



## 40th/40th NEIGHBORHOOD MEETING SUMMARY

**Date/Time:** June 12, 2008/6:00 p.m.

**Location:** EXDO Event Center

**Attendees:**

Bo Mathews	Thomas White	Ray Ribota	Andra Zeppelin
Tom Esiman	Susan Powers	Liz Graves	Andy Funk
Robert Woods	Loralie Cole	Mikey Florio	Sherree Alfonso
Laban Matthews	Peter Barnes	Gabriel Zuniga	Dominga Zuniga
Lori Baker	Elia Fisher	Adam Koss	Rhonda Gutwein
Carolyn Shaver	Byron Weiss	John Schoenwalter	David Poe
Steve Metcalf	Lynne Charles	Ed Lopez	Rick Miller
Steve Gordon	James Dally	Ben Gordon	Shelly Maddy
Coy Rhoades	Shane Evans	Mark Baker	Christian Viel
Carl Rollins	Danny Lindall	John Schabacker	Melissa Wright
Rich Maginn	Karen Good	Sue Glassmacher	Keith Bartlett
Dan Colberg	Jess Ortiz	Patrick Kervin	Todd Bloom
Brian Fontaine	Marty Chernoff	Larry Burgess	Ryan Magee
Rex Canady	Barbara McMillan	Lori Kingsbury	Kevin Scott
Tom Anthony	Kimberly Hirst	Scott Gacon	Samuel Herrera
Rita Connerly	Missy Misk	Eric Hanson	Angela Suell
Kim Young	Jack Young	David Hicks	Yvonne Gallegos
Chris Frankland	Theresa St. Peter	Julie Hock-Noble	Joel Noble
David Quint	Neil Boucher	Dave Dembrowski	Nancy Greene
Luis Fosados	Lana Jefferson Taussig	Dennis Lovato	Wendi Walker
Rick McNeal	Estel Favela	Larry Nelson	Paul Kourkoulis
Ed Armijo	Antoinette Armijo	Russ Wayman	Warren Greene
Lynne Lombard	Sullivan	Bernard Urley	Marvin Witt
Jeff Carlson	Marianne Leclair	John M. Zapien	Mary Bussard
Dave Fischer	Patrick Lee	Curt LeRossignon	Shawnda Maher
Lynda Santiago	Laura Aldrete	Matthew Taussig	Jules Kelty
Richard Torres	Deana Alfonso	Joe Huff	Brit Schabacker
Eric Parrish	Bob Kochevar	Katherine Cox Blair	Mike Turner
Carol Duecker	Bob Boot	Bill Sirois	Susan Altes
Chris Martinez	Michael Bloom	Kyle Zeppelin	

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The Regional Transportation District (RTD) East Corridor Environmental Impact Statement (EIS) project team conducted a neighborhood meeting on June 12, 2008 as part of the on-going community outreach process. In preparation for the neighborhood meeting, flyers were distributed to the neighborhoods identified in the attached figure, one week in advance of the meeting. A meeting notice was posted on the project website and an email blast was sent out to all members of our website email distribution list. Briefings were conducted with elected

officials and key stakeholders. Neighborhood associations were also notified of the upcoming meeting.

The meeting included an open house and presentation with information focused on the following topics.

### **1. Project Update**

The project team presented an update on the East Corridor Preferred Alternative and the status of the negotiations between the Regional Transportation District (RTD) and the Union Pacific Railroad (UP). The project team is evaluating refinements to the Preferred Alternative with analysis results anticipated to be completed this summer.

### **2. 40th/40th Station Site Options**

The project team presented the two station site options: 33rd Street and 38th Street. Station criteria for the evaluation process were also presented.

- Consistency with local plans
- Access to RTD routes
- Vehicle and pedestrian site access
- Traffic impacts
- Transit-oriented development (TOD) opportunities
- City and County of Denver input
- Community input
- Central Corridor Extension feasibility
- Right-of-way cost
- Station cost

### **3. 38th Street Option**

The project team reviewed the pros and cons of the 38th Street option. The 38th Street option has better connectivity between bus, commuter rail, and streetcar; it meets the original intent of the Central Corridor Extension direct connection to the East Corridor along Downing Street; it has good existing vehicle access from Blake Street and Brighton Boulevard; and is less expensive. There are potential drainage issues associated with this station option, and it would have minor traffic impacts to nearby intersections.

