



## PUBLIC MEETING SUMMARY

**Date/Time:** May 3, 2012/5:30 P.M.

**Location:** Swansea Recreation Center

### Attendees:

Scott Olsen	Jason Brokaw	Justin Park	Katie McKenna
David Lowell	Marrin Witt	Tom Anthony	Joon Lee
Abraham Gesese	Luella Torrez	Selena Anthony	Loretta Ruiz
Mark Whatley	Fernando Torrez	Herlinda Godoy	Lambert Miera
Mike Storm	Ruben Cassillas	Daniel Grebence	Tom Sundheim
John Heminez	Mario Cassillas	Rosendo Valdez	Jenny Sundheim
Francisco Olivis	Lupe Cassillas	Sarah Olmos	Louis Anderson
Matt Lanotelli	Alex Garcia	Steve Niehus	Esther Favela
Whitney Lanotelli	Veronica Arriaga	Mark Ryans	Isidro Favela
Ralph Marquez	Gilberto Munoz	Grejo Pfeifer	Joseph Siccardi
Melone Kraus	David Marquardt	Sean Degroat	Vincea Judy Sanchez
Karley Malpiede	Alice Orth	Audrey Besser	Doug Drummond
Louis Faulkenburg	David Sharpe	Brock Besser	Nola Miguel
Jesus Vasquez	Frank Sullivan	Eric Sumpter	Judy Montero
Rosa Martinez	Willie Stackhouse	Allison Anderson	Lanna Welsh
Jane Tafoya	Emily Alexander	Carlos Martinez	Raul Arrieta
Bill LaCrue	Darko Ceh	George Marquez	Alan Golin Gass
Steven Henery	Delbert Velasquez	Jerry Waterman	Anthony Lovato
Guy Norris	Rosa Losa	John Gallegos	Ray Ruppert
Alphonso Martinez	Veronica Chavez	Mariat Angel Rivera	Stephen Rodarte
Oliva Martinez	Rumualdo Chavez	Salvador Blea	Joseph Jaszczyk
Marcus Martinez	John Cater	Naomi Ornelas	Esther Ortega
Oscar Soltero	Leo Branstetter	Carol Hynes	Steve Douglas
Fred McPeck	Rebecca Kahn	Troy Garner	Barbara Rocha
Kevin Brown	Charlie Stevens	Jenny Santos-Teopapalotl	Crystal Sanchez
Cynthia Montoya	Cesar Olivas	Leslie Colwell	Gregory Suazo
Teresa Min	Juanita Ripota	Guillermo Serna	Chris Collins
Mules Tangalin	Gloria Higgins	Maria Luisa Castañano	Geneieve Fraser
Nancy Curren	Kathy Jones	Deborah Ortega	Jim Wright
John Knop	Anthony Martinez	José Esquibel	Joseph Scaub
Jesus Quinones	Desire Martinez	Esthr Gross	Wayne Nelson
Larry Dralze	Daniel Torres	Oscar Ocana	Gary Hamm
Bill Sullivan	Francisco Roacho	Roberta Waggoner	Larry Posary

