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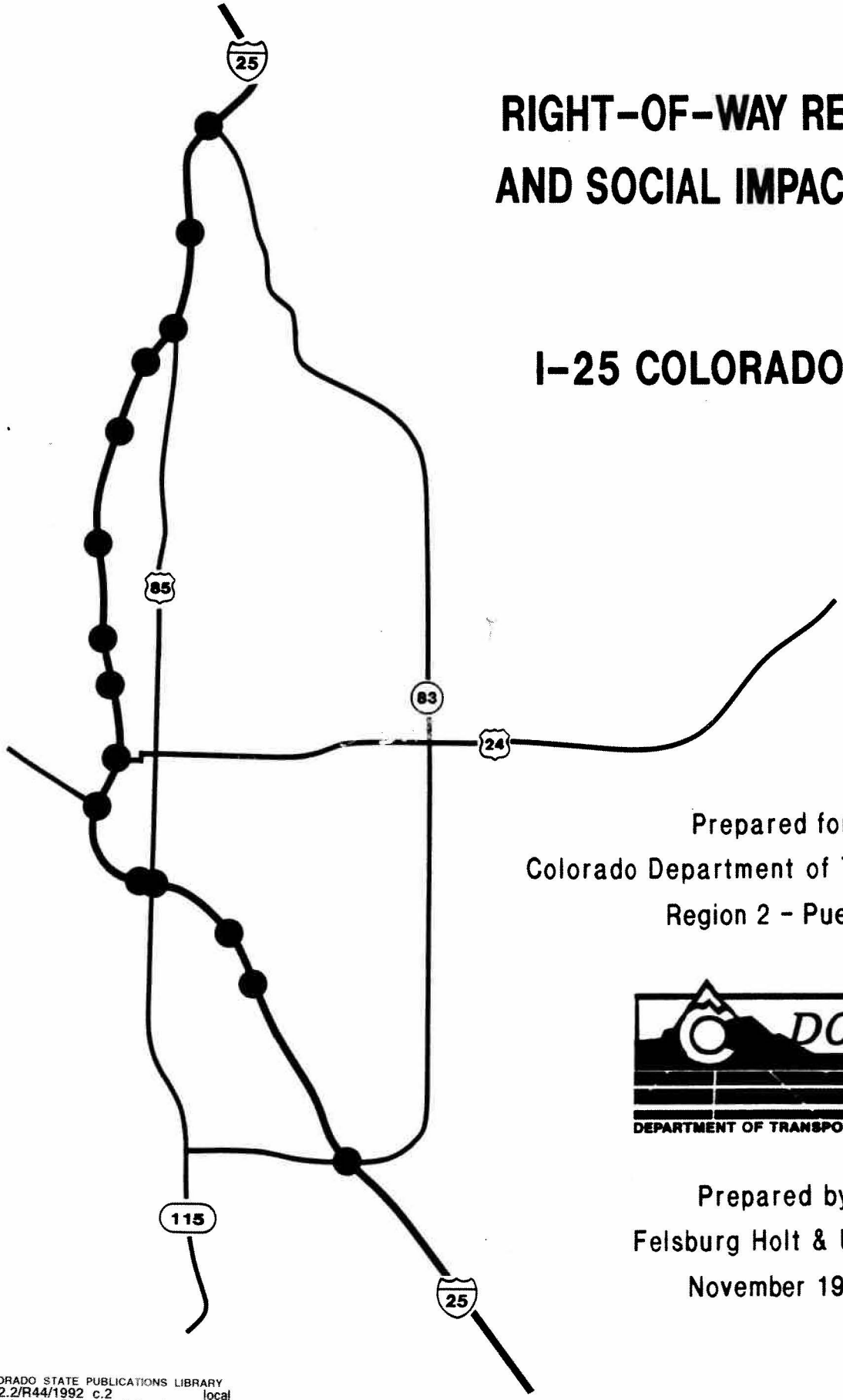


# RIGHT-OF-WAY RELOCATION AND SOCIAL IMPACTS REPORT

## I-25 COLORADO SPRINGS

Prepared for:
Colorado Department of Transportation
Region 2 - Pueblo

DEPARTMENT OF TRANSPORTATION

Prepared by:
Felsburg Holt & Ullevig
November 1992

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# I-25: COLORADO SPRINGS
# RIGHT-OF-WAY
# RELOCATION AND SOCIAL IMPACTS REPORT

**I-25 Widening Project**
**in Colorado Springs**
**CDOT Project No. IR 25-2 (229)**

Prepared for:

Colorado Department of Transportation
District 2
905 Erie
P.O. Box 536
Pueblo, Colorado 81002

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November, 1992
FHU Reference No. 88-031

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## 1.0 INTRODUCTION AND PURPOSE

The Corridor Improvement Feasibility Study for the I-25 Colorado Springs project (see Figure 1) has identified the need to acquire up to about 255 residential units, 51 non-residential properties and 25 vacant land parcels to implement the recommended roadway improvements over an extended time period. To evaluate the impacts of these acquisitions, this right-of-way relocation report has been prepared focusing on four aspects:

- o Profile of relocation population and properties.
- o Available replacement properties.
- o Access modifications within the community.
- o School system effects.

Two categories of relocations are addressed: residential and non-residential. For residential relocations, impacts deal with both owner-occupied and tenant-occupied units, primarily due to the fact that markets of available replacement housing are different for each group. For non-residential relocations, the emphasis is on affected employees and whether or not jobs will be lost. Although the profile of affected properties is not broken down into owner-occupied and tenant-occupied categories, the discussion of available properties profiles both purchase and rental opportunities to identify the diversity of replacement options.

Access modifications are considered in terms of both local circulation within the community and potential effects on emergency vehicle access. School system impacts are first reviewed for the number of potential dislocations by school. The dislocations are next discussed regarding effects on the schools to which students are likely to relocate.

Figure 2 provides an overview of the right-of-way relocation needs for the entire project shown by phases as outlined in the corridor feasibility study. Briefly, Phase I (1993 to 2000+) consists of improvements in the Bijou to Fillmore segment, plus interchange improvements at Circle/Lake, Nevada/Tejon and Woodmen Road. Phase II (starting about 1997) includes congestion management efforts plus completion of improvements to the Nevada/Tejon interchange. Phase III will consist of long range improvements developed from the updated long range regional transportation plan. For purposes of discussion, Phase III in this report deals with the currently adopted regional transportation plan.

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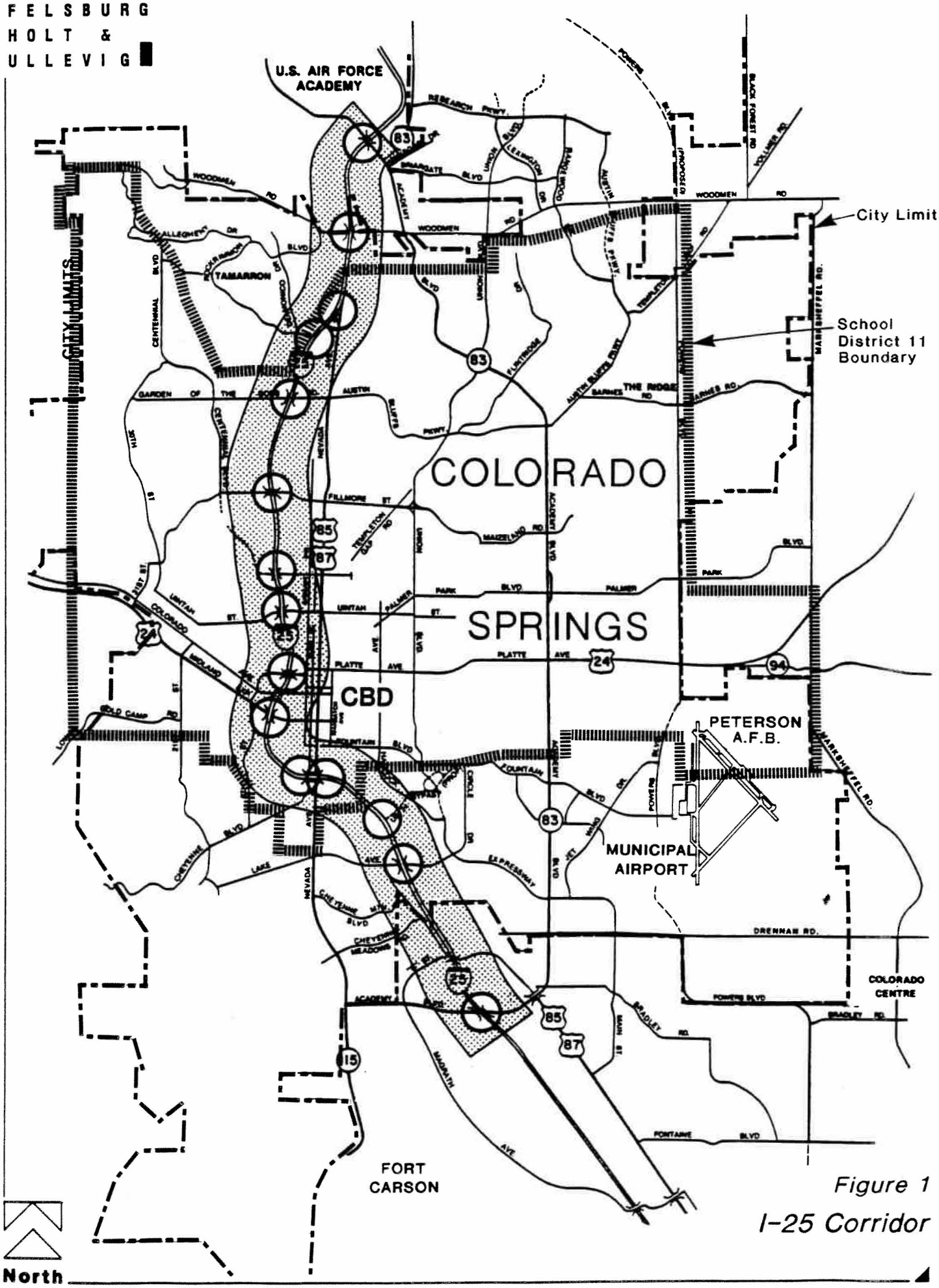


