

HI 1/12.2/L22/1962

c.1

COLORADO STATE PUBLICATIONS LIBRARY
HI1/12.2/L22/1962 local
Colorado. Dept. of Colorado land economi

3 1799 00034 0091

COLORADO LAND ECONOMIC STUDY

INTERSTATE 25 - SOUTHEAST OF DENVER



PREPARED BY
COLORADO DEPARTMENT OF HIGHWAYS

SURVEY AND PLANS DIVISION
RIGHT OF WAY SECTION

UNDER THE GENERAL SUPERVISION OF
PLANNING AND RESEARCH DIVISION

IN COOPERATION WITH
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

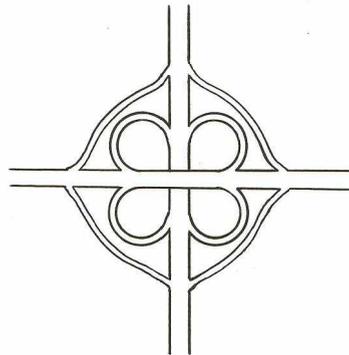
1962



LIBRARIES
Colorado State University
Fort Collins, Colorado 80523

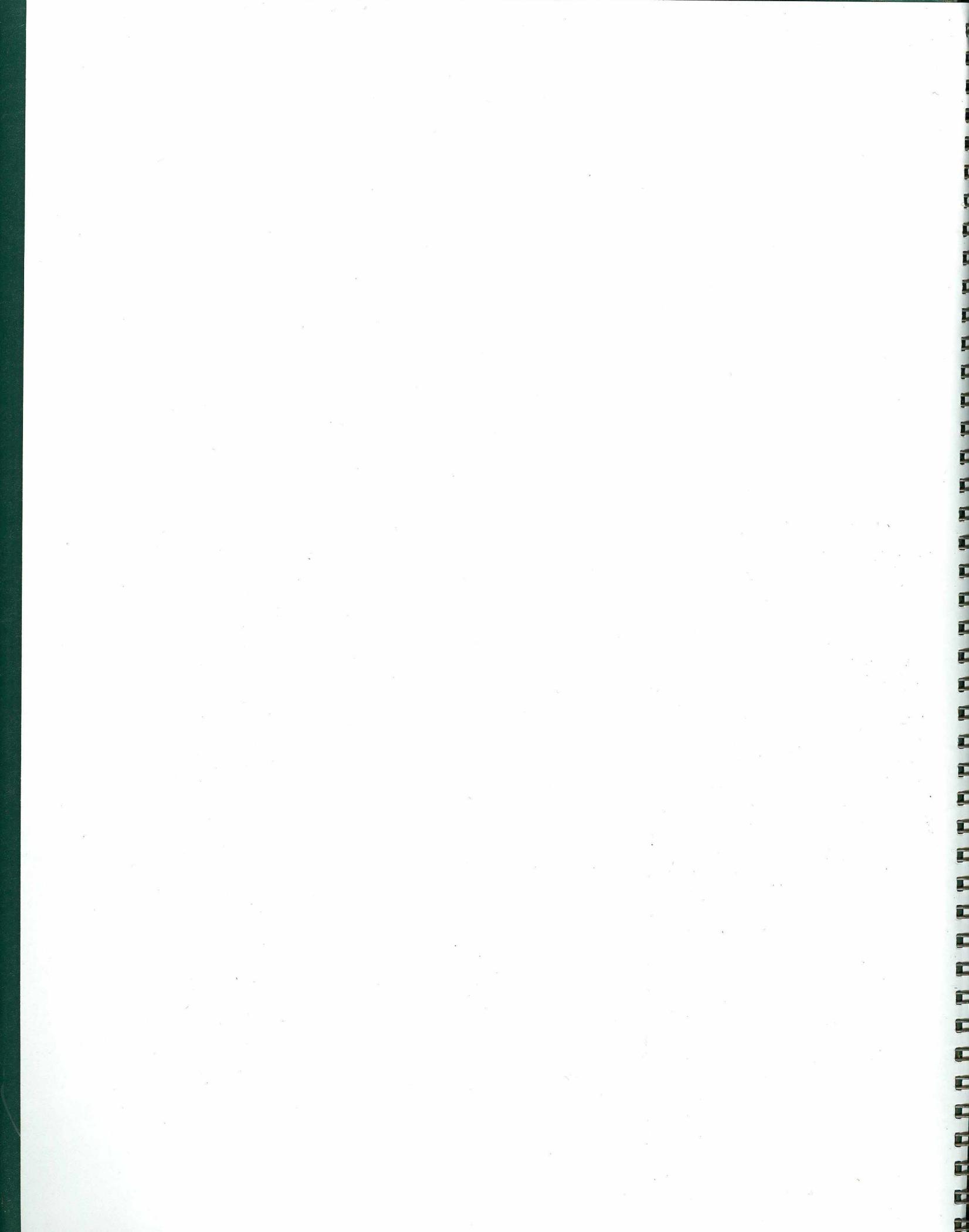
COLORADO
LAND ECONOMIC STUDY

INTERSTATE 25 - SOUTHEAST OF DENVER



PREPARED BY
COLORADO DEPARTMENT OF HIGHWAYS
SURVEY AND PLANS DIVISION
RIGHT OF WAY SECTION
UNDER THE GENERAL SUPERVISION OF
PLANNING AND RESEARCH DIVISION
IN COOPERATION WITH
U. S. BUREAU OF PUBLIC ROADS

1962



CONTENTS

	PAGE
Introduction.....	3
Scope of Study.....	6
General Results and Findings of Study.....	7
Results of Study—shown Graphical.....	10
Tabulation of Sales.....	20
Methodology	
Procedure.....	1 Appendix
Personal Interviews.....	2 Appendix
Zoning.....	3 Appendix
Review of Controlled Access.....	7 Appendix
Review of Colorado Blvd. Interchange.....	7 Appendix
Case Studies of Damage Payments.....	13 Appendix

GRAPHICAL ILLUSTRATIONS

Comparison of Highway affected parcels with Zones A through E.....	14
Comparison of Zone C with Zones A through E.....	16
Comparison of Zone G with Zones F and H.....	18
Comprehensive comparison of all zones	
Trend of sales.....	18
Moving average.....	19

MAPS

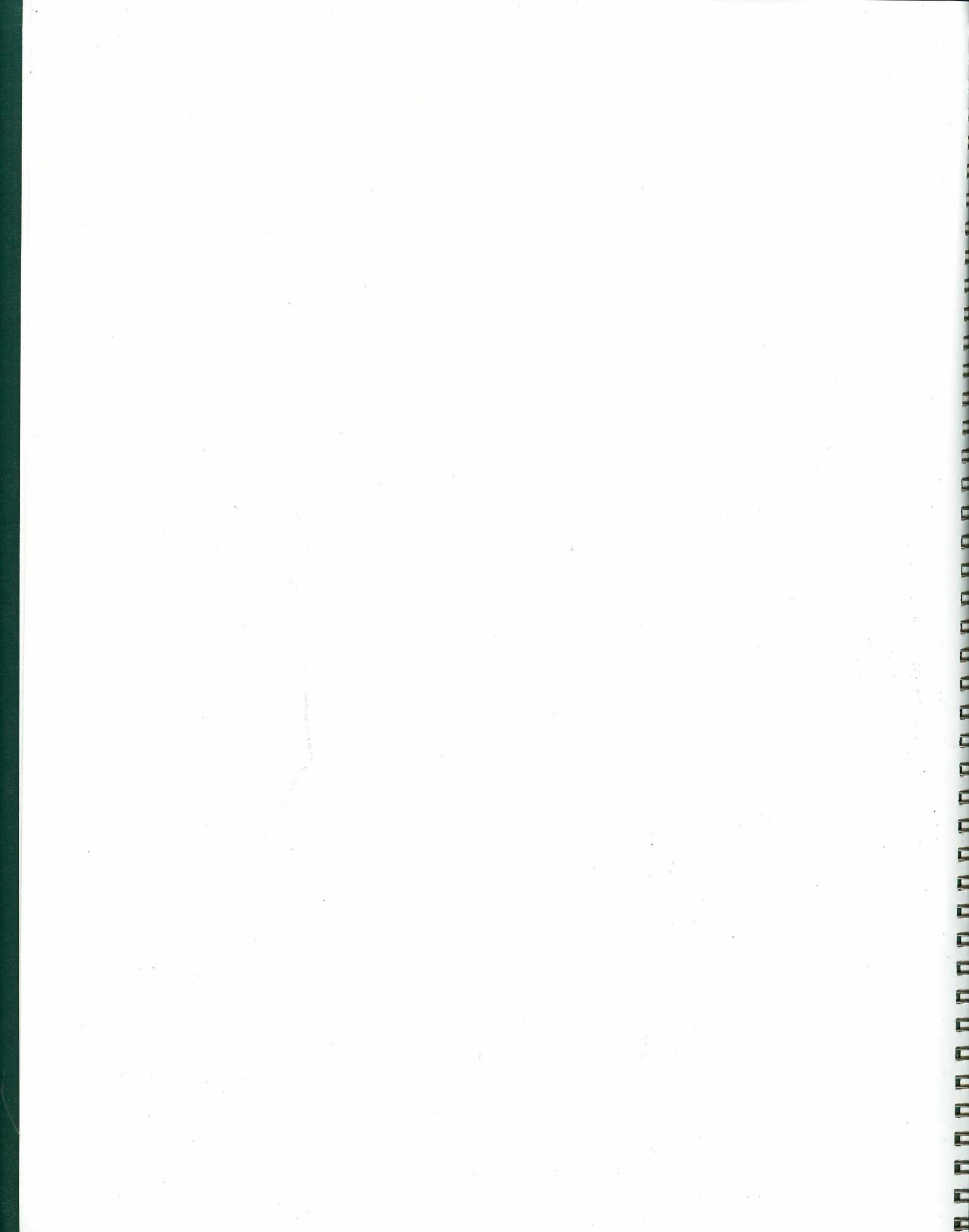
General area of study.....	2
Annexation corridors of Denver.....	6
Annexations in Southeast Denver.....	5
Control bands of Study area.....	13
County zoning changes.....	5 Appendix

PHOTOGRAPHS

Colorado Blvd. Interchange.....	1
1949 Aerial.....	9 Appendix
1951 Aerial.....	10 Appendix
1958 Aerial.....	11 Appendix
1959 Aerial.....	12 Appendix
East Belleview Road, Aerial.....	30 Appendix
Denver Area Subdivisions, Aerial.....	29 Appendix
Typical View of Interstate 25	
Through Denver.....	31 Appendix
Through Arapahoe County.....	32 Appendix
Through Douglas County.....	33 Appendix

FORMS

Before.....	34 Appendix
After.....	35 Appendix
Comparable Sales.....	36 Appendix
Personal Interview.....	37 Appendix
Tabulation of Ownerships.....	38 Appendix
Opinionative Questionnaire.....	39 Appendix
Case Study: Severance Damage.....	40 Appendix

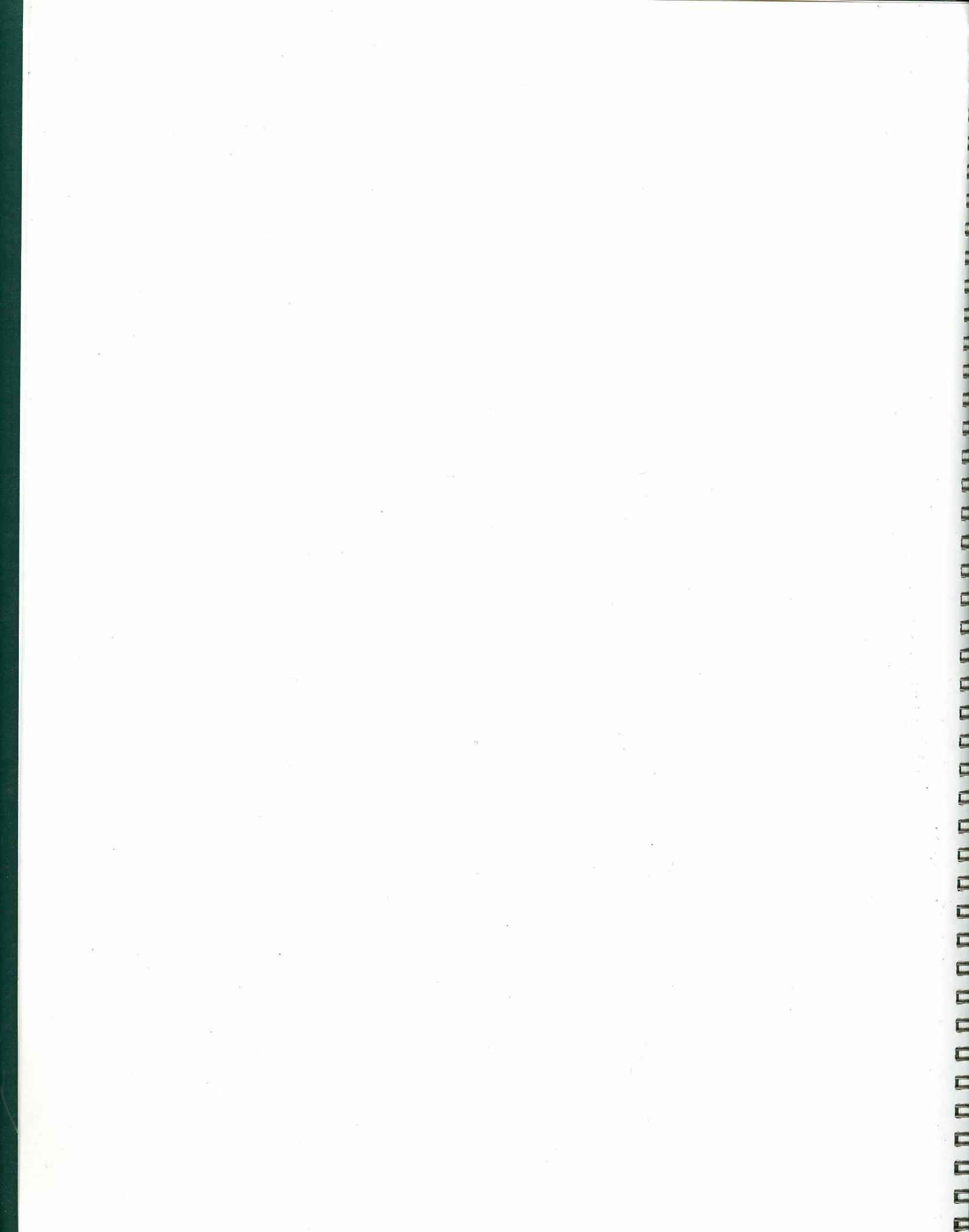


PREFACE

The following report embodies the results of a study of the impact upon land traversed by a portion of Colorado-Interstate Highway Route 25, southeast of Denver.

The study consisted of two phases: changes in land utilization and land values in the area deemed to be within the area of influence of the highway, and the analysis of "before and after" sales of remainders after partial takings, for the purpose of determining the justification of damage payments.

The report outlines the reasons for the study, and the methodology and portrays by means of graphs, charts and tabulations of sales data, the major findings of the study.



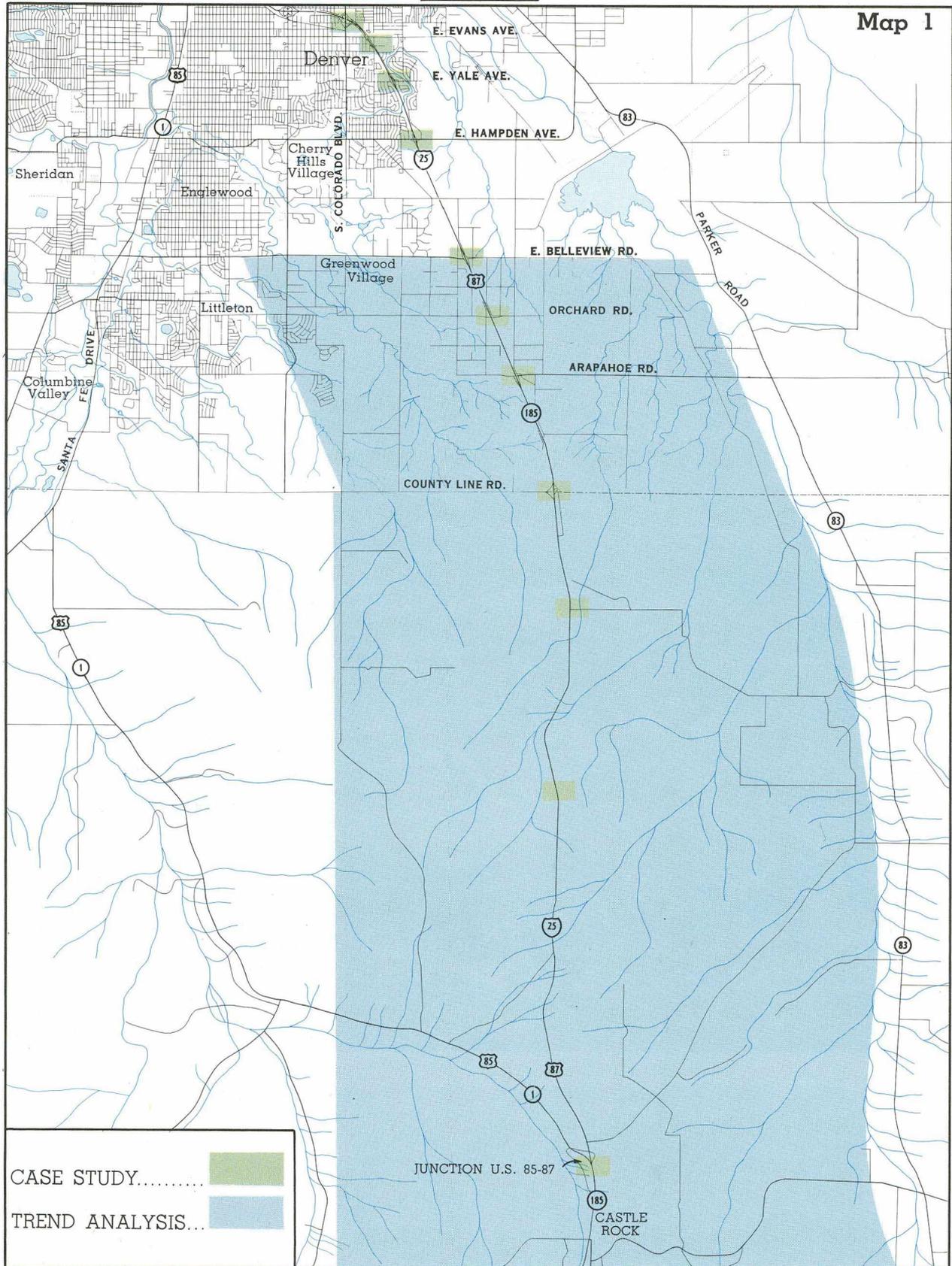


Valley Highway at Colorado Blvd. Intersection. Taken before 1959. CBD of Denver can be seen in background. Arrow at upper right hand points to State Highway Building. For history on Parcels Nos. 2, 3 and 5, See Cases 1, 2 and 3 in appendix.

GENERAL AREA OF STUDY

SCALE OF MILES
0 1 2

Map 1



Introduction

The study of the effects of highway relocation, improvement and construction on the economy, is a relatively new venture in Colorado. In 1957, the University of Denver, under contract with the Colorado Department of Highways and the Bureau of Public Roads, undertook a study of part of U. S. Route 85-87, the main artery north and south through the State.

This study covered two phases, first the effects of highway relocation on by-passed communities, and second, the effects on property values adjacent to or within the area of influence of a relocated highway.

While the University of Denver study was comprehensive in the light of then existing conditions — particularly with respect to the degree of access control along the highways studied—it was believed that certain portions of the same routes might well be subjected to further and more intensive analysis from more recent and specific land sale data. The primary purpose of the proposed extension of the land value phase was to develop any economic trends which might be discoverable and, by the use of case studies of individual parcels of remainders, to develop actual data respecting damages and/or benefits to these remainders.

Consequently, the Colorado Department of Highways, acting through its Staff Right of Way Section, under the general supervision of the Planning and Research Division, began a study of that part of U. S. Route 87 between the Colorado Boulevard Interchange in Southeast Denver, southerly to the junction of U. S. Route 85 near Castle Rock.

This particular section of the route was chosen for the study for the reason that it constituted a relocation of the highway on which right of way acquisition and construction had been accomplished first under Colorado's Freeway Law, which provided limited access, and subsequent conversion of the highway to Colorado-Interstate Route 25, with full access control. These influences, together with the growth characteristics of the City of Denver, were believed to present problems of special interest, since in the interim between the first acquisition of right of way and the present time, additional right of way was necessary to be acquired, as well as existing rights of limited access, to bring the highway up to Interstate Standards.

In 1902, the City of Denver—County seat of Arapahoe County and the State Capitol—became the City and County of Denver, with a population of about 150,000. During the next forty years, and until the beginning of the second world war, Denver's growth was normal, increasing at the rate of about 5,000 annually during the first two decades and at a slightly lower rate during the last twenty years.

The War, however, and large defense installations set up in the Denver area, caused a sharp annual increase in population—nearly 10,000 per year until 1950, when the rate of increase steepened again, so that the population in 1957, the year of the Denver University Study, Denver's population exceeded

one-half million. The 1960 census returns for Denver show a total of 556,000 and for the surrounding suburban area 266,700.

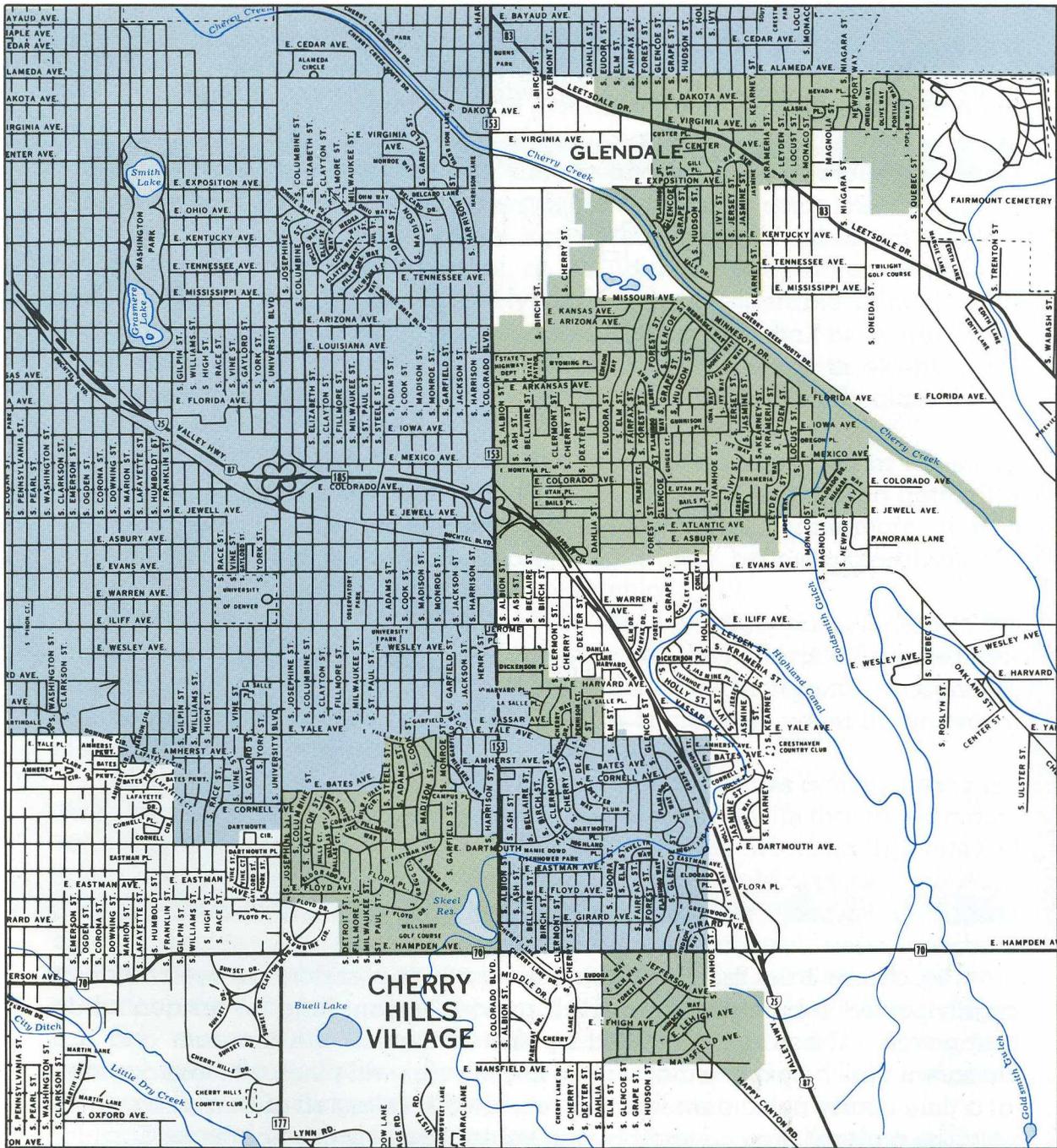
A recent study‡ predicts that by 1970, Denver's population will have grown to 585,000, reaching 611,000 by 1980. A leveling off of the trend is therefore indicated during the next twenty years. During the same period it is predicted that the suburban area surrounding Denver will grow from slightly more than a quarter million (1960 census) to well over 750,000 by 1980, thus surpassing Denver itself.