Bertha Portales	Ralph Romero	Harod Waggoner	Chris Burgess
Alex Maller	Antonio Vaenzuela	Frank Montoya	Robert Cepelak
Victor Pacheco	Maria Gutierrez	Larry Streno	Carlos Vazquez
Adam Lozoia	Dorothy Streno	Melody Mosley	Josie Medina
Benjamin Vigil	Robert Pitt	Bill Ferguson	Foley Gosdory
Antonio Diaz	Robert Dimig	Cecilia Arevalo	Mike Fritts
Wendy Pfannenstiel	Mary Aldridge	Paul Brown	Joe Huff
Don Callarman	Susan Haney	Dorothy Martin	Noe Carreon
Armondo Perez	Matt Christenson	Mark Scanlan	Sarah Sharpe
Bettie Cram	Art Ballah	Enrique Espino	Mike Turner
Jamie Marston	Drew Dutcher	Lacinda Valdez	Brad Meuli
Mark Burry	Mari Vasquez	Larry Burgess	Tom Secrist
Jan Chavez	Maribel Vasquez	Romeidae Pfannenstiel	Jessica Wyderko
Hipolito Sanchez	Viki Vasquez	Rina Hernandez	Nanci Kess
Julia Tomas	Tom Acre	Kevin Schneider	Maxine Ichikawa
Benjamin Tomas	Boni Montano	Todd Stanley	Abel Bustillos
G. Tomas	Bob Armstrong	Russell Call	Francis Ramirez
Saul Villarreal	Sergio Garcia	Ken Vogel	Susan Haney
Brenda Villarreal	Alicia Alejandro	Louie Gomez	Harriet Mullaney
Antonia Martoya	Claudia Martin	Norma Craig	Maria-Teresa Aguayo
Mike Pacheco	Serjio Andrade	Holinday Aquilare	Blaine Burkey
Cheryl Pacheco	Terry Willis	Sean Maley	Jean St. Peter
Mac Callison	Barbara Cherino	Monte Whaley	Herminia Felix
Daennis Lovato	Yadira Sanchez	Rocio Estrada	Kenton Circle
Alfredo Martin	Kendra Perez	Bert Melchek	Minnie Cullins
Doug Ruppel	Mary McGoo	Tim Lovato	Laurdes Edwards
Bonnie Stackhouse	Liliana Floros	Lisa Aquado	Josephine Marquez
Domingo Lucero	Mario Floros	Artie Maes	Angie Malpiede
Abe Gonzales Sr.	Martha Coronado	David Schoenfeild	Celina Benavidez
Abe Gonzales Jr.	Thor Coronado	Lawrance Ortiz	Diane Barrett
Sal Arrieta	Trona Deane	Jose Ortega	Abraham Soltero
Robert Garcia	Calolina Marquina	Kristi Douglas	
Barbra Garcia	Maria Martinez	Sara Richardson	
Jeremy Levy	Teelma Martinez	Marcella Martinez	

## I. INTRODUCTION

The I-70 East environmental impact statement (EIS) project team conducted public meetings on May 2<sup>nd</sup> and 3<sup>rd</sup> as part of the on-going community outreach process. These notes reflect the public meeting held on May 3<sup>rd</sup>. The primary purpose of the public meeting was to eliminate the Realignment Alternative and introduce the Revised Viaduct and the new Partial Cover Lowered Alternative to the public and seek their input.

The meeting started at 5:30 pm as an open house style meeting with discussion tables. The open house let people arrive at their convenience, get information that interests them, and provide feedback at any time during the meeting by completing a comment sheet or discussing their thoughts and concerns with a project team member.

The discussion tables allowed individuals to interact with each other, share their thoughts and opinions, and give them an opportunity to discuss their concerns with a project team member in more detail.

## II. SUMMARY OF COMMENT SHEETS

The following section details the comments received to date from the comment sheets distributed at the meeting. These comments are recorded verbatim.

### 1. What comments do you have on the alternatives presented?

- Revised Viaduct North Option
  - Least favorite unless the tracks at 47th/York are resolved w/ walkway - road over/under tracks
  - Absolutely heinous. Makes a horrible problem much worse.
  - No- would have a huge negative impact on the community & school, and would make the current obstruction bigger
  - Either the city buy the Northwest corner of I-70 & Race
  - 3rd choice
  - Hard to decide on either, probably North Shift
  - If you go north, you'll take my house, and I do not want to go; however, I've known that was a possibility for years
  - NO
  - I like this
  - Good - maintains access from Vasquez/Steele
  - Need schools still lots of noise & does not enhance neighborhoods
  - I prefer the north shift at the present I-70 elevated location
  - The absolute worst option
  - Good alternative. This will save jobs provided in the south shift including Purina and many other businesses from Brighton Blvd. to Colorado Blvd.
  - Preferred
  - We're going to be here 50 yrs later b/c the highway will be falling down again. Another band-aid solution.
  - Too disruptive; ugly
  - It is ok
  - I hate the elevated highway hovering above my head. Ugly!
  - Too much space being taken & expensive
  - If an elevated viaduct remains, I'd like to see commercial developmental between 45th & 47th (under the viaduct on existing 46th Ave right-of-way. 45th & 47th possibly become one-way streets)

- No way
- This has the least business and residential impact.
- Terrible for Elyria (Swansea)
- Ok
- I propose the north side because of the highway will be close to my home. Also there have been a lot of power outages in the neighborhood. Could be cause by other companies surrounding the area. I will not like the living in the area. Will bring down house values etc.
- In both cases, I'm mostly concerned about building a gigantic, above-ground concrete structure that cuts these communities in half. In terms of urban development, I think these are the worst options.

