FEDERAL BOULEVARD (5TH AVENUE TO HOWARD PLACE)  
PLANNING ENVIRONMENTAL LINKAGE STUDY  

ENVIRONMENTAL JUSTICE EVALUATION TECHNICAL REPORT

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LIST OF ACRONYMS

CatEx  Categorical Exclusion
CCD  City and County of Denver
CDOT  Colorado Department of Transportation
CEQ  Council on Environmental Quality
EA  Environmental Assessment
EIS  Environmental Impact Statement
FHU  Felsburg Holt & Ullevig
FHWA  Federal Highway Administration
FONSI  Finding of No Significant Impact
HUD  US Department of Housing and Urban Development
I-25  Interstate 25
I-70  Interstate 70
I-76  Interstate 76
MFI  median family income
NEPA  National Environmental Policy Act
PEL  Planning Environmental Linkage
PIP  Public involvement program
ROD  Record of Decision
RTD  Regional Transportation District
SH 88  State Highway 88
TOD  transit-oriented development
US 6  6th Avenue
1.0 INTRODUCTION

The Federal Boulevard (5th Avenue to Howard Place) Planning Environmental Linkage (PEL) study has been undertaken by the City and County of Denver (CCD), in cooperation with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), to evaluate transportation improvements along Federal Boulevard between 5th Avenue and Howard Place. Federal Boulevard is a principal urban arterial on the west side of Denver that is under the jurisdiction of CDOT as State Highway 88 (SH 88). Federal Boulevard provides access to a number of major roadways, including 6th Avenue (US 6), Colfax Avenue, and Interstate 25 (I-25), Interstate 70 (I-70), and Interstate 76 (I-76). Felsburg Holt & Ullevig (FHU), acting on behalf of CCD, conducted this environmental justice evaluation as part of the Federal Boulevard (5th Avenue to Howard Place) PEL study (Figure 1).

The purpose of this environmental justice evaluation is to review the Federal Boulevard (5th Avenue to Howard Place) improvements in sufficient detail to determine to what extent any minority or low-income populations may be affected. This technical report describes the demographics of the community study area surrounding the proposed improvements. To provide a meaningful and focused analysis, a community study area (Figure 2) has been identified, including census block groups that are within, and adjacent to, the proposed improvements. The community study area encompasses a greater area to provide a focused characterization of the populations that would be most affected by the project.

An understanding of the demographic character of the area is important to provide a basis for assessing impacts to the local community and evaluating the project with respect to environmental justice requirements (Section 2.0).

1.1 Previous Studies

Several previous CDOT, CCD, and Regional Transportation District (RTD) planning studies have been conducted that all relevant to the project area, including:

- Federal Boulevard (5th Avenue to Colfax Avenue) Conceptual Alignment Study (CCD, 2008a)
- Federal Boulevard (Alameda Avenue to 5th Avenue) Finding of No Significant Impact (FONSI) (CDOT, 2008)
- Draft Federal Boulevard Bridge Replacement Categorical Exclusion (CatEx) (RTD, 2007)
- Federal Boulevard (Alameda Avenue to 5th Avenue) EA (CDOT, 2007a)
- I-25 Valley Highway ROD (CDOT, 2007b)
- I-25 Valley Highway Final EIS (CDOT, 2006)
- I-25 Valley Highway Draft EIS (CDOT, 2005a)
- West Corridor ROD (RTD, 2004)
- West Corridor Final EIS (RTD, 2003a)
- West Corridor Draft EIS (RTD, 2003b)
- Villa Park Neighborhood Plan (CCD, 1991)
- West Colfax Neighborhood Plan (CCD, 1987)
- Federal Boulevard Corridor Plan (CCD, 1995)
- Blueprint Denver (CCD, 2002)
Denver Strategic Transportation Plan (CCD, 2008b)

In addition to these previous studies, Jessica Myklebust and Laura Archerd, environmental scientists with FHU, conducted a site reconnaissance of the project area on October 1, 2008.
Figure 1. Project Area
Figure 2. Community Study Area
2.0 ENVIRONMENTAL JUSTICE EVALUATION

FHWA Order 6640.23 (1998), entitled *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, defines minority populations and low-income populations as: “any readily identifiable group of minority or low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be affected by a proposed FHWA program, policy, or activity (FHWA, 1998).” Minorities constitute races and ethnic groups, and include these US Census Bureau-identified groups: Black/African Americans, American Indian/Alaskan Natives, Asians, Native Hawaiian/Pacific Islanders, and Hispanics. In the 2000 Census, Hispanics are treated as an ethnic group distinct from racial groups, thus a person could be Hispanic and white or another race.

Low-income is defined as persons/families with incomes at or below the Department of Health and Human Services or Census Bureau poverty guidelines. The Council on Environmental Quality (CEQ) (CEQ, 1997) guidance on environmental justice states that “The selection of the appropriate unit of geographical analysis may be a governing body’s jurisdiction, a neighborhood, a census tract, or other similar unit that is chosen so as not to artificially dilute or inflate the affected minority population.” CEQ further adds that “minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographical analysis.” The CEQ guidelines do not specifically state the percentage considered meaningfully greater in the case of low-income populations.

FHWA Order 6640.23 sets out FHWA’s policy regarding environmental justice, which includes: “When determining whether a particular program, policy, or activity will have disproportionately high and adverse effects on minority and low-income populations, FHWA managers and staff should take into account mitigation enhancement measures and potential offsetting benefits to affected minority and low-income populations. Other factors that may be taken into account include design, comparative impacts, and the relative number of similar existing systems in non-minority and non-low-income areas (FHWA, 1998).”

In 2005, CDOT issued guidelines to assist in interpreting the FHWA Orders called *CDOT’s Title VI and Environmental Justice Guidelines for National Environmental Policy Act (NEPA) Projects* (CDOT, 2005b). The guidelines provide generalized information describing the process to be used for environmental justice analysis, the tools to be used in the public involvement program, the data to be collected, descriptions of impacts to be evaluated and mitigation possibilities. Specific procedures for the identification of minority and low-income populations using census data are also included.

