

3.2 Relocations and Acquisitions

3.2.1 Introduction

As described in Chapter 2, *Alternatives Considered*, the No Action and Proposed Action alternatives will require the acquisition of some properties abutting the existing Woodmen Road right-of-way (ROW). To identify potential ROW impacts from the implementation of the No Action and Proposed Action alternatives, the anticipated cut/fill line (limit of disturbance) was overlaid onto corridor parcel maps. Each of the parcels that abut Woodmen Road have been analyzed to determine if acquisition is necessary and if the acquisition will displace a residence, a business, a community facility, or other use. In addition, required changes to existing access and to existing parking areas were identified. Table 3.2-1 lists the direct impacts resulting from the No Action and Proposed Action alternatives, and proposed mitigation measures for the Proposed Action.

**Table 3.2-1
Impacts to Residences and Businesses, and Proposed Mitigation**

Topic	No Action Alternative Impacts	Proposed Action Impacts	Proposed Action Mitigation
Residential ROW	6 partial acquisitions (0.4 acre)	40 partial acquisitions and 15 residential relocations (35.4 acres)	The owner of real property acquired for ROW will be compensated at reasonable market value in accordance with the Uniform Act, Code of Federal Regulations, state statutes, and CDOT policies and procedures.
Commercial ROW	9 partial acquisitions and 1 business displacement (0.5 acre)	38 partial acquisitions and 5 business displacements (8.5 acres)	See above
Vacant/ Other ROW	2 partial acquisitions (0.2 acre)	12 partial acquisitions and 1 full acquisition (3.8 acres)	See above
Emergency Response	None	Access modifications will result in address changes for some properties which may increase response time.	Process address changes for the affected properties.

Right-of-Way Terminology

Partial Acquisitions –

Acquisition of a portion of a parcel or property right.

Full Acquisitions –

Acquisition of an entire parcel.

Easements – Acquisition of a property interest that entitles the easement owner to a specific limited use.

Residential Relocations – A Residential Relocation is required when a full acquisition affects a property where people live.

Business Displacement –

A Business Displacement is required when the current place of business must be taken to accommodate the improvements.

Parcel – A lot under single ownership.

Reasonable Market Value –

The amount of actual cash market value of the property that could have sold on the open market under ordinary circumstances with a willing seller and a willing buyer.



When acquisition of right-of-way is necessary, it is done in compliance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (as amended). The purpose of this Act is to provide for uniform and equitable treatment of all persons displaced from their homes, businesses, or farms. Fair Market Value, based upon appraisals, will be paid for all property acquired. No person will be required to move without at least 90 days' advance written notice, and a person displaced from a dwelling cannot be required to move permanently unless at least one comparable replacement dwelling has been made available. The Project Team coordinated with impacted neighborhoods, residents, businesses, and property owners to develop reasonable access options for the Proposed Action. In most cases, this has been successful. In addition, the Project Team worked closely with people affected by potential relocations to ensure their concerns were understood and considered. The Project Team will share the information obtained from the property owners with the appropriate parties as needed to ensure coordination and continuity later in the project.

3.2.2 Affected Environment

Approximately 264 acres fall within the 11 miles of the existing Woodmen Road ROW from I-25 to US 24. The governmental jurisdiction of the project area is divided between the City of Colorado Springs, from I-25 to Powers Boulevard, and El Paso County, from Powers Boulevard to US 24. Existing ROW widths vary between 100 and 220 feet, with most of the narrower ROW widths west of Powers Boulevard, as shown on Figure 3.2-1. Existing widths are due to:

- number of through lanes: 4 between I-25 and Powers Boulevard and 2 between Powers Boulevard and US 24;
- commerce development implemented over time with differing ROW requirements;
- acceleration and deceleration lanes associated with entrances to commercial properties; and
- additional turn-lanes at major intersections.



