



# I-70 East

# Conceptual Stage Relocation Technical Report Addendum

January

**2016**

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I-70 East Final Environmental Impact Statement

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## **LIST OF ACRONYMS**

CDOT	Colorado Department of Transportation
CRHDC	Community Resource Housing Development Corporation
EIS	Environmental Impact Statement
NEPA	National Environmental Policy Act

## 1 PURPOSE OF THIS REPORT

This addendum supports the Conceptual Stage Relocation Technical Report prepared in August 2014 for the I-70 East Supplemental Draft Environmental Impact Statement (EIS). It presents the environmental impacts of the Preferred Alternative (Partial Cover Lowered Alternative with Managed Lanes Option) and compares its effects to those of the No-Action Alternative and Revised Viaduct Alternative, as discussed in the Supplemental Draft EIS.

The information contained in the previous technical report is still pertinent to the No-Action Alternative and Revised Viaduct Alternative and their associated effects, except where this addendum specifically revises these alternatives. Where an addendum figure or table updates or adds new data and/or different potential effects to an exhibit contained in the technical report, the figure or table name is followed by “(Update to Figure/Table # of the 2014 Technical Report).”

## 2 ALTERNATIVES UNDER CONSIDERATION

The Final EIS fully evaluates the No-Action Alternative, Revised Viaduct Alternative, and Partial Cover Lowered Alternative for impacts to relocations and displacements. Descriptions of the No-Action Alternative and Revised Viaduct Alternative are included in the August 2014 Conceptual Stage Relocation Technical Report. The Partial Cover Lowered Alternative with Managed Lanes Option is referred to hereinafter as the Preferred Alternative, and is described in the following subsection. A description of the phasing for the Preferred Alternative also is detailed.

### 2.1 Preferred Alternative

As a result of the comments received on the Supplemental Draft EIS and additional stakeholder outreach and agency coordination; the Partial Cover Lowered Alternative has been refined to include elements of both the Basic and the Modified Connectivity Options of the Partial Cover Lowered Alternative as they were analyzed in the Supplemental Draft EIS. This document includes updated analysis of the refined Partial Cover Lowered Alternative and does not include multiple Connectivity Options.

The Partial Cover Lowered Alternative as it is presented in the Final EIS removes the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, lowering the highway below grade in this area. It adds additional lane(s) in each direction from Brighton Boulevard to Tower Road. It also adds capacity from I-25 to Brighton Boulevard by restriping.

This alternative includes a cover over the highway in the vicinity of Clayton Street and Columbine Street. As part of this alternative, 46th Avenue will be located on the north and south sides of the highway. It will be a two-way street between Josephine Street and Milwaukee Street on both sides of the highway and one way in the other locations. This alternative eliminates the portion of 46th Avenue north of I-70 between Columbine Street and

Clayton Street to allow for a seamless connection between Swansea Elementary School and the highway cover. As part of this alternative, access to and from I-70 at the Steele Street/Vasquez Boulevard interchange is maintained.

Lowering I-70 requires capturing offsite surface runoff that currently flows south to north. The offsite drainage system included in this alternative is designed to prevent the lowered section of I-70 from flooding. This storm drain system will be conveyed south of I-70 through Globeville Landing Park and discharge to the South Platte River. Additionally, an onsite drainage system is designed north of I-70 to drain runoff from the highway.

The Preferred Alternative includes an overall approach to design and construction that technically would not preclude construction of a second cover over the highway from west of the Steele Street/Vasquez Boulevard interchange to east of Cook Street. This second cover will not be included as part of the Preferred Alternative.

The Operational Options of the Partial Cover Lowered Alternative—General-Purpose Lanes and Managed Lanes—remain the same as those studied in the Supplemental Draft EIS. They include two scenarios about how the additional capacity with the Build Alternatives will be managed and operated. The General-Purpose Lanes Option will allow all vehicles to use all the lanes on the highway with no restrictions, while the Managed Lanes Option implements operational strategies (such as pricing) for only the additional lanes while keeping the rest as general-purpose lanes. With the Managed Lanes Option, the additional lanes are separated from the general-purpose lanes with a striped buffer and direct connections from the managed lanes to I-225, I-270, and Peña Boulevard are provided.

The Partial Cover Lowered Alternative with Managed Lanes Option is identified as the Preferred Alternative for this project. For more details on the Preferred Alternative, refer to Chapter 3, Summary of Project Alternatives, in the Final EIS.

## **2.2 Phasing of the Preferred Alternative**

Revenue sources for the I-70 East project include allocations from various state and local sources, but there remains a gap between the estimated cost of the project and the revenue available to build it. Because of these funding limitations, the project will be constructed in phases over time. Phase 1 is the only defined phase for the project at this time. Future phases have not been determined and will rely on future funding; therefore, any future phases are referred to as Phase 2.

### **2.3 Phase 1**

Phase 1 incorporates portions of the identified Preferred Alternative, the Partial Cover Lowered Alternative with Managed Lanes Option. It includes all construction and mitigation commitments incorporated in the Preferred Alternative from Brighton Boulevard to Chambers Road.

In general, Phase 1 includes the complete reconstruction of I-70 from Brighton Boulevard to I-270 with pavement width for the addition of two tolled express lanes in each direction. Only one lane will be open for use until traffic demand is met to open the second lane. It also

includes widening the remaining stretch from I-270 to Chambers Road to accommodate one additional lane in each direction and restriping from I-25 to Brighton Boulevard.

Phase 1 includes the construction of the highway cover between the Clayton Street and Columbine Street bridges and the associated urban landscape area on the cover. It will reconstruct the frontage roads, 46th Avenue North and South between Brighton Boulevard and Colorado Boulevard, and Stapleton Drive North and South between Colorado Boulevard and Quebec Street. Phase 1 also includes the drainage requirements from the Preferred Alternative.

Similar to the Preferred Alternative, Phase 1 includes an overall approach to design and construction that technically would not preclude construction of a second cover over the highway from west of the Steele Street/Vasquez Boulevard interchange to east of Cook Street. However, this second cover will not be included as part of the Preferred Alternative or Phase 1.