According to *CDOT’s Title VI and Environmental Justice Guidelines*, disproportionately high and adverse effects are defined as “an adverse effect or impact that would be: 1) predominantly borne by minority and/or low-income population; or 2) will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect suffered by the population that is not low-income or minority” (CDOT, 2005b).
In addition, FHWA has embraced the following objectives for environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations

### 2.1 Community Study Area Demographics

The community study area, which encompasses the project area as shown in Figure 2, includes four neighborhoods adjacent to Federal Boulevard:

- West Colfax – a neighborhood containing a high proportion of residential land use compared to business and industrial land uses. This neighborhood is located west of Federal Boulevard and extends north of Lakewood Gulch to 19th Avenue.
- Sun Valley – a neighborhood containing commercial and industrial areas, public facilities, and public housing. This neighborhood is located east of Federal Boulevard and north of 6th Avenue.
- Villa Park - a mostly residential neighborhood with limited commercial and industrial areas. This neighborhood is located west of Federal Boulevard and north of 6th Avenue.
- Barnum - a mostly residential neighborhood with commercial areas along the eastern and southern edges. This neighborhood is located west of Federal Boulevard and south of 6th Avenue.
- Valverde - a neighborhood containing residential areas on the west and south, and industrial areas in the north and east. This neighborhood is located east of Federal Boulevard and south of 6th Avenue.

#### 2.1.1 Minority Populations

Table 1 presents population data and minority population percentages for the census block groups included in the community study area (Figure 2). Census tracts analyzed included 7.2 (Block Group 2), 8.0 (Block Group 1), 9.05 (Block Groups 1, 2, 3, and 4), 9.03 (Block Group 1), and 10.0 (Block Group 4). These same statistics are presented for the State of Colorado and for CCD for comparison.

The census block is the smallest geographic unit available and adds additional detail regarding the distribution of these populations. The census block groups surrounding the community study area include a population of an estimated 10,254 individuals (US Census, 2000). Data for minority populations was obtained from the 2000 Census from the US Census Bureau American FactFinder website (US Census, 2000). Since the make-up of communities can change over time, the project team will make efforts throughout the project to confirm that the 2000 Census information properly reflects the make-up of the community within the community study area. These efforts are anticipated to include: observation of attendees at the public and small group meetings, and reviewing comments submitted via phone, mail, or email. It is expected that a conclusion will be made that the community make-up within the community study area is still generally similar to the data found in the 2000 Census.
Table 1. Minority Populations in Community Study Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Population</th>
<th>Minority Populations (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Black/African American</td>
</tr>
<tr>
<td>State of Colorado</td>
<td>4,301,261</td>
<td>3.8</td>
</tr>
<tr>
<td>CCD</td>
<td>554,636</td>
<td>11.1</td>
</tr>
<tr>
<td>Tract 7.2 Block Group 2</td>
<td>1,920</td>
<td>6.5</td>
</tr>
<tr>
<td>Tract 8.0 Block Group 1</td>
<td>1,496</td>
<td>17.9</td>
</tr>
<tr>
<td>Tract 9.03 Block Group 1</td>
<td>1,371</td>
<td>1.4</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 1</td>
<td>892</td>
<td>1.2</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 2</td>
<td>1,160</td>
<td>.69</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 3</td>
<td>1,076</td>
<td>.28</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 4</td>
<td>1,259</td>
<td>1.2</td>
</tr>
<tr>
<td>Tract 10 Block Group 4</td>
<td>1,080</td>
<td>7.5</td>
</tr>
</tbody>
</table>

Source: US Census, 2000

1 Hispanic/Latino can be of any race
2 Total minority includes all individuals except non-Hispanic whites

Percentages shown in BOLD exceed the county average (also shown in BOLD for comparison)

Based on the information presented in Table 1, the following observations can be made about the demographics of the community study area:

- The census block groups in the community study area generally have larger proportions of minorities than CCD and larger proportions than the State of Colorado as a whole.
- Hispanics make up the largest proportion of the total minority population in the community study area. All of the block groups in the community study area have Hispanic populations greater than the CCD average (Figure 3). The largest Hispanic populations were identified in the Villa Park and Barnum neighborhoods, west of Federal Boulevard.
- The percent of Native Americans present within the community study area generally exceeds the percentage within CCD and the State of Colorado (Figure 4).
- Black/African Americans were generally found in proportions equal to or smaller than the CCD averages, with the exception of one block group.
- In three block groups, the percent of Asian/Pacific Islanders within the community study area generally exceeds the percentage within CCD and the State of Colorado.
Figure 3. Hispanic or Latino Population by Census Block Group

Legend:
- Percent Hispanic:
  - 0 - 31.7%
  - 31.7 - 50%
  - 50 - 75%
  - > 75%
  - No residents
- Community Study Area
- Parks
- Lakes
- Railroads
- North

U.S. Census, 2000
*City and County of Denver Average = 31.7%
Figure 4. Native American Population by Census Block Group
Table 2 and Figure 5 show the percentage of linguistically-isolated households within the community study area. Linguistically-isolated households have “limited English proficiency”, which means that no one in the home over 14 years of age is proficient in English, and Spanish is the primary language.

As a whole, the community study area analyzed has an estimated 14 percent limited English proficiency. Out of the eight census block groups analyzed, seven of the block groups exceeded the CCD average of five percent linguistically-isolated households with Spanish as the primary language (Table 2 and Figure 5). The largest percentage of linguistically-isolated households is located in the Villa Park neighborhood, located west of Federal Boulevard and north of 6th Avenue.

According to CDOT’s Title VI and Environmental Justice Guidelines (CDOT, 2005b), interpreters and/or non-English project materials should be provided when five percent or 1,000 or more individuals within a community are identified with “limited English proficiency” through the demographic analysis.