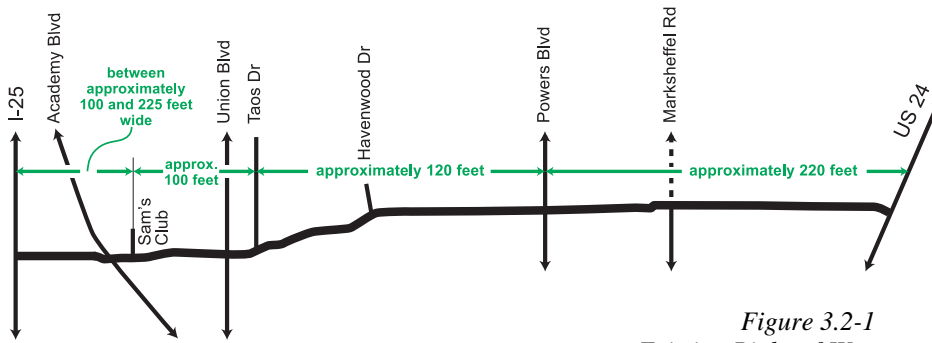


Figure 3.2-1
Existing Right-of-Way

Within the study area approximately 205 properties are located directly adjacent to Woodmen Road. Numerous easements and encumbrances also exist along Woodmen Road, the largest of which is the existing 300-foot electric transmission easement owned by Colorado Springs Utilities, located along the north side, from Havenwood Drive to Marksheffel Road.

3.2.3 Environmental Impacts

Right-of-Way Acquisitions and Relocations

No Action Alternative

Existing traffic operations on Woodmen Road are very poor, in part due to the lack of turning lanes at the intersections. As a result, the No Action Alternative would include a number of minor intersection improvements that would have to be implemented if the Proposed Action Alternative were not selected. Implementation of the No Action Alternative would require right-of-way acquisitions that are, in some cases, similar, and in some cases not similar, to those required by the Proposed Action Alternative.

The No Action Alternative would require ROW acquisitions from six residential properties in anticipation of intersection improvements on Woodmen Road between Academy Boulevard and Powers Boulevard. A narrow strip of land would be needed from four single-family residences and the Vineyard Apartments. Additionally, a narrow strip of land would be acquired from the Crossroads Apartment Complex. ROW acquired from the single-family homes and the Vineyard Apartments would be located within landscaped areas. ROW acquisitions from the Crossroads Apartment Complex, however, would be located in the parking area.

No Action Alternative

The No Action Alternative requires the acquisition of one commercial building and approximately 0.9 acre.

These acreage acquisitions would occur near most of the major intersections between I-25 and Powers Boulevard.



Under the No Action Alternative, some parking from Crossroads Apartment Complex would be eliminated due to the addition of a northbound right-turn lane on Academy Boulevard at Woodmen Road. This would result in the loss of 29 out of the 280 existing parking spaces. The lost spaces cannot be replaced by restriping. This would place the apartment complex further below the approximately 296 spaces required by the City for an apartment complex of this size. Insufficient parking could make renting these units difficult. Thus, further planning would be needed before proceeding with a right turn-lane. Alternatives could include shifting Academy Boulevard to the west to minimize parking impacts.

The No Action Alternative would require ROW acquisitions from nine commercial properties. Eight of these would consist of narrow strips of property near the major intersections. The property previously occupied by NAPA Auto Parts, located at the southeast corner of Woodmen Road and Academy Boulevard, would be acquired to accommodate the right-turn lane.

Partial acquisition of right-of-way from two vacant properties would also be required for the No Action Alternative. These narrow strips of property involve common landscaped areas near the Woodmen Plaza Shopping Center north of Woodmen between Lexington Drive and Rangewood Drive.

The No Action Alternative will also require easements, including those for permanent slopes, access, drainage, utilities, and temporary construction easements.

Proposed Action

The Proposed Action Alternative would require ROW (partial and full) acquisitions of approximately 48 acres along Woodmen Road. Fifteen residential relocations and five commercial displacements would result because of implementation of the Proposed Action Alternative. All of these acquisitions, relocations, and displacements are located between I-25 and Lexington Drive. ROW acquisitions, commercial displacements, or residential relocations are not necessary between Powers Boulevard and US 24 because El Paso County owns the required ROW along this portion of the corridor. Figure 3.2-2 shows the locations of residential relocations and commercial displacements identified for the Proposed Action. Discussion of the details of the right-of-way acquisition, relocations, and commercial displacements have been separated into Residential Property Issues, Commercial Property Issues, and Other/Vacant Property Issues.



There are many landscaped areas between Lexington Drive and Rangewood Drive.

Proposed Action

The Proposed Action requires additional ROW due to the increase in the number of lanes, addition of two interchanges, and access management included in this alternative.



Residential Property Issues

The Proposed Action Alternative would require fifteen full acquisitions/residential relocations, and partial acquisitions from an additional forty residential properties. This is due to the increase in the number of lanes, the addition of two interchanges, and access management included in this alternative. All residential ROW acquisitions required by the Proposed Action would be between I-25 and Powers Boulevard.