*Figure 1*

*I-25 Corridor*

## 2.0 RESIDENTIAL RELOCATIONS

### 2.1 Affected Population

Table 1 and Figure 2 summarize the right-of-way relocation requirements for residential properties by phase. The table includes a breakdown between owner-occupied and tenant-occupied units, as well as whether the acquisition is total or partial. A total acquisition involves complete acquisition of the entire property for which the owner will be fully compensated at fair market value plus relocation assistance, and for which tenants will receive relocation assistance. Partial acquisitions are properties for which only a portion of the property is required or for which only access will be modified. For these, persons are not expected to be relocated since the basic housing function of the property is not expected to be disrupted. Per standard procedures of the U.S. Federal Highway Administration and the Colorado Department of Transportation (CDOT), affected property owners will be compensated at the fair market value for the portion of property acquired. Discussion of impacts in this section relate almost solely to total acquisition properties for which major life style effects may occur.

It should be noted that in the development of conceptual improvements for the I-25 corridor, a number of alternative design and cross-sectional requirements were considered. Appendix A summarizes the review of alternatives, balancing right-of-way takes with the desire to maintain flexibility for future corridor improvements. The recommended right-of-way takes are based on that review.

#### 2.1.1 Socio-Economic Characteristics

Although it is possible to compile detailed profiles of specific individuals and properties, direct contact with affected individuals normally does not begin until actual right-of-way acquisition begins. Aside from the question of appropriate level of detail, part of the concern is the privacy and confidentiality of potential relocatees. Instead, a more general profile of affected persons has been developed utilizing as much of the 1990 U.S. census data as possible. As of April, 1992 pertinent available census data include the following information by block group: age, race, property market value (if owner-occupied), and monthly rent (if tenant-occupied). The block groups for which these data have been compiled are presented in Figure 3 and correspond to the Figure 2 areas where residential property acquisition will occur.

TABLE 1
RIGHT-OF-WAY ACQUISITION REQUIREMENTS - RESIDENTIAL

| I-25 Segment | Total Acquisitions | | | | | | Partial Acquisitions | |
|---|---|---|---|---|---|---|---|---|
| | Owner Occupied | | Tenant Occupied | | Total | | | |
| | Units | Land Area (Sq. Ft.) | Units | Land Area (Sq. Ft.) | Units | Land Area (Sq. Ft.) | Units | Land Area (Sq. Ft.) |
| **Phase I** | | | | | | | | |
| Bijou to Uintah Street | 31 | 177,510 | 19 | 71,130 | 50 | 248,640 | - | - |
| Bijou Interchange | 16 | 103,431 | 3 | 5,438 | 19 | 108,869 | - | - |
| Uintah Street to Fontanero Street | 7 | 77,493 | 24 | 114,305 | 31 | 191,798 | - | - |
| Uintah Interchange | 15 | 169,618 | 10 | 57,375 | 25 | 226,993 | 1 | 500 |
| Fontanero Street to Fillmore Street | 27 | 229,795 | 13 | 101,805 | 40 | 331,600 | - | - |
| Fontanero Interchange | 39 | 299,438 | 18 | 163,228 | 57 | 462,666 | - | - |
| Fillmore Street to Garden of the Gods | - | - | - | - | - | - | - | - |
| Fillmore Interchange | 1 | 61,040 | - | - | 1 | 61,040 | - | - |
| Phase I Total | 136 | 1,118,325 | 87 | 513,281 | 223 | 1,631,606 | 1 | 500 |
| **Phase II** | | | | | | | | |
| Nevada/Tejon Interchange (South Side) | 2 | 22,509 | 12(1) | 54,743 | 14(1) | 77,252 | 90(2) | 5,000 |
| **Phase III** | | | | | | | | |
| Fillmore Interchange | 18 | 140,710 | - | - | 18 | 140,710 | - | - |

(1) Includes 9 apartment units in one building.
(2) Includes 86 apartment units in three buildings whose access would be modified.

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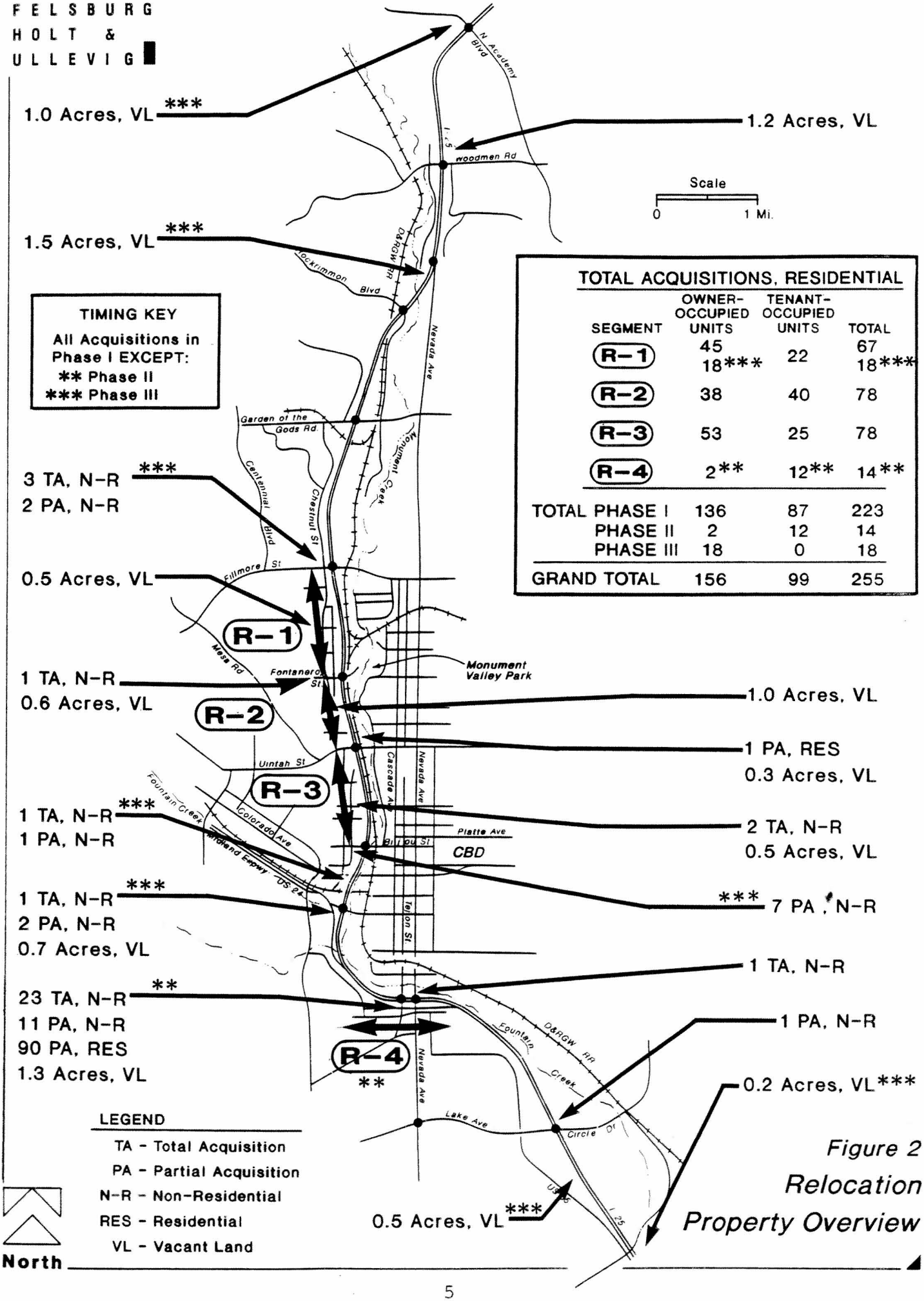



