Appendix A.
Summary of Travel Forecasting
Summary of Travel Forecasting

The travel forecasts were prepared using the DRCOG regional travel demand model. A regional travel model is a standard planning tool for preparing forecasts of future traffic and transit activity, given estimates of future population and employment along with a future transportation network. This model was used to estimate the overall amount of traffic in the South Broadway NEPA Process study area given the amount of expected growth in the Denver metropolitan region. The travel model reflects the DRCOG 2030 Regional Transportation Plan (RTP) as adopted in January 2005.

At the time of this study, the latest adopted DRCOG RTP plan was 2030. In December 2007 DRCOG adopted a revised 2035 plan. This updated plan includes 2035 land use forecast and additional planned roadway improvements necessary by 2035. Many additional improvements have been identified regionwide, but those most relevant to this study include improved interchange of Alameda/I-25 and improved interchange of Santa Fe/I-25. The above-mentioned improvements are part of the Valley Highway EIS Preferred Alternative and were considered part of the No-Action alternative for this study. Additionally, improvements to Broadway are identified as part of the 2035 RTP. Broadway improvements are identified as locally funded improvements. This inclusion in the 2035 RTP indicates that the Preferred Alternative meets air quality conformity for the region.

Model Refinements
The current version of the travel model for the base year of 2005 and the horizon year of 2030 was obtained from DRCOG\(^1\). Figure 1 displays the traffic analysis zones (TAZs) in the original DRCOG model in the South Broadway area.

At a project coordination meeting with DRCOG, it was agreed that one TAZ (#1470) should be split along the CML rail line, so that traffic access patterns in the South Broadway area are adequately reflected in the model. Figure 2 displays the DRCOG travel model zone structure used for the South Broadway NEPA Process. In addition, some minor adjustments were made to the roadway networks in the project vicinity so that the 2005 network matched current conditions, and so that the 2030 properly incorporated T-REX improvements:

- Corrected the coding regarding number of lanes and directionality on Washington and Emerson streets;
- Corrected the laneage on South Broadway between Kentucky and Mississippi Avenues;
- Corrected the area type designation in the 2030 network;
- Refined the coding to exactly reflect the laneage on collector-distributor roads and ramps after the I-25 T-REX improvement project;
- Adjusted the placement of some centroid connectors.

2030 RTP network received February 14, 2005. DRCOG RSC Version 92, TransCAD 4.7
Figure 1: DRCOG Traffic Analysis Zones
Socio-Economic Projections
During development of the 2030 socio-economic data set, DRCOG used projections for the South Broadway area that were available at the time. A comparison of the DRCOG 2030 land use projections with the most recent developer projections revealed some adjustments to the socio-economic data set would be appropriate. The affected zones included:

- Cherokee development (west of South Broadway): TAZ #1470 and #1596 (partial).
- Lionstone development (east of South Broadway): TAZ #1595 and #1597 (partial).

Consultations with DRCOG were held to determine the allowable adjustments to the 2030 land use numbers in the study area. Consequently, the socio-economic projections were reallocated according to the following guidelines:

- Preserve total quantity of jobs and households as specified by the 2030 RTP for the four affected zones;
- Reallocate the jobs and households per current developer plans among the four zones;
- Assume 50 percent of the projected growth (2005 to 2030 RTP) in jobs in the partial zones (TAZ #1596 and #1597) is due to the Cherokee and Lionstone developments;
Assume 100 percent of the projected growth (2005 to 2030 RTP) in households in the partial zones (TAZ #1596 and #1597) is due to the Cherokee and Lionstone developments;

Preserve the percentage distribution of households by income level by zone as specified in the 2030 RTP;

Reallocate the percentage distribution of jobs by type per current developer plans.

Table 1 shows the results for 2030 socio-economic projections in the study area. The model was operated with the adjusted land use numbers and its output, in terms of the number of vehicle trips generated from the study area, were compared with developer traffic estimates. The comparison, as shown in Table 2, was found to be reasonable.

### Table 1: Socio-economic Data

<table>
<thead>
<tr>
<th>DRCOG Data</th>
<th>Developer Data</th>
<th>South Broadway NEPA Proposed Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>Growth, 2005 to 2030 RTP</td>
<td>Development Portion</td>
</tr>
<tr>
<td>4016 Gates West</td>
<td>1,705</td>
<td>47,250</td>
</tr>
<tr>
<td>4018 Gates East</td>
<td>1,713</td>
<td>47,050</td>
</tr>
<tr>
<td>Total development</td>
<td>3,418</td>
<td>97,762</td>
</tr>
</tbody>
</table>

### Table 2: Vehicle Trips Comparison

<table>
<thead>
<tr>
<th>TAZ ID</th>
<th>DRCOG Projections</th>
<th>Development Projections</th>
<th>Difference Absolute Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gates West</td>
<td>1470</td>
<td>32,686</td>
<td>46,330</td>
</tr>
<tr>
<td>Gates East</td>
<td>1595</td>
<td>14,816</td>
<td>15,000</td>
</tr>
</tbody>
</table>

Source:
DRCOG 2030 RTP Model, interzonal trips
Cherokee Redevelopment of the Former Lionstone Factory, TIS, January 2005
Lionstone, as reported to CCD, October 2005

Model Operation and Results
The travel model was operated per standard DRCOG guidelines. This included 6 iterations of speed balancing. A base year 2005 model run and a 2030 model run were performed, as listed in Table 3.
Table 3: Model Runs

<table>
<thead>
<tr>
<th>Model Scenario Year</th>
<th>Model Label</th>
<th>Model Run Date</th>
<th>Regional VMT</th>
<th>Study Area VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>2005Base</td>
<td>2/01/2006</td>
<td>69,109,800</td>
<td>547,000</td>
</tr>
<tr>
<td>2030</td>
<td>B10</td>
<td>1/26/2006</td>
<td>109,650,000</td>
<td>721,100</td>
</tr>
</tbody>
</table>

The model run results of link daily volumes for 2005 and 2030 are depicted in Figure 3 and Figure 4.

Input for Micro-Simulation
The travel model produced the patterns of future traffic on the major roads in the study area, which is input to micro-simulation traffic software for the project’s alternative analysis and traffic operations analysis. Figure 5 displays the overall traffic modeling process for the South Broadway NEPA Process. A TransCAD data analysis procedure, termed subarea origin and destination extraction, is used to produce travel model data for input to the micro-simulation. The procedure is operated for the AM and PM peak hours. Figure 6 depicts the subarea of the regional model that is extracted for the micro-simulation detailed analysis. The parameters for the operation of the subarea origin and destination procedure are listed below:

- Peak period to peak hour factors: 0.468 AM, 0.289 PM
- Multimodal Multiclass Assignment, User Equilibrium, BPR, 50 iterations, 0.01 convergence criteria
- DA PCE 1, VOT 0.1333
- SR2 PCE 1, VOT 0.1333
- SR3+ PCE 1, VOT 0.1333
- COM PCE 1, VOT 0.4
Figure 3: 2005 Daily Link Volumes
Figure 4: 2030 Daily Link Volumes

2030 Daily Traffic Volumes in thousands

Source: DP/COG 2030 RTP CompeTT Travel Model version 91, 2010 South Broadway Run (10)

Date: 01/09/2006
Figure 5: Travel Model Process

Figure 6: Sub Area Boundary for Micro-Simulation
Appendix B.
Technical Memoranda

- Farmlands
- Floodplains
- Wetlands
- Wildlife and Fisheries
- Threatened and Endangered Species
- Paleontological Resources
- Parks and Recreational Facilities
Farmlands

The Farmland Protection Policy Act (FPPA) of 1981 protects farmland identified as prime, unique or of statewide or local importance from conversion to other than agricultural uses. The local office of the US Department of Agriculture's Natural Resources Conservation Service (NRCS) may designate soils within a particular county as prime or unique. The FPPA does not cover privately constructed projects, projects completed without federal funding, or projects proposed on land already committed to urban development or used for water storage. Farmland already in urban development includes land identified in the Census as “urbanized area.”

The NRCS field office in Lakewood, CO was contacted in May 2006 for information on available soil survey maps and soil descriptions for the study area. Based on conversation with staff at the NRCS Lakewood office, no soil surveys were ever conducted within the City and County of Denver. Furthermore, the study area falls within the Census urbanized area with no irrigated croplands present. Therefore, neither completion of Form 1066, Farmland Conversion Impact Rating nor further coordination with the NRCS is required.
Floodplains

Executive Order 11988, Floodplain Management, requires federal agencies to avoid direct or indirect support of development in floodplains whenever a practical alternative exists. The base flood (100-year flood) is the regulatory standard used by federal agencies, and most states, to administer floodplain management programs.

A review of Federal Emergency Management Agency (FEMA) National Flood Insurance Plan maps showed the study area is not in any delineated flood zone (FEMA, 2006 A). An AO designated flood zone associated with the South Platte River is located near the western boundary of the study area. The AO zone parallels the South Platte and varies between 400 to 1,150 feet from the study area. An AO zone is defined as, “Areas of special flood hazards having shallow water depths and/or unpredictable flow paths between (1) and (3) feet.” (FEMA, 2006 B). Although the AO zone is near the study area, because the study area is not within any mapped flood zone, the project would not be affected by flood flows or directly or indirectly affect the 100 year floodplain.

Sources:


Wetlands

Wetlands are defined as, “Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” (Corps of Engineers 1987 Wetlands Delineation Manual). Wetlands functions include flood water attenuation, general fish and wildlife habitat, short and long term surface water storage, sediment and nutrient removal, stream bank stabilization, food chain support and groundwater discharge/recharge.

A field survey of the South Broadway study area was conducted in May 2006. The study area is completely urbanized with roads and land uses that include industrial and commercial businesses, railroad tracks, and residential areas. A few undeveloped areas exist, but such locations are associated with landscaped yards, parkways, and highly disturbed sites such as building pads and areas with extensive gravel cover such as those adjacent to the railroad tracks. Vegetation within undeveloped parcels consists of ornamental plantings within yards, parkways, and road medians. Some locations contain a number of weed species none of which are associated with wetlands.

Based on the field survey it was concluded that the study area does not contain any wetlands nor could it maintain a hydrologic cycle that would be conducive to forming hydric soils. None of the plant species observed are indicative of wetlands, and no conditions exist that would produce wetlands.

Sources:

Wildlife and Fisheries

A field survey of the study area was conducted in May 2006. The survey confirmed that the study area is completely urbanized and highly disturbed. The study area primarily consists of commercial, industrial, and residential uses, as well as infrastructure that includes local streets, I-25, railroad tracks/yard, and a light rail station. Accordingly, the study area does not contain any areas that would be suitable for supporting species of considerable numbers or variety.

In isolated locations within the study area there are a few manicured lawns associated with residences and businesses. In the northeastern and southern parts of the study area there are a number of homes that contain decoratively landscaped yards including large mature trees.

Wildlife species that could be expected in such locations include rabbits, raccoons, squirrels, opossums, and other small mammals that more easily adapt to urban locales. No mammals, however, were observed. A number of small song birds were observed within the trees in the two neighborhoods, the specific species of which were not able to be determined. It had been reported that swallows may be nesting under the overpasses at I-25 and at Mississippi Avenue, but upon a field survey, no birds or nests were observed.

Some species of wildlife use the South Platte River, which is located near the western boundary of the study area. A single coyote was observed on the western boundary of the study area between the railroad tracks and adjacent commercial buildings. The coyote appeared to be using the railroad right-of-way as a corridor between reaches of the South Platte River. Other types of animals that may use the South Platte River for habitat include waterfowl, small predators such as red fox, and populations of amphibians such as frogs and toads.

The Migratory Bird Treaty Act (MBTA) states that most migratory birds and their parts, including nests, eggs, feathers, and parts thereof are fully protected under federal law. Additionally, the act requires federal agencies to avoid or minimize any negative impacts associated with their actions on migratory birds and to take active steps in protecting birds and their habitat.

The study area is highly urbanized with large volumes of vehicular and pedestrian traffic. Landscaped trees and shrubs are located sporadically in front of the former Gates Rubber Company along the pedestrian sidewalk, however, due to their location, suitable nesting habitat for birds protected under the MBTA is unlikely and impacts to bird species are not anticipated. Prior to the start of any construction, nest survey is recommended during the breeding season to ensure no bird species are utilizing trees/shrubs in the area for nesting.

Because the study area is within an urban setting, no locations within the study area contain sites with standing water that could support fish or amphibian species. Additionally, no other features such as rivers, stream, or drainages are located in the study area. Therefore, the potential for such aquatic species to be present does not exist.
Threatened and Endangered Species

Federally threatened and endangered species are protected under the Endangered Species Act (ESA) of 1973 as amended (16 U.S.C. 1531 et seq.). Section 7 of the ESA requires Federal agencies to ensure that actions which they authorize, fund, or carry out are not likely to jeopardize the continued existence of proposed, threatened, or endangered species or result in the destruction or adverse modification of designated critical habitat.

Species information and mapping tools available from the Colorado Natural Heritage Program (CNHP) Web site, the U.S. Fish and Wildlife Service species listing by county (2005) and the Colorado Division of Wildlife—Natural Diversity Information Source were used to determine if any species listed as threatened or endangered have the potential to occur within the City and County of Denver (CCD). Accordingly, a records search conducted May 2006 identified 7 species (3 birds, 2 fish, 1 mammal, and 1 plant) that have the potential to occur within CCD. These species are listed in Table 1.

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Category</th>
<th>Potentially affected by the project</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td>Bald Eagle</td>
<td>CDOW WRIS Species, State Threatened</td>
<td>No</td>
</tr>
<tr>
<td><em>Sterna antillarum ahtalassos</em></td>
<td>Interior Least tern</td>
<td>CDOW WRIS Species, Federally Endangered, State Endangered</td>
<td>No</td>
</tr>
<tr>
<td><em>Grus americana</em></td>
<td>Whooping Crane</td>
<td>Federally Endangered, State Endangered</td>
<td>No</td>
</tr>
<tr>
<td><em>Charadrius melodus</em></td>
<td>Piping plover</td>
<td>CDOW WRIS Species, Federally Threatened, State Threatened</td>
<td>No</td>
</tr>
<tr>
<td><em>Zapus hudsonius preblei</em></td>
<td>Preble’s meadow jumping mouse</td>
<td>CDOW WRIS Species, Federally Threatened, State Threatened</td>
<td>No</td>
</tr>
<tr>
<td><em>Scaphirhynchus albus</em></td>
<td>Palid sturgeon</td>
<td>Federally Endangered</td>
<td>No</td>
</tr>
<tr>
<td><em>Spiranthes diluvialis</em></td>
<td>Ute ladies’-tresses orchid</td>
<td>Federally Threatened, State Threatened</td>
<td>No</td>
</tr>
</tbody>
</table>

*WRIS—denotes a species listed in the Colorado Division of Wildlife—Wildlife Resource Information System

A field survey of the study area was conducted in May 2006 to assess the presence of species, or identify potential habitat for threatened or endangered species. All areas of the study area that could be affected by possible direct or indirect disturbances were assessed. During the field survey, no federally or state listed species or potential areas of associated habitat were observed.

The study area does not contain potential habitat for any of the listed species. The site is completely urbanized with a few relatively small isolated unpaved locations. Unpaved areas are all significantly disturbed including one large site (approximately 20 acres) that underwent
recent building demolition. Other open areas exist but consist of small manicured lawns, gardens, and parkways adjacent to surrounding roadways. Other portions of the study area adjacent to the railroad tracks and a few empty lots are completely covered with coarse gravel and patches of scattered weeds.

Some large trees exist within the northern and southern neighborhoods. However, due to their location in the urban environment and lack of nearby foraging habitat, the trees would not be used by any federally or state listed avian species. The site contains no open water, rivers, streams or canals that could be used by any fish or amphibian species, or by any avian species for foraging or nesting.

The South Platte River is located to the west of the study area. This project is not expected to result in depletion of water in the Platte River system. Water utilized for construction will be derived through CCD municipal sources and therefore will not affect downstream habitat of the piping plover, least tern, whooping crane or pallid sturgeon. Furthermore, due to the urban environment that encompasses the river it is highly unlikely that the least tern or whooping crane would use the river in the vicinity of the project for nesting, foraging, or general habitat. Because the improvements associated with the proposed project would be confined to the study area and because improvements would be largely consistent with the existing land uses, the project would not affect any species using the river.

Sources:


Personal Communication: e-mail from US Fish and Wildlife Service. Colorado Field Office County List.
Paleontological Resources

A paleontological resources survey was conducted for the project by Rocky Mountain Paleontology (2007) in order to evaluate potential impacts on scientifically significant non-renewable paleontological resources that could result from ground disturbance within the study area. Only general details regarding the depth and extent of anticipated ground disturbance within the study area were available at the time of this analysis. Therefore, potential adverse impacts on both surface and subsurface impacts are evaluated in this report.

The paleontological sensitivities of the geologic units within the study area were evaluated by reviewing the scientific literature, geologic maps and museum records. The study area contains four geologic units. These include, in approximate ascending stratigraphical order, Cretaceous-age rocks of the Denver Formation, late Pleistocene-age Broadway Alluvium, Holocene-age Piney Creek and Post-Piney Creek Alluvium, and modern imported artificial fill. The Denver Formation produces locally abundant and well-preserved plant fossils and less common but scientifically important vertebrate fossils, and has high paleontological sensitivity. Broadway Alluvium produces few and mostly fragmentary and poorly preserved fossils, and has low paleontological sensitivity. Piney Creek and Post-Piney Creek Alluvium are too young to contain in-situ fossils, and have low paleontological sensitivity. Imported artificial fill contains no fossils and has low paleontological sensitivity.

Based on the project description, it is anticipated that most excavations for the Preferred Alternative will be shallow (at or close to existing grade), resulting in minimal subsurface disturbance of fossiliferous bedrock. However, excavations deeper than four feet have the potential to adversely impact scientifically significant fossils in unweathered bedrock. These may include excavations for caissons, inlet relocations, and reconstruction of a retaining wall along the north side of Mississippi Avenue west of South Broadway. When the project design plans are finalized, the CDOT Staff Paleontologist will examine them and determine the extent of impact to Denver Formation bedrock, and the scope of paleontological monitoring, if any is required. If any sub-surface bones or other potential fossils are found anywhere within the study area during ground disturbance, the CDOT Staff Paleontologist will be notified immediately to assess their significance and make further recommendations.
Parks and Recreational Facilities

Parks and recreation resources include parks, trails, recreational facilities and open space areas. These resources help to define the character of the community and are a primary attraction for both the residents of and visitors to Denver.

The following CCD planning documents were referenced to identify existing and planned parks and recreation facilities in the study area:

- Blueprint Denver, 2002
- Comprehensive Plan 2000
- Game Plan, 2003

To supplement these documents, existing and future land use mapping from the CCD and the Cherokee and Lionstone Redevelopment General Development Plans were reviewed. In addition, a site visit to the study area occurred in May 2006. No existing or planned parks or recreation facilities were identified in the study area by any of these efforts.

Adjacent to the study area, between the Consolidated Main Line railroad tracks and Santa Fe Drive, there is a park planned for improvements by the CCD and the adjacent developer. This park, Vanderbilt Park East, would be approximately 3.5 acres and located within the Cherokee Redevelopment area. Additionally, on the west side of Santa Fe Drive is the South Platte River Greenway and multi-use trail, primary bicycle and pedestrian route in the CCD.
MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION
AND THE COLORADO STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE DENVER TRAMWAY COMPANY TROLLEY LINE ON BROADWAY, 5DV9217,
IN THE CITY AND COUNTY OF DENVER

WHEREAS, the Federal Highway Administration (FHWA) intends to provide financial assistance to select roadway improvement projects on Broadway Street within the City and County of Denver (CCD) to include:

1. South Broadway Reconstruction, Arizona to Iowa Avenues
2. South Broadway Environmental Assessment, Exposition to Arizona Avenues
3. South Broadway Improvements, Wesley to Yale Avenues; and

WHEREAS, FHWA, in consultation with the Colorado State Historic Preservation Officer (SHPO) has determined that implementation of these sections of the project will have an adverse effect on segments of the Denver Tramway Trolley Line (5DV9217); and,

WHEREAS, in addition to these three projects, this Agreement shall be used for related transportation projects in other sections of Broadway in the CCD that may result in adverse effects to eligible segments of the trolley line, subject to the availability of funding and the purpose and need for such projects; and

WHEREAS, the Area of Potential Effect (APE) for this Agreement consists of Broadway Street within the limits of the CCD, bounded on the north by 52nd Avenue and on the south by Yale Avenue (see Appendix 1 for the APE boundaries). The east-west boundaries of the APE consist of the width of Broadway. This width varies, but for the purposes of this Agreement, consists of the existing right-of-way (approximately 100 feet) which includes sidewalks, curbs, landscaping, medians, and other street features; and

WHEREAS, the SHPO, which reflects the interests of Colorado and its citizens in preserving their cultural heritage, and advises and assists Federal agencies in carrying out their Section 106 responsibilities (36 CFR 800), has consulted with FHWA pursuant to 36 CFR Part 800 and concurred with FHWA’s determination that the Denver Tramway Trolley is eligible for listing in the National Register of Historic Places; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP), which issues regulations to implement Section 106, oversees the operation of Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and provides comments to agency officials on undertakings and programs that affect historic properties, has reviewed this undertaking and declined to participate in the consultation process; and

WHEREAS, FHWA has consulted with the Colorado Department of Transportation (CDOT), the applicant for FHWA funds that distributes monies to CCD to undertake local road improvement projects, regarding the effects of roadway projects to the historic trolley tracks on South Broadway and has invited CDOT to sign this Agreement as an invited signatory; and

WHEREAS, consulting parties, including the Denver Landmark Preservation Commission, neighborhood groups, business associations, and organizations interested in the historic trolley line on Broadway have
been provided with an opportunity to comment upon this Agreement, and will be consulted with regarding impacts to segments of the trolley line and any mitigation. The Denver Landmark Preservation Commission has been invited to concur in this Agreement but is not responsible for implementing its terms; and

WHEREAS, the duration for projects described in this Agreement is five years after the execution of this Agreement; and

WHEREAS, any future infrastructure improvement projects planned on Broadway within the CCD that will result in removal of the trolley tracks due to needed street improvements will also be covered by this Agreement and will include appropriate notification to the SHPO and ACHP as discussed in Stipulation 1 of this Agreement; and

WHEREAS, CDOT and CCD will assist FHWA with its coordination with the National Environmental Policy Act by using relevant provisions of this MOA; and

NOW, THEREFORE, FHWA and the SHPO agree, and CDOT concurs, that projects affecting the trolley lines on Broadway in the CCD shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties in compliance with Section 106 of the NHPA.

STIPULATIONS

FHWA, in consultation with CDOT, will implement the terms of this Agreement, as follows:

1. Treatment of Trolley Tracks on Broadway:
   a. When transportation projects covered under this Agreement have an adverse effect on the Denver Tramway trolley tracks on Broadway within the CCD, CDOT, acting on behalf of FHWA, shall write a letter to SHPO and consulting parties including documentation of the proposed project and the intention to invoke this Agreement to fulfill FHWA’s responsibilities under Section 106.

   b. The documentation for this notification will adhere to Section 800.11(e)(1) through (6) of the Section 106 regulations. The requirements of this section shall be fulfilled and FHWA is not required to notify the ACHP unless a dispute shall arise as described in Stipulation 7 of this Agreement.