Fifteen residential full acquisitions/relocations would be necessary to implement the Proposed Action Alternative (Figure 3.2-2 and Table 3.2-2). These residences were identified as relocations because they were within 25 feet of the roadway right-of-way line, or because maintaining access to the property proved not feasible. A majority of these are owner-occupied homes, but approximately five are rental homes. These homes are located in three groups. The first five are on the north side of the Woodmen Road between Campus and the Home Depot entrance.

The next eight are located on the north side of the road between Sam's Club and Stinson. The last two residences are located on the northwest and northeast corners of the Woodmen/Union intersection. The residences at the corners of the Woodmen/Union intersection are affected by the footprint required for the interchange proposed at that location. The other thirteen residences are affected due to the limited amount of existing right-of-way available to widen Woodmen Road.

Partial acquisition of strips and corners of land would be needed from thirty-seven single-family residences and three apartment complexes. Nearly all of these parcels are located between Academy Boulevard and Lexington. ROW acquired from the single-family homes, Woodmen Hills Apartments, and Vineyard Apartments would be located within landscaped areas and would not affect the use of these residential properties. ROW acquisitions from the Crossroads Apartment Complex, however, would be located in the parking area. The partial acquisition at the Crossroads Apartment Complex would involve the loss of 11 parking spaces to allow for the interchange ramp on Academy Boulevard at Woodmen Road. Currently, the apartment complex does not have enough parking spaces to meet City Development Code. A parking lot restriping plan, developed by the Project Team, demonstrates that it would be possible to regain the 11 parking spaces.

Residential Relocation Identification

The City of Colorado Springs Development Code indicates that residential relocation should be considered if the building is within 25 feet of the proposed right-of-way line.



As a result, there would be no loss of parking spaces at the Crossroads Apartment Complex. Therefore the Proposed Action Alternative would not place the apartment complex any further below the approximately 296 spaces required by the City for an apartment complex of this size.

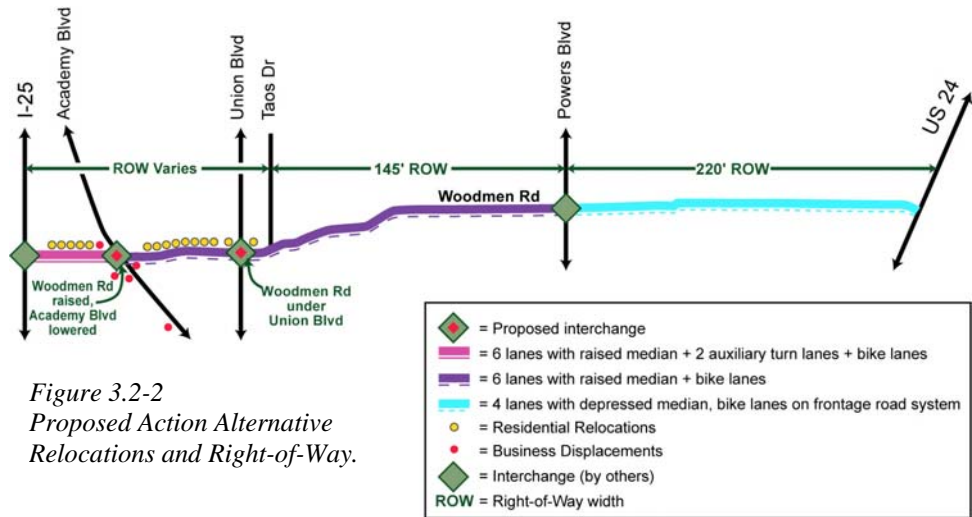


Figure 3.2-2
Proposed Action Alternative
Relocations and Right-of-Way.

**Table 3.2-2
Proposed Action – Residential Relocations**

Address	
1. 1036 E. Woodmen Rd	9. 7004 Bell Dr
2. 1066 E. Woodmen Rd	10. 2064 E. Woodmen Rd
3. 1110 E. Woodmen Rd	11. 2096 E. Woodmen Rd
4. 1134 E. Woodmen Rd	12. 2122 E. Woodmen Rd
5. 1166 E. Woodmen Rd	13. 2176 E. Woodmen Rd
6. 1896 E. Woodmen Rd	14. 2660 E. Woodmen Rd
7. 1930 E. Woodmen Rd	15. 2744 E. Woodmen Rd
8. 1966 E. Woodmen Rd	



Commercial Property Issues

The affected commercial properties would include five business displacements and an additional thirty-eight partial acquisitions of commercial property as discussed below.