What these statistics and predictions have to do with the subject study is simply to point up the fact that Denver is bursting out at its seams. Population increases require living space and any city kept within static boundaries reaches a point of saturation where further growth requires the annexation of area and the extension of city boundaries.

Until about 1942 the boundaries of the City and County of Denver were very stable. Concurrently with the growth beginning with the war years, Denver began annexing parts of its neighboring counties until, by 1957, Arapahoe County on the south had lost over 8,000 acres to Denver,* Adams County on the north had "contributed" over 1300 acres and Jefferson County, adjoining on the west had given up less than 100 acres.

‡ Denver Metropolitan Area Transportation Study—C.D.H. Planning and Research Division.

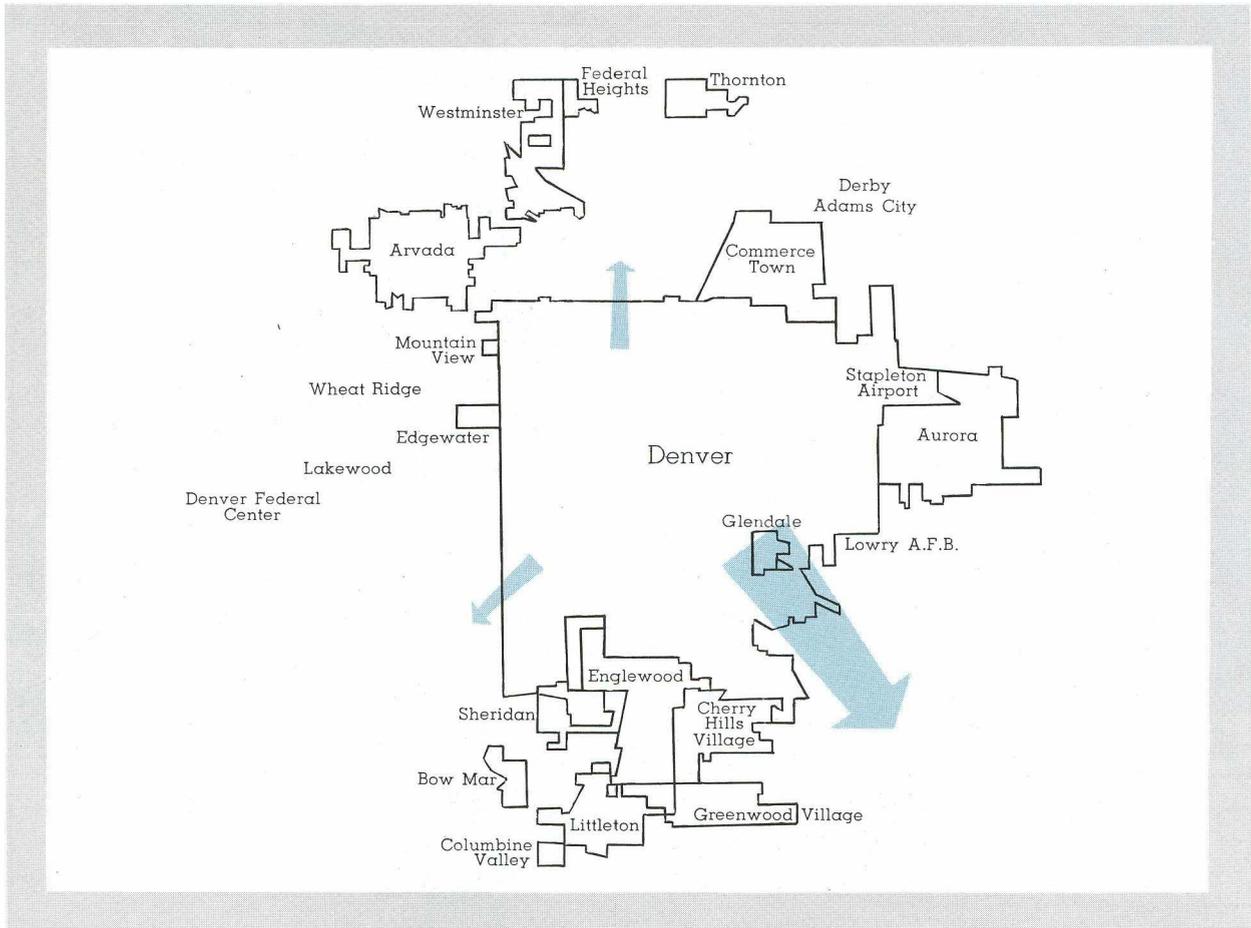
* See map on page 5 for annexations near subject Highway.



DENVER IN 1949..... ANNEXATIONS UP TO 1959...

All of the subject portion of highway was outside of Denver in 1949, except for a small corner near Yale Avenue, which has been in the city since 1946. Difficulty in gathering data has occurred as a result of subsequent annexations. Records had to be searched previous to annex date in Arapahoe County and then followed up in Denver.

It is noteworthy that Denver is expanding mostly by annexations of parts of its neighbor to the south. The following sketch shows the reason for this:



Significant is the fact that there are only three corridors between adjacent highly settled suburban areas which provide vacant land for residential development. These are indicated by the arrows on the diagram and it is apparent that the expected growth of the suburbs will pinch off these corridors at a time nearly coincident with the predicted leveling off of Denver's growth.

The general area covered by the subject study is this Southeast Corridor. As will be more fully explained hereafter, the problem involved consisted of isolating and evaluating the several economic influences operating in this area, and determining the effect, for better or for worse, of the location and construction of Interstate Route 25 along the geographic axis of the corridor.

Scope of Study

As originally envisaged, the study undertook to determine the extent of land value changes in remainders occurring at intersections of the highway with county roads, especially since these intersections were later changed from grade to either complete separations or interchanges. This was later

expanded, however, to include remainders between intersections because the picture appeared incomplete without this information.

In the period of time between the first acquisition of right of way and the beginning date of the study, much of the area adjacent to the highway between the Colorado Boulevard Interchange and the Belleview Avenue Interchange—about five miles—had already undergone a complete change of character. Originally ranging from largely substandard suburban residential, commercial and light industrial, at the northerly end, to vacant pasture and dry land farms at the southerly end, with considerable admixture in between. The area had become urbanized for better than half its length. Relatively large areas, from forty to one hundred twenty acres in extent, were subdivided as homesites, improved with middle to upper middle class dwellings and completely occupied.

It was therefore deemed inadvisable to include this section in the study with the exception of a few case studies, since the processes of data gathering and analysis would have been a tremendous task. Furthermore, it was doubted that highway influence, if any, could have been isolated from the many other factors known to have been operating.

This report therefore includes the results of investigation pertinent to the remainders along that portion of the route between the Belleview Avenue Interchange southerly to Castle Rock, with the conclusions therefrom. Appended, will be found various case studies illustrative of changes noted in the recent histories of particular parcels.

At the inception of the study, it was assumed that sales activity along the study portion of Interstate Route 25 should be compared with that along a conventional highway. Other things being equal, it was theorized that marked differences in value trends along the two highways, would provide a measure of any impact, or lack of it, of the new highway. After assembly of a large amount of sales data along U. S. Highway No. 85, the "control" route, it became apparent that dogs cannot be compared with cats. Different influences were at work on the two routes, and the control did not appear to be pertinent. Being an "old" route with no access control, with little vacant land remaining and ownerships composed predominantly of small commercial and light industrial acreages, typical purchasers were in entirely different categories.

The general area traversed by Interstate Route 25 was therefore adopted as a control, since the whole area—right of way, severed remainders and non-highway parcels—had a common origin in land use, of sufficiently recent vintage to provide a point of departure.

This report, we think, fairly represents the influence of the study highway on the area it serves.

General Results and Findings of Study

Right of way acquisition along the route of the study highway was commenced during the year 1949. At that time, it can be shown that land values, in the general area traversed by the proposed highway, varied from about \$100, to something less than \$400 per acre.

It is further apparent that a gradual appreciation in values had commenced prior to 1949, which may have been at least partly attributable to a general post-war inflationary trend. But beginning in 1946 the area within a half-mile on either side of the proposed route shows a sharp rise in values, quite distinct from the general trend. There is little doubt that this sharply tilted upward trend was very probably influenced by a general knowledge of the highway relocation and its route.

After some years of relative stability, but before construction of the highway actually commenced in 1951, the value of land within a half-mile of the highway again took a sharp upward trend, reaching a peak in 1955-56. Thereafter, and until the end of the study period, values appeared to subside, nearly as rapidly as their prior increase. At the same time the volume of sales dropped off to the point where usable data became nearly non-existent.

The study highway was designed originally as a freeway under State law, with intersections at many of the County Roads left as public access points at grade, and was subsequently in 1956, revised to conform to Interstate standards with complete access control. All intersections not completely closed were thereupon separated by one type or another of interchange structure.

It would have been easy to assume that the observed subsidence of values was attributable to access restrictions and so it appeared to be. However, the suddenly decreased sales volume was a puzzling factor which indicated that further research outside the records might be helpful.

Accordingly, a number of personal interviews were arranged with the owners of property in the area, and although a very few parcels proved to be considered less valuable by reason of changes in intersection design, most of the sales after 1956 were of small parcels purchased at a relatively low price to complete an assembly.

Much of the land is now being held off the market in anticipation of future demand for homesites and other community development. Some owners have refused to sell at any price and others are holding at prices unlikely to be acceptable to typical purchasers. For example one entire section of 640 acres in the south part of the County, easily accessible to the highway through an interchange at County Line Road, was purchased in 1959 for \$1000 per acre or \$640,000. The owner, an active and well known developer is asking \$3000 per acre at this time. Although this land was, in former years, range land used as pasturage or left idle, it is exceptionally well situated for homesite development, providing slope for natural drainage and an unobstructed mountain view, which in this area at least, permits a premium price.

All the land in this general area is, as heretofore pointed out, in a corridor of expansion for Denver. It requires only a sure supply of water and adequate sanitary and utility services, all of which are being supplied as the need arises. One of the reasons for limiting the scope of the study to the area South of Bellevue Avenue was the fact that much of the area north of this point was developed and fully occupied before the study was undertaken, and a considerable

portion was annexed to Denver or was being supplied by Denver in anticipation of subsequent annexation.

In compiling sales data for the study it became quite apparent that higher land values applied particularly to an area approximately two miles wide located approximately a mile and a half west of the study highway. This area includes Greenwood Village, an incorporated area composed of highly restricted residential properties, and a portion of the City of Littleton. These two communities are also expanding rapidly and offer amenities to a much larger area than that included within their present perimeters.

For the most part, land holdings in the study area ranged in size from 80 acres to some including more than a section. Clark Colony, a subdivision of several sections, straddles the study highway and extends mostly to the east. The subdivision consists of 5 to 10 acre tracts originally laid out as garden and orchard tracts supplied with water from Castlewood Dam. However, this dam was destroyed by flood waters in 1933, since which time the Colony was largely abandoned by its land owners and many of the tracts were assembled into larger holdings and used by their new owners for dry land grain farming and pasturage. This was the only subdivision considered in the study.

In the appendix are 16 cases of ownerships that received severance damage payments at the time of first taking by the state. These cases show in a significant way the activity at the intersections. In fact the records have generally indicated a "gold rush" spirit in the movement of these remainder parcels. In one case the value jumped up so sharply that the last owner paid 64 times the price paid by the State for the original right of way. And this is not an isolated case, for in the activity of several of these ownerships, there have been manifested increases over 2,000%. However, it must be noted that most of the cases are found nearer Denver, North of the area of the study. Only four of the case studies subsequently became a part of the data used in this analysis.

The interchange at Belleview Avenue is the location of some of the most striking examples of highway influence. Every quadrant has experienced considerable transfer activity. The northwest quadrant is being developed as a private Country Club which will include a golf course, swimming pool, boating and other club facilities; in the northeast corner there is an established motel (the owner of which unsuccessfully sued the Department for damages due to access interference) and a fence company, which moved out of the more congested area of Denver. On the south side, which is the northern boundary of the study area, a petroleum research company has located. The plant and offices are combined in a 2-story building. The company chose this location because of relatively low cost of land, proximity to the highway, and surprisingly enough, because of the view. Part of this land was sold for the construction of an education association building. The southeast quadrant is now supporting the plant of an outdoor advertising company.

As has been inferred the impressive feature of this intersection is the fact that it has attracted commercial development in a suburban area. There is no other comparable grouping within five miles.

In concluding these results, it might be noted that in 1959 a periodic traffic count was taken on U. S. Route 87 (Interstate Route 25) which recorded 5,800 cars daily heading towards Denver out of Castle Rock. Of these, 1,064 were out of state registrations. During the same period the traffic count on U. S. Route 85, roughly parallel with Route 87, was 3,700 cars daily, of which 563 were out of state registrations. It is therefore apparent that nearly double the number of tourists chose the newer route when proceeding toward Denver.

Results of Study Shown Graphically

The graphs included herewith are intended to illustrate a comparison between the area of greatest highway influence and the surrounding areas.

Map Number 4 shows the study area divided into zones, or band control portions. It is fully realized that Zones B and D may contain some of the influence of the highway, however the important factor is that all the zones definitely show segregated trends, which in the case of Zone A is greatly affected by the exclusive suburban development of Greenwood Village and the City of Littleton. (See Graphs 2 and 6.)

If Graphs 2 through 5 and 6 through 9 are viewed in consecutive order it can be readily seen that the strongest land values radiate from west to east across the path of the highway.

‡All of the graphs were established by a 3 year moving average, with a least squares straight line to show the trend of the sales.

All of the sales used on every graph, except the one for Douglas County, were free from improvements. Lack of sales made it necessary to appropriate everything usable in this County.

Highway related or affected parcels (shown on graphs 2 through 5) are those ownerships which were directly involved in acquisitions by the state for right of way purposes. They are all within Zone C.

Graphs 6 through 9 are set up identically to graphs 2 through 5, except all of Zone C (See Map 4) is compared with the other zones rather than just the parcels immediately affected by the highway.

In every case the highway involved parcels and the entire area of Zone C begin their upward trend much more rapidly than the other zones, but then drop off around the 1955 period. By 1958 there were so few highway related sales to work with that it has undoubtedly affected the picture. Actually it cannot be factually determined what the true average value is for the years 1958 to 1960, because of this lack of sales. However, the graphs were completed on data which was available.

In connection with the methodology it was decided to select the zone, or band method of analyzing the material because it presented the most feasible way of deriving definite results from the study.

‡ See example page 12.

Sales cover the years from 1944 to 1960, however in using a 3 year moving average a year is dropped on each end of the graph.‡

On Map 4, Zone C expands 1/2 mile from highway centerline on each side. Zones B & D spread out one mile each, and Zones A and E have a width of about 2 miles each. All these cover an approximate 32 square miles, involving 175 usable sales. Zones F and H cover all the available sales on both sides of the highway as far East as within 1/2 mile of the Parker Road and as far West as the property line of a large estate that covers many Sections. Zone G expands out one mile on each side. In Douglas County this broader approach was necessary to acquire sufficient material, and even then there is much to be desired.

‡ See example page 12.

EXAMPLE:

The **moving average** is much smoother than the actual data, since the averaging process evens out marked irregularities. We have combined 3 years at a time in all the graphs.

Year	Aver. for the Year	Mov. Aver.
1948	25	
1949	216	160
1950	239	311
1951	478	461
1952	666	

Explanation: Figures 25, 216 and 239 are added together, then divided by 3 giving 160 as the 3-yr. mov. aver.; then figures 216, 239 and 478 are added together, divided by 3, producing a moving aver. of 311, and so on down the column.

The **least squares** method gives us a straight line trend that best fits the data. A sample formula is as follows: The data is arranged in columnar form; columns 4 and 5 being made up from columns 2 and 3. Then all of the columns are added up. Two equations are constructed from the total figures and solved simultaneously.

1	2	3 (Mov. Aver.)	4	5
Year	X	Y	XY	X ²
1949	0	160	0	0
1950	1	311	311	1
1951	2	461	922	4
1952	3	664	1,992	9
1953	4	976	3,904	16
1954	5	1,144	5,720	25
1955	6	1,406	8,436	36
1956	7	1,402	9,814	49
1957	8	1,275	10,200	64
Total	36	7,799	41,299	204

$$\begin{aligned}
 & * (4) \quad (4) \quad (4) \\
 & 7,799 = 9\alpha + 36b \\
 & 41,299 = 36\alpha + 204b \\
 \text{or } & 31,196 = 36\alpha + 144b \\
 & 41,299 = 36\alpha + 204b \\
 \hline
 & 10,103 = \quad \quad 60b \\
 \text{or,} \\
 & \underline{b = 168}
 \end{aligned}$$

then;

$$\begin{aligned}
 7799 &= 9\alpha + 6048 \\
 \text{or, } 1751 &= 9\alpha \\
 \text{or, } \underline{\alpha = 195} \\
 Y_c &= \alpha + bx \\
 Y_c &= 195 + 168X
 \end{aligned}$$

(Plotting Point on Graph)

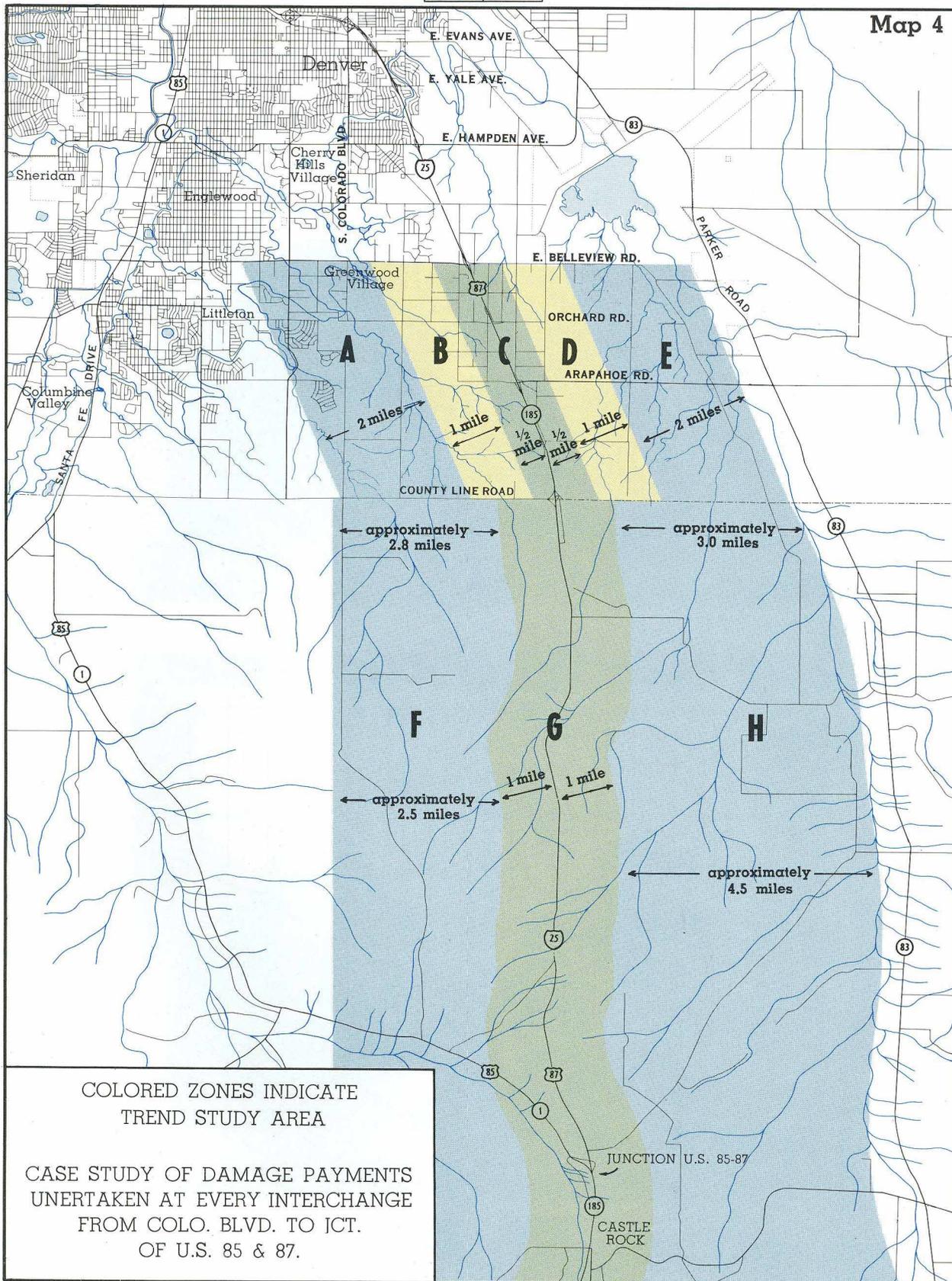
$$\begin{aligned}
 Y_c &= \$ 363 \quad (\text{for } 1950) \\
 Y_c &= \quad 867 \quad (\text{for } 1953) \\
 Y_c &= \quad 1,539 \quad (\text{for } 1957)
 \end{aligned}$$

* α and b are the unknown components of Y_c ; Y_c (calculated value of Y) is the plotting point of the trend line for each year. 9 (in 9α) is the number of years involved.

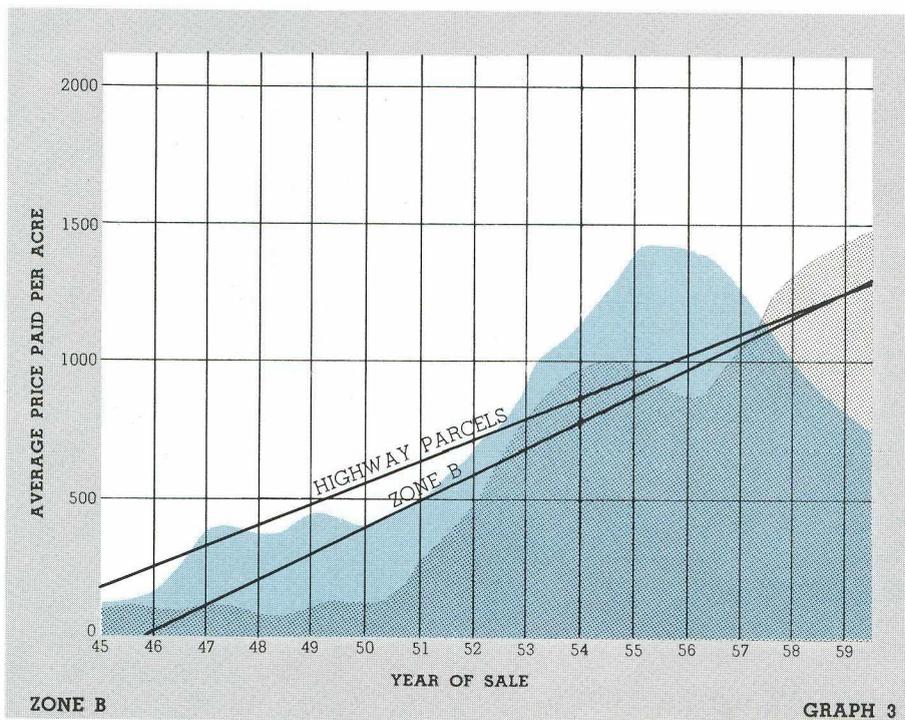
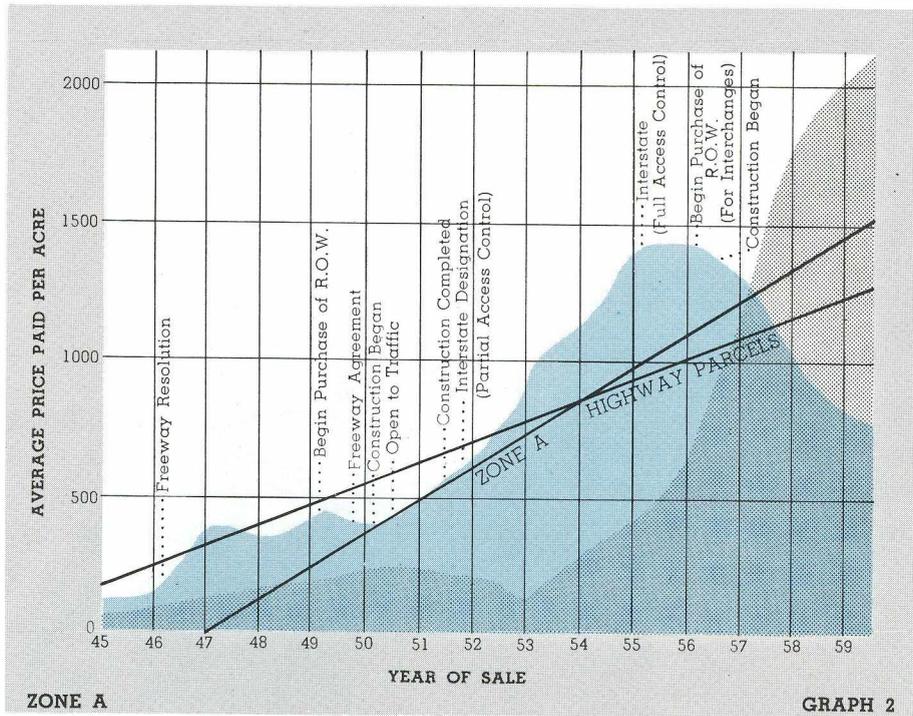
TREND STUDY AREA