Table 2. Percent Linguistically-Isolated Households (Spanish as the Primary Language) within the Community Study Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Total Households</th>
<th>Linguistically-Isolated Households [Spanish as the Primary Language] (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Colorado</td>
<td>1,659,308</td>
<td>2.4</td>
</tr>
<tr>
<td>CCD</td>
<td>239,415</td>
<td>5.0</td>
</tr>
<tr>
<td><strong>Tract and Census Block Groups in the Community Study Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tract 7.02 Block Group 2</td>
<td>635</td>
<td>18.9</td>
</tr>
<tr>
<td>Tract 8 Block Group 1</td>
<td>482</td>
<td>4.6</td>
</tr>
<tr>
<td>Tract 9.03 Block Group 1</td>
<td>387</td>
<td>8.8</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 1</td>
<td>222</td>
<td>31.1</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 2</td>
<td>320</td>
<td>18.4</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 3</td>
<td>319</td>
<td>24.5</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 4</td>
<td>344</td>
<td>9.9</td>
</tr>
<tr>
<td>Tract 10 Block Group 4</td>
<td>378</td>
<td>14.0</td>
</tr>
</tbody>
</table>

Source: US Census, 2000
Percentages shown in **BOLD** exceeded percentage for the county as a whole (also shown in **BOLD** for comparison).

### 2.1.2 Low Income Populations

To determine the low-income threshold for the community study area, the analysis was performed using the methodology presented in CDOT’s Title VI and Environmental Justice Guidelines (CDOT, 2005b). Per the CDOT guidance, the analysis utilized the 2008 income threshold set by the US Department of Housing and Urban Development (HUD) for the distribution of Community Development Block Grant Funds for Section 8 housing assistance. Section 8 housing is a program that assists families and seniors with renting apartments, townhouses, condominiums, or houses owned and managed by private landlords. CCD HUD data values are presented within the Denver-Aurora data set and not individually by county. For purposes of privacy, the census block group is the most detailed level of data that displays income information.
Figure 5. Households with Limited English Proficiency (Primary Language Spanish) by Census Block Group
The average household size for CCD was determined to be 2.27 (US Census, 2000). The total number of households and ranges of household incomes was derived for the eight block groups within the community study area and for CCD as a whole. The 2008 rounded median family income (MFI) for Denver-Aurora is $71,800 (HUD, 2008). The low-income threshold for the 2.27 average household size in CCD was determined to be $17,831 based on the 30 percent of the MFI value. Since census income statistics are divided into increments of $5,000, any household (regardless of the number of people), in CCD with an income below $19,999 is considered low-income. Approximately 22.7 percent of households in CCD are below the identified threshold and are considered low-income.

Using the same methodology as described above, the percentage of low-income households was calculated for the community study area by block group (Figure 6 and Table 3). According to the census block data, five of the eight block groups in the community study area have higher percentages of low-income populations than the CCD as a whole. The highest percentage of low-income households (84.2%) was identified in the Sun Valley neighborhood, which has both an affordable housing complex and Catholic charities transition house located within the community study area.

<table>
<thead>
<tr>
<th>Area</th>
<th>Low-Income Households (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCD (Denver-Aurora)</td>
<td>22.7</td>
</tr>
<tr>
<td>Tract and Census Block Groups in the Community Study Area</td>
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</tr>
<tr>
<td>Tract 7.2 Block Group 2</td>
<td>45.8</td>
</tr>
<tr>
<td>Tract 8 Block Group 1</td>
<td>84.2</td>
</tr>
<tr>
<td>Tract 9.03 Block Group 1</td>
<td>17.3</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 1</td>
<td>16.2</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 2</td>
<td>26.6</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 3</td>
<td>24.8</td>
</tr>
<tr>
<td>Tract 9.05 Block Group 4</td>
<td>14.8</td>
</tr>
<tr>
<td>Tract 10 Block Group 4</td>
<td>62.4</td>
</tr>
</tbody>
</table>

Source: US Census Bureau Year 2000 data, HUD Section 8
Percentages shown in **BOLD** exceed the county average (also shown in BOLD for comparison)
Figure 6. Percentage of Low Income Households
3.0 EXISTING CONDITIONS

3.1 Land Use

Federal Boulevard is primarily a commercial corridor with mixed retail uses between 5th Avenue and Howard Place and parks on the northern and southern ends of the project area. The primary commercial uses within the project area include automotive maintenance shops and automotive sales/service facilities. Light industrial facilities are present in the community study area in the Sun Valley and Valverde neighborhoods and closer to I-25. Commercial and retail facilities within the project area serve the local residents, transit-dependent residents, as well as residents throughout the city (CDOT, 2007a). Approximately 86% of trips within this area are pass-through trips (CCD, 2008b).

Federal Boulevard has historically been zoned to accommodate both regional and locally oriented businesses, based on Denver’s original zoning ordinance in 1925 (CCD, 1995). In many cases, the commercial structures along Federal Boulevard in the project area are located close to the street. These conditions, combined with a narrow right-of-way, have been a deterrent to redevelopment in the area (CCD, 1995).

Federal Boulevard within the project area has been identified as an Enhanced Transit Corridor and an Area of Change within the CCD Blueprint Denver, which provides a vision for integrated future land use and transportation within the city (CCD, 2002). Blueprint Denver “encourages and promotes more efficient use of transportation systems, expanded transportation choices, appropriate and mixed land use, and the revitalization of declining neighborhoods – all of which will ultimately improve our quality of life” (CCD, 2002). Areas of Change are primarily older industrial districts, major arterial corridors, and areas adjacent to existing or planned transit facilities. Blueprint Denver seeks to distribute forecasted growth to Areas of Change, where it will be most beneficial.

The proposed RTD West Corridor Light Rail (LRT) crosses Federal Boulevard near Howard Place within the project area. The Federal Boulevard/Decatur Street LRT station (park-n-Ride) will be located south of Howard Place and east of Federal Boulevard. It is a high priority for the CCD to provide housing opportunities for existing residents in Areas of Change. According to the Blueprint Denver, the areas just south of Holden Place and south of Howard Place are planned for transit-oriented development [TOD] (CCD, 2002). In addition to future housing opportunities within the community study area, the businesses and residents in the area may benefit from increased economic activity as a result of development associated with the West Corridor Light Rail (CDOT, 2007a). Overall, the commercial nature of the corridor is not expected to greatly shift in the future (CDOT, 2007a).