2. Proposed Mitigation:
   a. All projects shall include archival documentation of the trolley tracks within the project area. In addition, the projects shall develop creative mitigation that interprets the historic significance of the resource. CDOT shall be responsible for ensuring the mitigation is included in the plans and specifications for the transportation projects and CCD will complete the mitigation as part of the transportation improvement projects.

   i. Interpretive mitigation shall be prepared that describes the relationship of the trolley tracks to the street, businesses, and nearby neighborhoods. The content, design, materials, and locations, where appropriate, of the proposed mitigation is to be determined but shall include a low-profile sign placed on the southeast corner of Florida and Broadway, as well as a corridor-wide interpretation of the
importance of the Broadway line in Denver. The SHPO, CDOT, FHWA, Denver Landmark Preservation Commission, and consulting parties will be provided with an opportunity to comment on drafts of the proposed interpretive mitigation options.

ii. Other creative mitigation options that arise in the process of the projects that further the education or understanding of the importance of the resource shall also be considered according to project circumstances, but are not required under the terms of this Agreement.

3. Coordination with the National Environmental Policy Act (NEPA): FHWA shall use this agreement as part of its responsibility to meet the requirements of NEPA, including projects that are classified as Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements according to the NEPA guidelines. If FHWA intends to coordinate Section 106 as part of the NEPA process, all consulting parties shall be notified accordingly when FHWA complies with Stipulation 1.a. of this Agreement.

4. Post Review Discoveries

a. Trolley Track Discoveries: If it appears an undertaking may affect a previously unidentified segment of tracks that may be eligible for inclusion in the National Register, or an undertaking will affect a known segment in an unanticipated manner, FHWA shall take all reasonable measures to avoid or minimize harm to the tracks until it concludes consultation with the SHPO. If the newly discovered segment has not previously been determined eligible for inclusion on the National Register, FHWA may assume that the property is eligible for purposes of this Agreement. FHWA shall notify the SHPO and consulting parties at the earliest possible time and consult to develop measures that will take the effects of the undertaking into account. FHWA shall notify the SHPO of any time constraints, and FHWA and the SHPO will mutually agree upon time frames for this consultation. FHWA shall develop written recommendations reflecting its consultation with SHPO and will modify the scope of work as necessary to implement these recommendations.

b. Other Archaeological Discoveries: If it appears an undertaking may affect a previously unidentified archaeological resource that may be eligible for inclusion on the National Register, FHWA shall take all reasonable measures to avoid or minimize harm to the resource until it concludes consultation with the SHPO and, if applicable, the Tribal Historic Preservation Officer (THPO) or affected tribe. If the newly discovered resource has not previously been included on or determined eligible for inclusion on the National Register, FHWA may assume it is eligible for the purposes of this Agreement. FHWA shall notify the SHPO and, if applicable, the THPO or affected tribe at the earliest possible time and consult to develop measures that will take the effects of the undertaking into account. FHWA shall notify the SHPO and, if applicable, the THPO or tribe, of any time constraints, and the parties will mutually agree upon time frames for this consultation. FHWA shall develop written recommendations reflecting its consultation with SHPO and, if applicable, the THPO or tribe, and will modify the scope of work as necessary to implement these recommendations.

5. Review: The SHPO may review activities carried out pursuant to this Agreement. FHWA and CDOT will cooperate with SHPO in carrying out their review responsibilities and will arrange for
on-site visits for SHPO or other consulting parties during the removal of the tracks if so requested.

6. **Resolving Objections:** Should any signatory to this Agreement object in writing to FHWA regarding any action carried out or proposed with respect to the implementation of this Agreement, FHWA shall consult with the objecting party. If after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, it shall forward all documentation relevant to the objection to ACHP, including FHWA’s proposed response to the objection. Within 45 calendar days after receipt of all pertinent documentation, ACHP shall exercise one of the following options:

   a. Advise FHWA that ACHP concurs with FHWA’s proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or

   b. Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or

   c. Should ACHP not exercise one of the above options within 45 calendar days after receipt of the pertinent documentation, FHWA may assume ACHP concurrence in its proposed response to the objection.

   d. FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA’s responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.

   e. At any time during implementation of any stipulation in this Agreement, should an objection to any such stipulation or its manner of implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, ACHP, and SHPO to address the objection.

7. **Periodic Reporting Requirements:** On June 30th of each calendar year the agreement is in effect, CDOT will provide a report to consulting parties and SHPO on the status of the MOA, including the segments that have been implemented, how the tracks were handled, and mitigation measures used to document and interpret the historic property. The annual report will also include any recommendations to amend this Agreement or improve communication among the parties. The ACHP will be provided a copy of the annual report but will not be required to comment on the report.

8. **Amendment:** The SHPO, FHWA, CDOT or CCD may request that this Agreement be amended, whereupon they will consult in accordance with 36 CFR 800 to consider such amendment. No amendment shall take effect until it has been executed by all signatories. In the event of an amendment, the ACHP will be notified and FHWA will file the resulting amendment with this Agreement.

9. **Termination:** The SHPO, FHWA, CDOT, or CCD may propose to terminate this Agreement by providing thirty (30) calendar days notice to the other parties explaining the reason(s) for the proposed termination. The SHPO, FHWA, CDOT and CCD will consult during this period to seek agreement on amendments or other actions that would avoid termination. In the event of termination, FHWA will comply with 36 CFR 800.3 through 800.7 with regard to individual undertakings covered by this Agreement.
10. Failure to Carry Out the Agreement: In the event FHWA does not carry out the terms of this Agreement, FHWA will comply with 36 CFR 800.3 through 800.7 with regard to individual undertakings.

11. Duration: This agreement shall become effective upon execution by FHWA, SHPO, and CDOT and shall remain in effect until the completion of all projects on Broadway that fall under the terms of this Agreement within a five-year period. The time frame can be expanded if agreed to in writing by the signatories prior to the expiration date. FHWA shall provide the ACHP with written notification regarding any extension of the MOA.

12. FHWA Coordination: Prior to submitting documentation to SHPO and consulting parties under the terms of this Agreement, CDOT will coordinate with FHWA, which has the responsibility of oversight of the implementation of this MOA.

Execution of this Memorandum of Agreement by FHWA and Colorado SHPO evidences that FHWA has afforded ACHP a reasonable opportunity to comment on FHWA’s financial assistance for select roadway improvement projects on Broadway Street within the City and County of Denver.

SIGNATORIES:

Federal Highway Administration

David Nicol, Division Administrator

Date

Colorado State Historic Preservation Officer

Georgianna Contiguglia, SHPO

Date

INVITED SIGNATORIES:

Colorado Department of Transportation

Bradley Beckham, Environmental Programs Manager

Date

City and County of Denver

Guillermo V. Vidal, Manager of Public Works

Date
Map of APE for the Extent of Broadway within the City and County of Denver:

Projects APE Broadway in City and County of Denver
## Appendix D.
### Agency Coordination Information

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<td>From: CDOT Region 6 To: CCD</td>
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<tr>
<td>March 22, 2006</td>
<td>Letter 2 regarding hazardous materials evaluation and tunnel suggestion</td>
<td>From: Jim Paulmeno; CDOT Region 6 To: Jason Longsdorf; CCD</td>
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<td><strong>Historic Coordination</strong></td>
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<td>Minutes from APE meeting coordination</td>
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<tr>
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<td>Letter requesting comments on proposed APE</td>
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<td>Consulting party letter for Section 106 compliance</td>
<td>To: Colorado Preservation, Inc. From: CDOT</td>
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<tr>
<td>June 25, 2007</td>
<td>Consulting party letter for Section 106 compliance</td>
<td>To: National Trust for Historic Preservation From: CDOT</td>
</tr>
<tr>
<td>June 25, 2007</td>
<td>Consulting party letter for Section 106 compliance</td>
<td>To: Historic Denver, Inc. From: CDOT</td>
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<td>June 25, 2007</td>
<td>Consulting party letter for Section 106 compliance</td>
<td>To: Denver Landmark Preservation Commission From: CDOT</td>
</tr>
<tr>
<td>June 28, 2007</td>
<td>Accepting participation as consulting party for Section 106 compliance</td>
<td>To: CDOT From: Denver Landmark Preservation Commission</td>
</tr>
<tr>
<td>August 9, 2007</td>
<td>Consulting party letter for Section 106 Compliance</td>
<td>To: Platt Park People's Association From: CDOT</td>
</tr>
<tr>
<td>September 17, 2007</td>
<td>Determination of eligibility and effects for historic preservation</td>
<td>To: SHPO From: CDOT</td>
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</table>
## AGENCY COORDINATION

| Date         | Focus                                                                 | Agency                                                                 |
|--------------|                                                                      |                                                                       |
| **Historic Coordination (cont’d)** |                                                                      |                                                                       |
| September 17, 2007 | Determination of eligibility and effects for historic preservation | To: Denver Landmark Preservation Commission  
From: CDOT |
| September 17, 2007 | Determination of eligibility and effects for historic preservation | To: Platt Park People's Association  
From: CDOT |
| October 4, 2007 | Concurrence/request for additional information on determination of eligibility and effects | To: CDOT  
From: SHPO |
| November 1, 2007 | Additional information on determination of eligibility and effects for historic preservation | To: SHPO  
From: CDOT |
| November 19, 2007 | Concurrence/recommendations for eligibility effects for historic preservation | To: CDOT  
From: SHPO |
| **Native American Consultation** |                                                                      |                                                                       |
| September 5, 2007 | Tribal consultation letter and mailing lists | To: Tribal Mailing List  
From: CDOT |
| September 2007 | Native American consultation response form | To: CDOT  
From: Pawnee Nation |
| December 13, 2007 | Native American consultation response form | To: CDOT  
From: Northern Cheyenne Tribe-Tribal Historic Preservation Office |
| **Section 4(f)** |                                                                      |                                                                       |
| November 6, 2007 | Concurrence with Net Benefit Finding under Section 4(f) | To: CDOT  
From: SHPO |
| December 18, 2007 | Additional information and Section 4(f) de minimis notification regarding Clay and Brick Sewers | To: SHPO  
From: CDOT |
| December 18, 2007 | Additional information and Section 4(f) de minimis notification regarding Clay and Brick Sewers | To: Denver Landmark Preservation Commission  
From: CDOT |
| December 18, 2007 | Additional information and Section 4(f) de minimis notification regarding Clay and Brick Sewers | To: Platt Park People's Association  
From: CDOT |
| December 26, 2007 | Concurrence/Acknowledgement of use of de minimis | To: CDOT  
From: SHPO |
| **Scoping** |                                                                      |                                                                       |
| June 1, 2005 | EPB scoping meeting | CCD, CDOT |
| June 13, 2005 | Resource agency scoping meeting | SHPO, FHWA, USFWS, USACE, RTD |
| June 27, 2005 | Transportation agency scoping meeting | CDOT, FHWA, RTD, FTA |
### AGENCY COORDINATION

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<tr>
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<tr>
<td>November 15, 2005</td>
<td>Cooperating agency letter</td>
<td>From: FTA</td>
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<td></td>
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<td>To: FHWA</td>
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<tr>
<td>December 2, 2005</td>
<td>Cooperating agency letter</td>
<td>From: RTD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>To: FHWA</td>
</tr>
</tbody>
</table>
Hazardous Waste Coordination Correspondence
MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Region 6
2000 South Holly Street
Denver, CO 80222
(303) 757-9385
(303) 757-9907 FAX

December 20, 2005

Jason Longsdorf-City Planner
City & County of Denver
201 W. Colfax
Denver, Colorado 80202

Dear Mr. Longsdorf,

CDOT has reviewed the Carter-Burgess memo - Hazardous Materials Evaluation of the South Broadway/I-25 NEPA Process Study Area Tunnel Suggestions. This memo focused on the South Broadway/I-25 NEPA Process Level 2 Screening of four potential suggestions involving tunnels:

- Southbound Broadway tunnel to southbound I-25 on-ramp (off east side of Broadway)
- Southbound Broadway tunnel to southbound I-25 on-ramp (off west side of Broadway)
- Northbound tunnel under I-25 on the Lincoln Street alignment
- Tunnel at the Broadway alignment from north of I-25 to Mississippi Avenue

It is CDOT’s position that these suggestions should not be carried forward for further consideration due to the environmental risk, potential liability and uncertainty involved with the existing groundwater contamination. Please contact me if you would like to discuss this in more detail.

Sincerely,

Jim Paulmeno
Region 6 Planning & Environmental Mgr.

Cc: Pam Hutton
Reza Akhavan
Tony Gross
Kirk Webb
Pat Martinek
Larry Gibson
Jean Wallace
March 22, 2006

Jason Longsdorf
City Planner
City and County of Denver
201 W. Colfax Ave.
Denver, CO 80202

Dear Mr. Longsdorf,

CDOT has reviewed the Carter & Burgess memo Hazardous Materials Evaluation of the South Broadway/I-25 NEPA Process Study Area Lincoln Alignment Tunnel Suggestions. This memo focused on the South Broadway/I-25 NEPA Process Level 2 Screening of two potential suggestions involving tunnels aligned with Lincoln Street:

- Extend Broadway/Lincoln south of I-25, including a one-way northbound tunnel segment under I-25 (suggestion #4)
- Lincoln tunnel from north of I-25 to Mississippi (suggestion #19)

It is CDOT’s position that these suggestions should not be carried forward for further consideration due to the environmental risk, potential liability and uncertainty involved with the existing groundwater contamination. Please contact me if you would like to discuss this in more detail.

Sincerely,

Jim Paulmeno
Region 6 Planning and Environmental Manager

CC: Pam Hutton
    Reza Akhavan
    Tony Gross
    Kirk Webb
    Pat Martinke
    Larry Gibson
    Jean Wallace
Historic Coordination Correspondence
Meeting Minutes

Project: South Broadway NEPA Process

Purpose: Discussion of Area of Potential Effect (APE)

Date Held: November 4, 2005

Location: Colorado Department of Transportation, Empire Park

Attendees: CCD: Amy Wiedeman
        C&B: Wendy Wallach
        CDOT: Jim Paulmeno, Lisa Schoch
        State Historic Preservation: Amy Pallante
        Hermsen Consulting: Gail Keeley
        FHWA: Jean Wallace

Copies: Attendees, File

Summary of Discussion:

1. Amy Wiedemann gave a brief project overview and explained the project boundaries. They are almost defined but may move a little. We are assuming for purpose of today meeting, they are from Logan to Sante Fe and Louisiana north to Exposition.

2. The team is also in the alternative development process and have 92 elements under consideration. After the upcoming screening, these will be pared down to smaller number of alternatives.

3. Amy Pallante suggests doing just “recon” until we have more concrete information on alternative, this will identify “hot spots” to avoid.

4. Gail Keeley was saying that file search revealed the following: properties on south Sherman, 18 on south Lincoln and these were FE. There were also trolley tracks, Gates, Creamery, Church.

5. Amy Pallante noted that the Gates boundary has been established and firmed up and is available at her office.

6. She would like us to do a create a paperless recon survey and map the sites and attach photos. This is a layer to turn on. The file search has been done. The windshield survey will ID any additional properties.
7. The trolley tracks are on Broadway (Circle Line).

8. Submit the recon survey as a shape file with base aerials. Amy Pallante said to do it by UTM – populate database by UTM – this will go to Lisa Schoch with a "cc" to Jane at CDOT.

9. Lisa Schoch will send a letter to Amy Pallante talking about APE and a project map that we looked at today.

10. Amy Pallante asked Lisa Schoch if she started the consulting party coordination? CDOT is lead agency under 106. So Lisa Schoch will send letters:

Optional consulting parties may include but are not limited to:
- Gates
- Denver Landmark
- Baker
- WWP
- CPI, National Trust

Automatic Consulting parties:
- North America
- SHPO
- Local Governments

11. Any Wiedeman suggested we talk to Deven Buckles or Keith French about future plans at Vanderbilt Park.
MEETING SUMMARY

Project: South Broadway NEPA Process

Purpose: Meeting with SHPO to Discuss APE

Date Held: February 24, 2006

Location: CDOT/Region 6 Office

Attendees: CDOT Kirk Webb, Jim Paulmeno, Lisa Schoch
FHWA Mike Vanderhoof
SHPO Amy Pallante
CCD Jason Longsdorf, Amy Wiedeman
C&B Wendy Wallach, Tracey MacDonald
Hermsen Gail Keeley

Copies: Attendees, Project File #072165

Summary of Discussion

1. Introductions were made.

2. The last meeting was held in November 2005. At that time there were 92 transportation improvement suggestions making it difficult to define the APE. Now that there are 7 alternatives, we should be able to define the APE.

3. Jason described the general screening process of how the suggestions have been narrowed down and provided an overview of the 7 alternatives. There were 124 suggestions for transportation improvements that have been considered. A public workshop was held in January and there are now 7 alternatives that are under engineering and environmental screening evaluation.

During the next six weeks, further engineering evaluations will be conducted to bring the alternatives down to about 3, and then they hope to have it down to 1 alternative for the EA by July. The environmental document will be prepared for the 1 alternative. Jason then described the 7 alternatives. In addition to the 7 displayed in the handout, there is an 8th option of a Broadway and Lincoln couplet (essentially a mirror image of #7) that requires a trench, not a full tunnel, but poses concerns with dewatering and the plume. Jim P mentioned this was a problem on TREX. Need to find out what is the fluctuation of groundwater in the area.
Jason said that the bike and pedestrian improvements will be separated as an overlay since they would be part of all the alternatives. However, a pedestrian bridge over I-25 may only work with some of the packages.

He said that fixed guideway transit elements north and south of the study area would not be evaluated in this study. Based on conversations with RTD and FTA, the Central Connector is outside the study and will not be evaluated. Amy Pallante asked if this would be cleared by RTD/FTA at a later date. Jason said that there is already a lot of transit planned for after 2030 so nothing will be precluded.

Amy Pallante asked what role FTA had in this project and Jason said they were a cooperating agency along with RTD. The transit elements will be evaluated in terms of indirect impacts.

4. No-Action Alternative: Jason said that the elements that constituted the “no action” alternative were not easy to define at this time. He said that none of the Valley Highway EIS actions would be included but some developer plans would be. This includes projects identified for funding in the 2030 RTP. Ideally, we will be able to define a build alternative design that does not preclude future improvements associated with other development plans and the VHEIS.

Mike V. said the network of other projects should not be included. The travel demand model can include the 2030 network, but the No-Action should be more limited.

5. Mike V asked when will the alternative designs be in digital format. Jason said not until we are down to 3 alternatives.

6. At the November meeting the APE was generally defined as the study area.

7. Amy P said it was hard to define the APE if elements are being pulled out and put back in (bike/ped and transit facilities). The APE should be defined with all things including transit. Amy wanted to know why transit was shown on the alternative drawings. Jason said that while they are suggestions they are not part of the undertaking of this project.

8. Mike V asked about the committed 2030 transit improvements. Jason said the travel forecast model will accommodate the developer’s multimodal requirements. The local area model will be adjusted for the City’s mandate to the developers of a peak hour mode shift (30% for Cherokee, undecided for Lionstone) to non-vehicular use to determine if the 2030 transit network can accommodate that amount. The City will work with RTD on what is needed to accommodate the increase (modified headways, length of train, etc…) and to identify indirect impacts associated with additional bus traffic on Broadway.
Roadway and intersections will be sized to handle traffic to and from the transit station and for transit on Broadway. It is anticipated that bus service would decrease when T-REX comes on line. Under the No-Action alternative, the transit elements include the additional tracking in a portion of the Central Corridor (Broadway to Alameda Stations), extension of platforms to accommodate four car trains (Evans, Broadway, Alameda Stations) and some bus service plan changes. If this project identifies a demand for transit that cannot be accommodated by the 2030 transit network:

a) the City could adjust the required mode shift (e.g. 30% down to 20%);

b) the project could recommend that RTD undertake a study to determine the need for increased transit capacity from Broadway and I-25 to Downtown (e.g. revisiting the Central Connector study).

9. Gail has completed the reconnaissance survey and has taken pictures to identify potentially eligible properties. On the east side of Lincoln between Louisiana and Arizona the houses are still in tact and of similar architecture (front gable Edwardian) and could be a district. The West Wash Park neighborhood is technically outside of our study area, but architecture on Lincoln is similar.

10. Gail said that it made sense to keep the APE the same size until the further screening had been done and the one alternative for the environmental evaluation was decided. Until then she would use the larger study area. Amy Pallante and the others agreed.

11. Gail asked Amy about the status of Broadway in the Gates Historic District. Amy said it had been determined to be a non-contributing feature of the district. Gates will be reevaluated with a smaller boundary.

12. Amy asked if the Ford Building is individually listed. No, it is a contributing feature to Gates.

13. Jason asked if there was anything historic on Broadway from Arizona to Mississippi. Gail will check on that.

14. Mike asked if we can go ahead and start looking at the known resources to conduct the more intensive survey – Gates in particular. Gail thinks this makes sense. She will not focus on the properties on the outskirts of the study area. For now she will focus on those closer in until the alternatives have been further narrowed down. Amy P is comfortable with the larger APE for now. Lisa will send a letter to the consulting parties and include the maps that show the large APE from Exposition to Louisiana, Logan to the east side of Santa Fe Dr. It should be explained that this APE is for the larger range of 7 to 8 alternatives.
and that once the alternatives are narrowed down and the APE final, a follow up letter will be sent out with the final APE.

15. Amy P mentioned “anticipatory demolition” and that we should be aware of it.
MEETING SUMMARY

Project: South Broadway NEPA Process

Purpose: Meeting with SHPO to Discuss APE

Date Held: July 17, 2006

Location: CDOT Region 6 Office

Attendees: CDOT Kirk Webb, Lisa Schoch
          FHWA Mike Vanderhoof
          SHPO Amy Pallante
          CCD Jason Longsdorf
          C&B Mike Gill, Tracey MacDonald
          Hermsen Gail Keeley

Copies: Attendees, Amy Wiedeman, Project File #072165

Summary of Discussion

1. The last meeting was held on February 24, 2006 when we had 7 alternatives. At that time we decided that we could not define an APE and that a survey would be done within the study area with focus on the known resources along Broadway and Mississippi. Since then, we’ve gone through a Level 3A screening eliminating 4 alternatives and a Level 3B screening. Out of the Level 3B screening, we have preliminarily identified a preferred alternative for analysis in the EA. It is the Broadway Widening.

2. Jason described the components of the Broadway Widening Alternative and a graphic was handed out. This alternative would widen Broadway from 100 feet to 140 feet. This project does not include any improvements south of Arizona.

3. Lionstone is in the process of purchasing the businesses along Broadway between Mississippi and Arizona. They own the majority of the land bounded by Broadway, Logan, Mississippi and Arizona.

4. Gail has conducted the recon survey of the study area and has information to complete the survey forms for the properties on Broadway from I-25 to Louisiana. She has photos and is addressing the potential eligibility of the resources. Properties north of I-25 have already been surveyed as part of the VHEIS.

5. Gail still needs to look at Swiss Tire at the corner of Kentucky and Broadway.
6. It was decided that the northern boundary of the APE should extend up to Center since improvements are shown north of Exposition.

7. Amy said that Gail will need to prepare reevaluation forms for the properties on Broadway north of I-25 to Center Avenue.