**TIMING KEY**

All Acquisitions in Phase I EXCEPT:
** Phase II
*** Phase III

**TOTAL ACQUISITIONS, RESIDENTIAL**

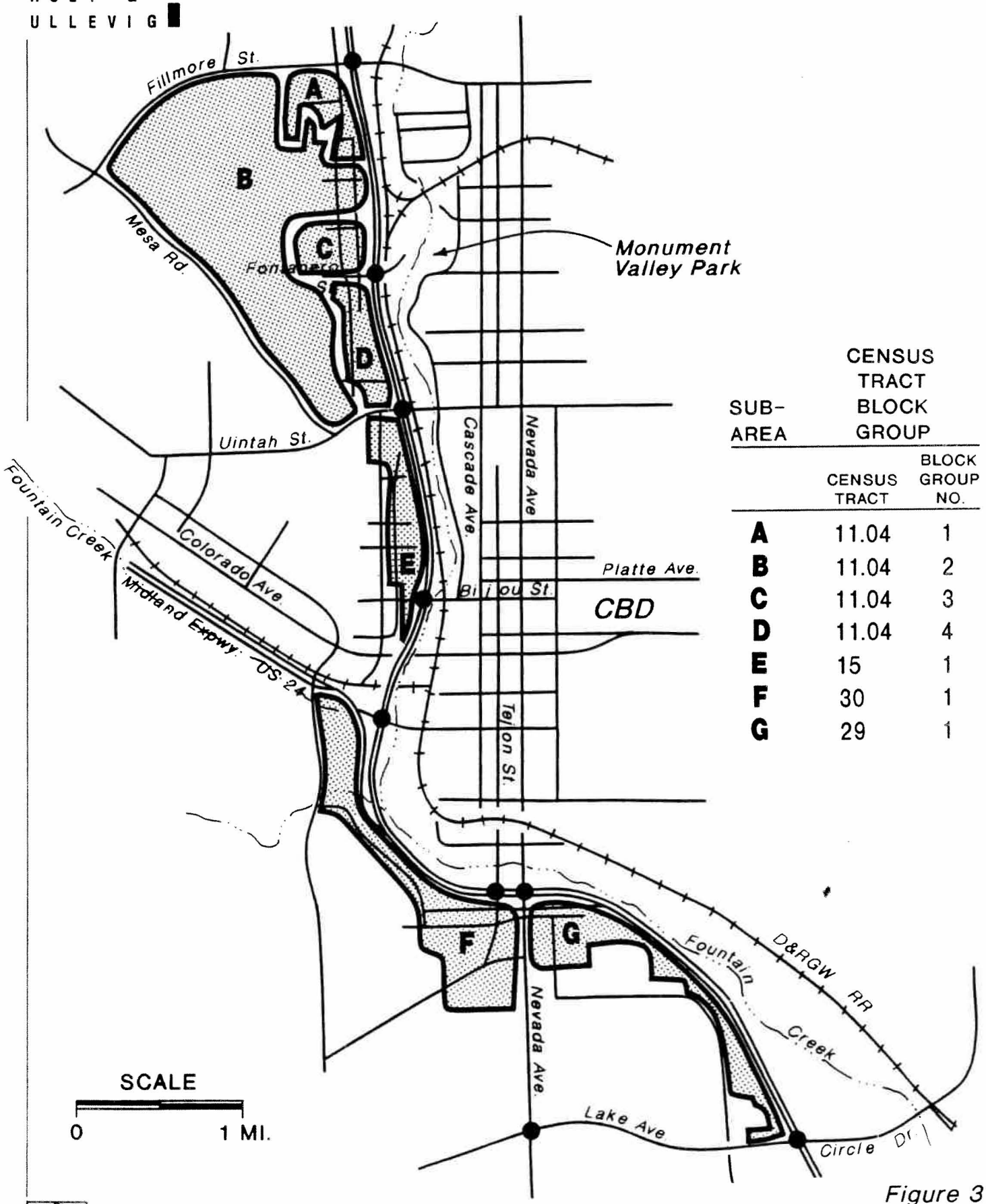
| SEGMENT | OWNER-OCCUPIED UNITS | TENANT-OCCUPIED UNITS | TOTAL |
|---|---|---|---|
| R-1 | 45<br>18*** | 22 | 67<br>18*** |
| R-2 | 38 | 40 | 78 |
| R-3 | 53 | 25 | 78 |
| R-4 | 2** | 12** | 14** |
| TOTAL PHASE I | 136 | 87 | 223 |
| PHASE II | 2 | 12 | 14 |
| PHASE III | 18 | 0 | 18 |
| GRAND TOTAL | 156 | 99 | 255 |

**LEGEND**

TA - Total Acquisition
PA - Partial Acquisition
N-R - Non-Residential
RES - Residential
VL - Vacant Land

North

*Figure 2*
*Relocation Property Overview*




| SUB-AREA | CENSUS TRACT BLOCK GROUP | |
|---|---|---|
| | CENSUS TRACT | BLOCK GROUP NO. |
| A | 11.04 | 1 |
| B | 11.04 | 2 |
| C | 11.04 | 3 |
| D | 11.04 | 4 |
| E | 15 | 1 |
| F | 30 | 1 |
| G | 29 | 1 |

*Figure 3*

*Sub-Area / Block Group Limits*

For each of the block groups, age and race information is presented in Table 2. For comparison, corresponding data for both the City of Colorado Springs as a whole and El Paso County (the Standard Metropolitan Statistical Area) are presented. Table 3 summarizes information on the Hispanic representation in the block groups.

The primary area of relocations are the first five sub-areas that comprise about 95% of the residential impact in terms of total acquisitions and correspond to the Phase I take area. Within these five, Table 2 indicates that the age and race make-up is fairly representative of the city and county as a whole. The only notable differences are in Sub-Areas C and D in which there is a somewhat higher proportion of persons in the "Other" race category (11-15%). This category typically includes persons of Middle Eastern and Arab extraction, plus some Asian sub-groups. As a result, Sub-area D has a lower proportion of white race persons than is generally true citywide (78% versus 86%).

Table 3 indicates that all of the first five sub-areas have higher than typical proportions of Hispanic population. Subareas C, D and E in particular have about twice the typical proportion of Hispanics citywide (18-20% versus 9%).

### 2.1.2 Housing Characteristics

A general profile of housing characteristics in terms of market value and rental price is presented in Table 4. As shown, market values in the primary relocation areas (subareas A through E) are less than in the metropolitan area: approximately 70-80% of both city and county median values. A similar relationship exists for rent values, though the differences are not as great: approximately 80 to 90% of city and county monthly median rents. Overall, it can be concluded that the monetary value of housing in the relocation areas are somewhat lower than in the metropolitan area as a whole.

## 2.2 Available Replacement Housing

### 2.2.1 Owner-Occupied Units

Major acquisition of replacement housing will occur over about a 1 to 5 year time frame in the Phase I Bijou to Fillmore acquisition area. As a result, it is difficult to forecast what the available replacement stock of housing will be in the metropolitan area when actual relocation takes place.

TABLE 2
AGE AND RACE OF POPULATION WITHIN RELOCATION AREAS (1)

| Sub-Area: Census Tract/ Block Group | Age (2) | | | | Race (2) | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | 20 and Under | 21-44 | 45-64 | 65 and Over | White | Black | American Indian | Asian or Pacific Islander | Other | |
| A: 11.04/1 | 193 (33%) | 281 (48%) | 76 (13%) | 33 (6%) | 523 (90%) | 13 (2%) | 9 (2%) | 9 (2%) | 29 (4%) | 583 |
| B: 11.04/2 | 436 (32%) | 562 (42%) | 215 (16%) | 130 (10%) | 1,190 (89%) | 31 (2%) | 10 (1%) | 12 (1%) | 100 (7%) | 1,343 |
| C: 11.04/3 | 116 (30%) | 162 (43%) | 71 (19%) | 29 (8%) | 332 (88%) | 5 (1%) | 0 (0%) | 1 (0%) | 40 (11%) | 378 |
| D: 11.04/4 | 127 (28%) | 213 (47%) | 73 (16%) | 38 (9%) | 351 (78%) | 18 (4%) | 11 (2%) | 4 (1%) | 67 (15%) | 451 |
| E: 15/1 | 246 (30%) | 355 (43%) | 122 (15%) | 98 (12%) | 654 (80%) | 84 (10%) | 26 (3%) | 11 (1%) | 46 (6%) | 821 |
| F: 30/1 | 1,060 (23%) | 2,001 (44%) | 804 (18%) | 710 (15%) | 4,114 (90%) | 189 (4%) | 55 (1%) | 87 (2%) | 130 (3%) | 4,575 |
| G: 29/1 | 359 (35%) | 528 (51%) | 89 (9%) | 52 (5%) | 698 (68%) | 224 (22%) | 15 (1%) | 36 (4%) | 55 (5%) | 1,028 |
| City of Colorado Springs | 87,700 (31%) | 120,700 (43%) | 47,000 (17%) | 25,800 (9%) | 241,500 (86%) | 19,700 (7%) | 2,300 (1%) | 6,800 (2%) | 10,700 (4%) | 281,100 |
| El Paso County (3) | 130,100 (33%) | 169,400 (43%) | 65,900 (16%) | 31,700 (8%) | 341,400 (86%) | 28,600 (7%) | 3,200 (1%) | 9,800 (2%) | 13,900 (4%) | 397,100 |

(1) See Figures 1 and 2 for relocation areas and block group limits. All data per 1990 U.S. census.
(2) Number of persons (% of total).
(3) El Paso County is the Standard Metropolitan Statistical Area.