### **4. 33rd Street Option**

The project team also reviewed the pros and cons of the 33rd Street option. This option would have potential leased parking from Coors Field, which may avoid right-of-way purchase; has more convenient access to the Platte River Greenway; and has better pedestrian access. Conversely, this option would have less direct bus connections to the transit station; would have moderate station impacts to Coors Field parking; has only one access point off Blake Street; the nearest east-west vehicular connection across the UP railroad is at 38th Street (over ½ a mile north); is more expensive; and requires a modified Central Corridor Extension connection along 33rd Street.

Following the project team presentation, City and County of Denver representative Steve Gordon provided input in regard to the City's desire to see both station options evaluated. Talking points included:

- Denver initiated the 40/40 station area planning process but the process was put on hold given the changes in platform location
- The North Metro project has shifted their alignment from the Union Pacific railroad to the Burlington Northern Santa Fe railroad location, resulting in:
  - A station change from the Swansea location by the Denver Coliseum or in the National Western Complex (with parking)
  - Changes to the character of the 40/40 station from the previous classification of a major urban center due to less connections and reduced opportunity for incorporating UP intermodal facility
- Denver would like the East Corridor project team to look at alternative locations and believes the 33<sup>rd</sup> Street option needs to be evaluated

Based upon the results the East Corridor EIS analysis, Denver will continue their station area planning process for the 40<sup>th</sup>/40<sup>th</sup> station.

## **5. Next Steps**

The project team will hold corridor-wide meetings on July 23<sup>rd</sup> at the Montbello Recreation Center and July 24<sup>th</sup> at the Bruce Randolph Middle School. The project team anticipates the public release of the Draft EIS (DEIS) in early 2009.

## **I. 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 by comment sheet question.

### **1. What comments do you have regarding the overall status of the RTD FasTracks Program?**

- Suncor is parking fuel tankers in Denver across the street from residences and next to the Platte River and the government doesn't seem to be able to do anything about it
- Very good job
- I support the project in general but hope that it will be more than a commuter-focused line and rather become a functional means of transportation within the city
- Cole needs the 38th and 38th stop. Cole has a community. 33rd has none! Redevelopment is already happening at 33rd. Cole is an established neighborhood that has families that will use this service.
- Spend more and negotiate further for 40th and 40th
- Go for more money rather than cut scope too much
- Disappointed in the amount of time it's taking to implement, but I'm still hopeful that we will see it happen within 7-8 years. With gas prices, we need it!
- More updated info available on website
- It appears that the station on 38th would be most efficient
- I have been very frustrated with how long it's taken to get this project moving

- I enjoy riding the light rail when I used to live near it. Now that I've bought a house, I want to see a transit system to best serve the neighborhood
- 2015. It keeps going out longer on time and it keeps getting more expensive. Let's get it done. I love light rail. I live near 9 mile and I ride light rail downtown all the time.
- I am looking forward to having RTD being more accessible. It's challenging being so patient! Get a move on!
- Clearly 38th is next since 40/40 seems killed. Just do it.
- Would be nice if the project actually happened and had a more realistic budget that was actually followed.
- Over budget and not on time – beginning to alienate the community
- I vote for 38th-38th
- I'm anxious to see progress but I understand that unforeseen problems have arisen. I would hate to see additional problems with current landowners – talking with them now might help anticipate issues like came up with the UP negotiations
- I truly wish we could move this project along – make some decisions
- The more options that become presented by developers/special interests, the longer the plans take to make tangible progress for existing needs. Please pick and pick the one that will serve the people not the developer.
- Nice idea, but Denver can't seem to step it up on alternative transportation. The FasTracks needs to focus better and move forward to create an actual alternative option not just a theory.
- Let's do what it takes to get it done and live up to the FasTracks name
- It's a great dream for our whole Denver metro area to be connected through mass transportation. I fully support FasTracks and I hope it is completed soon