8. The parking on the west side of the CML would be constructed by the developer with the city leasing it as mitigation for parking removed from the RTD lots under the freeway. The city would not be constructing anything. Amy said that if this is considered part of the project the area needs to be evaluated and included within the APE.

9. The City will ask for 40 feet from Lionstone to widen Broadway to the east between Mississippi and Arizona.

10. There are several historic properties in the study area and include: trolley tracks under Broadway, brick sewers under Broadway and Mississippi, the Gates property including the Ford Building, and the railroad tracks.

11. It is not likely that the project would impact the sewers. However, we need to find out the depth of the two sewers and how deep excavation would be during construction. Gail will check on the depth of the sewers.

12. Not sure if the trolley tracks are intact. A survey with a magnetometer will have to be conducted to determine where the trolley tracks are intact.

13. Amy said we should check the retaining walls on Mississippi under the CML. They may be similar to those on Alameda which are eligible. Gail will find out when the retaining walls were built.

14. The Gates property (both east and west of Broadway) will need to be reevaluated since it has been over 5 years and much has changed. In the area between Tennessee and Mississippi, east of Broadway, the buildings have all been demolished. The reevaluation does not consider future actions by the developer of removing the remaining buildings.

15. Need to identify the contributing and non-contributing features within the Gates district boundaries. Also identify what was there and what is gone and how the district has changed.

16. The boundary for Gates could change depending on what is there and if it’s a contributing feature. Broadway is a non-contributing feature. The boundary on the east side of Broadway (south of the Ford Building) could move north to Tennessee since all those buildings have been demolished.

17. Gates will probably still be eligible under criterion A. Gail will conduct the reevaluation and will obtain historic maps of the Gates property to identify what used to be there.

18. Lisa still needs to send out the letters to consulting parties with the APE once it is defined.
19. Mike V. suggested we determine if the areas where ROW would be acquired are contributing features to the Gates district. If the boundaries are revised some of the ROW issues may not be a concern. We need to know whether or not what is taken is contributing.

20. Lisa and Gail will coordinate on defining an APE (discussion followed this meeting). Lisa will send this to Amy for concurrence.

21. Gail will need to survey the buildings between Santa Fe and the CML between Ohio and Kentucky. She will also survey the properties on Lincoln between Mississippi and Arizona.

22. The Valley Highway is not an element of the interstate that is exempt from the programmatic exclusion. None of the bridges in the study area were identified either.

**Action Items:**
- Gail to evaluate Swiss Tire.
- Gail to reevaluate the properties north of I-25 to Center.
- C&B to conduct magnetometer survey to evaluate integrity of trolley tracks.
- Gail will find out how deep the Mississippi and Broadway sewers are.
- Gail to check the Mississippi retaining walls.
- Gail to conduct a reevaluation of Gates. Will obtain historic maps of the Gates property.
- Lisa and Gail to define an APE.
- Lisa to send letters to consulting parties with the APE.
- Need to determine the status of areas requiring ROW takes and if they are contributing elements.
- Gail will conduct a survey of the buildings between Santa Fe and the CML between Ohio and Tennessee.
- Gail will survey the properties on Lincoln between Mississippi and Arizona.
- A field visit will be set up for the first week of August with Gail, Lisa, Amy and Tracey.
April 27, 2007

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Area of Potential Effects (APE) Consultation, South Broadway Environmental Assessment

Dear Ms. Contiguglia:

This letter and the attached map constitute the Federal Highway Administration (FHWA) and Colorado Department of Transportation’s (CDOT) request for comment on the Area of Potential Effects (APE) for the project referenced above. The City and County of Denver has initiated this study to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

APE Consultation
APE Consultation with Amy Pallante of your staff has taken place in meetings on February 24, 2006 and July 17, 2006. Ms. Pallante also accompanied project team members and CDOT staff on a field trip of the project area in August 2006. During those meetings, the proposed APE and survey methodology issues were discussed with Ms. Pallante. Agreement was reached regarding the APE boundary as depicted on the attached map.

We hereby request your comments on the APE outlined herein. Your response is necessary for the Federal Highway Administration’s compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation’s regulations. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map
cc: Mike Vanderhoof, FHWA
Kirk Webb, CDOT Region 6
Tracey MacDonald, Carter Burgess
C/F
May 10, 2007

Brad Beckham
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Area of Potential Effects for South Broadway Improvements from Exposition to Arizona Avenue. (CHS #47447)

Dear Mr. Beckham,

Thank you for your correspondence dated April 27, 2007 and received by our office on May 1, 2007 regarding the above-mentioned project.

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) boundary. We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

[Signature]

Georgianna Contiguglia
State Historic Preservation Officer
June 25, 2007

Mr. Charlie Busch
West Washington Park Neighborhood Association
P.O. Box 9866
Denver, CO 80209

SUBJECT: Section 106 Historic Properties Consultation, South Broadway Environmental Assessment

Dear Mr. Busch:

The City and County of Denver has initiated an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

Because the project is receiving federal transportation funding, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are involved in the preparation and review of the EA. The project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project team is seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the project on historic properties. FHWA and CDOT would like to formally offer the West Washington Park Neighborhood Association the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

**Historic Properties Identification**

As part of our survey of the project area, we are identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map. Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.

**Section 106 Consultation**

If you are interested in participating as a consulting party for the South Broadway EA under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement...
of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 regulations. We also request that you provide any comments about the APE in your response.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

[Signature]

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map

cc: Mike Vanderhoof, FHWA
Kirk Webb, CDOT Region 6
Tracey MacDonald, Carter Burgess
Georgianna Contiguglia, Colorado SHPO
CF/F
June 25, 2007

Mr. Mark Rodman
Colorado Preservation, Incorporated
333 W. Colfax Avenue, Suite 300
Denver, CO 80204

SUBJECT: Section 106 Historic Properties Consultation, South Broadway Environmental Assessment

Dear Mr. Rodman:

The City and County of Denver has initiated an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

Because the project is receiving federal transportation funding, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are involved in the preparation and review of the EA. The project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project team is seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the project on historic properties. FHWA and CDOT would like to formally offer Colorado Preservation, Inc. the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

**Historic Properties Identification**

As part of our survey of the project area, we are identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map. Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.

**Section 106 Consultation**

If you are interested in participating as a consulting party for the South Broadway EA under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement
of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 regulations. We also request that you provide any comments about the APE in your response.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map

cc: Mike Vanderhoof, FHWA
    Kirk Webb, CDOT Region 6
    Tracey MacDonald, Carter Burgess
    CF/P
June 25, 2007

Mr. Jim Lindberg
National Trust for Historic Preservation
Mountains/Plains Regional Office
535 16th Street, Suite 750
Denver, CO 80202

SUBJECT: Section 106 Historic Properties Consultation, South Broadway Environmental Assessment

Dear Mr. Lindberg:

The City and County of Denver has initiated an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

Because the project is receiving federal transportation funding, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are involved in the preparation and review of the EA. The project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project team is seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the project on historic properties. FHWA and CDOT would like to formally offer the National Trust for Historic Preservation the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Historic Properties Identification
As part of our survey of the project area, we are identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map. Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.
Section 106 Consultation
If you are interested in participating as a consulting party for the South Broadway EA under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 regulations. We also request that you provide any comments about the APE in your response.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

[Signature]

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map

cc: Mike Vanderhoof, FHWA
Kirk Webb, CDOT Region 6
Tracey MacDonald, Carter Burgess
Georgiana Contiguglia, Colorado SHPO
CF/F
June 25, 2007

Ms. Kathleen Brooker  
Historic Denver, Incorporated  
1628 16th Street, Suite 200  
Denver, CO 80202

SUBJECT: Section 106 Historic Properties Consultation, South Broadway Environmental Assessment

Dear Ms. Brooker:

The City and County of Denver has initiated an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

Because the project is receiving federal transportation funding, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are involved in the preparation and review of the EA. The project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project team is seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the project on historic properties. FHWA and CDOT would like to formally offer Historic Denver, Incorporated the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

**Historic Properties Identification**

As part of our survey of the project area, we are identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map. Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.

**Section 106 Consultation**

If you are interested in participating as a consulting party for the South Broadway EA under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT
Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 regulations. We also request that you provide any comments about the APE in your response.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map

cc: Mike Vanderhoof, FHWA
    Kirk Webb, CDOT Region 6
    Tracey MacDonald, Carter Burgess
    Georgianna Contiguglia, Colorado SHPO
    CF/F
June 25, 2007

Mr. Everett Shigeta
Landmark Preservation Commission
Denver Planning Office
201 West Colfax Avenue, Dept. 205
Denver, CO 80202

SUBJECT: Section 106 Historic Properties Consultation, South Broadway Environmental Assessment

Dear Mr. Shigeta:

The City and County of Denver has initiated an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of this project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station.

Because the project is receiving federal transportation funding, the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are involved in the preparation and review of the EA. The project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project team is seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the project on historic properties. FHWA and CDOT would like to formally offer the Denver Landmark Preservation Commission the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

**Historic Properties Identification**

As part of our survey of the project area, we are identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map. Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.
Section 106 Consultation
If you are interested in participating as a consulting party for the South Broadway EA under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 regulations. We also request that you provide any comments about the APE in your response.

If you elect to become a consulting party, we will continue to keep you informed of any changes to the project area. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: APE map

cc: Mike Vanderhoof, FHWA
Kirk Webb, CDOT Region 6
Tracey MacDonald, Carter Burgess
Georgianna Contiguglia, Colorado SHPO
CP/F
28 June 2007

Lisa Schoch
CDOT Senior Staff Historian
Environmental Programs Branch
Shumate Building
4201 East Arkansas Ave.
Denver, CO 80222

Lisa,

Denver Landmark Preservation Commission is interested in participating as a consulting party for the South Broadway EA. As the historic preservation program for the City of Denver, we have particular interest in the historic structures on the Gates Rubber site. The APE appears to be appropriate for this Environmental Assessment.

Sincerely,

[Signature]

Everett Y. Shigeta, Preservation Architect
Community Planning and Development
201 W. Colfax Ave.
Denver, CO 80202
August 9, 2007

Ms. Sharon Withers, President
Platt Park People’s Association
1592 South Pearl Street
Denver, CO 80210

SUBJECT: Section 106 Historic Properties Consultation for South Broadway Environmental Assessment and South Broadway Reconstruction Project

Dear Ms. Withers:

The City and County of Denver has initiated two projects on South Broadway that might be of interest to your neighborhood association. The first is an Environmental Assessment (EA) to examine alternatives to improve north-south travel along the South Broadway corridor from Exposition to Arizona. The purpose of the project is to provide safe and efficient north-south mobility in the South Broadway corridor, including intersections to the north and south, while accommodating access to the planned Cherokee and Lionstone redevelopments of the former Gates Rubber site and surrounding properties, and at the I-25/Broadway RTD transit station. The second project is the South Broadway Reconstruction between Arizona and Iowa Avenues. This project, classified as a Categorical Exclusion under the National Environmental Policy Act (NEPA), will take place within existing right-of-way boundaries for Broadway. It will reconstruct the street in concrete pavement, entailing minor widening of 5 to 7 feet on either side of the existing curbs to construct a 10-foot raised median in the center of the street. It also involves major drainage improvements and correction of the street’s profile to improve flooding of sidewalks and local businesses.

Because these projects receive federal transportation funding, the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) are involved in the environmental reviews for each. The projects are undertakings subject to compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 USC 470f), and its implementing regulations (36 CFR 800). The project teams are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the potential effects of the projects on historic properties. FHWA and CDOT would like to formally offer the Platt Park People’s Association the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation. More information about this process can be found on the Advisory Council on Historic Preservation’s website: http://www.achp.gov.

South Broadway Environmental Assessment
For the South Broadway EA, we are in the process of identifying previously recorded and newly-identified historic sites, structures, and districts in the Area of Potential Effects (APE) depicted on the attached map (Exhibit 1). Additionally, we are conducting research on the properties not previously evaluated within the project area to determine their architectural and historical significance. Assessments of significance will be
based on the criteria for listing on the National Register of Historic Places (NRHP). Once we have finalized our survey, it will be forwarded to the State Historic Preservation Officer (SHPO) and all consulting parties for review and comment. The boundary on the attached APE map was developed in consultation with SHPO staff and takes into consideration potential direct and indirect effects associated with the project.

**South Broadway Reconstruction Categorical Exclusion**
For the Broadway Reconstruction between Iowa and Arizona, we have identified—and the SHPO has concurred—that one historic property within the project area will be impacted, as depicted in the attached map (Exhibit 2). The property is the Denver Tramway Corporation Trolley Line, 5DV9217.4. The trolley system is eligible to the National Register of Historic Places for its contribution to the early transit system of Denver. The trolley system made the outward spread of Denver’s neighborhoods possible by providing a means for residents to travel between work and home and to recreational sites throughout the city. This particular line along Broadway between downtown Denver and Englewood was the first electrified trolley car line to operate in Denver and the central connector for other routes throughout the city. It operated from December 1889 to June 1950.

We have determined that the trolley line is eligible under NRHP Criterion A for its association with historical events, and Criterion D for its potential to yield important information. Under the latter criterion, we have found the buried trolley tracks to be a structure important to our understanding of the design, materials and workmanship of the primary trolley line in south Denver.

Approximately 2,345 feet (715 meters) of the trolley tracks will need to be removed as part of the proposed work to re-profile the street and correct the crown that has created flooding problems for adjacent businesses. After applying the criteria of adverse effect [36 CFR 800.5(a)(2)(iii)], we have concluded that the removal of the tracks from their historic location will result in an adverse effect. Additionally, we believe that preservation of the trolley tracks, a historic archaeological resource, in their current condition and location presents minimal value and is not warranted. The public can learn more about the tracks if project resources are applied to their interpretation.

Mitigation recommended for the project entails archival documentation, including large-format photographs and a historical summary about this segment that will be prepared and submitted to the Office of Archaeology and Historic Preservation. The City and County of Denver project manager has agreed to place an interpretive sign about the trolley tracks in the project vicinity. A precise location for the signage has not been selected, but the intersection of Florida and South Broadway has been chosen as one of the best options. Another option is to develop an interpretive sign for both this segment and another segment that will likely be affected as part of the South Broadway EA project discussed above. These mitigation options are designed to learn more about the trolley tracks and obtain a better understanding of the relationship of this line to the development of businesses and residential neighborhoods in this area. As a consulting party, we would extend the opportunity to your association to comment on the proposed location and content of the interpretive sign. We are in the process of developing an agreement between the SHPO, FHWA, and CDOT to address mitigation for this and future projects that have the potential to impact trolley tracks in the Broadway corridor.

**Section 106 Consultation**
If you are interested in participating as a consulting party for one or both of these projects, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the
address on the letterhead. We request that your response include a statement of demonstrated interest in these projects, as stipulated in the Section 106 regulations. We also request that you provide any specific comments about the projects in your response. For convenience, you may use the signature line and comment section provided on the following page in lieu of a letter.

If you elect to become a consulting party, we will continue to keep you informed of project developments. If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures

   Exhibit 1: Area of Potential Effect, South Broadway EA
   Exhibit 2: Area of Potential Effect, South Broadway Reconstruction

cc:   Marcée Allen/Chris Horn, FHWA Operations Engineers
     Mike Vanderhoof, FHWA
     Kirk Webb/Diana Litvak/Tim Frazier, Region 6
     Jim Clarke/Tracey Mac Donald, Carter Burgess
     Georgianna Contiguglia, SHPO
     CF/F
The Platt Park People’s Association is interested in participating in this Section 106 consultation. Any additional comments we have at this time are outlined below.

Signed:

__________________________________________________________________________

DATE

(Please print name and title)

Comments:

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________
September 17, 2007

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Determinations of Eligibility and Effect, South Broadway Environmental Assessment, Denver, Colorado

Dear Ms. Contiguglia:

This letter and the attached Historic Resources Survey Report constitute the request for concurrence on Determinations of Eligibility and Effects for the project referenced above. The report was prepared as part of the Environmental Assessment (EA) for the proposed construction of transportation improvements on South Broadway in the City and County of Denver.

Project Description
The City and County of Denver (CCD), in cooperation with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), has identified a need for improvements to the South Broadway corridor from Exposition Avenue to Arizona Avenue in Denver. These improvements will address the need for increased mobility and travel demand through the area for all modes (pedestrian, bicycle, transit, and automobiles) now and in the year 2030. Existing and future volumes and operations need to be addressed along South Broadway, as the roadway is currently at capacity and conditions will continue to worsen as redevelopment of the former Gates Rubber Company takes place over the next 10 to 15 years. The proposed action will widen South Broadway, improve the Broadway/I-25 interchange, and provide other related transportation upgrades in the general area between Exposition and Arizona Avenues. Figure 1 in the enclosed survey report shows the regional location of this project.

Description of Preferred Alternative
The Preferred Alternative includes widening Broadway to an eight-lane cross-section. In the interim, Broadway will be built to a six-lane cross-section to accommodate short-term traffic demand and provide an opportunity for on-street parking. On-street parking will accommodate business access during the critical start-up phase of the redevelopment properties and will foster a pedestrian environment by providing an additional buffer from vehicles traveling on Broadway.

The interchange of I-25/Broadway will be improved to include safety enhancements to the existing loop-ramp to northbound I-25, and a ramp will be constructed to accommodate vehicles accessing southbound I-25. The improved interchange will consolidate Kentucky Ave. with the southbound I-25 off-ramp, which will eliminate one of the signals and improve travel time on Broadway.

Pedestrian enhancements are also a critical part of the Preferred Alternative, including improved pedestrian connections to the RTD station at South Broadway and I-25 and east/west connectivity in the area. Linkages between popular recreational areas including Washington Park and the South Platte River...
are also proposed. Sidewalks are proposed on both sides of Broadway and Mississippi Ave. within the study area. Additional multi-use trails allowing bicycle access will be provided to improve connectivity to the RTD Broadway Station.

Several retaining walls are planned to accommodate the construction of the Preferred Alternative. Wall heights will range from less than to five feet to nearly 23 feet. Proposed retaining walls include:

- **Bridge structures**: Walls are proposed adjacent to the southbound Broadway to southbound I-25 wedge ramp. This elevated section of the interchange will be provided primarily by earthen fill and retaining walls, with concrete piers supporting the overpasses.

- **Miscellaneous structures**: Walls are proposed for the reconstructed northbound on-ramp to I-25. This will provide support to the realigned ramp and associated merge onto I-25. Retaining walls are also necessary west of Broadway and along Mississippi Ave. These walls are necessary to retain the pedestrian path adjacent to the corridor and allow for a standardized cross-section design for Mississippi Ave.

The map on the following page depicts the APE and proposed roadway, transit, and pedestrian improvements.

**Eligibility Determinations**
A total of 28 historic properties were surveyed in the Area of Potential Effects (APE). Of these, sixteen were newly-recorded and twelve were re-evaluated. Nine properties have been determined eligible to the NRHP, whereas the remaining nineteen are evaluated as not eligible. The following table provides a summary of the eligibility evaluations:

### HISTORIC PROPERTIES IN THE AREA OF POTENTIAL EFFECT

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Address</th>
<th>Name / Description</th>
<th>Determination of Eligibility</th>
<th>Determination of Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>5DV9955</td>
<td>800 S. Broadway</td>
<td>Hurricane Drain</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9943</td>
<td>887 S. Broadway</td>
<td>SWIS Tire and Automotive Center / Gates Warehouse</td>
<td>NE – Alt NRHP Eligible District – Property does not support eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9944</td>
<td>1134 S. Broadway</td>
<td>Matlock Building</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9945</td>
<td>1148 – 1152 S. Broadway</td>
<td>Denver Vacuum Store</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9946</td>
<td>1156 – 1158 S. Broadway</td>
<td>Victory Dairy</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9947</td>
<td>1170 – 1184 S. Broadway</td>
<td>Bidinger Building</td>
<td>E – Criterion C</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9948</td>
<td>1190 S. Broadway</td>
<td>Denver Discount Tire Center</td>
<td>E – Criterion C</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9949</td>
<td>1175 S. Lincoln St</td>
<td>House – two-story</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9950</td>
<td>1183 – 1187 S. Lincoln St</td>
<td>Brick L-Shaped Duplex</td>
<td>E – Criterion C</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9951</td>
<td>1193 – 1195 S. Lincoln St</td>
<td>Brick Duplex</td>
<td>E – Criterion C</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>Site Number</td>
<td>Address</td>
<td>Name / Description</td>
<td>Determination of Eligibility</td>
<td>Determination of Effect</td>
</tr>
<tr>
<td>-------------</td>
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</tr>
<tr>
<td>5DV9952</td>
<td>900 S. Santa Fe Dr.</td>
<td>Furniture Stores Clearance Center</td>
<td>NRHIIP Eligible District Property supports eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV4783.4</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>AT &amp; SF Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>Site Number</td>
<td>Address</td>
<td>Name / Description</td>
<td>Determination of Eligibility</td>
<td>Determination of Effect</td>
</tr>
<tr>
<td>-------------</td>
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<td>--------------------</td>
<td>----------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>5DV4784.5</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>D &amp; RG Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9217.3</td>
<td>On Broadway throughout study area</td>
<td>Denver Tramway</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>Adverse effect</td>
</tr>
<tr>
<td>5DV9953.1</td>
<td>Under Broadway from Mississippi southward</td>
<td>Broadway Brick Sewer</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9954.1</td>
<td>Under Mississippi from Broadway east</td>
<td>Mississippi Clay Sewer</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV48 *</td>
<td>999-1001 S. Broadway</td>
<td>Gates Rubber Co.</td>
<td>Officially Eligible District</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9002 *</td>
<td>723 S. Broadway</td>
<td>Dcrf Motors / Johnson's Used Car Company</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6186 *</td>
<td>725 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6187 *</td>
<td>754 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9003 *</td>
<td>755 S. Broadway</td>
<td>Performance Radiator</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6188 *</td>
<td>788 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6237 *</td>
<td>801 - 803 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6173 *</td>
<td>805 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6238 *</td>
<td>807 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6239 *</td>
<td>819 – 823 S. Lincoln St.</td>
<td>Mission Revival duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6174 *</td>
<td>827 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6240 *</td>
<td>831 – 833 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
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* = Re-evaluation form completed for previously surveyed property
E = NRHP Eligible
NE = Not Eligible
H = No known historical associations
Alt = Building has lost integrity due to alterations or additions

**Effects Determinations**

**No-Action Alternative**
There would be no direct impacts to any of the historic properties with the No-Action Alternative.

**Preferred Alternative**

**Denver Tramway Trolley Tracks (5DV9217.3):** This segment of the trolley tracks is buried within the pavement on South Broadway between Kentucky and Arizona Avenues and approximately 2000 linear feet of track will be removed. CDOT has determined that this results in an *adverse effect*. A Memorandum of Agreement (MOA) is currently being developed in consultation with your office, the Advisory Council on Historic Preservation, and consulting parties to address mitigation for adverse
effects to the trolley tracks along the South Broadway corridor. Possible mitigation may include the
development of and installation of interpretive signage describing the Denver Tramway’s South
Broadway line.