The Proposed Action will require the displacement of five businesses near the intersection of Woodmen Road and Academy Boulevard. The businesses include:

- the former NAPA Auto Parts building and entire property located at the southeast corner;
- the Shell Gas Station and entire property at the northwest corner;
- Albertaco's and Einstein Bros. Café, which share a building in the shopping center anchored by King Soopers, and;
- the Cash Advance located on the east side of Academy Boulevard south of Woodmen Road.

The former Napa building is currently vacant however; if there is another business in that building, it will be displaced due to the Proposed Action. The removal of the Shell Gas Station does not create an inconvenience to the neighborhood since there are other gas stations within 0.5 miles of this location.

Removing the building where Albertaco's and Einstein Bros. Café are located does not constitute an inconvenience to the neighborhood because there are numerous other comparable fast food restaurants in and around the shopping centers at Woodmen Road and Academy Boulevard that provide similar fare. The small building, where Cash Advance is located, has been occupied by several businesses within the past five years.

The neighborhood is unlikely to be affected by the loss of this building because the businesses that have located here have typically provided regional rather than neighborhood services. All of these businesses have the opportunity to relocate within the area because of existing vacancies, developing commercial space, and appropriate zoning for these business activities.

The owners of the shopping centers where Albertaco's, Einstein Bros. Café, and the Cash Advance are currently located would be paid reasonable market value for these properties but would lose rental income when these businesses are displaced.

Non-Residential Acquisitions

The following businesses or buildings would be acquired as part of the Proposed Action:

- The former NAPA Auto Parts Building
- Shell Gas Station
- Albertaco's
- Einstein Bros. Café
- Cash Advance



The jobs for the employees of the Albertaco's, Einstein Bros. Café, Shell, and Cash Advance would either be eliminated or relocated. The relocated job opportunities would occur only if these businesses choose to re-establish at a new location or transfer their employees to their other establishments (in the case of Einstein Bros. Café, Albertaco's, Shell, and Cash Advance). If the businesses choose not to re-establish, there are a number of similar businesses within a mile of the Woodmen Road and Academy Boulevard intersection that would provide similar employment opportunities. In addition, there is a number of state employment programs designed to assist displaced employees in finding a new job.

The Proposed Action would also require narrow strips of ROW from thirty-eight commercial properties along the Woodmen Corridor. The acquisition affects primarily landscape buffers. Generally, the City of Colorado Springs requires a 25-foot landscape buffer between commercial properties and the roadway ROW. However, they would not require the replacement of commercial landscape buffers taken as part of the Proposed Action. Therefore, there is no affect on the operations of these businesses.

In addition, five commercial parking lots are affected as discussed below.

- *Woodmen Valley Shopping Center at the southwest corner of Woodmen Road and Academy Boulevard:* One hundred seven parking spaces of the 697 total spaces at the shopping center would be impacted to accommodate the interchange ramp on Academy Boulevard at Woodmen Road. The shopping center, anchored by King Soopers and Hobby Lobby, has more than enough parking spaces to meet the City Development Code. A parking lot re-striping plan developed by the Project Team demonstrates that it would be possible to regain all but 20 of these 107 parking spaces. The City parking requirement for commercial developments of this size is approximately 600. Therefore, even with the loss of 20 parking spaces, the shopping center would remain compliant with the City's code. In fact, they would exceed the city parking code by 77 spaces.
- *York Plaza Shopping Center at the northwest corner of York and Academy Boulevard:* Ten parking spaces from this shopping center would be impacted to accommodate the interchange ramp on Academy Boulevard at Woodmen Road. A parking lot restriping plan developed by the Project Team demonstrates that it would be possible to regain all 10 parking spaces. As a result, there would be no loss of parking spaces at this shopping center.



Twenty parking spaces at the Woodmen Valley Shopping Center would be eliminated.



- *Home Depot:* Twenty-five parking spaces from this business would be impacted to accommodate the interchange ramp on Academy Boulevard at Woodmen Road. A parking lot restriping plan developed by the Project Team demonstrates that it would be possible to regain all 25 parking spaces. As a result, there would be no loss of parking spaces at this business.
- *Mission Inn Restaurant:* Six parking spaces from this business would be impacted to accommodate a right-turn lane on Academy Boulevard. A parking lot restriping plan developed by the project team demonstrates that it would be possible to regain all but three spaces. The City requirement for a commercial development of this size is 44. Therefore, even with the loss of three parking spaces, the restaurant would remain compliant with the City’s code. In fact, they would exceed the City parking code by three spaces.
- *Friendly’s Subs Building:* Four parking spaces of the 25 total spaces at the building would be impacted to accommodate a new road. The building currently does not have enough parking spaces to meet the current City Development Code. A parking lot restriping plan developed by the project team demonstrates that it would be possible to regain these parking spaces. Please note that this restriping plan included the small retaining wall on the property. As a result, there would be no loss of parking spaces at this building.