**TABLE 3**
**HISPANIC MAKE-UP OF POPULATION WITHIN RELOCATION AREAS** (1)

| Sub-Area: Census Tract/Block Group | Persons of Hispanic Origin (2) |
|---|---|
| A: 11.04/1 | 72 (12%) |
| B: 11.04/2 | 168 (13%) |
| C: 11.04/3 | 74 (20%) |
| D: 11.04/4 | 82 (18%) |
| E: 15/1 | 151 (18%) |
| F: 30/1 | 357 ( 8%) |
| G: 29/1 | 174 (17%) |
| City of Colorado Springs | 25,700 ( 9%) |
| El Paso County (3) | 34,500 ( 9%) |

(1) Hispanic persons of any race.
(2) Number of persons (% of total).
(3) El Paso County is the Standard Metropolitan Statistic Area.

**TABLE 4**
**HOUSING CHARACTERISTICS WITHIN RELOCATION AREAS** (1)

| Sub-Area: Census Tract/Block Group | Market Value (2) | Contract Rent (2) |
|---|---|---|
| A: 11.04/1 | $59,300 | $291 |
| B: 11.04/2 | $67,800 | $338 |
| C: 11.04/3 | $61,700 | $377 |
| D: 11.04/4 | $60,200 | $323 |
| E: 15/1 | $54,900 | $314 |
| F: 30/1 | $58,500 | $285 |
| G: 29/1 | $52,500 | $269 |
| City of Colorado Springs | $81,900 | $360 |
| El Paso County (3) | $81,700 | $364 |

(1) See Figure 1 and 2 for relocation areas and block group limits. All data per 1990 U.S. census.

(2) Median Value as indicated by owner (Market Value) or tenant (Monthly Rent). Monthly Rent is the census data for "Contract Rent".

(3) El Paso County is the Standard Metropolitan Statistical Area.

Nonetheless, it is still useful to examine a profile of the current stock of units on the market, from the most readily available information.

Discussion with city finance and planning officials indicate that the best source of information on owner-occupied single family housing is the multiple listing data from the Pikes Peak Association of Realtors, Inc. The association has provided a detailed breakdown of available housing for sale by area and price range, as of March 30, 1992. This breakdown is summarized in Table 5, with the indicated areas mapped on Figure 4. The table includes both single family residences and condominium/townhouses, though about 90% of the total is single family residences.

Based on discussion with city officials, it is estimated that about 80% of the total housing market is represented by the above information. In other words, a reasonable estimate of the available housing stock for sale as of March 30, 1992 in or immediately adjacent to the city proper was 3,000 dwelling units, of which about 2,700 were single family residences. Within the likely price range of replacement housing required for persons affected by the I-25 project ($50,000-$100,000), there were about 1,350 single family homes on the market.

For an historical perspective, Table 6 summarizes the corresponding stock of replacement housing in 1986, 1988 and 1990. As can be seen, there has been a steady decline in the available replacement stock reflecting an overall improvement in economic conditions, particularly in the last year or two. For several years in the mid-to-late eighties, the overall economy and housing market in Colorado Springs were in fair to poor condition, and there was a generous supply of available housing. Although the markets have tightened, the stock of replacement housing today remains fairly large.

Comparing the relocation requirements of the project to the available stock, it can be seen that Phase I acquisitions would consume about 10% of the current stock within the moderate price range (136 needed units out of about 1,350 on the market). In reality, major residential acquisitions should occur over the next 1 to 5 years during which time additional houses will enter the market. As a result, the impact will be less than if all property acquisition and relocations had to occur within, for example, the next six months.

TABLE 5
RESIDENTIAL PROPERTIES FOR SALE IN THE METROPOLITAN AREA AS OF MARCH 30, 1992 (1)

| Area (2) | Price Range | | | | | |
|---|---|---|---|---|---|---|
| | Less Than $50,000 | $50,000 - $75,000 | $75,000 - $100,000 | $100,000 - $150,000 | Over $150,000 | Total |
| Briargate (BRI) | 0 | 7 | 61 | 89 | 8 | 165 |
| Central (CEN) | 109 | 113 | 41 | 20 | 12 | 295 |
| Eastborough (EAS) | 21 | 88 | 99 | 69 | 25 | 302 |
| Northeast (N/E) | 13 | 39 | 146 | 86 | 31 | 315 |
| Northwest (N/W) | 2 | 16 | 32 | 77 | 130 | 257 |
| Old Colorado City (OCC) | 45 | 52 | 15 | 2 | 0 | 114 |
| Powers Boulevard (PWR) | 4 | 41 | 49 | 9 | 0 | 103 |
| Southeast (S/E) | 50 | 196 | 32 | 3 | 1 | 282 |
| Southwest (S/W) | 38 | 43 | 38 | 81 | 217 | 417 |
| West (WES) | 21 | 52 | 39 | 19 | 38 | 169 |
| TOTAL | 307 (13%) | 657 (27%) | 554 (23%) | 456 (19%) | 430 (18%) | 2,404 (100%) |

(1) Source: Pikes Peak Association of Realtors, Inc. multiple listing data. Both single family residences and condominiums/townhouses included; approximately 90% are single family.

(2) See Figure 4 for area limits.