Gates Rubber Company Historic District (5DV48): None of the contributing structures in the Gates
Historic district will be directly affected. Two of the buildings on the Gates site are adjacent to S.
Broadway, including the Ford building at the southeast corner of S. Broadway and Kentucky Avenue, and
a building known as Unit 41 located on the west side of South Broadway just south of Tennessee Avenue.
These buildings in particular will be subject to indirect effects of increased noise, dust and vibration
during construction, primarily on a temporary basis. Noise and vibration will be generated by diesel-
powered equipment such as dump trucks and bulldozers, back-up alarms on certain equipment and
compressors. Construction noise and dust impacts, while temporary, will be mitigated by requiring the
contractor to use well-maintained equipment (particularly mufflers) and dust control measures to the
extent feasible. CDOT has determined that these temporary effects will result in no adverse effect to the
Gates Rubber Company Historic District.

Additional Effects Determinations
The Bidinger Building (5DV9947) and Denver Discount Tire Center (5DV.9948) would also be
temporarily affected by noise and dust during construction as described above. There will be no adverse
effect to these properties from the temporary construction-related activities. The remaining eligible
properties, including the railroads (5DV4783.4 and 5DV4784.5), furniture stores (5DV9952), and
residences (5DV9950 and 5DV9951), will not be directly or indirectly affected by the project, resulting in
a determination of no historic properties affected.

We hereby request your concurrence with the Determinations of Eligibility and Effect outlined herein.
The study is being sponsored by the City and County of Denver in cooperation with the Colorado
Department of Transportation in coordination with FHWA. The process requires environmental studies
that meet NEPA (National Environmental Policy Act) requirements. This Environmental Assessment has
been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register
of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as
amended) and with the Advisory Council on Historic Preservation's regulations.

This submittal has also been forwarded to the Denver Landmark Preservation Commission and the Platt
Park People's Association for review. We will forward their responses once we receive them. Thank you
in advance for your prompt attention to this matter. If you need further information, please contact
CDOT Senior Staff Historian Lisa Schoch at 303-512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures:
  Historic Resources Survey Report
  Site forms

cc: Dianna Litvak, CDOT Region 6
    Kirk Webb, CDOT Region 6
    CF/File
September 17, 2007

Mr. Everett Shigeta
Denver Landmark Preservation Commission
Denver Planning Services, Dept. 205
201 W. Colfax Avenue
Denver, CO 80202

SUBJECT: Determinations of Eligibility and Effect, South Broadway Environmental Assessment, Denver, Colorado

Dear Mr. Shigeta:

This letter and the attached Historic Resources Survey Report constitute the request for comments on Determinations of Eligibility and Effects for the project referenced above. The report was prepared as part of the Environmental Assessment (EA) for the proposed construction of transportation improvements on South Broadway in the City and County of Denver.

**Project Description**
The City and County of Denver (CCD), in cooperation with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), has identified a need for improvements to the South Broadway corridor from Exposition Avenue to Arizona Avenue in Denver. These improvements will address the need for increased mobility and travel demand through the area for all modes (pedestrian, bicycle, transit, and automobiles) now and in the year 2030. Existing and future volumes and operations need to be addressed along South Broadway, as the roadway is currently at capacity and conditions will continue to worsen as redevelopment of the former Gates Rubber Company takes place over the next 10 to 15 years. The proposed action will widen South Broadway, improve the Broadway/I-25 interchange, and provide other related transportation upgrades in the general area between Exposition and Arizona Avenues. Figure 1 in the enclosed survey report shows the regional location of this project.

**Description of Preferred Alternative**
The Preferred Alternative includes widening Broadway to an eight-lane cross-section. In the interim, Broadway will be built to a six-lane cross-section to accommodate short-term traffic demand and provide an opportunity for on-street parking. On-street parking will accommodate business access during the critical start-up phase of the redevelopment properties and will foster a pedestrian environment by providing an additional buffer from vehicles traveling on Broadway.

The interchange of I-25/Broadway will be improved to include safety enhancements to the existing loop-ramp to northbound I-25, and a ramp will be constructed to accommodate vehicles accessing southbound I-25. The improved interchange will consolidate Kentucky Ave. with the southbound I-25 off-ramp, which will eliminate one of the signals and improve travel time on Broadway.

Pedestrian enhancements are also a critical part of the Preferred Alternative, including improved pedestrian connections to the RTD station at South Broadway and I-25 and east/west connectivity in the area. Linkages between popular recreational areas including Washington Park and the South Platte River
are also proposed. Sidewalks are proposed on both sides of Broadway and Mississippi Ave. within the study area. Additional multi-use trails allowing bicycle access will be provided to improve connectivity to the RTD Broadway Station.

Several retaining walls are planned to accommodate the construction of the Preferred Alternative. Wall heights will range from less than to five feet to nearly 23 feet. Proposed retaining walls include:

- Bridge structures: Walls are proposed adjacent to the southbound Broadway to southbound I-25 wedge ramp. This elevated section of the interchange will be provided primarily by earthen fill and retaining walls, with concrete piers supporting the overpasses.

- Miscellaneous structures: Walls are proposed for the reconstructed northbound on-ramp to I-25. This will provide support to the realigned ramp and associated merge onto I-25. Retaining walls are also necessary west of Broadway and along Mississippi Ave. These walls are necessary to retain the pedestrian path adjacent to the corridor and allow for a standardized cross-section design for Mississippi Ave.

The map on the following page depicts the APE and proposed roadway, transit, and pedestrian improvements.

**Eligibility Determinations**

A total of 28 historic properties were surveyed in the Area of Potential Effects (APE). Of these, sixteen were newly-recorded and twelve were re-evaluated. Nine properties have been determined eligible to the NRHP, whereas the remaining nineteen are evaluated as not eligible. The following table provides a summary of the eligibility evaluations:

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Address</th>
<th>Name / Description</th>
<th>Determination of Eligibility</th>
<th>Determination of Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>5DV9955</td>
<td>800 S. Broadway</td>
<td>Hurricane Drain</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9943</td>
<td>887 S. Broadway</td>
<td>SWIS Tire and Automotive Center / Gates Warehouse</td>
<td>NE – Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>NRHP Eligible District – Property does not support eligibility</td>
<td></td>
</tr>
<tr>
<td>5DV9944</td>
<td>1134 S. Broadway</td>
<td>Matlock Building</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9945</td>
<td>1148 – 1152 S. Broadway</td>
<td>Denver Vacuum Store</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9946</td>
<td>1156 – 1158 S. Broadway</td>
<td>Victory Dairy</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9947</td>
<td>1170 – 1184 S. Broadway</td>
<td>Bideriger Building</td>
<td>E – Criterion C</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9948</td>
<td>1190 S. Broadway</td>
<td>Denver Discount Tire Center</td>
<td>E – Criterion C</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9949</td>
<td>1175 S. Lincoln St.</td>
<td>House – two-story</td>
<td>NE – H, Alt</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9950</td>
<td>1183 – 1187 S. Lincoln St.</td>
<td>Brick L-Shaped Duplex</td>
<td>E – Criterion C</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9951</td>
<td>1193 – 1195 S. Lincoln St.</td>
<td>Brick Duplex</td>
<td>E – Criterion C</td>
<td>No historic properties affected</td>
</tr>
</tbody>
</table>
### LEGEND
- Area of Potential Effect
- Proposed Roadway Improvements
- 2030 Roadway/Pedestrian Improvements
- Proposed Transit Improvements
- Proposed Structure/Walls
- Multi-Use Trail (15')
- Pedestrian Facilities (13.5')

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Address</th>
<th>Name / Description</th>
<th>Determination of Eligibility</th>
<th>Determination of Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>5DV9952</td>
<td>900 S. Santa Fe Dr.</td>
<td>Furniture Stores – Clearance Center</td>
<td>NRHP Eligible District – Property supports eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV4783.4</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>AT &amp; SF Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
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<td>Determination of Effect</td>
</tr>
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<td>-------------</td>
<td>---------------------------------</td>
<td>----------------------------</td>
<td>-----------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>5DV4784.5</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>D &amp; RG Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9217.3</td>
<td>On Broadway throughout study area</td>
<td>Denver Tramway</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>Adverse effect</td>
</tr>
<tr>
<td>5DV9953.1</td>
<td>Under Broadway from Mississippi southward</td>
<td>Broadway Brick Sewer</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9954.1</td>
<td>Under Mississippi from Broadway east</td>
<td>Mississippi Clay Sewer</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV48 *</td>
<td>999-1001 S. Broadway</td>
<td>Gates Rubber Co.</td>
<td>Officially Eligible District</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9002 *</td>
<td>723 S. Broadway</td>
<td>Derf Motors / Johnson's Used Car Company</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6186 *</td>
<td>725 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6187 *</td>
<td>754 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV9003 *</td>
<td>755 S. Broadway</td>
<td>Performance Radiator</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6188 *</td>
<td>788 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6237 *</td>
<td>801 – 803 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6173 *</td>
<td>805 S. Lincoln St.</td>
<td>House - brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6238 *</td>
<td>807 S. Lincoln St.</td>
<td>House - brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6239 *</td>
<td>819 – 823 S. Lincoln St.</td>
<td>Mission Revival duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6174 *</td>
<td>827 S. Lincoln St.</td>
<td>House - brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6240 *</td>
<td>831 – 833 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
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* = Re-evaluation form completed for previously surveyed property
E = NRHP Eligible
NE = Not Eligible
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**Effects Determinations**

_No-Action Alternative_

There would be no direct impacts to any of the historic properties with the No-Action Alternative.

**Preferred Alternative**

**Denver Tramway Trolley Tracks (5DV9217.3):** This segment of the trolley tracks is buried within the pavement on South Broadway between Kentucky and Arizona Avenues and approximately 2000 linear feet of track will be removed. CDOT has determined that this results in an adverse effect. A Memorandum of Agreement (MOA) is currently being developed in consultation with your office, the Advisory Council on Historic Preservation, and consulting parties to address mitigation for adverse
effects to the trolley tracks along the South Broadway corridor. Possible mitigation may include the development of and installation of interpretive signage describing the Denver Tramway's South Broadway line.

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**Additional Effects Determinations**
The Bidinger Building (5DV9947) and Denver Discount Tire Center (5DV.9948) would also be temporarily affected by noise and dust during construction as described above. There will be *no adverse effect* to these properties from the temporary construction-related activities. The remaining eligible properties, including the railroads (5DV4783.4 and 5DV4784.5), furniture stores (5DV9952), and residences (5DV9950 and 5DV9951), will not be directly or indirectly affected by the project, resulting in a determination of *no historic properties affected*.

As a certified local government with an interest in these historic properties, we welcome your comments on these determinations of eligibility and effect. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. The study is being sponsored by the City and County of Denver in cooperation with the Colorado Department of Transportation in coordination with FHWA. The process requires environmental studies that meet NEPA (National Environmental Policy Act) requirements. This Environmental Assessment has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's regulations.

This submittal has also been forwarded to the State Historic Preservation Officer and the Platt Park People's Association for review. We will forward their responses once we receive them. Thank you in advance for your prompt attention to this matter. If you need further information, please contact CDOT Senior Staff Historian Lisa Schoch at 303-512-4258.

Very truly yours,

Brad Beckman, Manager
Environmental Programs Branch

Enclosures:
- Historic Resources Survey Report
- Site forms

cc: Dianna Litvak, CDOT Region 6
    Kirk Webb, CDOT Region 6 CF/File
September 17, 2007

Ms. Sharon Withers, President
Platt Park People’s Association
1592 South Pearl Street
Denver, CO 80210

SUBJECT: Determinations of Eligibility and Effect, South Broadway Environmental Assessment, Denver, Colorado

Dear Ms. Withers:

This letter and the attached Historic Resources Survey Report constitute the request for comments on Determinations of Eligibility and Effects for the project referenced above. The report was prepared as part of the Environmental Assessment (EA) for the proposed construction of transportation improvements on South Broadway in the City and County of Denver.

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The Preferred Alternative includes widening Broadway to an eight-lane cross-section. In the interim, Broadway will be built to a six-lane cross-section to accommodate short-term traffic demand and provide an opportunity for on-street parking. On-street parking will accommodate business access during the critical start-up phase of the redevelopment properties and will foster a pedestrian environment by providing an additional buffer from vehicles traveling on Broadway.

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The map on the following page depicts the APE and proposed roadway, transit, and pedestrian improvements.

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**HISTORIC PROPERTIES IN THE AREA OF POTENTIAL EFFECT**

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<td>SWIS Tire and Automotive Center / Gates Warehouse</td>
<td>NE – Alt NRHP Eligible District – Property does not support eligibility</td>
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</tr>
<tr>
<td>5DV9944</td>
<td>1134 S. Broadway</td>
<td>Matlock Building</td>
<td>NE – H, Alt</td>
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<td>5DV9945</td>
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<td>Denver Vacuum Store</td>
<td>NE – H, Alt</td>
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<td>Victory Dairy</td>
<td>NE – H, Alt</td>
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<tr>
<td>5DV9947</td>
<td>1170 – 1184 S. Broadway</td>
<td>Bidinger Building</td>
<td>E – Criterion C</td>
<td>No adverse effect</td>
</tr>
<tr>
<td>5DV9948</td>
<td>1190 S. Broadway</td>
<td>Denver Discount Tire Center</td>
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<td>1183 – 1187 S. Lincoln St.</td>
<td>Brick L-Shaped Duplex</td>
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<td>Brick Duplex</td>
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<td>5DV4783.4</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>AT &amp; SF Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
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<td>-------------</td>
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<td>---------------------------</td>
<td>------------------------------------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>5DV4784.5</td>
<td>Slightly east of Santa Fe Dr.</td>
<td>D &amp; RG Railroad</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
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<td>5DV9217.3</td>
<td>On Broadway throughout study area</td>
<td>Denver Tramway</td>
<td>Officially Eligible - Segment Supports Eligibility</td>
<td>Adverse effect</td>
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<td>5DV9953.1</td>
<td>Under Broadway from Mississippi southward</td>
<td>Broadway Brick Sewer</td>
<td>NE</td>
<td>No historic properties affected</td>
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<tr>
<td>5DV9954.1</td>
<td>Under Mississippi from Broadway east</td>
<td>Mississippi Clay Sewer</td>
<td>NE</td>
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</tr>
<tr>
<td>5DV48 *</td>
<td>999-1001 S. Broadway</td>
<td>Gates Rubber Co.</td>
<td>Officially Eligible District</td>
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<tr>
<td>5DV9002 *</td>
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<td>NE</td>
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<td>5DV6186 *</td>
<td>725 S. Broadway</td>
<td>Commercial</td>
<td>NE</td>
<td>No historic properties affected</td>
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<tr>
<td>5DV6187 *</td>
<td>754 S. Broadway</td>
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<td>5DV6188 *</td>
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<tr>
<td>5DV6237 *</td>
<td>801 – 803 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6173 *</td>
<td>805 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6238 *</td>
<td>807 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6239 *</td>
<td>819 – 823 S. Lincoln St.</td>
<td>Mission Revival duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6174 *</td>
<td>827 S. Lincoln St.</td>
<td>House – brick</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
<tr>
<td>5DV6240 *</td>
<td>831 – 833 S. Lincoln St.</td>
<td>Duplex</td>
<td>NE</td>
<td>No historic properties affected</td>
</tr>
</tbody>
</table>

* = Re-evaluation form completed for previously surveyed property
E = NRHP Eligible
NE = Not Eligible
H = No known historical associations
Alt = Building has lost integrity due to alterations or additions

**Effects Determinations**

**No-Action Alternative**

There would be no direct impacts to any of the historic properties with the No-Action Alternative.

**Preferred Alternative**

**Denver Tramway Trolley Tracks (5DV9217.3):** This segment of the trolley tracks is buried within the pavement on South Broadway between Kentucky and Arizona Avenues and approximately 2000 linear feet of track will be removed. CDOT has determined that this results in an adverse effect. A Memorandum of Agreement (MOA) is currently being developed in consultation with your office, the Advisory Council on Historic Preservation, and consulting parties to address mitigation for adverse
effects to the trolley tracks along the South Broadway corridor. Possible mitigation may include the development of and installation of interpretive signage describing the Denver Tramway's South Broadway line.

**Gates Rubber Company Historic District (5DV48):** None of the contributing structures in the Gates Historic district will be directly affected. Two of the buildings on the Gates site are adjacent to S. Broadway, including the Ford building at the southeast corner of S. Broadway and Kentucky Avenue, and a building known as Unit 41 located on the west side of South Broadway just south of Tennessee Avenue. These buildings in particular will be subject to indirect effects of increased noise, dust and vibration during construction, primarily on a temporary basis. Noise and vibration will be generated by diesel-powered equipment such as dump trucks and bulldozers, back-up alarms on certain equipment and compressors. Construction noise and dust impacts, while temporary, will be mitigated by requiring the contractor to use well-maintained equipment (particularly mufflers) and dust control measures to the extent feasible. CDOT has determined that these temporary effects will result in no adverse effect to the Gates Rubber Company Historic District.

**Additional Effects Determinations**
The Badinger Building (5DV9947) and Denver Discount Tire Center (5DV.9948) would also be temporarily affected by noise and dust during construction as described above. There will be no adverse effect to these properties from the temporary construction-related activities. The remaining eligible properties, including the railroads (5DV4783.4 and 5DV4784.5), furniture stores (5DV9952), and residences (5DV9950 and 5DV9951), will not be directly or indirectly affected by the project, resulting in a determination of no historic properties affected.

As a local neighborhood association with an interest in these historic properties, we welcome your comments on these determinations of eligibility and effect. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. The study is being sponsored by the City and County of Denver in cooperation with the Colorado Department of Transportation in coordination with FHWA. The process requires environmental studies that meet NEPA (National Environmental Policy Act) requirements. This Environmental Assessment has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's regulations.

This submittal has also been forwarded to the State Historic Preservation Officer and the City of Denver Landmark Preservation Commission for review. We will forward their responses once we receive them. Thank you in advance for your prompt attention to this matter. If you need further information, please contact CDOT Senior Staff Historian Lisa Schoch at 303-512-4258.

Very truly yours,

Brad Beckham, Manager
Environmental Programs Branch

Enclosures:
- Historic Resources Survey Report
- Site forms

cc: Dianna Litvak, CDOT Region 6
    Kirk Webb, CDOT Region 6
October 4, 2007

Brad Beckham
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Determinations of Eligibility and Effect for South Broadway Improvements from Exposition to Arizona Avenue. (CHS #47447)

Dear Mr. Beckham,

Thank you for your correspondence dated September 17, 2007 and received by our office on September 21, 2007 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we concur with the finding of not eligible for the National Register of Historic Places (NRHP) for the resources listed below.

- 5DV.9955
- 5DV.9943
- 5DV.9944
- 5DV.9945
- 5DV.9946
- 5DV.9949
- 5DV.9952
- 5DV.9002
- 5DV.6187
- 5DV.9003
- 5DV.6188
- 5DV.6173
- 5DV.6174
- 6DV.6186

After review of the provided information, we concur with the finding of eligible for the NRHP for the resources listed below.

- 5DV.9947
- 5DV.9948
- 5DV.9950
- 5DV.9951
- 5DV.48

After review of the provided information, we concur with the finding that the segments listed below support the overall eligibility of the entire linear resource.

- 5DV.4783.4
- 5DV.4784.5
- 5DV.9217.3
After review of the provided information, we concur with the finding that the segments listed below do not support the overall eligibility of the entire linear resource.

- 5DV.9954.1. The Linear Component Form states that the entire linear is not eligible in item 17 and then potentially eligible in item 18. We concur that this segment does not support the overall eligibility of the entire linear resource.

After review of the provided information, we do not concur with the finding of eligibility for the resources listed below.

- 5DV.9953.1. The Linear Component Form states that the SHPO made an official determination of eligibility for the entire Broadway Brick Sewer; however, the finding was made only for a segment and not for the entire linear resource. After review of the provided information, we recommend that the segment, 5DV.9953.1, does not retain enough integrity to support the overall eligibility of the entire linear resource.
- The Re-Evaluation forms for the resources listed below state that the resources were officially determined not individually eligible in 1999 and 2003; however, we are not able to confirm that finding. According to our internal database as well as COMPASS, these resources were determined field not eligible in 1999 and 2003. These resources were determined by the SHPO to not contribute to a historic district. The submitted Re-Evaluation forms do not include any information on whether or not these resources are individually eligible.
  - 5DV.6237
  - 5DV.6238
  - 5DV.6239
  - 5DV.6240

Once we complete the consultation regarding the National Register eligibility for resources 5DV.6237, 5DV.6238, 5DV.6239, and 5DV.6240, we will be able to complete the consultation for effects.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

Georgianna Contiguglia
State Historic Preservation Officer
November 1, 2007

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Additional Information, Determinations of Eligibility and Effects, South Broadway Environmental Assessment (CHS #47447)

Dear Ms. Contiguglia:

This letter contains additional information regarding the Determinations of Eligibility and Effects for the project referenced above. We consulted with your office in this regard via a letter dated September 17, 2007. In your response of October 4, 2007, you requested additional information about several properties.

SDV9953.1 (Broadway Brick Sewer), SDV9954.1 (Mississippi Clay Sewer): You agreed that the segments of these two separate sewers lack integrity but did not comment on the overall eligibility of the resources. For the purposes of Section 106 and pending a full field survey of these resources, we have determined that although segments SDV9953.1 and SDV9954.1 lack integrity, the entire sewer systems are potentially eligible.

SDV6237, SDV6238, SDV6239, SDV6240: You stated that there were no official determinations of not eligible for these four properties; however, our records indicate that these properties were evaluated as part of the Valley Highway EIS project and were determined officially not eligible as reflected in correspondence dated March 11, 2003. A copy of that letter is enclosed for your review. Please note that we did evaluate these properties for individual eligibility in the re-evaluation forms for the South Broadway project and determined that not only are they non-contributing to a district, they are also individually not eligible. We continue to support the not eligible determination for these properties.

We request your concurrence with the Determinations of Eligibility and Effects outlined herein. If you require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

[Signature]

Brad Beckham, Manager
Environmental Programs Branch

Enclosure

Correspondence (SHPO Response to CDOT, March 11, 2003)

cc: Dianna Litvak/Kirk Webb, CDOT Region 6
Sharon Willers, Platt Park People's Association
Everett Shigeta, Denver Landmarks Commission
November 19, 2007

Brad Beckham
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Determinations of Eligibility and Effect for South Broadway Improvements from Exposition to Arizona Avenue. (CHS #47447)

Dear Mr. Beckham,

Thank you for your correspondence dated November 1, 2007 and received by our office on November 6, 2007 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we concur that the resources listed below are not eligible for the National Register of Historic Places.

- 5DV.6237
- 5DV.6238
- 5DV.6239
- 5DV.6240

We concur that resources 5DV.9953.1 and 5DV.9954.1 lack integrity and do not support the overall eligibility of the entire sewer systems.

After review of the finding of effect under Section 106, we concur with the finding of no historic properties affected under Section 106 for the resources listed below:

- 5DV.6237
- 5DV.6238
- 5DV.6239
- 5DV.6240

In regards to resources 5DV.9953.1 and 5DV.9954.1, we are not able to concur with the finding of no historic properties affected. We recommend a finding of no adverse effect under Section 106 since the entire sewer systems are considered eligible to the National Register of Historic Places.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.
Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

[Signature]

For
Georgianna Contiguglia
State Historic Preservation Officer
Native American Consultation Correspondence
Mr. Alonzo Chalepah
Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Dear Mr. Chalepah:

Subject: Request for Section 106 Consultation - South Broadway Environmental Assessment (Exposition to Arizona), City and County of Denver, Colorado

The City and County of Denver, Colorado, in cooperation with the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment (EA) that will address the effects of proposed improvements to a 0.7-mile segment of South Broadway in Denver. In order to improve local transportation movements and facilitate increased development along this major urban corridor, the project proposes widening Broadway to eight lanes. The Interstate 25/Broadway interchange will be improved to include safety enhancements to the existing loop ramp to northbound I-25, and a ramp will be constructed to accommodate vehicles accessing southbound I-25. Improvements specific to pedestrian safety are also planned. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action. Please refer to the enclosed aerial map for a view of the project corridor.