Vacant/Other Property Issues

Narrow strips of land would also be required from twelve vacant properties as a result of the Proposed Action. These properties include vacant residential and commercial land as well as two other properties, one owned by Cook Ministries and the other by the Springs Community Church. In addition, one vacant residential property east of the Carl’s Junior Restaurant would also be acquired. These acquisitions would not change the properties’ function and use.

Miscellaneous Issues Related to Property

A number of properties have outbuildings, such as sheds or garages, that will need to be moved or reconstructed, and driveways and garages that may require relocation and/or reconstruction.

Traffic Access Definition

Access management is the control of movement onto roadways from private property or adjacent roadways to make traffic flow more safely.

Strategies include restricting the number of intersections and driveways, and controlling the types of turning movements allowed at those locations, such as left turns across on-coming traffic.

Access management is directed by the El Paso County *Woodmen Road Access Control Plan* and current City practices and goals.



Commercial Property Access

Commercial property access will be modified at the following locations as a result of the Proposed Action:

- Woodmen Valley Shopping Center
- Shopping Center at NW corner of Academy/York
- Starbucks at NE corner of Academy/ Brookwood
- Woodmen Commons Shopping Center
- Diamond Shamrock gas station near SW corner of Woodmen/Union
- Master Drive near Marksheffel Road
- Mission Inn Restaurant
- Friendly's Subs Building

There are residential properties with septic tank/leach fields that will be disturbed by the Proposed Action Alternative. The City of Colorado Springs will coordinate with the properties' owners to have that system reconstructed or hooked up to a sanitary sewer. As a result, there will be no impact to sanitary sewer service.

The project team conducted a field review of well locations. Existing wells do not appear to be within the areas affected by construction or ROW acquisition.

A number of these miscellaneous property issues, such as the septic tank/leach fields, may inconvenience property owners. In these cases, property owners may be entitled to "just compensation". A determination of this will be made during the right-of-way appraisal and acquisition process.

The Proposed Action would also require or modify easements such as permanent slope, access, drainage, utility, and temporary construction easements.

Access Modification to Commercial Establishments and Residences

Access management is an important factor in improving traffic operations and safety on this roadway. Woodmen Road has serious existing access problems resulting from the growth of traffic volume on the western end of the corridor, as well as from rapid development on the eastern end of the corridor.

Vehicular access to Woodmen Road is controlled by the City of Colorado Springs and El Paso County. Woodmen Road between I-25 and Powers Boulevard is within the City of Colorado Springs where current City practices, based on their goals, guide access management techniques. The County established the *Woodmen Road Access Control Plan* in April 2003, which applies to Woodmen Road between Powers Boulevard and US 24. Access management strategies of the City and County include:

- establishing shared residential side street connections;
- modifying commercial access to be safer and improve traffic operations; installing raised or depressed medians;
- removing residential driveway access from Primary Arterials.

These access management strategies are included in the Proposed Action.



No Action Alternative

The No Action Alternative would eliminate all the existing accesses at the former NAPA property to accommodate a right-turn lane from northbound Academy Boulevard to eastbound Woodmen Road. As discussed on page 53, it is reasonable to expect that this action would be taken as a measure to improve the intersection if the Proposed Action was not implemented. Because these accesses would be eliminated, the former NAPA Auto Parts building and property would be fully acquired.

Proposed Action

The Proposed Action would require a number of changes to existing accesses along and adjacent to Woodmen Road, including both commercial and residential access modifications. The changes would limit access and turning movements to and from many of the existing roads within the Woodmen Corridor. Most of these access modifications would be a direct result of the roadway improvements. Residential access modifications are consistent with the *Falcon Estates, Yorkshire Estates and Columbine Estates Master Plan* developed by these neighborhoods when they were annexed into the City of Colorado Springs, or have been agreed to by the neighborhoods.

Existing commercial property accesses that would be modified are the following (presented on Figures 3.2-3 through 3.2-6, according to number shown below):

- 1 *Woodmen Valley Shopping Center:* Existing signalized access on Woodmen Road at this shopping center would be closed and relocated west to the existing right-in/right-out on Woodmen Road. The existing Academy Boulevard right-in/right-out/left-in access would be modified to a right-in/right-out from the proposed interchange ramp. Although one access into the shopping center from Woodmen Road would be closed, access would still be available from both Academy Boulevard and Woodmen Road.
- 2 *York Plaza Shopping Center at the northwest corner of Academy Boulevard/York Road:* The access along Academy Boulevard would be closed, but access into the shopping center would continue to be available from Academy Boulevard at York Road.