SCALE OF MILES
0 1 2

Map 4

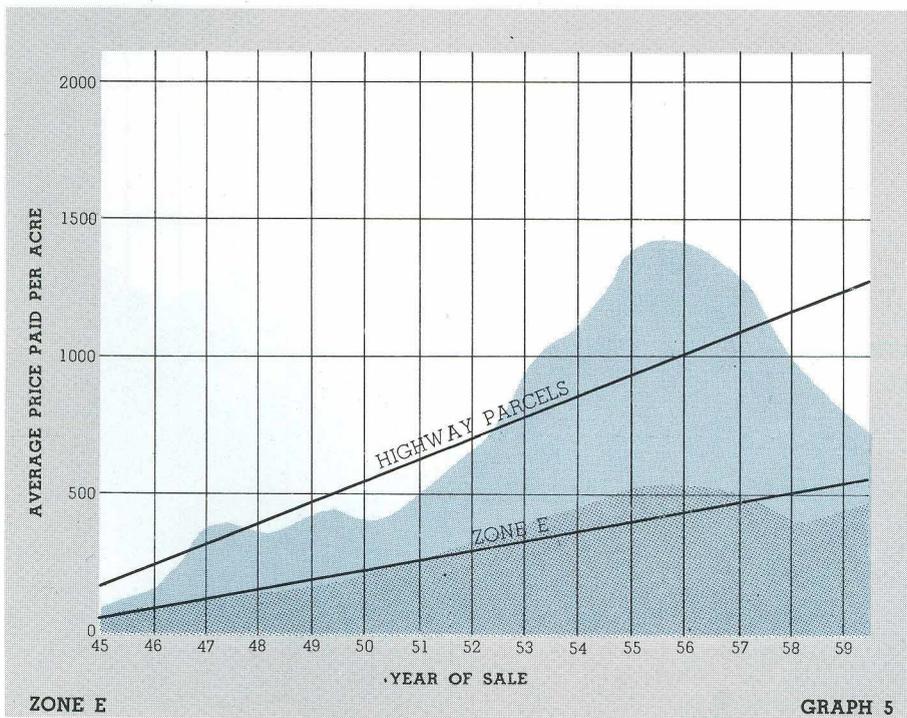
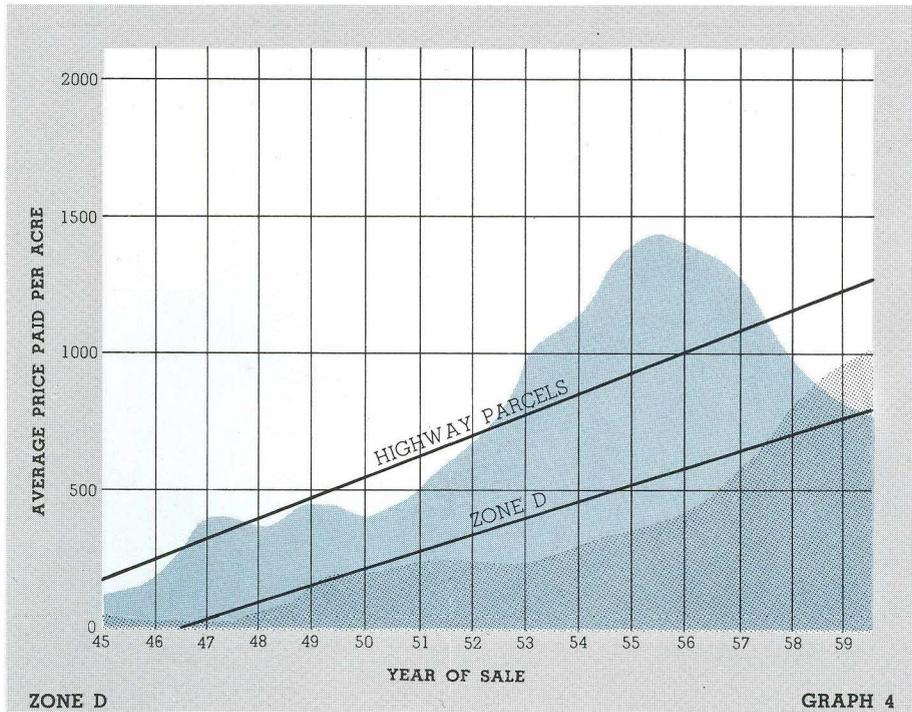


COMPARISON OF HIGHWAY PARCELS WITH ZONES ARAPAHOE COUNTY



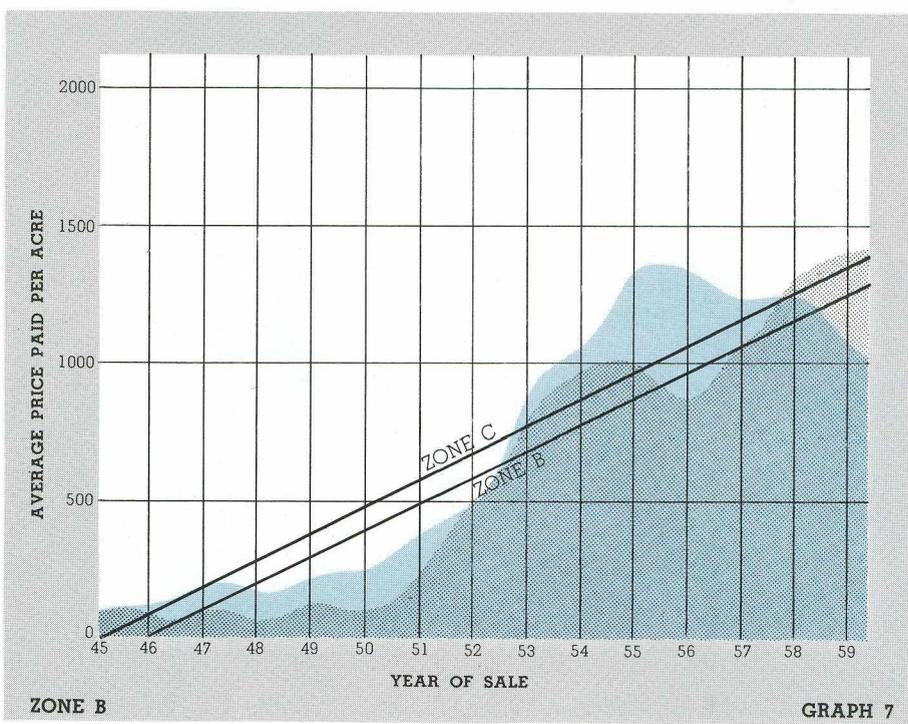
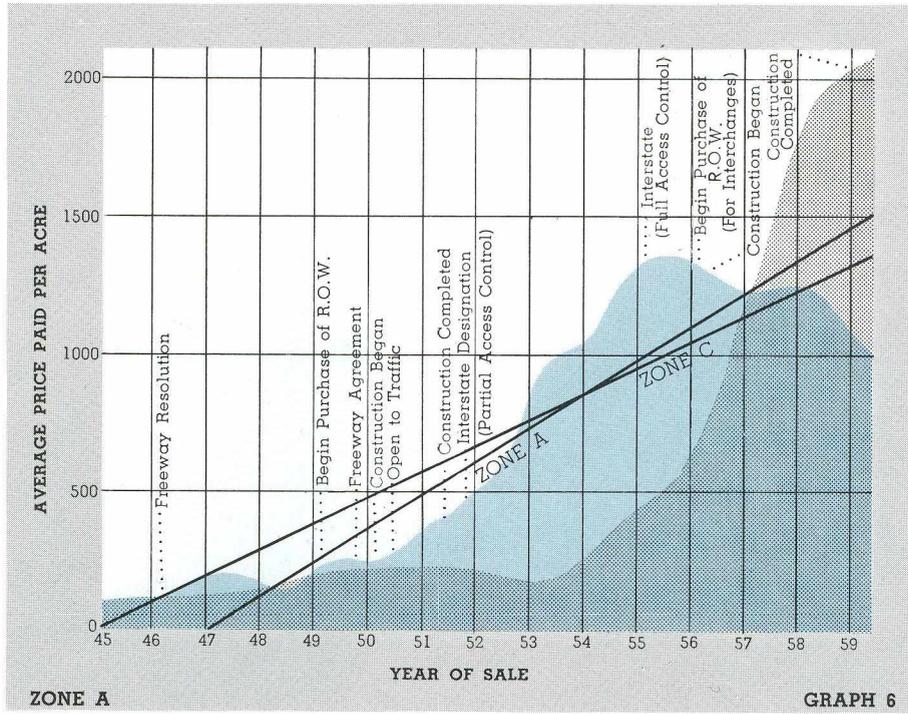
HIGHWAY PARCELS..... ZONES.....

COMPARISON OF HIGHWAY PARCELS WITH ZONES ARAPAHOE COUNTY



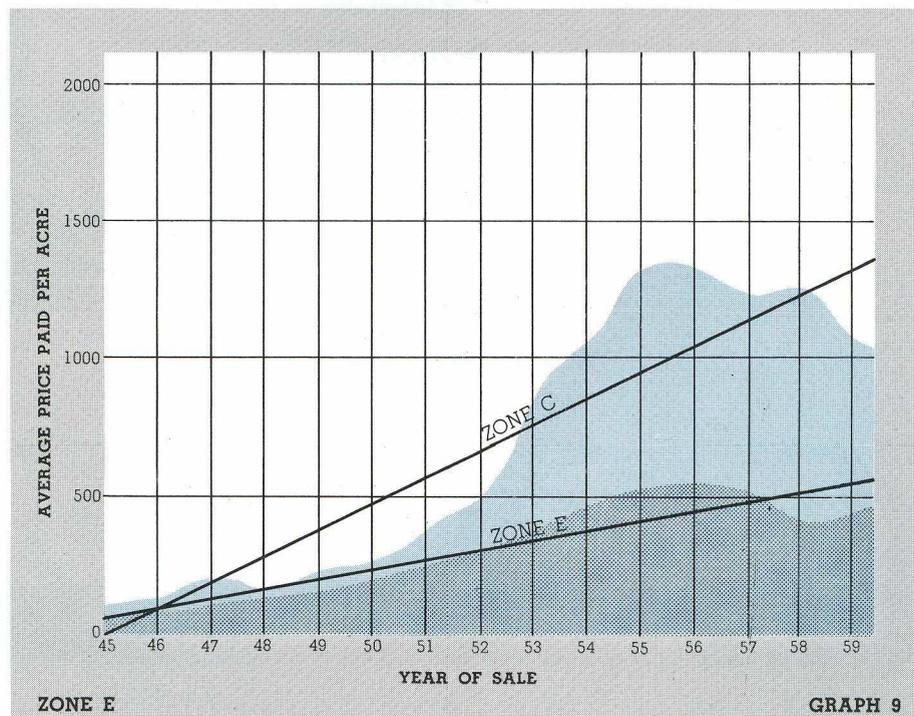
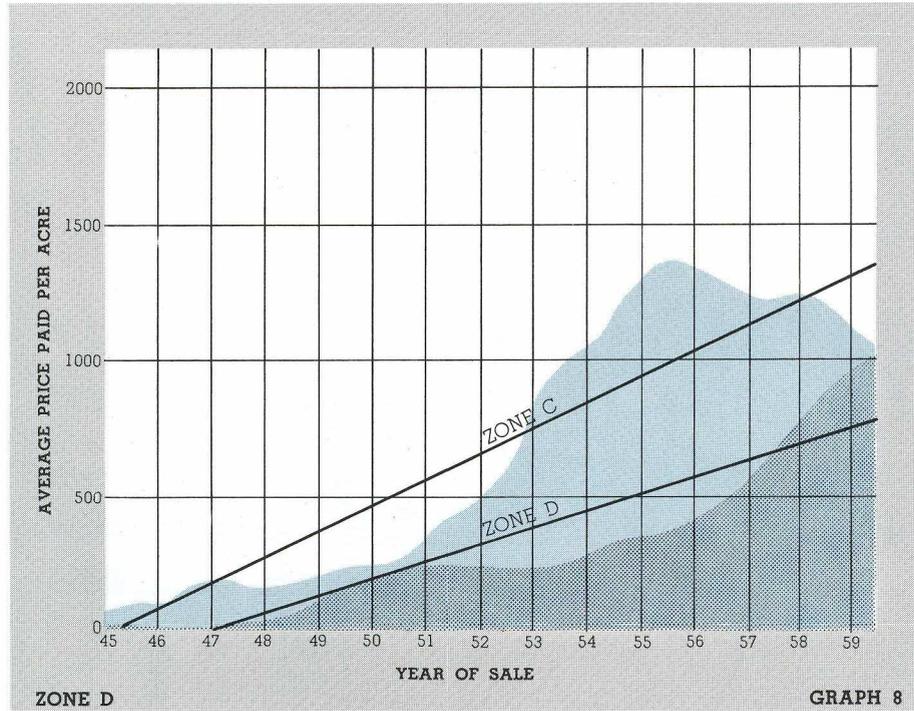
HIGHWAY PARCELS..... ZONES.....

COMPARISON OF ZONE C WITH ZONES ARAPAHOE COUNTY



ZONE C..... ZONES.....

COMPARISON OF ZONE C WITH ZONES ARAPAHOE COUNTY

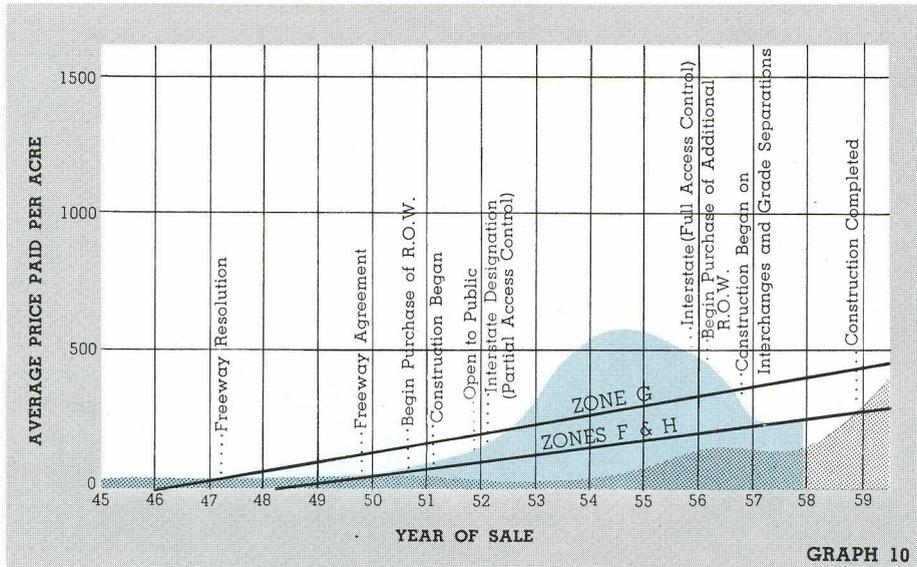


ZONE C..... ZONES.....

COMPARISON OF ZONE G WITH ZONES F & H

DOUGLAS COUNTY

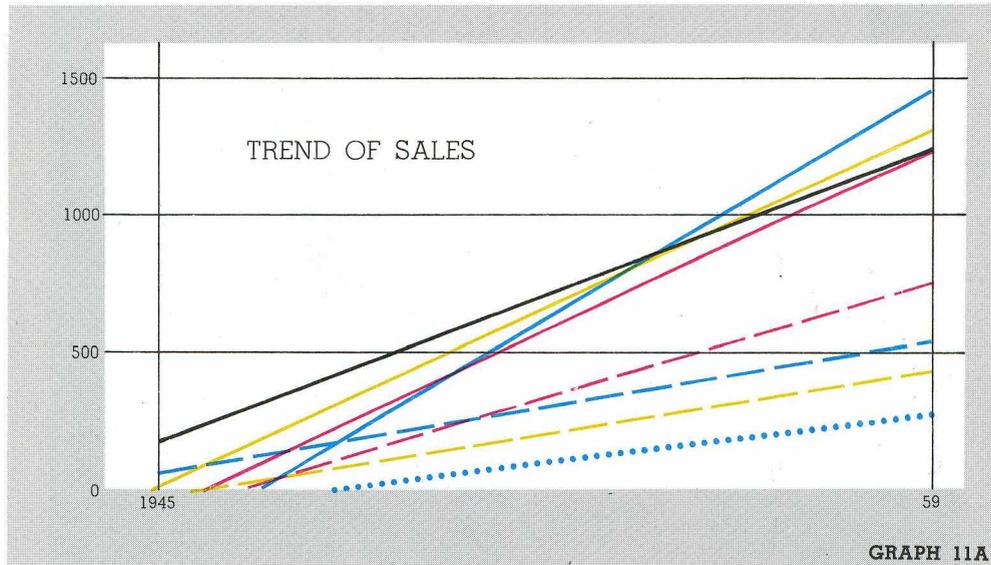
(IMPROVED AND UNIMPROVED LAND)



ZONE G..... ZONES F & H.....

COMPREHENSIVE COMPARISON OF ALL ZONES

ARAPAHOE AND DOUGLAS COUNTIES

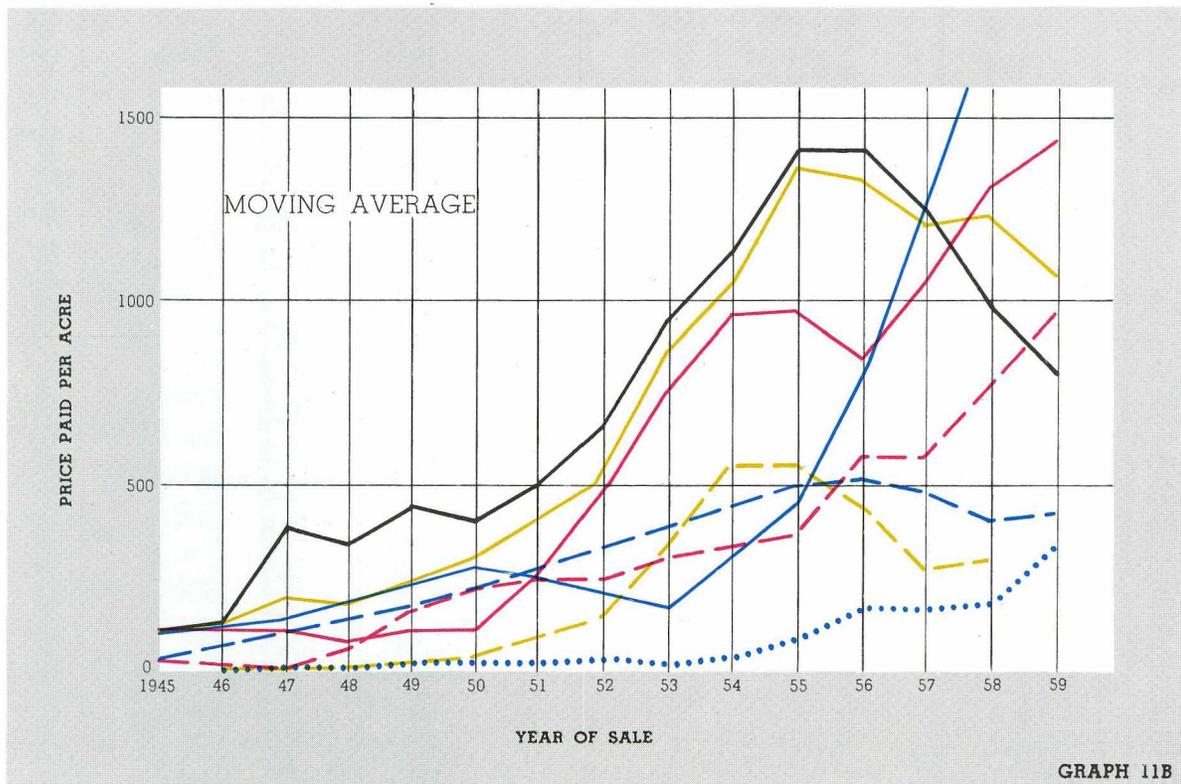


HIGHWAY PARCELS..... ZONE B..... ZONE D..... ZONES F & H.....

ZONE A..... ZONE C..... ZONE E..... ZONE G.....

COMPREHENSIVE COMPARISON OF ALL ZONES

ARAPAHOE AND DOUGLAS COUNTIES



HIGHWAY PARCELS..... — ZONE B..... — ZONE D..... — ZONES F & H.....

ZONE A..... — ZONE C..... — ZONE E..... — ZONE G.....

TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

ARAP. (1)

(Free from Improved Property, R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Fractional Interest)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchnq. Miles	E or W of Hwy.
A	1951	\$ 40,000	140	\$ 286	0.5	2.6	W
A	1951	6,000	40	150	2.8	4.6	W
A	1951	*1,000	2.567	390	0.2	2.3	W
A	1952	15,000	80	188	2.5	5	W
A	1952	*13,000	40	163	2.5	5	W
A	1954	6,000	40	150	2.5	5	W
A	1955	33,000	80	417	2.5	5	W
A	1955	205,500	320	642	3	6.2	W
A	1956	75,000	240	313	3	2	W
A	1956	263,200	640	411	3.5	2.8	W
A	1956	44,000	40	1,100	1.3	2.4	W
A	1957	74,500	60	1,242	0.7	2.8	W
A	1957	77,000	60	1,283	0.7	2.4	W
A	1957	77,100	60	1,285	0.5	3	W
A	1957	78,200	60	1,303	0.5	2.2	W
A	1958	18,000	10	1,800	2.5	5	W
A	1958	21,000	10	2,100	2.6	5	W
A	1958	21,000	10	2,100	2.6	5	W
A	1958	18,000	10	1,800	2.6	5	W
A	1959	18,000	10	1,800	2.5	5	W
A	1959	176,500	80	2,284	2.5	5	W
A	1959	387,500	156.986	2,468	2	3.2	W
A	1959	151,300	64.910	2,331	2	6.1	W
A	1960	40,000	20	2,000	1.9	6	W
B	1943	500	9.184	54	0.2		W
B	1943	500	19.316	26	1.8		W
B	1944	500	9.658	52	1.8		W
B	1946	500	9.062	55	0.8		W
B	1946	1,000	4.593	218	0.5		W
B	1947	500	9.306	54	0.3		W
B	1947	500	9.306	54	0.2		W
B	1948	1,000	9.184	109	0.5	1.2	W
B	1949	2,500	60	42	2.5	0.8	W
B	1950	4,000	40	100	1	1.2	W
B	1950	3,000	19.092	157	0.5	0.8	W
B	1950	2,000	9.184	218	0.4	1	W
B	1951	29,000	640	45	3	0.8	W
B	1951	3,500	13.252	264	0	0.7	W

TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

ARAP. (2)

(Free from Improved Property, R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Fractional Interest)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchng. Miles	E or W of Hwy.
B	1951	\$ 2,500	48.290	\$ 52	1.2	1.4	W
B	1953	7,544	9.184	821	0.2	1.1	W
B	1954	4,500	4.411	1,020	0.5	1.2	W
B	1955	32,500	48.290	673	1.2	1.4	W
B	1955	5,000	4.532	1,103	0.5	1.5	W
B	1955	5,500	4.411	1,247	0.3	0.9	W
B	1955	13,000	19.092	681	0.5	1.8	W
B	1955	10,000	9.184	1,089	0.6	1.2	W
B	1955	7,500	4.532	1,655	0.1	1.2	W
B	1956	4,500	5.000	900	1	1.1	W
B	1956	8,000	9.546	838	0.6	1.8	W
B	1956	15,500	18.730	828	0.8	1.4	W
B	1957	1,500	2.387	628	0.4	1.6	W
B	1957	1,500	2.387	628	0.5	1.7	W
B	1958	8,500	3.166	2,685	0	1.5	W
B	1958	15,000	9.184	1,633	0.6	1.2	W
B	1958	*1,500	5.000	600	1.1	1.2	W
B	1959	19,200	9.184	2,091	0.5	1.2	W
B	1959	4,000	9.647	415	2.5	3	W
B	1959	6,100	2.387	2,556	0.5	1.8	W
B	1959	22,500	9.062	2,483	0.8	1.5	W
B	1959	15,000	4.532	3,310	0.5	1.5	W
B	1959	48,000	80	600	2.8	0.8	W
B	1959	6,100	4.773	1,278	0.5	1.3	W
B	1959	4,800	3.925	1,223	0	0.7	W
B	1959	50,000	40	1,250	1.3	1.4	W
B	1959	37,500	30	1,250	1.3	2	W
B	1960	640,000	640	1,000	3	0.8	W
C	1941	500	9.658	52	1.2	1.9	W
C	1942	8,500	647.500	13	2		H
C	1944	2,636	160	16	3		H
C	1944	225	14.487	16	1.3		H
C	1945	500	4.685	107	0.9		H
C	1945	3,000	70.515	43	0		H
C	1946	3,000	8.430	356	0.8		H
C	1946	2,500	42.301	59	0		H
C	1947	1,000	20	50	1		E
C	1947	1,000	4.701	213	0.9		H

TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

ARAP. (3)

(Free from Improved Property, R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Fractional Interest)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchng. Miles	E or W of Hwy.
C	1947	\$ 2,500	160	\$ 16	3.5		H
C	1948	7,500	9.342	803	0.8	1.2	H
C	1948	500	9.397	53	1.5	0.7	E
C	1948	500	4.829	104	2.6	1	E
C	1949	500	4.701	106	0	0.3	H
C	1950	1,000	4.773	210	0.2	0.9	W
C	1950	1,000	4.773	210	0.2	0.9	W
C	1950	3,000	14.319	210	0.3	0.5	W
C	1950	1,000	9.397	106	1.5	0.7	E
C	1950	9,500	23.350	407	0	0.2	W
C	1951	2,000	3.708	539	0	0	H
C	1951	4,500	16.335	275	1.8	0.5	E
C	1951	1,500	9.397	160	1.4	0.5	E
C	1951	1,500	4.556	329	0.2	0.4	W
C	1951	1,500	4.556	329	0.5	0.5	W
C	1951	3,000	9.330	322	0.3	0.4	W
C	1951	750	2.069	362	0.5	0.8	H
C	1951	1,000	2.881	347	0.2	0.2	H
C	1951	1,000	0.707	1,414	0.1	0.3	H
C	1952	1,500	2.881	521	0.2	0.2	H
C	1952	47,700	318.159	150	3	0.2	H
C	1952	3,000	9.658	311	1.2	1.8	W
C	1952	16,000	109.557	146	2.5	0.7	H
C	1952	8,000	13.986	572	0.2	0.2	H
C	1952	13,960	13.960	1,000	1	0	H
C	1953	3,500	10	350	1	1.4	W
C	1953	2,500	4.829	518	1.2	1.6	W
C	1953	2,000	4.397	213	1.4	0.5	E
C	1953	2,500	4.431	564	1.5	0.5	H
C	1953	4,000	4.929	812	2.5	0.7	H
C	1953	6,000	9.284	646	1.4	0.5	H
C	1953	4,000	4.431	903	1.5	0.5	H
C	1953	18,410	13.960	1,319	1	0	H
C	1953	2,000	19.316	104	1.5	1.8	W
C	1954	1,000	0.500	2,000	1.4	0.7	H
C	1954	6,500	8.913	729	1.6	1	H
C	1954	3,000	1.343	2,234	0.9	0	H
C	1954	3,247	1.343	2,418	0.9	0	H

TABULATION OF SALES DATA USED IN GRAPHICAL ANALYSIS

ARAP. (4)

(Free from Improved Property, R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Fractional Interest)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchnq. Miles	E or W of Hwy.
C	1954	\$42,000	67.707	\$ 620	0	0.1	H
C	1955	3,455	4.829	715	1.6	1.4	H
C	1955	3,500	4.829	725	1.2	1.8	W
C	1955	56,874	67.707	840	0	0.2	H
C	1955	5,000	4.700	1,064	0.3	0.5	H
C	1955	4,500	4.431	1,016	1.5	1.2	H
C	1955	5,000	4.685	1,067	0.9	1.6	H
C	1955	4,500	4.287	1,050	0.5	0.8	H
C	1955	3,000	4.287	700	0.5	0.8	H
C	1955	9,000	9.658	932	1.5	1.1	H
C	1955	6,500	4.706	1,358	2.8	0	H
C	1955	13,000	13.117	991	0.2	0.4	H
C	1955	11,500	10.158	1,132	1.4	1.2	H
C	1955	9,000	9.658	932	1.5	0.9	H
C	1956	5,000	4.829	1,035	1.2	1.8	W
C	1956	7,500	4.699	1,596	1.6	0.3	E
C	1956	11,500	10.158	1,132	1.4	1.2	H
C	1956	21,153	14.102	1,500	0	0.2	H
C	1956	21,153	14.102	1,500	0	0.2	H
C	1956	6,500	4.829	1,346	1.5	1.1	H
C	1956	10,500	9.658	1,087	1.2	1.5	W
C	1956	13,000	4.829	2,692	1.5	1.1	H
C	1957	24,000	16.450	1,459	0.2	0.3	H
C	1957	14,000	11.250	1,244	0.8	1.6	H
C	1957	12,000	9.658	1,242	1.2	1.9	W
C	1957	9,276	4.700	1,974	0.2	0.4	H
C	1957	2,000	1.175	1,702	0.2	0.2	H
C	1957	24,478	13.316	1,838	0.2	0.4	H
C	1957	14,000	7.516	1,863	0.2	0.3	H
C	1957	5,000	4.829	1,035	1.6	2.5	H
C	1957	7,500	4.671	1,606	0.8	1.2	H
C	1958	10,500	14.357	731	1.6	0.3	E
C	1958	222,500	370.025	601	2.0	0	H
C	1959	7,500	4.829	1,553	1.2	1.8	W
C	1960	372,800	370.025	1,000	2.0	0	H
D	1942	2,500	23.337	107	0		E

NOTE: The letter "H" in the column headed "East or West of highway" indicates the sales that were directly involved with the highway remainders. Insufficient sales in Douglas County hindered a separate analysis of these highway related parcels.

TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

ARAP. (5)

(Free from Improved Property, R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Fractional Interest)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchnq. Miles	Miles E or W of Hwy.
D	1944	\$ 500	9.658	\$ 52	2.2		E
D	1946	1,000	80	13	2.5		E
D	1946	7,500	572.500	13	3		E
D	1948	500	37.579	13	2.5	2.9	E
D	1949	4,000	77.264	52	2	0.5	E
D	1949	1,500	4.706	319	0	1.5	E
D	1949	3,000	86.922	35	2	0.5	E
D	1950	3,000	10	300	0.1	1.5	E
D	1951	500	4.645	188	0.1	1	E
D	1951	1,000	4.645	215	0.3	1.2	E
D	1954	4,000	9.669	414	0.4	1.7	E
D	1954	2,500	9.669	259	0.4	2	E
D	1955	3,000	9.669	310	0.4	2	E
D	1955	3,000	9.412	319	0	1.4	E
D	1956	59,100	156.417	378	0.7	2.1	E
D	1959	9,500	9.398	1,011	0.3	1.6	E
D	1959	13,500	9.398	1,436	0.4	1.7	E
D	1959	11,500	18.864	610	0.5	1.4	E
D	1959	10,000	9.691	1,032	0.6	2	E
D	1959	*5,800	9.432	615	0.5	1.4	E
D	1959	12,000	9.700	1,241	0	1.4	E
D	1960	33,000	29.046	1,136	0.5	1.5	E
E	1949	1,500	9.412	159	0.1	2	E
E	1950	550	4.706	117	0	1.7	E
E	1950	17,500	120.000	145	1	2.8	E
E	1950	1,500	4.706	319	0	1.5	E
E	1956	37,045	230	161	3.3	5	E
E	1956	76,000	76	1,000	2	3.7	E
E	1959	95,000	205.304	463	1.5	1.2	E
E	1959	*50,700	179.403	283	3	4.5	E
E	1959	*40,500	143.523	282	3	4.5	E
E	1959	*10,100	35.881	281	3	4.5	E
E	1960	66,000	110	600	2.2	3.5	E

TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

DOUG. (6)

(Free from R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Improved Land)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchnng. Miles	E or W of Hwy.
G	1946	*\$ 4,540	420	\$ 11	12.5		
G	1946	32,250	1,608	20	5		
G	1946	8,500	640	13	6		
G	1946	13,000	630	21	5		
G	1947	*39,290	3,410	12	10		
G	1947	7,500	630	12	8		
G	1947	1,000	40	25	6		
G	1947	*8,431	490	17	4		
G	1948	10,000	644	16	4		
G	1948	13,000	560	23	5		
G	1949	39,000	1,124	35	6		
G	1951	19,971	720	28	11		
G	1951	51,000	1,124	45	6		
G	1953	1,000	5	194	4		
G	1953	2,000	10	200	4		
G	1953	13,000	54	240	4		
G	1953	7,500	25	304	4		
G	1955	17,273	20	851	4		
G	1956	50,000	193	259	4		
G	1956	150,000	600	250	6		
G	1956	54,500	226	241	10		
G	1957	23,000	400	250	10		
G	1957	78,685	401	196	9		
G	1957	*351,801	1,245	283	8		
G	1959	18,500	60	308	10		
G	1959	20,000	50	400	16		
G	1959	108,000	480	225	8		
F	1956	77,000	384	200	5		
F	1956	36,000	160	225	4		
F	1956	69,500	462	150	4		
F	1957	33,374	154	217	4		
F	1958	12,454	160	78	15		
F	1960	80,000	100	800	4		
H	1949	30,930	1,723	18	15		
H	1949	25,000	535	47	5		
H	1954	9,500	720	13	14		
H	1955	91,500	640	70	5		
H	1956	58,401	640	91	5		

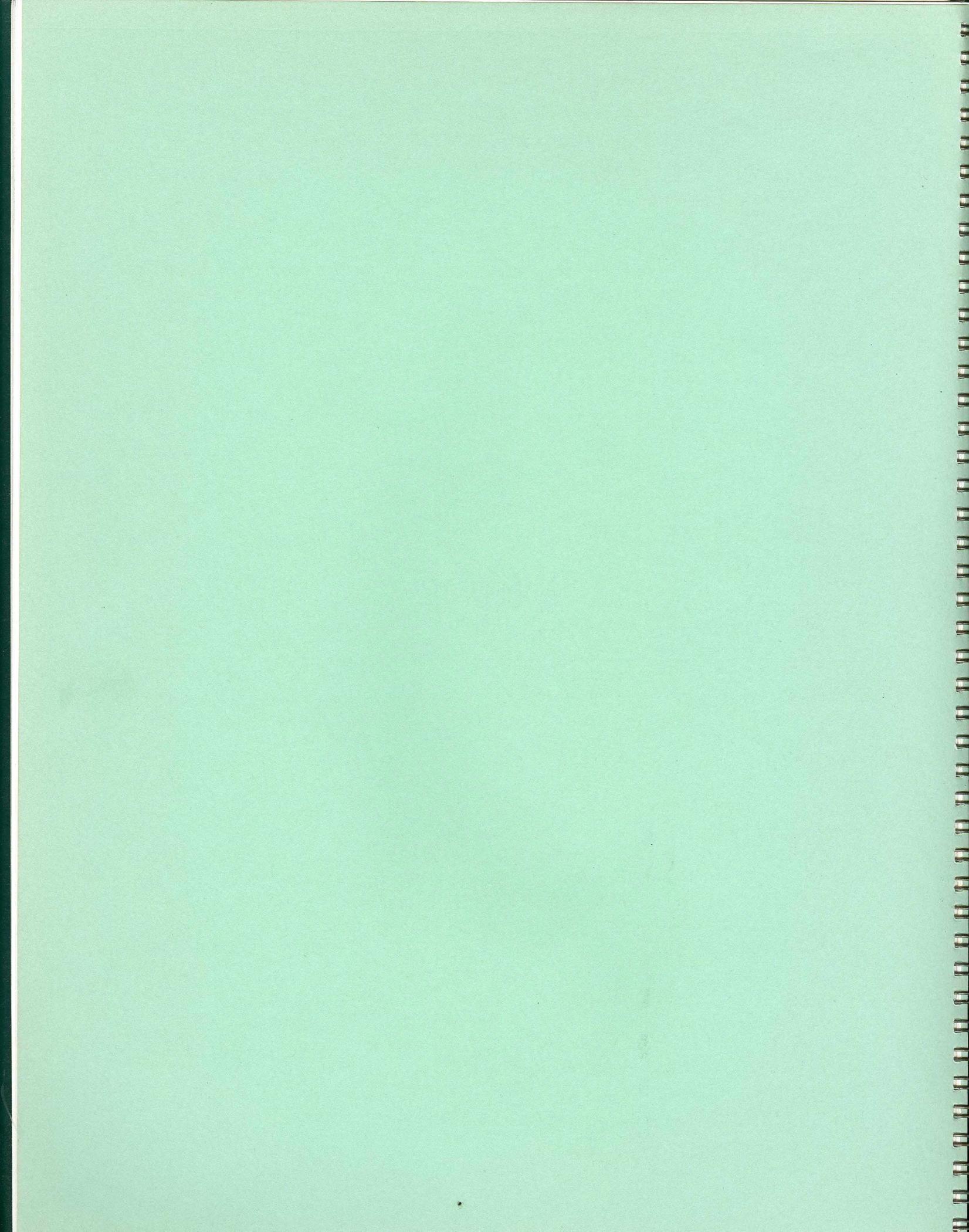
TABULATION OF SALES
DATA USED IN GRAPHICAL ANALYSIS

DOUG. (7)

(Free from R.O.W. Acquisitions and Affiliated Sales)

Zone	Year of Sale	Total Selling Price (*Improved Land)	Acres	Price Per Acre	Distance from Belleview South Miles	Drive Distance from Nrst. Interchnng. Miles	E or W of Hwy.
H	1956	\$35,171	65	\$ 537	7		
H	1956	80,000	480	167	5		
H	1956	45,454	320	142	4		
H	1956	500	16	31	6		
H	1956	4,227	40	106	6		
H	1956	4,272	40	106	6		
H	1956	32,000	304	105	6		
H	1956	10,411	240	43	6		
H	1958	24,299	632	38	7		
H	1959	90,000	320	281	6		
H	1959	25,179	240	105	6		
H	1959	14,000	56	250	4		
H	1959	14,000	56	250	4		
H	1959	7,000	28	250	4		
H	1959	35,000	140	250	4		
H	1959	73,723	640	115	5		
H	1959	34,000	120	283	6		

APPENDIX



Methodology

Inasmuch as this study had most strictly to do with land values, the method chosen involved the gathering of sales data from the county records. Insofar as the "highway-affected" parcels were concerned, title data in Department files were used as a beginning point and titles were extended during the period covered by the study. Since deeds of conveyance rarely state the full amount of consideration, it was, of course, necessary to rely to a certain extent upon the showing of documentary stamps. This information was supplemented by verifying with the purchaser, or seller, or both, in any case where it appeared to be necessary. The information was entered on forms developed for the purpose, during the field work, and tabulated in the office for analysis. (See sample forms in back of appendix.)

In 1957, the Colorado Legislature passed a bill requiring all deeds of conveyance to be accompanied by a sworn statement when filed for record. The statement, executed by the purchaser, disclosed the exact amount of consideration for any sale of real property; and its purpose was to supply data for studies authorized to be made of the ratio between assessed valuation and market value, for taxation purposes.

This statute furnishes invaluable information for future studies of this kind in providing accurate and reliable sales price data. However, as a source of information the certificates were ineffectual for the current study except on the latest sales.

With respect to sales in the control area, title searches were undertaken, using listings in the Assessor's Office for a beginning. Information was tabulated and analyzed in the same manner as with the so-called "highway affected" parcels.

Many of the parcels studied were improved properties, and while it is possible, by approved appraisal methods, to allocate the parts of the selling price to land and improvements respectively, this procedure was deemed to be too specialized and rather too technical for this study.

An effort was made to discover a building-land ratio from the assessment rolls and apply this ratio to sales for the purpose of allocation; but this technique was considered to be unadvisable in this assessment area, so all improved properties were cast out of the study and only those sales known to be of vacant land were used.

In Douglas County, however, the scarcity of data warranted the use of improved land, which was adjusted for the value per acre by the above mentioned ratio.

Land value is closely coupled with land use. The general area of the study was, until construction of the highway, and for a considerable time afterward predominantly agricultural. However, subdivisional development is now beginning and can be expected to increase from necessity.

Personal Interviews—Numerous interviews were conducted throughout the study to verify the transfers or to help shed light on some difficult problems. An effort was made to clarify such questions as how much money is involved; whether there was an affiliation between Buyer and Seller; were improvements involved and the value if known; whether a mortgage balance was deducted from the full purchase price for the purpose of computing; do the revenue stamps indicate the true value of sale, and other questions which could not be answered without a personal contact with the affected parties. (See appended form.) As an example, consider a case where an outstanding mortgage is excepted from the covenants in the warranty deed; it has been found risky to assume that the amount of the balance was deducted from the revenue stamps as it may be, for in some cases this is not done.

Personal opinion interviews were conducted along Santa Fe Drive (U. S. 85) in August of 1960, to determine if any important factors were overlooked. Businessmen were interviewed who had an important part in the development and establishment of Santa Fe Drive, who not only operated businesses but also bought and sold land extensively along Santa Fe Drive. This is one of the most difficult areas to analyze—the records have revealed it, the interviews have borne it out, and an actual survey of the area discloses the great mixture of businesses and the conditions which so greatly complicate its study. In back of the appendix is a form set of questions used in this survey.

In connection with these questions, a few of those interviewed thought the fluctuating pattern in values were due to the run down areas of Santa Fe. All of the interviewed stated that the Martin Plant was one of the biggest economic boosts to the area. The owner of one large new motel chose its location particularly to secure business from Martin Company executives. The new Centennial Race Track is credited as an aid to business; but its seasonal limitations do not promote stability. It also seems desirable that light industry should, in time, take over the blighted areas. This, to some extent, has already begun. Most of those interviewed thought that the direct route along Santa Fe Drive into Denver's central business district is a factor in the growth of the area; however, they did believe that the new highway (U. S. 87) was hurting business, principally those catering to tourist needs. Many of the motels on Santa Fe are suffering this loss, and as a result are lapsing into a blighted condition. It has been thought by some that unreasonable rates have driven away the trade to other sources of accommodation and also the trend toward "camping" was taking its toll. On the other hand, the first class motels, it was stated, have no difficulty filling up.

On Question No. 7 one of the most outstanding men whose name appears often on the Arapahoe County real estate records, stated that if good zoning had been in effect years ago they might have avoided these many mixtures on Santa Fe. Some were inclined to think Santa Fe Drive may yet experience more economic growth in view of the development of the Rio Grande industrial park at Blakeland, which is now underway.

This Santa Fe survey disclosed little in the way of conclusive findings, save for the fact that it proved its unapplicableness as a control area, and especially in connection with the new route 87.

In the beginning of the work on Santa Fe over 200 ownerships were analyzed from Denver's city limits to Blakeland near Douglas County line. A considerable amount of activity was disclosed and there was a great deal of fluctuation in values within some years, as was mentioned previously.

Zoning—Refer to Map No. 5. In the course of the study, it was thought to be pertinent to devote some consideration to county zoning changes especially those which affected remainders after the first right of way acquisitions by state. Zoning revisions — and requests for the same — indicate activity which might not be apparent from other records.

Many of the owners never carried out the purpose for which they sought and acquired revised zoning; but it seems important that they made a "first step" toward developing these remainders, for a higher and better use. Map No. 5 affirms that most of the activity is, obviously, at the intersections. Between the Highway Department's first acquisition in 1949-50, and the subsequent acquisitions made necessary by the Interstate standards, in 1956, the Department had adequate opportunity to observe—and pay for—valuations increased by zoning changes. (See Case 15, in Case Studies of Damage Payments.) Freeway zoning is a complex problem and by no means peculiar to Colorado. Dr. Levin of the Bureau of Public Roads states:

‡"If it were possible somehow to strengthen or eliminate the weaknesses in the zoning mechanism, it might be considered seriously as a possible solution to the interchange land use problem. It might be possible to contrive a new type of zone called an 'interchange zone' and to devise special regulations applicable to it alone calculated to reconcile more nearly private land use development and public facilities at the point of interchange."

The activity in Douglas County is not shown because of the transitional period the County is experiencing. Only recently has the County adopted comprehensive zoning. In one of their earlier actions, the Zoning Commission granted a change from agriculture to residential in a large area adjacent to the Douglas-Arapahoe county line which included 7½ sections. Involved in this change is a strip along the highway which was designated partly commercial and partly what is termed "transitional zoning," i.e. a zone allowing anything from roadside enterprises to light industries. There are now three subdivisions along the highway and others proposed, which are of course, replacing the old agriculture zoning, to some extent.

The Zoning Commission of Arapahoe County holds weekly meetings to consider petitions for proposed changes. The rapid suburban expansion in that county has made necessary the services of a full time planner to advise and counsel the Commission in its deliberations and to record and correlate its decisions.

‡ "Land Use Development and the Highway Interchange" Eng. Bulletin of Purdue University—proceedings of the 46th Annual Road School April 18-21, 1960.

Denver has had a considerable problem with its zoning because of new areas brought in through annexation and other changes within the city. In 1955 the whole city was completely rezoned and many new classifications added.

During the course of this study, it was apparent that several changes took place near but not on "highway affected land." To avoid making any assumptions with regard to their relation with the highway these changes have not been considered in this work. The only ones used in this study are those involving remainders left from partial takings.

About 33 changes occurred along the subject portion of the highway, all within the study period. Thirteen of these were commercial; two were industrial; ten were for multi-unit residence; seven were for single family residence, and one was to allow use of a tract for development which was otherwise non-conforming by reason of size.

Carl H. H. Bradley states:

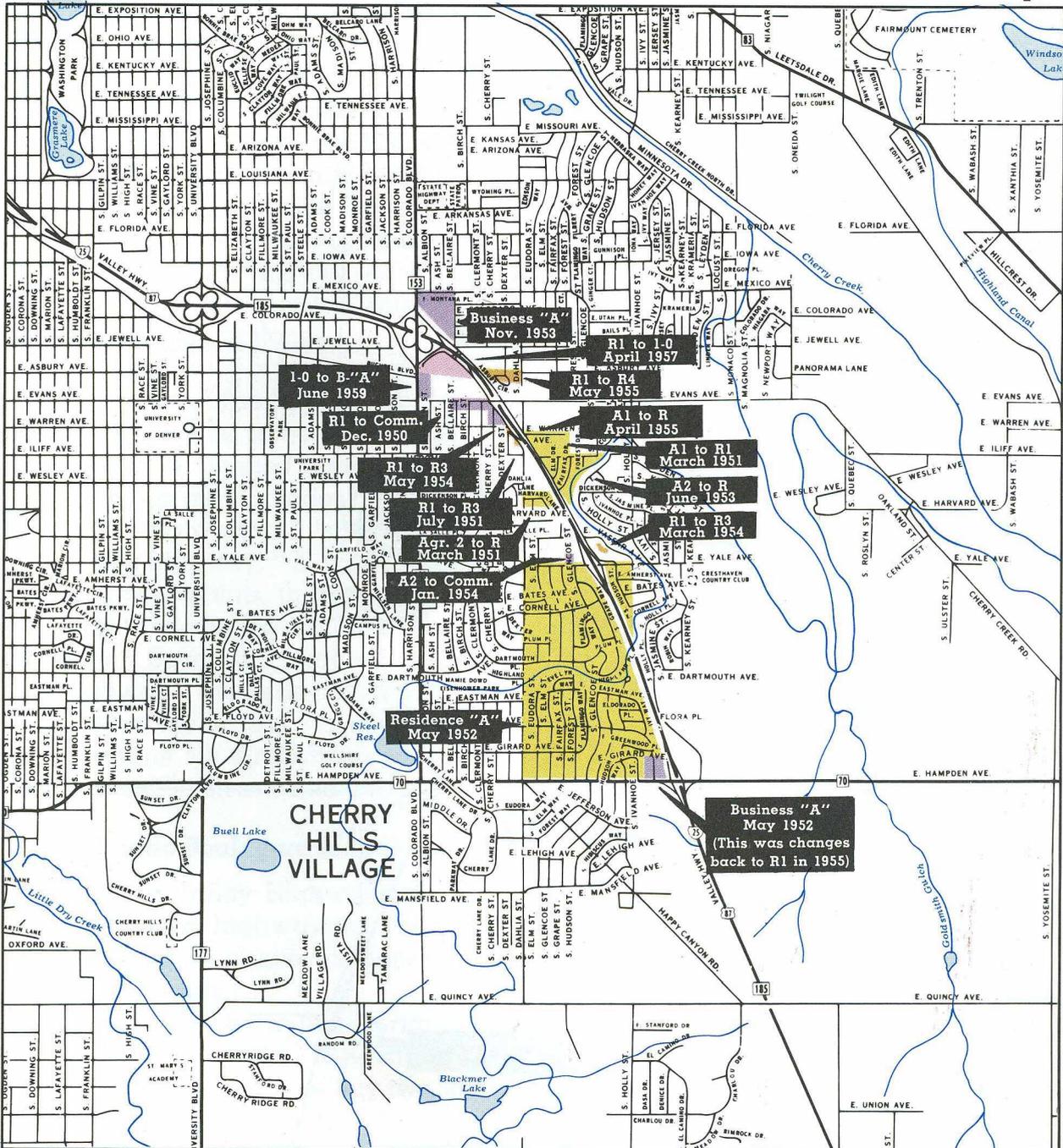
‡ "zoning, or lack of zoning, also has a great deal to do with property values in our modern age. Good zoning may increase or stabilize values, while weak or poor zoning can depreciate values, even though a few property owners may benefit because of weak zoning. Poor over-all planning has an adverse effect on property values, and good over-all planning has a favorable effect."

‡ Director Division of Right of Way, Kentucky Dept. of Highways; "The Effects of New Roads on Values" Right of Way publication Feb. 1961 Volume 8 #1.

