



PUBLIC MEETING SUMMARY

Date/Time: May 4, 2011/5:30 P.M.

Location: Commerce City Recreation Center

Attendees:

Maxine Ichikawa	Edward Avila	Edward Avila	Harold Waggoner
Gene Leffel	Bill McCormick	Bill McCormick	Roberta Waggoner
Wade Gibbons	Daren Palizzi	Daren Palizzi	Cliff Carney
Kenton Circle	Dave Schoenfeld	Dave Schoenfeld	Aidan McGuire
Ellen Gomez	Terry France	Frank Woertman	Duane Freund
Tom Desta	Patty France	Joe Portlock	Evert Alainbell
Eusabio Valdez	Brenda Vasquez	Jong Jin Lee	Jesus Lopez
Gerald Hamel	Gilbert Vasquez	Kip Cheroutes	Jose Lopez
Steve Douglas	Dick Eckrich	Klaus Kruger	Lance Lindsay
Kristi Douglas	Delores Eckrich	Barbara McMillan	Richard White
Bill Hall	Patricia Holladay	Rebecca White	David Nelson
Dominick Moreno	Joe Holladay	Nadine Caldwell	Jeanne Hough
Bettie Cram	Jim Benson	Chalres Foster	Steven Lawrence
Joy Bishop	Abraham Soltero	Angela Sherwood	Eva Vasquez
Loyd Leeper	Norman Lane	René Bullock	Larry Pitschke
Charles Cown	Rebecca Roberts	Dianna Silletto	Tom Anthony
Leonardo Martinez	Lena Ratts	Crystal Cain	Keith Milheim
Burke Beu	Jerry Ratts	Curtis Cain	Willie Stackhouse
Les Rogers	Esther Gross	Bonnie Stackhouse	Fred McPeck
Fred Orr	Joe Portlock		

PACT Members:

Doug Bennett – FHWA
Reza Akhavan – CDOT
Tom Acre – Commerce City
Brian McBroom – Commerce City
Jeanne Shreve – Adams County
Norma Frank – Community Representative, Adams County
Anthony Thomas – Community Representative, Denver
Larry Burgess – Denver - Elyria/Swansea Business Association
Kate Kramer – Sand Creek Greenway
Guillermo Serna – Community Representative, Commerce City
Jimmy Burds – Commerce City Business Association
Art Ballah – Colorado Motor Carriers Association
Scott Jaquith – Community Representative, Commerce City
Drew Dutcher – Community Representative, Denver/Elyria
Pat Grant – National Western Stock Show

I. INTRODUCTION

The I-70 East environmental impact statement (EIS) project team conducted public meetings on May 4th and 7th as part of the on-going community outreach process. These notes reflect the public meeting held on May 4th. The primary purpose of the public meeting was to disseminate, discuss, and answer questions regarding the PACT process and the alignment of the highway between Brighton Boulevard and I-270. The meeting included an open house with boards that focused on the project overview, PACT process, and the alternative that is considered the most promising. Small group discussions were also conducted. Comment sheets were provided for the attendees in an effort to solicit additional comments on the project. Topics are listed in the following sections.

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. Do you agree the PACTs choice of current alignment has the most promise to balance the trade-offs? Why/why not?

- Yes, but no toll and consider a middle group of lanes for vehicles going through without exiting into the metro area
- Yes if the Grade School isn't disturbed
- Yes, I agree with the current alignment as the realignment will ruin the neighborhood.
- Yes we do

2. Which current alignment option, north or south, seems best to you and why?

- No realignment, no toll
- South
- I prefer the south alignment or the current alignment as is
- I prefer the south side for the alignment

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

- Rezoning of residential that should have been rezoned many years ago (rezoned to industrial)
- School
- Stock show if it doesn't move
- I want to keep the Ice Cream shop and doughnut shop. But when I talked to them (the owners), they both felt they could keep their shops open as the neighborhood crowd keeps them busy.
- I would like to see Ice Cream Shop & Donut Shop and all the store in the Shopping Center Stay their on 46th Josephine St

4. Any other comments or questions?

- Did a great job explaining the choices and the conclusions
- But when we get the new widening on the current alignment should these shops be in jeopardy, we will have a lot of open shops for rent that we will need to fill. Also we will want more restaurants and Kristin from TOD is already planning them. Also Grow Haus has great potential as a business depending on the access through Swansea/Elyria/Globeville
- But when we get the new widening on the current alignment all we would like a King Soopers & a few Store in our area

III. SUMMARY OF DISCUSSION TABLES

The public meetings included several discussion tables (each facilitated and included PACT members) that focused on the PACT process including if the PACT is moving in the right direction and if a shift north or south is the best option. Notes were taken at each table and are summarized here.