3.2 Community Facilities and Neighborhood Cohesion

Community facilities are important factors in maintaining the cohesion of communities by providing employment opportunities, special services, and places for community residents to gather. Community facilities may include schools, churches, health centers, libraries, parks, etc. The community facilities within the community study area include:
The Good Shepherd Lutheran Childcare facility was identified as a community facility at 770 Federal Boulevard in the Federal Boulevard (Alameda Avenue to 5th Avenue) FONSI (CDOT, 2008). However, upon further investigation, it was determined that this facility is located at 770 South Federal Boulevard and not within the Federal Boulevard (5th Avenue to Howard Place) project area. Additionally, it was determined that the Denver Health – Westside Family Health Center located at 1100 Federal Boulevard identified as a community facility in the Federal Boulevard (Alameda Avenue to 5th Avenue) FONSI (CDOT, 2008) is the same as the Denver Department of Human Services facility located within the Federal Boulevard (5th Avenue to Howard Place) project area.

Many factors affect the cohesion and vitality of neighborhoods. The presence of the community facilities identified above is a positive factor that contributes to a sense of community. The vitality of local business and employment opportunities also exert a strong influence on community cohesion.

Transportation facilities can be both positive and negative factors on community cohesion. These facilities provide vital links enabling residents to access goods, services, employment, and travel to other areas of the city. However, major transportation facilities can also act as a barrier that hinders cross travel (particularly for pedestrians and bicyclists) and can detract from cohesion and sense of community.

Within the community study area, US 6 and Colfax Avenue provide east-west mobility throughout the city, but they also may hinder north-south pedestrian and bicycle cross travel and the connection between adjacent areas (CCD, 2008b). Similarly, Federal Boulevard provides north-south mobility but may hinder east-west pedestrian and bicycle cross travel and the connection between adjacent areas (CCD, 2008b).

Weir Gulch and Lakewood/Dry Gulch provides east-west mobility for bicyclists within the community study area. Both the Lakewood/Dry Gulch and Weir Gulch trail connect with the South Platte River trail, which provides key north-south mobility for bicyclists in the surrounding area.
3.3 **Pedestrian Mobility**

Pedestrian mobility along Federal Boulevard in the project area has historically been hazardous for pedestrians (CCD, 1995). Pedestrian volumes along and across Federal Boulevard in the project area were observed to be heavy on October 1st and October 31st. The Denver Department of Human Services complex appeared to be center of pedestrian activity. Pedestrian mobility along Federal Boulevard is currently served by attached sidewalks to the west and primarily attached sidewalks to the east. From 5th Avenue to 10th Avenue, the pedestrian zone consists of 3-foot attached sidewalks on both sides of the street, except for a segment of sidewalk on the eastern side of Federal Boulevard between Severn Place and 8th Avenue. This segment of has a 5-foot sidewalk with a 3-foot buffer. From 10th Avenue to Holden Place, the pedestrian zone consists of 3-foot attached sidewalks on both sides of the street, except for a segment of sidewalk on the eastern side of Federal Boulevard between 10th Avenue and Holden Place. This segment has a 5-foot sidewalk with a 3-foot buffer from 10th Avenue to approximately 12th Avenue where it transitions to a 5-foot attached sidewalk.

3.4 **Dependency on Transit**

The population in the community study area is more dependent on transit compared to CCD as a whole. Of the eight block groups in the community study area, an average of 18 percent of residents take the bus to work each day, as compared to the CCD average of 8 percent (US Census, 2000). In three of the eight census blocks, over 30 percent of residents take the bus to work (US Census, 2000). In addition, the CCD average of those employed who own a private vehicle is 83 percent, compared to only 53 percent in the community study area (US Census, 2000). These statistics indicate that many of the residents in the community study area are reliant on transit. Federal Boulevard is the primary arterial and bus transit route through the area. As such, residents in the community study area rely on transit services along Federal Boulevard for all or part of their route.

Eleven bus stops are located in the project area. One bus stop, located in front of the Denver Department of Human Services building, was observed to be a heavily used bus stop. Many bus patrons were observed accessing this community facility.

Four bus routes provide services along Federal Boulevard between 5th Avenue and Holden Place: Route 30 South Federal, 30L South Federal Limited, 36L Fort Logan Limited, and 49 North Lowell.

**Route 30 South Federal.** This route is the primary service provider along Federal Boulevard and provides all day service between the Wadsworth-Hampden park-n-Ride and downtown Denver.

**Route 30L South Federal Limited.** This route provides additional service during both the AM and PM peak hours between the Wadsworth-Hampden park-n-Ride and downtown Denver.

**Route 36L Fort Logan Limited.** This route provides additional service during both the AM and PM peak hours between the Littleton/Downtown Station and downtown Denver.

**Route 49 North Lowell.** This route provides service during both the AM and PM peak hours between the Colfax-Federal Transfer Center and 46th Avenue/Wolff Street.

The Federal Boulevard/Decatur Street West Corridor LRT station (park-n-Ride) will be located south of Howard Place and west of Federal Boulevard. The Federal Boulevard/Decatur Street West Corridor LRT station is located near major roadways, low- to medium-density land uses,
important transit routes, and special event centers and will function as an important transportation hub for park-n-Ride commuters, bus transfers, and the many residents and workers from nearby neighborhoods and businesses (RTD, 2003b).
4.0 PUBLIC AND AGENCY INVOLVEMENT RELEVANT TO ENVIRONMENTAL JUSTICE

Public involvement activities to date have included presentations to small groups, distribution of postcards and flyers to the community, door-to-door-outreach to businesses along Federal Boulevard, and an open house.

4.1.1 Mailing List Development and Mass Mailing

Over the course of the public involvement process, a mailing list was developed and updated for property owners, businesses, and residents in the project area (Figure 1). The included name, mailing address, phone number, and email address. The mailing list was updated with contact information of the neighborhood group meetings and interested individuals.

In addition, residences and businesses in the neighborhoods surrounding the project received a project postcard. This postcard invited local residents and businesses to the open house and were sent via a mass mailing in the community study area (Figure 2).

