that the project is permitted to convert these lands from potential farmland and no avoidance or alternatives analysis is necessary. Based on the results of this assessment, the proposed project would have no substantial effect on farmland or agriculture in the project vicinity.

## **1.5 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

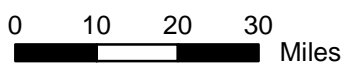
No mitigation measures required.

**Appendix A**  
Figures



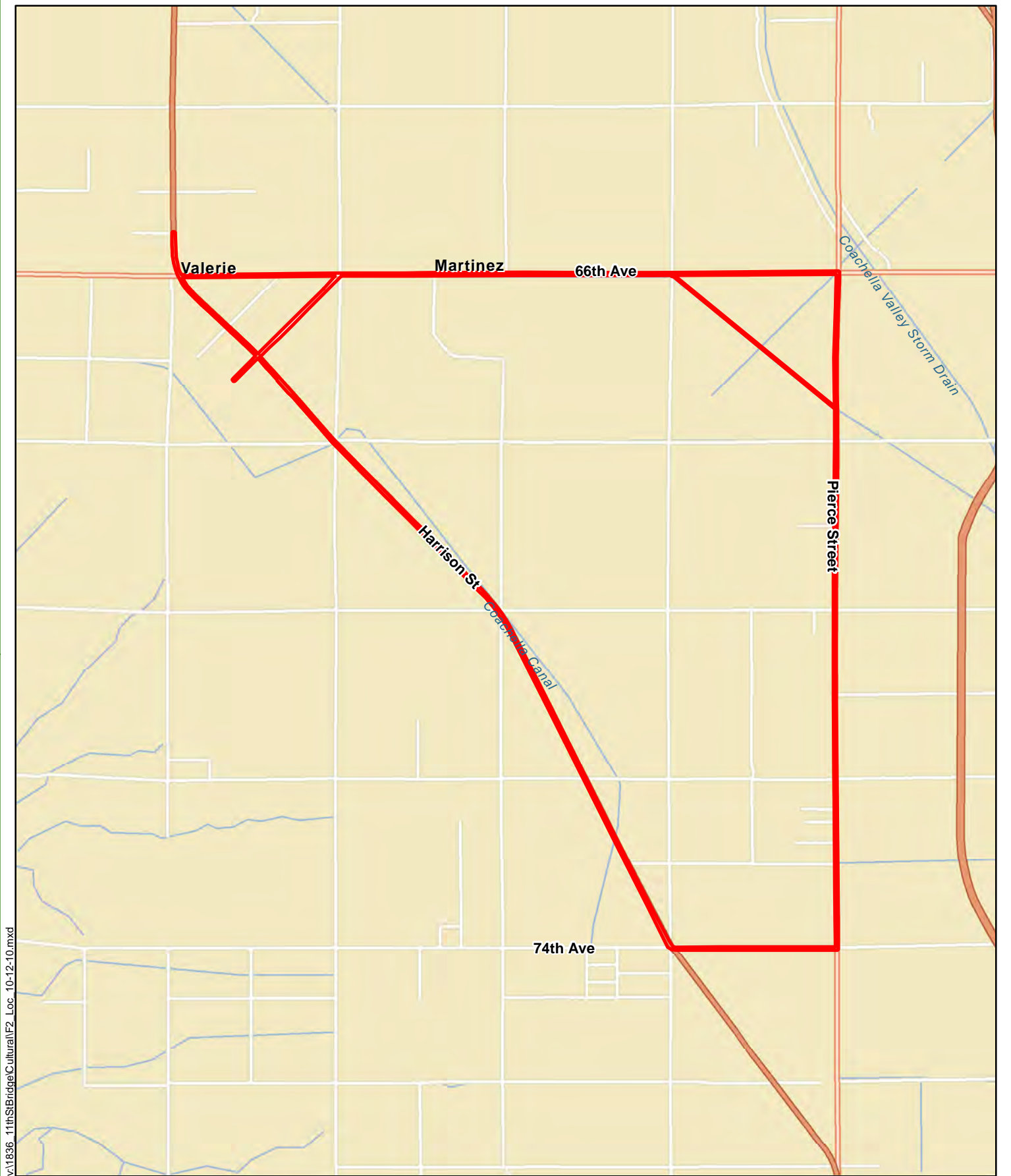
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Source: ESRI 2008; Dokken Engineering 12/14/2020; Created By: ahale



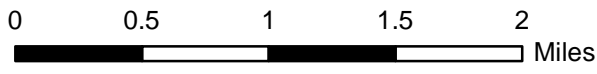
**FIGURE 1**  
**Project Vicinity**

Thermal/Oasis Active Transportation Project  
ATPL-5956 (273)  
Riverside County, California



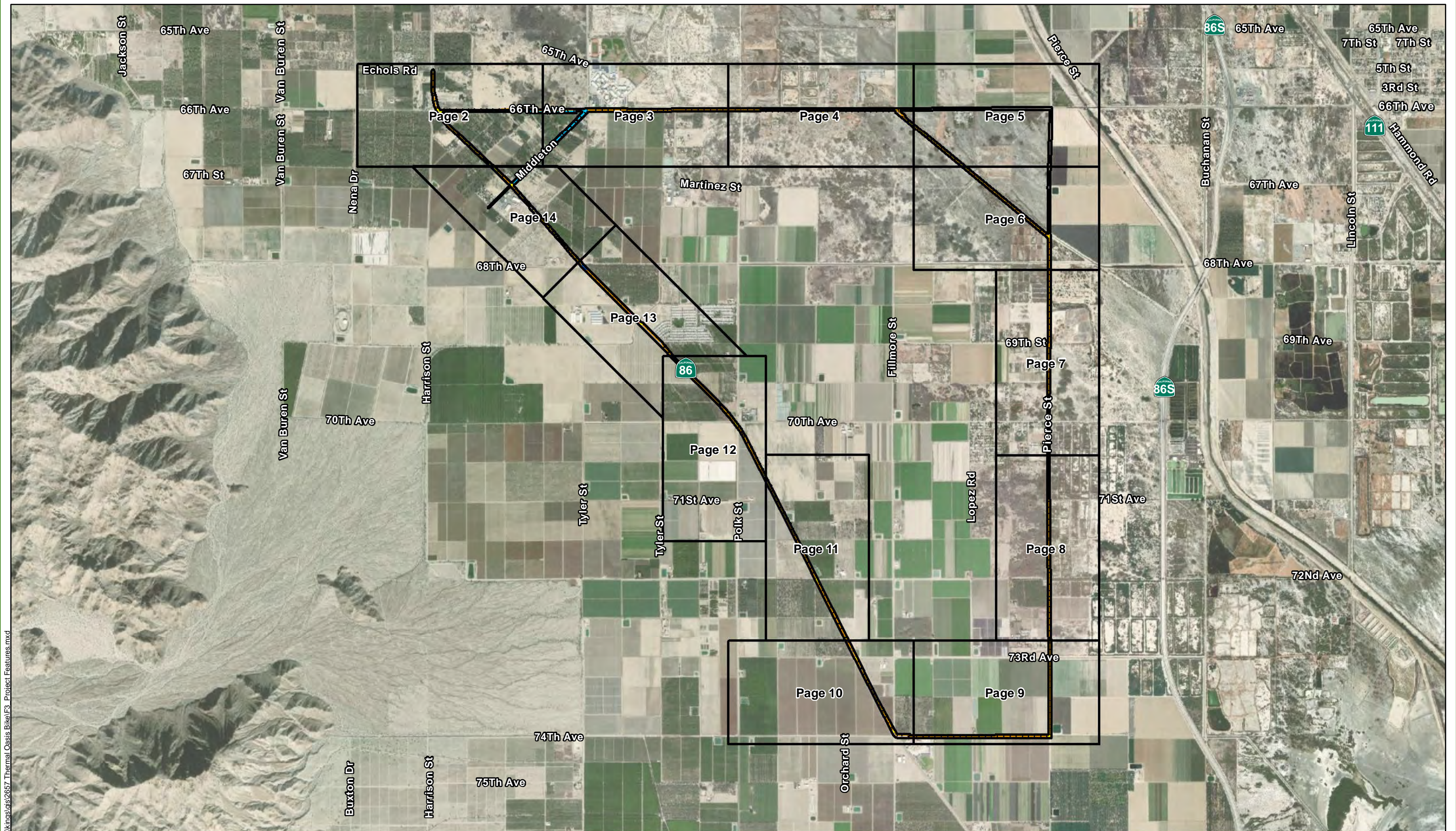
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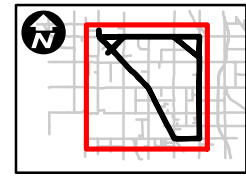
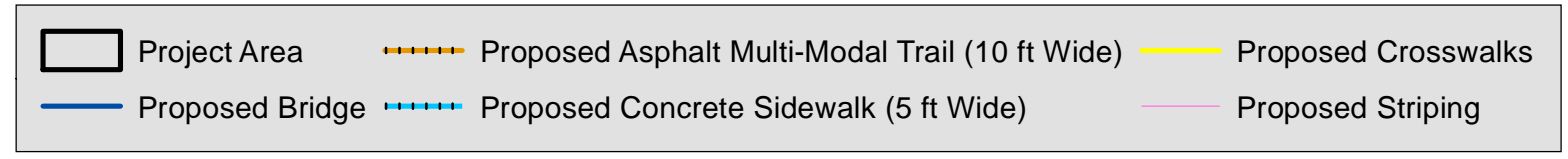
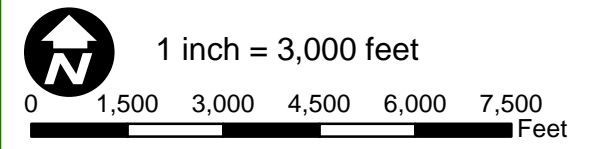
**FIGURE 2**  
**Project Location**

Thermal/Oasis Active Transportation Project  
ATPL-5956 (273)  
Riverside County, California



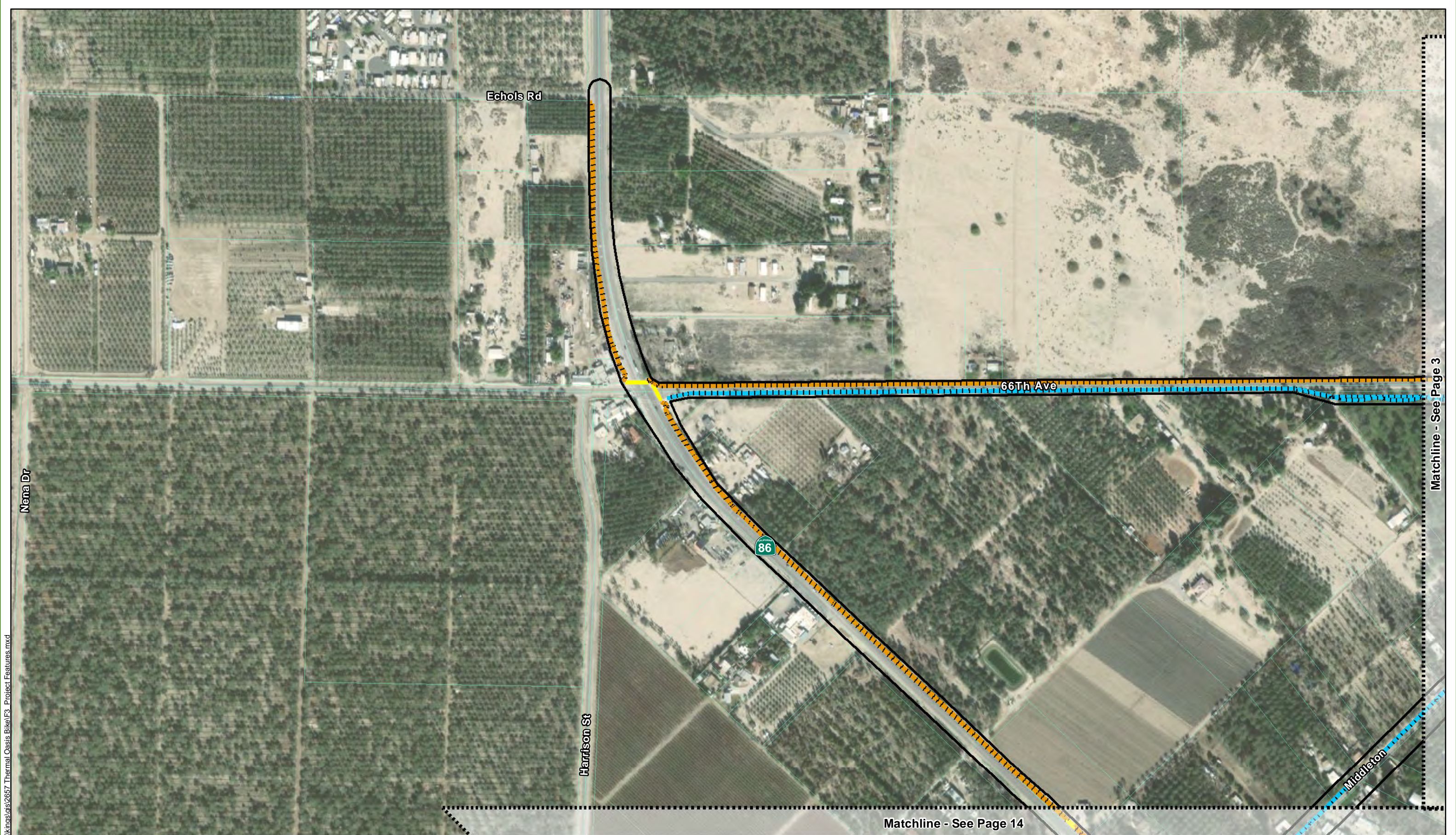
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Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl



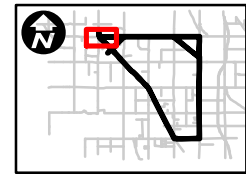
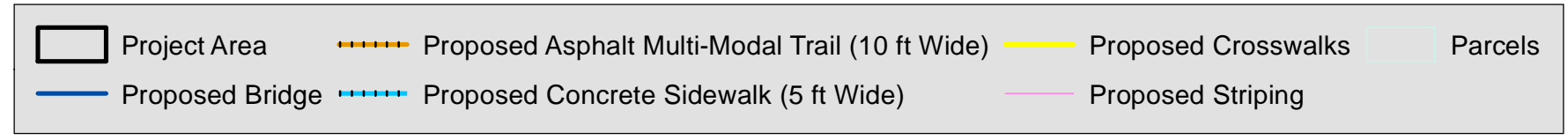
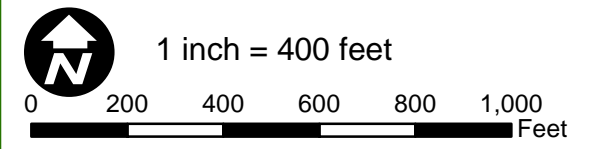
**Figure 3**  
**Page 1 of 14**  
**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California





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Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl



**Figure 3**  
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**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

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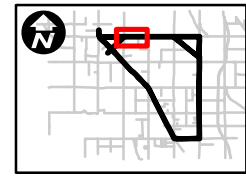
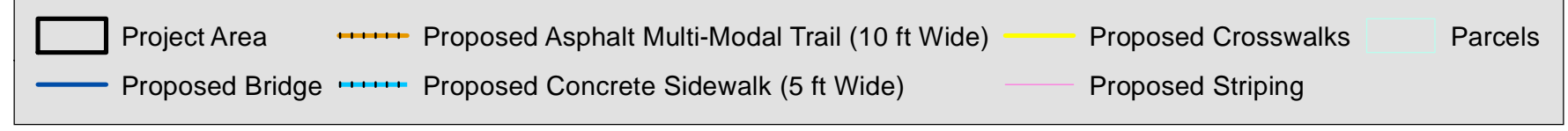
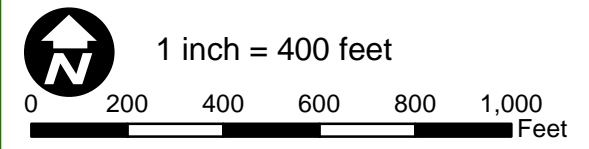


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Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl



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**Project Features**  
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 Riverside County, California

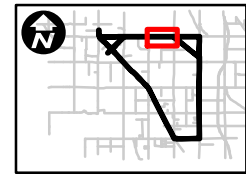
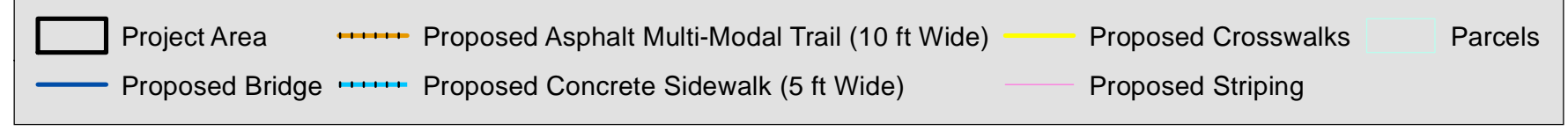
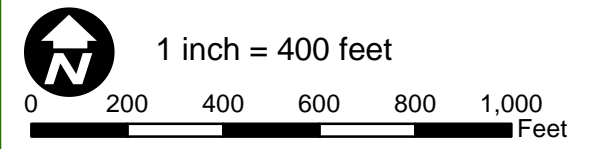


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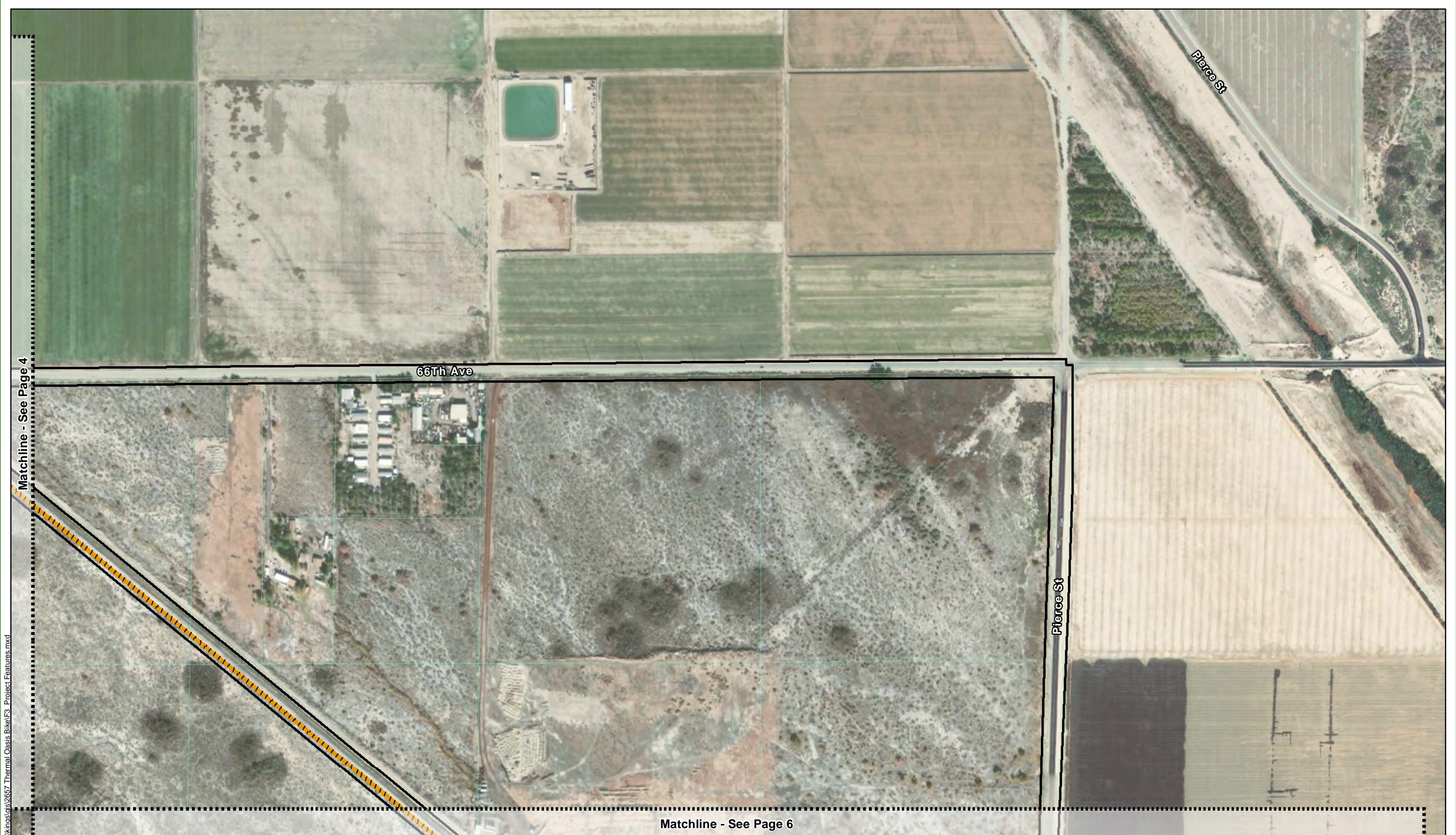
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**Page 4 of 14**  
**Project Features**  
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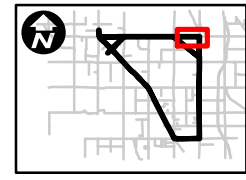
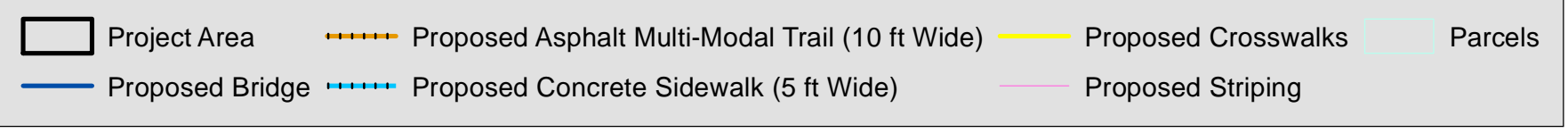
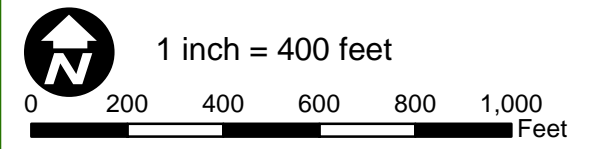


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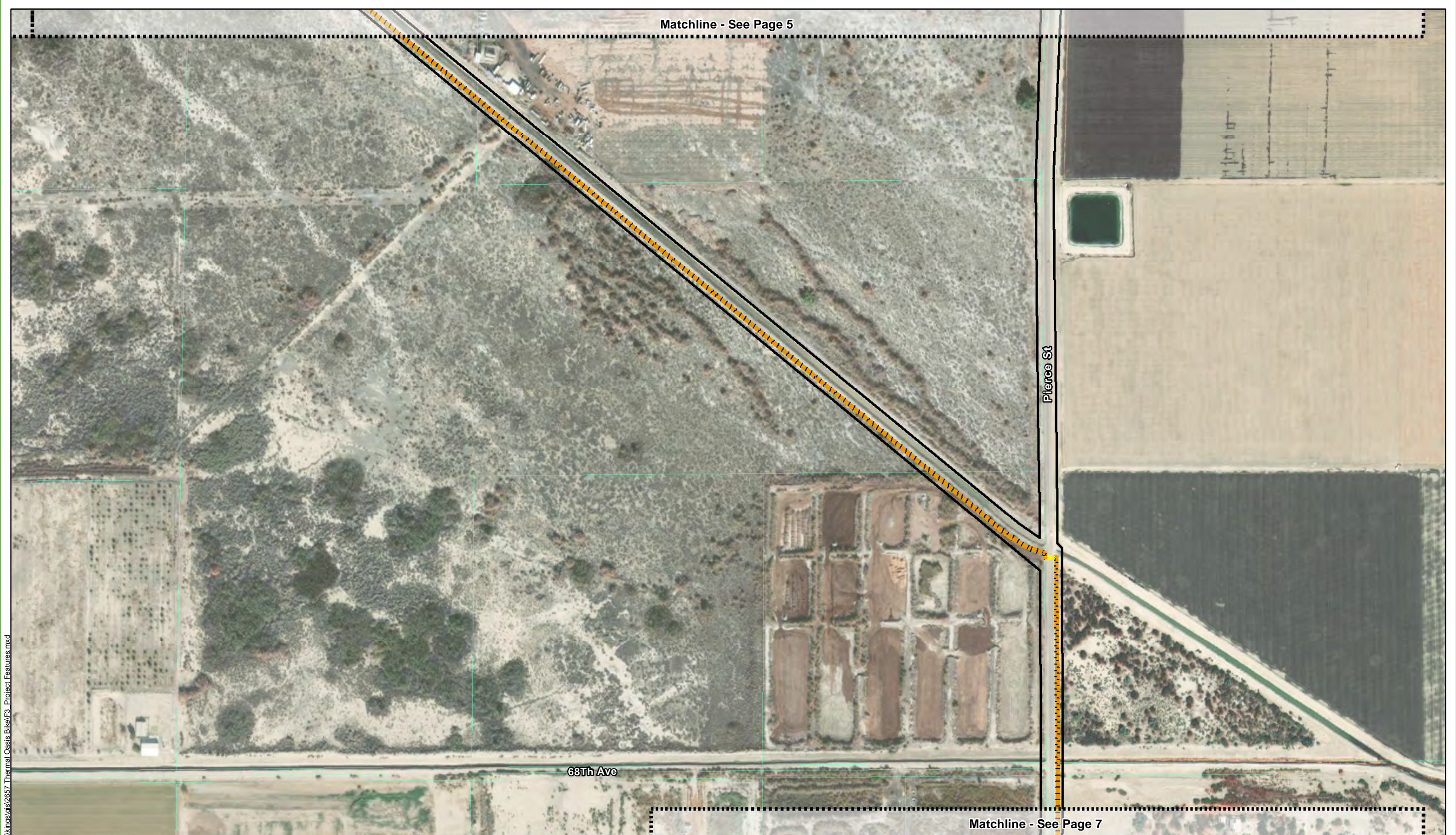
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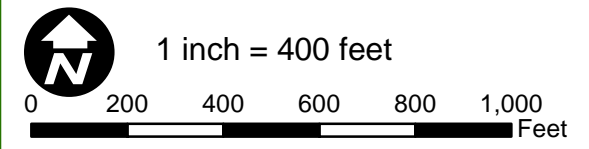


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**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