**2. What comments do you have regarding the two location options being considered for the East Corridor station near 40th Avenue and 40th Street?**

- 38th Avenue interface with Elyria 2020 Vision Plan
- 38th option please. If so, you will sell tickets
- I would prefer the 33rd Ave option. Thank you.
- The 38th Street option is better than 33rd Street option. You must connect 30th and Downing with the new line to airport
- I support the station at 33rd Street because it has the potential to serve an area that has mixed use and will serve people day and night every day. Additionally, the area of 33rd Street station is still developing and has the potential of being helped by a transit station
- Keep the station in Cole, 38th station
- I agree, along with the majority that 38th would be the best location to bring many communities together
- Hopefully, Cole neighborhood would not be frozen out. The 33rd station would effectively freeze out Cole. I can't wait to take the light rail to DIA.
- 38th Street. We are here now and ready to use a 38th Street station. Please help our neighborhood! Thanks!
- Stop the idea of the 33rd stop!
- 38th.

- 38th and 38th is the choice for those who plan to use public transportation
- 38th is the clear choice
- Definitely support 40th/40th station. It makes much more sense from a “big picture” standpoint, looking into the future. We don’t need another downtown loop, we should be connecting to the inner city neighborhoods. These are established neighborhoods that have been waiting for these services for years, and desperately need them. The developers and new loft condos/projects residents are relative newcomers.
- Strongly supportive of 38th
- 33rd station would be too expensive and considering the troubles RTD has had lately, 38th would be the best option
- The 38th Avenue location makes the most sense all the way around. I know many people in the Cole/Whittier neighborhoods who would use public transportation daily if we had better access (myself included).
- 38th station is best fit. Also I think rail should go south to 39th in between York and Steele. This will bring Clayton neighborhood closer to the light rail. 38th station along 39th.
- Make a decision. “D” line is a natural to merge. 40th and 40th Street is the best site. Work it out with Union Pacific – negotiate. This is the premiere site for this project. Make it happen for Denver They want to move out east. Most growth potential. Do we want to compete with Coors Field parking? Growth is moving north, 33 – 38 - 40th is the number 1 TOD opportunity
- I am strongly in favor of the 38th Street station. I feel it would save the people of both River North and Cole neighborhoods whereas the 33rd option only serves River North. Furthermore, the neighborhoods to the north, east, and south are of a lower income and need closer access to transportation.
- Please put the station at 38th. It will help all neighborhoods in the area! (Curtis, Cole, Swansea, etc.)
- 38th
- I strongly support the 33rd Street station for its huge potential to increase the energy of a new community that is environmentally conscious – who cares about reducing driving and who is committed to urban living in a mixed use environment. The true urban experience comes from mixed use where transit is being used both for workers who come in and out and residents who go and come from work.
- 33rd Street option has vastly more potential to fuel the development of a rapidly emerging neighborhood (River North) on the other hand 38th street has much more impact on single-family neighborhoods that are almost certain to remain single family. The city stands to benefit significantly from additional density including increasing tax base, jobs, and creating a new draw that doesn’t otherwise exist. Furthermore, 38th would leave 1 line without a stop in north downtown further reducing the tax base and connection within the city
- I think the 38th station would be the best option for all of the reasons on the boards and included in the speaker comments. I am especially interested in the positive impacts the 38th station will have on the revitalization of Downing Street and concerned about the negative impacts on the rail cutting through Curtis Park