- 3 *Starbucks on northeast corner of Academy Boulevard at Brookwood Drive:* The access along Academy Boulevard that is shared with the Crossroad Apartments Complex would be closed. Access into the Starbucks would continue to be available from Brookwood Drive. This same access change also applies to the Crossroads Apartment Complex (See A, page 67).
- 4 *Woodmen Commons Shopping Center:* The existing right-in/right-out access on Academy Boulevard would become a right-in/right-out from the proposed interchange ramp. Access would continue to be available for northbound and southbound traffic from the Academy Boulevard/Shrider Road intersection, and for eastbound and westbound Woodmen Road traffic, which is signalized at the Woodmen Commons main entrance on Woodmen Road.
- 5 *Mission Inn Restaurant:* The existing access on Brookwood Drive would be closed. Access into the Mission Inn would continue to be available from Brookwood Drive and Academy Boulevard.
- 6 *Diamond Shamrock Gas Station near southwest corner of Woodmen Road at Union Boulevard:* The western access to the gas station would be closed (see Figure 3.2-4), and the eastern access would become a right-in/right-out from the proposed interchange ramp. Closure of this access would be coordinated with the development of the adjacent parcel. This would be necessary to ensure that fuel can be delivered to the gas station during construction.
- 7 *Master Drive near Woodmen at Marksheffel Road:* Existing Woodmen Road between Horseshoe Road and a cul-de-sac at the Master Drive Facility west of Marksheffel Road would become a frontage road. Access from the frontage road would be at the intersection of Woodmen Road and Black Forest Road.





Figure 3.2-3 Modified Access – Academy Boulevard and Woodmen Road



Figure 3.2-4 Modified Access – Bell Drive to Union Boulevard



Figure 3.2-5 Modified Access – Union Boulevard to Woodmen Road

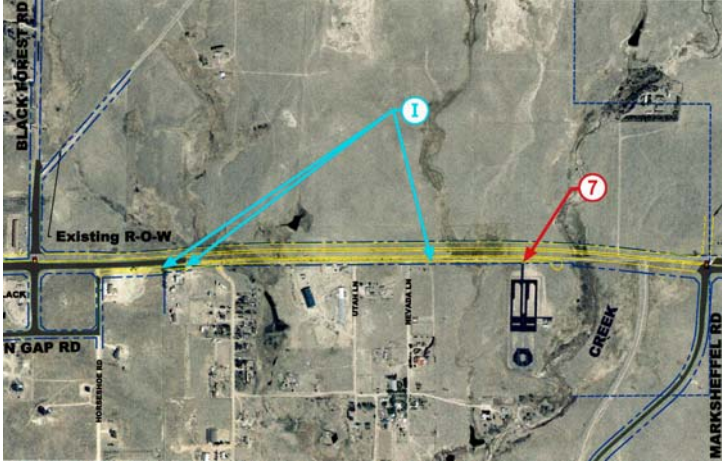


Figure 3.2-6 Modified Access – Black Forest Road to Marksheffel Road



Direct residential access to Woodmen Road would be eliminated or rerouted via new local streets and frontage roads. As a result, all but one residential driveway connection to Woodmen Road would be closed. These changes, together with the additions to the local street system included in the Proposed Action, are described below. See Figures 3.2-3, 3.2-4, and 3.2-5 and reference the letter shown below:

A Crossroads Apartments Complex: The complex currently has two access points from Woodmen Road. The access on Woodmen Road nearest Academy Boulevard would be closed, and the access on Academy Boulevard, shared with Starbucks, would be closed. Instead, a new road would provide access from Brookwood Drive; thus the apartment complex would maintain two access points, one from Woodmen Road and one from Brookwood Drive.

B Residential property at 2367 E. Woodmen Road: The current full access would become right-in/right-out from eastbound Woodmen Road. To go westbound, the resident would need to exit east and then make a U-turn at the Union interchange.

C Bell Drive: Access would be closed at Woodmen Road, consistent with the *Falcon Estates, Yorkshire Estates, Columbine Estates Master Plan*. The access would be via Shrider Road or Stinson Drive.

D Gail Place: Access would be closed at Woodmen Road, and Gail Place would be extended north to connect to Shrider Road.

E Ruth Place: Access would be closed at Woodmen Road, and a new residential street/frontage road from Cindy Place would be built to connect to Shrider Road via the Cindy Place extension.