## **2.4 Phase 2**

Phase 2 incorporates the remaining improvements needed for the Preferred Alternative. This phase would stripe in an additional tolled express lane from Brighton Boulevard to Quebec Street—Phase 1 constructed this section of I-70 wide enough to accommodate the additional lane.

From Quebec Street to Chambers Road, I-70 would be widened for an additional tolled express lane in each direction, one going eastbound and one going westbound. From Chambers Road to Tower Road, capacity is increased by widening to accommodate additional tolled express lanes. Three proposed direct connections are planned from the tolled express lanes to I-270, I-225, and Peña Boulevard to accommodate regional and airport traffic. These direct connections result in a shift of eastbound I-70 to create room for the connections.

## **3 CHANGES TO APPLICABLE LAWS, REGULATIONS, AND GUIDANCE**

There have not been any changes to the applicable laws, regulations, or guidance since the 2014 Conceptual Stage Relocation Technical Report.

## **4 CHANGES TO EXISTING CONDITIONS**

The 2014 Conceptual Stage Relocation Technical Report provides a detailed discussion of the existing conditions in the study area.

As allowed under 23 CFR 710.501, Early Acquisition, “the State may initiate acquisition of real property at any time it has the legal authority to do so based on program or project

considerations. The State may undertake early acquisition for corridor preservation, access management, or other purposes.”

In September 2013, CDOT began the early acquisition of properties to assist with implementation of the Preferred Alternative. The majority of these property acquisitions would be required by more than one of the proposed alternatives. Advanced purchase of property for this project has not influenced this environmental impact study, including:

- (i) The decision on need to construct the project
- (ii) The consideration of alternatives
- (iii) The selection of the design or location

Properties already purchased are still included in this document as an impacted property under all applicable alternatives.

Through the advance acquisition process and public comments received on the Supplemental Draft EIS, some property descriptions have been corrected to reflect their current condition. For example, a property may have been previously identified as a single-family residence when it was actually a duplex, or vice versa, thus affecting the overall number of relocations required. These corrections were applied to all alternatives under consideration. As a result, relocation numbers may vary from those identified previously in the Supplemental Draft EIS. Properties with a change to the number of relocations required include:

- **Residential property at 4612 Josephine Street.** Previously considered one relocation, now considered two—included in the No-Action North, Revised Viaduct North, and Partial Cover Lowered Alternatives.
- **Residential property at 4635 Claude Court.** Previously considered two relocations, now considered one—included in the Revised Viaduct North Alternative.
- **Residential property at 4605 Fillmore Street.** Previously considered two relocations, now considered one—included in the Revised Viaduct North and Partial Cover Lowered Alternatives.
- **Residential property at 4619 York Street.** Previously considered one relocation, now considered two—included in the Partial Cover Lowered Alternative.
- **Residential property at 4621 Columbine Street.** Previously considered one relocation, now considered two—included in the Partial Cover Lowered Alternative.
- **Business properties at 3223 East 46th Avenue and 3495 East 46th Avenue.** Previously considered three relocations, now considered two—included in the Revised Viaduct North and Partial Cover Lowered Alternatives.
- **Business property at 2320 East 46th Avenue.** Previously considered four relocations, now considered six—included in the Revised Viaduct South Alternative.



## 5 EFFECTS ANALYSIS

Property acquisition is an important element to all of the I-70 East project alternatives, as additional right of way is required for each alternative and option. In certain situations, it also may be necessary to acquire buildings that are located within a proposed acquisition parcel. In instances where the buildings are occupied, it is necessary to “relocate” or “displace” those individuals from the property (residential, business, or non-profit) to a replacement site.

The conceptual design plans were used to determine the parcels with potential relocation effects to residential, business, and non-profit operations. The relocation spreadsheets used to summarize these effects by neighborhood for each alternative are included in Appendix A. The 2014 *Conceptual Stage Relocation Technical Report* provided a detailed discussion of effects of the No-Action Alternative and Revised Viaduct Alternative. The discussion in this addendum augments the previous report by comparing the effects of the Preferred Alternative to the effects of the No-Action Alternative and the Revised Viaduct Alternative. It also discusses Phase 1 of the project.

### 5.1 Impacts from the Preferred Alternative

The Preferred Alternative will expand the roadway to the north and will result in 56 residential relocations. All of the residential relocations will be from the north side of I-70 on the 4600 block between Williams Street and Milwaukee Street in the Elyria and Swansea neighborhood.

The Preferred Alternative will require 18 business relocations which includes the relocation of the non-profit Denver Rescue Mission Ministry Outreach Center. All but four of the business relocations are from the Elyria and Swansea Neighborhood. Nine of the 14 business relocations from the Elyria and Swansea Neighborhood are located on 46th Avenue. The Preferred Alternative will require the relocation of the Colonial Manor Motel at 2615 East 46th Avenue, Pilot Travel Center, and Sno-White Linen and Uniform Company, both located on 46th Avenue. In addition, this alternative also will require the relocation of Penske Truck Rental located at 4605 Jackson Street.

The other four business relocations include three in the Northeast Park Hill Neighborhood (two located at 5175 East Stapleton Drive North and one at 5601 East Stapleton Drive North) with the final business relocation being the CDOT maintenance yard located in the southwest corner of the Havana Street interchange with I-70.

### 5.2 Impacts of the Preferred Alternative by Phase

All of the residential and business relocations will occur during Phase 1 of construction.

### 5.3 Comparison of the Preferred Alternative with the Other Alternatives

Potential residential, business, and non-profit relocation impacts caused by each of the alternative options are summarized by neighborhood in Table 1 (Update to Table 12 of the 2014 Conceptual Stage Relocation Technical Report).

#### 5.3.1 Residential Relocations

No residential relocations are anticipated for any of the alternatives or options from the Globeville, Northeast Park Hill, Stapleton, Montbello, Aurora, and Gateway neighborhoods.

As shown in Table 1, the total number of residential relocations estimated for each alternative ranges from 13 residences (No-Action Alternative, South Option) to 56 residences (Preferred Alternative).