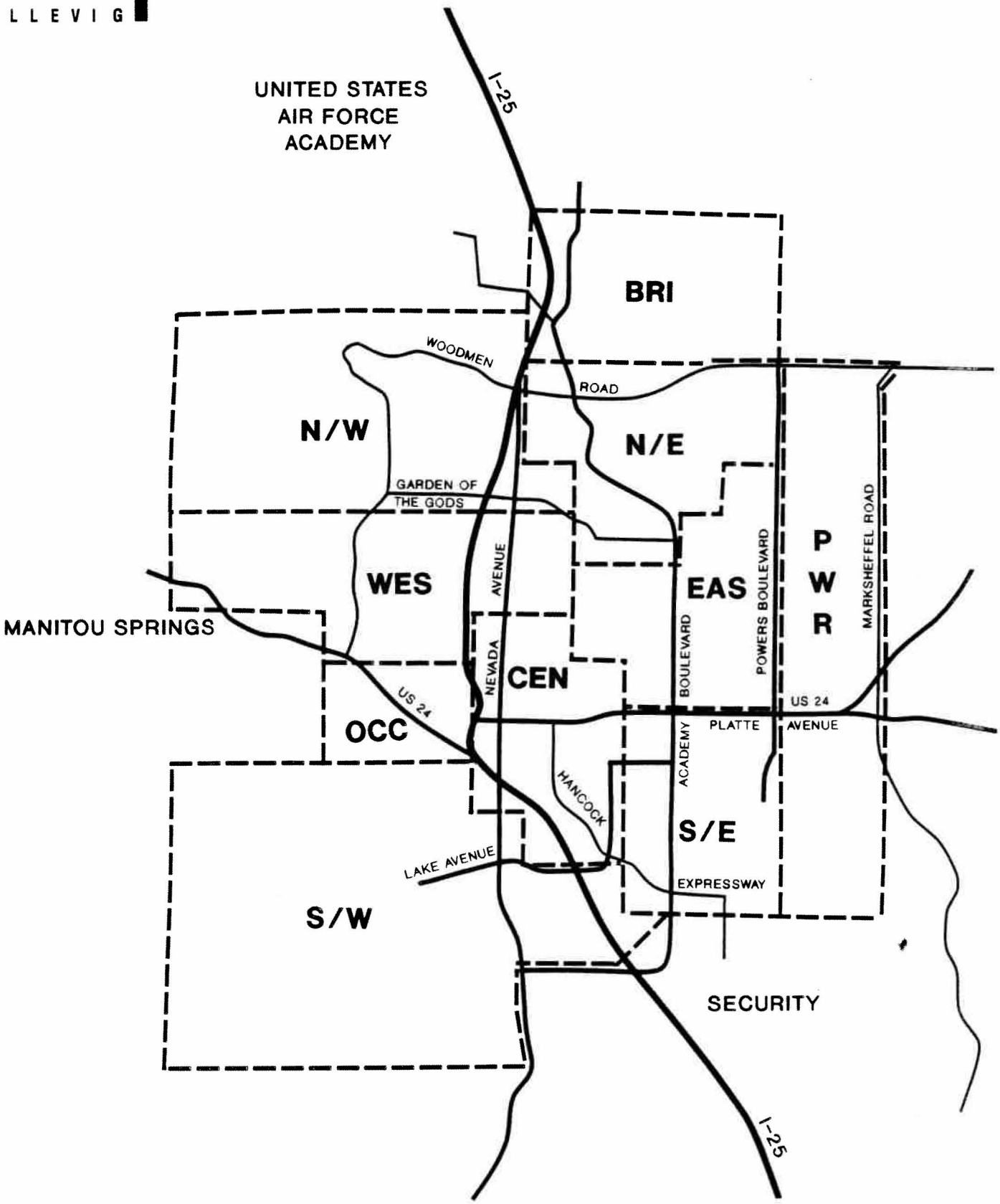



*Figure 4*

*Multiple Listing Areas*

North

**TABLE 6**
**TOTAL RESIDENTIAL PROPERTIES FOR SALE IN THE METROPOLITAN AREA: 1987, 1989, AND 1991**

| Year | Total Properties in Multiple Listing Data on or About April 30 |
|---|---|
| 1987 | 4,065 |
| 1989 | 3,605 |
| 1991 | 3,056 |

(1) Source:Pikes Peak Area Association of Realtors, Inc. Both single family residences and condominium/townhouses included; approximately 90% are single family. Area covered corresponds to approximately same area covered in Table 5.

Phase II and III acquisition of owner-occupied housing amount to a total of 20 dwelling units. Acquisition of most of these would occur at least 10 years in the future, and it is not possible to forecast market conditions at that time. Given the relatively small number of acquisitions, however, it is unlikely that replacement problems would occur. Overall it can be expected that a decent, affordable stock of replacement housing will be available to meet the project requirements for owner-occupied homes in all phases of project implementation.

### 2.2.2 Tenant-Occupied Units

As indicated in Table 1, tenants living in 87 dwelling units have been identified for relocation in Phase I, all of whom will be affected within the next 1 to 5 years. The question of available replacement housing is addressed here.

Unfortunately, there is no central bank of information that covers the entire market of rental housing in the metropolitan area. Though general information on vacancy rates is available, no single service presents a unified listing of all rental properties. This situation is further complicated by the fact that many rental units are advertised informally only, i.e., by window notices or community bulletin boards.

Following discussion with city officials and local real estate agents, information has been compiled covering rental listings in the Sunday edition of the *Gazette Telegraph*. Though certainly not complete, this information profiled over time gives some sense of the rental market today.

Table 7 summarizes the number of rental properties listed in the *Gazette Telegraph* on the last (or near last) Sunday of April from 1988 to the present, in two year intervals. As can be seen, there has been a steady decline in the number of advertised listings; as of April 12, 1992, there were a total of just under 200 rental properties advertised. The overall trend tends to confirm recent information highlighted by city officials and the *Gazette Telegraph*, namely, the rental market has tightened considerably in the past year or so.

If the entire 87 tenant units in Phase I needed to be replaced based on the above, they would consume about one-half of the stock advertised in the newspaper. In reality, it is reasonable to expect the number of tenant relocations to be limited to 20 or 25 over any 6 month period and it is estimated that newspaper advertisements actually represent less than one-half of available rental properties. As a

**TABLE 7**
***GAZETTE TELEGRAPH* CLASSIFIED LISTINGS OF RENTAL PROPERTIES: 1988, 1990 AND 1992** (1)

| Date (Sunday) | Townhouses | Condominiums | Duplexes/ Four-Plexes | Unfurnished Houses | Total |
|---|---|---|---|---|---|
| April 24, 1988 | 113 | 46 | 163 | 412 | 734 |
| April 29, 1990 | 85 | 41 | 120 | 256 | 502 |
| April 12, 1992 | 43 | 11 | 51 | 88 | 193 |

(1) *Gazette Telegraph* is the only city newspaper. Listings generally cover the metropolitan area within El Paso County.

result, the project should use less than 10% of the available rental stock in any six month time period. Thus adequate replacement housing should be available to meet the project requirements for rental properties in the Phase I project area.

Phase II acquisition of tenant occupant housing amounts to 12 dwelling units. Though it is difficult to forecast replacement conditions at the time of acquisition, it is reasonable to expect that this relatively small number of relocations can be adequately handled by the market at the time.

## 3.0 NON-RESIDENTIAL RELOCATIONS

### 3.1 Affected Properties

Table 8, along with Figure 2, summarizes the right-of-way relocation requirements for non-residential properties. Most of the affected properties are of commercial character, but there are two churches and one non-profit training facility for disabled persons. The Phase I project area includes 13 non-residential units, eight of which were vacant as of March 30, 1992, for a net take of 5 non-residential properties. The majority of non-residential takes occur in Phase II at the Nevada/Tejon interchange, with 33 property acquisitions and 23 net takes due to 10 vacancies.

Table 9 summarizes vacant land impacts, which amount to 25 total acquisitions of about 3 acres of land in Phase I, and 8 partial acquisitions of about 6 acres of land required mainly in Phase III. Some of these vacant land needs are currently zoned for residential use, but are included here because no actual development has occurred. Compensation for such property will be at fair market value at the time of acquisition.

#### 3.1.1 Property and Employee Profile

The net total acquisitions are further profiled in Table 10 by phase. Included are classification by type of establishment and number of employees. As can be seen, most of the impacted concerns are small retail businesses (18) and are concentrated around the Nevada/Tejon interchange (15). About three-quarters of the 200 to 380 displaced employees work near this interchange, with the greatest impact occurring in Phase II sometime after 1997.

### 3.2 Available Replacement Properties - Businesses

Although most of the non-residential impact occurs in Phase II, the following discussion deals with non-residential replacement properties available today for the business acquisitions over all phases. Actual conditions at the time of acquisition will be somewhat different. Impact on the three non-profit facilities are discussed in Section 3.3.

TABLE 8
RIGHT-OF-WAY ACQUISITION REQUIREMENTS - NON-RESIDENTIAL

| I-25 Segment | Total Acquisitions | | | | | Partial Acquisitions | |
|---|---|---|---|---|---|---|---|
| | Ownerships | | No. of Units | No. of Vacancies (1) | Net Takes | Ownerships | |
| | No. | Land Area (Sq. Ft.) | | | | No. | Land Area (Sq. Ft.) |
| **Phase I** | | | | | | | |
| South Academy to Bijou | - | - | - | - | - | - | - |
| Circle/Lake Interchange | - | - | - | - | - | 1 | 300 |
| Nevada/Tejon Interchange | 1 | 113,360 | 1 | 0 | 1 | - | - |
| Bijou to Uintah Street | 3 | 18,150 | 3 | 0 | 3 (2) | - | - |
| Bijou Interchange | 1 | 24,532 | 8 | 8 | 0 | - | - |
| Uintah Street to Fontanero Street | - | - | - | - | - | - | - |
| Fontanero Street to Fillmore Street | - | - | - | - | - | - | - |
| Fontanero Interchange | 1 | 15,005 | 1 | 0 | 1 (3) | - | - |
| Phase I Total | 6 | 171,047 | 13 | 8 | 5 | 1 | 300 |
| **Phase II** | | | | | | | |
| Nevada/Tejon Interchange | 12 | 352,602 | 33 | 10 | 23 (4) | 11 | 55,400 |

TABLE 8
RIGHT-OF-WAY ACQUISITION REQUIREMENTS - NON-RESIDENTIAL

| I-25 Segment | Total Acquisitions | | | | | Partial Acquisitions | |
|---|---|---|---|---|---|---|---|
| | Ownerships | | No. of Units | No. of Vacancies (1) | Net Takes | Ownerships | |
| | No. | Land Area (Sq. Ft.) | | | | No. | Land Area (Sq. Ft.) |
| **Phase III** | | | | | | | |
| South Academy to Bijou | 1 | 1,675 | 1 | 0 | 1 | 1 | 1,940 |
| Midland/Cimarron Interchange | 1 | 136,343 | 1 | 0 | 1 | 2 | 85,550 |
| Bijou to North Academy | - | - | - | - | - | - | - |
| Bijou Interchange | - | - | - | - | - | 7 | 6,000 |
| Fillmore Interchange | 3 | 60,921 | 3 | 0 | 3 | 2 | 41,000 |
| Phase III Total | 5 | 198,939 | 5 | 0 | 5 | 12 | 134,490 |

(1) As of March 30, 1992.
(2) Includes one non-profit training facility.
(3) Church
(4) Includes one church.