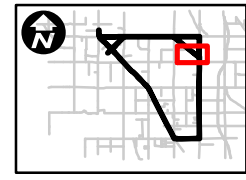


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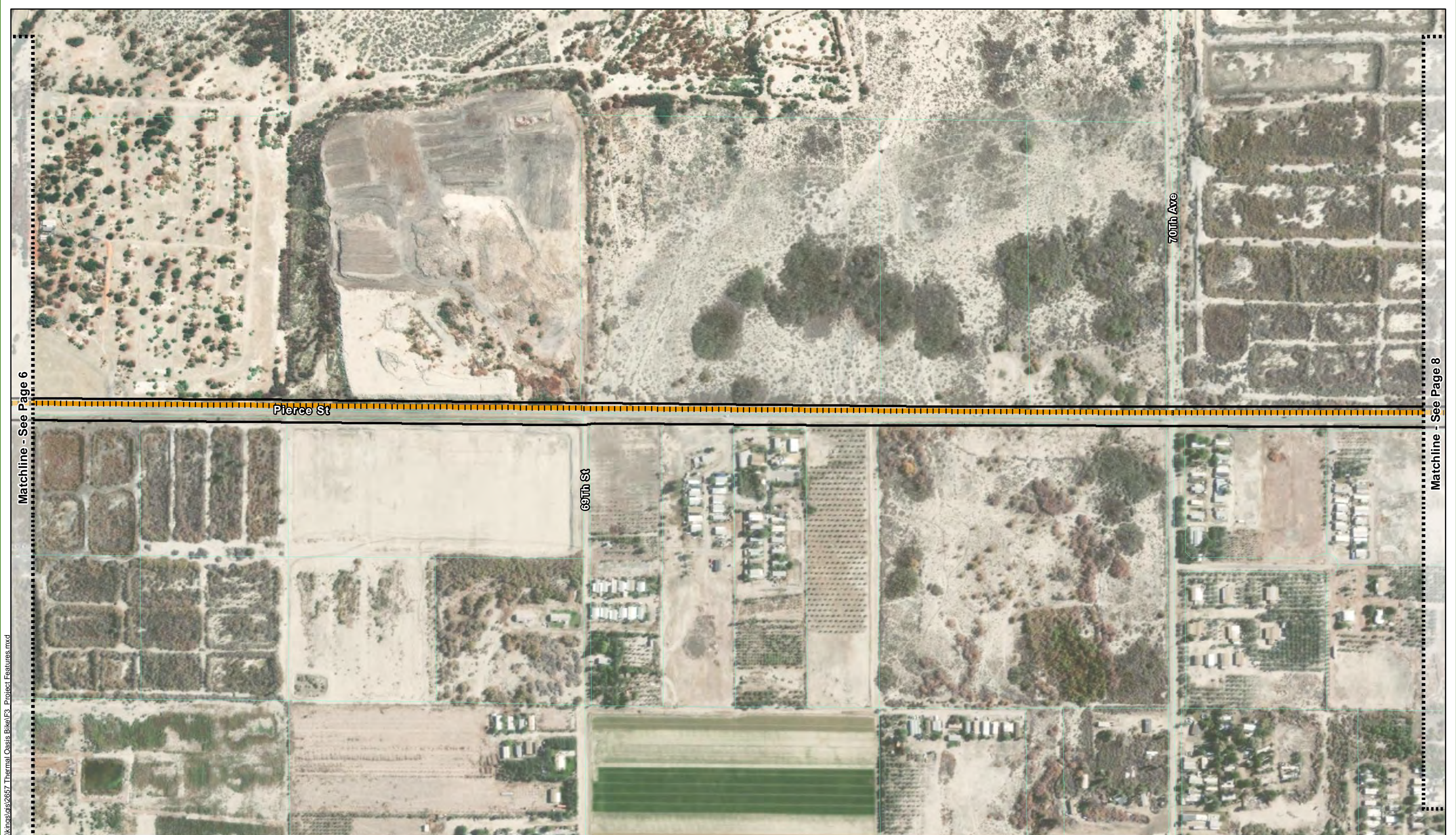
Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl



Project Area	Proposed Asphalt Multi-Modal Trail (10 ft Wide)	Proposed Crosswalks	Parcels
Proposed Bridge	Proposed Concrete Sidewalk (5 ft Wide)	Proposed Striping	



**Figure 3**  
**Page 6 of 14**  
**Project Features**  
 Thermal/Oasis Active Transportation Project  
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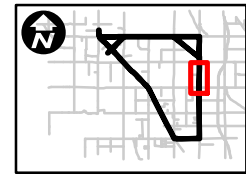
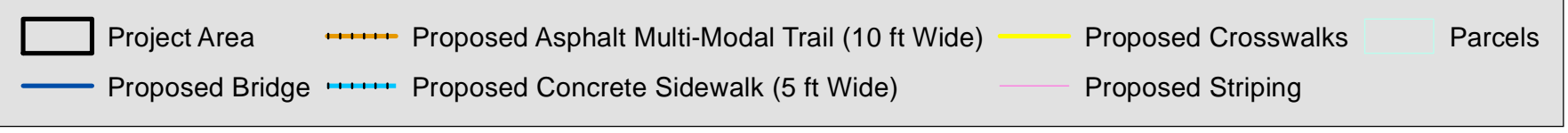
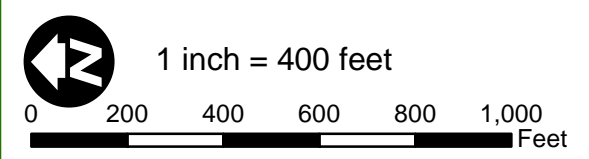


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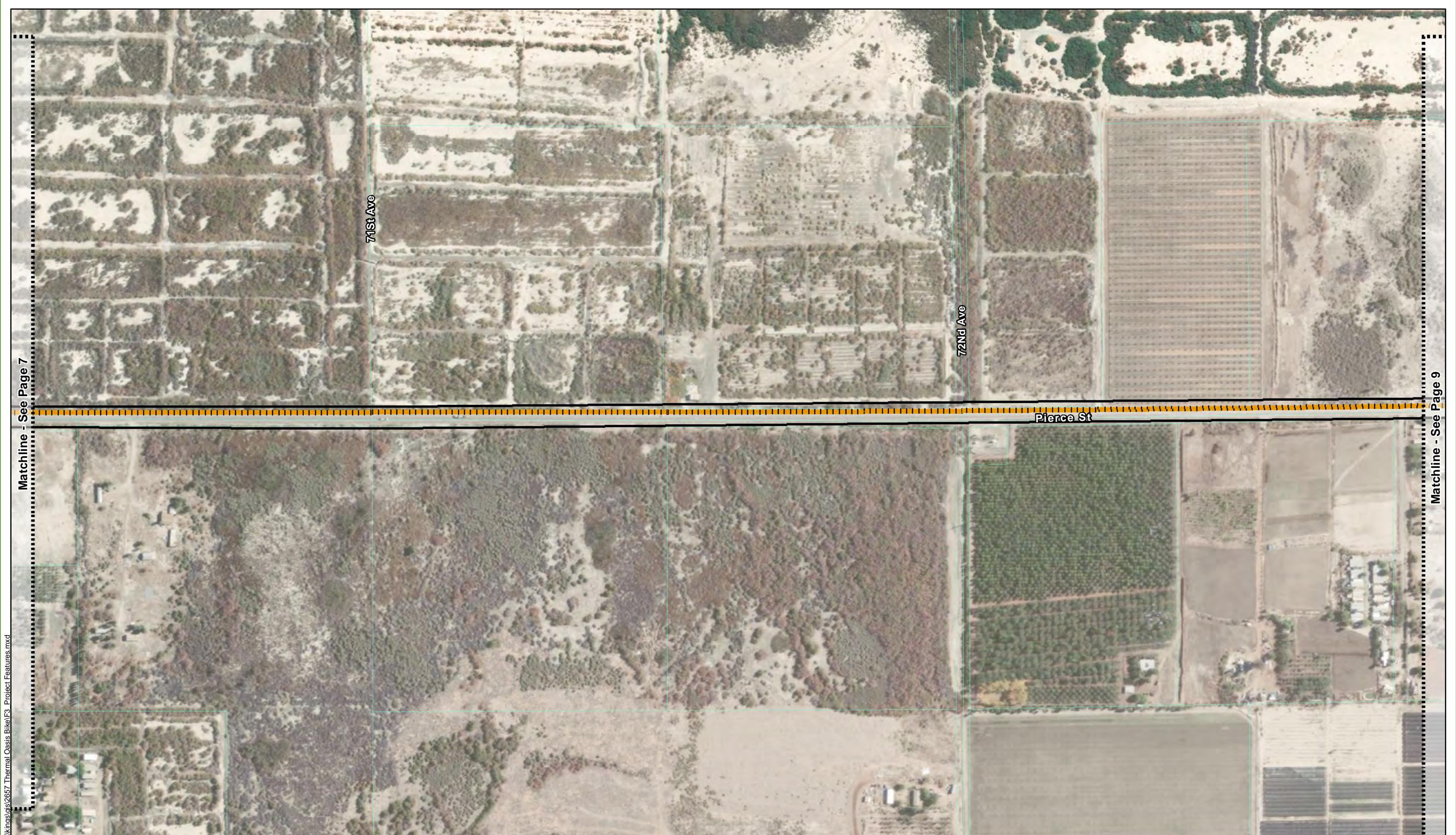
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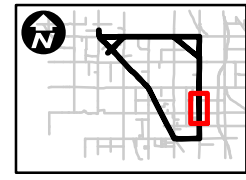
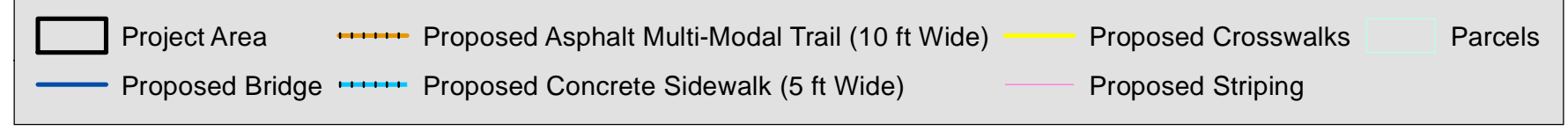
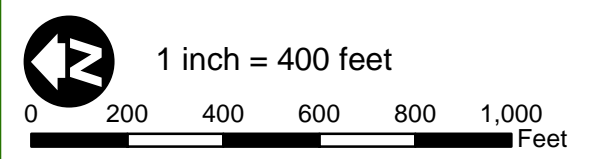


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**Page 7 of 14**  
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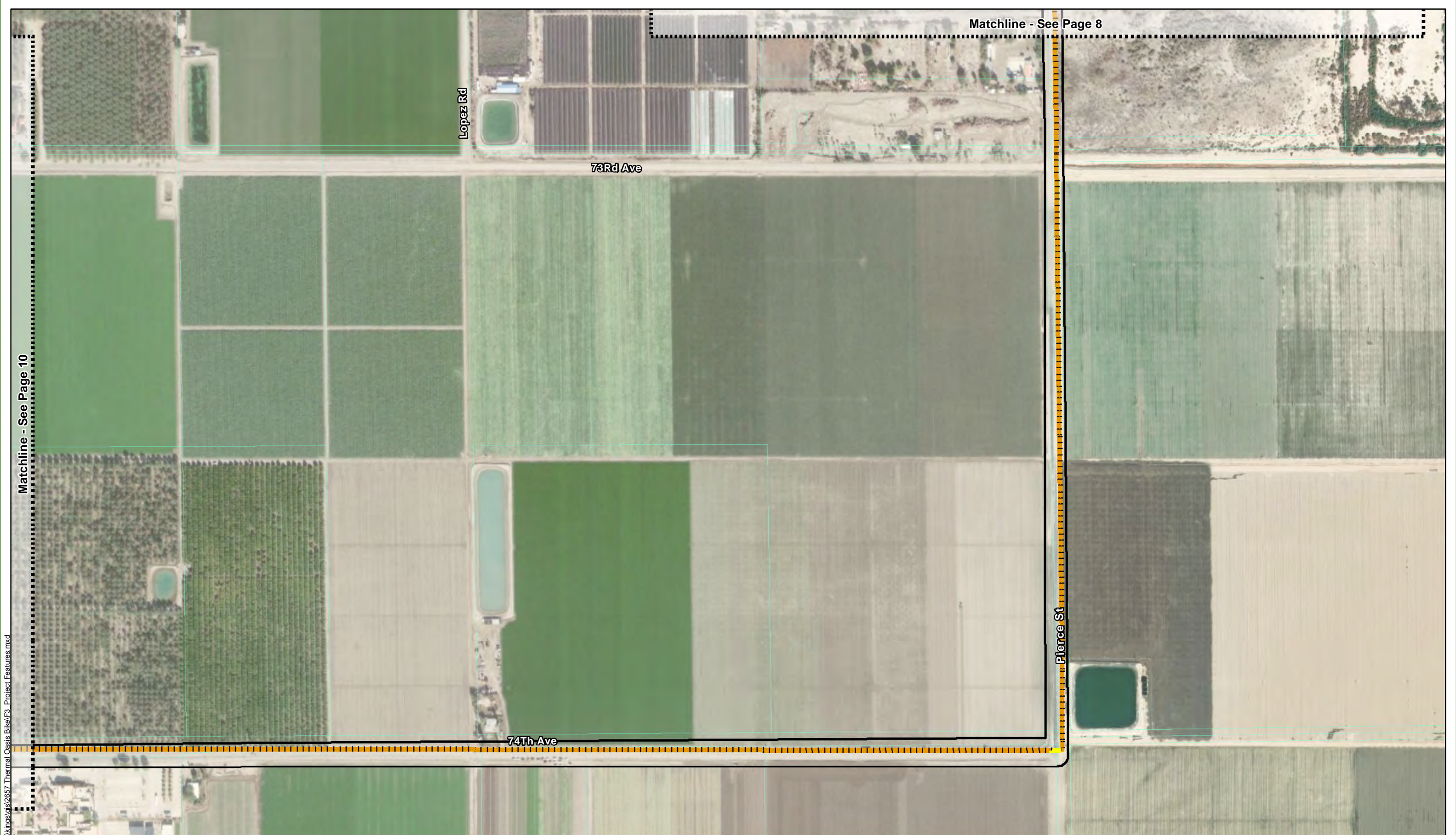