4.1.2 Small Group Meetings

Project staff met with local neighborhood associations and business groups to introduce the project and discuss concerns and issues related to the project. Table 4 lists the local neighborhood associations and business groups that were identified and contacted.

Each of the local neighborhood associations and business groups were contacted by the project team. The Federal Boulevard (5th Avenue to Howard Place) PEL study was introduced and a meeting requested. The project team met with the local neighborhood associations and business groups, presented the Federal Boulevard (5th Avenue to Howard Place) PEL study, and received feedback on the project. Table 5 summarizes the public involvement activities.

4.1.3 Door-to-Door Business Visits

Due to the number of businesses located in the project area and the lack of organized business groups, particularly along Federal Boulevard, door-to-door visits were conducted. During the door-to-door visits, project information was presented, and the business was invited to attend the April 22, 2009 Open House Public Meeting. On March 19, 2009, door-to-door visits were conducted with businesses between 7th Avenue and 12th Avenue. Door-to-door visits were not conducted with the businesses between 5th Avenue and 7th Avenue and 12th Avenue and Howard Place to avoid conflict with the right-of-way process being conducted as part of the US 6/Federal Boulevard interchange reconstruction project and the RTD West Corridor LRT project.

4.1.4 Open House Public Meeting

A public meeting was held on April 22, 2009 during the PEL process. A bilingual (Spanish and English) project postcard inviting local residents and businesses to the public meeting was sent via a mass mailing to the community study area (Figure 2). A bilingual (Spanish and English) flyer was distributed to the Denver Housing Authority Sun Valley Homes. Meeting attendance was estimated at approximately 40 to 50 individuals.

The meeting was held in an open-house format. Spanish translation was available at the meeting, and the boards presented were bilingual (Spanish and English). The meeting was
designed to provide the public with information on the PEL process, to receive feedback, and to maintain the relationship with the local communities initiated by the other planned transportation projects in the area. Bilingual (Spanish and English) comment feedback forms were provided at the meeting.

**Table 4. Local Neighborhood Associations and Business Groups**

<table>
<thead>
<tr>
<th>Association/Group</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concerned Citizens for Barnum</td>
<td>April Crumley</td>
</tr>
<tr>
<td>Federal Boulevard Corridor Improvement Partnership</td>
<td>Marshall Vanderburg</td>
</tr>
<tr>
<td>Hispanic Chamber of Commerce</td>
<td>Mike Perez</td>
</tr>
<tr>
<td>Metropolitan Organization for the People</td>
<td>Laurie Walker</td>
</tr>
<tr>
<td>Northwest Neighbor’s Coalition</td>
<td>Ray Defa</td>
</tr>
<tr>
<td>Valverde Neighborhood Association</td>
<td>Eric Bernal</td>
</tr>
<tr>
<td>Villa Park</td>
<td>Joanne Phillips</td>
</tr>
<tr>
<td>Sun Valley Coalition</td>
<td>Margaret Jaurequi</td>
</tr>
</tbody>
</table>

**Table 5. Public Involvement Activities**

<table>
<thead>
<tr>
<th>Date</th>
<th>Public Involvement Activity/Group(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 25, 2009</td>
<td>Villa Park Neighborhood Association meeting</td>
</tr>
<tr>
<td>February 26, 2009</td>
<td>Sun Valley Neighborhood Association meeting</td>
</tr>
<tr>
<td>March 17, 2009</td>
<td>Federal Boulevard (Alameda Avenue to 5th Avenue) design meeting</td>
</tr>
<tr>
<td>March 19, 2009</td>
<td>Door-to-door visits with businesses along Federal Boulevard</td>
</tr>
<tr>
<td>March 31, 2009</td>
<td>Valverde Neighborhood Association meeting</td>
</tr>
<tr>
<td>April 2009</td>
<td>Project postcard mailed to approximately 5,500 businesses/residents in the community study area</td>
</tr>
<tr>
<td>April 9, 2009</td>
<td>Notice of the open house public meeting posted to the CCD Community Calendar</td>
</tr>
<tr>
<td>April 14, 2009</td>
<td>Concerned Citizens for Barnum meeting</td>
</tr>
<tr>
<td>April 14, 2009</td>
<td>Flyers distributed to approximately 420 residents of Denver Housing Authority Sun Valley Homes</td>
</tr>
<tr>
<td>April 22, 2009</td>
<td>Open House Public Meeting</td>
</tr>
</tbody>
</table>

**4.1.5 Public Comments**

The following public comments were provided at the small group meetings and the open house:

- Move the Family Dollar store to the empty lot that is on 10th Avenue across from the Crisis Center. The Family Dollar store is a resource for Sun Valley neighborhood residents who do not have a car to drive to the grocery store.
- Need longer timing on the stoplight at the Federal Boulevard/Holden Place intersection.
- Displace other businesses before impacting the Family Dollar store.
- Modify the Federal Boulevard/Holden Place intersection so cars stop farther back on Holden Place.
- Do not allow a right-turn on a red stoplight from Holden Place on Federal Boulevard.
- Provide more time for the pedestrian movement at the Federal Boulevard/Holden Place intersection.
- Include a left-turn arrow for southbound Federal Boulevard vehicles onto Holden Place.
- Increase the timing of the left-turn arrow for southbound Federal Boulevard vehicles onto 8th Avenue.
- Decrease the timing of the 8th Avenue/Decatur Street stoplight. Vehicles turning left onto 8th Avenue from Decatur Street currently wait almost eight minutes before the light turns green.
- Install a cross walk closer to the west side the Denver Department of Human Services Building at Federal Boulevard/Holden Place.
- Improve lighting and signs for westbound 8th Avenue traffic on the north side of the Barnum North Park. The lane split for 8th Avenue causes driver confusion.
- Install a signalized crosswalk at 12th Avenue.
- Consider timing the Federal Boulevard/Holden Place signal and a new Federal Boulevard/12th Avenue signal to facilitate pedestrian traffic at these intersections.
- Concerned about partial acquisition of the 7-11 property. General concerns include: When and how will the owner be informed of that the project has been funded? When will a full timeline of the project be available? Will the property acquisitions be acquired in phases? How will the property owners be informed? Will the existing RTD bus stop be relocated onto 7-11 property?
- Repair the Federal Boulevard/11th Avenue intersection.
- Appreciated the public open house and look forward to receiving additional information about the project.
- Consider widening neighborhood (Villa Park) entry points (10th Avenue and 12th Avenue west of Federal Boulevard). Bus stops and on-street parking along 10th Avenue and 12th Avenue cause congestion and do not allow vehicles to pass safely.
- Consider some type of coating or using a different material for any vertical surface. Graffiti is a serious problem in this area.
- Ensure that funding is available to maintain landscaped medians.
- Require scheduled inspections and maintenance on irrigation systems for proper operation and water efficiency.
- Install pedestrian crossing control at 12th Avenue.
- Reduce the road crown. The existing road crown is too high and keeps most drivers in the center lanes.
5.0 ENVIRONMENTAL JUSTICE FINDINGS