***[Please note the following comments have been translated from Spanish]***

- *I prefer this alternative*
- *This could be an option*
- *No*
- *I do not like this alternative because we do not have a safe place for the new school. It is very dangerous due to the train tracks.*
- *I think this is the best option even though you will take my home.*
- *I am worried about the school, the homes and their owners that have been living there for years.*

● Revised Viaduct South Option

- Lose houses & Purina
- Better, but still bad.
- Would continue to be a barrier, only bigger
- 2nd choice
- If you go north, you'll take my house and I do not want to go. Prefers to go south.
- Yes
- My home does not seem to be affected - could this change?
- Good - maintains access from Vasquez/Steele
- Gets rid of major business
- I prefer the elevated I-70 at the present location but widened with free lanes, to the north. The other choices are more expensive.
- Not feasible
- More businesses affected, but could be opportunity for building a more business friendly sector in our neighborhood.
- It is too much work to take out.
- Prefer to save the school & evict Purina. But I still hate the elevated highway hovering above. Ugly!
- Too much space being taken & expensive
- Not any better
- This could cost as much as the partial cover not a cash option.
- Ok, but more businesses here impacted.
- The only benefit will be eliminating the dog plant from its view as an eyesore and the smell!

***[Please note the following comments have been translated from Spanish]***

- *Here, there is more activity - schools, work. We should have productivity, businesses, and more convenience in our lives.*
- Yes

- *I am not convinced on this option either because it will greatly affect the businesses*
- *Purina is in the way*
- *Maybe you will impact businesses and they are important for our community and state.*
- Partial Cover Lowered
  - My preferred... I'm very concerned about safe walkways across 70 for young people & families going to school Swansea/Bruce Randolph. The park is hard to imagine... community should be involved in creating this. I'd like to see pictures or how this works in other places. Also 47/York walkway needs to be addressed.
  - Very good start. Many details, much work needed to make it work.
  - Zoned for single family residence (variance) or zoned for a billboard/cell Tower
  - This seems like a much better idea as far as noise pollution, etc; & keeping the school in its present local
  - I love the partially covered idea. It is more inviting and will be inviting economically, to begin to attract more business & economic opportunity
  - The lowered alternative appeared to offer more alternatives for individuals to go from North to South
  - 1st choice
  - This is our preference
  - Like it because it seems to save school? But very concerned about groundwater & flooding - awfully close to river drainage/floodplain...
  - My family and I like the lowered option. We feel that it will be more user-friendly, and look much better.
  - This is the right thing to do. These neighborhoods have been under seen for decades.
  - NO
  - I think this would be good for the community
  - I like this
  - York/Josephine crossing should be at York not Josephine - York could probably become 2-way again all the way to 40th
  - I do worry about impact of flooding for lowered solution
  - Like covered area could keep school viable less noise
  - This option has the greatest potential benefit to the community
  - Partial Cover Lowered, while spendy, preserves the integrity of the neighborhood and adds a nice space.
  - 4 lane elevated reduce the congestion
  - He believes this is the best idea. Keep Purina as they provide needed taxes for schools.
  - OK if there is a way to connect the neighborhoods - need details about the exact ft. of expansion among south or north e.g. - how many feet, etc.
  - Like concept - will have to work out finances
  - Appears a better plan
  - Less ugly, could offer increased community/business space
  - Better alternative
  - This seems to be a better idea

