

**I-70 East PACT Public Meeting
May 4, 2011
Commerce City**

Small Group Discussion Summary

Note: Most commenters supported Current Alignment. Commenters were divided on their support for the north or south shift.

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)
 - o More community benefit opportunities would occur by moving the school and co-locating it with the recreation center
- Support South, because:
 - o Love to see Purina move
 - o Removing Purina would help revitalize the area; increase real estate potential in the area
 - o Removing Purina would be better for the neighborhood – no odor
 - o Easier to displace one big business than many smaller ones
 - o Protect Pilot Truck Stop - trucking firms need increased truck stop capacity in this corridor
 - o Enables a river walk in Globeville
- Mixed feelings:
 - o 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,
 - o School playground will still be close to the highway; solution: switch the playground and parking lot areas
 - o Possible environmental contamination under Purina
- If north shift,
 - o 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).
 - o 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