F Cindy Place: Access would be closed at Woodmen Road, and Cindy Place would be extended north to connect to Shrider Road.

G Taos Drive: Access would be closed at Woodmen Road, consistent with the *Falcon Estates, Yorkshire Estates, Columbine Estates Master Plan*. Taos Drive would be extended to provide access to residential properties, and a new residential street would be constructed to provide access to properties at the northeast corner of Woodmen Road and Union Boulevard. The access would be via Shrider Road. An “emergency only” access from Woodmen Road would be provided.

Residential Property Access

Residential property access would be modified at the following locations because of the Proposed Action:

- Crossroads Apartment Complex
- 2367 E. Woodmen Road
- Bell Drive
- Gail Place
- Ruth Place
- Cindy Place
- Taos Drive
- Between Black Forest Road and Marksheffel Road



H Proposed access on south side of Woodmen Road across from Taos Drive:

The Proposed Action would combine access to a residence and vacant properties into one right-in/right-out access point.

I Proposed access on the south side of Woodmen Road from Black Forest Road to west of Marksheffel Road:

The existing Woodmen Road in this area would become a frontage road. Access from the frontage road will be at the intersection of Woodmen Road and Black Forest Road. There are currently three (3) non-residential properties located between Black Forest Road and Marksheffel Road that directly access the existing Woodmen Road. Residences located south of Woodmen Road access existing Woodmen Road by the way of direct connections to Nebraska, Idaho, Maine, Nevada, and Utah Lanes. Under the Proposed Action all of these properties would access Woodmen Road from the frontage road (old Woodmen Road) via the intersection of Woodmen Road and Black Forest Road.

El Paso County has adopted and is implementing the *Woodmen Road Access Management Plan* in support of the ongoing Woodmen Road safety improvements program. The plan uses a frontage road system that limits access on Woodmen Road to signalized intersections at Black Forest Road, Marksheffel Road, Mohawk Road, Banning-Lewis Parkway (future), Golden Sage Road, Meridian Road, McLaughlin Road, and US 24.

Other Access Issues

The Prince, Wildwood, and Cherrywood Street intersections to Woodmen Road are currently closed with locked gates at the request of the Yorkshire Estates and Brookwood neighborhoods. These gates would remain closed to all but emergency access as they are today. The Proposed Action includes reconstruction of these gated access points (due to the change in ground elevation caused by the addition of sidewalks near those gates) as well as two others that provide maintenance and utility access to the Brookwood neighborhood.

The interchange proposed at Woodmen Road and Academy Boulevard would eliminate left-turn access on to Brookwood Drive from Woodmen Road. The distance between the southbound ramp junction with Academy Boulevard and Brookwood/York intersection is very short and would not allow a safe left turn onto Brookwood, since three lanes of traffic would have to be crossed in too short a distance to get from the ramp to the left turn lane.



However, alternative access routes are available to enter the neighborhood via Dublin Road and Academy Boulevard.

Influence of Access Changes on Emergency Response

Because the side street access will be closed, the current addresses will no longer be appropriate for identifying residents' locations and travel routes to the affected properties. The Proposed Action would create this situation between Academy Boulevard and Lexington for 12 residential properties on the north side of Woodmen Road and 5 residential properties on the south side.

The Crossroads Apartments complex at the southeast corner of Woodmen Road and Academy Boulevard would also be affected.

The travel route changes were discussed with the City of Colorado Springs Fire, Police, and ambulance services. Representatives of these emergency service providers indicated that these new travel routes would not change their response time, provided that the street addresses for the affected properties are corrected. The City of Colorado Springs has agreed to correct these addresses (see the "Mitigation for the Proposed Action" for additional information). Thus, there will not be impacts to the emergency response time. The address correction would also assist other service providers, such as the Postal Service and other delivery companies.

Those property owners whose addresses will change as a result of the implementation of the Proposed Action are eligible to apply for benefits for costs associated with that change of address. Other benefits may be available to property owners on a case-by-case basis.



3.2.4 Cumulative Impacts

A 2003 CDOT regional cumulative effects analysis (RCEA) entitled, *Sustaining Nature and Community in the Pikes Peak Region*, describes the major population expansion in El Paso that began in the late-1950s, when the population was less than 75,000, and accelerated rapidly within the past two decades to a current population well over one-half million. As the city grew, predominately on vacant land, farms and ranches were displaced by suburban homes, regional malls, and strip commercial development.