- Will this alternative result in higher point levels of air pollution at Columbine (next to the school) and Clayton? Will there be a sound barrier to reflect noise from the trench? Will this sound barrier create an ugly visual barrier?
- Too many residents losing their homes, a school getting knocked down - what about education!? Business demolished. What about jobs & families? Very expensive - is it really worth it.
- I understand why north-south vehicular crossings will be fewer. However, I want to see pedestrian-bike bridges utilized to better connect this community that has been bisected far too long.
- Definitely an improvement as far as the end product is concerned. Nice work making pretty signs & changing the public's conversation about the project itself. Your people know what they're doing. But you've dropped the conversation about mitigation. We who live here still have to suffer 6-10 years of construction.
- For the long term this appears to be the best solution
- This seems like by far the best option for the neighborhoods; worth the added cost in my opinion
- Very excited with this idea
- Thank you
- A lowered highway is not only aesthetically pleasing to the city but could provide more jobs, a better school (providing a place to conduct events) environment, and a more desirable place to want to reside for future families moving to Denver
- To me this is the only option to not only improve the neighborhood aesthetically but bring the community closer together via clean up and new infrastructure and businesses. The N or S shift are an eyesore and will continue to look bad and overall cost the city more on maintenance over the long term.
- Great idea; needs more bridges to connect city grid. Park is a great idea for community. Need more coordination with Denver & regional planning. What will area become; zoning, etc.
- Sorry will affect more homes, but will be nicer looking and may help improve the neighborhood.
- This option, though more expensive, is most appealing to me. I like the idea of depressing the highway to maintain the landscape and avoid division of neighborhoods with a large viaduct. With this option I'd also be concerned about folks being displaced from their homes and the environmental impact (noise/pollution).
- Issues: snow removal & drainage for the depressed choice, also exit choices would be limited.

***[Please note the following comments have been translated from Spanish]***

- *If the majority wants this option, well, we are going to have to do it.*
- *This is the option I want*
- *No*
- *This is the option I prefer because for me, it is the best option for the school. Maybe we can keep the school for the children.*

## 2. Which alternative seems best to you and why?

- Partial Cover Lowered in (illegible), sustainable less separation for neighborhood -school stays
- Whatever works
- Below grade is best because it is less obvious and visually much better. Lost homes need to be replaced.
- The new underground option because it removes a major barrier that divides the community, would be cleaner and safer and would be aesthetically much better. It seems like a true long term solution in the best interest of the community.
- Partial Covered Lowered - Because it keeps Swansea Elementary school in its present location
- The lowered alternative seems to give an opportunity for some green to be added to the landscape
- The best alternative for me is the Partial Cover Lowered, because Swansea school will stay in its original place. Since the Swansea neighborhood is very limited and therefore it's hard to locate it in a safe place.
- Looks less invasive to neighborhoods
- Below grade is much better. Cover by the school is great - should be a park.
- Covered - I believe it will revitalize the neighborhood even though it would likely take our house. I have concerns about the south option because I fear negotiations in acquiring Purina would be arduous & take too long. People in this neighborhood have been holding their breath for years; frankly I'm eager to see a decision made.
- The lowered version; because it will keep this section of town beautiful. We will not have to deal with a huge highway blocking out view.
- Build South!
- Because a Partial covered lower would increase traffic and be less safe for our kids to play outside. Anything other than South will effect out everyday life.
- Either Revised north option or Partial covered w/ cover very close to the school.-Do not chose away job by evicting Purina
- Raised - north or south
- The best alternative to me is to lower I-70 cover it build a park and close some of the exits off of I-70. This option also allows some major businesses to remain in the area.
- The lowered highway; because it has the greatest potential benefit and least potential harm to the community. It will increase neighborhood aesthetics, connectivity, safety and health. The other options will destroy the community.
- The one that does not move out any small businesses
- Partial covered with side streets seems nicest
- New idea
- I think the Partial Covered Lowered is best out of the three; because it offers a more long-term solution (hopefully) and seems like it breaks up the neighborhood less. I know more people will be affected but overall I think it's the best option for our neighborhood thinking in the long run. However, I think I-70 should be taken out of our neighborhoods completely.
- The Partial Cover Lowered option
- I highly prefer the partial cover lowered option. It would reduce the visual blight of the elevated highway, and (hopefully) reduce noise. 46th could perhaps be redeveloped with businesses the neighborhood needs. North and south aspects of the neighborhood could be re-integrated.