TABLE 9
RIGHT-OF-WAY ACQUISITION REQUIREMENTS - VACANT LAND

| I-25 Segment | Total Land Acquisitions | | Partial Acquisitions | |
|---|---|---|---|---|
| | Ownerships | Land Area (Sq. Ft.) | Ownerships | Land Area (Sq. Ft.) |
| **Phase I** | | | | |
| Bijou to Uintah Street | 12 | 20,459 | - | - |
| Uintah Street to Fontanero Street | 4 | 44,809 | - | - |
| Uintah Interchange | 3 | 13,428 | - | - |
| Fontanero Street to Fillmore Street | 3 | 23,254 | - | - |
| Fontanero Interchange | 3 | 24,070 | - | - |
| Woodmen Road to North Academy | - | - | - | - |
| Woodmen Interchange | - | - | 1 | 52,300 |
| Phase I Total | 25 | 126,020 | 1 | 52,300 |
| **Phase II** | | | | |
| Nevada/Tejon Interchange | - | - | 2 | 55,000 |
| **Phase III** | | | | |
| South Academy to Bijou | - | - | 2 | 27,600 |
| Midland/Cimarron Intechange | - | - | 1 | 31,500 |
| Bijou to North Academy | - | - | - | - |
| Rockrimmon/Nevada Intechange | - | - | 1 | 65,400 |
| North Academy Interchange | - | - | 1 | 43,500 |
| Phase III Total | 0 | 0 | 5 | 168,000 |

TABLE 10
NON-RESIDENTIAL EFFECTS: NET TAKES AND AFFECTED EMPLOYEES

| I-25 Segment | Restaurant/ Bar | Auto Dealer | Gas Station/ Auto Repair | Small Retail | Garden Nursery | Non-Profit | Total |
|---|---|---|---|---|---|---|---|
| **Phase I** | | | | | | | |
| South Academy to Bijou | - | 1(15-25) | (1) | - | - | - | 1(15-25) |
| Nevada/Tejon Interchange | | (1) | | | | | |
| Bijou to Uintah Street | - | - | - | 2(10-20) | - | 1(3-5)(2) | 3(13-25) |
| Uintah Street to Fillmore Street | - | - | - | - | - | - | - |
| Fontanero Interchange | - | - | - | - | - | 1(5-10)(3) | 1(5-10) |
| Phase I Total | - | 1(15-25) | - | 2(10-20) | - | 2(8-15) | 5(33-60) |
| **Phase II** | | | | | | | |
| Nevada/Tejon Interchange | 2(10-30) | 2(25-55) | 3(15-30) | 15(90-120) | - | 1(5-10) | 23(145-245) |
| **Phase III** | | | | | | | |
| South Academy to Bijou | - | - | - | 1(5-10) | | - | 1(5-10) |
| Midland/Cimarron Interchange | | | | | 1(5-15) | | 1(5-15) |
| Bijou to North Academy | - | - | - | - | - | - | - |
| Fillmore Interchange | 1(10-20) | - | 2(10-30) | - | - | - | 3(20-50) |
| Phase III Total | 1(10-20) | - | 2(10-30) | 1(5-10) | 1(5-15) | - | 5(30-75) |

(1) Number of establishments (number of employees). Based on estimates by establishment type and visual inspection.
(2) Training facility for disabled persons.
(3) Church.

Available replacement properties for affected establishments have been compiled from two sources: multiple listing data of the Pikes Peak Association of Realtors, Inc. for March 27, 1992, and shopping center marketing statistics published in the Palmer McAllister Company, Inc. *Insight* for April, 1992.

Table 11 presents a summary of commercial listings for sale through the Pikes Peak Association of Realtors, Inc. In total about 200 commercial properties were on the market at the end of March. If all 48 business acquisitions identified in Table 8 were now replaced in kind (that is, as owner-occupied concerns), they would use about one-fourth of the current market. The eleven Phase I business acquisitions represent 5% of the current market. With eight of these vacant, moreover, the demand will be even lower - less than 2% of the market. Staged acquisition of right-of-way in Phase II over a two to three year period will translate into a similarly small demand on the future market: about 10 properties per year.

An undetermined portion of the 30 net business acquisitions are tenants, and most of the 30 are small retail operations of typically 2,500 square feet or less. At an average size of 2,000 square feet, the 18 small retail acquisitions in all phases per Table 8 would require about 36,000 square feet of leased space. This requirement can be compared to the Table 12 summary of shopping center statistics per the Palmer McAllister Company. On a metropolitan area basis, the potential leasing requirement would be less than 2% of the current market. Even if the market is limited to the southwest and southeast areas near the Nevada/Tejon interchange, the potential requirement would consume just 7% of the total available space.

Overall, the relocation needs for business properties are relatively low and will occur over a fairly long time frame (1 to 5 years in Phase I, 2 to 3 years in Phase II). Based on the cited statistics, there should be no problems in relocating both going concerns and vacant properties. With adequate assistance, impacts on employees should amount to relocation to a new work place within the metropolitan area. The exception would be those employees working for employers who choose to accept monetary compensation only for displacement, and who do not continue as going concerns.

### 3.3 Non-Profit Properties

As noted in Table 8 on page. 19, two of the Phase I acquisitions and one of the Phase II acquisitions are non-profit facilities. This section discusses impacts and relocation needs for these properties.

**TABLE 11**
**COMMERCIAL PROPERTIES FOR SALE IN THE METROPOLITAN AREA**
**AS OF MARCH 27, 1992 (1)**

| Type | Number for Sale |
|---|---|
| Office/Warehouse/Industrial | 69 |
| Office/Retail | 57 |
| Office/Building | 56 |
| Business Opportunities | 17 |
| TOTAL | 199 |

(1) Source: Pikes Peak Association of Realtors, Inc. multiple listing data.

**TABLE 12**
**SHOPPING CENTER LEASE STATISTICS AS OF MARCH, 1992 (1)**

| Area | Net Rentable | Available for Lease | Vacancy Rate |
|---|---|---|---|
| CBD | 96,000 | 33,000 | 34% |
| Fringe (of CBD) | 211,000 | 13,000 | 6% |
| Northwest | 697,000 | 279,000 | 40% |
| Northeast | 4,522,000 | 793,000 | 18% |
| East | 4,214,000 | 841,000 | 20% |
| Southeast | 1,085,000 | 357,000 | 33% |
| Southwest | 640,000 | 157,000 | 25% |
| West | 521,000 | 104,000 | 20% |
| Total | 11,986,000 | 2,577,000 | 22% |

(1) Source: Palmer McAllister Company, Inc. *Insight*, April, 1992. All values rounded.

The first non-profit facility is the Midway Unit of Jehovah's Witnesses Church located near the Fontanero interchange. Based on discussion with Mr. Harry Stevenson, Presiding Overseer of the Board of Elders, the church does not anticipate major problems in relocating. The church has been aware of pending acquisition for some time through public involvement aspects of the project over the last three to four years. The church is currently located in the southeast corner of its primary territory (or service area), and views relocation as an opportunity to be situated more central to the territory.

The second non-profit facility in Phase I is the Atlantis Communities, Inc. Learning Center (or Recreational Center), located on Pine Street west of I-25 and south of Uintah Street. This facility runs training classes for wheelchair clients in everyday life skills and mobility, serving several persons per day. The center also hosts larger group meetings among clients. Based on discussion with the facility manager, Mr. Joe Carle, and with the Atlantis Communities, Inc., co-director in Denver, Mr. Wade Blank, relocation is not expected to impose undue burden. As with the church, Atlantis has known for some time about the possibility of relocation due to the I-25 project. A large number of Atlantis clients currently live on the east side of I-25 near Uintah and Circle, and may take a bus to the learning center out of necessity or as part of their life skills training. The current learning center, however, is located a block off the closest bus route on Spruce Street. This suggests that a facility more convenient to the city bus system might be appropriate.

The final non-profit facility is the New Creation Church, located in the Phase II project area at the Nevada/Tejon interchange. Because relocation is several years away, no contact has been made with the church. This church operates in a property that would otherwise be classified as a retail outlet. Replacement for it can thus be expected to be a similar facility in a shopping center setting.

### 3.4 Secondary Impacts

One other potential non-residential concern is secondary impact on any operating businesses, particularly neighborhood-based retail or service facilities. The concern is whether residential relocation will significantly affect business viability, due to a loss of clientele.