Since the release of the Supplemental Draft EIS and the preparation of the associated Conceptual Stage Relocation Technical Report, the design of the Partial Cover Lowered Alternative has been modified resulting in the following change in the number of relocations required:

- **Properties previously not impacted.** Residential properties at 4550 Clayton Street and 4542 Fillmore Street are now needed for the project and will be fully acquired, each property is considered a relocation.
- **Properties previously impacted, but not requiring relocation.** Residential properties at 4625 Fillmore Street and 4625 Milwaukee Street are now needed for the project and will be fully acquired, each property is considered a relocation.
- **Property previously requiring acquisition.** Residential property at 4632 Williams Street will still be impacted but is no longer a needed acquisition for the project, and is not considered a relocation.
- **Property previously requiring acquisition.** Residential properties at 4635 High Street and 4641 Vine Street are no longer needed acquisitions for the project, and are not considered relocations.

**Table 1. Residential Relocations by Alternative and Neighborhood**

Alternative	Option	Neighborhood	Business Relocations	Non-Profit	Residential Relocations		
					Total Residential	Owners	Tenants <sup>1</sup>
No-Action Alternative	North	Elyria and Swansea	5	1	15	7	8
		<b>Total</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>7</b>	<b>8</b>
	South	Elyria and Swansea	15	0	13	3	10
		<b>Total</b>	<b>15</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>10</b>
Revised Viaduct Alternative	North	Elyria and Swansea	10	1	38	16	22
		Northeast Park Hill	3	0	0	0	0
		Stapleton	1	0	0	0	0
		<b>Total</b>	<b>14</b>	<b>1</b>	<b>38</b>	<b>16</b>	<b>22</b>
	South	Elyria and Swansea	22	1	44	11	33
		Northeast Park Hill	3	0	0	0	0
		Stapleton	1	0	0	0	0
		<b>Total</b>	<b>26</b>	<b>1</b>	<b>44</b>	<b>11</b>	<b>33</b>
Partial Cover Lowered Alternative (Preferred Alternative)		Elyria and Swansea	13	1	56	21	35
		Northeast Park Hill	3	0	0	0	0
		Stapleton	1	0	0	0	0
		<b>Total</b>	<b>17</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>35</b>

1. Occupancy status of owner-occupied housing determined by Denver and Adams County Assessor data.

The percentage of tenants that will be relocated is higher in every alternative and option. All of the residential relocations are located in the Elyria and Swansea Neighborhood. As identified in Section 3.2, Demographic Profile of the Supplemental Draft EIS Conceptual Stage Relocation Report, the Elyria and Swansea Neighborhood is 83.8 percent Hispanic or Latino, Spanish is the primary language for 40.8 percent of the residents, and approximately 44.4 percent of the households are low income.

Households earning \$24,999 or less are considered low income regardless of household size. The Preferred Alternative will relocate the highest number of households with annual incomes of \$24,999 or less (25 households). The No-Action Alternative, South Option would relocate the lowest numbers of households with annual income of \$24,999 or less (six households). Table 2 (Update to Table 13 of the 2014 Technical Report) shows the estimated number of households by income level to be relocated by each alternative and option.

**Table 2. Income Levels of Relocated Households by Alternative in Elyria and Swansea**

Alternative	Option	Total Relocations	\$0 to \$24,999 <sup>1</sup>	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000+
No-Action Alternative	North	15	7	4	2	1	1
	South	13	6	4	1	1	1
Revised Viaduct Alternative	North	38	17	11	4	3	3
	South	44	20	13	5	3	3
Partial Cover Lowered Alternative (Preferred Alternative)		56	25	16	7	4	4

Source: U.S. Census Bureau, 2011, Table B19001, "Household Income in the past 12 months in 2010 Dollars"

1. Households earning \$24,999 or less represent low-income households regardless of household size.

The value of owner-occupied households to be relocated by each alternative and option is shown in Table 3 (Update to Table 14 of the 2014 Technical Report). All of the households are located in the Elyria and Swansea Neighborhood, with the majority of households impacted by each of the alternatives valued between \$50,000 and \$99,999 dollars. No homes are valued at \$150,000 or more.

**Table 3. 2012 Tax Value of Owner-Occupied Households**

2012 Tax Value of Property (Land and Improvements)							
Alternative	Option	Total Owner Occupied	\$0 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000+
No-Action Alternative	North	7	0	4	3	0	0
	South	3	1	2	0	0	0
Revised Viaduct Alternative	North	16	1	10	5	0	0
	South	11	1	8	2	0	0
Partial Cover Lowered Alternative (Preferred Alternative)		21	1	14	6	0	0

Source: Denver Assessor's Office

Based on the existing condition data presented in Section 3, Changes to Applicable Laws, Regulations, and Guidance of the 2014 Technical Report, all of the project alternatives and options will result in a disproportionate impact to the residents of the Elyria and Swansea Neighborhood.

While the loss of residential units in the Elyria and Swansea Neighborhood results in a disproportionate impact to the neighborhood, the loss of these units will not affect neighborhood service providers, such as convenience stores, banks, restaurants, gas stations, and shopping centers. The customer base for these service providers includes adjacent neighborhoods not in the study area; therefore, it is determined that the services necessary to

support existing project area neighborhoods will not be overly inhibited by residential relocations that result from the project alternatives and options.

### 5.3.2 Business relocations

Based on the I-70 Supplemental Draft EIS engineering plans, an estimate of business (including non-profit) relocations—including those that are within the ROW limits and those assumed to be denied access by the project alternatives and options—totals between six businesses (No-Action Alternative, North Option) and 27 businesses (Revised Viaduct Alternative, South Option with Managed Lanes Option).

Since the release of the Supplemental Draft EIS and the preparation of the associated Conceptual Stage Relocation Technical Report, the design of the Partial Cover Lowered Alternative has been modified, resulting in the following change in the number of relocations required:

- **Property previously requiring acquisition.** Business properties at 4500 Jackson Street and 4550 Jackson Street are no longer needed acquisitions for the project, and are not considered relocations.

Table 4, Business and Non-Profit Relocations by Alternative and Neighborhood, provides an estimate of business and non-profit relocations. No business relocations are anticipated for any of the alternatives or options from the Globeville, Montbello, Aurora, and Gateway neighborhoods.