- If my vote is to be heard, I would request it to be the 38th station. This would open our neighborhood to the rest of the city. It will allow those citizens of these neighborhoods who NEED transportation easier access. 33rd serves businesses and is not a benefit on a whole to the community
- 38th as it serves a greater immediate population of persons/families that need access to downtown. 33rd serves a development possibility closer to downtown. Please choose 38th. These families need access to both DIA and downtown
- It seems to make a whole lot more sense to have it at 38th and have a loop bus to connect those living in the lofts to 38th. The access is easier and it doesn't cut the 5 Points (Curtis Park) neighborhood in half. I would also like you to take into consideration people with disabilities – are there more who live nearer to the 38th station or the 33rd station?
- I am extremely in favor of the 38th Street plan. It is the only plan that makes sense for the people. 33rd is only being considered because the people there have money. This kind of planning needs to stop happening! Stop talking about this project and make a DECISION. We are tired of hearing that you are still planning!
- It is too obvious that 33rd Street project is special interest driven
- Prefer 33rd station to promote transit oriented development and the further growth of the Upper Larimer neighborhood
- 33rd is silly. You heard what everyone said and you would be wise to listen. 38th or 40th and 40th
- The 38th station is the better option. It will allow access in and out of ALL neighborhoods in the area. It will spur development of Downing as a viable “main street”/commercial district, which would also benefit ALL neighborhoods

### **3. Any other comments or questions?**

- The city should definitely consider its longer term goals as for community development. While the 38th Street stop is centered into a well-established neighborhood, the other station has longer-term development potential. It can in fact help develop a new community. Developing a new community seems to be the goal of the city. A new transit station will do exactly that.
- 38th Street.
- 38th Street can't handle the traffic. Underpass floats, merging traffic. 40th/40th best option for future
- Thank you for having a community forum. I hope you really listen and respect what the community has said.
- The 33rd Street station has much more potential if the city is looking forward instead of looking back. This is about the future and the city should consider that. New development is happening in and around the 33rd station. The residents and workers from River North – and there are HUNDREDS of them – strongly support the 33rd station.
- Please consider recycle bins at your meetings
- Thank you. Based on the comments shared tonight, it would be wrong for EIS/RTD to choose any option other than the 38th station. Do what's right for the people in these communities

## II. SUMMARY OF QUESTIONS AND ANSWERS

Following the presentation, the meeting was opened up for comments and questions. The following section provides a general summary of the verbal comments and questions provided.

1. Where did the 33rd option come from? The city or a land developer?

*Answer: Due to the alignment shifting outside of the UPRR ROW, additional options were considered. The city requested this location be evaluated.*

2. There is a problem with parking with 33rd being by so close to Coors Field. Are there going to be restrictions on who can park there?

*Answer: RTD will be instituting a Managed Parking Plan at all park-n-Ride stations which will apply some restrictions. Specifics regarding how this would apply at a 33<sup>rd</sup> Street station have not yet been determined.*

3. I am much more interested in the 38th Street option. The rail along Downing Street would revitalize the area; cutting through Curtis Park (33<sup>rd</sup> Street Option) wouldn't help the neighborhood. The 38th stop would be the first modern streetcar. We have to look to the future, and this option has the potential to extend north and west.

4. Would like to call attention to Elyria boards that are set up as well as the Elyria 2020 Vision Plan, which envisions the North Metro station by the vacant school bus parking lot. It would connect to the 38th Street station and connect all the neighborhoods together.

5. 33rd Street location already has redevelopment going on in the area. 3,500 to 4,000 people will be moving in. There is easy access to the river. There is already parking at Coors Field and other parking by Brighton Boulevard, which is also being redeveloped. There is great pedestrian traffic. There is not as much opportunity for redevelopment in the Cole neighborhood.

6. 38th Street is typically congested from games at Coors Field, are there plans to widen both bridges?

*Answer: Widening the 38th Street underpass is outside of the East Corridor EIS scope, but Denver is aware of the issue.*

7. The 40th/40th option had plans for a grocery store, are there any plans for that at the 38th Street option?

*Answer: The project team is unaware of any plans, but knows there is such a desire.*

8. The benefit of the East Corridor was the redevelopment along the UP line, any option excluding the purchasing of that line would preclude redevelopment to the railroad not moving. No one wants to be by the railroad tracks.

9. For five years we have been hearing this project would be completed in seven years; I don't see that happening in the next two years. The community needs to grow and thrive. There are already tracks that exist that can be used.