Based on the public involvement process over the past three and one-half years and discussion with city staff (Mr. Paul Butcher, Capital Improvement Program Manager) no secondary impacts have been identified. At the 50 public workshops or meetings held to date (see Corridor Improvement Feasibility Study), no property owner or business owner has voiced a concern with loss of customer base. Similarly, city staff have indicated no adverse effects on neighborhood businesses. This can be attributed to the fact that there are no existing businesses within the corridor that are neighborhood based, e.g. barber shops, corner grocery or neighborhood coffee shops.

## 4.0 ACCESS MODIFICATIONS

Access modifications affect local street circulation as well as emergency vehicle access, as discussed in this section. The focus of discussion is Phase I because it is the only area in which preliminary plans have been developed in sufficient detail to determine potential impacts to the local street system.

### 4.1 Local Circulation

Local circulation changes have been identified for the Phase I project area (see Appendix B of the Corridor Improvement Feasibility Study, I-25 Colorado Springs). Altogether, 12 streets are redirected or terminated differently then they are currently. The changes assure that all remaining property owners have direct access to the local street system. There are only minor increases in travel distance in a few cases, and there are no major effects on local access or traffic circulation.

### 4.2 Emergency Access

In order to address effects on emergency access, the Colorado Springs Police and Fire Departments have been given detailed Phase I preliminary plans illustrating the local street modifications described above. Following review, both departments have recognized the need for adjustments in emergency vehicle operations, but concur that there are no significant adverse impacts. Appendix B provides letters from the departments summarizing their reviews.

## 5.0 SCHOOL SYSTEM EFFECTS

This section discusses impacts on the Colorado Springs public school system. There are three school districts within the I-25 corridor: District 2 at the south, District 11 in the central portion of the corridor, and District 20 at the north.

District 20 will not be affected either directly or indirectly by Interstate improvements other than minor disruption during reconstruction of Woodmen Road in Phase I. No school property will be acquired, and there will be no residential relocations associated with Interstate construction within the District boundary.

In District 2, reconstruction at the Circle/Lake interchange will require replacement of the pedestrian overpass and construction of noise barriers to protect the athletic fields at Gorman Middle School and Harrison High School. During interchange and pedestrian overpass construction, there will be some disruption to vehicle and pedestrian traffic in this area. CDOT will coordinate with the District to minimize the effects of construction. No property from the District will be acquired for either the pedestrian overpass or noise barriers. The District has been informed of the work and supports noise barrier construction (see letter in Appendix B).

District 11 is the only school district that will be directly affected by student relocation. District 11 is the primary school district within the city, serving about 60% of the population and land area (see Figure 1 on page 2 for district boundary). The focus of discussion in this section is the effect on District 11 as a result of 223 residential acquisitions in Phase I between Bijou and Fillmore Streets. Any other residential acquisition which may affect the District in Phases II and III will be minor: about 14 dwelling units in Phase II and 18 in Phase III.

### 5.1 Number of Affected Students

Addresses of residential properties to be acquired were provided to District 11 in order to determine the potential magnitude of dislocated students. Table 13 presents the results based on September, 1992 enrollments. In reality, with Phase I acquisition staged over a one to five year time frame, the numbers will change as children advance in grade levels. The figures are representative, however, considering the fact that graduating students are generally replaced by new entering students.

**TABLE 13**
**PUPIL DISLOCATIONS BY SCHOOL - PHASE I (1)**

| School | Potential Pupil Dislocations | Enrollment September, 1992 | Percent Dislocated |
|---|---|---|---|
| Elementary (Preschool through 6th Grade) | | | |
| Bristol | 37 | 384 | 9.6% |
| Pike | 37 | 292 | 12.7% |
| Midland | 2 | 237 | 0.8% |
| Washington | 2 | 335 | 0.6% |
| Buena Vista | 1 | 359 | 0.3% |
| Lincoln | 1 | 502 | 0.2% |
| Sub-Total | 80 | 2,109 | 3.8% |
| Junior High (7th Through 9th Grade) | | | |
| Holmes | 16 | 739 | 2.2% |
| West | 6 | 488 | 1.2% |
| North | 2 | 735 | 0.3% |
| Irving | 1 | 911 | 0.1% |
| Mann | 1 | 820 | 0.1% |
| Sub-Total | 26 | 3,693 | 0.7% |
| Senior High (10th through 12th Grade) | | | |
| Coronado | 13 | 1,150 | 1.1% |
| Doherty | 1 | 1,433 | 0.1% |
| Palmer | 1 | 1,222 | 0.1% |
| Wasson | 1 | 1,071 | 0.1% |
| Sub-Total | 16 | 4,876 | 0.3% |
| GRAND TOTAL | 122 | 10,678 | 1.1% |
| Entire School District 11 | 122 | 32,106 | 0.4% |

(1) Source: Colorado Springs Public Schools - District 11, Department of Planning, Evaluation and Measurement

## 5.2 Effects on District 11

If all relocations took place today, 122 students would be displaced, which represents less than 0.5% of total school district enrollment. Since the majority of students are expected to relocate within District 11 due to the size of the district, there will be negligible impact on the district-wide tax base, and the number of school district employees is not expected to change.

On a local basis, students would be dislocated at 15 schools. At 13 of these, the impact would be small - less than 2.5% of total enrollments - and is not significant. The greatest impacts would occur at two west side schools: 37 students displaced each at Bristol and Pike elementary schools. These represent about 10% and 13% of total current enrollments, respectively. Bristol Elementary is located about two block west of I-25 and about three blocks south of Uintah Street. Pike Elementary is located about three blocks west of I-25 and four blocks south of Fillmore Street.

Potential dislocations shown in Table 13 have been discussed with a number of persons, including: Dr. Ann Kraetzer, Director of Evaluation for District 11; Mr. Phil Frye, Principal of Bristol Elementary, Mr. Charles Hideman, Principal of Pike Elementary; Mr. Michael L. Anderson, Financial Economist for the City of Colorado Springs, and; Mr. Steve Droge, Regional Right-of-Way Supervisor for the Colorado Department of Transportation, Region 2 (Pueblo).

The discussions indicated that dislocations from the affected schools should not have a significant adverse effect on the individual schools or on the school system. A major reason is that most west side (of I-25) elementary schools today are at or near capacity, and generally schools in the district have been experiencing 3 to 4% growth per year in enrollments. The dislocations of a moderate number of students may actually work to the advantage of the schools, by providing room for natural growth and cross-registration. Under Colorado law, students within a district may go to any school desired, as long as there is room. Bristol Elementary, for example, turned away about 25 students for the current school year. Both Bristol and Pike Elementary schools have stable student population bases, partly because, as indicated by both principals, most residents are happy with the schools. Overall, vacancies caused by the I-25 project are likely to be filled quickly.

The other consideration is impact on schools to which students might relocate. Based on recent experience with Colorado Springs transportation projects (US 24 Bypass) and the general stability of Bristol and Pike area residents, it is estimated that about one-third of dislocated residents with school age children will relocate within the same general school boundary areas. The net result should be that about 50 to 60 elementary school students, 15 to 20 junior high school students and 8 to 12 senior high students will go to new schools. The potential impact on secondary schools is low in all cases - no more than a 2 or 3% increase at any one school, even if the relocated students all went to the same school. The following discussion therefore deals with elementary school impacts alone.

School and city personnel indicate that the most likely elementary schools to which students might relocate is other west side schools, primarily Washington, Buena Vista, and Whittier. These schools today have enrollments totaling about 1,000 students, split about equally (Buena Vista has about 360 students). Assuming dislocated students relocate about equally among these three exclusively, the likely impact would be a net increase of 15 to 20 students per school, or about a 5 to 7% increase per school.

Relocations from the Bristol Elementary school area are planned to occur during school years starting in the fall of 1993, 1994, and 1995, while Pike Elementary area relocations are likely to occur during the 1995-96 and 1996-97 school years. In effect, the maximum annual school impact should occur in the 1995-1996 school year, with about 40% of all student dislocations. In terms of the primary candidate schools, this means about 5 to 10 more students per school that year, or about a 2 to 3% increase at each. This range is less than the typical 3 to 4 percent per year growth experienced district-wide over the past few years.

Overall, the magnitude of increase at any one school should be in the manageable range that the district deals with on a year-to-year basis. Some schools have recently experienced annual growth in the 15 to 20 percent range. At the neighborhood level, the fact that west side schools are near or at capacity today means that appropriate advance planning will need to occur. The school district has expressed a strong interest in reviewing relocation numbers and progress over the next few years as actual acquisition takes place. Given proper attention to advance forecasting and planning, however, the school district anticipates no significant adverse impacts.