**Table 4. Business and Non-Profit Relocations by Alternative and Neighborhood**

Alternative	Option	Neighborhood	Business Relocations	Non-Profit Relocations
No-Action Alternative	North	Elyria and Swansea	5	1
		<b>Total</b>	<b>5</b>	<b>1</b>
	South	Elyria and Swansea	15	—
		<b>Total</b>	<b>15</b>	<b>—</b>
Revised Viaduct Alternative	North	Elyria and Swansea	10	1
		Northeast Park Hill	3	—
		Stapleton	1	—
		<b>Total</b>	<b>14</b>	<b>1</b>
	South	Elyria and Swansea	22	1
		Northeast Park Hill	3	—
		Stapleton	1	—
		<b>Total</b>	<b>26</b>	<b>1</b>
Partial Cover Lowered Alternative (Preferred Alternative)		Elyria and Swansea	13	1
		Northeast Park Hill	3	—
		Stapleton	1	—
		<b>Total</b>	<b>17</b>	<b>1</b>

Note: There is no difference in the number of business or non-profit relocations as a result of the Managed Lanes Option

## 6 MITIGATION

The 2014 Supplemental Draft EIS Conceptual Stage Relocation Technical Report provides a detailed discussion of the required and proposed mitigation measures planned for the project.

Updates to these measures identify more definitive mitigations from CDOT and are applicable to all of the project alternatives. These updated measures include the following:

- CDOT will meet directly with those owners and occupants who would be relocated as a result of the proposed project. CDOT staff will conduct multiple meetings with these individuals to provide an introduction and overview of the process associated with the Uniform Act. CDOT will provide information on resources available, including assistance from local, state, and federal agencies, and private agencies in the community. These meetings also will identify individual eligibility for benefits.
- CDOT will provide targeted assistance to encourage businesses to find new locations as close to their existing location as possible and provide special assistance to minority or woman-owned businesses through CDOT’s Civil Rights and Business Resource Center

and programs offered through the Economic Development Office of the City and County of Denver. This assistance will be provided on a case-by-case basis.

- CDOT has entered into an agreement with the Community Resource Housing Development Corporation (CRHDC) in which CDOT has provided funding to CRHDC to assist residential and business displacees with financial counseling and procurement of financing for replacement property and securing business loans.

## **6.1 Mitigation commitments for the Preferred Alternative by phase**

Mitigation measures are the same for all alternatives considered for the project. All mitigation will be completed during Phase 1 of project construction.

## **7 UPDATED REFERENCES**

Colorado Department of Transportation. (2014). *National Environmental Policy Act manual*. Version 4. Denver: Author.

23 C.F.R. § 710.501, Early Acquisition.

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**Attachment G – Appendix A.  
Neighborhood Relocation Summary  
Tables by Alternative**



# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: No-Action North										
I-70 EAST														
Elyria and Swansea Neighborhood		Replace the viaduct in Section 2 without any added capacity												
ESTIMATED DISPLACEES					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority 84% Hispanic	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)			Median House Value						
Residential	7	8	15	13	\$18,563 to \$39,837			\$136,200 to \$165,700						
Businesses	0	5	5	Unknown	VALUE OF DWELLING			DSS DWELLING AVAILABLE						
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	1	0	1	0	\$0-\$49,999	0	1	107 Units	881 Units					
ANSWER ALL QUESTIONS					\$50,000-\$99,999	4	3	Within neighborhood and surrounding neighborhoods	All units for rent in Denver					
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	3	1							
X		1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	1							
X		3. Will business services still be available after project?			<b>TOTAL</b>	7	6	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			<p>1. Spanish language assistance will be needed, 40.8% of adults age 18 and over have Limited English Proficiency with Spanish as their primary language.</p> <p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>6. US Census 2010 Tables, H1, H2, H3, P1, American Community Survey (5-Year Estimates 2006-2010) Tables B19001, B19013, B25034, B25064, B25077; Real Estate Websites: <a href="http://www.recolorado.com">www.recolorado.com</a> and <a href="http://www.zillow.com">www.zillow.com</a></p> <p>7. We anticipate some displacees will require additional housing programs, however no specific displacees have been identified during the conceptual stage analysis.</p> <p>8. The high percentage of low-income and Limited English Proficient residents in the neighborhood indicate potential need for LRH.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>13. Approximately 44.4% of this neighborhood can be considered low-income.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
X		6. Source for available housing (list).												
X		7. Will additional housing programs be needed?												
X		8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

**I-70 East - Business and Non-Profit Relocations  
No Action Alternative, North Option - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	2381 E. 46th Ave.	1		Conv. Liquor Store	2	4	Retail	Old Husky	Elyria and Swansea
2	2615 E. 46th Ave.	1		Colonial Motel	4	4	Motel	Hotel	Elyria and Swansea
3	4454 York St.	1		Vacant Structure	0	0	Office/Commercial	Vacant	Elyria and Swansea
4	4462 York St.	1		Vacant Structure	0	0	Office/Commercial	Vacant	Elyria and Swansea
5	2381 E. 46th Ave. (Previously 4600 York St.)	1		Conv. Store	2	6	Conv. Store		Elyria and Swansea
	Total	5	0	5					

No.	Address	Tenant	Owner	Non-Profit Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	3501 E. 46th Ave.		1	Denver Rescue Mission Warehouse	--	--	Non-Profit	Administrative office and central warehouse location. Company has 162 employees, not all at this location.	Elyria and Swansea

1. Businesses have not been contacted to identify number of employees. Numbers identified are estimates unless otherwise noted in the comments.