FHWA will serve as the lead agency for this undertaking, and CDOT staff will facilitate the tribal consultation process. The agencies are seeking the participation of regional Native American tribal governments in cultural resources consultation for the undertaking, as described in Section 106 of the National Historic Preservation Act and implementing regulations 36 CFR 800 et seq. As a consulting party you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or
mitigate those impacts. It is our hope that by describing the proposed undertaking we can be more effective in protecting areas important to American Indian people. If you have interest in this undertaking and in cultural resources that may be of religious or cultural significance to your tribe, we invite you to be a consulting party.

As shown on the enclosed map, the project corridor is located in a heavily urbanized section of Denver; no areas exist that have not been extensively disturbed for many decades by residential, commercial and industrial development. The Preliminary Study Area as shown on the map extends several city blocks on either side of Broadway; however, this boundary does not necessarily reflect the Area of Potential Effect (APE) to be developed for cultural resource studies, as defined by 36 CFR 800.16(d). A comprehensive survey and assessment of historic properties in the APE will be conducted as part of the environmental documentation. Tribes that elect to become consulting parties for the undertaking will be notified of the results of the survey and asked to comment on our eligibility and effects determinations. Any information you may have regarding places or sites important to your tribe that are located within or near the project area, would assist us in our efforts to comprehensively identify and evaluate cultural resources.

The Denver area is home to a number of American Indian residents. If you are aware of members of your tribe living in proximity to the study area who would be interested in participating in the NEPA consultation process on some level, please notify us so that we may facilitate that interaction.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places with cultural significance. If you are interested in becoming a consulting party for the South Broadway EA, please complete and return the enclosed Consultation Interest Response Form to CDOT Native American consultation liaison Dan Jepson within 60 days at the address or facsimile number listed at the bottom of that sheet. Mr. Jepson can also be reached via email at daniel.jepson@dot.state.co.us, or by telephone at (303) 757-9631. The 60-day period has been established to encourage your participation at this early stage in project development. Failure to respond within this time frame will not prevent your tribe from becoming a consulting party at a later date. However, studies and decision-making will proceed and it may become difficult to reconsider previous determinations or findings, unless significant new information is introduced.

Thank you for considering this request for consultation.

Sincerely yours,

Michael Davis

David A. Nicol, P.E.
Division Administrator

Enclosures
cc: A. Bullcoming, Director, Tribal Env. Program
K. Webb, CDOT Region 6
D. Jepson, CDOT Env. Programs
T. MacDonald, Carter & Burgess
C. Horn, FHWA
TRIBAL MAILING LIST
South Broadway, Exposition to Arizona EA

Mr. Alonzo Chalepah, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Copy to:
Ms. Angela Bullcoming, Director
Environmental Program
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Mr. Darrell Flyingman, Governor
Cheyenne and Arapaho Tribes of Oklahoma
P.O. Box 38
Concho, OK 73022

Copy to:
Mr. Richard Williams, NAGPRA Representative
Cheyenne and Arapaho Tribes of Oklahoma
P.O. Box 38
Concho, OK 73022

Mr. Gordon Yellowman, NAGPRA Representative
Cheyenne and Arapaho Tribes of Oklahoma
P.O. Box 38
Concho, OK 73022

Mr. Richard Brannan, Chairman
Northern Arapaho Business Council
P.O. Box 396
Fort Washakie, WY 82514

Copy to:
Ms. Jo Ann White
Tribal Historic Preservation Officer
Northern Arapaho Tribe
P.O. Box 396
Ft. Washakie, WY 82514
Mr. Eugene Little Coyote, Chairman
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

Copy to:
Mr. Conrad Fisher
Tribal Historic Preservation Officer
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

Mr. Joseph J. Brings Plenty, Sr., Chairman
Cheyenne River Sioux Tribal Council
P.O. Box 590
Eagle Butte, SD 57625

Copy to:
Mr. Albert M. LeBeau III
Tribal Historic Preservation Officer
Cheyenne River Sioux Tribe
P.O. Box 590
Eagle Butte, SD 57625

Mr. Billy Evans Horse, Chairman
Kiowa Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

Copy to:
Reverend George Daingkau, NAGPRA Representative
Kiowa Tribe of Oklahoma
118 N. Stephens
Hobart, OK 73015

Mr. Wallace Coffey, Chairman
Comanche Tribal Business Committee
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

Copy to:
Ms. Ruth Toalhty, NAGPRA Coordinator
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502
Mr. Ron His-Horse-Is-Thunder, Chairman
Standing Rock Sioux Tribal Council
P.O. Box D
Fort Yates, ND 58538

Copy to:
Mr. Tim Mentz, Sr.
Tribal Historic Preservation Officer
Standing Rock Sioux Tribe
P.O. Box D
Ft. Yates, ND 58538

Mr. Rodney Bordeaux, President
Rosebud Sioux Tribe
P.O. Box 430
Rosebud, SD 57570

Copy to:
Mr. Terry Gray, NAGPRA Coordinator
Rosebud Sioux Tribe
Sinte Gleska University
P.O. Box 105
Mission, SD 57555

Mr. Ronald Rice, President
Pawnee Nation of Oklahoma
881 Little Lee Drive
Pawnee, OK 74058

Copy to:
Mr. Francis Morris, NAGPRA Coordinator
Pawnee Tribe of Oklahoma
P.O. Box 470
Pawnee, OK 74058

Mr. Lester Thompson, Jr., Chairman
Crow Creek Sioux Tribal Council
P.O. Box 658
Fort Thompson, SD 57325

Mr. John Yellow Bird Steele, President
Oglala Sioux Tribal Council
P.O. Box H
Pine Ridge, SD 57770
FEDERAL HIGHWAY ADMINISTRATION/COLORADO DEPARTMENT OF TRANSPORTATION SECTION 106 TRIBAL CONSULTATION INTEREST RESPONSE FORM

PROJECT: South Broadway, Exposition to Arizona Environmental Assessment

The { } Tribe [is (is not) (circle one) interested in becoming a consulting party for the Colorado Department of Transportation project referenced above, for the purpose of complying with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). If your tribe will be a consulting party, please answer the questions below.

Signed: ____________________________
Name and Title

CONSULTING PARTY STATUS [36 CFR §800.2(c)(3)]
Do you know of any specific sites or places to which your tribe attaches religious and cultural significance that may be affected by this project?

Yes [ ] No [ ] If yes, please explain the general nature of these places and how or why they are significant (use additional pages if necessary). Locational information is not required.

SCOPE OF IDENTIFICATION EFFORTS [36 CFR §800.4(a)(4)]
Do you have information you can provide us that will assist us in identifying sites or places that may be of religious or cultural significance to your tribe?

Yes [ ] No [ ] If yes, please explain.

CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(c)]
Is there any information you have provided here, or may provide in the future, that you wish to remain confidential?

Yes [ ] No [ ] If yes, please explain.

Please complete and return this form via US Mail or fax:
Dan Jeppson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445
# NORTHERN CHEYENNE TRIBE
# TRIBAL HISTORICAL PRESERVATION OFFICE
# P.O. Box 128
# Lame Deer, Montana 59043
# Tel: (406) 477-6035  Fax: (406) 477-6210

Native American Consultation Response Form

<table>
<thead>
<tr>
<th>Site Name:</th>
<th>(EA) South Broadway Exposition to Aurora City and County of Denver, CO</th>
</tr>
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<tr>
<td>TCNS Notification ID</td>
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<tr>
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<td></td>
</tr>
<tr>
<td>Site Address:</td>
<td>U.S. Dept of Transp. - CO</td>
</tr>
<tr>
<td>Fx: 323-757-9445</td>
<td>Hist. Dem Jepson</td>
</tr>
</tbody>
</table>

Response:

- REQUEST ADDITIONAL INFORMATION (Initial of duly authorized Tribal Official)
  I require the following additional information in order to provide a finding of effect for this purpose undertaking:

- NO ADVERSE EFFECT (Initial of duly authorized Tribal Official)
  I believe the proposed project would have no adverse effect on these properties.

- ADVERSE EFFECT (Initial of duly authorized Tribal Official)
  Based on the information given, I believe the proposed project would cause an adverse effect on these properties.

- NO INTEREST (Initial of duly authorized Tribal Official)
  I have identified that there are no properties of religious and cultural significance to the Northern Cheyenne in the proposed construction area.

- NO EFFECT (Initial of duly authorized Tribal Official)
  I have determined that there are no properties of religious and cultural significance to the Northern Cheyenne Tribe that are listed on the National Register within the area of potential effect or that the proposed project will have no effect on any such properties that may be present.

- NO COMMENT (Initial of duly authorized Tribal Official)

- Other (Specify)          

Exceptions: If archaeological materials or human remains are encountered during construction, the State Historic Preservation Office and applicable Native American Tribes will be notified.

[Signature] 12/13/07

Mr. Conrad Fisher, Director N.C.T./THPO (406) 477-6035 Printed Name Telephone No.
Section 4(f) Correspondence
November 6, 2007

Dianna Litvak
Colorado Department of Transportation
Region 6
2000 S. Holly Street
Denver, CO 80222

Re: Agency Coordination for Section 4(f) Evaluation for Three Transportation Projects on S. Broadway. (CHS #49896 and #47447)

Dear Ms. Litvak,

Thank you for your correspondence dated October 19, 2007 and received by our office on October 23, 2007 regarding the consultation of the above-mentioned project.

After review of the information, we concur that the use of creative mitigation to resolve the adverse effect under Section 106 will be a benefit to the understanding of the affected resource, the South Broadway trolley tracks. We concur with the net benefit finding under Section 4(f).

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

[Signature]

For
Georgianna Contiguglia
State Historic Preservation Officer
December 18, 2007

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

SUBJECT: Additional Information and Section 4(f) De Minimis Notification, South Broadway Environmental Assessment (CHS#47447)

Dear Ms. Contiguglia:

This letter constitutes our response to your correspondence dated November 19, 2007 regarding the determination of effect and Section 4(f) De Minimis Notification for resources 5DV.9953.1 (Broadway Brick Sewer) and 5DV.9954.1 (Mississippi Clay Sewer) for the project referenced above.

We have additional information on proposed impacts to the sewer segments, both of which were determined to lack integrity but are part of larger systems that, pending additional research, are potentially eligible to the National Register. The sewer segments will both be impacted as a result of relocating inlets and drain pipes to improve drainage in this section of South Broadway. Both of these segments drain into a larger outfall on Mississippi constructed as part of the T-REX project. The impacts will be limited to small sections of the sewers, where inlets are constructed or where new piping may need to be constructed to intersect the existing sewer alignment. The minor nature of this work still supports the determination of no adverse effect to these resources.

Notification of Section 4(f) De Minimis Determination
Based on the no adverse effect finding outlined above, FHWA may make a de minimis finding for the Section 4(f) requirements for this historic site.

This finding has also been submitted to the Denver Landmark Preservation Commission and the Platt Park People’s Association for their review. If we receive comments from them, we will forward them to you.

If you require additional information, please contact CDOT Region 6 Senior Historian Dianna Litvak at (303) 757-9461.

Very truly yours,

Jim Paulmeno  
Region 6 Planning and Environmental Manager

cc: Lisa Schoch, Environmental Programs Branch  
Diana Bell, Carter Burgess  
File
December 18, 2007

Mr. Everett Shigeta
Denver Landmark Preservation Board
Denver Planning Services, Dept. 205
201 W. Colfax Ave.
Denver, CO 80202

SUBJECT: Additional Information and Section 4(f) De Minimis Notification, South Broadway Environmental Assessment (CHS#47447)

Dear Mr. Shigeta:

This letter constitutes our response to SHPO’s correspondence dated November 19, 2007 regarding the determination of effect and Section 4(f) De Minimis Notification for resources 5DV.9953.1 (Broadway Brick Sewer) and 5DV.9954.1 (Mississippi Clay Sewer) for the project referenced above.

We have additional information on proposed impacts to the sewer segments, both of which were determined to lack integrity but are part of larger systems that, pending additional research, are potentially eligible to the National Register. The sewer segments will both be impacted as a result of relocating inlets and drain pipes to improve drainage in this section of South Broadway. Both of these segments drain into a larger outfall on Mississippi constructed as part of the T-REX project. The impacts will be limited to small sections of the sewers, where inlets are constructed or where new piping may need to be constructed to intersect the existing sewer alignment. The minor nature of this work still supports the determination of no adverse effect to these resources.

This letter also includes a notification of Section 4(f) de minimis finding, which is explained in more detail below.

**SECTION 4(f) AND DE MINIMIS**

**Background**

In addition to Section 106 of the NHPA, FHWA must comply with Section 4(f), which is codified at both 49 U.S.C § 303 and 23 U.S.C. § 138. Congress amended Section 4(f) when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59, enacted August 10, 2005) (“SAFETEA-LU”). Section 6009 of SAFETEA-LU added a new subsection to Section 4(f), which authorizes FHWA to approve a project that uses Section 4(f) lands that are part of a historic property without preparation of an Avoidance Analysis, if it makes a finding that such uses would have “de minimis” impacts upon the Section 4(f) resource, with the concurrence of the SHPO.

On December 12, 2005, the Federal Highway Administration issued its “Guidance for Determining De Minimis Impacts to Section 4(f) Resources” which indicates that a finding of de minimis can be made
when the Section 106 process results in a no adverse effect or no historic properties affected
determination, when the SHPO is informed of the FHWA’s intent to make a de minimis impact finding
based on their written concurrence in the Section 106 determination, and when FHWA has considered the
views of any Section 106 consulting parties participating in the Section 106 process. This new provision
of Section 4(f) and the associated guidance are in part the basis of this letter, and of FHWA’s
determination and notification of de minimis impacts to the Denver Landmark Preservation Commission
with respect to the proposed project. At this time we are notifying the Section 106 consulting parties per
section 6009(b)(2)(C).

Notification of De Minimis Finding
The project has been determined to have no adverse effect to the segments of the Broadway Brick Sewer
(5DV.9953.1) and the Mississippi Clay Sewer (5DV.9954.1) as indicated above. As part of the Section
106 consultation process, the State Historic Preservation Officer (SHPO) was also afforded an
opportunity to concur on eligibility and effects determinations in correspondence between September and
November 2007. The SHPO was also notified of this de minimis finding.

As a local preservation organization with a potential interest in this historic resource, we welcome your
comments regarding our determinations of effect and any questions or comments regarding the Section
4(f) de minimis finding. Should you elect to respond, we request that you do so within 30 days of receipt
of this letter. If you have questions or require additional information, please contact CDOT Senior Staff
Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

Jim Paulmeno
Region 6 Planning and Environmental Manager

cc: Lisa Schoch, Environmental Programs Branch
    Amy Pallante, Colorado SHPO
    Diana Bell, Carter Burgess
    File
December 18, 2007

Ms. Sharon Withers, President
Platt Park People's Association
1592 South Pearl Street
Denver, CO 80210

SUBJECT: Additional Information and Section 4(f) De Minimis Notification, South Broadway Environmental Assessment (CHS#47447)

Dear Ms. Withers:

This letter constitutes our response to SHPO's correspondence dated November 19, 2007 regarding the determination of effect and Section 4(f) De Minimis Notification for resources 5DV.9953.1 (Broadway Brick Sewer) and 5DV.9954.1 (Mississippi Clay Sewer) for the project referenced above.

We have additional information on proposed impacts to the sewer segments, both of which were determined to lack integrity but are part of larger systems that, pending additional research, are potentially eligible to the National Register. The sewer segments will both be impacted as a result of relocating inlets and drain pipes to improve drainage in this section of South Broadway. Both of these segments drain into a larger outfall on Mississippi constructed as part of the T-REX project. The impacts will be limited to small sections of the sewers, where inlets are constructed or where new piping may need to be constructed to intersect the existing sewer alignment. The minor nature of this work still supports the determination of no adverse effect to these resources.

This letter also includes a notification of Section 4(f) de minimis finding, which is explained in more detail below.

SECTION 4(f) AND DE MINIMIS

Background

In addition to Section 106 of the NHPA, FHWA must comply with Section 4(f), which is codified at both 49 U.S.C § 303 and 23 U.S.C. § 138. Congress amended Section 4(f) when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59, enacted August 10, 2005) ("SAFETEA-LU"). Section 6009 of SAFETEA-LU added a new subsection to Section 4(f), which authorizes FHWA to approve a project that uses Section 4(f) lands that are part of a historic property without preparation of an Avoidance Analysis, if it makes a finding that such uses would have "de minimis" impacts upon the Section 4(f) resource, with the concurrence of the SHPO.

On December 12, 2005, the Federal Highway Administration issued its "Guidance for Determining De Minimis Impacts to Section 4(f) Resources" which indicates that a finding of de minimis can be made
when the Section 106 process results in a no adverse effect or no historic properties affected determination, when the SHPO is informed of the FHWA’s intent to make a de minimis impact finding based on their written concurrence in the Section 106 determination, and when FHWA has considered the views of any Section 106 consulting parties participating in the Section 106 process. This new provision of Section 4(f) and the associated guidance are in part the basis of this letter, and of FHWA’s determination and notification of de minimis impacts to the Denver Landmark Preservation Commission with respect to the proposed project. At this time we are notifying the Section 106 consulting parties per section 6009(b)(2)(C).

Notification of De Minimis Finding
The project has been determined to have no adverse effect to the segments of the Broadway Brick Sewer (5DV.9953.1) and the Mississippi Clay Sewer (5DV.9954.1) as indicated above. As part of the Section 106 consultation process, the State Historic Preservation Officer (SHPO) was also afforded an opportunity to concur on eligibility and effects determinations in correspondence between September and November 2007. The SHPO was also notified of this de minimis finding.

As a local preservation organization with a potential interest in this historic resource, we welcome your comments regarding our determinations of effect and any questions or comments regarding the Section 4(f) de minimis finding. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

Jim Paulmeno
Region 6 Planning and Environmental Manager

cc: Lisa Schoch, Environmental Programs Branch
Amy Pallante, Colorado SHPO
Diana Bell, Carter Burgess
File
December 26, 2007

Jim Paulmeno  
Region 6 Planning and Environmental Manager  
Senior Historian  
Colorado Department of Transportation  
Region 6  
2000 S. Holly Street  
Denver, CO 80222

Re: Additional Information and Section 4(f) De Minimis Notification, South Broadway EA  
(CHS #47447)

Dear Mr. Paulmeno,

Thank you for your correspondence dated December 18, 2007 and received by our office on December 24, 2007 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we concur with the finding of no adverse effect under Section 106 for resources 5DV.9953.1 and 5DV.9954.1. We also acknowledge the use of the de minimis finding for the Section 4(f) requirements.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

Georgianna Contiguglia  
State Historic Preservation Officer

cc: Dianna Litvak/CDOT Region 6
Scoping Letters
Meeting Minutes

Project: South Broadway NEPA Process

Purpose: Scoping Meeting

Date Held: June 1, 2005

Location: EPB

Attendees: CDOT: Jerry Piffer, Robin Geddy, Bob Autobee, Sharleen Bakeman, Yates Opperman, Steve Wallace, Brian Rader, Jeff Peterson, Sandi Kohrs, Jane Hann

City & County of Denver: Jason Longsdorf, Janet Burgesser

Carter & Burgess: Diana Bell, Larry Gibson, Gina McAfee, Craig Carter

Copies: Attendees, Tony Gross, Mike Vanderhoff, Shaun Cutting, Catherine Cox-Blair, Zafar Alikhan, Chris Primus, Rick Willard, Jean Wallace, Gail Keeley

Summary of Discussion:

1. Gina welcomed everyone and told them that this is starting out as an EA, but may need to evolve into an EIS.

2. Jason provided an update on the Cherokee and Gates property developments. Lionstone is developing the Gates side of Broadway. Lionstone has not done a GDP.

   Cherokee has filed two of their nine parcels for voluntary clean-up.

3. The city is funding this, but would like to keep open the option for federal funding.

4. Access to Broadway is anticipated from the developments.

5. Will there be any change to access to I-25? It is possible. Will we affect the interchange locations or layout identified in the Valley Highway EIS? It is possible.

   It is possible this could affect the Valley Highway RODs.

6. FHWA will be the lead federal agency. FTA could also be a lead federal agency or cooperating. RTD may be a cooperating agency. CCD will be the project sponsor.
Our team includes Carter & Burgess, Resolve, Hartwig, Fehr & Peers, Urban Trans.

7. Gina described the schedule and public involvement received to date. The concerns expressed so far relate to the desire to maintain the integrity of the existing neighborhoods, fear about affecting the plume, traffic, noise, desire for more transit. The people are very knowledgeable.

8. This project is not analyzing the developments. It is only analyzing the transportation needed to support the developments. Transportation forecasts have been developed for the developments.

9. Is there a general vision for this corridor? This is one of the city’s priorities for transit oriented development. Stating this will help as we develop purpose and need.

10. How do we interface with additional transit ridership? Since it is a TOD, this will need to be examined as part of purpose and need and of the alternatives screening process. We may need to also examine additional rail operating plans or bus operating plans.

11. Larry described the committee structure. We have two committees – the Consensus Committee and the Policy Committee. We will be meeting regularly with neighborhood groups and business groups. The CC will meet monthly. The PC will meet less often. Three public meetings are planned. Media will be heavily used, including LaVoz. EJ outreach is planned.

12. We need to make certain that the Valley Highway EIS doesn’t end up identifying an alternative that doesn’t make it through our process. This will require close coordination.

13. Gina said that the intent of the document is that it will be condensed and “reader friendly.”

14. For cultural - we need to work with Dan for the Native American clearances. No archaeological resources.

15. No T/E are anticipated, although we will need to address the South Plate water depletion issue and migratory birds, if we tear down bridges.

16. Noxious weeds – we will have Laura go out, but it is unlikely there are any. We will not do a noxious weed management plan until prior to construction.

17. Hazardous waste issues – Craig Carter will be meeting with Pat Martinek separately. The MESA will be done up front to identify what may affect the
alternatives analysis. Cherokee is in the process of cleaning up the TCE, some noticeable reduction in concentration have occurred. Gate’s situation is more unknown.

18. For the 106 process, we should meet with Lisa (or Bob) and Amy to define the APE first. Then we will do some surveys and, as alternatives are defined, meet with CDOT, SHPO and FHWA to get their input on alternatives. We will coordinate with the CLG. Gail should meet with Bob Mero – he has input on specific buildings.

19. The purpose and need will be worked out in June and July, with the committees. Yates believes this will be difficult to work this out in a committee. We need to structure this carefully, since there are obvious project needs and other “givens.” We will need to strongly guide the purpose and need development.

20. There are issues with logical termini. We need to make sure we don’t set something up so the project forces some improvement either north or south.