As previously discussed, the community study area predominantly consist of low-income and minority populations. Therefore, it was deemed necessary to determine whether or not there would be disproportionately high and adverse human health or environmental effects from the project that would be borne by low-income and minority populations.

Several criteria were utilized to determine if the project would have a high disproportionate or adverse effect on low-income or minority populations including, but not limited to:

- Project benefits
- Relocations of low-income or minority-owned businesses
- Displacement of businesses that provide jobs or services for minority and/or low-income populations
- Changes in access to employment areas
- Public transit and pedestrian mobility
- Disruption of community cohesion or the community’s economic vitality

5.1 Project Benefits

Implementation of the project would include a number of direct benefits to the local community, which are expected to be equitably shared across demographic groups and communities. Overall, the project would improve mobility and safety along the corridor for pedestrians, bicyclists, and motorists. Specific project benefits include:

- Sidewalks will be upgraded throughout the corridor:
  - Detached, 5-foot sidewalks with a 3-foot buffer
  - Upgraded to Americans with Disabilities Act (ADA) standards with sidewalk ramps at pedestrian crosswalks
  - Upgraded pedestrian crosswalks at all signalized intersections and a raised median throughout the project area

The upgraded sidewalks and crosswalks will improve pedestrian and bicyclist safety and mobility throughout the project area. The upgraded sidewalks will also improve pedestrian access to the Federal Boulevard/Decatur Street West Corridor LRT station, community centers, bus stops, recreational facilities/parks, and trails along the corridor. The upgraded crosswalks will improve pedestrian travel east-west across Federal Boulevard, which may help improve neighborhood cohesion. In addition, the raised median would provide a safe haven at designated crosswalks.

- Aesthetic improvements relative to the aging transportation facilities now in place
- Reduced congestion through the corridor
5.2 **Project Impacts**

Despite the numerous benefits as the result of the project, the community study area is predominantly surrounded by low-income and minority populations. As such, it has been concluded that some impacts will occur to low-income and minority populations within the community study area. Impacts are primarily related to displacements of businesses.

5.2.1 **Business Relocations**

Full and partial acquisition of properties adjacent to the existing Federal Boulevard right-of-way will be required to provide additional right-of-way for the construction of the proposed improvements. Ten full and ten partial right-of-way acquisitions are proposed to occur on the east side of Federal Boulevard (Table 6). Two full and two partial right-of-way acquisitions identified for the Proposed Action will be acquired by CDOT for the US 6/Federal Boulevard Interchange reconstruction project.

The right-of-way analysis contained in this PEL was based upon preliminary engineering and certain assumptions were made based on a "worse case" scenario. For example, in some cases, a total property acquisition was assumed to be required if a portion of a structure was located in the right-of-way area, or if significant zoning non-conformances or marketability challenges to remainder parcels were identified as a result of partial acquisitions. When the Proposed Action is refined through further engineering during final design, some partial acquisitions may be eliminated and some total acquisitions may change to partial acquisitions. Furthermore, if variances are allowed for certain remainder parcels and potential solutions are developed for perceived market deficiencies to remainder parcels; some total acquisitions could change to partial acquisitions. Accordingly, the right-of-way impacts described herein are subject to change as the project design and right-of-way acquisition process progresses.

The Proposed Action would require the relocation of seven businesses out of a total of approximately 53 businesses along Federal Boulevard (5th Avenue to Howard Place) (CCD, 2008a). Based on the door-to-door outreach activities conducted on March 19, 2009, two of the seven businesses are operated by corporations, two Caucasians, one Hispanic, and two Asians. Of the seven businesses impacted, only three appear to be minority-owned and operated. However, the relocation of businesses would affect these owners and employees in a similar manner as non minority and non low-income owners and employees.

These displaced businesses do not seem to provide unique goods and services not available from other sources or serve a particular population within the community. The location of the businesses requiring relocation generally appear to be related to the established commercial area along Federal Boulevard, as well as the proximity to US 6, rather than the proximity to the local community. The surrounding neighborhoods do no appear to be solely dependent on these businesses for goods and services. These businesses appear to serve a regional market.

Some of the businesses requiring relocation may be minority-owned and/or may employ minority and/or low-income individuals. As previously discussed, information on individual business owners and employees along Federal Boulevard (5th Avenue to Howard Place) is anticipated to be collected as part of the PIP during a door-to-door outreach of these businesses. However, it is expected that the relocation of these businesses would affect these owners and employees in a similar manner as non-minority and non low-income owners and employees.

The primary impact of business displacements would be disruption for employees and owners. Depending on the decision of individual business owners, some businesses may relocate to
other areas or remain close to their existing location. Relocation to another area could result in the loss of some jobs in the area. Additionally, the ability of displaced business owners to find replacement properties in the area will be a function of the current market conditions at the time of implementation.

Lastly, it is likely that minority and/or low-income individuals rely on the retail businesses that would be displaced, including the Family Dollar Store, the Flea Market, and the Fashion Q Mart for many of their shopping needs. It is not clear whether or not facilities of equal location and type are available within the corridor. Relocation to another area could result in the loss of some pedestrian-dependent patrons. Patrons would possibly have to obtain the same type of services somewhere else, which may be a further distance away from the community study area and therefore less convenient.