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: No-Action South										
I-70 EAST														
Elyria and Swansea Neighborhood		Replace the viaduct in Section 2 without any added capacity												
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority 84% Hispanic	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)			Median House Value						
Residential	3	10	13	11	\$18,563 to \$39,837			\$136,200 to \$165,700						
Businesses	7	8	15	Unknown	VALUE OF DWELLING			DSS DWELLING AVAILABLE						
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	0	0	0	NA	\$0-\$49,999	1	0	107 Units	881 Units					
ANSWER ALL QUESTIONS					\$50,000-\$99,999	2	6	Within neighborhood and surrounding neighborhoods	All units for rent in Denver					
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	0	0							
X		1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	1							
X		3. Will business services still be available after project?			<b>TOTAL</b>	3	7	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (respond by number)									
	X	5. Will relocation cause a housing shortage?			<p>1. Spanish language assistance will be needed, 40.8% of adults age 18 and over have Limited English Proficiency with Spanish as their primary language.</p> <p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>6. US Census 2010 Tables, H1, H2, H3, P1, American Community Survey (5-Year Estimates 2006-2010) Tables B19001, B19013, B25034, B25064, B25077; Real Estate Websites: <a href="http://www.recolorado.com">www.recolorado.com</a> and <a href="http://www.zillow.com">www.zillow.com</a></p> <p>7. We anticipate some displacees will require additional housing programs, however no specific displacees have been identified during the conceptual stage analysis.</p> <p>8. The high percentage of low-income and Limited English Proficient residents in the neighborhood indicate potential need for LRH.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>13. Approximately 44.4% of this neighborhood can be considered low-income.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
X		6. Source for available housing (list).												
X		7. Will additional housing programs be needed?												
X		8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

**I-70 East - Business and Non-Profit Relocations  
No Action Alternative, South Option - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	2151 E. 45th Ave.		1	Ralston Purina Company			Warehouse		Elyria and Swansea
2	2320 E. 46th Ave.	6		Various Tenants			Commercial Center	Commercial Center 4 to 6 Tenants	Elyria and Swansea
3	2400 E. 46th Ave.		1	Garcias Muffler			Auto Garage		Elyria and Swansea
4	2600 E. 46th Ave.		1	DJV Transmission			Auto Garage		Elyria and Swansea
5	2630 E. 46th Ave.		1	El Campirano			Restaurant		Elyria and Swansea
6	3538 E. 46th Ave.	1		Warehouse			Warehouse	Same Owner as 3600 E. 46th Ave	Elyria and Swansea
7	3600 E. 46th Ave.			Warehouse			Warehouse	Same Owner as 3538 E. 46th Ave.	Elyria and Swansea
8	4460 Madison St. Unit 4546		1	Manna Pro Products			Warehouse		Elyria and Swansea
9	4545 Madison St.			Manna Pro Products			Office		Elyria and Swansea
10	4555 Thompson Ct.	1		El Tecatate Market			Conv. Store		Elyria and Swansea
11	4560 Wynkoop St.		1	Vacant Structure			Warehouse	Vacant	Elyria and Swansea
12	4570 Columbine St.		1	Warehouse			Warehouse		Elyria and Swansea
	Total	8	7	15					

No.	Address	Tenant	Owner	Non-Profit Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
				No Relocations					

1. Businesses have not been contacted to identify number of employees. Numbers identified are estimates unless otherwise noted in the comments.

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.       CORRIDOR       DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct North										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.												
Elyria and Swansea Neighborhood														
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority 84% Hispanic	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value							
Residential	16	22	38	32	\$18,563 to \$39,837		\$136,200 to \$165,700							
Businesses	4	6	10	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	1	0	1	0	\$0-\$49,999	1	1	107Units	881 Units					
ANSWER ALL QUESTIONS					\$50,000-\$99,999	10	11	Within neighborhood and surrounding neighborhoods	All units for rent in Denver					
Yes	No	Explain all "YES" answers.			\$100,000-149,999	5	5							
X		1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	1							
X		3. Will business services still be available after project?			<b>TOTAL</b>	16	18	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			<p>1. Spanish language assistance will be needed, 40.8% of adults age 18 and over have Limited English Proficiency with Spanish as their primary language.</p> <p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>6. US Census 2010 Tables, H1, H2, H3, P1, American Community Survey (5-Year Estimates 2006-2010) Tables B19001, B19013, B25034, B25064, B25077; Real Estate Websites: <a href="http://www.recolorado.com">www.recolorado.com</a> and <a href="http://www.zillow.com">www.zillow.com</a></p> <p>7. We anticipate some displacees will require additional housing programs, however no specific displacees have been identified during the conceptual stage analysis.</p> <p>8. The high percentage of low-income and Limited English Proficient residents in the neighborhood indicate potential need for LRH.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>13. Approximately 44.4% of this neighborhood can be considered low-income.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
X		6. Source for available housing (list).												
X		7. Will additional housing programs be needed?												
X		8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct North				
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate Northeast Park Hill Neighborhood						
Northeast Park Hill Neighborhood		York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.						
ESTIMATED DISPLACED					INCOME LEVEL			
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value	
Residential	0	0	0	NA	\$20,172 to \$49,375		\$164,800 to \$212,700	
Businesses	0	3	3	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE	
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	
Non-Profit	0	0	0	NA			For Sale	
							For Rent	
					\$0-\$49,999	0	0	
					\$50,000-\$99,999	0	0	
					\$100,000-149,999	0	0	
					\$150,000-\$199,999	0	0	
					\$200,000+	0	0	
					TOTAL	0	0	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees
ANSWER ALL QUESTIONS								
Yes	No	Explain all "YES" answers.						
	X	1. Will special relocation services be necessary?						
	X	2. Will schools or churches be affected by displacement?						
X		3. Will business services still be available after project?						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.						
	X	5. Will relocation cause a housing shortage?						
	X	6. Source for available housing (list).						
	X	7. Will additional housing programs be needed?						
	X	8. Should Last Resort Housing be considered?						
	X	9. Are there large, disabled, elderly, etc. families?						
	X	10. Will public housing be needed for project?						
X		11. Is public housing available?						
X		12. Is it felt there will be adequate DSS housing available during relocation period?						
	X	13. Will there be a problem of housing within financial means?						
X		14. Are suitable business sites available (list sources).						
	X	15. Number months estimated to complete relocation?						
Unknown at this time.								
07/16/15		Darren Even, AICP						
Date		Form Completed By						
Date		Relocation Coordinator						
REMARKS (Respond by Number)								
<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>								



# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct North										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.												
Stapleton Neighborhood														
ESTIMATED DISPLACED					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value							
Residential	0	0	0	NA	\$85,213 to \$132,688		\$355,400 to \$458,600							
Businesses	0	1	1	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	0	0	0	NA	\$0-\$49,999	0	0							
ANSWER ALL QUESTIONS					\$50,000-\$99,999	0	0							
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	0	0							
	X	1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	0							
X		3. Will business services still be available after project?			<b>TOTAL</b>	0	0	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			<b>REMARKS (Respond by Number)</b>									
	X	5. Will relocation cause a housing shortage?			<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
	X	6. Source for available housing (list).												
	X	7. Will additional housing programs be needed?												
	X	8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
Unknown at this time.														
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

**I-70 East - Business and Non-Profit Relocations**

**Revised Viaduct Alternative, North Option - General Purpose Lanes and Managed Lane Options - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	2381 E. 46th Ave.	1		Conv. Liquor Store	2	4	Retail	Old Husky	Elyria and Swansea
2	2615 E. 46th Ave.	1		Colonial Motel	4	4	Motel	Hotel	Elyria and Swansea
3	3223 E. 46th Ave. / 3495 E. 46th Ave.		2	Pilot Travel Center, Wendy's Restuarant, Truck Car Wash	16	16	Conv. Store	Gas Station Conv. Store	Elyria and Swansea
4	3601 E. 46th Ave.		1	Sno-White Linen & Uniform	--	--	Warehouse		Elyria and Swansea
5	3801 E. 46th Ave.	1		La Mex Bar Grill	3	6	Restaurant		Elyria and Swansea
6	4560 Wynkoop St.	1		Vacant Unit, 2 Buildings	0	0			Elyria and Swansea
7	4600 York St.	1		Conv. Store	2	6	Conv. Store		Elyria and Swansea
8	4605 Jackson St.		1	Penske Truck Rental	4	4			Elyria and Swansea
9	4625 Colorado Blvd.	1		Arkansas Valley Seeds, Inc.	3	6			Elyria and Swansea
10	5601 E. Stapleton North Dr.	1		Office Furniture Warehouse	5	5	Warehouse		Northeast Park Hill
11	5175 E. Stapleton North Dr.	2		Cabinet Warehouse; CSI Office Furniture	2	2	Warehouse	2 Buildings	Northeast Park Hill
12	4375 Havana St.	1		CDOT Maintenance Yard	--	--		Owned by CCD	Stapleton
	Total	10	4	14					

No.	Address	Tenant	Owner	Non-Profit Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	3501 E. 46th Ave.		1	Denver Rescue Mission Warehouse	--	--	Non-Profit	Administrative office and central warehouse location. Company has 162 employees, not all at this location.	Elyria and Swansea

1. Businesses have not been contacted to identify number of employees. Numbers identified are estimates unless otherwise noted in the comments.

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct South										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate												
Elyria and Swansea Neighborhood		York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.												
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority 84% Hispanic	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value							
Residential	11	33	44	37	\$18,563 to \$39,837		\$136,200 to \$165,700							
Businesses	6	16	22	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	1	0	1	0	\$0-\$49,999	1	2	107 Units	881 Units					
ANSWER ALL QUESTIONS					\$50,000-\$99,999	8	12	Within neighborhood and surrounding neighborhoods	All units for rent in Denver					
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	2	7							
X		1. Will special relocation services be necessary?			\$150,000-\$199,999	0	1							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	2							
X		3. Will business services still be available after project?			<b>TOTAL</b>	11	24	<i>1. Tenant dwelling can include multiple units and may not match total number of tenant displacees</i>						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			<p>1. Spanish language assistance will be needed, 40.8% of adults age 18 and over have Limited English Proficiency with Spanish as their primary language.</p> <p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>6. US Census 2010 Tables, H1, H2, H3, P1, American Community Survey (5-Year Estimates 2006-2010) Tables B19001, B19013, B25034, B25064, B25077; Real Estate Websites: <a href="http://www.recolorado.com">www.recolorado.com</a> and <a href="http://www.zillow.com">www.zillow.com</a></p> <p>7. We anticipate some displacees will require additional housing programs, however no specific displacees have been identified during the conceptual stage analysis.</p> <p>8. The high percentage of low-income and Limited English Proficient residents in the neighborhood indicate potential need for LRH.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>13. Approximately 44.4% of this neighborhood can be considered low-income.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
X		6. Source for available housing (list).												
X		7. Will additional housing programs be needed?												
X		8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct South				
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate Northeast Park Hill Neighborhood						
Northeast Park Hill Neighborhood		York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.						
ESTIMATED DISPLACEDS					INCOME LEVEL			
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value	
Residential	0	0	0	NA	\$20,172 to \$49,375		\$164,800 to \$212,700	
Businesses	0	3	3	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE	
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	
Non-Profit	0	0	0	NA			For Sale	
							For Rent	
					\$0-\$49,999	0	0	
					\$50,000-\$99,999	0	0	
					\$100,000-149,999	0	0	
					\$150,000-\$199,999	0	0	
					\$200,000+	0	0	
					TOTAL	0	0	<i>1. Tenant dwelling can include multiple units and may not match total number of tenant displacees</i>
ANSWER ALL QUESTIONS								
Yes	No	Explain all "YES" answers.						
	X	1. Will special relocation services be necessary?						
	X	2. Will schools or churches be affected by displacement?						
X		3. Will business services still be available after project?						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.						
	X	5. Will relocation cause a housing shortage?						
	X	6. Source for available housing (list).						
	X	7. Will additional housing programs be needed?						
	X	8. Should Last Resort Housing be considered?						
	X	9. Are there large, disabled, elderly, etc. families?						
	X	10. Will public housing be needed for project?						
X		11. Is public housing available?						
X		12. Is it felt there will be adequate DSS housing available during relocation period?						
	X	13. Will there be a problem of housing within financial means?						
X		14. Are suitable business sites available (list sources).						
	X	15. Number months estimated to complete relocation? Unknown at this time.						
REMARKS (Respond by Number)								
<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>								
07/16/15		Darren Even, AICP						
Date		Form Completed By						
Date		Relocation Coordinator						