10. There is concern because the 38th Street stop is integral for the Cole neighborhood. Most of the people there don't have transit options. This station would provide them with these options. The people living in the 33rd Street area don't rely on RTD for transportation, but the people around 38th Street do.
11. I am excited for this project and have supported 40th/40th option and now support 38th Street option 100 percent. You need to look at the people that will be using this for transportation.
12. I hoped visual aids might be more enhanced than what was on the boards in the back; can't find Brighton Boulevard or Broadway.
13. I support the 38th Street option. The Cole neighborhood has been involved in the 40th/40th plans. Putting the station at 33rd Street would take the Cole neighborhood out of the picture.
14. Who is the current parking lot owner at 38th Street?  
*Answer: We don't currently know that. (The project team later clarified that we are identifying ROW impacts and scheduling meetings with property owners along the corridor). It should also be clarified, as part of the process, potential property impacts and property owners have been identified, but no decision has been made.*
15. I strongly support the 38th Street option. It is less expensive and works better for a lot of reasons. I'm curious if there will be a discussion about the value of TOFC and could they move it?  
*Answer: The project team can't speak for UP, but they were originally going to move it to Fort Lupton; however, as we understand it they currently have no plans to relocate the facility.*
16. Is there an ETA on the negotiations between RTD and UP?  
*Answer: RTD plans to have an agreement with UP by the end of 2008.*
17. There are rumors there will be another bond election and that this corridor isn't as important as others. Will this affect the 33<sup>rd</sup> or 38<sup>th</sup> streets options?  
*Answer: Our modeling estimates that this corridor has the highest modeled ridership numbers of all the FasTracks corridors due to a large number of trip generators such as DIA and downtown Denver. We have not heard anything about a bond election. Although there are financial challenges, RTD is trying to meet all promises from the 2004 vote.*
18. I wonder why you haven't gotten in touch with the property owners at the 38th Street station. If the project goals are to not only have transit to DIA but also to revitalize, then 33rd is already being redeveloped. If you want to help people, 38th Street is the plan.

19. It is obvious how the Cole neighborhood feels, and it is also obvious how Upper Larimer feels. Who will the 33rd Street station serve? It angers the neighborhoods it cuts through. The 38th Street option works for the established neighborhoods.
20. Globeville is tired of being screwed with. When we voted, it was for transportation not private developers. Get this thing moving!
21. I live on 33rd and Blake and do take the light rail. However, I support the 38th Street option because it makes more sense, it better serves the local neighborhoods, and it's only five blocks away.
22. Having a train terminal in your backyard is not always a good thing (eminent domain issues). I'm in favor of the River North stop. As for the number of people the stop would serve, the 33rd Street stop makes more sense.
23. Most people seem to be fine with 38th. Look at the community, not just a specific neighborhood. Are there city plans being developed around the stations?  
*Answer: Denver station area planning will continue once we have a better idea on where the stations will be located.*
24. What are plans for bike access? I would like to see the Platte River trail open up to connect to the neighborhood.  
  
*Answer: As part of the EIS process, the project team will analyze pedestrian, vehicle, and bike access to stations.*
25. The 38th Street option would meet in the middle of the Cole and Upper Larimer neighborhoods. I don't understand why we are even here; it just makes more sense to go with the 38th option.
26. You need to consider how cities have developed over time. There needs to be consideration for families in the area that have lived there for generations. Cutting through the neighborhoods segments a city and will hurt families (for example education opportunities). There will be a lot more people riding in the future. You will be leaving out a whole neighborhood with the 33rd Street option. The 38<sup>th</sup> Street option will provide more service to families.
27. The Central Corridor Extension would go straight through my front yard under the 38th Street option, and I would be negatively impacted; however, I still support the 38th Street option. You should extend the light rail.
28. Whoever came up with the streetcar technology for Downing Street should reconsider.  
*Answer: The recommended alternative for the Central Corridor Downing Street extension is in-street rail transit, provided by a fleet of single light rail vehicles running in traffic in both directions.*

29. I would like to congratulate you on the selection of EMU on the commuter rail; as fuel prices rise, it is a smarter decision. There is concern that the escalating cost of the East Corridor would take away the Central Corridor Extensions' funding. Do the corridors compete for the funding?