- Stay as is - not enough money to build preserve what homes & schools there are. Maybe just use some of the money to build community stuff for the children & elderly.
- I prefer partial cover lowered. Although the neighborhood remains divided, the sense of division is reduced by elimination of a visual monstrosity. The existing viaduct casts a huge shadow, literally and psychologically. Let's remove the visual elements that split the community. The "trench" should be spanned by multiple bike/pedestrian bridges.
- The lowered highway; the proposed green space is obviously an improvement & hopefully, ultimately reduced noise, danger, & pollution.
- The Partial Cover Lowered it appears to be the best long term solution the cost is a question and how it is funded
- Partial Covered Lowered - much better for neighborhoods cut off by viaduct
- Lower looks more like the TREX plan
- Go north side please be fair to the neighbors.
- A lower deck and higher deck - traffic flow to stay on existing highway - AKA - Austin & I-35, between 1st St & 54th/133
- Partial covered - park integration, need more connections a grid, amenities of open space very good, need to think about how streets are handled; trees, benches, bike routes. Lots of potential here.
- Partial cover lowered - more visually appealing, better for livability of area, seems to me that environmental impacts would be less negative than viaduct options.

**[Please note the following comments have been translated from Spanish]**

- *North – because the south area has many businesses – from the Coliseum to Colorado Blvd. there are businesses and homes. The north has more space and I do not want the school to be demolished – there is more space and it will not affect the school. It will have less impact – You have to figure out where is more convenient. I would like you to let me serve the public.*
- *The North one because it will not affect too many things.*
- *I would like it to be next to the Purina factory, It smells really bad and hurts the kids because it is close to the Swansea school. In other words the south alternative it is best, Thanks*
- *I think it is best to build on the south side because our home will not have a dramatic change.*
- *The most interesting is the new alternative to see if we can save or avoid demolishing the school, for the sake of the children.*
- *The best alternative is the one that goes below grade. This is a better option for the neighborhood, but not for the school. The children deserve to benefit from all this.*
- *I do not know. I am not sure.*

**3. Which community resources are most important to you (for CDOT to protect)?**

- School, houses, safe walkways to school -> Swansea & BR; maintain wellness - no more air pollution! Survival & integrity of neighborhood overall.
- Schools or youth centers
- North-south street connections; need to re-establish street (illegible); need plan for Elyria-Swansea! (illegible)
- People, the school and as much housing as you can save; by people, I mean ensuring safe crossing points on 46th (both directions), especially for children.
- Property rights of present owners
- The School, residents homes



- Schools
- The location of the Elementary School works well with the Swansea families
- Keeping historic buildings and parks & recreation facilities including libraries and schools intact
- Reduce impact and make better connections
- The most important resources is the Schools and parks in this area
- Keep school. Maintain multiple lanes/roads to cross I-70 north-south.
- Business, Schools, Parks, Easy access to transportation
- Swansea Elementary, parks, open space, Focus Points, Swansea Rec Center; all resources that promote environmental health, safety, connectivity and neighborhood aesthetics
- Make I-70 better but consider everyone on both sides
- Businesses around the corridor - business provide jobs, create revenue to the county and city - meaning pay more taxes than 80+ homes
- Noise, safety, aesthetics
- Our voices! Making sure that neighbors & business owners are helped and taken care of.
- Schools, churches
- The schools - the rec center - the smaller businesses
- Accessibility to I-70, better accessibility to mass transit/light rail, reducing air & noise pollution
- School - Peoples homes and the business we don't need more unemployment. They are all equally important
- I defer to my neighbors in Swansea/Elyria.
- Air, noise, accessibility, attractive necessities that will bring businesses & residents into the neighborhood before 2022 - 2026
- Saving businesses and schools
- Kids programs, improve neighborhood quality
- The neighbors
- I think planting more trees & diverting rain water to benefit local crops.
- The school and as many homes as possible
- Road grid, open space, connections
- Swansea Elementary - but if it were displaced, I've heard a new school would be built close by?