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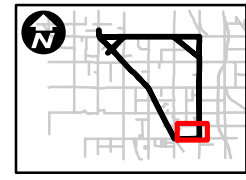
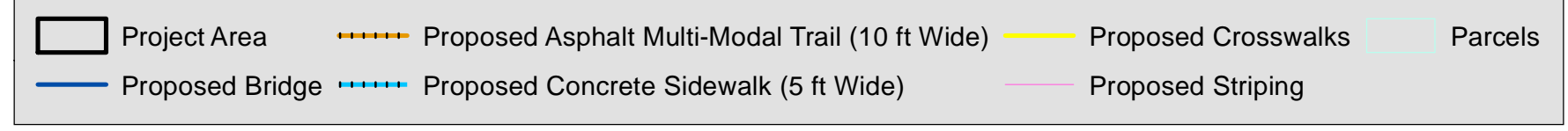
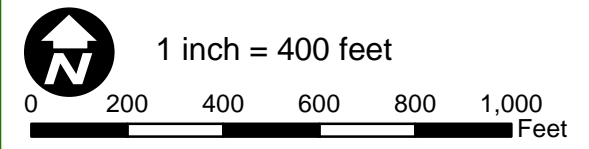


**Figure 3**  
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**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
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**Figure 3**  
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**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
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Matchline - See Page 11

Polk St

73Rd Ave

74Th Ave

Orchard St

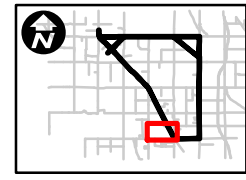
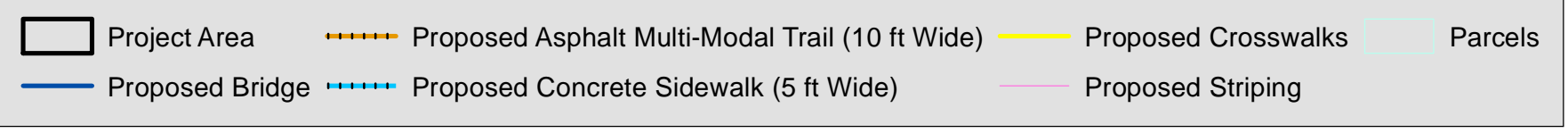
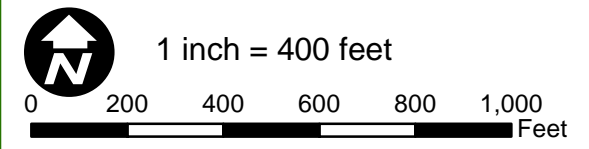
Fillmore St

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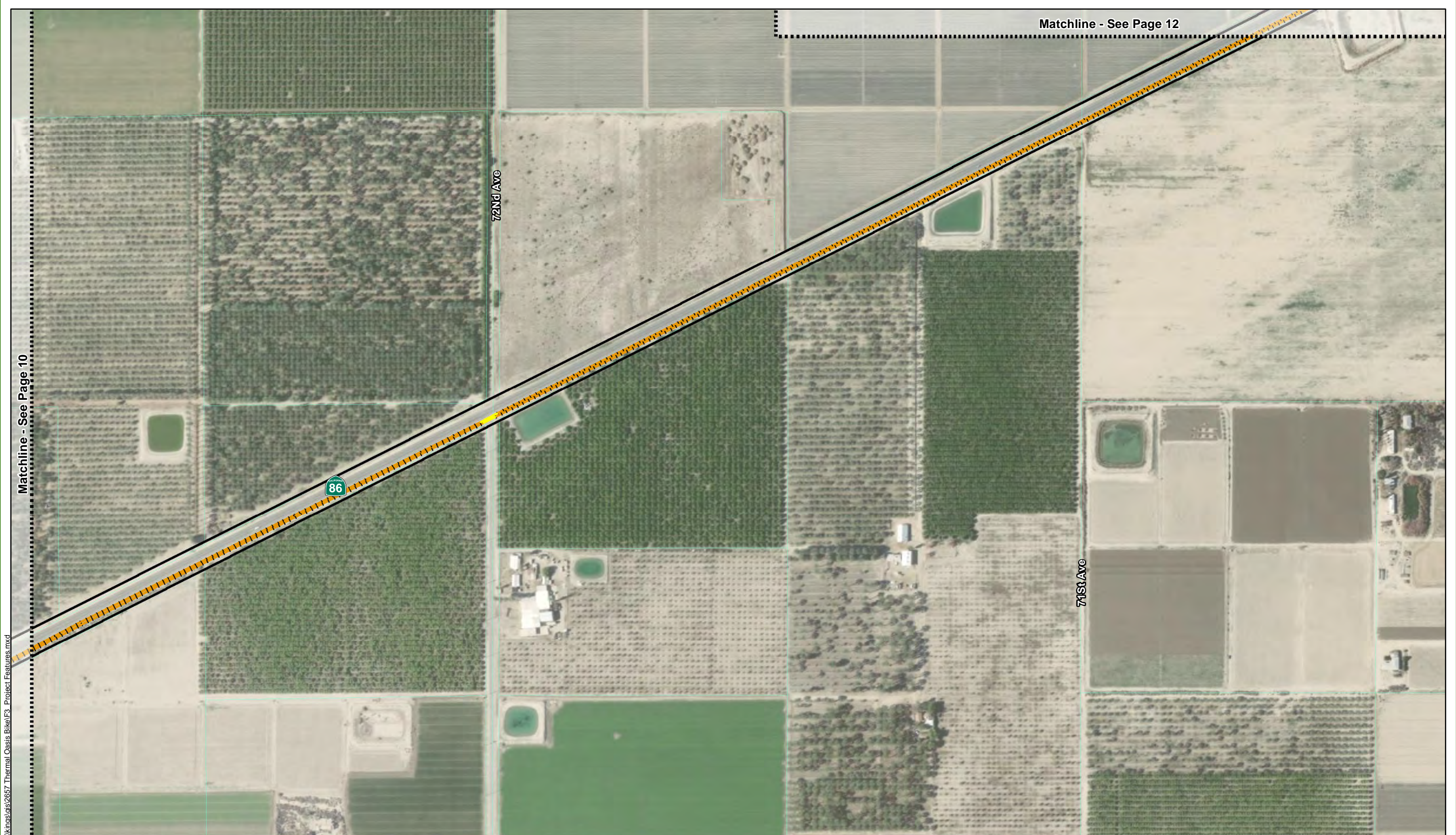
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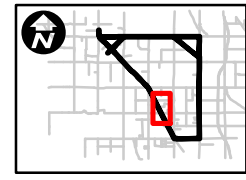
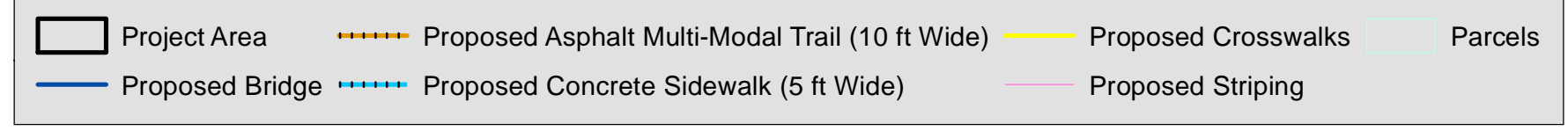
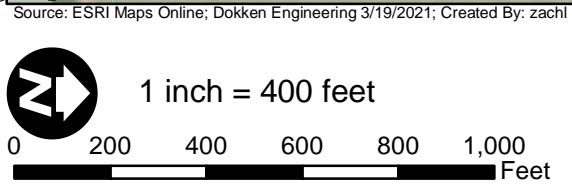
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**Page 10 of 14**  
**Project Features**  
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 Riverside County, California



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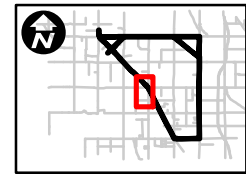
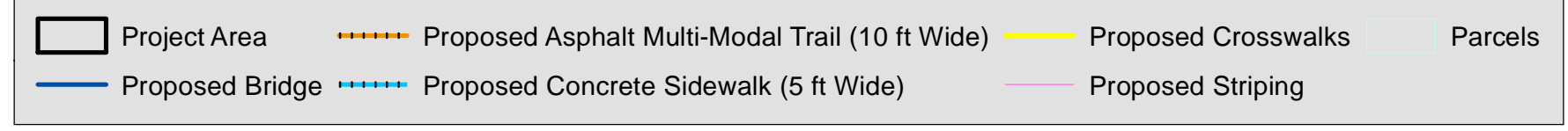
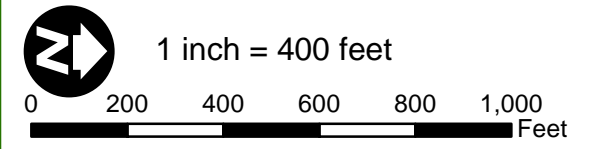


**Figure 3**  
**Page 11 of 14**  
**Project Features**  
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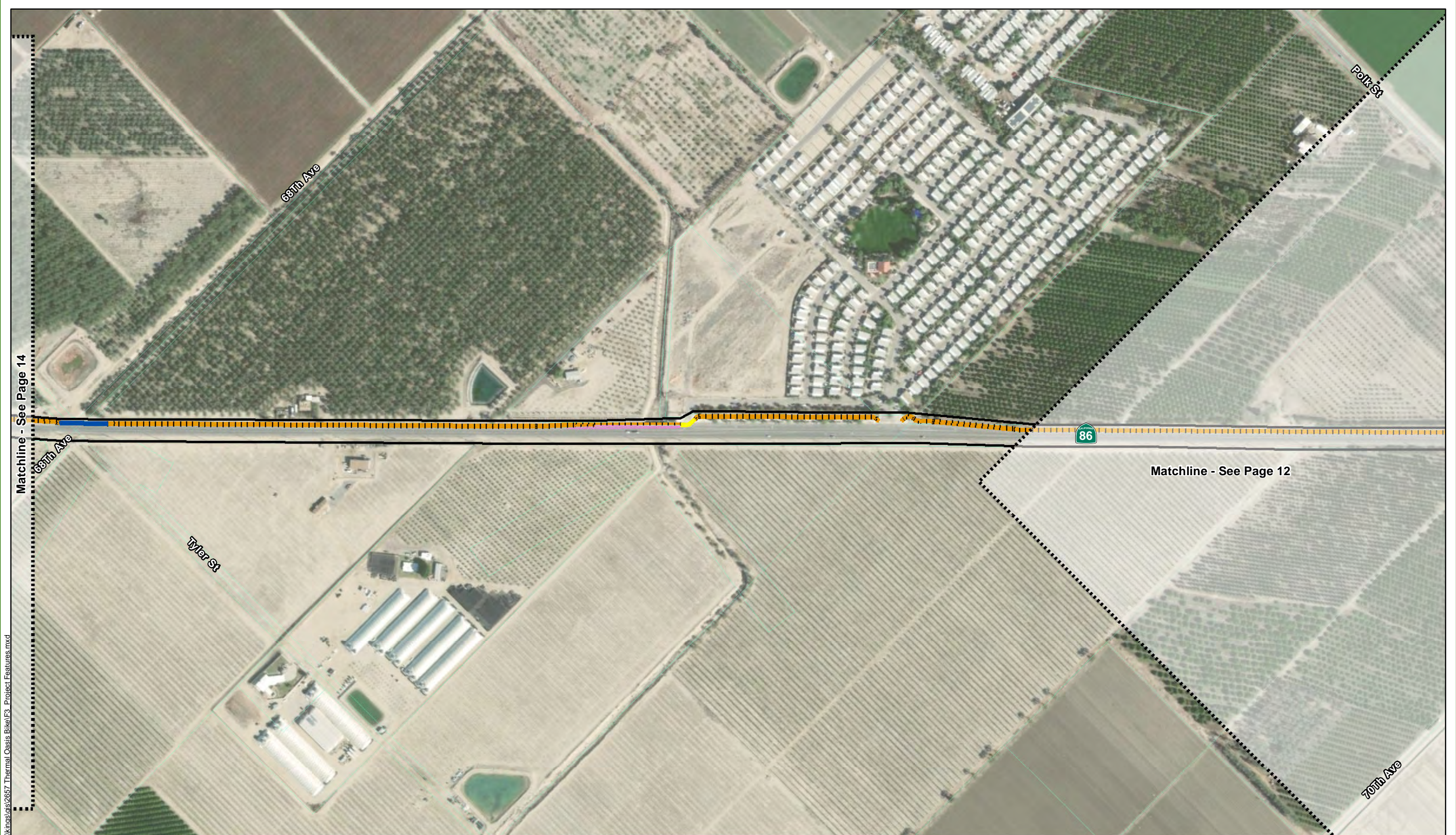


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Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl



**Figure 3**  
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**Project Features**  
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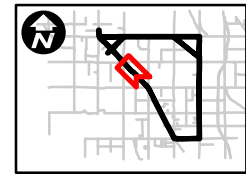
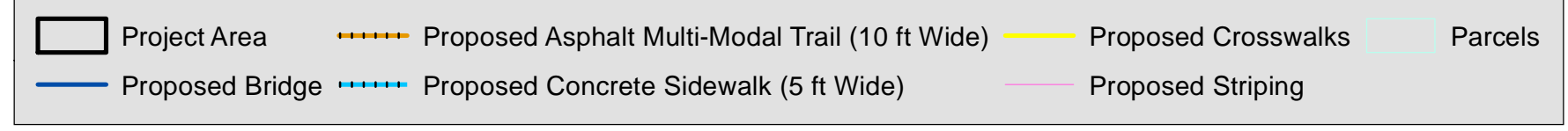
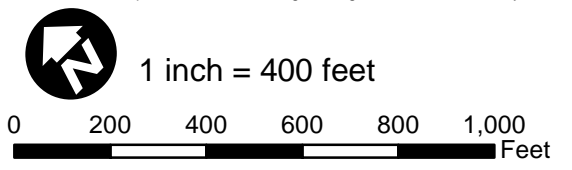