ZONING CHANGES

TO REMAINING LAND AFTER FIRST TAKEN
BY THE STATE FROM 1949 TO 1960

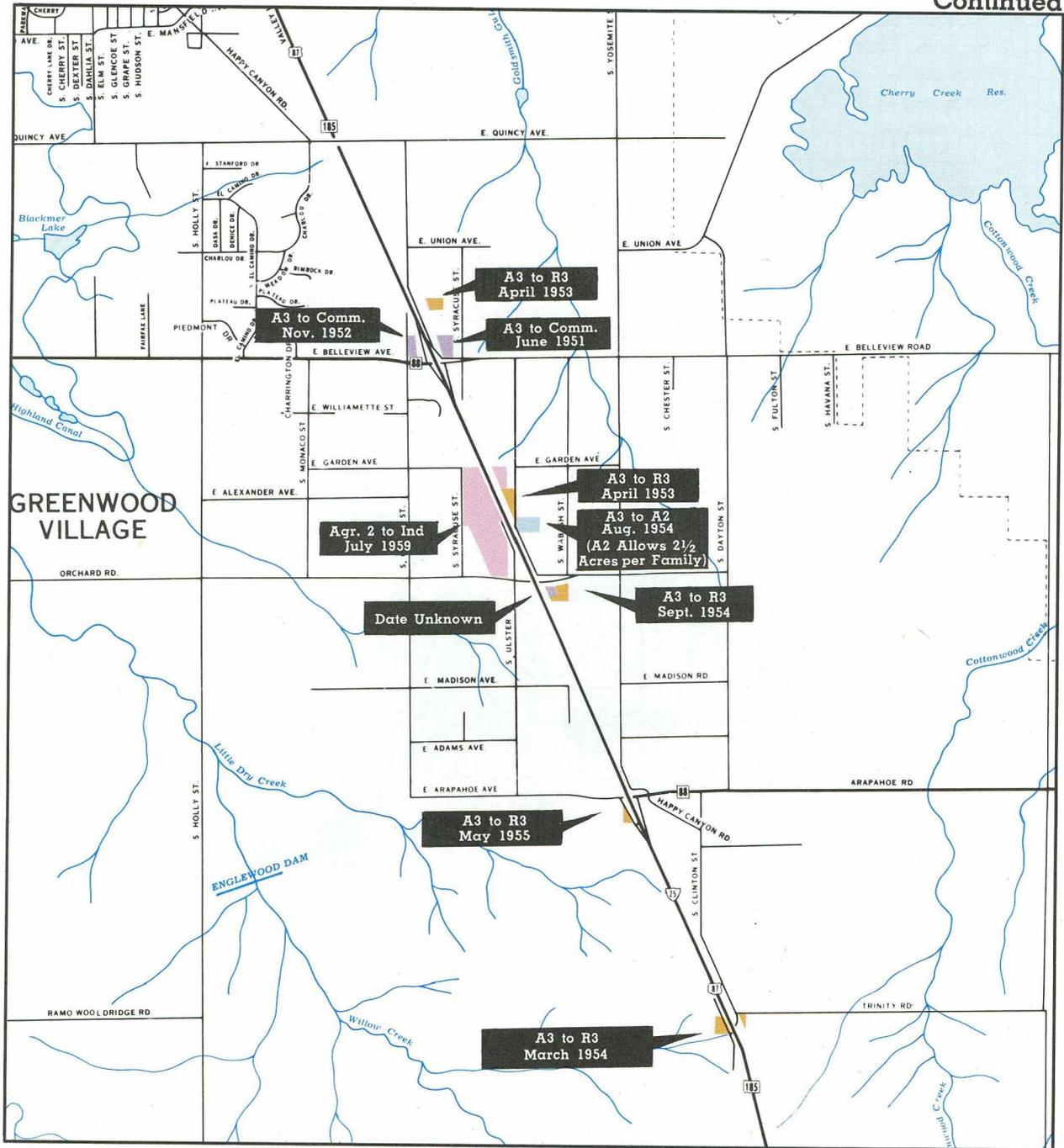
Map 5



COMMERCIAL		RESIDENTIAL (MULT. UNIT)	
INDUSTRIAL		RESIDENTIAL (SINGLE FAMILY)	
AGRICULTURE			

ZONING CHANGES TO REMAINING LAND AFTER FIRST TAKEN BY THE STATE FROM 1949 TO 1960

Map 5
Continued



COMMERCIAL.....		RESIDENTIAL (MULT. UNIT).....	
INDUSTRIAL.....		RESIDENTIAL (SINGLE FAMILY).....	
AGRICULTURE.....			

Controlled Access

One of the greatest and most difficult problems faced by highway departments generally is the control of access on a freeway facility. Access control—the acquisition or condemnation of access rights or the construction of service roads—is indispensable to the proper and adequate movement of high speed traffic. This problem has not been a light one—nor inexpensive—in connection with the subject highway. As mentioned heretofore, the new highway was assimilated into the interstate system at a date subsequent to its partial construction as a "limited access" freeway. Interstate standards necessitated the closing of openings provided for owners along the right of way, and the construction of grade separations at public access points. It is, of course, quite probable that access control has, to a greater or lesser extent, reduced the desirability of some parcels along the highway during the last few years—especially in Douglas County. Future studies may prove or disprove any present assumptions.

The editor of Highway Magazine in an article succinctly states the matter as follows: "The biggest problem, and the one having the greatest impact on municipalities, is the theory of so called limited access on the Interstate System. Instead of "limited access," it should be termed "planned access," which by definition also includes the use of city bypasses. The purpose of this provision in the highway bill is threefold. First of all, it preserves the traffic capacity of the highway. If you permit entrance to a highway at numerous indiscriminate points, then, to insure that the cross traffic can get across, you provide traffic lights, and you very materially cut down the capacity of the highway. Secondly, planned access very materially increases the safety of the highway. Records indicate that accidents can be cut at least in half by controlling the access. Lastly, and this applies primarily to bypasses, it provides a means for through travel to avoid the urban areas and thereby reduces congestion on business streets."

Colorado Boulevard Interchange

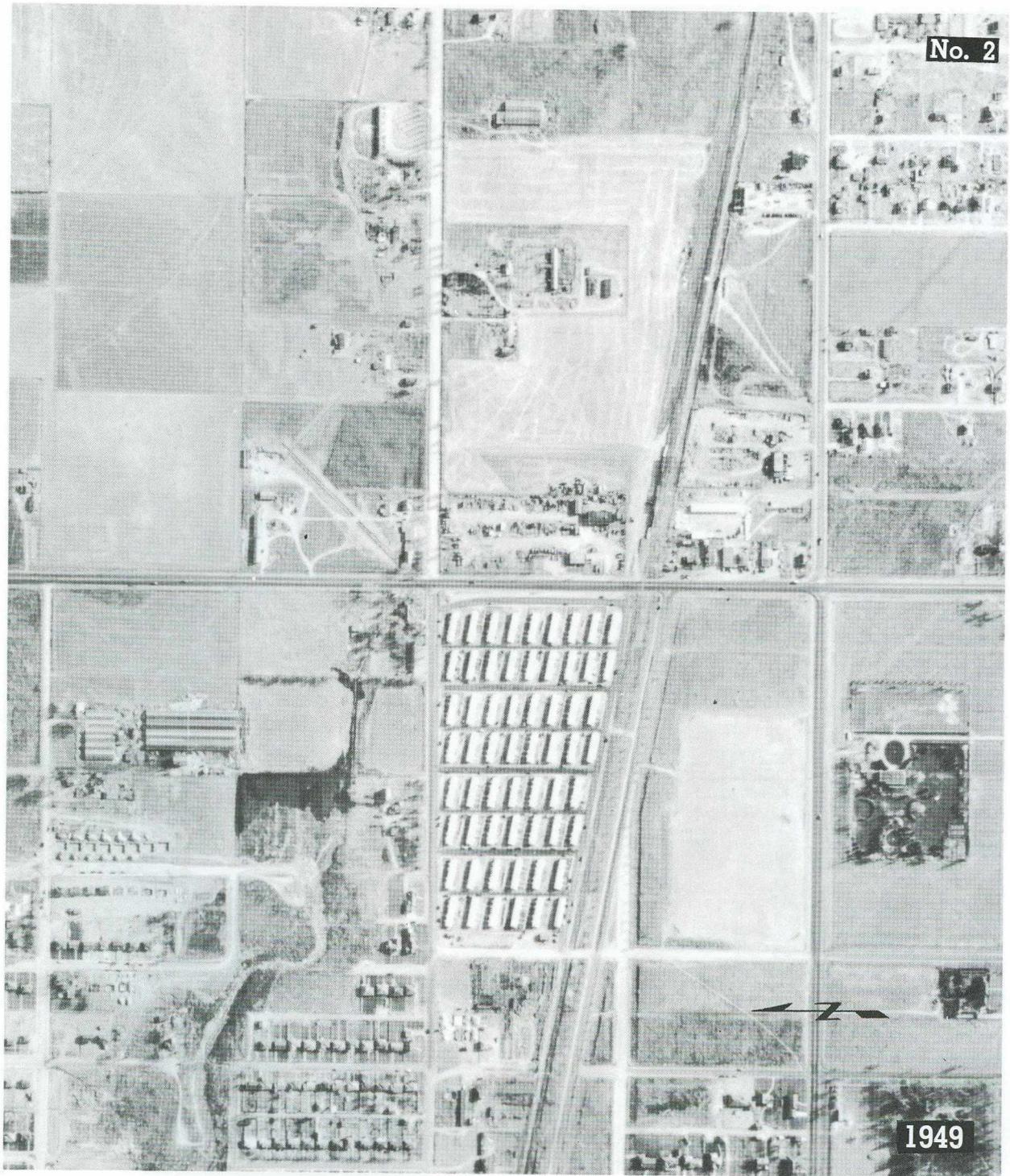
The Valley Highway Interchange at Colorado Boulevard is the nucleus of intensive highway related activity. Three examples of this are considered in the "case studies of damage payments." (Cases Numbered 1, 2 and 3 in the appendix.)

The following four aerial photos reveal land use changes over a period of about 10 years. The 1951 photo was taken when the new facility was in its preliminary stage. Only two lanes were open for traffic and no interchange had been constructed.

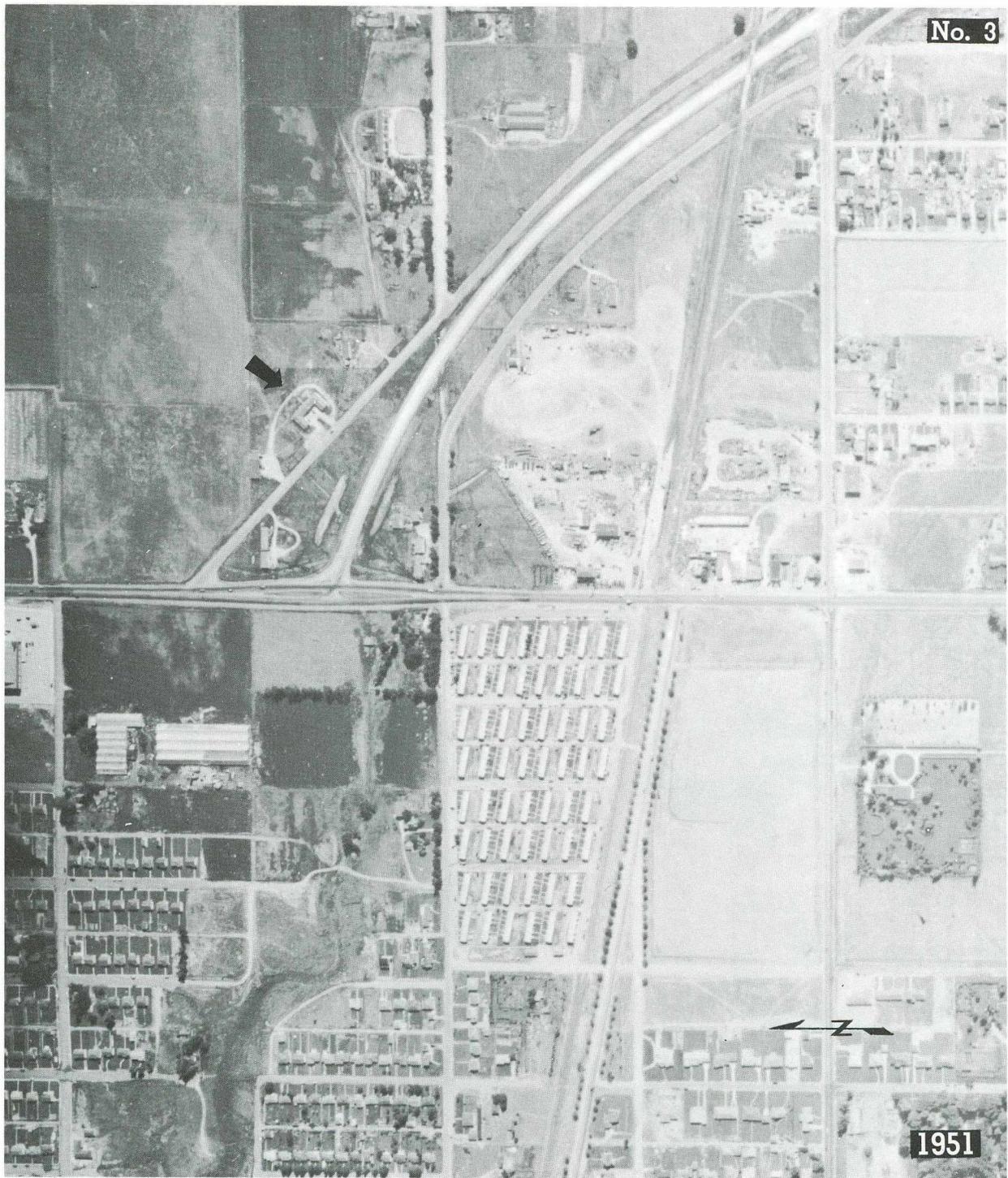
In 1955 a local enterprise bought all the available land in the Northeast quadrant of the interchange and began construction of a highway hotel, shown on the 1958 photo. Building permits totaling over one million dollars were issued for this construction, and construction is currently under way on another million dollar annex, which should be ready for occupancy by the end of 1961. Success of the enterprise seems assured. The southwest quad-

rant of the Interchange is owned by the University of Denver and is not for sale in spite of many firm offers. The University proposes to build an apartment development to alleviate the student accommodation problem. The Northwest quadrant has been purchased by a group who plan an office building complex, a part of which will house regional offices of a national retail grocery chain.

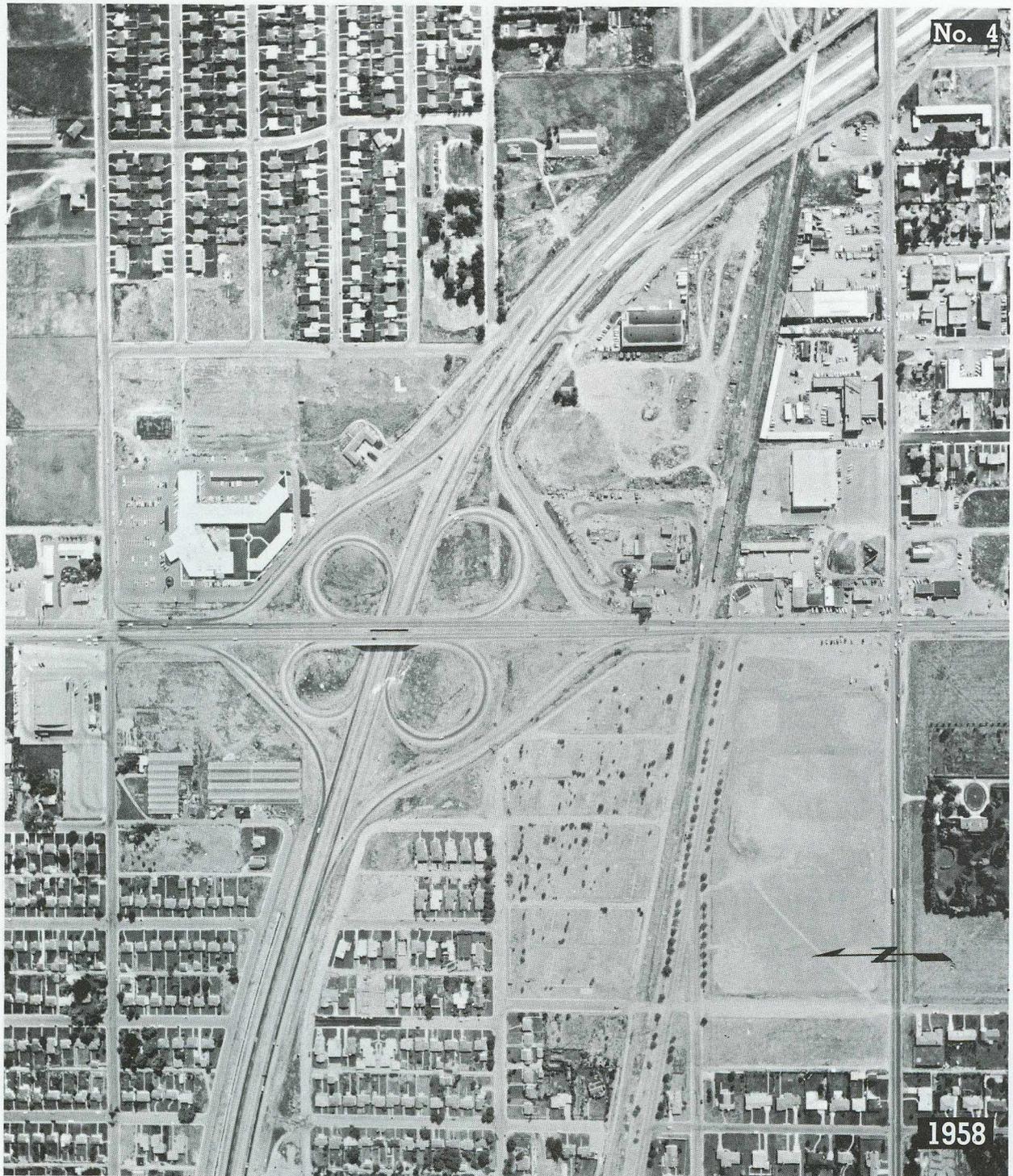
Part of the activity in the Southeast quadrant is described to some extent in Case Study No. 3 (appendix).



Site of the intersection of Valley Highway and Colo. Blvd., showing land in its original setting.



This early photo shows the intersection of Colorado Blvd. before the installation of the last link of the Denver Valley Highway. Also there were no underpasses at that time. The arrow indicates an apartment building which was one of the first highway related improvements upon the scene. Buildings inside of R.O.W. were soon removed.

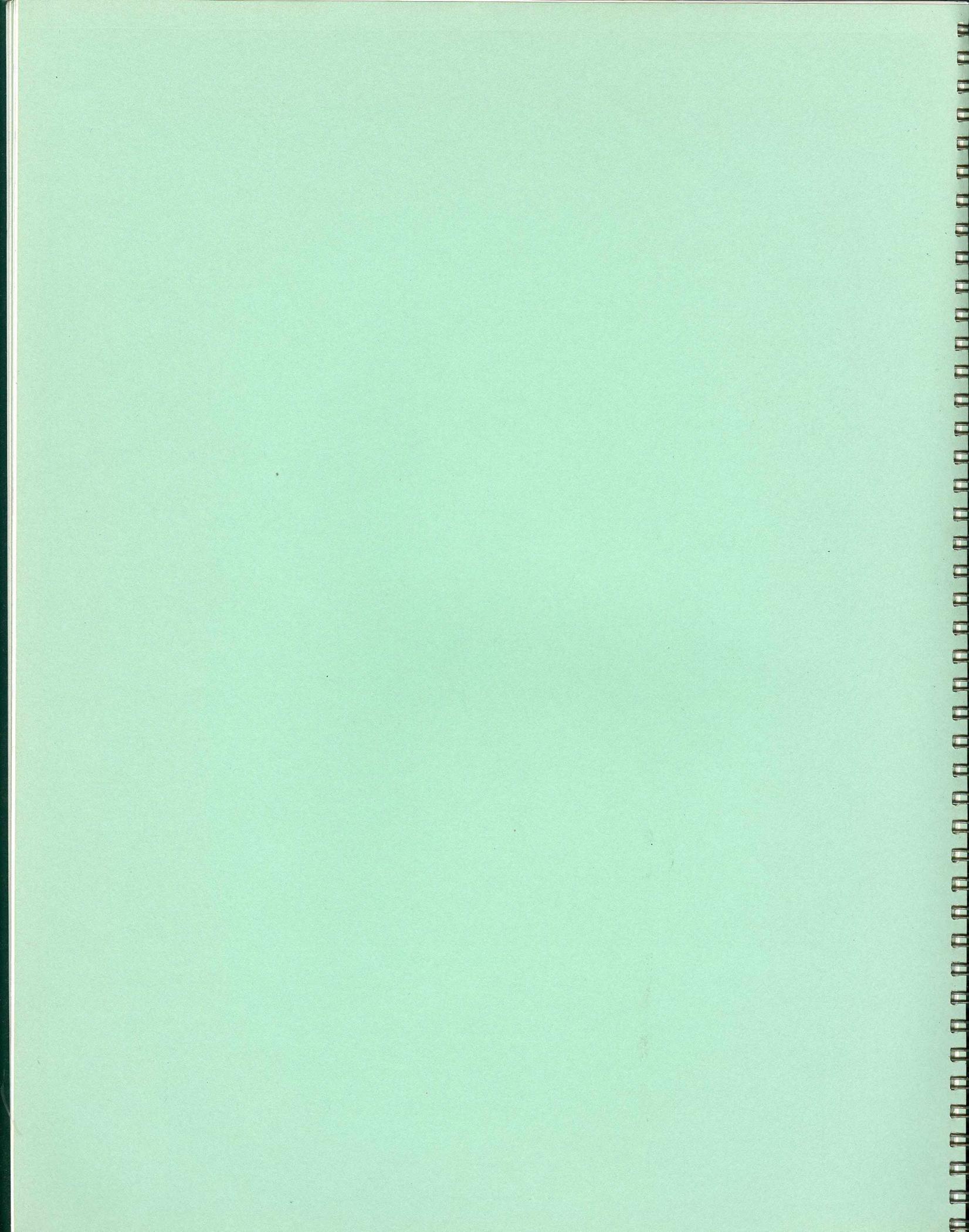


This photo reveals a luxurious highway hotel; left of interchange (construction began in 1955) and a branch warehouse of a large moving and storage company right of highway, away from intersection.

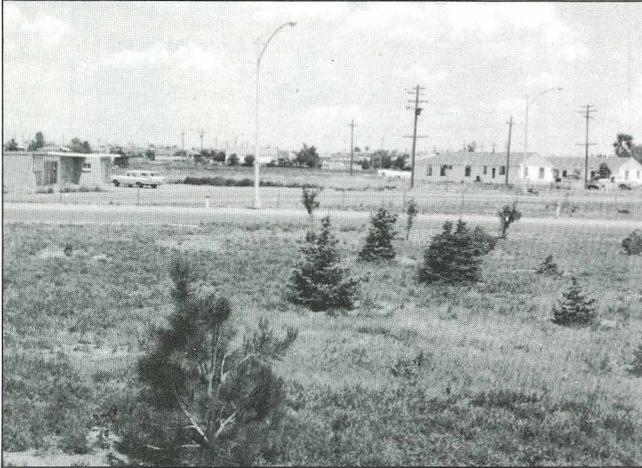


By 1959 a construction company sold out to a national clothing firm, who subsequently constructed a large warehouse—retail store, which can be seen at right of interchange. (See Case No. 3: Appendix). Notice the development shown in upper right hand corner. One large company located there specifically for proximity to highway.

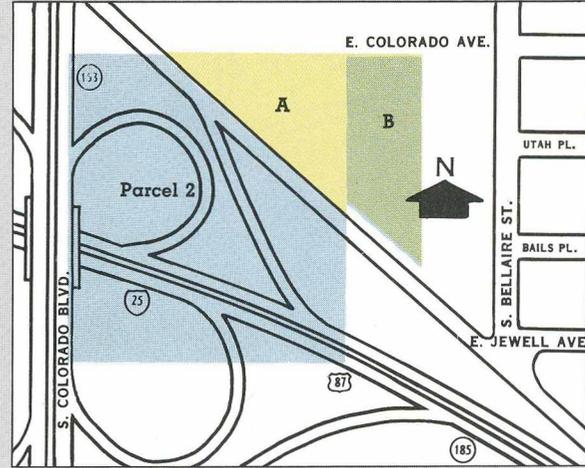
CASE STUDIES OF DAMAGE PAYMENTS



CASE 1 APARTMENTS



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments



U.S. 87 at S. Colorado Blvd.
in Denver

Parcel No. 2 FI 002-2 (7)

Land was operated as a chicken farm prior to proposed route but apparently became dormant before time of highway acquisition. Entire property appraised as one ownership with several dwellings involved. Two of the subject houses had been deeded to owner's two sons. Land also had a small 3-unit apartment building renting for \$65 a unit, plus other buildings relative to the chicken farm, all in good condition.