Table 6. Property Acquisitions and Displacements

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Street Address</th>
<th>Type of Acquisition</th>
<th>Current Use</th>
<th>Business Displacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>0505406012000</td>
<td>1200 Federal Blvd</td>
<td>Partial</td>
<td>Denver Department of Human Services Building</td>
<td>0</td>
</tr>
<tr>
<td>0505406017000</td>
<td>1100 Federal Blvd</td>
<td>Partial</td>
<td>Parking Lot</td>
<td>0</td>
</tr>
<tr>
<td>0505411039000</td>
<td>1036 Federal Blvd</td>
<td>Partial</td>
<td>Parking Lot</td>
<td>0</td>
</tr>
<tr>
<td>0505411021000</td>
<td>1034 Federal Blvd</td>
<td>Partial</td>
<td>Parking Lot</td>
<td>0</td>
</tr>
<tr>
<td>0505411033000</td>
<td>1000 Federal Blvd</td>
<td>Partial</td>
<td>Gas Station</td>
<td>0</td>
</tr>
<tr>
<td>0505416043000</td>
<td>990 Federal Blvd</td>
<td>Full</td>
<td>Retail</td>
<td>1</td>
</tr>
<tr>
<td>0505416027000</td>
<td>950 Federal Blvd</td>
<td>Partial</td>
<td>Car Dealership</td>
<td>0</td>
</tr>
<tr>
<td>0505416026000</td>
<td>900 Federal Blvd</td>
<td>Partial</td>
<td>Retail</td>
<td>0</td>
</tr>
<tr>
<td>0505422018000</td>
<td>880 Federal Blvd</td>
<td>Full</td>
<td>Retail</td>
<td>1</td>
</tr>
<tr>
<td>0505423026000</td>
<td>830 Federal Blvd</td>
<td>Full</td>
<td>Retail</td>
<td>1</td>
</tr>
<tr>
<td>0505423027000</td>
<td>816 Federal Blvd</td>
<td>Full</td>
<td>Retail</td>
<td>1</td>
</tr>
<tr>
<td>0508100132000</td>
<td>750 Federal Blvd</td>
<td>Partial</td>
<td>School Bus Storage/Fueling</td>
<td>0</td>
</tr>
<tr>
<td>0508103035000</td>
<td>2970 W. Severn Pl</td>
<td>Full</td>
<td>Automotive Repair</td>
<td>1</td>
</tr>
<tr>
<td>0508103013000</td>
<td>730 Federal Blvd</td>
<td>Full</td>
<td>Vacant</td>
<td>0</td>
</tr>
<tr>
<td>0508103014000</td>
<td>724 Federal Blvd</td>
<td>Full</td>
<td>Automotive Repair</td>
<td>1</td>
</tr>
<tr>
<td>0508103030000</td>
<td>710 Federal Blvd</td>
<td>Full</td>
<td>Car Wash</td>
<td>1</td>
</tr>
<tr>
<td>0508100074000</td>
<td>690 Federal Blvd</td>
<td>Full</td>
<td>Automotive Repair</td>
<td>1</td>
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<tr>
<td>0508100115000</td>
<td>600 Federal Blvd</td>
<td>Partial</td>
<td>Vacant Lot</td>
<td>0</td>
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<tr>
<td>0508100114000</td>
<td>642 Federal Blvd</td>
<td>Full</td>
<td>Automotive Repair</td>
<td>1</td>
</tr>
<tr>
<td>0508100116000</td>
<td>620 Federal Blvd</td>
<td>Partial</td>
<td>Motel</td>
<td>0</td>
</tr>
</tbody>
</table>

NOTES:
(1) Property acquisitions include properties that would be acquired as part of the CDOT US 6/Federal Boulevard interchange reconstruction project (revised from the I-25 Valley Highway project); however, the property acquisitions do not include properties that would be acquired by the RTD West Corridor LRT project.

Highlighted acquisitions are those properties that would be acquired as part of the CDOT US 6/Federal Boulevard interchange reconstruction project but include an incremental increase in right-of-way required due to the Proposed Action. The property at 690 Federal Boulevard would become a full acquisition due to the right-of-way required for the Proposed Action.
5.2.2 Community Facilities and Neighborhood Cohesion
It is not anticipated that full right-of-way acquisition, displacement, or relocation of any residential units, churches, schools, or other types of community centers will be required as a result of the project. Permanent access to such facilities is not anticipated to be impacted. However, access to these facilities may be affected in the short-term during construction activities. As previously discussed, the pedestrian and bicyclist access to community facilities along the corridor will be improved as a result of the upgraded sidewalks along both sides of Federal Boulevard. Additionally, upgraded pedestrian crosswalks at all signalized intersections will help improve pedestrian travel east-west across Federal Boulevard, which may help improve neighborhood cohesion.

5.2.3 Temporary Construction Impacts
Several potential short-term and indirect impacts have also been identified, which are generally associated with construction activities. Potential short-term and indirect impacts during construction of the project include:

- Impeded access for emergency vehicles
- Temporary transit stop relocation
- Potential access restrictions for businesses
- Potential impacts from cut-through traffic into surrounding neighborhoods, including safety, noise, and air quality

Efforts to minimize, avoid, and mitigate these long-term and short-term impacts are discussed in Section 6.0.
6.0 MITIGATION

The project has been developed to provide transportation benefits to the local community, CCD, and CDOT. A strong emphasis has been placed on avoiding adverse impacts to the local community. However, where such impacts could not be avoided, efforts will be made to avoid and/or minimize short-term impacts to the minority and low-income community residents during construction. The primary impacts requiring mitigation include:

- Right-of-way acquisition/relocation
- Temporary construction impacts

6.1 Acquisition

For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Act). The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from Federal or federally assisted programs or projects. It was created to provide for and insure the fair and equitable treatment of all such persons. To further ensure that the provisions contained within this act are applied "uniformly," CDOT requires Uniform Act compliance on any project for which it has oversight responsibility regardless of the funding source. Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of "just compensation." All impacted owners will be provided notification of the acquiring agency's intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A Right of Way Specialist will be assigned to each property owner to assist them with this process.