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Matchline - See Page 12

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Source: ESRI Maps Online; Dokken Engineering 3/19/2021; Created By: zachl

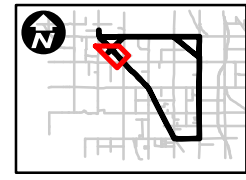
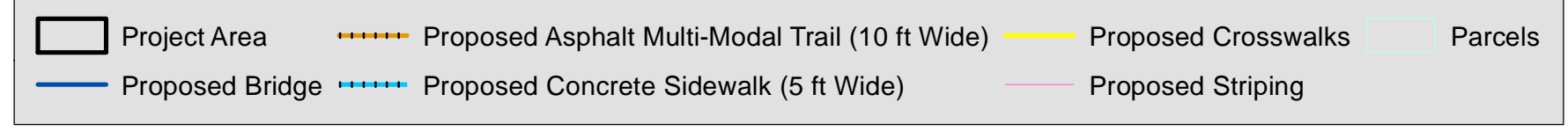
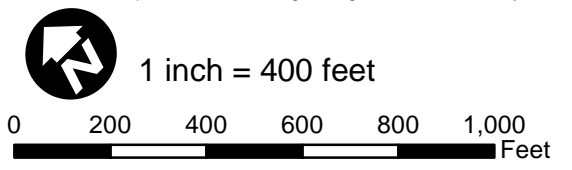


**Figure 3**  
**Page 13 of 14**  
**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

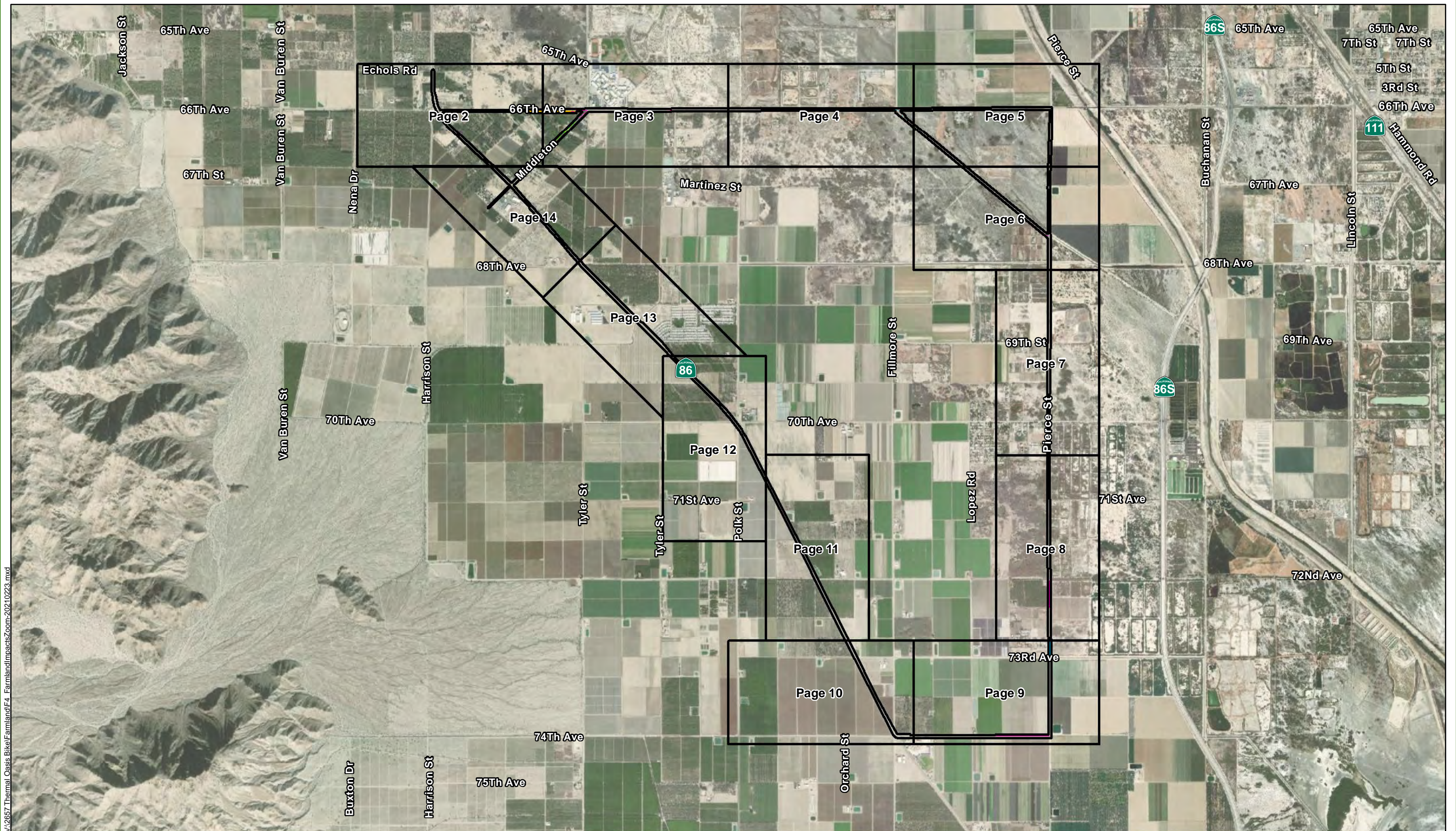


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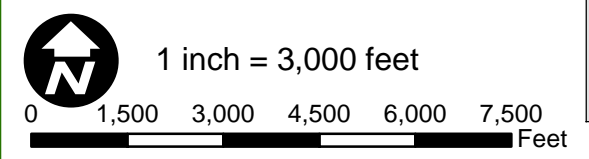








**Figure 3**  
**Page 14 of 14**  
**Project Features**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

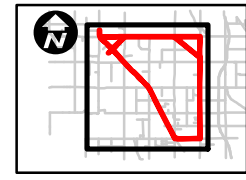


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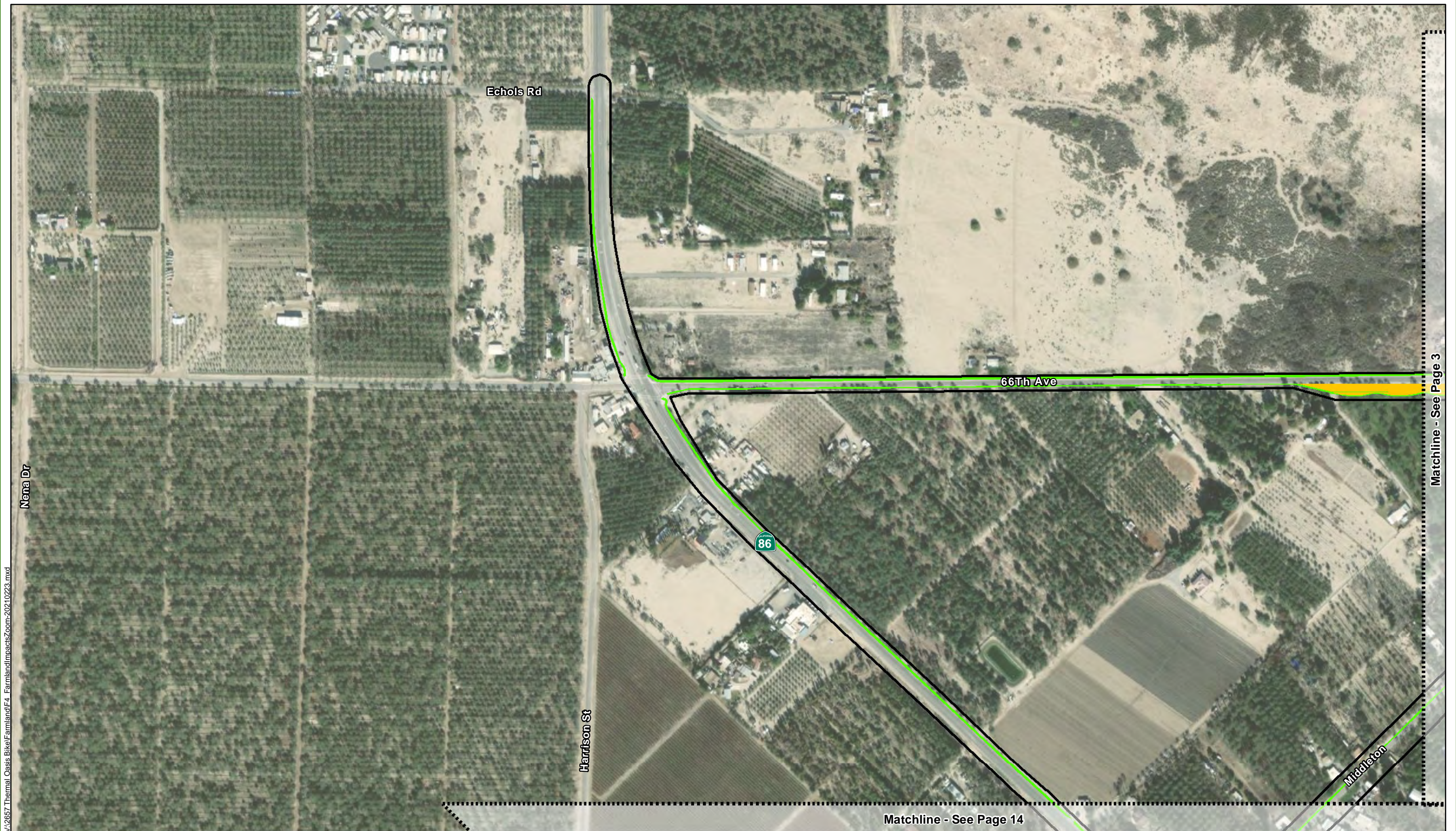
Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



	Project Area		Prime farmland if irrigated (8.57 acres)		Prime farmland if irrigated and reclaimed (0.41 acres)
	Prime farmland of statewide importance (2.76 acres)		Prime farmland if irrigated and drained (6.40 acres)		Indirect Effects to Prime Farmland if Irrigated (1.71 acres)

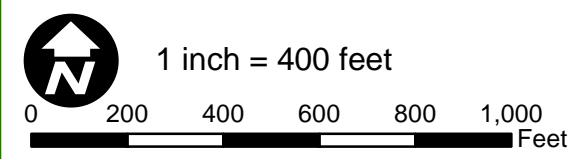


**Figure 4**  
**Page 1 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

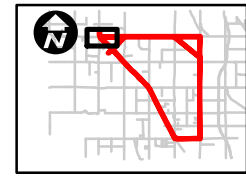


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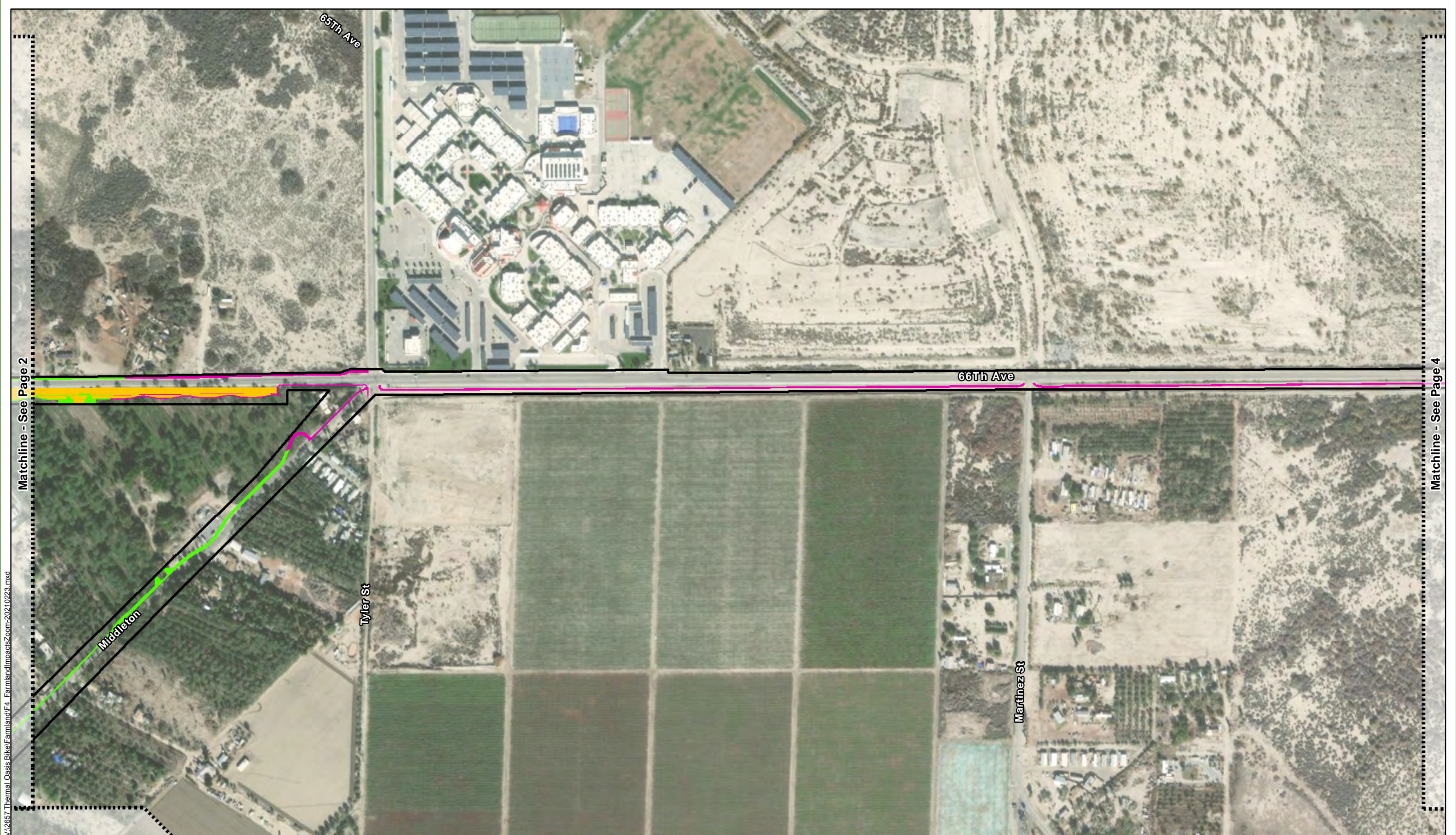
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**Figure 4**  
**Page 2 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