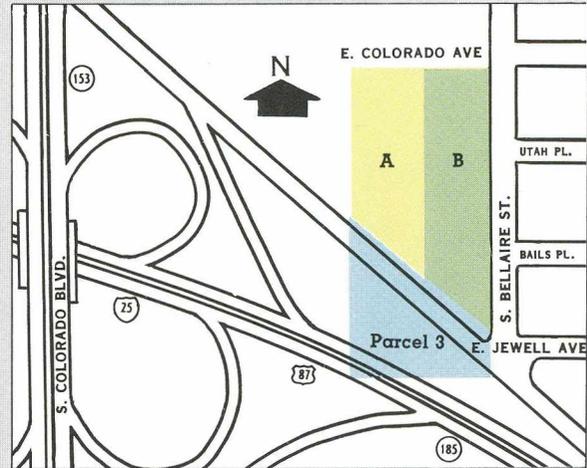
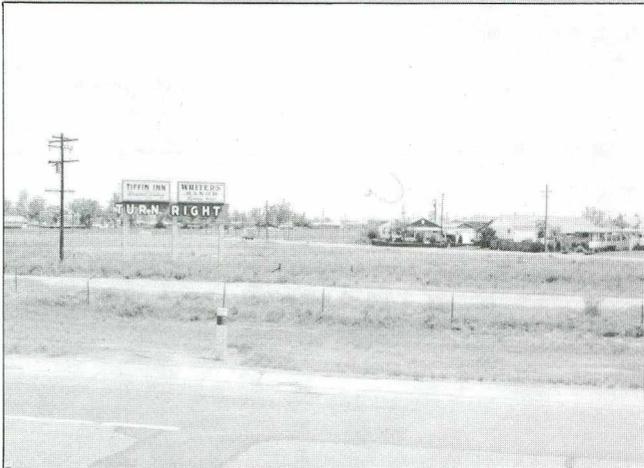
1949	Area Before — 10 Acres ± @ \$1,500 Per Acres.....	\$15,000.00	
	Improvements....	42,500.00	
	TOTAL....		\$57,500.00
1949	Area Taken — 7.108 Acres @ \$1,899 Per Acre.....	\$13,500.00	
	Improvements....	42,500.00	
	SEVERANCE DAMAGE....	500.00	
	TOTAL....		\$56,500.00
1949	Area After — 2.892 Acres — After Value.....		\$ 1,000.00

Owner soon purchased property (B) containing approximately 1.245 acres @ \$2,442 Per Acre, and along with remainder (A) formed a subdivision. They subsequently constructed a 6-unit bungalow apartment, and a building for a boat sales business. (Photo above). A local enterprise tried several times to acquire this property but without success. Frontage road offers only point of access to parcel.

1957	Sale by owner 4.137 Acres (A+B, entire ownership).....		\$42,000.00
	This sale included the improvements valued at approximately \$34,312.00		

Before installation of highway, this property was about 30 to 40 minutes driving time from the CBD of Denver. It is now approximately 15 minutes.

CASE 2 HIGHWAY HOTEL



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at S. Colorado Blvd.
in Denver

Parcel No. 3 FI 002-2 (7)

This land was used as a private residence, except that owner rented out a small 400 sq. ft. building at \$46.00 per month. The Highway acquisition took most of the land and improvements, but the owners retained the chicken house, moved it back to the remainder, and remodeled it for their living quarters.

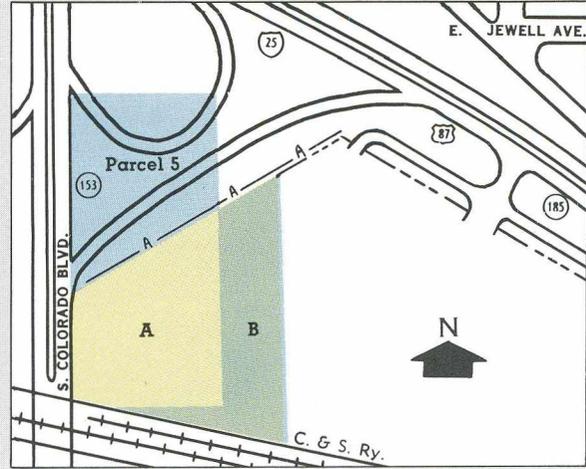
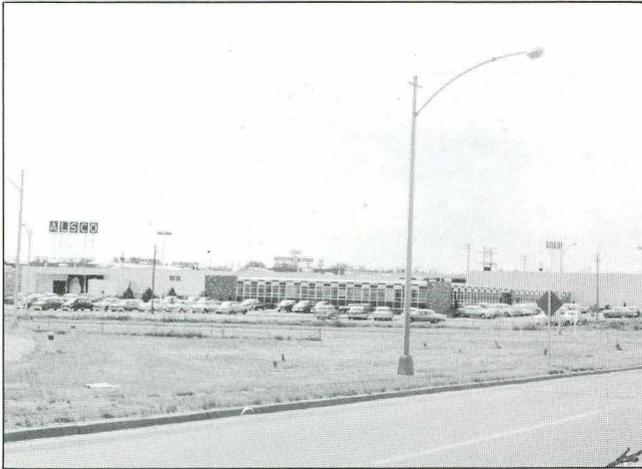
1949	Area Before — 4.232± Acres @ \$1,004 Per Acre.....	\$	4,250.00
	Improvements....		12,000.00
	TOTAL....		\$16,250.00
1949	Area Taken — 1.430 Acres @ \$1,014 Per Acre.....	\$	1,450.00
	Improvements....		12,000.00
	(Irregular Shaped Frontage) SEVERANCE DAMAGE....		800.00
	TOTAL....		\$14,250.00
1949*	Area After — 2.802± Acres — After Value.....		\$ 2,250.00
1949	Sale by Owner (A on Plat) 1.245± ac. @ \$2,442 per ac.....	\$	3,000.00
1953	Sale by Owner** (B on Plat) 1.753± acres.....		25,000.00
	TOTAL....		\$28,000.00

* This sale was actually a trade reflecting this high value upon the land. A local enterprise tried for some time and finally succeeded in obtaining all the existing remainder in exchange for a new house, valued at \$19,000.00 (but the deal wasn't closed until they completely finished the basement, built a double garage, added a chain link fence, completely landscaped yard, also installed wall to wall carpeting and appliances).

This land was still undeveloped by 1960, but the building was removed and new owners installed an electric sign. (Photo above).

** There is a discrepancy of about 0.196 acres between the "area after" and the two sales by owner, which cannot be accounted for.

CASE 3 RETAIL STORE



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at S. Colorado Blvd.
in Denver

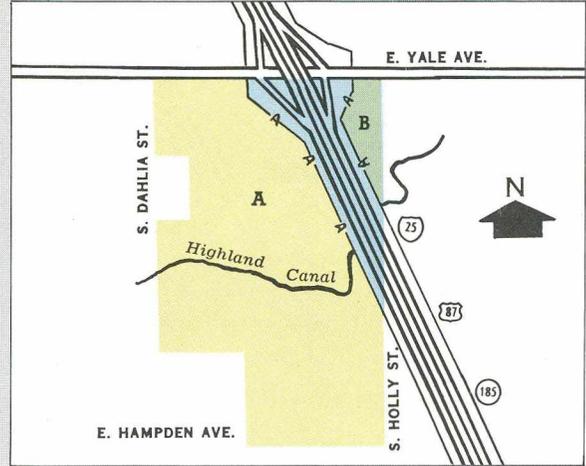
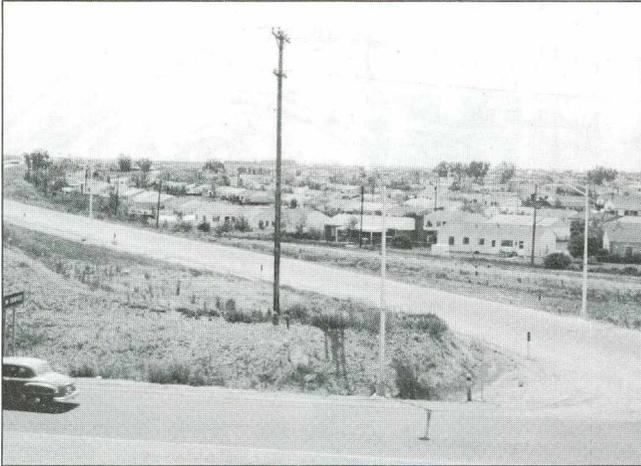
Parcel No. 5 FI 002-2(7)

A Construction Company, an International Corp., had an equipment yard in Denver located on this property. After highway acquisition, they were able to continue operating in this location by acquiring additional property. (Shown on Plat as B.)

1949	Area Before — 3.581 Acres (48 Lots).....	\$ 20,000.00
1949	Area Taken — 1.829 Acres @ \$4,893 Per Acre..... (Reduced frontage & Irregular Shape of Lots)	\$ 8,950.00
	SEVERANCE DAMAGE....	1,050.00
	TOTAL....	\$ 10,000.00
1949	Area After — 1.752 Acres	\$10,000.00
	In November of 1949 the Construction Company purchased B (Shown on Plat)	
	1.545 Acres @ \$6,472.00 Per Acre.....	\$10,000.00
	TOTAL....	\$ 20,000.00
1954	Sale by Owner — 0.116 Acres @ \$47,414 Per Acre..... (Additional ROW acquired by City of Denver to widen Colorado Blvd.)	\$ 5,500.00
1959	Sale by Owner (A+B) 3.181± Acres @ \$56,586 Per Acre..	\$180,000.00
	In this 1959 sale The Construction Company sold entire area to a National Dry Goods firm and moved the yard out in Arapahoe County on E. Evans Ave. The new owners have now constructed a retail store and warehouse (Photo above) at an approximate cost of \$488,590.00.	

Land abutting Colorado Blvd. in this area was selling for around 90¢ a sq. ft. (or \$39,000 per acre) in 1952.

CASE 4 SUBDIVISION



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Yale Ave.
in Denver

Parcel No. 37 A Rev. FI 002-2(7)

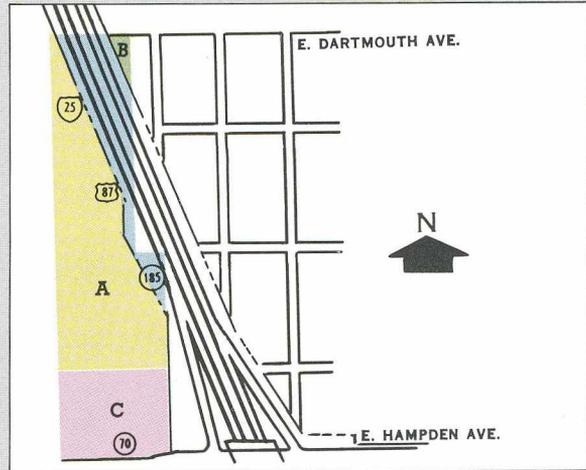
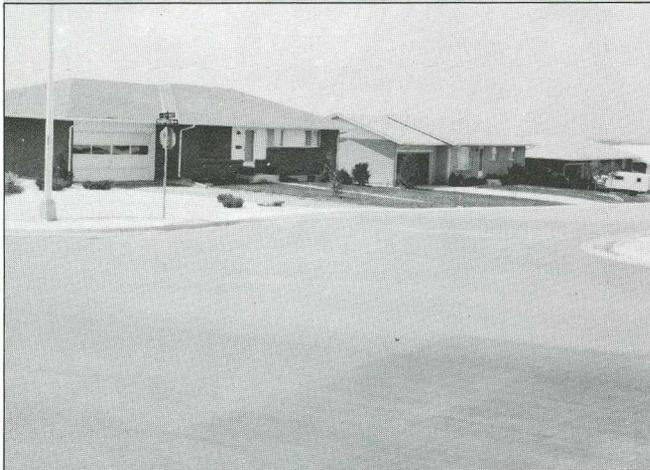
This ownership involved most of the E $\frac{1}{2}$ of Sec. 31, T. 4 S., R. 67 W.

1949	Area Before — 263.972± Acres @ \$700 Per Acre.....	\$184,780.00
1949	(Sept.) Area Taken 19.065 Acres @ \$700 Per Acre.....	\$13,350.00
	(Reduced Value of Remainder) SEVERANCE DAMAGE..	<u>2,800.00</u>
	TOTAL....	\$ 16,150.00
1949	Area After — 252.071 Acres (A on Plat) @ \$639 Per Acre	161,073.00
	11.901 Acres (B on Plat) @ \$639 Per Acre	7,605.00
1950*	(July) Sale by 2nd Owner 11.901± Acres (All of B) \$1,000 Per Acre.....	12,000.00
1951*	Sale by 2nd Owner 4.408± Acres (Part of A) @ \$5,104 Per Acre.....	22,000.00
1953	Sale by 3rd Owner 8.490± Acres (Part of B) @ \$2,000 Per Acre.....	17,000.00
1956	Second Taking by State 0.210 Acres (Part of B) @ \$16,190 Per Acre	3,400.00
	(Additional R.O.W. for Yale Ave. Interchange)	

Both remainders A and B, with the exception of a few sites, are covered with houses ranging in value from \$11,000 to \$14,700.00. A is part of University Hills, and the Southern portion of B is Ralph's Subdivision.

* Entire remaining property was sold off by original owner. A few of these sales are not shown because of affiliation between Buyers and Seller.

CASE 5 SUBDIVISION



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Hampden Ave.
in Denver

Parcels Nos. 39 Rev., 43 Rev. and 43-A FI 002-2 (7)

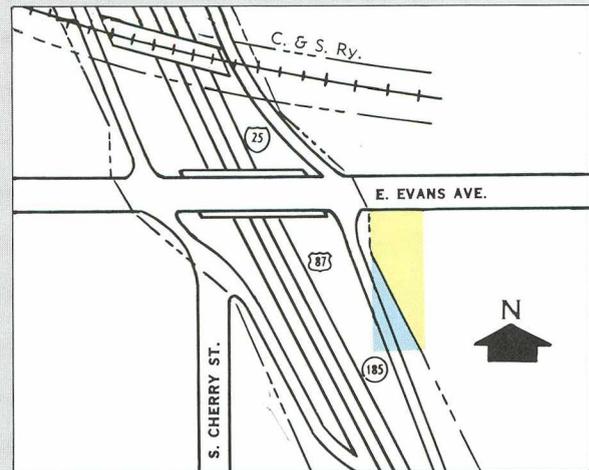
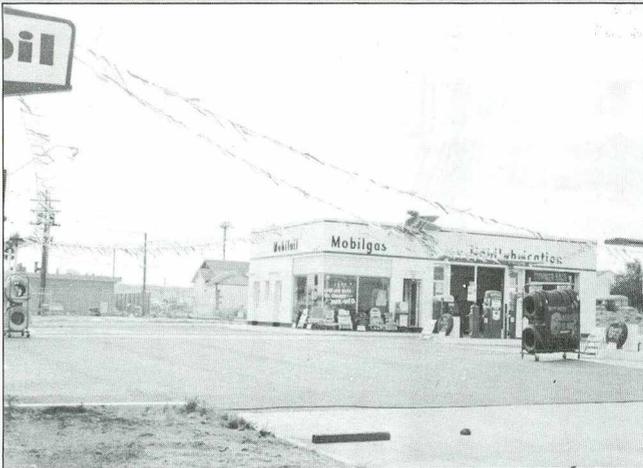
Prior to 1949 most of the land Southeast of Colorado Blvd. was undeveloped. The parcels under analysis were used for dry land farming and pasture—but by June of 1960, we see a well established better residential area known as "Belmont Heights" (C) and part of "University Hills No. 3" (A).

1949	Area Before — 40 Acres± @ \$484 Per Acre.....	\$19,360.00
1949	(July) Area Taken 8.268 Acres @ \$484 Per Acre.....	\$4,000.00
	(Irreg. shaped remainders and denial of access)	
	SEVERANCE DAMAGE....	<u>2,125.00</u>
	TOTAL....	\$ 6,125.00
1949	Area After — 31.732 Acres± @ \$417 Per Acre.....	13,235.00
1950	(Dec.) Sale by Owner — 29.369 Acres @ \$562 Per Acre.....	16,500.00

The above photo reveals subsequent development, principally of the area of last sale which was transacted in 1957, shown as C on plat. This was discounted from the sales due to an affiliation between buyer and seller.

Severed Portion B still appears to remain dormant, showing no real estate activity.

**CASE 7
SERVICE STATION**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Evans Ave.
in Arapahoe Co.

Parcel No. 17 Rev. FI 002-2 (7)

Like many other properties before 1949, South of Denver, this property also was composed of a family residence with several other out buildings.

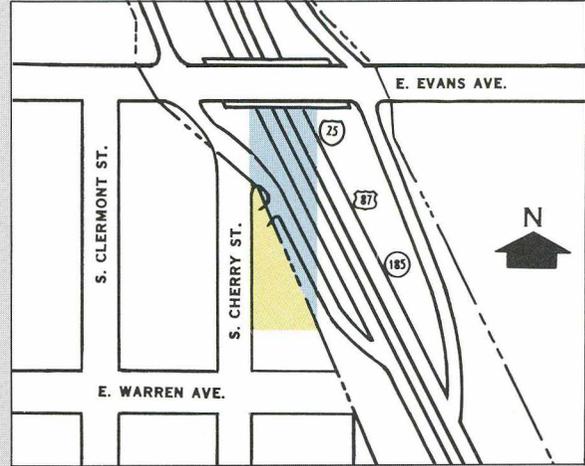
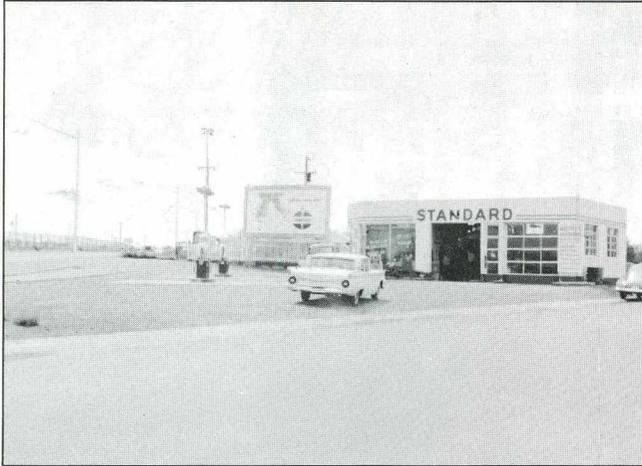
1949	Area Before — 12 Lots @ \$188 Per Lot.....	\$2,250.00	
	Improvements....	5,500.00	
	TOTAL....		\$7,750.00
1949	Area Taken — 5.33 Lots @ \$150 Per Lot.....	\$ 800.00	
	Improvements....	250.00	
	(Irregular shape of remainder) SEVERANCE DAMAGE....	400.00	
	TOTAL....		\$1,450.00
1949	Area After — 6.67 Lots @ \$157 Per Lot.....	\$1,050.00	
	Improvements....	5,250.00	
	TOTAL....		\$6,300.00
1951*	Sale by Owner — 6.67 Lots @ \$380 Per Lot.....	\$2,535.00	
	Improvements....	5,965.00	
	TOTAL....		\$8,500.00

Two years after highway acquisition the remainder sold for double its original value.

In 1957 the purchasers sold the remaining improvements for \$250.00 in order to clear the site for a new service station shown in above photo. The oil company has a 15-year lease from owner, with payments of \$465 per month.

* This is approximately 12c a sq. ft. In 1951 a tract of land on Jewell Ave. near subject property sold for 5c a sq. ft. Also a parcel of land, including a house sold for around 6c a sq. ft. in 1952 near this same location.

CASE 8 SERVICE STATION



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Evans Ave.
in Arapahoe Co.

Parcel Nos. 15 & 18 FI002-2(7)

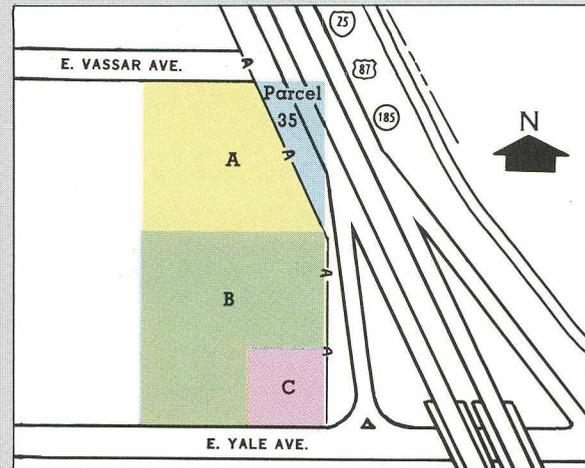
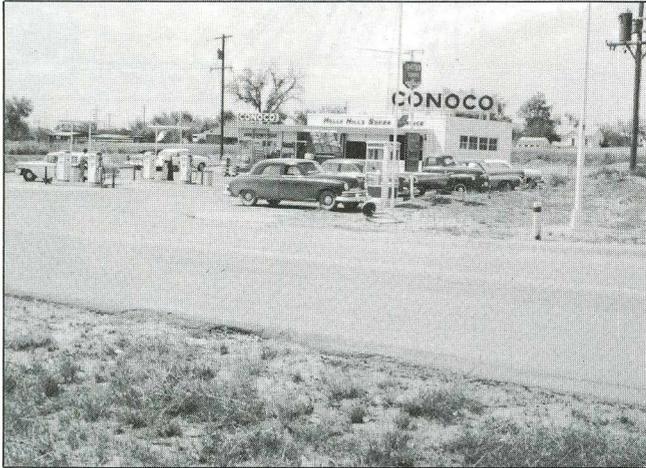
For many years this property was a livery stable maintaining about 35 horses which rented at \$1.25 per hour. The zoning regulations at that time would not allow re-establishment in this area, but owner has continued for several years in a non-conforming use.

1949	Area Before — 67,870 Sq. Ft. @ 5¢ sq. ft.....	\$3,300.00
	Improvements....	9,200.00
	TOTAL....	\$12,500.00
1949	Area Taken — 29,838 Sq. Ft. @ 6¢ sq. ft.....	\$1,800.00
	Improvements....	8,750.00
	(Irregular Shape Remainder) SEVERANCE DAMAGE.....	450.00
	TOTAL....	\$11,000.00
1949	Area After — 38,032 Sq. Ft. @ 4¢ sq. ft.....	1,500.00
1955	Sale by Owner — 11,564 Sq. Ft. @ \$1.82 sq. ft.....	21,000.00

An Oil Company was willing to pay this high amount in order to have station at this strategic location (photo) which is on service road to the S. bound ramp. It is noteworthy that the station is obscure to the vision of motorists on highway.

Unimproved land sales just to the East of subject property ranged from 10 to 33 cents a sq. ft. for 1955.

**CASE 9
SERVICE STATION**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Yale Ave.
in Arapahoe Co.

Parcel No. 35 Rev. FI 002-2 (7)

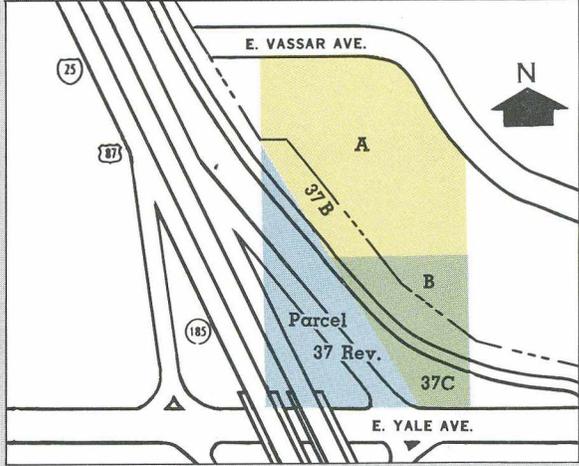
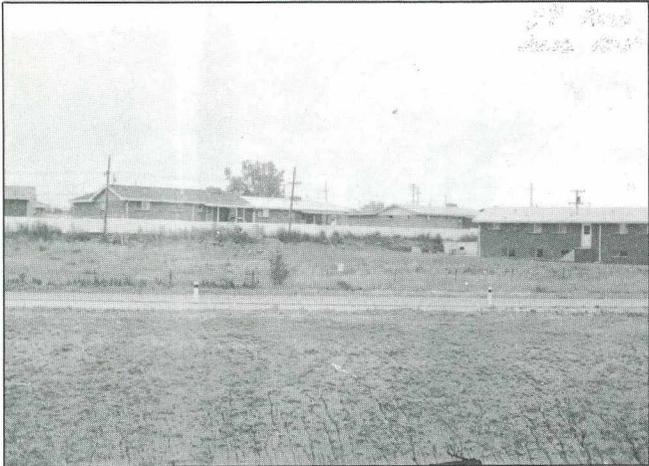
Highway acquisition involved only a small portion of the suburban tract, not disturbing the principal improvements. Owner still resides on northerly portion of remainder.

1949	Area Before — 4.748 Acres @ \$1,493 Per Acre.....	\$ 7,019.00
1950	Area Taken — 0.469 Acres @ \$1,493 Per Acre.....	\$700.00
	*(Reduced Frontage and Irregular Shape Remainder)	
	SEVERANCE DAMAGE....	800.00
	TOTAL....	\$ 1,500.00
1950	Area After — 4.279 Acres @ \$1,290 Per Acre After Value....	\$ 5,519.00
1954	Sale by Owner — 2.870 Acres (B+C) @ \$6,272 Per Acre.....	\$18,000.00

In 1956 the Buyer leased part of the SE Corner of remainder (C) and a Service Station (constructed by the Buyer at estimated cost of \$22,000) to a national oil company for approximately \$400 per month, which would show a land residual value of about \$1.45 per sq. ft.