21. For paleo, we are at a boundary area. TREX identified some resources at Mississippi and the South Platte. If there are grade separations or major sewer or water outfalls, then it may be an issue. The TREX team probably has some subsurface geology data we could look at.

   We can stipulate how we deal with this in the document during construction.

22. Will there be land use changes that are induced north or south?

23. The city is able to address some other possible options such as land use control or setbacks to mitigate noise.

24. The fact that this project is truly multi-modal and we are not necessarily looking to just add pavement to solve transportation problems is a plus.

25. Are there options to set setbacks wider along Broadway? The R/W is 100’ now. The city has language that they won’t approve any building plans if they affect this project (the developments can’t preclude any of their options.)

26. Hot spot analysis will be needed, as will qualitative PM10. For MSATs – we will check with FHWA on the latest language.

27. Heights allowed in the zoning related to the view plane ordinance. The tallest buildings will be in the north west. This development will be an obvious change in visual character.

28. The typical EJ outreach and analysis will be needed.
29. Water quality will be a big issue. Rick Willard will help out with this. There will likely be a need for permanent BMPs.

30. South of Vanderbuilt Park, a bridge across the Platte is planned, to tie into Santa Fe and street connections within the development. This will need to be addressed as a part of the cumulative impacts analysis. It is planned and funded by Cherokee. No bridge is planned across the tracks.

31. The purpose and need of this project is to make Broadway work – it is not to provide access into the development.

32. For cumulative, we need to go back to some logical point in the past – when Gates developed?

33. The baseline will be developments plus committed transportation improvements. The No Action will include pavement overlays, FasTracks, etc. We need to run these assumptions by FHWA.
Please Sign-in

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✓ Added to Project Directory (6/2/05)
**Scoping Meeting with EPB**  
**Wednesday, June 1, 2005**  
**2:00 p.m. to 4:00 p.m.**

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Meeting Minutes

Project: South Broadway NEPA Process

Purpose: Resource Agency Scoping Meeting

Date Held: June 13, 2005

Location: Carter & Burgess

Attendees: See Sign-in Sheet

Copies: Attendees, Gail Keeley, Wendy Wallach, Deb Lebow, Dave Beckhouse, File #071983.403

Summary of Discussion:

The project includes improvements to Broadway between Exposition and Louisiana. We are starting this out as an EA, but it may end up as an EIS. We are in the early stages of scoping.


   Transportation project to address traffic on Broadway. Began discussion of redevelopment in the area, the issue became apparent 4-5 years ago. Cherokee now owns a lot of the area. Re-zoning has occurred. Lionstone now owns some also (east of Broadway). Several other projects going on in the area as well – Valley Highway.

   Need to accommodate several kinds of trips on Broadway – 70% through traffic.

   City and County of Denver is the applicant. FHWA is the lead federal agency. It is possible FTA could be a joint lead. RTD will likely be a cooperating agency. We will likely not ask the Corps of Engineers to be a cooperating agency.

2. Gina McAfee – Overview of Public Meeting

   The Public Meeting was on May 12th, approximately 95 people attended, well informed public. Some issues include impact to neighborhoods due to development, noise impacts and visual impacts. Traffic in neighborhoods. NIMBY. The study area is too small for NIMBY issue. Want traffic to go elsewhere, look at problem areas outside of area. Also heard a lot of concerns about east-west traffic issues.
Gina went through the attached handout.

Hopefully a condensed EA because of urban environment. Lack of natural resources. Also will be a “reader-friendly” document.

We are doing a phased approach. For the first 6 months, we will focus on secondary data collection and a screening process to get down to alternatives for the DEIS by the end of the year. Environmental issues used in the screening. Bulk of NEPA document and most of field research done in 2006.

- EJ
- relocation
- air quality
- noise
- water quality
- stormwater drainage
- haz mat
- historic – Gates itself, trolley tracks in pavements. Water tower, likely to be some, visual quality.
- Park (outside of the study area)
- ped and bike
- cumulative impacts
- pedestrian

3. Stan Szabeluk – The heart of this study is the interchange project.

We will be coordinating with this project (the Valley Highway EIS).

Open up for questions/comments.

1. **Question:** Stan Szabeluk, RTD – What is purpose of this group?  
   **Answer:** May only meet once. Agency group to scope information and fulfill NEPA requirements. The group includes state and federal agencies with jurisdiction by law.

2. From the Corps – No wetlands

3. **Question:** USFWS: Concerned about birds – swallows may be an issue if any bridges will be demolished. Pigeons are not protected. Valley Highway is planning to conduct a Nest Survey, for the swallow nests under the bridge. Water depletion from the Platte River is also an issue. Dust control? FWS will assist us with methodology for this. Need to be consulted – No T&E.  
   **Answer:** Valley Highway mentioned nest surveys, but did not mention swallows.
4. **Question:** SHPO – Former Gates property is eligible as a historic district – not sure on boundaries. Also a West Washington Park district. Postal service building as well. Trolley tracks known. Should evaluate the rail road tracks as well. May be historic corridor.
   **Answer:** Impact to the historic area is one of the biggest issues. Want to meet and talk about 106 impacts later on.

5. **Question:** Mike Vanderhoof, FHWA – What other studies will be done for “unlikely” issues?
   **Answer:** We will look at all issues, do field surveys and document, but we are not anticipating any impacts when alternatives are developed.

   Regarding phased approach, I would not wait for haz mat or historical data collection - we should do that as soon as we can.

6. **Question:** Amy Pallante, SHPO – When you talk about the study area, are you referring to APE under 106 or NEPA study area?
   **Answer:** When we talk about APE we will meet with you. Primary focus area is different (smaller): this is for all primary data collection.

7. **Question:** Mike Vanderhoof, FHWA – Encourage to do P&N on the front end as well.
   **Answer:** Right now, schedule shows completed in first 2 or 3 months.

8. **RTD:** Primary concern is all access to station: bike, pedestrian, busses, pnR.

   Likely in/out on Exposition is an issue.

   Kentucky at Broadway is problematic for buses to access Valley Highway

   Would like to know potential ROW take if Broadway widened.

   Very concerned about the couplet alternative. This will not work well.

   Lee Cryer will be the RTD contact.

9. **Question:** What is defined for Valley Highway alternatives will be defined here.
   **Answer:** Yes, and other studies as well, we have 7 on table right now.

10. **Comment:** Stan Szabelak, RTD – The connection to Alameda Station might want to include in the study area, especially if Cherokee expands.

Transportation Scoping Meeting, June 27 at 2:00pm in this room
# Resource Agency Scoping Meeting
**Monday, June 13, 2005**
**1:00 p.m. to 3:00 p.m.**

## Please Sign-in

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Meeting Minutes

Project: South Broadway NEPA Process

Purpose: Transportation Agencies Scoping Meeting

Date Held: June 27, 2005

Location: Carter & Burgess, Inc.

Attendees: See Sign-in Sheet

Copies: Attendees, Jeanette Lostracco, Troy Halouska, Catherine Cox-Blair, Reza Akhavan, Tony Gross, Jane Hann, Sandi Kohrs, Ron Speral, Mike Vanderhoof, Dave Beckhouse, Liz Rao, Lee Cryer, Stan Szebelak, Marvinetta Hartwig, Brendan Harrington, File #071983.403

Summary of Discussion:

Project Description/Purpose and Need

1. Primary purpose N/S travel along Broadway (Exposition to Louisiana) to meet local and regional needs.
2. City is funding study (and is sponsoring agency).
3. Other related transportation projects in area (including I-25/Valley Highway EIS, Santa Fe intersection).
4. New development proposed at Gates property.
5. Purpose of utilizing NEPA process is to leave open potential for future federal funding.
6. Public Scoping Meeting - May 12th.
7. Consensus Committee Meeting – June 23rd.
8. FHWA lead agency.
9. RTD indicated willingness to be a cooperating agency – FTA?
10. Assumption that transit will be seriously considered in the range of alternatives.
11. Bill Van meter shared that Englewood has expressed some interest for what the south part of Broadway would look like through their city.
12. RTD interest in bus access to Broadway/I-25 light rail station and other transit through area.
13. The public has expressed interest in changing the study area.
14. FHWA has previously suggested we begin the NEPA process with intent for an EA. We could expand into EIS if that’s determined to be necessary.

Project Schedule/Public Involvement

1. Larry explained Purpose and Need development process, schedule and public involvement (see handout).
2. Consensus Committee (CC) – consensus building and to develop recommendations.
3. Another public meeting in August expected.
4. Purpose and Need – Consensus Committee will be involved as advisory, but FHWA and team will develop and approve Purpose and Need.
5. Broad interests of stakeholders will be gathered at early CC meetings and inform the Purpose and Need statement.
6. CC may be interested in adding other issues, but these may be stated as project goals or evaluation criteria to reflect these interests.
7. Gina McAfee suggested taking the CC interests and grouping them by elements that could be included in Purpose and Need, goals, and evaluation criteria.
8. 2nd CC meeting – discuss measures of effectiveness, 3rd CC meeting – discuss Purpose and Need. Want to keep meeting #2 focused on defining the study area.
9. Alternatives development approach – Larry Gibson explained intent is to look at how to most effectively move people in alternative modes through corridor (rather than only moving vehicles).

Environmental Issues/Documentation

1. Social, transportation, environmental issues: (see handout for May 12 public meeting)
   - Neighborhood concerns, impacts to existing residences.
   - East/west travel (across river, tracks, Santa Fe.)
   - Indirect effects of improving one transportation piece could indirectly cause more traffic on Broadway, at the light rail station to more traffic on Mississippi.
2. Brian Welch, explained that we will be looking at measures of effectiveness (MOEs) to identify overall best way to move all modes, not necessarily only traditional transportation measures. Will want CDOT, FHWA and RTD buy-in on these measures.
3. The expectation for CC decision making is that transportation agencies will be at the table and make decisions within the CC, rather than decisions being made behind the scenes – so that the process is transparent. Transportation agencies
will be able to consult with others at their respective agencies and bring back
discussion to CC.

4. The alternatives evaluation process needs to be interactive and evolving to
include data as it may become available.

5. No building plan for Gates or Cherokee will be approved unless it's compatible
with the solution from this NEPA project. Access points off Broadway have not
been set yet. South of Mississippi land can be developed.

6. When should the issue of an EA or EIS be revisited? Jean Wallace asked when
impacts could be determined and their significance.

7. Section 106 and 4(f) approach – we plan to do survey work for study area; meet
with Lisa (CDOT) and Amy Pallante (SHPO) to discuss APE (Area of Potential
Effect), coordinate where properties are located and use the data in alternatives
screening. There may be effects on both sides of Broadway which have adverse
effects.

8. The hazardous materials plume will also be a criteria for evaluating alternatives.

9. Brian Welch asked what level of information will be available for bus transit
usage and frequency. Bill Van Meter indicated information that will be available.

10. RTD will not preclude transit options, such as BRT. However RTD has no
money. The Board has approved some Central Connector improvements, but
again no significant money now or after FasTracks.

11. If 10 million square feet is potential full build out for Gates/Cherokee, the long
term ability to make transit system inclusions will be necessary.

12. Interest to pursue preparing a condensed EA.

13. Will FRA (railroads) need to be involved? Perhaps down the road could be
involved. Ft. Collins commuter rail? (not reasonably foreseeable project from
NEPA standpoint), but for visioning it may be relevant to include.

The second Transportation Agencies Scoping Meeting will be held in August 2005.
Please advise as to your availability for August 8th or 15th. Contact Darin Stavish at
Carter & Burgess (720) 359-3048 or Darin.Stavish@c-b.com.
## Transportation Agency Scoping Meeting

**Monday, June 27, 2005**  
**2:00 p.m. to 4:00 p.m.**

### Please Sign-in

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Telephone No.</th>
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Transportation Agency Scoping Meeting  
Monday, June 27, 2005  
2:00 p.m. to 4:00 p.m.

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</tbody>
</table>
Cooperating Agency Correspondence
November 15, 2005

David A. Nicol
Division Administrator
Colorado Federal Aid Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228

Re: South Broadway NEPA Process Cooperating Agency Agreement

Dear Mr. Nicol:

Thank you for your letter of October 20, 2005 inviting FTA to participate as a cooperating agency in the South Broadway NEPA Process. FTA would be happy to act in this capacity for the subject environmental study.

If you have any questions, please contact David Beckhouse at (720) 963-3306.

Sincerely,

Lee O. Waddleton
Regional Administrator
December 2, 2005

Mr. David A. Nicol, P.E.
Division Administrator
United States Department of Transportation
Federal Highway Administration
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Dear Mr. Nicol:

The purpose of this letter is to respond to your recent request for RTD to be a cooperating agency in the NEPA process for the South Broadway area in Denver. Thank you for the invitation. RTD welcomes the opportunity to be a cooperating agency on this project. We look forward to continuing our good working relationship with FHWA, CDOT, and the City and County of Denver.

RTD staff members are participating in this project as members of the Consensus Committee and in agency coordination meetings. Principal staff contacts are Bill Van Meter, Senior Manager of Systems Planning (Bill.VanMeter@RTD-FasTracks.com; (303) 299-2448) and Lee Cryer, Planning Project Manager (Lee.Cryer@RTD-FasTracks.com; (303) 299-2410). Thank you again for the invitation.

Sincerely,

Clarence W. Marsella
General Manager

Copies: Liz Rao, Assistant General Manager, Planning and Development
Bill Van Meter, Senior Manager, Systems Planning
Lee Cryer, Planning Project Manager
Jason Longsdorf, City and County of Denver
Larry Gibson, Carter & Burgess
Jean Wallace, FHWA
Tony Gross; CDOT Region 6
Jim Paulmeno, CDOT Region 6
# Appendix E.
## Public Involvement Information

<table>
<thead>
<tr>
<th>Meeting Date</th>
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<tr>
<td>April-June 2005</td>
<td>List of Meetings Attended by Project Team</td>
<td>Promote Public Involvement</td>
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<tr>
<td>May 12, 2005</td>
<td>Public Meeting Comments</td>
<td>Public Meeting #1</td>
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<tr>
<td>November 2, 2005</td>
<td>Meeting Summary</td>
<td>Public Meeting #2</td>
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<tr>
<td>November 29, 2005</td>
<td>Meeting Summary</td>
<td>Bicycle and Pedestrian Workshop</td>
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<tr>
<td>January 9, 2006</td>
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</tr>
<tr>
<td>June 27, 2006</td>
<td>Meeting Summary</td>
<td>Public Meeting #3</td>
</tr>
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</table>
# Meetings Attended by Project Team to Promote Public Involvement  
April - June 2005

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>4/11/05</td>
<td><strong>RNO(^1) Meeting – Platt Park People's Association (3PA)</strong>&lt;br&gt;Attended by Larry Gibson (Carter &amp; Burgess) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).&lt;br&gt;• Interested in whether the project addresses land use and zoning issues or not. Concerned about being involved in the project throughout the process.</td>
</tr>
<tr>
<td>4/11/05</td>
<td><strong>RNO Meeting – Baker Historic Neighborhood Association</strong>&lt;br&gt;Attended by Caelan McGee (Resolve) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).&lt;br&gt;• Concerned about the organization and format of the May 12th meeting.</td>
</tr>
<tr>
<td>4/13/05</td>
<td><strong>RNO Meeting – West University Community Association (WUCA)</strong>&lt;br&gt;Attended by Larry Gibson (Carter &amp; Burgess) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).&lt;br&gt;• Concerned about neighborhood traffic impacts, as a result of higher densities of the redevelopment. Also interested in transit.</td>
</tr>
<tr>
<td>4/19/05</td>
<td><strong>RNO Meeting – Ruby Hill Neighborhood Association</strong>&lt;br&gt;Attended by Larry Gibson and Darin Stavish (Carter &amp; Burgess) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).&lt;br&gt;• No concerns or comments were made regarding the May 12th meeting.</td>
</tr>
<tr>
<td>4/22/05</td>
<td><strong>NEPA Process Briefing Meeting – MDLDC/Broadway Partnership</strong>&lt;br&gt;Attended by Jason Longsdorf (CCD – Public Works), Larry Gibson and Darin Stavish (Carter &amp; Burgess) to describe the NEPA process and let the president voice his concerns about transportation impacts to the South Broadway corridor and pedestrian mall, once the Cherokee/Gates redevelopment is completed.&lt;br&gt;• After discussing the project, Mr. Gengaro briefed us on the functions of his Local Improvement District (LID), the largest in Denver:</td>
</tr>
</tbody>
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\(^{1}\) Registered Neighborhood Organization (City & County of Denver) within study area.
- Maintaining the "pedestrian mall" which includes 15,000 linear feet of sidewalk on South Broadway since 1980.
- The "trash 'n trees" service is offered six days per week with $350K/year budgeted for maintenance and streetscape/alley operations (with no subsidies received from the City).
- The membership consists of 50% tenant merchants and 50% renters, who attend monthly board meetings. There are five appointed board members.

The MDLDC's concerns include:
- Earning the City's respect for their continued efforts to maintain a viable streetscape (without any help from the City) through an ongoing, interactive dialog.
- Controversial Public Works/Transportation projects, such as:
  - Central Connector (LRT, parking elimination, perceived parking problems),
  - One-way conversion of Broadway to southbound in 1965,
  - Metered parking added in 1985 and 1995, with rates increased in 2000,
  - Amount, speed, and intensity of traffic,
  - Liquor license renewal issues,
  - Bulbouts and bollards added at intersections,
  - Infrequent snow-plowing (crosswalk cleaning program, corners, intersections, and vacant buildings)
- RTD is in the district but not on the board (need to work with the shelters/stops planners, lighting, curb demo)
- Bus stops need regular "grading"
- One one LRT stop on Broadway/Lincoln currently

4/27/05 RNO Meeting – MDLDC/Broadway Partnership
Attended by Jason Longsdorf (CCD – Public Works) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).
- Attendees appreciated the update, indicating they would participate throughout this process and suggested inclusion of "Central Connector" recommendations in the planning process.

4/27/05 West Washington Park Issues Forum (Proposition 1A)
Attended by Jason Longsdorf (CCD – Public Works) to briefly describe the NEPA process and invite attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary School).
- No concerns or comments were made regarding the May 12th meeting.
4/28/05  RNO Meeting – Overland Neighborhood Association
Attended by Darin Stavish (Carter & Burgess), Councilwoman Kathleen
MacKenzie (District 7) to briefly describe the NEPA process and invite
attendees to the first Public Scoping Meeting (5/12 – Lincoln Elementary
School).
- After flyers were distributed to all attendees, members seemed very
interested in attending and quite knowledgeable about the project,
especially the environmental aspects and contamination caused by
the toxic plume from the Gates plant. They then asked about
extending the study area southward (to further include their
neighborhood).

4/29/05  May Day Party for Constituents of District 7 and City Employees
Attended by Abigail Ilner (Carter & Burgess), Councilwoman Kathleen
MacKenzie (District 7) to invite attendees to the first Public Scoping
Meeting (5/12 – Lincoln Elementary School).
- No concerns or comments were made regarding the May 12th
meeting.

5/3/05  RNO Meeting – West Washington Park Neighborhood Association
(WWNPA)
Attended by Larry Gibson (Carter & Burgess), Caelan McGee (Resolve) to
briefly describe the NEPA process and invite attendees to the first Public
Scoping Meeting (5/12 – Lincoln Elementary School).
- Concerned about definition of the study area and effects of this
project on timing and funding of other related projects, such as I-
25/Valley Highway, and Santa Fe intersection improvement. Also
concerned about traffic projections utilized in modeling, and east-
west travel in the corridor. Asked questions in order to better
understand the NEPA process.

5/12/05  1st Public Scoping Meeting – Lincoln Elementary School
Attended by Jason Longsdorf (CCD – Public Works), Catherine Cox-Blair
(CCD- Community Planning & Development), Larry Gibson, Gina McAfee,
Jeanette Lostracco, Wendy Wallach, Troy Halouska (Carter & Burgess),
Mike Hughes, Caelan McGee, Sierra Trujillo (Resolve), Marvinaeta
Hartwig, (Hartwig & Associates), Brian Welch, Jeremy Klop (Fehr &
Peers), and approximately 90 local residents/stakeholders.
- Please see attached for public comments recorded.

5/19/05  I-25/Valley Highway DEIS Public Information Meeting
Attended by Jason Longsdorf (CCD – Public Works) and Darin Stavish
(Carter & Burgess), in order to staff an information table on the South
Broadway project (as it relates to the I-25/Valley Highway alternatives)
and answer questions on the status of the NEPA process.
- No questions or concerns were raised specific to this project.
5/25/05 Cherokee Denver Redevelopment Advisory Committee (CDRAC) Meeting
Attended by Darin Stavish (Carter & Burgess), Councilwoman Kathleen
MacKenzie (District 7) to announce the presentation and minutes from the
May 12th Public Scoping Meeting are available for review on the City &
County of Denver's website at:
http://www.denvergov.org/BroadwayNEPA/201717264template3jump.asp
- No concerns or comments were made regarding the outcome of the
  May 12th meeting.

6/2/05 I-25/Valley Highway DEIS Public Hearing – Drury Gymnasium
Attended by Jason Longsdorf (CCD – Public Works) and Larry Gibson
(Carter & Burgess), in order to staff an information table on the South
Broadway project and answer questions on the status of the NEPA
process.
- No questions or concerns were raised specific to this project.

6/14/05 Platt Park People’s Association (3PA) Meeting
Attended by Larry Gibson (Carter & Burgess). Provided project update
and discussed upcoming activities. Described the May 12th public meeting
and the purpose and approach to the Consensus Committee.
- Several questions raised: What is project decision-making
  process?
- Relationship of the project to the Valley Highway EIS and Santa Fe
  interchange study.
- Who do I work for/who is paying for the project?
- What is the schedule for the project?
- “Won’t an (traffic) engineer just make the final decision?”
- What is location of the first CC meeting?

6/21/05 Broadway Area Revitalization District (BARD) Meeting
Attended by Darin Stavish (Carter & Burgess) and Caelan McGee
(RESOLVE). Listened to BARD’s concerns about the project and gathered
information in streetscape improvements in the district (i.e., how this
process could coincide with their planned improvements).
- BARD recognizes that the configuration of South Broadway could
  change as a result of the Gates/Cherokee/Lionstone
  redevelopment, so any planned streetscape improvements would
  not begin until that time at the earliest (approximately 2-3 years
  from now).

6/23/05 1st Consensus Committee Meeting – Lincoln Elementary School
Selected designates and alternates from each RNO. Agreed to operating
protocols and introduced Methods of Effectiveness (MOEs) for measuring
community and environmental issues important to neighborhoods and
stakeholders in the study area.
- An additional seven Consensus Committee Meetings are planned
  through the end of the year, with dates to be determined.
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

Comments submitted via comment sheets
(Only those sheets turned in at the meeting are noted here. Other comments
mailed, emailed, or phoned in to the project manager will be documented and
posted at a later date)

- Not necessarily “most important” but may be hardest to solve: Bicycle access to
  the site and station. Broadway corridor has historically been a location of a lot
  bicycle accidents. Riding on the street is not especially safe, and bicyclists are
  often seen riding on the sidewalks (illegal). Better connections to bike route
  system might help.

- Please include and describe existing traffic patterns and volumes to give
  perspective to the 70,000 to 80,000 number of additional car trips per day.
  70,000 compared to the existing 70,000 or 700,000. We need an idea of the
  relative increase. Also, please compare to original traffic loading form gates when
  operations were in full swing. Compare to traffic loading if something like Gates
  were to be in operation.