6.2 Relocation

In certain situations, it may also be necessary to acquire improvements that are located within a proposed acquisition parcel. In those instances where the improvements are occupied, it becomes necessary to "relocate" those individuals from the subject property (residential or business) to a replacement site. The Uniform Act provides for numerous benefits to these individuals to assist them both financially and with advisory services related to relocating their residence or business operation. Although the benefits available under the Uniform Act are far too numerous and complex to discuss in detail in this document, they are available to both owner occupants and tenants of either residential or business properties. In some situations, only personal property must be moved from the real property and this is also covered under the relocation program. As soon as feasible, any person scheduled to be displaced shall be furnished with a general written description of the displacing Agency's relocation program which provides at a minimum, detailed information related to eligibility requirements, advisory services and assistance, payments, and the appeal process. It shall also provide notification that the displaced person(s) will not be required to move without at least 90 days advance written notice. For residential relocatees, this notice cannot be provided until a written offer to acquire the subject property has been presented, and at least one comparable replacement dwelling has been made available. Relocation benefits will be provided to all eligible persons regardless of race, color, religion, sex or national origin. Benefits under the Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail by an assigned Right of Way Specialist.
6.3  Relocation Planning

Prior to relocation, CDOT staff will prepare a relocation analysis that will enable the relocation activities to be planned so that the problems associated with the displacement of individuals, families, businesses, and nonprofit organizations are recognized, and solutions are developed to minimize the adverse impacts of displacement. The scope of planning will be based on the complexity and nature of the anticipated displacing activity, including the evaluation of program resources available to carry out timely and orderly relocations. The relocation study will include the following:

- A current estimate of the number of households to be displaced, including information such as owner/tenant status, estimated value and rental rates of property to be acquired, family characteristics, and special consideration of impacts on minorities, the elderly, large families, and the handicapped, when applicable
- An estimate of the number of comparable replacement dwellings in the area (including the price ranges and rental rates) that are expected to be available to fulfill the needs of those households displaced (when an adequate supply of properties for displacees to be relocated into is NOT available, CDOT must take actions or make assurances to address the inadequate supply before it can start any relocation activities)
- An estimate of the number, type, and size of businesses and nonprofit organizations to be displaced and the approximate number of employees that may be affected
- Consideration of any special advisory services that may be necessary from CDOT and cooperating agencies

6.4  Relocation Assistance

Relocation assistance advisory services will include:

- Determining the relocation needs and preferences of each person to be displaced and explaining the relocation benefits and other assistance for which the person may be eligible.
- Providing current and continuing inventory of available residential and business properties to purchase or lease, and information about such properties.
- Minimizing hardships to persons adjusting to relocation by providing counseling, advice, and other sources of assistance that may be available and other help as may be appropriate.
- Supplying the person to be displaced with appropriate information concerning federal, state, and local housing programs administered by the Small Business Administration, and other programs offering assistance to the displaced persons, as well as technical help to persons applying for such assistance.

Prior to construction, CCD will work with CDOT to develop a Construction and Business Outreach Plan designed to help business owners maintain business operations during construction and help businesses that will be displaced. In addition, CCD and CDOT will actively pursue partnership opportunities with other organizations that may be able to provide additional assistance and resources to businesses impacted by the project.

CDOT and the CCD will identify programs and services to assist business owners impacted by the project. This assistance will focus on the following efforts and measures:
CDOT and CCD will conduct at least two business/construction outreach forums with affected businesses to determine the assistance needed.

- Business Assistance Programs: Site selection assistance, technical and regulatory assistance, workforce development and financing assistance will be provided.
- CCD will recommend sources of financing for small businesses needing funding above and beyond their relocation benefits.
- Neighborhoods in the region with similar demographic profiles to the displaced businesses will be identified to determine whether these areas will be suitable for relocation.

6.5 Relocation Payments

The relocation benefits provided to those displaced are determined by eligibility guidelines based on federal regulations. For eligible businesses, this includes reimbursement of actual reasonable and necessary moving and related expenses and certain reestablishment costs, or a fixed payment in lieu of all other possible relocation benefits. For eligible residencies, this includes reimbursement of moving and related expenses, a replacement housing benefit for owners or a rental supplement for renters. The rental supplement payment may also be used towards the down payment for the purchase of a replacement dwelling to encourage renters to become property owners. The replacement housing benefit and rental supplement benefit have certain monetary limitations; however, these limitations can be exceeded in certain circumstances.

6.6 Mitigation for Construction Impacts

Final mitigation for construction impacts should consider implementation of the following measures during construction:

- Coordination with emergency service providers to identify methods to minimize delays and ensure access to properties during construction
- Providing transit patrons with temporary transit shelters and informing residents about temporary changes in transit shelter locations prior to construction
- Maintaining access to local businesses and trails during construction
- Coordinating with business owners to minimize disruption during construction
- Implementing a phased construction approach to minimize the degree of disruption to business owners
- Maintaining two through lanes with a turn lane at all times during the phased construction to reduce potential impacts from cut-through traffic

Additional mitigation for construction impacts should consider implementation of the following measures during construction:

- Working with the surrounding communities on aesthetic/urban design elements

Mitigation measures for impacts occurring as a result of construction activities will be finalized when input is available from public outreach and participation (Section 4.0).
7.0 REFERENCES


CCD. 2008b. Denver Strategic Transportation Plan.


CDOT. 2005b. CDOT’s Title VI and Environmental Justice Guidelines for National Environmental Policy Act projects Rev. 3. May 27.


US Census Bureau American FactFinder (US Census). 2000. Data retrieved October 1, 2008 at website: www.factfinder.census.gov. Data sets utilized included: P20 (SF 3)-Household language by linguistic isolation; P1 (SF 1)-total population; P7 (SF 1)-race; P8 (SF 1)-Hispanic or Latino by race; P17 (SF 1)-average household size; P52 (SF 3)-household income in 1999.


RTD. 2004. West Corridor Record of Decision.