* The ownership originally fronted on E. Vassar Ave.

**CASE 10
UNDEVELOPED**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Yale Ave.
in Arapahoe Co.

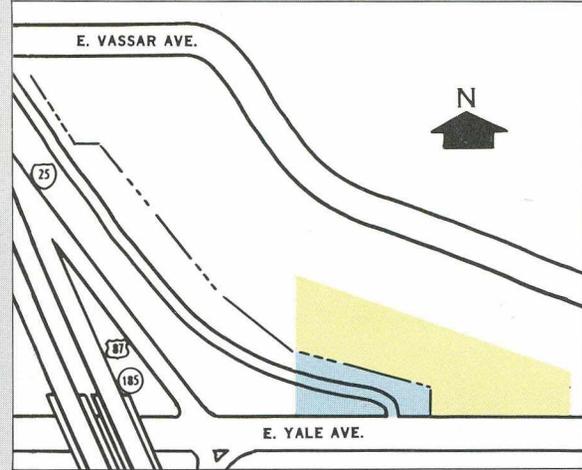
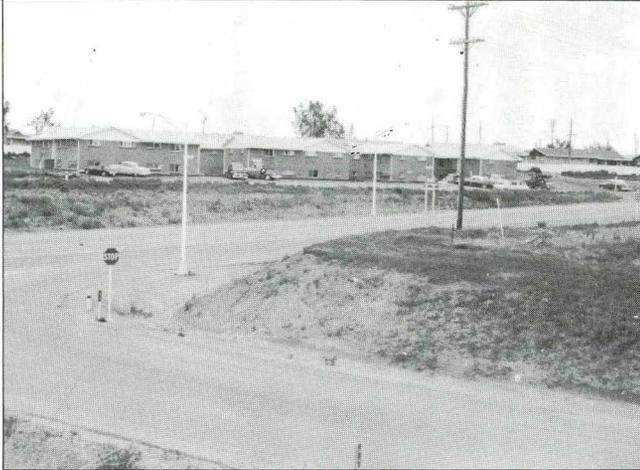
Parcel No. 37 Rev. FI 002-2 (7)

1949	Area Before — Approx. 5 Acres @ \$900 Per Acre.....	\$ 4,500.00
1950	Area Taken — 0.953 Acres @ \$944 Per Acre.....	\$900.00
	(Irreg. Shape Remainder) SEVERANCE DAMAGE....	300.00
	TOTAL....	\$ 1,200.00
1950	Area After — 4.047 Acres — After Value.....	\$ 3,300.00
1951	Sale by Owner — 1.284 Acres, All of B @ \$11,682 Per Acre....	\$15,000.00
1956	Second Taking by State 0.209 Acres (37 B on plat) @ \$19,139 Acre...\$	4,000.00
1956	Second Taking by State 0.669 Acres (37 C on plat) @ \$19,170 Acre...\$	12,825.00

These last two sales were additional R.O.W. for a frontage road. This land, prior to highway installation, was an undeveloped tract with R-1 zoning, but in 1954, four years after purchase of R.O.W. the remainder received a zone change to Residential 3 (Mult. Unit) which no doubt added much to the higher value of land.

B remainder is still undeveloped because it did not meet the requirements for mult. unit construction as did the property to the East adjoining it.

CASE 11 APARTMENTS



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at E. Yale Ave.
in Arapahoe Co.

Parcel No. 37 D FI 002-2 (37)

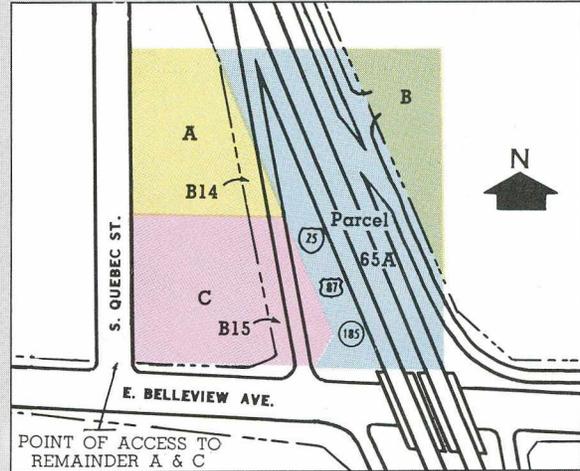
This ownership became involved with the highway at the time of a second acquisition for right of way. The land lay undeveloped prior to this.

1956	Area Taken — 19,235 Sq. Ft. @ 44¢.....	\$8,500.00
	DAMAGES....	<u>6,000.00</u>
	TOTAL....	\$14,500.00

Damages accrued because it was believed that the remainder would be reduced in value from R-3 (Mult. Unit) to R-1 (single family residence).

However, in 1959 work began on a project consisting of three mult. unit brick apartment buildings at an approximate total cost of \$108,000.00. Work was in the final stages at time of above photo.

CASE 13A COUNTRY CLUB



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage Payments

U.S. 87 at Bellevue Rd.
in Arapahoe Co.

Parcel No. 65-A FI 002-2 (7)

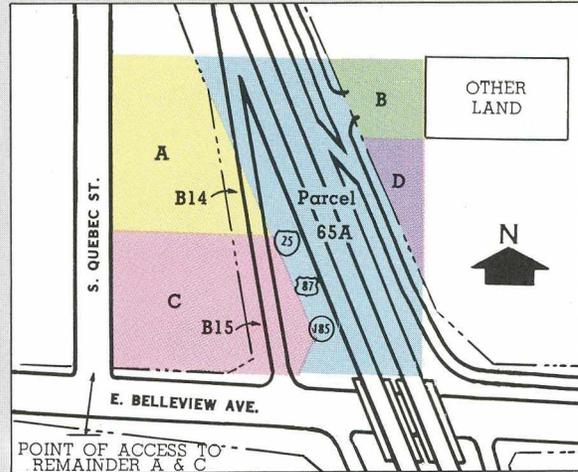
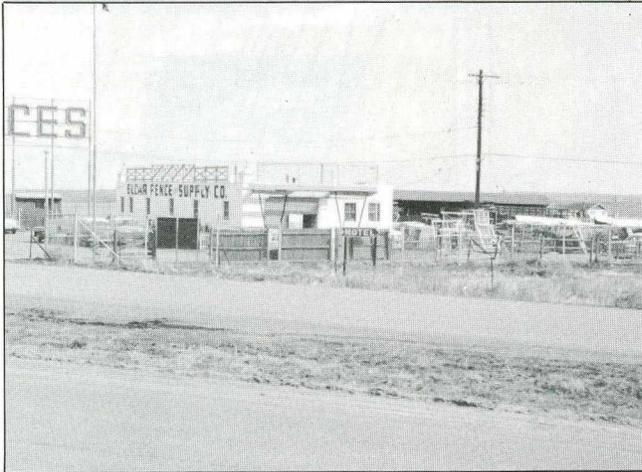
This property was used specifically as a wheat farm in the "before" situation. The taking separated land leaving improvements on remainder A.

1949	Area Before — 10 Acres± @ \$200 Per Acre.....	\$ 2,000.00
1949	Area Taken — 3.777 Acres @ \$225 Per Acre.....	\$850.00
	SEVERANCE DAMAGE.....	\$150.00
	TOTAL.....	\$ 1,000.00
1949	Area After (A and C) 5.512 Acres± @ \$161 Per Acre.....	\$886.00
	*(B) 0.711 Acres± @ \$161 Per Acre.....	\$114.00
	TOTAL.....	\$ 1,000.00
1952	Sale by Owner (C) 2.730 Acres @ \$5,495 Per Acre.....	\$15,000.00
1955	Sale by 2nd Owner (C) 2.730 Acres @ \$10,623 Per Acre.....	\$29,000.00
1956**	Second Taking (B-14) 0.324 Acres @ \$3,500 Per Acre.....	\$ 1,150.00
1956**	Second Taking (B-15) 0.703 Acres @ \$14,225 Per Acre.....	\$10,000.00
1959	Sale by Orig. Owner (A) Approx. 1.808 Acres with run down house.....	\$30,000.00
1960	Sale by 3rd Owner (C) Approx. 2.030 Ac. @ \$14,778 Per Ac.	\$30,000.00

B-15 had a payment of \$20,000 damage for denial of access and reduction of value to remainder (C). However, the new owner paid \$60,000 to acquire this land, (A+C) and is now developing a private country club. Swimming pool was under construction at time of photo. Average price of land per acre in this area was \$366 for 1951; and \$1,278 for 1957.

* See Case (13 B) for activity on this remainder.
** Purchased by State for an Interchange.

**CASE 13B
FENCE COMPANY**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage payments

U.S. 87 at Bellevue Rd.
in Arapahoe Co.

Parcel No. 65 A FI 002-2 (7)

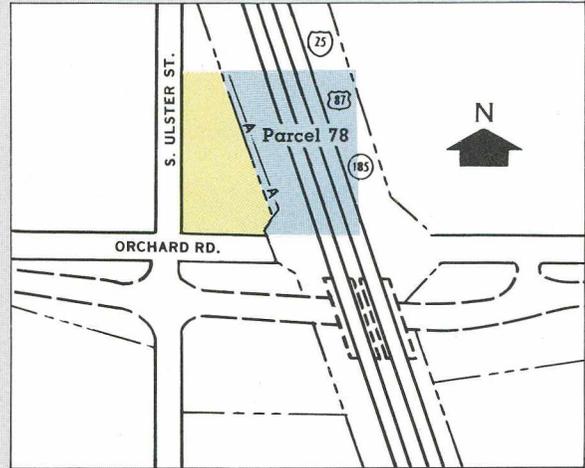
This property was a wheat farm. The taking separated (B) from the main improved land. (B) remainder only, will be considered below.

1949	Area Before — 10 Acres± @ \$200 Per Acre.....	\$2,000.00
1949	Area Taken — 3.777 Acres @ \$225 Per Acre.....	\$850
	SEVERANCE DAMAGE...\$150	
	TOTAL....	\$1,000.00
1949	Area After *(A and C) 5.512 Acres± @ \$161 per acre.....	\$886
	(B and D) 0.711 Acres± @ \$161 per acre.....	\$114
	TOTAL....	\$1,000.00
1952	Sale by Owner (B) 0.711 Acres @ \$1,407 Per Acre.....	\$1,000.00
1954**	Sale by 3rd Owner (B+ other land) 1.651 Acres with building....	\$8,000.00
1958***	Sale by 4th Owner (B+ other land) 1.651 Acres with building....	\$7,000.00

This little remainder land has had quite a stormy history. The 2nd owner put up a building and began a wood working business. The enterprise soon folded up and was acquired by a 3rd owner under a Treasurer's Deed. This 3rd owner subsequently sold entire holding to irrigation company. The Irrigation Company for some reason was not able to make a go of it and sold out for a price so low that the new owner did not want to verify it. Land is now occupied by a fence company.

* See Case (13 A) for activity on this remainder.
** 2nd Owner lost property (B plus other land) through Tax Sale.
*** Present owner states sale was under pressure, that 4th owner had to sell out.
The third owner still has (D) in his possession.

**CASE 14
UNDEVELOPED**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage payments

U.S. 87 at Orchard Rd.
in Arapahoe Co.

Parcel No. 78 FI 002-2 (7)

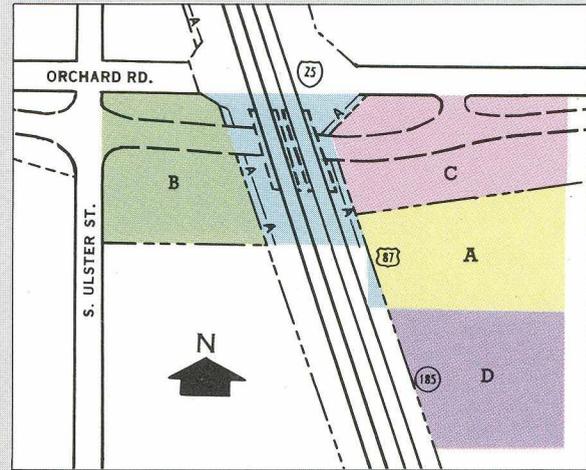
Above photo reveals the present state of subject land.

1949	Area Before — 3 Acres @ \$150 Per Acre.....	\$ 450.00
1949	Area Taken — 1.623 Acres @ \$150 Per Acre.....	\$225.00
	(Reduced value of remainder) SEVERANCE DAMAGE....	<u>175.00</u>
	TOTAL....	\$ 400.00
1949	Area After — 1.377 Acres @ \$36 Per Acre After Value.....	\$ 50.00
1954	(Mar.) Sale by Owner 1.343 Acres± @ \$2,234 Per Acre.....	\$3,000.00
1954	(Apr.) Sale by 2nd Owner 1.343 Acres± @ \$2,418 Per Acre....	\$3,247.00

The sales above took place while access was available to the highway via Orchard Road. However, the completion of a grade separation in 1958, in which the access to highway was closed, may seriously affect use of remainder.

Land sales in this area for 1954 ranged from \$150 to \$300 per acre.

**CASE 15
UNDEVELOPED**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage payments

U.S. 87 at Orchard Rd.
in Arapahoe Co.

Parcel No. 80 A FI 002-2 (7)

Owner lived on this dry land farm before and after highway installation and was able to continue there until a second acquisition removed the major improvements, all of which were on B.

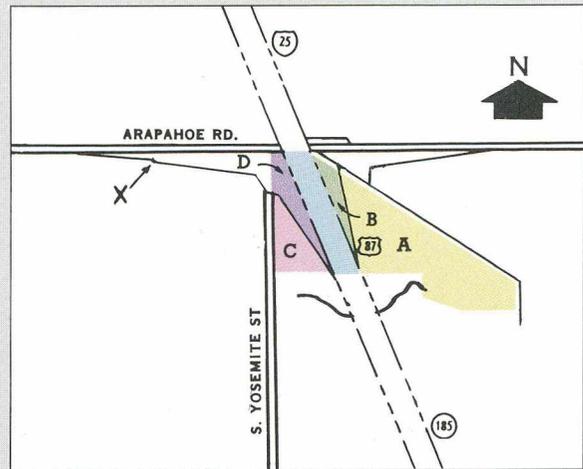
1949	Area Before — 15 Acres @ \$150 Per Acre.....	\$2,250.00	
	Improvements....	5,000.00	
	TOTAL....		\$ 7,250.00
1949	Area Taken — 2.453 Acres @ \$150 Per Acre.....	\$ 400.00	
	(Improvements left on small remainder)		
	SEVERANCE DAMAGE....	800.00	
	TOTAL....		\$ 1,200.00
1949	Area After — 10.009 Acres @ \$84 Per Acre (A & C).....	\$ 838.00	
	2.538 Acres @ \$84 Per Acre (B).....	212.00	
	Improvements....	5,000.00	
	TOTAL....		\$ 6,050.00
1952	Sale by Owner* 13.960 Acres (A, C & D) @ \$1,000 Per Acre		\$13,960.00
1953	Sale by 2nd Owner 13.960 Ac. (A, C & D) @ \$1,319 Per Ac.		\$18,410.00
1957	Second Taking — 3.053 Acres (C) @ \$6,797 Per Acre.....		\$20,750.00
1957	Second Taking — 2.538 Acres (B) @ \$1,458 Per Acre.....	\$3,700.00	
	Improvements....	9,155.00	
	TOTAL....		\$12,855.00

The State acquired the land shown in the two 1957 transactions for a grade separation. Parcel C had a commercial zoning on it thereby bringing the high cost per acres, also \$8,450 in damage accrued for denial of access.

This case is a good example of what can happen when a tract of land receives a zone change. It enhanced the value by about 400%. The land has had no physical change in over 10 years.

* D came into the picture as being in the possession of owner's spouse which accounts for additional acreage.

**CASE 17
UNDEVELOPED**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage payments

U.S. 87 at Arapahoe Rd.
in Arapahoe Co.

Parcel No. 90 FI 002-2 (7)

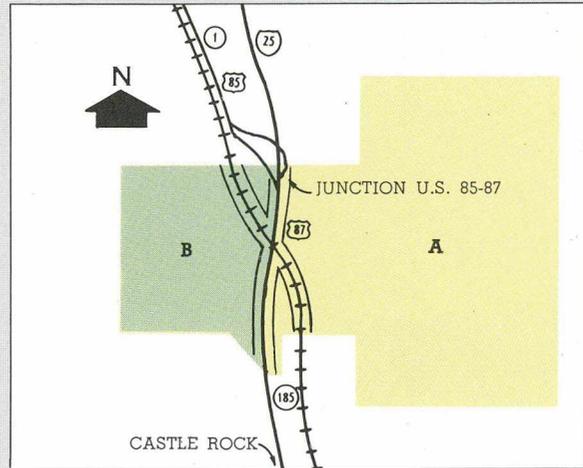
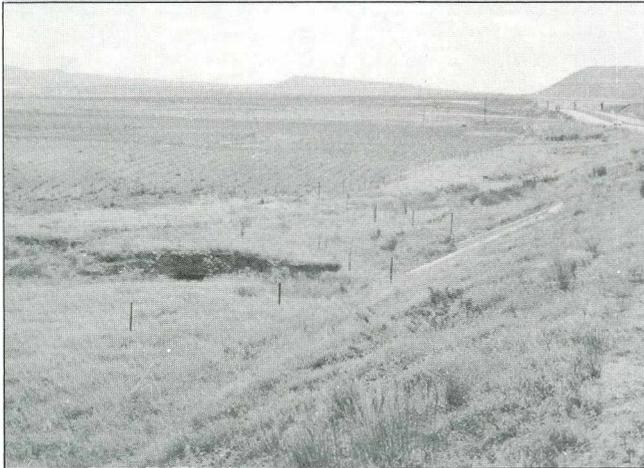
This well improved property was a wheat farm with Agr. III zoning, which required 20 acres to the family. Improvements were left on larger remainder after taking.

1949	Area Before — 28.5 Acres± @ \$175 Per Acre.....	\$ 5,000.00
	Improvements....	20,000.00
	TOTAL....	\$25,000.00
1949	Area Taken — 6.057 Acres @ \$200 Per Acre.....	\$ 1,200.00
	DENIAL OF ACCESS & SEVERANCE DAMAGE....	2,800.00
	TOTAL....	\$ 4,000.00
1949	Area After — 22.443± Acres @ \$45 Per Acre.....	\$ 1,000.00
	Improvements....	20,000.00
	TOTAL....	\$21,000.00
1955	Sale by Owner — 4.786+ Acres (C+D) @ \$1,358 Per Acre	\$ 6,500.00
1956*	Second Taking — 1.232 Acres (B) @ \$1,197 Per Acre.....	1,475.00
1957*	Second Taking — 1.392 Acres (D) @ \$1,200 Per Acre.....	1,670.00

Prior to second State acquisition, Area C and D received an R-4 zoning which allowed Mult. Unit construction.

* Second State acquisition for construction of interchanges, with payment of \$4,730 damage in the taking of Parcel D. Reasons being: Complete denial of access. However, a way of access was opened up which connected Arapahoe Road with Yosemite Street, Yosemite being a dedicated street. See X on plat.

**CASE 20
RANCH LAND**



Colorado Department of Highways
Land Economic Studies
Phase 1: Value Changes
in Abutting Land
Part 2: Damage payments

U.S. 87 at Junction of U.S. 85
in Douglas Co.

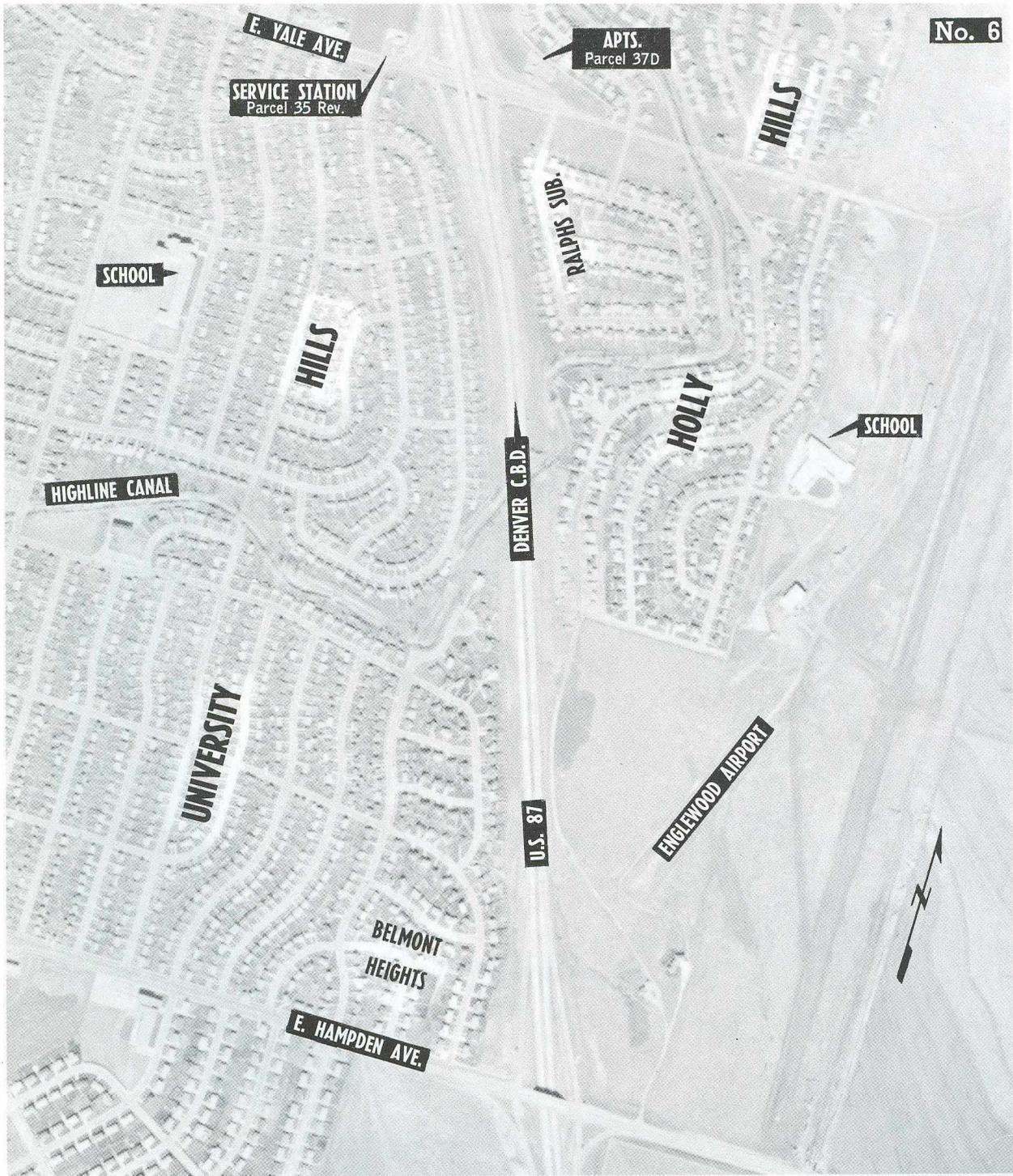
Parcels Nos. 14 Rev. & 15 FI002-2(11)

This ownership covers a large area of land just south and also to the East of present junction where U. S. 85 and U. S. 87 join. Land is still used for grazing and some farming.