*Answer: The Central Corridor has its own separate funding. When the FasTracks Plan passed, there was a "hold harmless" agreement that stated one corridor could not take funding away from another. At this point, there are no plans to eliminate the Central Corridor.*

30. Will the East Corridor be the last corridor to be completed? Where does it rank?

*Answer: The East Corridor is estimated to have the highest ridership among all the corridors. As far as its schedule for completion, compared to other corridors, it is in the middle.*

31. If it is so popular, why is it in the middle and taking so long?

*Answer: There are a lot of considerations that come into play including regulatory hoops due to the use of federal money, and optimal timing to due to connections of other corridors.*

32. Will there be bike access to the river and stations?

*Answer: The EIS will focus on connections to the stations. The grade-separated pedestrian crossings would accommodate bikes as well.*

33. The railroad tracks are the biggest impediment between the neighborhoods and the greenway.

34. When will a decision be made about the station options?

*Answer: A decision or recommendation may be made before corridor-wide meetings in July. Either way these will be presented at the corridor-wide meetings. There will either be a station option recommended or both options will continue to be evaluated.*

35. When the government wants to condemn a property and take it, they do. Why not condemn the railroad property and take it?

*Answer: RTD has no condemnation authority over the railroad and can't take railroad property.*

36. The 38th Street option will sell tickets; if you chose 33rd Street, you'll have an empty train.

37. Please consider people with disabilities. There are quite a few in the Cole neighborhood, and the 33rd Street option would be more difficult for their access.

38. This does not just affect the Cole neighborhood. The Whittier, Clayton, and Curtis Park neighborhoods are affected too. Curtis Park is an historic neighborhood. The 33rd Street option would cut the neighborhood in half along 33<sup>rd</sup> Street. 38th helps a lot of people.

39. What negotiations are going on with UP for 40th/40th?

*Answer: Negotiations with the UP continue for various properties along the entire corridor, although there are no plans for the UP to vacate the TOFC site in the former 40<sup>th</sup>/40<sup>th</sup> station vicinity.*

40. How will the decision be made for the station location?

*Answer: Public sentiment is very important, as well as the other criteria mentioned used to evaluate each option. The project team will look at technical data, public input, and agency input to support a decision.*

41. How quickly can we expect more concrete data?

*Answer: The project team will present more information at the corridor-wide meetings in July.*

42. Please consider having better visual aids. It was hard to see some of the exhibits and some of the PowerPoint presentation

43. Please consider a recycling bin for the next meetings.

44. The Cole neighborhood started a petition when they heard about the 33rd Street option.

The petition states:

On behalf of the diverse community of the Cole Neighborhood we respectfully and in the strongest terms state our preference for the proposed Central Corridor Light Rail Station to be built at 38th Street. Not only is this in compliance with implementing “Blueprint Denver,” it represents a commitment on the part of Denver City Planning to address a vital neighborhood’s growth and potential.

While the initial Transit Oriented Development (TOD) plan indicated the 40<sup>th</sup> & 40<sup>th</sup> location as prime for a light rail station and attendant commercial, residential, and retail opportunities, we understand that broader negotiations with Union Pacific Railroad have necessitated a move for the proposed station south of the original design. However, a relocation of the station to 33rd Street completely disconnects our neighborhood and seems, on the face of it, a selective choice that excludes an entire population that is an existing, working, and growing community already.

Placement of the station at 38th Street allows, still, for a stop at 33rd Street – complete with vast potential for growth in its future. A station at 33rd and Blake is short-sighted and satisfies an imagined, future population. We are here, now, and in full support of the 38<sup>th</sup> Street Station option and its projected enhancement to our community.

*The Cole Neighborhood Petition was provided to the project team for public record.*

*The petition included 92 signatures.*