Support Current Alignment as more promising, because:

- Land in CC is valuable, keep it in Denver
- Traffic is already there; people and businesses are already impacted by the current location. Why impact a new neighborhood?
- Less expensive; spend the money in other places
 - o Less costly compared to realignment
 - o Additional costs of having to rebuild 46th Avenue
- Less invasive than realignment
- Protects the TOD and train stop
- Protects redevelopment opportunities in Elyria
- Doesn't create a barrier between the neighborhood and the river development opportunities
- Allows for the possibility of a tunnel in that location in the future
- Fewer vehicle miles traveled than realignment – shorter distance
- Less impact on the river (Sand Creek Greenway); there was money spent recently on improvements to Sand Creek
- Protects personal property
- Fewer impacts on trucking
- Protects wildlife area
- Protects Elyria neighborhood
- Protects the stockyard post office
- Maintains access to Riverside Cemetery
- Realignment seems unnecessary and too expensive

If Realignment were to be selected:

- Would need to have additional access points off I-70 because all the additional traffic would be coming through
- Need improvements on I-270 and I-270/I-70
- Need to address how to get bicycles and pedestrians across the highway to the Dahlia Street trailhead on Sand Creek
- Denver would get more developable land for tax revenue

Support Realignment, because:

- Protects a Denver neighborhood

Support for North or South shift on Current Alignment:

- Support North, because:
 - o Already have taken some businesses along the north (e.g. Lambert Auto parts), just continue that.
 - o Not good to have a school that close to the highway, pollution – build them a new one away from the pollution
 - o Taking Purina would add significant additional costs and loss of jobs (Purina must address the odor and noise, but that can be done in other ways)

- More community benefit opportunities would occur by moving the school and co-locating it with the recreation center
- Support South, because:
 - Love to see Purina move
 - Removing Purina would help revitalize the area; increase real estate potential in the area
 - Removing Purina would be better for the neighborhood – no odor
 - Easier to displace one big business than many smaller ones
 - Protect Pilot Truck Stop - trucking firms need increased truck stop capacity in this corridor
 - Enables a river walk in Globeville
- Mixed feelings:
 - For one business owner, the south shift acquires their property, but the north shift creates worse access

Outstanding Concerns

- Addressing neighborhood cohesion
- If a tunnel doesn't work for engineers, and cost and elevation doesn't work for neighbors, is there a creative solution?
- Need to make the area under the bridge a recreational/community benefit
- Noise mitigation
- If south shift,
 - School playground will still be close to the highway; solution: switch the playground and parking lot areas
 - Possible environmental contamination under Purina
- If north shift,
 - access to businesses off York
- Compensation for landlords if tenants do not renew leases based on impacts of proposed project
- Adequately considering Commerce City's development and economy
- Compensation for residents who have lived there for generation and are forced to move
- Increased noise and pollution
- Danger of instability due to sink holes

Interests mentioned for any solution:

- Must protect people
- Get people away from pollution
- Think regionally
- Create development opportunities
- Be sensitive to the neighborhoods
- Protect rivers, and wildlife in the rivers
- Maintain access to Riverside Cemetery

Additional Suggestions/Questions:

- Build a double-decker – top deck for through traffic (no exits), lower level for local on/off traffic (e.g. like they do in Seattle).
 - Concern: Emergency access on the top level if there are no exits
- Build a tunnel along a straight alignment – makes it better for those that live there now by moving the pollution away from people and protects the TOD
- Build a monorail along I-70 eastbound to lower traffic congestion and drive the economy

- Keep things the way they are and spend the money on improving more roads and bridges
- Put more of the structure on fill to lower maintenance and construction costs, also decreases opportunity for crime below the bridge
 - o Concern: Creates a visual and actual barrier for the neighborhood
- Keep York Street exit open and close Steele Street exit instead – there are no businesses in that location; closing the York street exit is detrimental to all businesses along York, which is a through-way to downtown
- Build express lanes for through traffic
- Denver should zone the area around the current alignment for commercial and industrial, and phase out residential to keep people from moving into the zone near the highway
- Denver should rezone Globeville and Swansea from residential to industrial
- What can the large businesses in the neighborhood bring to financing revitalization of the neighborhood - TIF (Tax-Incremental Financing) or BID (business improvement district)?

PACT Process

- Very good process
- Pleased to have had the opportunity to be involved

Other Comments

- The rest of the alignment east of Quebec is fine
- Support a managed lane for express lanes/transponder lanes going straight through
- Opposed to any type of tolls