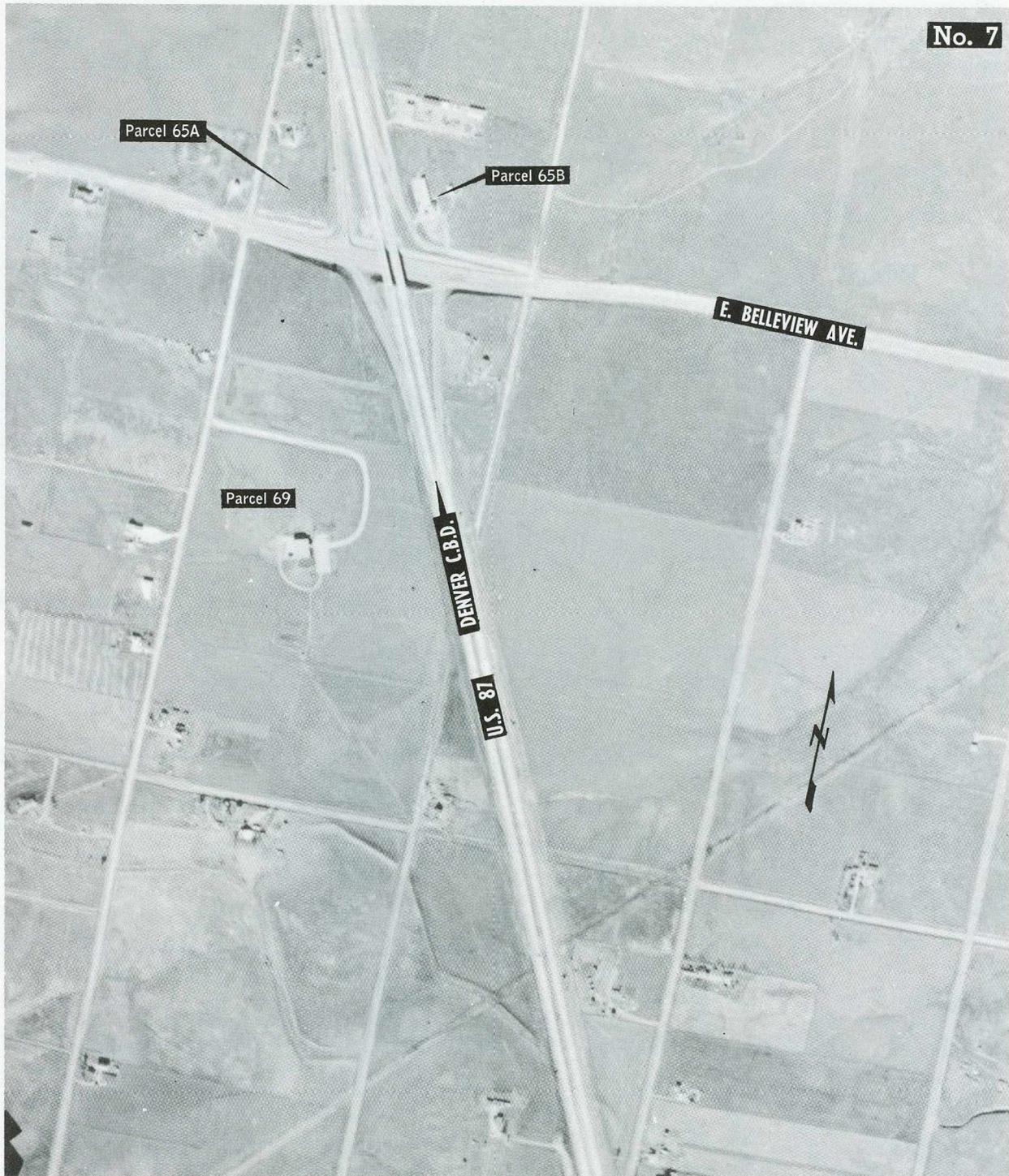
1951	Area Before — 1,696.590 Acres [±] @ Approx. \$83 Per Acre	\$140,817.00
1951	Area Taken — 41.972 Acres @ \$83 Per Acre.....	\$3,500.00
	DENIAL OF ACCESS AND SEVERANCE DAMAGE....	4,100.00
	TOTAL....	\$ 7,600.00
1951	Area After — 1,655.618 [±] Acres @ Approx. \$80 Per Acre	
	After Value....	\$133,217.00
1957*	Second Taking — 8.491 Acres @ \$813 Per Acre.....	\$6,900.00
	DAMAGE....	\$3,100.00
	TOTAL....	\$ 10,000.00
1959	Sale by Owner — 50 Acres (Part of A) @ \$400 Per Acre	\$ 20,000.00

The last sale was for a school site purchased by Doug. Co.
Land values in Douglas County for 1959 ranged from \$105 to \$283 an acre.

* This sale was a second acquisition by highway for the installment of a Junction overpass. Reasons of Damage being: Denial of Access to Highway No. 87; median opening closed; reduction of highest and best use of remaining land.

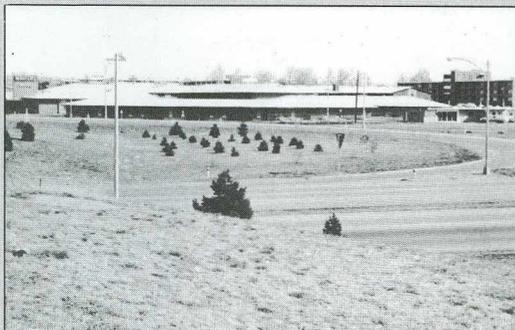


This portion of subject highway is in the Denver area, showing conformity of subdivisions to the highway design.



East Belleview is the Northerly boundary of the area used for the purpose of determining a trend between the highway and the control zone. Even in this late photo, which was taken in 1959, there is but little physical change; excepting at the intersections.

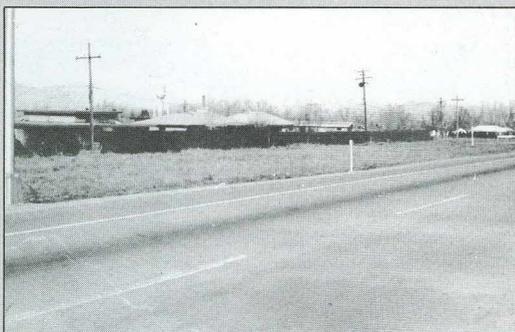
TYPICAL VIEW OF DEVELOPMENT
ALONG
INTERSTATE 25 (U.S. 87)
IN
DENVER, EAST OF COLORADO BLVD.



HIGHWAY HOTEL AND RESTAURANT



APARTMENT BUILDINGS



RESIDENTIAL AREA HEGDED FOR PRIVACY



HOUSES FACING FREEWAY WITH SERVICE ROAD



APARTMENT UNITS

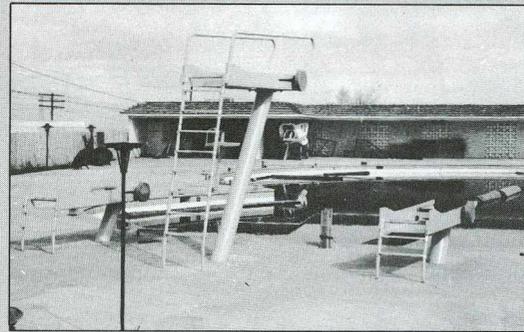


OFFICE BUILDINGS

TYPICAL VIEW OF DEVELOPMENT
ALONG
INTERSTATE 25 (U.S. 87)
IN
ARAPAHOE COUNTY



MOTEL AT BELLEVIEW INTERCHANGE



COUNTRY CLUB AT BELLEVIEW INTERCHANGE



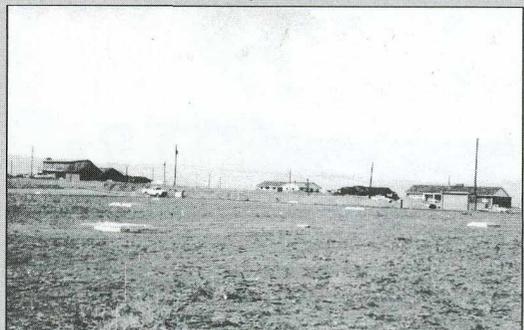
ADVERTISING COMPANY AT BELLEVIEW INTERCHANGE



FARMS SELLING OUT TO DEVELOPERS

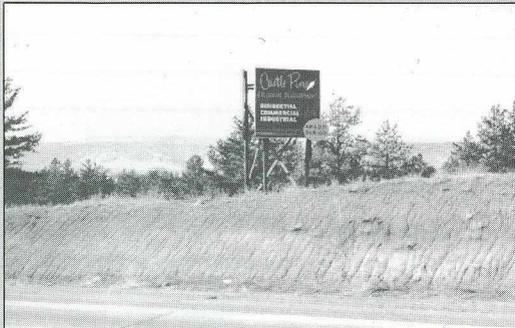


SUBURBAN ESTATES

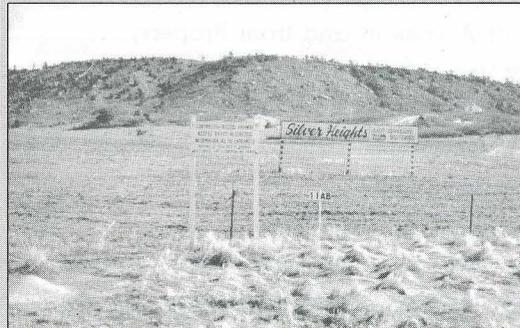


NEW EXCLUSIVE SUBDIVISION

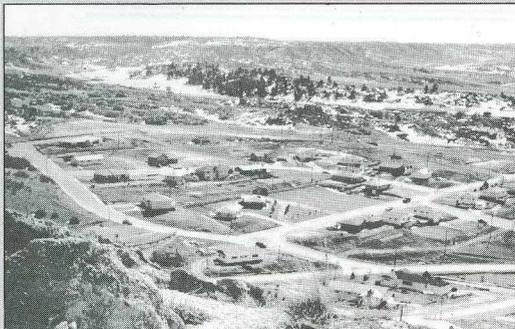
TYPICAL VIEW OF DEVELOPMENT
ALONG
INTERSTATE 25 (U.S. 87)
IN
DOUGLAS COUNTY



NEW EXCLUSIVE SUBDIVISION



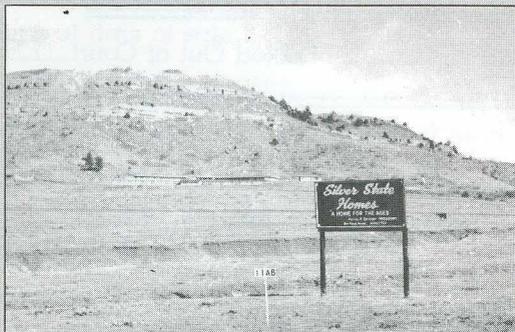
SUBDIVISION NEAR CASTLE ROCK



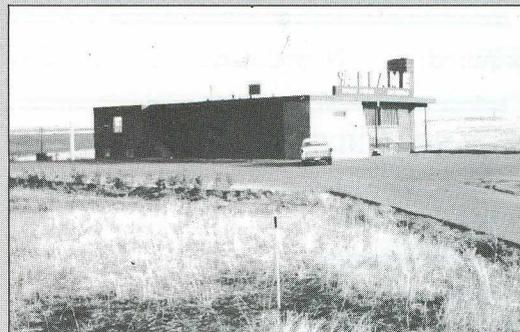
NEW HOMES IN NORTHERN CASTLE ROCK



SPOTTED SUBURBAN DEVELOPMENT THROUGHOUT
THOUSANDS OF ACRES OF BRUSH COUNTRY



NEW HOME FOR THE AGED



OUTLYING COMMERCIAL DEVELOPMENTS

ECONOMIC IMPACT STUDY
BEFORE

Project No. _____
Designation _____
County _____
Parcel No. _____

Owner at time of acquisition _____
Location of property _____
Date of acquisition _____ 19 _____ Deed _____ Book _____ Page _____
Nearest Urban Community _____ Miles Distance _____ Population _____ Year _____
Degree of Access to and from Property _____
Property use at time of taking _____
Zoning regulation at time of taking _____

=====
Type of new facility _____ Date completed _____
Degree of access control _____

AREA OF TOTAL OWNERSHIP BEFORE TAKING, AND VALUE OF OWNERSHIP:

Land _____ at \$ _____ per unit, or \$ _____
Improvements: \$ _____
Total value, land and improvements \$ _____

=====
Assessed value: Land _____ Improvements _____ Year _____

AREA TAKEN:

Land _____ at \$ _____ per unit, or \$ _____
Improvements: \$ _____
*Damage: \$ _____
Less specific benefits \$ _____
Net damage paid: \$ _____
Total compensation paid \$ _____
(Amount of high appraisal) \$ _____

=====
How acquired: Negotiated _____ Condemned _____ Settled Out of Court _____

VALUE OF REMAINDER AFTER THE TAKING:

(A) Primary area: _____ at \$ _____ per unit, or \$ _____
(B) Severed area: _____ at \$ _____ per unit, or \$ _____
Improvements: \$ _____
Total value: \$ _____

=====
*Reasons for damage payment:

Remarks:

Investigator: _____ Date of Investigation _____

ECONOMIC IMPACT STUDY
AFTER

Project No. _____
Designation _____
County _____
Parcel No. _____

This sale is: all _____ part _____ of primary "A" _____ of severed "B" _____

Grantor: Instrument _____

Recep. No. _____

Grantee: Book _____ Page _____

Date: _____

Recorded: _____

Consideration: _____

Description: I.R.S. _____

Indicated consideration \$ _____

Verified consideration \$ _____

by interview with seller _____

by interview with buyer _____

by conveyance certificate _____

Deed of trust stated on W.D. _____ Book _____ Page _____

Terms _____ Balance due \$ _____

Deed of trust accompanying W.D. for \$ _____ Book _____ Page _____

Terms _____

Area of land _____ at \$ _____ per unit, or \$ _____

Improvements \$ _____

Total value \$ _____

Assessed value 19 _____ Land \$ _____ Imp. \$ _____ Total \$ _____

Zone change: _____ To _____ Date of Change _____

Land use at date of sale: _____

Land use on date of investigation: _____

Improvements constructed subsequent to date of sale:

Description: _____ Estimated value \$ _____

Conclusions and remarks:

Investigator: _____ Date of Investigation _____

COMPARABLE

NO. _____
LOCATION _____
COUNTY _____
SECTION _____ T. _____ R. _____

GRANTOR:

INSTRUMENT: _____

RECEP. NO. _____

BOOK _____ PAGE _____

DATED: _____

GRANTEE:

RECORDED: _____

CONSIDERATION: _____

I.R.S. _____

INDICATED CONSIDERATION _____

DESCRIPTION:

DEED OF TRUST STATED ON W.D. _____ BOOK _____ PAGE _____

TERMS _____

AREA OF LAND _____ UNIT VALUE (BY I.R.S.) _____

ASSESSED 19 _____ LAND \$ _____ × _____ = \$ _____ LAND VALUE

IMP. \$ _____ × _____ = \$ _____ IMP. VALUE

TOTAL \$ _____ × _____ = \$ _____ TOTAL VALUE

ZONE:

REMARKS:

DATE: _____ BY _____ R.O.W. SECTION, C.D.H.

PERSONAL INTERVIEW FORM

**Land Economic Studies
Colorado Department of Highways**

GRANTOR _____ TO GRANTEE _____

Address _____ Address _____

Phone _____ Phone _____

Date of Sale _____ Instrument _____ Book _____ Page _____

Rev. Stamps _____ Indicating _____

1. PRINCIPAL QUESTION:

2. Do Rev. Stamps reflect true value of sale?

3. Was balance of mortgage deducted from Rev. Stamps?

4. Were there Improvements on land at time of sale?

5. Value of Improvements?

6. Was there an affiliation between Buyer and Seller?

REMARKS:

Date _____ By _____

OPINIONATIVE QUESTIONNAIRE

**Relative to Santa Fe Drive
U. S. 85
Land Economic Studies
for
Colorado Department of Highways**

Mr....., Interviewed

1. Records show a fluctuating pattern of increases and decreases in land value on Santa Fe Drive. What in your opinion is happening out in this area?

2. What are the influencing factors, if any, of the
Martin Plant?
Ramo-Wooldridge?
Centennial Race Track?
(Other)

3. Has the geographical location in relation to Denver any effect on Santa Fe Drive?

4. Is the new Valley Highway, U. S. 87, in your estimation, the largest contributing factor to the slump in the motel and other tourist related business?

5. How is the Valley Highway affecting other business on Santa Fe?

6. Have the high rates, plus the trend toward "camping" affected the motel business along Santa Fe?

7. Has zoning restrictions hampered the prosperity of Santa Fe Drive?

8. Do the two railways and the planned industrial park at Blakeland appear to affect the economy of Santa Fe Drive?

9. (Any other factors?)

Case Study: Severance Damage

COLORADO DEPARTMENT OF HIGHWAYS — LAND ECONOMIC IMPACT STUDY — C.D.H. FORM NO. 249 7-60

A. GENERAL INFORMATION

- A-1 Physical Location of Parcel
- Street Address _____
 - City _____
 - County _____
 - State _____
 - Project No. _____ f. Parcel No. _____
- A-2 Nearest Urban Place (Community of 2500 or larger)
- Name of Place _____
 - Population _____ c. 1960 _____ d. 1950 _____ e. Other _____

B. HIGHWAY DESCRIPTION

- B-1 Highway Dates
- Date Highway Completed, Month _____ Year _____
 - Date of this investigation, Month _____ Year _____
- B-2 Highway Identification
- U. S. Route No. _____
 - State Route No. _____
 - Interstate Route No. _____
 - Other (Specify Type) _____
 - Name of Highway, if any _____
- B-3 Type of Highway System (Check as Applicable)
- Interstate—Rural
 - Interstate—Urban
 - Other F.A.P.—Rural
 - Other F.A.P.—Urban
 - F.A.S.—Rural
 - F.A.S.—Urban
 - Other State
 - Local Rural
 - Local Urban
 - Non-classified Federal
 - Toll Facility
- B-4 Type of Highway Facility—By Access Control
- | Type of Facility | Service Roads | |
|--|-----------------------------|-----------------------------|
| | ONE-WAY | TWO-WAY |
| a. <input type="checkbox"/> Arterial | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| b. <input type="checkbox"/> Expressway—Full Control | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| c. <input type="checkbox"/> Expressway—Partial Control | g. <input type="checkbox"/> | k. <input type="checkbox"/> |
| d. <input type="checkbox"/> Circumferential or By-Pass | h. <input type="checkbox"/> | l. <input type="checkbox"/> |

C. DESCRIPTION OF ENTIRE OWNERSHIP, PART TAKEN AND SEVERED REMAINDERS

C-1 Date of Acquisition by State: _____ MONTH _____ DAY _____ YEAR

C-2 Size of Parcels

PARCEL IDENTITY	FEET FRONT	ACRES	AREA SQUARE FEET
Entire Ownership	a. _____	e' _____	e" _____
Parcel Taken	b. _____	f' _____	f" _____
Remaining Tract	c. _____	g' _____	g" _____
Subsequent Sale of Remainder:			
Part	d-1 _____	h-1' _____	h-1" _____
All	d-2 _____	h-2' _____	h-2" _____

Area as Percentage of Entire Tract:

- (Item f ÷ Item e) _____ %
- (Item g ÷ Item e) _____ %
- (Item h ÷ Item g) _____ %
- Number of Sales of Entire Remainder _____
- Number of Sales of Parts of Remainder _____

D. ZONING STATUS — BEFORE AND AFTER THE TAKING

URBAN		RURAL	
ZONE	BEFORE AFTER	ZONE	BEFORE AFTER
Residential		Farm	
Occupied	a. <input type="checkbox"/> h. <input type="checkbox"/>	Occupied	o. <input type="checkbox"/> u. <input type="checkbox"/>
Vacant	b. <input type="checkbox"/> i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/> v. <input type="checkbox"/>
Commercial		Non-Farm	
Occupied	c. <input type="checkbox"/> j. <input type="checkbox"/>	Residential	q. <input type="checkbox"/> w. <input type="checkbox"/>
Vacant	d. <input type="checkbox"/> k. <input type="checkbox"/>	Commercial	r. <input type="checkbox"/> x. <input type="checkbox"/>
Industrial		Industrial	s. <input type="checkbox"/> y. <input type="checkbox"/>
Light	e. <input type="checkbox"/> l. <input type="checkbox"/>	Vacant	t. <input type="checkbox"/> z. <input type="checkbox"/>
Heavy	f. <input type="checkbox"/> m. <input type="checkbox"/>	Other (Explain) _____	
Vacant	g. <input type="checkbox"/> n. <input type="checkbox"/>		

aa ab

E. LAND-USE STATUS — BEFORE AND AFTER THE TAKING

- | BEFORE | LAND USE | AFTER |
|-----------------------------|---|-----------------------------|
| a. <input type="checkbox"/> | Vacant | i. <input type="checkbox"/> |
| b. <input type="checkbox"/> | Agriculture — Forestry — Fishing | j. <input type="checkbox"/> |
| c. <input type="checkbox"/> | Manufacturing — Construction — Mining | k. <input type="checkbox"/> |
| d. <input type="checkbox"/> | Transportation — Communication — Electric Power, etc. | l. <input type="checkbox"/> |
| e. <input type="checkbox"/> | Wholesale and Retail Trade | m. <input type="checkbox"/> |
| f. <input type="checkbox"/> | Services (Service Stations, Motels, etc.) | n. <input type="checkbox"/> |
| g. <input type="checkbox"/> | Government | o. <input type="checkbox"/> |
| h. <input type="checkbox"/> | Residential | p. <input type="checkbox"/> |

Describe Land Use Briefly

q. Before Taking _____

r. After Taking _____

F. ACCESS CONTROL — BEFORE AND AFTER TAKING

F-1 Access Control — Before Taking (Principal Highway)

- | Degree of Control | IN ONE DIRECTION | IN BOTH DIRECTIONS |
|--|-----------------------------|-----------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| Full Control — No Access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct Access Restricted to Designated Point, c. <input type="checkbox"/> , or Points, d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct Access to Road Other Than Principal Highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel Distance to Nearest Town or Trading Center—to nearest ½ mile, k. _____ | | l. _____ |

F-2 Access Control—After Taking (New Highway Improvement)

- | Degree of Control | IN ONE DIRECTION | IN BOTH DIRECTIONS |
|--|-----------------------------|-----------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| Full Control — No Access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct Access Restricted to Designated Point, c. <input type="checkbox"/> , or Points, d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct Access to Frontage Road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel Distance to Main Highway Entrance On-Ramp, k. <input type="checkbox"/> , Off-Ramp, l. <input type="checkbox"/> , Interchange, m. <input type="checkbox"/> | | n. _____ |
| Travel Distance to Nearest Town or Trading Center—to Nearest ½ Mile— In One Direction, o. _____ | | |

F-3 Other Access

- Direct Access to Road Other Than Principal Highway _____
- Intersecting New Highway _____
- Not Intersecting New Highway _____
- Travel Distance to Nearest Town or Trading Center—to Nearest ½ Mile — in One Direction, d. _____

G. ELEVATION, VISIBILITY AND DESCRIPTION OF REMAINDER

G-1 Elevation of Remainder at Highway

- | BEFORE | Relative Elevation | AFTER |
|-----------------------------|--------------------|-----------------------------|
| a. <input type="checkbox"/> | At Grade | d. <input type="checkbox"/> |
| b. _____ | Feet Above Grade | e. _____ |
| c. _____ | Feet Below Grade | f. _____ |

G-2 Visibility of Highway from Remainder

- | BEFORE | Degree of Visibility | AFTER |
|-----------------------------|----------------------|-----------------------------|
| a. <input type="checkbox"/> | Fully Visible | d. <input type="checkbox"/> |
| b. <input type="checkbox"/> | Partially Visible | e. <input type="checkbox"/> |
| c. <input type="checkbox"/> | Not Visible | f. <input type="checkbox"/> |

G-3 Description of Remainder (Check as Applicable)

- Separated
- Isolated
- Land-Locked
- On Dead End

H. COMPENSATION PAID AT TAKING

H-1 How Determined Total Amount Month - Year

- Negotiated Settlement _____ f. _____
- Administrative Settlement _____ g. _____
- Condemnation _____
- Jury , d. Commission e. _____ h. _____

H-2 Analysis of Compensation Paid

- Land Taken: a. _____ acres, or b. _____ square feet
- Unit Price: a' \$ _____, b' \$ _____, c. Total \$ _____
- Improvements _____ d. _____
- Total — Land and Improvements _____ e. \$ _____
- Amount Paid for Damage _____ f. _____
- Less Benefits — General \$ _____
- Special _____ g. _____
- Net TOTAL Paid, Item e + Item f — Item g) h. \$ _____

Analysis of Damage — Elements Considered

- Proximity
- Reduction in Size
- Shape of Remainder
- Restriction of Access
- Separated Remainers
- Other (Specify Below)

H-3 Appraised Values and Payments for Damages

- Before Taking —
- Land Value \$ _____
 - Improvements _____
 - TOTAL _____ \$ _____
- Parcel Taken —
- Land Value \$ _____
 - Improvements _____
 - TOTAL _____ \$ _____
- Damage to Remainder —
- To Land \$ _____
 - To Improvements _____
 - TOTAL _____ \$ _____
 - (TOTAL (Item f+Item i) _____ \$ _____)
 - Value of Remainder —
 - Land, Item a-(Item d+Item g) \$ _____
 - Improvements, Item b-(Item e+Item h) _____
 - TOTAL, Item c - Item j _____ \$ _____

Remarks: _____

PROJECT NO.

DESIGNATION

PARCEL NO.

ST. HWY. NO.

U. S. HWY. NO.

COUNTY

I. SUBSEQUENT SALES OF REMAINING PARCEL OR PARCELS

SALE	DATE OF SALE	RECORD		AREA - ACRES	AREA - SQ. FEET	UNIT VALUE	SALE PRICE - LAND	SALE PRICE OF IMPROVEMENTS	TOTAL SALE PRICE	LAND USE
		BOOK	PAGE							
a										
b										
c										
d										
e										

ADDITIONAL SALES, IF ANY, MAY BE LISTED IN SECTION K

- * Code Land Use, Required Above, As Follows:
- 0. Vacant
- 1. Agriculture, Forestry, Fishing
- 2. Manufacturing, Construction, Mining
- 3. Transportation, Communication, Electric Power, etc.
- 4. Wholesale and Retail Trade
- 5. Services (Service Stations, Motels, etc.)
- 6. Government
- 7. Residential

Describe Land Use Briefly:

J-1 Sketch Map of Property—Before Taking

J-2 Sketch Map of Property—After Taking

J-3 Photograph of Property—Before Taking

J-4 Photograph of Property—After Taking

K. ADDITIONAL INFORMATION AND REMARKS

List here any additional information, and further details or supplementary facts pertaining to the Items shown above. If Data listed here supplements one or more of the Items hereinabove set forth, indicate in the blocks, the letter and number of the Item so intended to be supplemented.

<input type="checkbox"/>	<input type="checkbox"/>

Further Remarks—Background Information

Date Reported

Reported by

Title