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Revised Viaduct South										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; eliminate York Street interchange; 46 <sup>th</sup> Avenue is located under the viaduct; Option to add managed lanes will not result in additional impacts.												
Stapleton Neighborhood														
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value							
Residential	0	0	0	NA	\$85,213 to \$132,688		\$355,400 to \$458,600							
Businesses	0	1	1	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	0	0	0	NA	\$0-\$49,999	0	0							
ANSWER ALL QUESTIONS					\$50,000-\$99,999	0	0							
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	0	0							
	X	1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	0							
X		3. Will business services still be available after project?			<b>TOTAL</b>	0	0	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			<b>REMARKS (Respond by Number)</b>									
	X	5. Will relocation cause a housing shortage?			<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
	X	6. Source for available housing (list).												
	X	7. Will additional housing programs be needed?												
	X	8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
Unknown at this time.														
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

**I-70 East - Business and Non-Profit Relocations**

**Revised Viaduct Alternative, South Option - General Purpose Lanes and Managed Lane Options - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	2151 E. 45th Ave.		1	Ralston Purina Company			Warehouse		Elyria and Swansea
2	2320 E. 46th Ave.	6		Various Tenants			Commercial Center	Commercial Center 4 to 6 Tenants	Elyria and Swansea
3	2400 E. 46th Ave.		1	Garcias Muffler			Auto Garage		Elyria and Swansea
4	2600 E. 46th Ave.		1	DJV Transmission	2	4	Auto Garage		Elyria and Swansea
5	2630 E. 46th Ave.		1	El Campirano	4	6	Restaurant		Elyria and Swansea
6	3223 E. 46th Ave.	2		Pilot Travel Center	4	4	Conv. Store	Gas Station Conv. Store	Elyria and Swansea
7	3538 E. 46th Ave.	1		Warehouse			Warehouse	Same Owner as 3600 E. 46th Ave	Elyria and Swansea
8	3600 E. 46th Ave.			Warehouse			Warehouse	Same Owner as 3538 E. 46th Ave.	
9	4460 Madison St. Unit 4546		1	Manna Pro Products			Warehouse	National Company	Elyria and Swansea
10	4545 Madison St.			Office					
11	4550 Jackson St.	1		Vacant Structure	0	0			Elyria and Swansea
12	4535 Thompson Ct.	2		Chuck's TV			Office		Elyria and Swansea
13	4555 Thompson Ct.	1		El Tecatate Market	2	6	Conv. Store		Elyria and Swansea
14	4560 Columbine St.	1		Custom Tile	4	4			Elyria and Swansea
15	4560 Wynkoop St.	1		Vacant Unit, 2 Buildings	0	0			Elyria and Swansea
16	4570 Columbine St.		1	Warehouse			Warehouse		Elyria and Swansea
17	4605 Jackson St.	1		Penske Truck Rental	4	4			Elyria and Swansea
18	5601 E. Stapleton North Dr.	1		Office Furniture Warehouse	5	5	Warehouse		Northeast Park Hill
19	5175 E. Stapleton North Dr.	2		Cabinet Warehouse; CSI Office Furniture	2	2	Warehouse	2 Buildings	Northeast Park Hill
20	4375 Havana St.	1		CDOT Maintenance Yard	--	--		Owned by CCD	Stapleton
Total		20	6	26					

**I-70 East - Business and Non-Profit Relocations**

**Revised Viaduct Alternative, South Option - General Purpose Lanes and Managed Lane Options - FEIS**

No.	Address	Tenant	Owner	Non-Profit Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	3501 E. 46th Ave.		1	Denver Rescue Mission Warehouse	--	--	Non-Profit	Administrative office and central warehouse location. Company has 162 employees, not all at this location.	Elyria and Swansea

1. Businesses have not been contacted to identify number of employees. Numbers identified are estimates unless otherwise noted in the comments.



# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.       CORRIDOR       DESIGN

Project Description		COUNTY	Denver	Alternative: Partial Covered Lowered										
I-70 EAST Elyria and Swansea Neighborhood		Add two general purpose lanes in each direction through entire corridor; lowered highway with partial cut/cover; with potential urban landscape and improvements on top. Option to add managed lanes does not result in additional impacts.												
ESTIMATED DISPLACEES					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority 84% Hispanic	Median Household Income in the Past 12 Months (In 2010 Inflation- adjusted dollars)		Median House Value							
Residential	21	35	56	47	\$18,563 to \$39,837		\$136,200 to \$165,700							
Businesses	6	7	13	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	1	0	0	0	\$0-\$49,999	1	1	107 Units	881 Units					
ANSWER ALL QUESTIONS					\$50,000-\$99,999	14	12	Within neighborhood and surrounding neighborhoods	All units for rent in Denver					
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	6	11							
X		1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	1							
X		3. Will business services still be available after project?			<b>TOTAL</b>	21	25	<i>1. Tenant dwelling can include multiple units and may not match total number of tenant displacees</i>						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			1. Spanish language assistance will be needed, 40.8% of adults age 18 and over have Limited English Proficiency with Spanish as their primary language. 3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project. 4. See attached table. 6. US Census 2010 Tables, H1, H2, H3, P1, American Community Survey (5-Year Estimates 2006-2010) Tables B19001, B19013, B25034, B25064, B25077; Real Estate Websites: <a href="http://www.recolorado.com">www.recolorado.com</a> and <a href="http://www.zillow.com">www.zillow.com</a> 7. We anticipate some displacees will require additional housing programs, however no specific displacees have been identified during the conceptual stage analysis. 8. The high percentage of low-income and Limited English Proficient residents in the neighborhood indicate potential need for LRH. 11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a> 12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report. 13. Approximately 44.4% of this neighborhood can be considered low-income. 14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a>									
X		6. Source for available housing (list).												
X		7. Will additional housing programs be needed?												
X		8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?  Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												



# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.       CORRIDOR       DESIGN

Project Description		COUNTY	Denver	Alternative: Partial Covered Lowered										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; lowered highway with partial cut/cover; with potential urban landscape and improvements on top. Option to add managed lanes does not result in additional impacts.												
Northeast Park Hill Neighborhood														
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)		Median House Value							
Residential	0	0	0	NA	\$20,172 to \$49,375		\$164,800 to \$212,700							
Businesses	0	3	3	Unknown	VALUE OF DWELLING		DSS DWELLING AVAILABLE							
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	0	0	0	NA	\$0-\$49,999	0	0							
ANSWER ALL QUESTIONS					\$50,000-\$99,999	0	0							
Yes	No	Explain all "YES" answers.			\$100,000-149,999	0	0							
	X	1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	0							
X		3. Will business services still be available after project?			<b>TOTAL</b>	0	0	1. Tenant dwelling can include multiple units and may not match total number of tenant displacees						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
	X	6. Source for available housing (list).												
	X	7. Will additional housing programs be needed?												
	X	8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