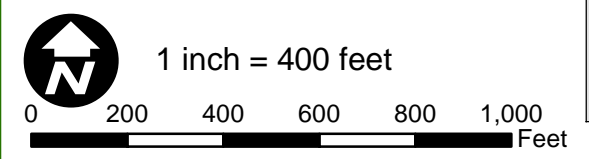
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


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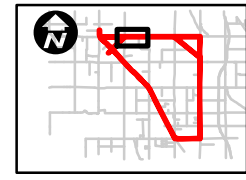


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Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



 Project Area	 Prime farmland if irrigated (8.57 acres)	 Prime farmland if irrigated and reclaimed (0.41 acres)
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**Figure 4**  
**Page 3 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California



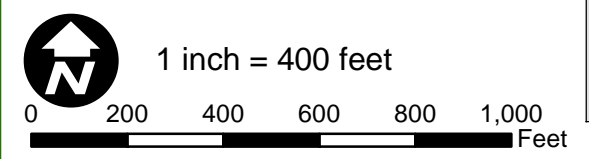


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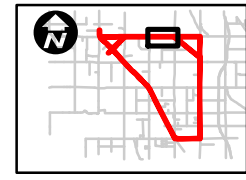
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Matchline - See Page 5

Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



Project Area	Prime farmland if irrigated (8.57 acres)	Prime farmland if irrigated and reclaimed (0.41 acres)
Prime farmland of statewide importance (2.76 acres)	Prime farmland if irrigated and drained (6.40 acres)	Indirect Effects to Prime Farmland if Irrigated (1.71 acres)

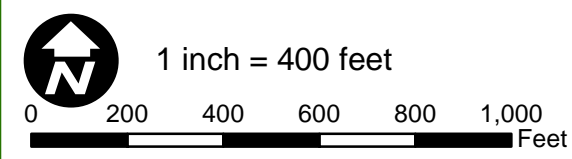


**Figure 4**  
**Page 4 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

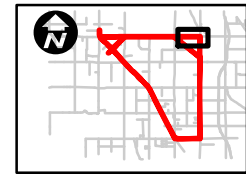


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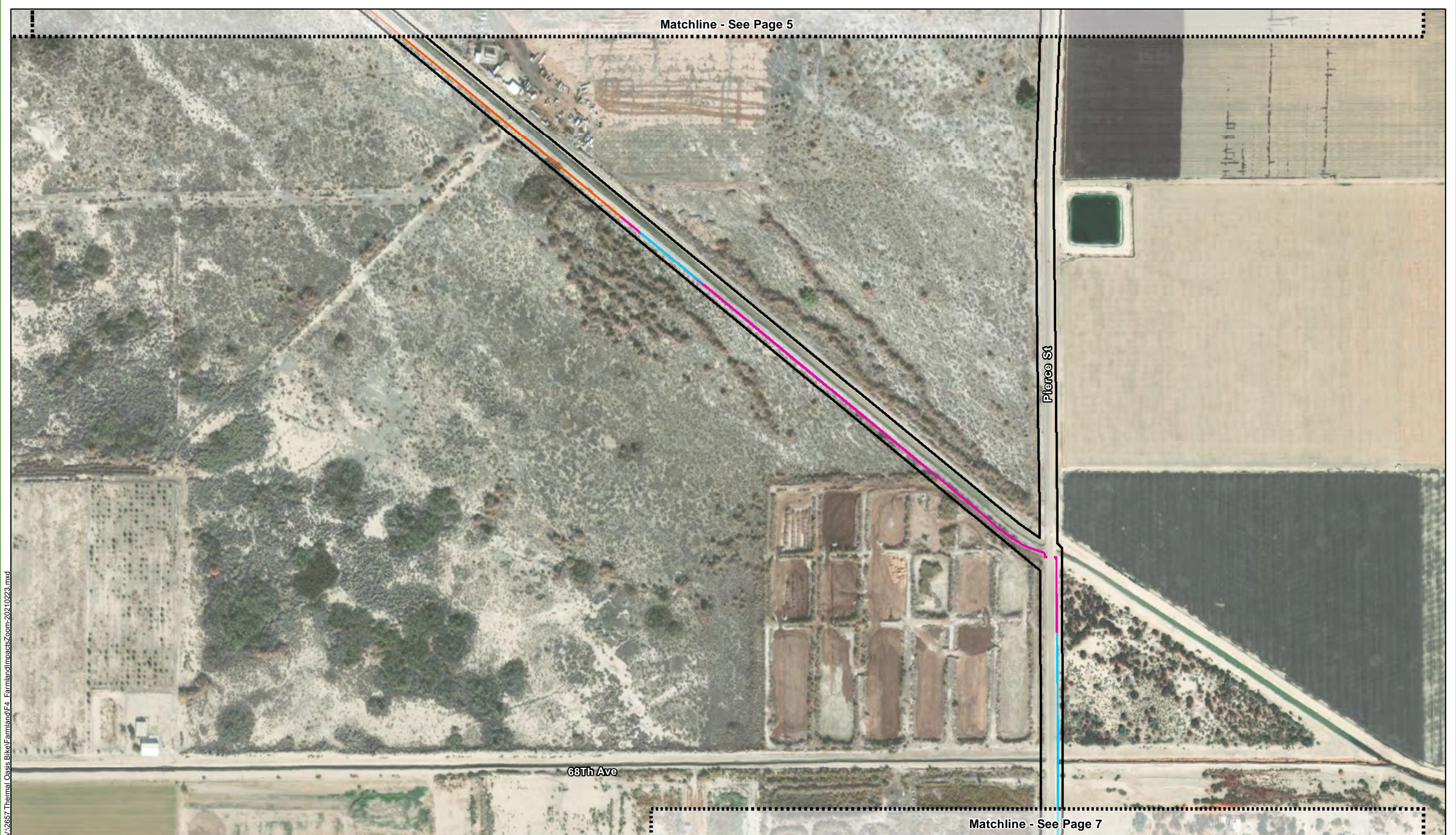
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Project Area	Prime farmland if irrigated (8.57 acres)	Prime farmland if irrigated and reclaimed (0.41 acres)
Prime farmland of statewide importance (2.76 acres)	Prime farmland if irrigated and drained (6.40 acres)	Indirect Effects to Prime Farmland if Irrigated (1.71 acres)



**Figure 4**  
**Page 5 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California



Matchline - See Page 5

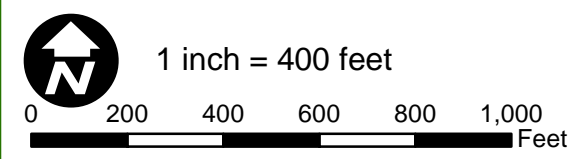
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68th Ave

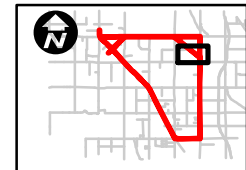
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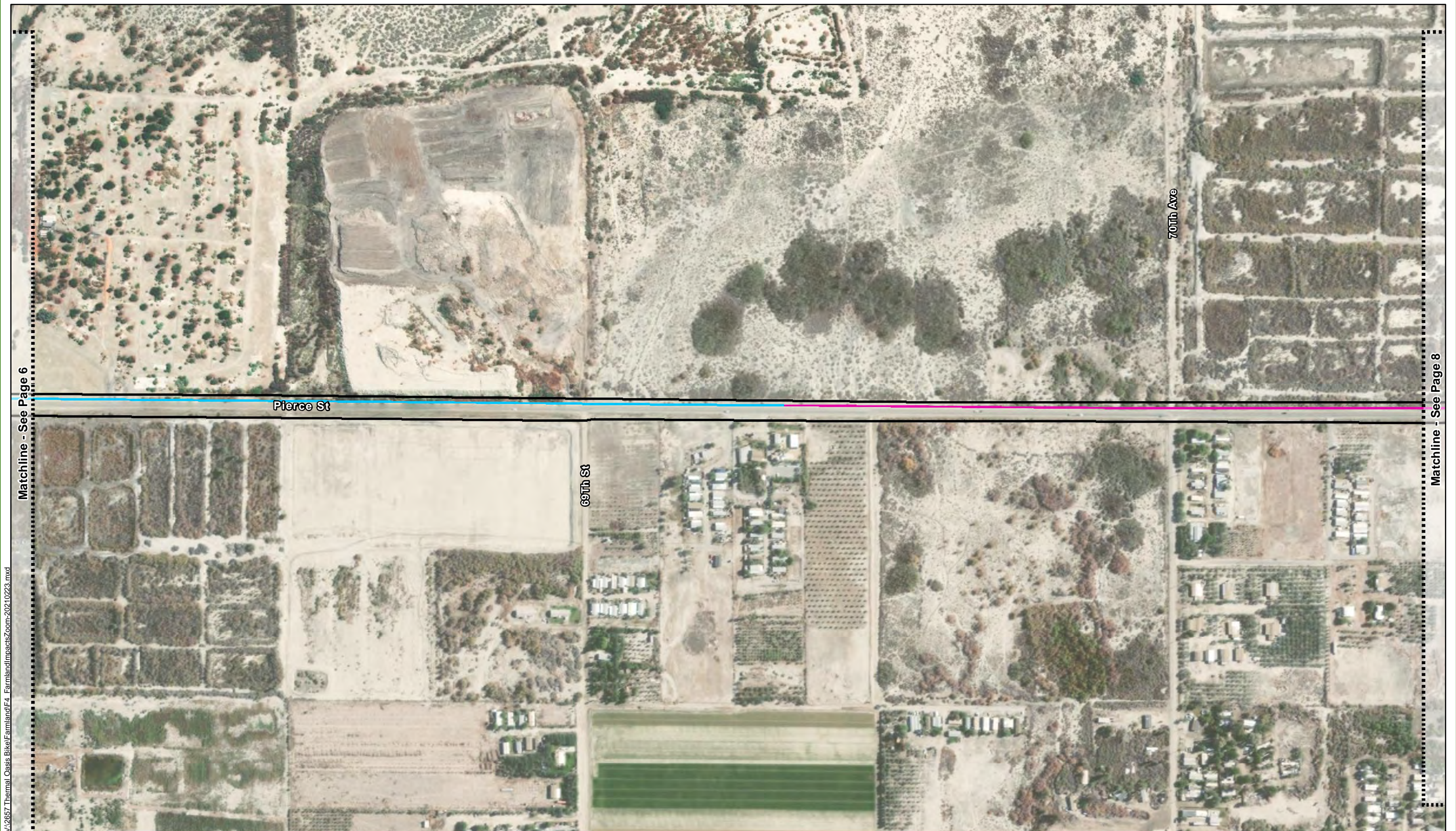
Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



Project Area	Prime farmland if irrigated (8.57 acres)	Prime farmland if irrigated and reclaimed (0.41 acres)
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**Figure 4**  
**Page 6 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California



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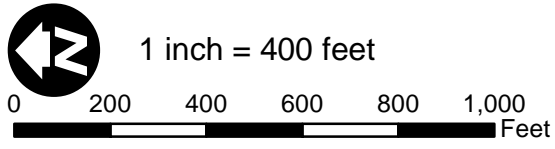
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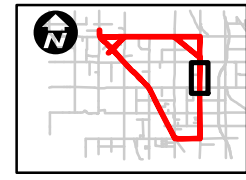
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69th St