- Alternative to address signaling at Broadway/I-25. Current spacing, timing, and
  sight distance is poor.
  - Include alternatives to aide bike and pedestrian traffic north/south and
    east/west. These alts. Should recognize that bike and red traffic are not
    the same. (E.g. sidewalk only for cyclists is unsafe w/ traffic and glass,
    etc.)
  - Good meeting, presented scope well.

- I have heard that TOD – Travel Oriented Development, strengthens
  neighborhoods. Could that be addressed at one of the meetings? People are
  reluctant to change- this may help w/ their anxiety over development and change.

- Ease of access and safety for pedestrians and bicycles to bus and light-rail. This
  would encourage non-auto travel.
  - Bicycle lanes should be curbed away form auto lanes. This is a very busy
    traffic area. I have been his by a car.
  - Bicycle lanes should be one to avoid collision.
  - Construction of local environment to promote feeling of safety – who
    wants to travel an unsafe street everyday!

- Prefer widening of Broadway to couplet plan. There is a wide blvd. there. It
  already is a barrier. It’s a perfect place to create a connection between east and
  west development with a “bridge” including shops, café, etc. over Broadway.
  Beneath the bridge can be a pedestrian crossing and planted median will
  enhance the look, calm traffic, provide pedestrian “island”. Putting a major I-way
  in midst of east and west Gates development would not be very
  pedestrian/resident friendly.

- I-25/Broadway interchange: Extend Lincoln south of I-25 to try to improve
  interchange.
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

Parking
- South Broadway widening could eliminate parking that is important to local businesses and push retail customer parking into the neighborhoods
- Neighbors along Lincoln have to deal with parking from businesses now
- Parking requirements for the redevelopment sites have been reduced; this raises a concern that in the long term there may be an even greater demand for parking in the neighborhood
- One-hour limits are currently not enforced
- Residential stickers could prevent shoppers from using neighborhood streets as retail parking

Local Businesses
- Examine potential impact to business area plans

Scope of the Study/Study Area Boundaries/East-West Focus
- Examine traffic on Santa Fe and move some of the Broadway corridor's north-south traffic to Santa Fe if there is capacity there.
- Q: Will the study include Santa Fe? A: Anything that addresses the north-south movement along Broadway will be examined
- Q: The Valley Highway NEPA Process has produced a draft environmental impact statement that includes alternatives for the Broadway/I-25 interchange; what happens to those alternatives in this study? A: We will coordinate with the Colorado Department of Transportation (The Valley Highway EIS is their study) Neither study can overrule or preclude the work of the other.
- Q: What is the plan to accommodate Section 106 (historic preservation regulation) review? A: This study will have to comply with regulations related to historic properties (Section 106) and park land (Section 4f)
- Q: Does the title of the study “South Broadway” suggest a predetermined answer; does the title indicate that changes to Broadway are the answer to north-south traffic? A: No, changes to Broadway should be only one of a series of possible alternatives
- The pressure here comes from those who want to travel to and from downtown
- The study should recognize that there are motorists who want to avoid going through the area who are using Downing and University
- Don’t stop the study boundary at Exposition; consider Alameda; consider the railroad crossings
- Extend the study south to Evans Avenue
- Buchtel is an important east-west corridor – development along that corridor should be considered
- Given the redevelopment plans, the study needs to look at east-west impacts. Cars from the redeveloped sites will have to move east-west.
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

- To succeed, the study has to examine east-west streets, particularly Mississippi and Alameda

Ideas/Suggestions
- Move rail east and that makes Santa Fe viable as an alternative to downtown
- Study an interchange at Logan and Arizona
- Don’t make Lincoln south of I-25 one-way
- No couplet north from Arizona
- Use computer software to analyze (but don’t use Syncro)

Communication with the Communities and Stakeholders
- Helpful if put announcements and information on web site – HOA uses e-mail and web sites
- West Community – flyers, more traditional ways of announcing/communicating
- Use the WP Profile to communicate

Next Steps/Announcements
- May 19 5:30pm Valley Highway EIS – Public information meeting
  (Baker Middle School 574 W. 6th Ave)
- June 23rd 5:30 pm Broadway NEPA Consensus Committee
  (Location TBD)
- June 2 Valley Highway EIS – Public Hearing
  (Drury Gymnasium 375 S Zuni – Drury Gymnasium)
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

Concerns and Issues Raised during “open mike” session

Community Character

- Protections for current residents who live along Lincoln, Sherman, Grant and Logan
- Logan Street has residential character that should be protected
- Wide roads are a barrier to integrating the community; they limit connectivity
- Those who live in the area’s residential neighborhoods are committed to keeping their houses and protecting the character of the neighborhoods
- Maintain character of established neighborhoods

Pedestrian and Bicycle Needs

- Pedestrian movement could be hampered by wide roads
- Keep the flavor of the pedestrian-friendly area
- Pedestrian access to the station is important, the existing pedestrian access is dangerous and discourages transit use
- Important to carefully consider safety for those who want to use bicycles; they need safe and secure access to transit stops, through the study area and to downtown

Traffic on Local Streets

- Prevent cut-through traffic generated by new development as people seek to avoid traffic lights
- Capture all of the transportation impacts, auto, pedestrian, bike, transit, etc. in the study area

Transportation Needs

- The major issue (most travel demand) is auto traffic getting on and off I-25 at Broadway to get to and from downtown
- Consider an access management strategy for Lincoln and Broadway
- It is important to provide clear information as early as possible about possible acquisition of private land for right-of-way

Park Lands

- If Mississippi is altered to carry more traffic east of the study area, there could be considerable impacts to Washington Park
South Broadway NEPA Process Public Meeting Comments  
May 12, 2005

Questions raised and comments made to project staff during open house session

Questions
▪ How, if at all will this project impact the Louisiana Station?
▪ If I can’t come to public meetings – What other opportunities are there for me to get involved?
▪ Will this study make sure the Gates property is cleaned up?
▪ How will you make the determination of whether an EA or EIS is done?
▪ Does CCD have condemnation rights?
▪ What/where is funding coming from?
▪ Will Broadway be widened?
▪ Is Cherokee going to allow car traffic through their site? New roadways?
▪ Is RTD going to revive the central connector project?
▪ Is Logan being considered for one-way operation?
▪ Is the post office facility at Logan/Kentucky going to stay?
▪ Very concerned about the contamination. Why was it not taken care of years ago?
▪ West University Community Association – neighborhood org.?
▪ How does the Gates/Cherokee Development “tie” into this project (coordinated)?
▪ What is the difference between the Valley Highway EIS and this study?
▪ How do you mitigate the people moving in.?

Comments
▪ Long range solution.
▪ Study area should be extended north to make sure impacts to people north are identified.
▪ Improvements to Santa Fe should be examined – including impact of at grade RR crossing.
▪ Most traffic impacts are likely to be to the east.
▪ Provide project boundary/study area map on website.
▪ Need to preserve Broadway’s viability as a retail center.
▪ The study area for circulation purposes is too small and needs to be expanded.  
  *Alameda to the north  *Downing to the east
▪ Why concentrate on North/South? Concerned – incorporate w/ East/West.
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

- "Gates Historic District" is misleading.
- Concerned that the boundaries are too narrow. Move to Emerson/Downing.
- Need to concentrate on East/West movements too. More than one option.
- Study Santa Fee to University – Look at Louisiana Ave. this corridor could be impacted a lot.
- One-way roads are terrible for residents, especially when there is a major problem on arterials.
- Make sure to also mail things to neighborhoods.
- Provide at least 3 weeks notice on public meetings.
- It is about mitigating the change – not stopping the change.
- Transportation planning is lagging the land use planning.
- Priority pedestrian traffic is safe, encourage it.
- Make sure to address pedestrian movements to encourage transit use.
- Pay attention to Logan/Mississippi intersection – to avoid it, folks cut through neighborhood.
South Broadway NEPA Process Public Meeting Comments
May 12, 2005

- Pedestrian/bike access across I-25 and from Platte River trail to Washington Park.

- Pedestrian enjoyment of the path from West Washington Park to Gates/Cheyenne south Denver transportation hub.

- Traffic patterns near Exposition/Grant.

- Noise abatement near Exposition/Grant.

- Construction impact on West Washington Park.

- Boundary: Further east.

- What if at Mississippi at Broadway move traffic to Santa Fe and North? Any chance for cutting over at Iowa or anywhere to reliever N. bound traffic on Broadway?

- What are you going to do w/ Arizona during construction?

- Clean up good; don’t need another subdivision/shopping mall.

- What does this do for Denver?

- Income producing land-use and signature place- building is critical when considering this project.
Colorado Geographic Areas and Constituent Counties

Planning and Management Regions*

Region 1: Logan, Morgan, Phillips, Sedgwick, Washington, Yuma
Region 2: Larimer, Weld
Region 3: Adams, Arapahoe, Broomfield, Boulder, Clear Creek, Gilpin, Denver, Douglas, Jefferson
Region 4: El Paso, Park, Teller
Region 5: Cheyenne, Elbert, Kit Carson, Lincoln
Region 6: Baca, Bent, Crowley, Kiowa, Otero, Prowers
Region 7: Pueblo
Region 8: Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache
Region 9: Archuleta, Dolores, La Plata, Montezuma, San Juan
Region 10: Delta, Gunnison, Hinsdale, Montrose, Ouray, San Miguel
Region 11: Garfield, Mesa, Moffat, Rio Blanco, Routt
Region 12: Eagle, Grand, Jackson, Pitkin, Summit
Region 13: Chaffee, Custer, Fremont, Lake
Region 14: Huerfano, Las Animas

Metropolitan Statistical Areas**

Colorado Springs Metropolitan Statistical Area (MSA): El Paso, Teller
Denver-Boulder-Greeley Consolidated Metropolitan Statistical Area (CMSA):
   Adams, Arapahoe, Broomfield, Boulder, Denver, Douglas, Jefferson, Weld
Boulder-Longmont Primary Metropolitan Statistical Area (PMSA): Boulder
Denver Primary Metropolitan Statistical Area (PMSA): Adams, Arapahoe, Denver,
   Douglas, Jefferson
Greeley Primary Metropolitan Statistical Area (PMSA): Weld
Grand Junction Metropolitan Statistical Area (MSA): Mesa
Fort Collins-Loveland Metropolitan Statistical Area (MSA): Larimer
Pueblo Metropolitan Statistical Area (MSA): Pueblo

Substate Regions***

Front Range: Adams, Arapahoe, Broomfield, Boulder, Denver, Douglas, El Paso, Jefferson,
   Larimer, Pueblo, Teller, Weld
Western Slope: Archuleta, Delta, Dolores, Eagle, Garfield, Grand, Gunnison, Hinsdale,
   Jackson, La Plata, Mesa, Moffat, Montezuma, Montrose, Ouray, Pitkin, Rio Blanco, Routt, San Juan, San Miguel, Summit
Eastern Plains: Baca, Bent, Cheyenne, Crowley, Elbert, Kiowa, Kit Carson, Lincoln,
   Logan, Morgan, Otero, Phillips, Prowers, Sedgwick, Washington, Yuma
San Luis Valley: Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache
Eastern Mtns: Chaffee, Clear Creek, Custer, Fremont, Gilpin, Huerfano, Lake,
   Las Animas, Park

** US Office of Management and Budget, June 30, 1993
*** Constituent counties often vary among users of these informal designations
In addition to attending their monthly RNO meetings when invited, the public involvement team also contacted the following RNOs via email (by sending the May 12th Scoping Meeting flyer for distribution to members) on April 15th and again on the 26th, 2005:

- Athmar Park Neighborhood Association
- Baker Historic Neighborhood Association
- Broadway Area Revitalization District (BARD)
- Cherokee Denver Redevelopment Advisory Committee (CDRAC)
- MDLDC/Broadway Partnership
- College View Neighborhood Association
- Godsman Community Neighborhood Association
- Inter-Neighborhood Association (INC)
- Old South Pearl Street Association
- Overland Neighborhood Association
- Platt Park People's Association (3PA)
- Platt Park Residents' Coalition
- Ruby Hill Neighborhood Association
- South Broadway Antique Row Association
- South Gaylord Neighborhood Association
- West University Community Association (WUCA)
- West Washington Park Neighborhood Association (WWPNA)
South Broadway NEPA Process
Summary of Public Meeting #2
Lincoln Elementary School
1600 S. Pearl Street, Denver, CO
November 2, 2005

The public meeting began at 4:30 with an Open House. Information stations showing the status of project information developed to date were available for public review and comment. This information included the project description, purpose and need, project goals, process for developing and evaluating alternatives, description of ways for the public to get involved in the project, and anticipated next steps in the process. In addition, graphics presenting a wide range of transportation improvement suggestions were also available for public comment. Project team members were available for questions and comments. Members of the public were encouraged to make comments on the project information and the transportation suggestions either by written comments on forms provided, talking with project staff, or using sticky notes on the transportation suggestion graphics to provide specific suggestions and questions for transportation improvements.

At 6:00, a short presentation summarizing the progress of the project since the last public meeting was followed by an ‘open-mic’ question/answer session with attendees speaking directly to the project team. A summary of the presentation and discussion follows below.

Councilwoman Kathleen MacKenzie opened the open mic session by expressing her support for this project. She recognizes that much of the traffic in the study area comes from development in the area, and that good transportation decisions are important for all involved.

Jason Longsdorf, Project Manager from the City and County of Denver, Department of Public Works opened the session with a description of the purpose of this meeting, and gave an overview of the South Broadway NEPA Process to date.

PURPOSE OF THIS MEETING
- To give a project overview and update since the last public meeting
- To provide an opportunity to hear public comments
- To answer questions where possible
- To identify additional transportation suggestions to be included in the study

OVERVIEW OF THE SOUTH BROADWAY NEPA PROCESS
- The goal of this process is to improve mobility in the South Broadway Corridor
- In order to do this, and as per the National Environmental Policy Act (NEPA), the City and the project team from Carter & Burgess is working with stakeholders and partner agencies to develop a wide range of suggestions for transportation improvements
- By listening to the public, partner agencies and the Consensus Committee, the City has developed the Purpose and Need and goals for the project. This statement will likely evolve and be refined over the course of the project.

- The study will systematically identify and narrow a broad range of alternatives. Early narrowing will utilize very general evaluation criteria, based primarily on the accommodation of project purpose and need. Subsequent evaluations will utilize increasingly detailed evaluation criteria consistent with the increased knowledge of the alternatives being screened. Later in the process as fewer suggestions and alternatives remain, a greater amount of data will be collected for comparative evaluation.

- The initial list of transportation improvement suggestions came from the Consensus Committee. The Consensus Committee is a collaborative group with representatives from area neighborhood associations, partner agencies, City and County of Denver staff, and business representatives. The committee will continue to oversee and provide feedback project team efforts, working towards consensus agreements.

- Over 90 suggestions for transportation improvements have been identified to date. Approximately half were developed by the Consensus Committee, the remaining were suggestions developed by the project team, the public and partner agencies.

- The first level of screening to narrow the range of suggestions is now underway.

NEXT STEPS IN THE NEPA PROCESS

- The first level of screening focuses on elimination of those suggestions which have no ability to adequately accommodate the project purpose.

- At the conclusion of the first level of screening, the project team will develop the criteria for the second level of screening of suggestions utilizing the statements of project need and the project goals.

- At level 3 analysis and screening, the project team will begin to build packages of suggestions into alternatives. It is possible that at this stage there will be 12-15 alternatives

- The goal of level 3 'screening is to narrow to a small range of alternatives (2-3) for detailed analysis and comparison in Part II of the project in either an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The goal is to complete the level 3 screening by January-February of 2006.

COMMENTS ABOUT THE STUDY PROCESS

The following comments and questions were received from the public during the open mic question/answer session.

- The project should not consider automobile movement to be the primary focus of the study. Other transportation needs should be served well and there should be as much focus on building a place that supports TOD and Denver's zoning decisions.
- It is important to see traffic projections and models as soon as possible in order to refine the study area of the project.
- There were many comments that the study area should be modified and/or expanded. Suggestions included expanding the study area to west of Santa Fe, east to University, south to Iliff, and north to Speer.
  - The City responded that the purpose of the project is to capture travel demand among the different transportation modes to develop an integrated transportation network in the area. In order to identify specific travel improvements, it is important to define a study area of appropriate size to be able to actually define specific travel improvement recommendations.
- It was suggested that the project team include and evaluate transportation suggestions using the Broadway Corridor Transportation and Urban Design Study for suggestions for integrating redevelopments into neighborhoods.
- The City should be willing to think big about transportation solutions in the area. They have committed to big zoning decisions.

**QUESTIONS ABOUT THE STUDY PROCESS**
In addition, the following study process questions and comments were received from attendees.

- Are there notes or summaries of the scoping process and specifically of scoping with other regulatory agencies?
  - A scoping report is being generated and will be posted on the website (www.denvergov.com)
- Where can one view plans so far for the former Gates property?
  - Please see the Cherokee redevelopment website (list web site) and the Lionstone website at www.dota.com
- How does the South Broadway NEPA process overlap and coordinate with the Valley Highway EIS?
  - CDOT and the City and County of Denver are working to develop a memorandum of understanding that keeps each study from precluding the options of the other.
- Is it true that there is no funding for the Valley Highway EIS as a result of Referendum D failing?
  - There is money for most elements of the Valley Highway EIS including balancing lanes (to 6 lanes). Money to complete all interchange improvements including Broadway is not immediately available. It is unclear how this may impact the South Broadway NEPA process but would seem to keep some Valley Highway interchange options open for examination.
- When might construction actually begin on anything?
It is unclear. The outcome of this decision may be a Locally Preferred Alternative, or an environmental document such as an EIS. If an EIS, the outcome of the project will include a proposed funding source, which is necessary before construction can begin.

COMMENTS AND QUESTIONS ABOUT DECISION MAKING
The following comments and questions about project process were raised during the public comment session as well.

- Who has the final say in the South Broadway NEPA Process?
  o Answer: the Federal Highway Administration (FHWA) is the lead agency and will review any environmental document such as an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) to make sure that the study was done in compliance with NEPA. FHWA has ceded some oversight of the project to Colorado Department of Transportation (CDOT). The applicant of the project is the City and County of Denver. CDOT and FHWA will listen closely to the City’s recommendations. The City will listen closely to the Consensus Committee recommendations.
  o The Federal Transit Administration (FTA) and the Regional Transportation District (RTD) are also cooperating agencies in the study.
  o The goal is to build consensus recommendations among the Consensus Committee for consideration by the City and County of Denver.

SUGGESTIONS FOR TRANSPORTATION IMPROVEMENTS
Roads
- Do not want another highway traveling through this area (don’t turn Broadway into an expressway)
- Improvements to East-West travel will improve North-South congestion. Currently there is only one East-West access in the area (at Mississippi)
- Movement on and off I-25 in the area should happen via Santa Fe
- Santa Fe is already overly congested. Movement on and off I-25 should be preserved at Broadway.
- Improved East West movement is critical for some of the neighborhoods to the west of the study area such as Overland. In order to bring some of the business and traffic from this area into the western neighborhoods, the project should consider East-West movement improvements from Broadway to West of Santa Fe along streets such as Iliff, Evans and Iowa.

Pedestrians and Bicycles
- There is a coalition of cyclists and pedestrians seeking to improve bike-ped traffic infrastructure from Colorado Avenue to Broadway.
  o The project team has their information and will include it in the analysis.
- Traveling west across Broadway and Santa Fe to western neighborhoods or to the Platte River bike path is difficult.
- The project team will have a bicycle-pedestrian workshop to improve data and understanding on local bike and pedestrian trips and needs.
- There is generally not enough funding for bicycle and pedestrian improvements. Now is the time to work with developers and through transportation enhancement programs to seek bicycle and pedestrian movements.
- The study should evaluate increased East-West movement options via Bucbtel Blvd.

COMMENTS ABOUT LAND USE AND CREATING PLACES
- This corridor and the major redevelopment sites represent important infill and density and a conscious decision by city council.
- Do not make car movement the primary factor in shaping this area
- The goal of this area is to be a model of transit oriented development
- All area businesses and residents will benefit from the major redevelopments and increased density in the form of property taxes and new civic spaces. The traffic and other impacts should likewise be shared by all.
- Do not tear down the Ford building on the Lionstone property as a result of transportation decisions
- Personal property should not be taken as a result of transportation decisions
- Some personal property may need to be taken as a result of transportation decisions but it should not be done capriciously

The meeting adjourned at 7:30 pm. The project team thanks all who attended the meeting and who shared their comments and concerns about the project and the progress of the project to date. All attendees will be notified of upcoming project public meetings.
South Broadway NEPA Process
Bicycle and Pedestrian Workshop Overview

Tuesday, November 29th
5:30 to 7:30 pm
Location: Lincoln Elementary (To be Confirmed)

Workshop Purpose:
The purpose of this workshop will be to gather input on suggested bicycle and pedestrian improvements within the study area that will be incorporated as elements into the alternatives development process and assist with determining the final project termini.

The workshop will be open to the public. The project team will use the existing project mailing list to invite individuals to the meeting. Other local elected officials and bicycle and pedestrian groups will be notified about the meeting as well. The invites will request RSVP's. Depending on RSVP count, it is anticipated that five members of the project team should attend.

Suggested Meeting Format:

Sign In and Opening Presentation
Meeting attendees will be asked to sign in when they arrive and will be given handouts outlining the meeting goals and format. A brief (up to 20 minute) presentation will kick off the meeting to explain how the bicycle and pedestrian workshop comments will fit into the NEPA process. A general summary of qualitative bicycle and pedestrian conditions could also be included as part of this as could a five minute overview of the current discussions regarding a proposed Buchtel Blvd. corridor bicycle/pedestrian connection.

Station One: Origins and Destinations
This station will provide blank aerial maps of the area for people to indicate desired origin and destinations within the study area as well as desired through routes across the study area. Participants will be asked to place a "blue" dot to show where they are walking or biking from and a "yellow" dot to show where they are walking or biking to. Participants will also indicate the trip purpose (commuting, recreation, shopping, etc.)

Station Two: Map Problem Areas
An aerial map will be provided and participants will be asked to use post it notes to describe conditions in specific areas. Where are there problems biking or walking due to gaps in sidewalks, dangerous crossings, lack of bicycle parking, etc. Non-site specific issues would be listed separately.

Station Three: Identify Solutions
Participants will be asked to identify specific solutions for each of the following major categories for the Broadway corridor and surrounding areas:

- Routes/Facilities
- Crossings
- Aesthetics
- Education and Encouragement
- Enforcement

A flip chart will be used to tally recommendation for each category. An aerial map will also allow participants to draw location specific solutions on the map.
SOUTH BROADWAY NEPA PROCESS
BICYCLE & PEDESTRIAN WORKSHOP
NOVEMBER 29, 2005
LINCOLN ELEMENTARY SCHOOL

Meeting Summary

IN ATTENDANCE

Project Team:
Brendon Harrington             UrbanTrans Consultants, Inc.
Jason Longsdorf               Denver Public Works
Larry Gibson                  Carter & Burgess

Public:
Twenty-Five Participants (See Attached Sign-In Sheets)

WELCOME AND OPENING PRESENTATION

Workshop purpose: The purpose of this workshop is to gather input on suggested bicycle and pedestrian improvements within the study area that will be incorporated as elements into the alternatives development process and assist with determining the final project termini.