As the urban area expanded, so did the infrastructure serving it. Local roads and streets were built, and utilities and drainage systems were installed. Major arterials, such as Academy Boulevard, were constructed as the city spread eastward, and by the mid-1980s, it became one of the busiest roadways in the city.

Since most development occurred on vacant land, few homes or businesses were displaced to accommodate this growth. However, in the older sections of the city, two- and three-story buildings as well as small single-family homes were gradually being replaced by multi-story and even some high-rise office space and large apartment buildings. Other older buildings were also acquired for the initial construction of I-25 in the late-1950s, and again in the mid-1990s, when nearly 190 homes and several businesses were acquired for safety improvements and modernization of the interstate. Additional homes and businesses were acquired for other public projects, like US 24 Bypass, and for private redevelopment, such as the recent conversion of residential areas along northern Academy Boulevard to accommodate big-box stores, smaller retail shops, and neighborhood office and professional space. However, most new development has occurred, and continues to be built, on vacant land like that in the more rural area near Woodmen Road.

Construction of the Proposed Action will require the acquisition of 15 homes and five businesses. Other foreseeable public actions included in the 2030 Regional Transportation Plan, such as the widening of Powers Boulevard and US 24 east and west of the city, will require the acquisition of many more homes and businesses. Although the total number of these acquisitions is unknown, the likely range could be as many as 150 to 200, not including those associated with private redevelopment actions. These properties would not be acquired all at once but would be spread over many years.



Even assuming that all of these properties needed for various actions would be acquired at about the same time, these numbers, while large, do not represent a very large share of the total real estate inventory today, nor will it likely be in the foreseeable future. The overall housing supply that is for sale in the Colorado Springs urban area is extensive and reflects a wide range in price, size, condition, and type (e.g., single- and multi-family). The market is currently capable of absorbing the 15 residents displaced by Woodmen Road, as well as those moving into the urban area, those displaced by other public and private actions, or those seeking homes for other reasons. These market conditions are very likely to be present in the foreseeable future as well.

The commercial real estate market in the Colorado Springs metropolitan area is also very large. There are currently many commercial buildings, as well as appropriately zoned land, that can accommodate the five businesses being displaced by the Proposed Action. In the future, similar market conditions are likely to be present to accommodate businesses displaced by other public and private actions.

Therefore, the number of residents and business displaced by the Proposed Action, when add to other foreseeable actions, will not likely result in a negative cumulative effect on the supply of residential and commercial real estate in the Pikes Peak Region.

3.2.5 Mitigation for the Proposed Action

The owner of real property acquired for ROW will be compensated at fair market value, in accordance with the Uniform Act, Code of Federal Regulations, State Statutes, and CDOT policies and procedures. No owner shall be required to surrender possession of the real property until paid the agreed-upon purchase price, or until the amount deemed to be just compensation has been deposited with the court for the benefit of the owner.

El Paso County and the City of Colorado Springs will comply with the Uniform Act and provide uniform and equitable treatment of all persons displaced from their homes, businesses, or farms. All qualified property owners to be relocated will receive monetary payments, which may include payments for moving expenses, business in lieu payments, rent supplements, down payments, and increased interest payments.



No person shall be displaced by a federal-aid project or a project impacting a federally funded facility unless and until adequate replacement housing has been offered to all affected persons regardless of race, color, religion, sex, or national origin.

In compliance with the Uniform Act, El Paso County and the City of Colorado Springs will also assist eligible owners or tenants in relocating their business or residence at the time of displacement. Benefits under the Uniform Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to the owner in detail.

Residential structures, that are to be removed, will be evaluated on a case-by-case basis to determine whether relocating the building is possible. If the building cannot be moved cost effectively or without incurring significant damage, demolition will be considered. The demolition materials will be considered for recycling.

Emergency Services

To ensure uncompromised emergency access to all properties that will have access modified by the Proposed Action, the City will provide the following properties with new addresses:

- Crossroad Apartments Complex;
- one residence on Ruth Place;
- one residence on Cindy Place;
- the third residence north of Woodmen Road on the west side of Union Boulevard (current access to Shrider Road);
- the second and third residential properties along Union Boulevard on the east side;
- the seven residential properties on the north side of Woodmen Road between Union Boulevard and Taos Drive; and
- the four vacant properties and one residence on the south side of Woodmen Road near Taos Drive.



Outbuildings and Access

There are properties that have outbuildings (such as sheds or garages) that will need to be moved or reconstructed, and driveways and garages that may require relocation and/or reconstruction. The City of Colorado Springs or El Paso County, depending upon jurisdiction, will work with the property owner during the right-of-way acquisition or project construction phase to ensure that these issues are addressed.