***[Please note the following comments have been translated from Spanish]***

- *The community overall – our businesses are there for the people, they support us and I have many years working and paying the government to be better off. I like the north option. It is important for me to keep the school.*
- *The school is very important for me because if we do not protect it, you will get rid of it. And the place that you are planning to move it is too dangerous due to the train and the chemicals are bad for the children.*
- *We do not have that many resources near by, like supermarkets recreation centers - very expensive.*
- *The school*

#### 4. Any other comments or questions?

- Curious about walkways/bridges across & cover/park. Will the school get improvements? Playground? What (illegible) - bigger picture with FasTracks stops, also will 47/York get safety walkways?! Considerations with trains.
- Get rid of "pew"rina! Would benefit everyone in the community!
- Need more cover (deck); Green deck covers need to be a true resource/amenity, e.g. park. Buffer between 46th/I-70/residents is very important! Construction disruptions (noise pollution) are major concern for residents
- It seems that the traffic on 46th will increase due to the closure of the ramps at York and Vasquez/Steele. This will make it imperative to design safe crossing points, especially with a green space in the middle (needs to be really safely accessible). Also, there could be a traffic flow problem around the school if Elizabeth is closed (for pickup & drop-off times)
- I hope that the school will receive some updates & improvements even with it staying in its present location. ->It's in desperate need of some upgrading!! I think the open space is great!
- Thank you for listening to the residents of this area. Good Job!
- My friend who lived on Race Street West of York started attending these meetings with me in 2003. She died in April 2008. I am saddened that in 2012 we are still reviewing and evaluating. Will anything actually be done in my lifetime?
- How many feet will be taken into consideration if the Partial Cover Lowered is chosen?
- As a landlord in the neighborhood and with the partial cover lowered and the North Shift falling on our property. What method of validation does the CDOT or State official use to value the house. I am concerned that if my property is taken that I will be unable to replace the income generated by rentals with the money I receive. This is a large concern for me as I plan to use that income as part of my retirement strategy.
- We think keeping 4 elevated lanes & putting 46th under them (on the south edge of the alignment) will be preferable to basically 18 lanes side by side pushing up against one school & 2 lanes of 46th forming a traffic barrier between the school and the park. We have some other thoughts but basically this sub grade concept is a huge breakthrough which is opening up a new future for (illegible) worth neighborhoods.
- Regardless of which is chosen, how are you planning to route traffic during construction? We have shipments coming in & out in semi-trucks on Vasquez & 50th - no shipments in OR out - no business. How long could this construction take? We have questions about access if "lower" version is picked - again, access to our business.
- Cover- park or soccer field
- Environmental impact
- Thank you for re-evaluating the options and proposing the lowered highway as a viable alternative. This demonstrates that CDOT took the neighborhoods comment seriously and has a genuine interest in finding a solution with the greatest possible benefit. Kudos to CDOT for that.
- We need more time to process all of the info offered today what is the solution with high water levels in rain season for next meeting can you please consider Spanish speaking most of us don't write the language but we live here.
- Would like to have specific feet of expansion to the south. Would like to have a specific about how my residence will be affected.
- Get it done!!!
- We need a new school - whether the state, CDOT, city, or district provide it - it doesn't matter. Same for a new or expanded recreation center. We also need some more

design/ideas/projects around economic development/sustainable job creation in the plan. Also, Purina should be forced to move or eliminate the odors they produce. If they say they have the technology - why aren't they doing it already? Also the railroad issue needs to be addressed in the design.

- Since this part of town tends to get ignored by most of the levels of this state's and city's governments, a lot of things tend to get ignored thus leaving the residents with the lack of self & community pride. Not to mention that a lot of more than a covered "park" needs to bring up the area. What about more trees & plants? What about the noise? What about some type of a noise barrier type fence like the ones all along many of the I-25 Corridor and on the west side of I-70 (going Westbound from Washington through to the foothills of Golden).
- I have concerns about accessibility and noise during construction. I'd like to see a safe, east-west bike path or bike lane regardless of the alternative chose. While Purina and Pilot provide some community resources, I find their downsides to outweigh their contributions, and would not be sad to see them go. While outside the scope of the EIS, we need a grocery store in the neighborhood. Access to the neighborhood at street level being blocked by trains (40th & Josephine/York; York @ 47th) remains an issue.
- Everyone needs to quit trying to make "positive" changes at the expense of others. Do positive things to help the communities not take away from them.
- I like the revised part
- It's infuriating that CDOT, the City, etc. still seem to be pandering to the public, even though the new lowered option is an improvement. I feel stuck - I'm sure many other residents do too: we can't sell our homes now that this is public knowledge. We won't be able to rent out our homes during the years of construction because no one will want to live there, & we don't want to live in the heart of a construction nightmare for 6-10 years. What are we to do?!?!?
- Cost and funding is a concern. It appears that future expanding will be a problem no matter which option is selected.
- Please consider adding bicycle paths somewhere near the trench! Thank you for listening to the community!
- Live and will like to be a good environment.
- Maybe a community center/local green gardens; get the neighborhoods involved in all.
- This viaduct is a gateway to our city for all who live here and visit our great city. Let's not have our guests first welcome to Denver be a raised highway. I understand that more homes will be lost but all the other homes and the neighborhood will benefit immensely!! Increasing the value for all including the city as well. I also believe by lowering the highway the framework will be there for a better community, better businesses, and better quality of life.
- Very good meetings with graphics and people to answer questions. What about more regional planning and city planning coordination. May need to move school away from traffic. May need more meetings to discuss items.
- Am I impacted? Keep me informed.
- I don't live in any of the immediate surrounding neighborhoods, but I understand the magnitude of the problem and would like to see a solution that community members in Swansea, Elyria, etc. are comfortable with.
- Eliminate Purina (repetitive, numerous comments)
- NW Corner of I-70 & Race zoned for a sign/Billboard/Cell Tower