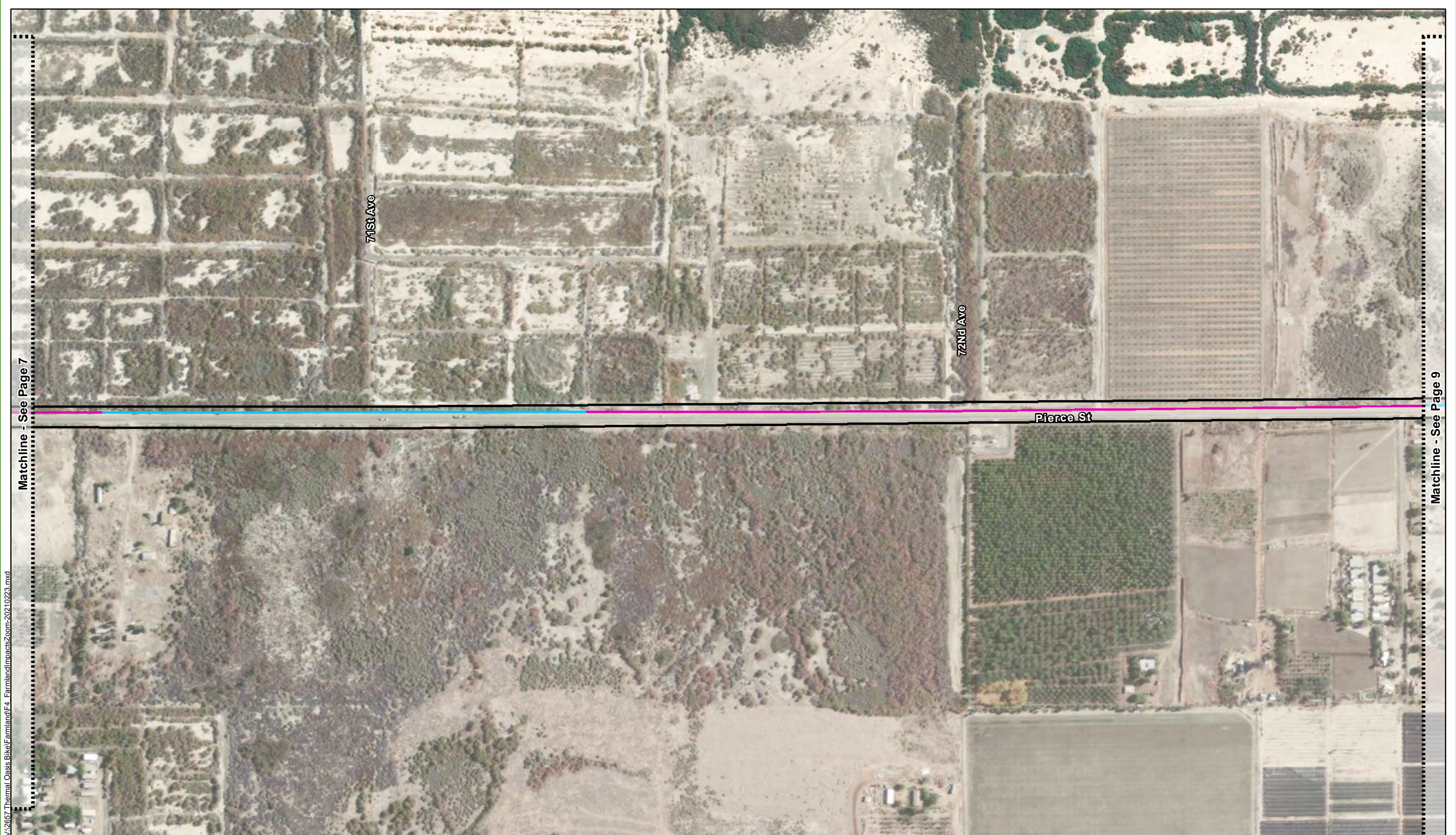
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	Project Area		Prime farmland if irrigated (8.57 acres)		Prime farmland if irrigated and reclaimed (0.41 acres)
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**Figure 4**  
**Page 7 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

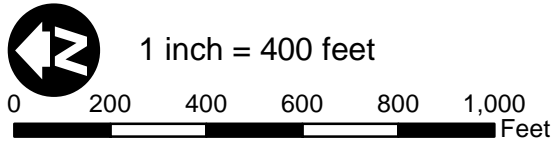








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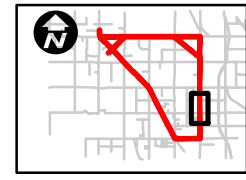
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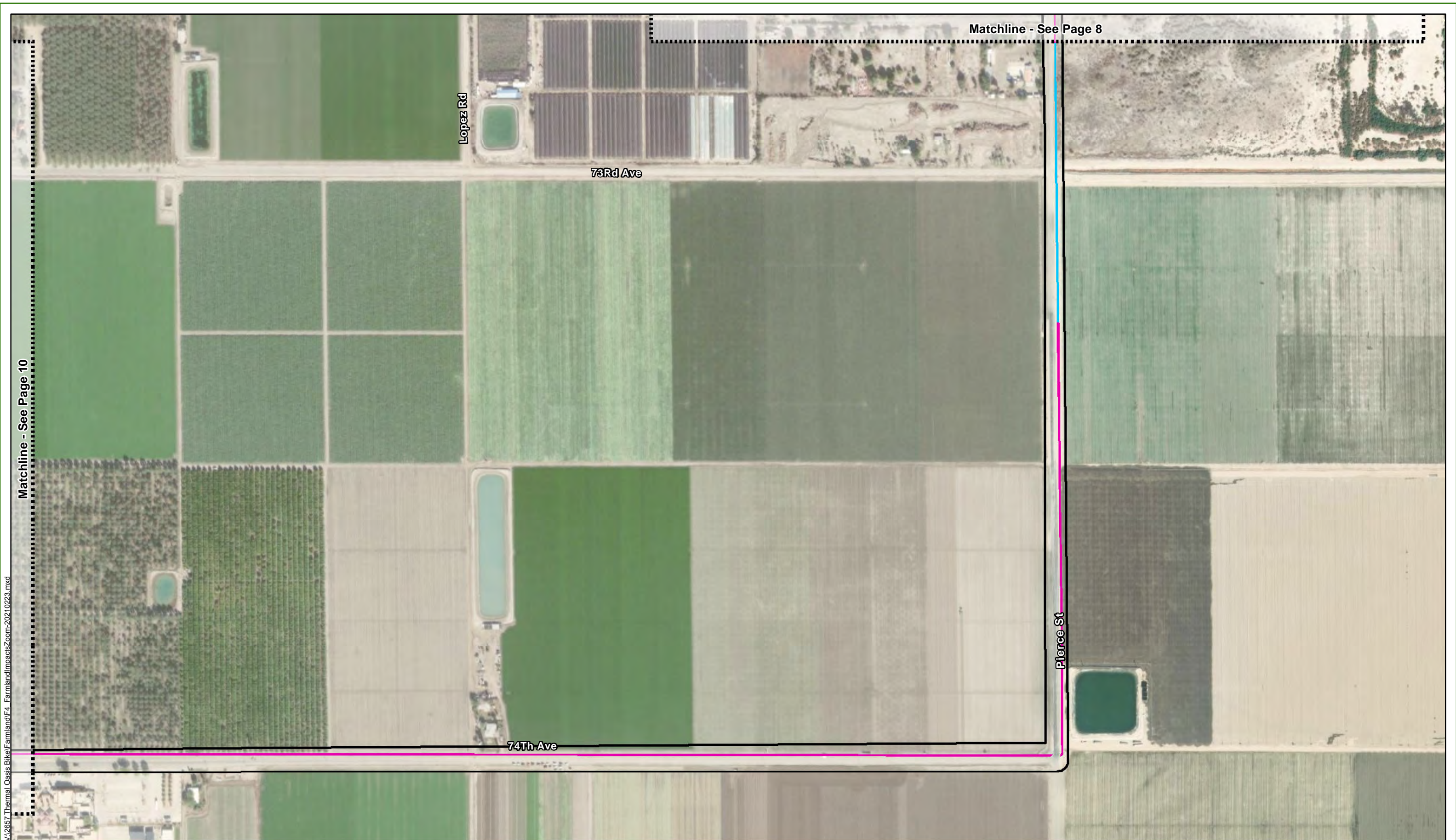
Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



 Project Area	 Prime farmland if irrigated (8.57 acres)	 Prime farmland if irrigated and reclaimed (0.41 acres)
 Prime farmland of statewide importance (2.76 acres)	 Prime farmland if irrigated and drained (6.40 acres)	 Indirect Effects to Prime Farmland if Irrigated (1.71 acres)

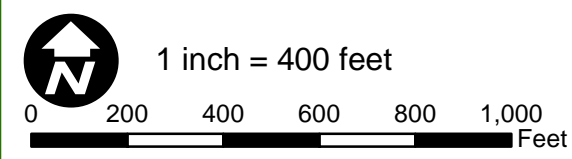


**Figure 4**  
**Page 8 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

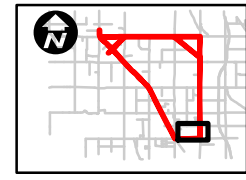


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Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



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**Figure 4**  
**Page 9 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California



Matchline - See Page 11

Polk St

73Rd Ave

74Th Ave

Orchard St

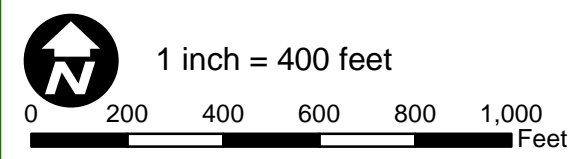
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86

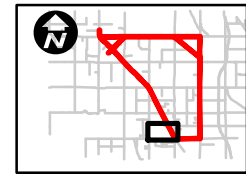
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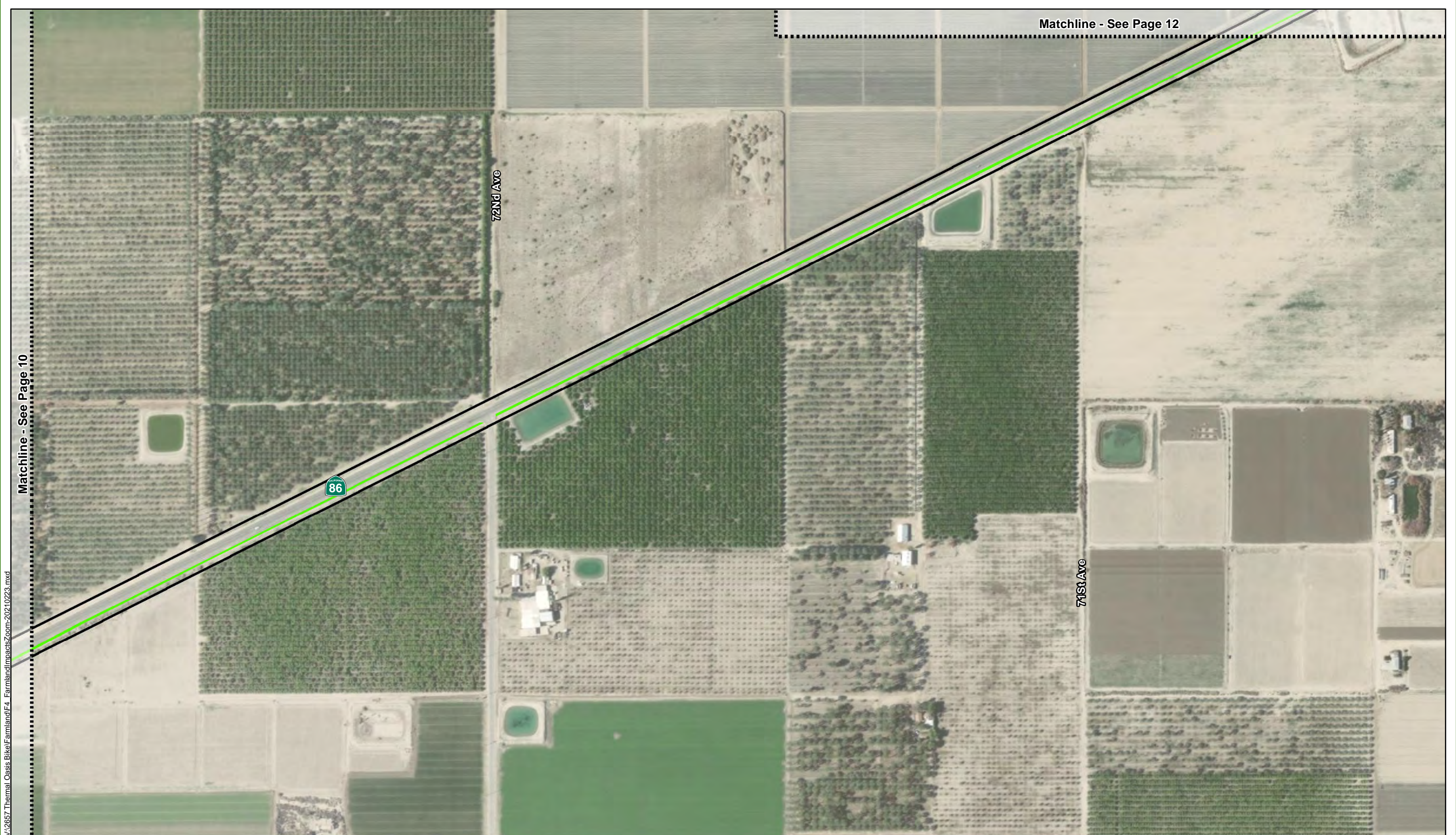
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**Figure 4**  
**Page 10 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

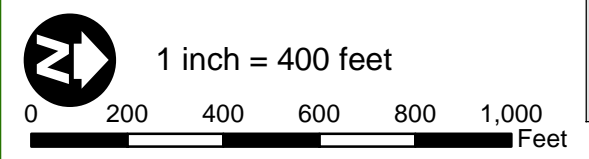


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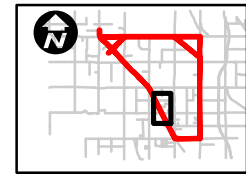
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Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



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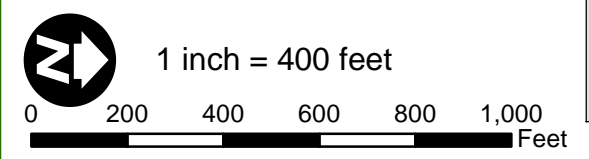
**Figure 4**  
**Page 11 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California