# DEIS RELOCATION REPORT

Colorado Department of Transportation

D.E.I.S.     CORRIDOR     DESIGN

Project Description		COUNTY	Denver	Alternative: Partial Covered Lowered										
I-70 EAST		Add two general purpose lanes in each direction through entire corridor; lowered highway with partial cut/cover; with potential urban landscape and improvements on top. Option to add managed lanes does not result in additional impacts.												
Stapleton Neighborhood														
ESTIMATED DISPLACEDS					INCOME LEVEL									
Type of Displacees	Owners	Tenants	Total	Minority	Median Household Income in the Past 12 Months (In 2010 Inflation-adjusted dollars)			Median House Value						
Residential	0	0	0	NA	\$85,213 to \$132,688			\$355,400 to \$458,600						
Businesses	0	1	1	Unknown	VALUE OF DWELLING			DSS DWELLING AVAILABLE						
Farms	0	0	0	NA		Owner	Tenant <sup>1</sup>	For Sale	For Rent					
Non-Profit	0	0	0	NA	\$0-\$49,999	0	0							
ANSWER ALL QUESTIONS					\$50,000-\$99,999	0	0							
Yes	No	<i>Explain all "YES" answers.</i>			\$100,000-149,999	0	0							
	X	1. Will special relocation services be necessary?			\$150,000-\$199,999	0	0							
	X	2. Will schools or churches be affected by displacement?			\$200,000+	0	0							
X		3. Will business services still be available after project?			<b>TOTAL</b>	0	0	<i>1. Tenant dwelling can include multiple units and may not match total number of tenant displacees</i>						
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by Number)									
	X	5. Will relocation cause a housing shortage?			<p>3. Based on current number of business services in this neighborhood and adjacent neighborhoods, it is anticipated that business services will still be available after the project.</p> <p>4. See attached table.</p> <p>11. Denver Housing Authority: <a href="http://www.denverhousing.org">www.denverhousing.org</a></p> <p>12. We anticipate that the homes considered in the study meet DSS standards, however they have not been inspected at the time of this report.</p> <p>14. Based on Real Estate listings, suitable business sites will be available: <a href="http://www.loopnet.com">www.loopnet.com</a></p>									
	X	6. Source for available housing (list).												
	X	7. Will additional housing programs be needed?												
	X	8. Should Last Resort Housing be considered?												
	X	9. Are there large, disabled, elderly, etc. families?												
	X	10. Will public housing be needed for project?												
X		11. Is public housing available?												
X		12. Is it felt there will be adequate DSS housing available during relocation period?												
	X	13. Will there be a problem of housing within financial means?												
X		14. Are suitable business sites available (list sources).												
	X	15. Number months estimated to complete relocation?												
		Unknown at this time.												
07/16/15		Darren Even, AICP												
Date		Form Completed By												
Date		Relocation Coordinator												

**I-70 East - Business and Non-Profit Relocations**

**Partial Covered Lowered Alternative, General Purpose Lanes and Managed Lanes Options - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	2381 E. 46th Ave.	1		Conv. Liquor Store	2	4	Retail	Old Husky	Elyria and Swansea
2	2615 E. 46th Ave.	1		Colonial Motel	4	4	Motel	Hotel	Elyria and Swansea
3	3223 E. 46th Ave. / 3495 E. 46th Avenue		2	Pilot Travel Center, Wendy's Restuarant, Truck Car Wash	16	16	Conv. Store	Gas Station Conv. Store	Elyria and Swansea
4	3538 E. 46th Ave.	1		Warehouse	--	--	Warehouse	Same Owner as 3600 E. 46th Ave	Elyria and Swansea
5	3600 E. 46th Ave.			Anderson Drilling	--	--	Warehouse	Same Owner as 3538 E. 46th Ave.	Elyria and Swansea
6	3601 E. 46th Ave.		1	Sno-White Linen & Uniform	--	--	Warehouse		Elyria and Swansea
7	3801 E. 46th Ave.	1		La Mex Bar Grill	3	6	Restaurant		Elyria and Swansea
8	4560 Wynkoop St. / 4501 Wynkoop	1		Vacant Unit, 2 Buildings	0	0			Elyria and Swansea
9	4600 Josephine		1	Storage Lot	1	1			Elyria and Swansea
10	2381 E. 46th Ave. (Previously 4600 York St.)	1		Conv. Store	2	6	Conv. Store		Elyria and Swansea
11	4605 Jackson St.		1	Penske Truck Rental	4	4			Elyria and Swansea
12	4625 Colorado Blvd.	1		Arkansas Valley Seeds, Inc.	3	6			Elyria and Swansea
13	4631 Josephine St.		1	Auto Service Garage	2	2			Elyria and Swansea
14	5175 E. Stapleton North Dr.	2		Cabinet Warehouse; CSI Office Furniture	2	2	Warehouse	2 Buildings	Northeast Park Hill
15	5601 E. Stapleton North Dr.	1		Office Furniture Warehouse	5	5	Warehouse		Northeast Park Hill
16	4375 Havana St.	1		CDOT Maintenance Yard	--	--		Owned by CCD	Stapleton
	Total	11	6	17					

**I-70 East - Business and Non-Profit Relocations**

**Partial Covered Lowered Alternative, General Purpose Lanes and Managed Lanes Options - FEIS**

No.	Address	Tenant	Owner	Business Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
No.	Address	Tenant	Owner	Non-Profit Name	Employees <sup>1</sup>		Type	Comment	Neighborhood
					Full	Part			
1	3501 E. 46th Ave.		1	Denver Rescue Mission Warehouse	--	--	Non-Profit	Administrative office and central warehouse location. Company has 162 employees, not all at this location.	Elyria and Swansea

1. Businesses have not been contacted to identify number of employees. Numbers identified are estimates unless otherwise noted in the comments.