***[Please note the following comments have been translated from Spanish]***

- I would like to become a Community Leader

- I will accept the decision that is made. But I want you to help me to find another location for my business. I help the government and the people. The people are the ones that keep my business here, these individuals do not have cars or ride on buses and I have most of what they need. I would like you to relocate me in the same area so I can continue serving these people.
- I like this option because you do not need to get rid of the school
- Yes, if you take people's homes you should pay what is owed to the bank.
- I hope you help us with this. This is the opinion of the people in the area. Good luck to everyone. Thanks.
- I hope you consider carefully the last alternative you presented please. So you can save the school with this new alternative. Thanks for taking us into consideration and I hope you make the right decision for all. This is the right alternative for me \*Partial Cover Lowered\*
- I would like to know how the construction is going to affect my property
- If you build the highway below grade we are going to have flooding. The ramp on York and Josephine streets is a busy ramp used by the community. With respect to Vazquez, it has a lot of heavy truck traffic. The Columbine crossing, where the school is located towards Globeville is dangerous. Most parents cross to the other side of the tracks and many children cross by themselves, this is a hazard for our community. As a Swansea resident I would like you to take this into consideration to keep the area safe. In relation to the construction, it could be on any of the sides (north or south), but taking into consideration the safety of our community.
- Whatever you are going to do, I want you to do it as soon as possible and do not wait 3 or 4 years because I-70 looks like a parking lot.
- You can move the school and make it bigger, a recreation center affordable for everyone with enough space and swimming pools, like some of the other centers in more affluent areas.
- Can you help us with the train problem to keep the children and the people safe that have to cross the train tracks

### III. SUMMARY OF DISCUSSION TABLES

The public meetings included several discussion tables (each facilitated by a project team member). All the discussion tables were open for all topics except two that were marked for CDOT right-of-way acquisition and City and County of Denver. Below is a summary of the discussions at these tables.

- Preference on Revised viaduct North
  - Viaduct is faster and easier
  - Less expensive, quicker construction, less impact on through traffic during construction
  - Prefer North Viaduct due to drainage concerns on the Partial Cover Lowered
  - Prefer Revised Viaduct North due to snow removal concerns of the lowered option.
  - Like limiting exit options
  - Cost
  - Prefer elevated north; likes 46th under
  - Cost
  - Better emergency access
  - Like north viaduct alternative best