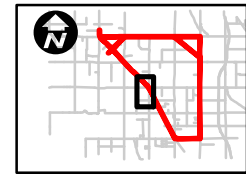


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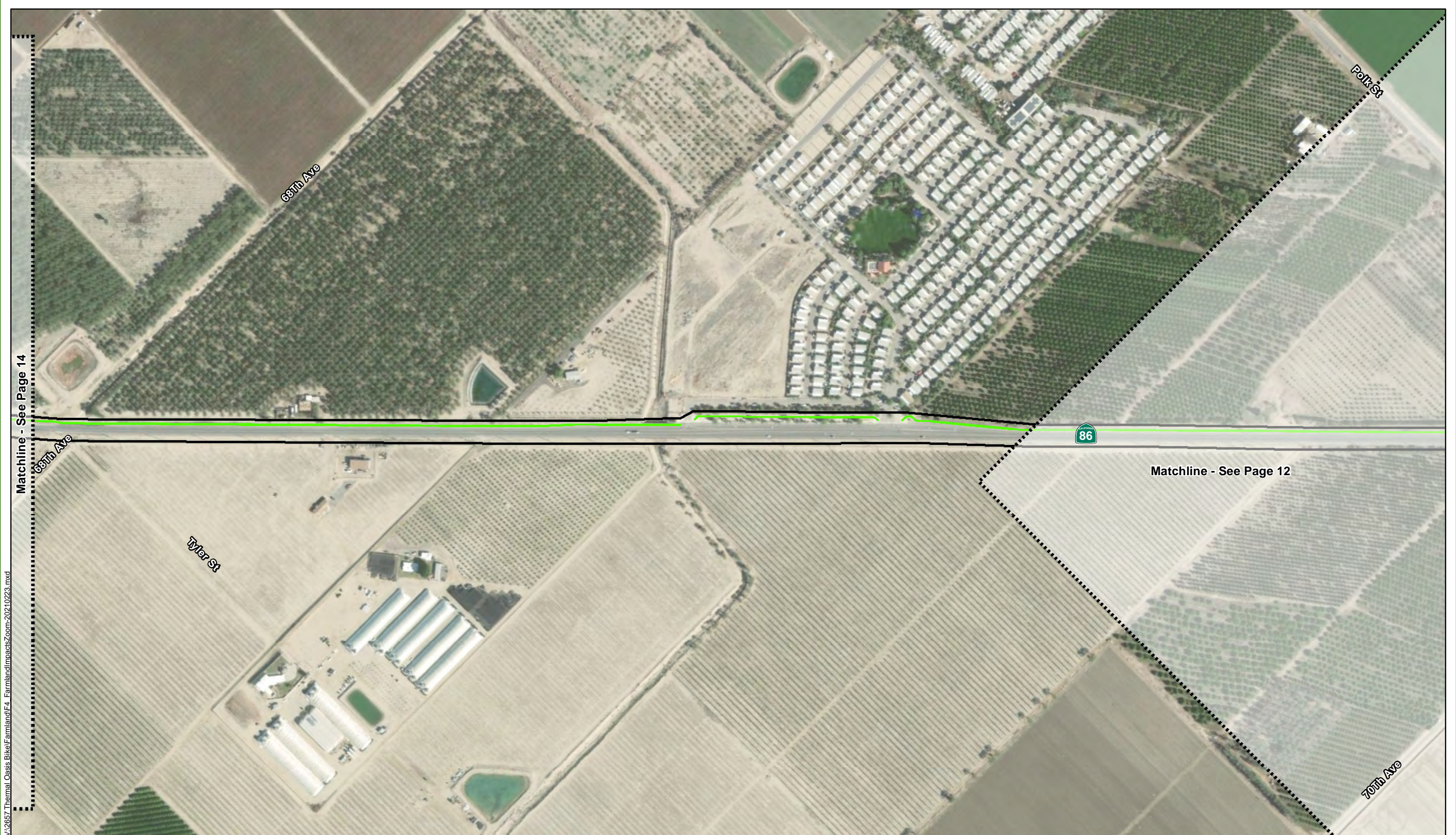
Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



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**Figure 4**  
**Page 12 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

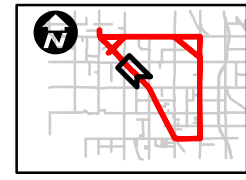
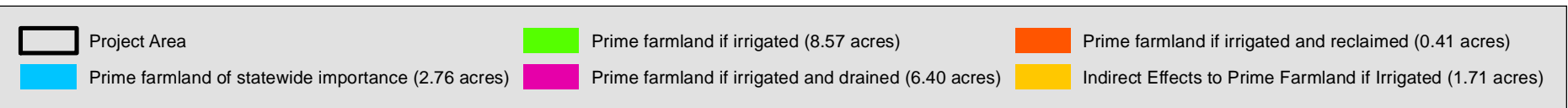
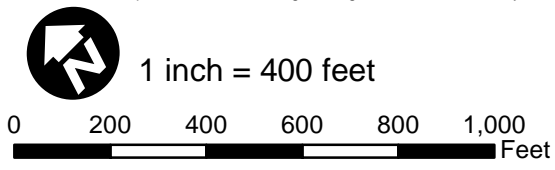


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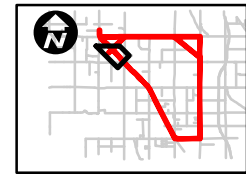
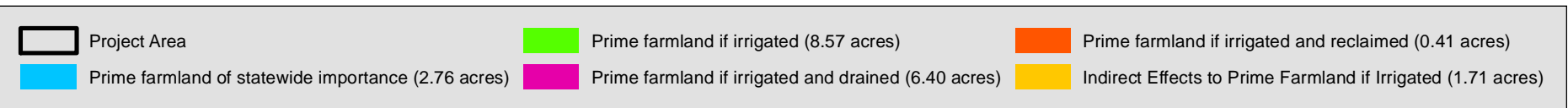
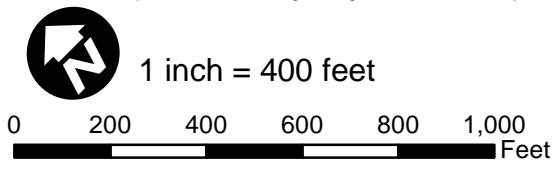


**Figure 4**  
**Page 13 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California



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Source: ESRI Maps Online; Dokken Engineering 2/23/2021; Created By: zachl



**Figure 4**  
**Page 14 of 14**  
**Farmland Impacts**  
 Thermal/Oasis Active Transportation Project  
 ATPL-5956 (273)  
 Riverside County, California

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Matchline - See Page 2

Matchline - See Page 13



Project Area

### Farmland Classifications and Acreages



Prime farmland of statewide importance - 31.2 acres



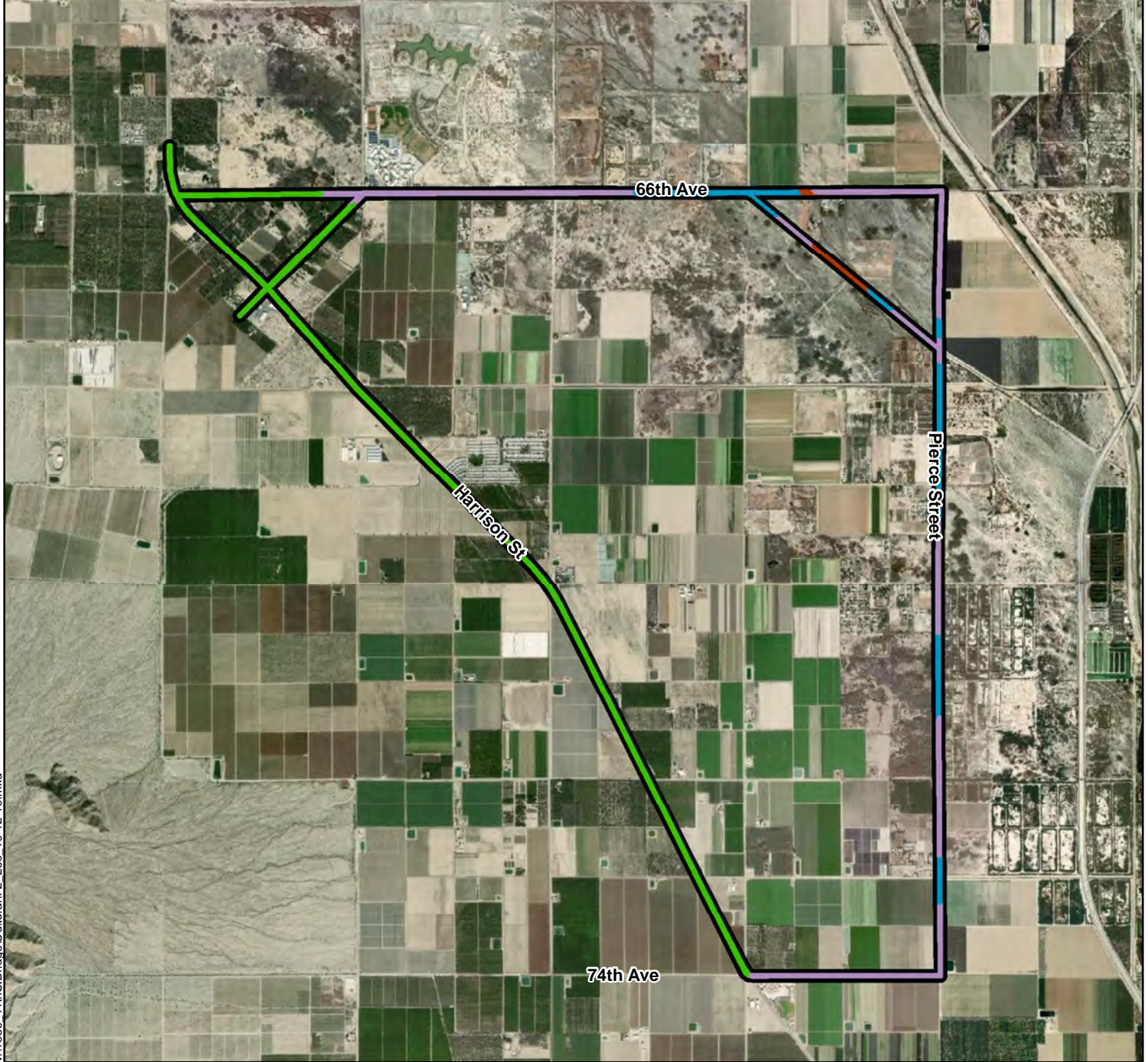
Prime farmland if irrigated - 86.4 acres



Prime farmland if irrigated and drained - 74.7 acres

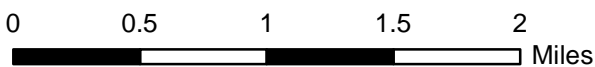


Prime farmland if irrigated and reclaimed of excess salts and sodium - 3.5 acres



\\1836\_11thSt\Bridges\Cultural\F2\_Loc\_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 12/14/2020; Created By: ahale



## FIGURE 5 Prime Farmlands

Thermal/Oasis Active Transportation Project  
ATPL-5956 (273)  
Riverside County, California

**Appendix B**  
NRCS-CPA-106 Form

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>2/2/21</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>Thermal Oasis Active Transportation Project</b>		5. Federal Agency Involved <b>Caltrans</b>	
2. Type of Project <b>Multi-Use Path and Sidewalks</b>		6. County and State <b>Riverside, CA</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/22/21</b>	2. Person Completing Form <b>Peter Fahnestock</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <b>126,217</b>	Average Farm Size <b>99</b>
5. Major Crop(s) <b>vegetables, melons, livestock, poultry, orch</b>	6. Farmable Land in Government Jurisdiction Acres: <b>937,530</b> % <b>19.9</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>713,559</b> % <b>15.1</b>	
8. Name Of Land Evaluation System Used <b>Storie</b>	9. Name of Local Site Assessment System <b>None</b>	10. Date Land Evaluation Returned by NRCS <b>2/24/21</b>	

	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>18.1</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>1.7</b>			
C. Total Acres In Corridor	<b>195</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<b>16.9</b>
B. Total Acres Statewide And Local Important Farmland	<b>2.9</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.002</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>19.3</b>

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	
	<b>88</b>

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points			
1. Area in Nonurban Use	15	<b>14</b>		
2. Perimeter in Nonurban Use	10	<b>9</b>		
3. Percent Of Corridor Being Farmed	20	<b>19</b>		
4. Protection Provided By State And Local Government	20	<b>20</b>		
5. Size of Present Farm Unit Compared To Average	10	<b>5</b>		
6. Creation Of Nonfarmable Farmland	25	<b>0</b>		
7. Availability Of Farm Support Services	5	<b>5</b>		
8. On-Farm Investments	20	<b>15</b>		
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>		
10. Compatibility With Existing Agricultural Use	10	<b>1</b>		
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>88</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	100	<b>88</b>	<b>0</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<b>88</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>176</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: <b>Corridor A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>19.8</b>	3. Date Of Selection: <b>3/2/21</b>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:  
**Corridor A was selected and no alternative corridors were analyzed as the project area is surrounded by prime farmland and any design changes would continue to impact prime farmlands. Due to the surrounding lands all being mapped as prime farmlands as well, avoidance alternatives are not feasible for the project. Evaluation of the proposed multi-modal trail and sidewalk improvements indicate the proposed project features are not anticipated to adversely impact farmlands.**

Signature of Person Completing this Part: Zach Liptak DATE **3/2/21**

NOTE: Complete a form for each segment with more than one Alternate Corridor

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- More than 90 percent - 15 points
- 90 to 20 percent - 14 to 1 point(s)
- Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

- More than 90 percent - 10 points
- 90 to 20 percent - 9 to 1 point(s)
- Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- More than 90 percent - 20 points
- 90 to 20 percent - 19 to 1 point(s)
- Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- Site is protected - 20 points
- Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

- As large or larger - 10 points
- Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
- Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
- Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

- All required services are available - 5 points
- Some required services are available - 4 to 1 point(s)
- No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

- High amount of on-farm investment - 20 points
- Moderate amount of on-farm investment - 19 to 1 point(s)
- No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

- Substantial reduction in demand for support services if the site is converted - 25 points
- Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
- No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

- Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
  - Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
  - Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
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