## 6.0 CONCLUSIONS

Based on this report, the following conclusions are made:

- There is an adequate supply of decent, affordable housing to meet the project needs for owner-occupied housing in the metropolitan area.

- Although the tenant-occupied housing market has tightened considerably recently, affordable replacement housing should be available. This is due to the fact that relocation needs will be spread over a 1 to 5 year time frame and thus project demands should always be less than 10% of the available supply. Relocation assistance should include working through local real estate agents to secure appropriate rental quarters as soon as they become available.

- Non-residential relocation needs of the project are relatively small and will occur over an extended time frame. Adequate replacement properties are available for both purchase and lease. As a result, impacts on employees will be minimal, except in cases where employers choose to accept compensation only and not continue in operation. Of the three non-profit facilities dislocated by the project, none is expected to incur undue burden or relocation problems. No significant impacts on loss of business clientele have been identified either.

- Preliminary plans for Phase I improvements have accounted for local access and circulation needs. The police and fire departments have indicated there are no significant adverse impacts on emergency vehicle access.

- Dislocation effects on local schools have been identified and discussed with the school district. Given proper advance planning, there will be no significant adverse effects on the school system.

To keep the public informed, CDOT Region 2 staff met with residents between Bijou and Fillmore affected by Phase I. Three informal workshops were held on October 13, 14, and 15, 1992, to answer questions on environmental impacts, noise barriers and the right-of-way process. More than 200 persons attended over the three day period.

## APPENDIX A
## RIGHT-OF-WAY TAKE ALTERNATIVES

In developing the Phase I improvements between the Bijou and Fillmore interchanges, a variety of cross-section options have been considered. The goal has been to consider a range of alternatives that minimize right-of-way take needs as much as possible, yet also preserve full flexibility for a number of future options: high occupancy vehicle lanes, transit or additional through lanes. Figure 7 in the Corridor Improvement Feasibility Study presents an example of one potential long range design for the Bijou to Fillmore segment.

To develop alternatives and compare them, total right-of-way take needs have been developed under the following alternatives:

Alternative 1 - Four lane with a 22 foot median.

Alternative 2 - Four lane with a 36 foot median.

Alternative 3 - Four lane with a 60 foot median.

Alternative 4 - Four lane with a 96 foot median.

For each alternative, noise barriers would be constructed on the west side of I-25, along with a landscaped buffer. The width of right-of-way allowed for mitigation (noise barrier and landscaping) is generally 50 feet, though as the median widens, the mitigation width is allowed to vary to fit the existing physical conditions and property lines. In determining right-of-way takes, any encroachment on a property except the bare minimum of a few feet is considered as a full take. Generally, it is felt that property owners would not want to be left in place near the Interstate if anything more than incidental right-of-way acquisition takes place.

Table A-1 summarizes the right-of-way takes by alternative. As can be seen, there is very little difference between alternatives: a maximum of 18 properties, or less than a 10% difference overall. As noted in the corridor feasibility study, one goal of the new federal ISTEA legislation is to preserve right-of-way for future transportation improvements. Since the incremental difference between all alternatives is small, it is judged prudent and economical to acquire right-of-way and plan for Alternative 4, the option that provides the most flexibility for a number of options in the I-25 corridor. This alternative will also minimize any future potential disruption to the community, by allowing future improvements to occur within the median and not along the outside pavement.

**TABLE A-1**
**RIGHT-OF-WAY TAKE COMPARISON: BIJOU TO FILLMORE SEGMENT, PHASE I**

| Alternative | Residential | Non-Residential | Vacant | Total |
|---|---|---|---|---|
| 1 - Four Lane with 22 Foot Median | 205 | 12 | 25 | 242 |
| 2 - Four Lane with 36 Foot Median | 206 | 12 | 25 | 243 |
| 3 - Four Lane with 60 Foot Median | 207 | 12 | 25 | 244 |
| 4 - Four Lane with 96 Foot Median | 223 | 12 | 25 | 260 |

## APPENDIX B

## COMMENTS AND COORDINATION LETTERS FROM POLICE DEPARTMENT AND FIRE DEPARTMENT

**CITY OF COLORADO SPRINGS**
*The "America the Beautiful" City*
**POLICE DEPARTMENT**
**224 E. Kiowa Street P.O. BOX 2169**
**COLORADO SPRINGS, COLORADO 80901**

**OFFICE OF CHIEF OF POLICE**
**LORNE C. KRAMER**

September 11, 1992

Mr. Richard Annand
Region 2 Environmental Manager
Colorado Department of Transportation
905 Erie Avenue
Pueblo, CO 81001

Dear Mr. Annand:

On September 1, 1992, Lieutenant Steve Liebowitz met with Mr. James Powell to discuss the I-25 Colorado Springs Corridor Improvement Plan. The primary purpose of the discussion was to review potential adverse impacts the project could have on emergency vehicle response and access to adjacent city streets. Mr. Powell provided detailed diagrams, and the proposed phasing plans.

The Colorado Springs Police Department does not envision any problems with emergency vehicle access, as outlined by the preliminary plans. The Colorado Springs Police Department requests that the Traffic Commander, Lieutenant Steve Liebowitz, be contacted regarding changes to the improvement plan. Lieutenant Liebowitz can be reached at (719) 578-6499.

Thank you for including the Police Department in your notifications and plans.

Sincerely,

Lorne C. Kramer
Chief of Police

gk

FIRE DEPARTMENT
Fire Prevention Bureau

CITY OF COLORADO SPRINGS


September 8, 1992

Richard Annand
Region 2 Environmental Management
Department of Transportation
905 Erie Avenue
Pueblo, Colorado 81001

Dear Mr. Annand,

I have meet with James L. Powell, Senior Transportation Engineer, to review the I-25 corridor improvement plan through Colorado Springs for emergency access and found it to be acceptable to the Colorado Springs Fire Department.

Mr. Powell stated that plans will be submitted at a later date to review fire hydrant and water main requirements.

If I may be of further assistance, please feel free to contact me at (719)-578-7040.

Sincerely,

Norman Noble

Norman Noble, Systems Specialist

TEL 719-578-7040 • FAX 719-578-6029
101 West Costilla Street, #129 • Colorado Springs, Colorado 80903

HARRISON SCHOOL DISTRICT TWO

1060 HARRISON ROAD
COLORADO SPRINGS, COLORADO 80906
(719) 576-8360


October 23, 1991

DOT
Robert D. Torres
Preconstruction Engineer
State of Colorado
Department of Transportation
905 Erie, P.O. Box 536
Pueblo, CO 81002

Dear Mr. Torres:

The following is the input received from our principals regarding response to the questions asked in your letter dated September 6, 1991:

1. The noise barrier would be beneficial to the adjoining facilities

2. A barrier may invite gang graffiti.

While the graffiti would present an ongoing problem, I feel that we would definitely benefit from the noise reduction afforded by the barrier. We would ask your assistance in selection of a surface which would discourage graffiti and attempts to limit this problem.

Thank you for soliciting our input for this project. If you have further questions or concerns, please contact me.

Sincerely,

Donald R. C. Smith
Associate Superintendent
of Administration

COLORADO SPRINGS PUBLIC SCHOOLS

Kenneth Stephen Burnley, Ph.D., Superintendent

**Department of Planning, Evaluation, and Measurement**
(719) 520-2077

*BETTER INFORMATION = BETTER DECISIONS = BETTER EDUCATION*

**Joe B. Hansen, Ph.D.,**
**Executive Director**

November 20, 1992

Mr. James Powell
Felsburg, Holt & Ullevig
5299 DTC Boulevard Suite 400
Englewood, Colorado 80111

Dear Mr. Powell:

Thank you for the opportunity to review your report on the impact of I-25 widening on District 11 school enrollments. The report, in my opinion, accurately and thoroughly reviews the information we provided and the discussions held with District 11 staff.

In reference to Section 5.1, Number of Affected Students, I would like to point out that elementary and junior high school enrollments at District 11, as well as the nation, are presently surging as the baby boomlet passes through the system. Three to five years from now, this factor would tend to increase the school age population in any residential area. I do not consider this projection, however, to substantively alter any of the report conclusions.

With regard to Section 5.2 Paragraph 2, let me clarify regarding your statement that 2.5% change would be "not significant". As we discussed, 2-3% change attributable to I-25 impact is within the range of expected annual variation due to various fluctuations that impact school enrollments, as stated on Pg. 32. This magnitude of change would impact the number of teachers needed, but as you point out, losses in the target area are likely to be offset by increases elsewhere in the proximate area.

Jim, I appreciate your efforts to involve district staff and our community in discussion of I-25 widening impacts. Good luck on the successful completion of your project. Do not hesitate to call me if I can assist you any further. I would appreciate your keeping me informed as acquisitions plans proceed.

Sincerely yours,

Ann V. Kraetzer, Ph.D.
Director of Evaluation