- Prefer the revised viaduct
- Preference on Revised viaduct - South
  - Like south viaduct alternative second
- Preference on Partial Cover Lowered
  - Less ice falling from viaduct. Fast traffic on Fillmore due to stop sign on Clayton.
  - Lowered is the best option.
  - Will vote for the Partial Cover Lowered if a new school is built, the community deserves a new school
  - Benefits the community by having the park on the cover, less noise from the traffic, aesthetics, and property value will go up
  - Aesthetically more pleasant, once completed will have less disruption
  - Better look for neighborhood, better access
  - Like the lowered option as shown a lot
  - Like lowered alternative last
  - Prefer lowered alternative. Improved view and aesthetics worth extra money.
  - Prefer covered alternative
  - Prefer the lowered cover alternative
  - Prefer partial covered lowered
  - Reduces pollution; safer for children
  - Really like the aesthetics/look
  - Preferred the lowered; because of the look
  - Prefer the partial covered lowered – it will make it look better
  - Prefer partial cover due to aesthetics; will connect neighborhood
  - Prefer partial cover lowered
  - Liked the partial cover lowered option
- Concerns on Partial Cover Lowered
  - Less access to the highway, more congestion on the streets
  - Bringing a park to the neighborhood creates opportunities for vandalism and homeless
  - Less access to I-70 therefore more congestion on the frontage road
  - Drainage like I-25
  - Need pedestrian overpass at York Street and UPRR track. Big safety problem especially for school children who use this route to get to school
  - Construction impact! Traffic from 70 will now use local roads for years. How will this construction be done for lowered cover?
  - Railroad crossing. Need safe way (bridge) to get across tracks.
  - Air quality. What the difference is with lowered versus viaduct?
  - Concerned about access and traffic changing (more on 46th?)
  - The increase in traffic on 46th because access is changing. Needs to be explained.
  - More traffic on Josephine (north of I-70).
  - Watch for more traffic in the neighborhood w/ lowered.
  - Concerned about ROW impacts with lowered
  - Pollution; groundwater contamination
  - Need to protect RR from pedestrians crossing – are we constructing an overpass?

- Concerned about construction impact on homeowners/renters
- Concerned about hazardous materials going thru the Partial Covered Lowered
- Concerned about long term vision and impacts to businesses
- Concerned about hazardous material. In the ground and what CDOT will do with it when under construction.
- Concerned about traffic slowing down entering lowered section (remember Stapleton tunnels)
- Please include sound walls to reduce the noise
- Uses and placement of the cover
  - Like the cover across from the school so the community and kids can utilize
  - Retail on top of the cover
  - Like the cover if school stays
  - Split the cover into two pieces
  - Like the green space
  - Businesses on top
  - Put on one or two more lids to accommodate mixed income housing for people relocated by the new plan
  - Put something more than parks. Something to benefit community development. Jobs and economic development.
  - Don't do a park on the cover. People hanging out is a problem
  - Like the idea of a park on top. Or something for school.
  - Place a community garden on top
  - Don't build a soccer field, we have enough; just have grass/park.
- Additional comments and suggestions
  - What will happen to school?
  - Plan for growth
  - How does 5-lane section transition to 2 lanes at I-25 without causing congestion?
  - Why not eliminate highway and move traffic to 270 and I-76?
  - Eliminate Purina
  - Look at an option that eliminates I-70. Route traffic on 270 – 76.
  - Don't ignore the history of the area.
  - Bridge over railroad is needed
  - Have an open discussion about more new options
  - Don't want his property to be impacted. Lives across from Swansea.
  - Use motel site for school ground
  - Save Purina. Jobs are important!
  - Preserve historic character of neighborhoods. Don't create something fancy and out of place.
  - Preserve National Western where it is
  - Preserve direct ramp access to I-70. Don't like collector roads. Inconvenient and increase truck traffic
  - Save Pilot Corp, shopping center at 46th and Josephine, and Wendy's. Save jobs!
  - Worried more trucks on 46th Avenue will reduce safety and increase noise.
  - Stop Purina smell
  - Minimize residential property takes

- Save jobs by saving Purina
- Preserve elementary school in existing location. Don't want school relocated within Swansea as this will eliminate other community services (recreation center)
- Elementary school needs to be updated
- Use the leftover land from Colonial Manor Motel, close Elizabeth St. and reconfigure school. Don't waste money moving it.
- Need some improvements on 56th and Quebec too
- Local workers (CO) should help build it
- Eliminate Purina.
- Don't place school by recreation center
- Keep school away from tracks
- Do not relocate school to recreation center but please move it away from I-70
- How will the I-70 westbound to I-25 southbound exit work (with all this new traffic). If we improve 70 what will happen to existing problem areas. More traffic will make it worse.
- Both options will impact the community
- Build it wider! Make it a toll road.
- Saves jobs – keep Purina