An overview of current conditions within the South Broadway NEPA study area was given, covering existing Denver bicycle routes, bicycle trails, bicycle access to transit and bicycle signage. Also covered was a snapshot of existing pedestrian conditions, pedestrian crossings, and pedestrian signals. A summary of the Transportation Demand Management (TDM) and Transportation Systems Management (TSM) Alternative was also included as part of the opening presentation.

The TDM/TSM Alternative incorporates measures within the South Broadway NEPA Process Study Area that attempt to meet the project purpose and need using the existing roadway network. TDM and TSM strategies are designed to reduce demands on the transportation system and/or enhance the efficiency of the existing infrastructure. These strategies increase person-moving capacity that balances the demand for travel with the capacity of roads to handle travel demand. These strategies include programs, policies and various other multimodal infrastructure improvements that could provide safe and efficient north-south mobility in the South Broadway Corridor for all modes.

TDM is designed to make the most efficient use of existing transportation facilities by managing the actual "demand" placed on these facilities. TDM measures may also have additional air quality and economic development benefits. Using a wide array of integrated multimodal strategies that maximize available travel-mode choices, increase vehicle occupancy, reduce travel distances and shift peak-period demand to non-peak periods, TDM programs extend the
useful life of transportation facilities and enhance mobility options. The package of TDM strategies will include a number of multimodal options.

TSM measures involve operational improvements to existing transportation facilities that maximize their person-moving capacity, reduce the severity and duration of temporary (i.e., crash and weather) delays, improve safety and incorporate advanced technologies and communications to optimize the efficiency of transportation systems. The package of TSM strategies will include a number of options designed to improve traffic and increase the number of people using alternate modes of transportation.

The TDM/TSM alternative could be implemented as a stand-alone alternative that meets the purpose and need of the project or integrated as elements of other "build" alternatives. Through the screening process, the TDM/TSM alternative has been identified as element number 48 in the project suggestions matrix. Each of the strategies and concepts below will be included as part of that alternative, though some specific suggestions/elements have been called out separately as noted in the footnotes at the bottom of this page below.

<table>
<thead>
<tr>
<th>Initial TDM Strategies and Concepts</th>
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<tbody>
<tr>
<td>Improved bicycle and pedestrian safety, access and connections to Platte River trail.</td>
</tr>
<tr>
<td>Bicycle and Pedestrian-friendly programs, amenities and improvements(^1)</td>
</tr>
<tr>
<td>Enhance ridesharing with existing carpool and vanpool programs.</td>
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<tr>
<td>Increased promotion of teleworking and establishment of new teleworking centers</td>
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<tr>
<td>Increased promotion of flexible work schedules</td>
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<tr>
<td>Provide incentives to employers for providing their employees with TDM programs and benefits.</td>
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<tr>
<td>Parking Management policies and programs(^2)</td>
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<tr>
<td>TDM-friendly site design standards</td>
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<tr>
<td>Public information, education, and marketing</td>
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<td>Guaranteed Ride Home</td>
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<table>
<thead>
<tr>
<th>Initial TSM Strategies and Concepts</th>
</tr>
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<tbody>
<tr>
<td>Expansion of designated transit lanes and High Occupancy Vehicle lanes (HOV)(^3)</td>
</tr>
<tr>
<td>Implementation of Intelligent Transportation systems (ITS) such as travel delay information, synchronized traffic signals, bus pre-emption and prioritization at Kentucky and/or Ohio Avenues at Broadway.</td>
</tr>
<tr>
<td>Incident Management programs and policies</td>
</tr>
<tr>
<td>Intersection signalization improvements throughout the Study Area.</td>
</tr>
<tr>
<td>Transit Service improvements such as shortened bus headways, articulated buses, expanded park/ride facilities, and timed-transfer operations with bus routes and the light rail system.(^4)</td>
</tr>
</tbody>
</table>

\(^1\) Many bicycle and pedestrian recommendations have been specifically called out as elements/suggestions in the project screening process including 21, 22, 24, 25, 26, 28, 34, 35, 54, 61, 77, and 87. Additional elements are suggested later in this summary per the input received at the bicycle and pedestrian workshop.

\(^2\) Several Parking Management recommendations have been made as separate elements/suggestions in the project screening process including 55, 64, 72, 73, 80, and 88

\(^3\) HOV lanes on Broadway are also called out as suggestion 86 in the project screening process.

\(^4\) Numerous transit improvement recommendations have been made as separate elements/suggestions in the project screening process including 18, 19, 20, 23, 27, 29, 30, 31, 32, 77, 84, 85, 90, 91 and 92.
BICYCLE AND PEDESTRIAN ORIGINS AND DESTINATIONS

Workshop participants were provided the opportunity to indicate their current and desired origins and destinations within the study area by placing colored stars on an aerial map. Bicycle trip origins were indicated with a yellow star and bicycle destinations with a blue star. Pedestrian origins were indicated with a silver star and pedestrian destinations with a green star. Typical origins were homes and schools. Typical destinations included parks, shops, schools, transit stations and the Platte River trail.

CURRENT BICYCLE AND PEDESTRIAN CONDITIONS

An aerial map was provided for participants to indicate current problem areas for bicycles and pedestrians within the study area. Blue post-it notes were used to indicate bicycle issues and pink post-it notes for pedestrian issues. Issues that pertained to both bicycles and pedestrians were marked separately with both pink and blue stickers. The results of this discussion have been divided into current conditions and problem areas for both bicycles and pedestrians. Input that was received pertaining to both bicycles and pedestrians are listed under both sections.

Current Bicycle Conditions/Problem Areas:

- Broadway underpass beneath I-25 viaduct
- Shoulder Bulb outs at the Logan Street T-REX overpass is difficult and unsafe for cyclists
- Logan Bridge expansion joints unsafe for bicyclists, especially Washington & Emerson Bridges
- There does not seem to be standard sidewalk dimensions and in some cases none at all, Buchtel Blvd. has specific concerns in this area.
- Concerns about who provides improvements near schools and parks
- Access to the Platte River trail from Iowa and Florida Avenues. Crossing at Santa Fe Drive is dangerous
- Logan and Mississippi Avenue will become important as Lionstone and other new developments occur.
- Need continuous path to Vanderbilt Park
- Bicycle access to access Thatcher school needs to be improved
- Improved bicycle crossing for the Louisiana/Logan intersection
- Need continuous, safe paths throughout the study area
- Access to the Platte River trail from the City of Glendale
- Need bike lanes and improved access to the Platte River trail along Exposition Avenue from Washington Park
- Future needs for bicycle improvements along Mississippi, particularly crossing at Santa Fe to access the Platte River trail
- Future need to improve bicycle connections to the Louisiana, Broadway and Alameda Stations
- Need bicycle/pedestrian crossing over the Consolidated Main Line at the Cherokee development site
- There is a disparity between rider experience of trail users. There is a need for "fast paths" for experienced cyclists and separate recreational trail. For instance, the path and bicycle lanes along Buchtel Blvd. serve this purpose and work well in the University Park neighborhood.
• Bicycles can not easily access the Broadway or Alameda stations from the west.
• Improve Mississippi for bikes from Logan to west of river
• Alameda is a barrier for cyclists to cross
• Shopping throughout the study area is not conducive to using bicycles to access, it is auto oriented shopping (Broadway market Place)
• Need more bicycle lane striping, bicycle parking racks, and continuous sidewalks. Budget problems at the city prevent improvements and present challenges for addressing maintenance concerns.
• Bicycles must continue to be allowed on Light Rail during peak hours. There was discussion and disagreement about whether there is a need to eliminate the bicycle permit requirement.
• Need bicycle friendly improvements between the study area and Downtown Denver

Current Pedestrian Conditions/Problem Areas:

• Crossing Broadway/Lincoln at Ohio, Center and Virginia is not safe without signals.
• Broadway underpass beneath I-25 viaduct
• Lincoln at Exposition intersection (Traffic signal removed)
• No standard sidewalk widths and in some parts of the study area there are no sidewalks.
• Logan/ Mississippi intersection will become important for pedestrians.
• Need continuous pedestrian path to Vanderbilt park (Tennessee and Santa Fe)
• Pedestrian environment is not friendly going north on Broadway from the west (Baker Neighborhood). There is no vehicle parking which means pedestrians are adjacent to fast moving traffic.
• Need improved access to Broadway and Alameda stations
• Pedestrian safety for accessing Thatcher school
• Pedestrian improvements are needed at the Louisiana/Logan intersection
• Pedestrian access to the Platte River trail from Iowa is dangerous, particularly crossing Santa Fe Drive
• Future needs for pedestrian improvements along Mississippi, particularly crossing at Santa Fe to access the Platte River trail
• Need pedestrian crossing at Cherokee site to both sides of the Consolidated Main Line.
• Need continuous, safe pedestrian paths throughout the study area
• Alameda is a barrier for pedestrian crossings
• Pedestrian area along Broadway south of I-25 is not friendly. Future improvements will be important
• Shopping access not pedestrian friendly (Broadway market Place)
• Walking distance to Light Rail stations, typically up to half a mile, though some transit dependant may be willing to walk a mile or even a mile and a half
• A parking program with parking restrictions may encourage walking or biking
• Weather influences pedestrian trips
• Need pedestrian friendly paths, all the way between the study area and Downtown Denver along Broadway and Lincoln. Five foot sidewalks are too narrow, prefer fifteen to sixteen feet.
BICYCLE AND PEDESTRIAN TRANSIT STATION ACCESS CASE STUDIES

Several case studies were presented that summarize several transit stations with high bicycle and pedestrian mode splits. Specific characteristics of these stations were described, including infrastructure improvements and/or programs that have led to the high number of bicyclists and pedestrians accessing the station.

Clarendon Metro Station

The Clarendon Metro station is located on Metrorail's Orange Line in Arlington, Virginia. It is located in an urban village area of High-Density mixed use including residential, retail, and commercial. There are excellent bicycle lanes along the major arterials in the area (Wilson and Clarendon Blvd.s) as well as on other key roads (Fairfax Drive and Kirkwood Road). There is significant bicycle parking at station with forty racks installed at the key station entrance with additional bike parking located at the parking garage at the Market Common. There is also easy access to the regional bike/pedestrian trail from the station, The Arlington Boulevard Trail. There are local pedestrian and bicycle programs, including significant internet resources such as an interactive internet bicycle map. There is also an extensive neighborhood car sharing effort and several bus routes serve the neighborhoods.

Redmond, Washington

The Overlake/40th Street Transit Center in Redmond Washington has had growing success in terms of bicycle and pedestrian access. The site is just east of Seattle and has a 360 space park and ride with a Transit Center that serves as central operations for the Microsoft shuttle system. There is also a Transportation Management Association (TMA) that offices at the center as well as a Police neighborhood outpost. A small Bike Station is located at the center that includes bike lockers, a bike cage, and a unisex changing room. There is some space for retail and/or community operations. There are some challenges at this site including a very small operations space, and somewhat limiting retail space due to difficult vehicular access. Many employers throughout the area do have covered bicycle parking, so some potential users of the bike station do not take advantage of the amenity. For future planning efforts, officials at the station recommend that site design includes specific objectives for bicyclists, and that the retail community be involved early in the planning process. Finally, involving the bicycling community via bike clubs would lead to increases in bicycle usage to the station.

Madison, New Jersey NJTransit Station

This suburban New York City community has significant numbers of bicyclists and pedestrians accessing the station each morning. A significant number of commuters are also dropped off by a spouse who is going on to work somewhere else or taking kids to school. There is a high and fairly dense population located in close proximity to the train station in addition to a popular local business district. In addition, the community made improvements to encourage bike/ped mode use. Rather than trying to expand parking supply the community went into a major "bike friendly" program that included the addition of miles of bike lanes and sidewalks that led to schools, the train and recreation facilities. Numerous bike racks and bike lockers were also installed and are heavily used, many days additional demand means that bikes are chained to other infrastructure at the station. The bike lockers are enclosed fiber glass storage units that were placed at the station by NJTransit and administered locally by the TransOptions
Transportation Management Association (TMA). The traffic around the rail station at peak hours is so significant that many cyclists can get to and from the station in about the same amount of time as a vehicle. There are also several reverse commuters who arrive at the station and bike to work from there.

Victoria, British Columbia

Victoria is often referred to as the “Cycling capital of Canada” with many cyclists riding year round. It is located on the southern tip of Vancouver Island, off Canada’s west coast. There is strong use of bicycle and pedestrian infrastructure at a suburban transit exchanges and park and ride. Each transfer center is equipped with significant numbers of bicycle lockers. Many are used for reverse commuters who leave their bicycles in the lockers overnight, and pick them up for the final leg of their multimodal journey. Lockers are rented by month with a three month minimum. In addition, all buses are equipped with a two-unit bicycle rack.

Bike Stations

The Bikestation organization has been expanding their locations. Current facilities exist in Palo Alto, Long Beach, Berkeley, San Francisco and Seattle. The typical Bikestation provides monitored covered parking in addition to other amenities such as changing rooms, bike rental, bike equipment, bike repair and a small café. Numerous pictures showing the interior and exteriors are included in the workshop power point presentation.
SUGGESTED BICYCLE AND PEDESTRIAN IMPROVEMENTS

Participants were asked to identify specific solutions for bicycles and pedestrians within the study area. Based on the input and recommendations received from this part of the workshop, several new elements will be carried into the alternatives screening process and are listed in a new section below the bullets citing input from the workshop. Any suggestion received during the workshop that has already been incorporated as an element in the alternatives screening process is noted by its number when applicable.

- Include a Bikestation at the Broadway station. The most important aspect of the Bikestation for Broadway would be monitored covered parking.
- Improve the Mississippi Avenue connection across the Platte River and Santa Fe Drive. The improvement should continue toward the west to access the designated north/south Denver Bike Map routes that run west of the study area.
- Improve access to Valverde and Ruby Hill parks.
- Crossing improvements at I-25 and Bayaud Avenue. Reference that and other crossings recommended as part of the Valley Highway Environmental Impact Statement.
- Crossing I-25 at Ohio and Broadway must be improved.
- Provide wider sidewalks throughout the study area.
- Provide better street connections at the new T-REX bridges.
- Improve Mississippi; also use internal paths within the new Cherokee & Lionstone developments.
- Improve east/west routes to and from Washington Park. Use Ohio.
- Construct new bridge over I-25 at either the Tennessee or Mississippi alignment.
- Construct a multimodal bridge over Broadway at either Tennessee or Mississippi.
- Coordinate this study with the Baker Neighborhood Plan; improve crossing at Alameda and Cherokee Street intersection and connect neighborhood to the Broadway station.
- Construct a new pedestrian plaza at Tennessee. This could be a very wide tunnel under Broadway or an at grade plaza at Tennessee. It should have a strong sense of place. (This is similar to suggestions 21 and 22 received earlier in the alternatives development process)
- Provide Bike parking at Louisiana Station also and ensure good bus access.
- Construct a Bike/Bus lane along Broadway within and beyond the study area to connect Downtown (Civic Center) to Englewood. The approximate boundary could be Colfax to Hampden Avenue (See suggestion 77).
- Build commuter bike trails to provide continuous flow and higher speeds for cyclists.
- Provide a safe pedestrian/bike crossing at Tennessee and Broadway. Include signage and connections at ends.
- There is a 3 mile radius for bike access to Light Rail at Broadway – within that radius improvements should be made.
- Improve access to Broadway/1-25 Park and Ride from Broadway for pedestrians.
- Improve and construct pedestrian friendly design for pedestrians. Such amenities as year round vegetation, light poles, pavement colors/textures, benches, and improved pedestrian crossings that better warn motorists.
- Provide Maintenance and Ownership of bicycle and pedestrian improvements (snow removal, graffiti removal, etc.)
- Improvements should focus on the needs to feel safe using pedestrian and bicycle modes.
- Mississippi from Logan west to Santa Fe seems to be the logical choice for safety and capacity enhancements related to pedestrians and bikes. It is midway between Virginia and Iowa Avenues, and will also connect the new developments.
- Consider extension of Buchtel Blvd northwest into the Gates sites; then west onto Tennessee across Broadway to link with the Light Rail Station.
- Consider families as commuters, not just recreators. Need safe routes with lights time to allow several bikes through.
- Improvement to Iowa Avenue from east of Broadway to the South Platte River is important.
- Create off-road trail along Santa Fe on the Overland Golf Course.
- Safe pedestrian and bicycle access to McKinley Thatcher Elementary School.
- The light at Logan and Iowa intersection needs more time for bicyclists and pedestrians crossing Logan Street.
- Need wider sidewalks and pedestrian amenities throughout the study area.
- Downtown access must be very bicycle and pedestrian friendly.

Based on the input received from this part of the workshop and outlined above, several new elements will be carried into the alternatives screening process:

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>97</td>
<td>Include a Bike station at the Broadway station that at the very least includes monitored covered parking.</td>
</tr>
<tr>
<td>98</td>
<td>Improve the Mississippi Avenue connection including safety and capacity enhancements related to pedestrians and bikes across the Platte River and Santa Fe Drive. The improvement should also continue toward the west to access the designated north/south Denver Bike Map routes that run west of the study area.</td>
</tr>
<tr>
<td>99</td>
<td>Improve bicycle and pedestrian access to Valverde and Ruby Hill parks.</td>
</tr>
<tr>
<td>100</td>
<td>Improve crossing for bicycles and pedestrians at I-25 and Bayaud Avenue.</td>
</tr>
<tr>
<td>101</td>
<td>Improve crossing for bicycles and pedestrians at I-25 where Ohio and Broadway intersect.</td>
</tr>
<tr>
<td>102</td>
<td>Provide wider sidewalks and pedestrian amenities throughout the entire study area. Amenities should include year round vegetation, light poles, pavement colors/textures, benches, and improved pedestrian crossings that better warn motorists.</td>
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<tr>
<td>103</td>
<td>Provide better street connections at the new T-REX bridges over I-25.</td>
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<td>104</td>
<td>Improve east/west routes to and from Washington Park along Ohio Avenue.</td>
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<tr>
<td>105</td>
<td>Construct new bridge over I-25 at either the Tennessee or Mississippi alignment.</td>
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<tr>
<td>106</td>
<td>Construct a multimodal bridge over Broadway at either Tennessee or Mississippi that provides a safe pedestrian/bike crossing and includes good signage.</td>
</tr>
<tr>
<td>107</td>
<td>Coordinate this study with the Baker Neighborhood Plan; improve bicycle and pedestrian crossing at Alameda and Cherokee Street intersection and connect neighborhood to the Broadway station.</td>
</tr>
<tr>
<td>108</td>
<td>Provide Bike parking at new Louisiana Light Rail Station and ensure good bus access.</td>
</tr>
<tr>
<td>109</td>
<td>Build commuter bike trails throughout the study area to provide continuous flow and higher speeds for cyclists.</td>
</tr>
<tr>
<td>110</td>
<td>Create bicycle improvements throughout the entire study area, including a 3 mile radius from the Broadway/I-25 Light Rail station. Improvements should focus on the needs to feel safe using pedestrian and bicycle modes and intersection crossing signals should allow several bikes through.</td>
</tr>
<tr>
<td>111</td>
<td>Improve access to Broadway/I-25 Park and Ride from Broadway for pedestrians.</td>
</tr>
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| 112 | Provide Maintenance and Ownership of bicycle and pedestrian improvements (snow
<p>| | |</p>
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<tr>
<td>113</td>
<td>Consider extension of Buchtel Blvd northwest into the redevelopment sites; then west onto Tennessee across Broadway to link with the Light Rail Station.</td>
</tr>
<tr>
<td>114</td>
<td>Create bicycle and pedestrian improvements to Iowa Avenue from east of Broadway to the South Platte River trail.</td>
</tr>
<tr>
<td>115</td>
<td>Create off road trail along Santa Fe on the Overland Golf Course.</td>
</tr>
<tr>
<td>116</td>
<td>Create safe pedestrian and bicycle access to McKinley Thatcher Elementary School.</td>
</tr>
<tr>
<td>117</td>
<td>Retime pedestrian crossing signal at the Logan and Iowa intersection to allow more time to cross Logan Street.</td>
</tr>
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</table>
Meeting Summary
Purpose: Alternatives Packaging Workshop
Date: January 9, 2006
Location: Wellington E. Webb Municipal Building

I. Introduction
   • Purpose of the workshop: to develop “skeleton” alternatives that include at least one element from each of the “Needs” categories.
   • Expected outcome: to define at least six alternatives (two per group from the breakout session, as defined below) to be utilized by the project team in the definition of reasonable alternatives to be assessed in the Level 3 screening process.
   • Ground rules: focus on alternatives that best meet the Purpose and Need and have the highest likelihood of receiving the concurrence of the broadest range of stakeholders. No process discussions. Do not attempt to define the details of each alternative – that will be done later by the project team.

II. Breakout Session (development and packaging of alternatives)
   • The participants were divided into three groups of approximately ten persons each that included a facilitator, technical leader, recorder, City & County of Denver representative, RTD representative, Consensus Committee members, and project team members.

III. Presentation of Alternatives Packages and Discussion
   • Group 1 developed two alternatives, Group 2 developed three, and Group 3 developed three and included the suggestions listed in the table below.

<table>
<thead>
<tr>
<th>Packaged Alternatives by Group</th>
<th>Suggestions Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternatives Developed</td>
<td>Need 1</td>
</tr>
<tr>
<td>Group 1: Alternative A</td>
<td>96</td>
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<td></td>
<td>20</td>
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<tr>
<td>Group 1: Alternative B</td>
<td>15</td>
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1
<table>
<thead>
<tr>
<th>Alternatives Developed</th>
<th>Need 1</th>
<th>Need 2</th>
<th>Need 3</th>
<th>Need 4</th>
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<tbody>
<tr>
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<tr>
<td>Group 2: Alternative A</td>
<td>15</td>
<td>(None indicated)</td>
<td>19</td>
<td>102</td>
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<td></td>
<td>20(^1)</td>
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<td>91(^1)</td>
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<td>79(^2)</td>
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<td>80(^2)</td>
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<tr>
<td>Group 2: Alternative B</td>
<td>14(^3)</td>
<td>40</td>
<td>19</td>
<td>34</td>
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<td></td>
<td>96(^4)</td>
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<td>95</td>
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<td></td>
<td>27(^4)</td>
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<td>60(^4)</td>
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<tr>
<td>Group 2: Alternative C</td>
<td>10</td>
<td>39</td>
<td>84</td>
<td>46(^5)</td>
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<td>Group 3: Alternative 1</td>
<td>23</td>
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<tr>
<td>Group 3: Alternative 2</td>
<td>20(^6)</td>
<td>40</td>
<td>26</td>
<td>102</td>
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<td></td>
<td>23(^6)</td>
<td>88</td>
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<td>111</td>
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<tr>
<td>Group 3: Alternative 3</td>
<td>23(^7)</td>
<td>(None indicated)</td>
<td>84</td>
<td>(None indicated)</td>
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<td></td>
<td>60</td>
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</table>

\(^1\) #20, #91, and 92 to work in tandem.
\(^2\) “Fallback” options if other Need suggestions do not work.
\(^3\) #14 and 96 to work in tandem.
\(^4\) #27 and 60 to work in tandem.
\(^5\) Provided capacity were increased on Mississippi by widening it.
\(^6\) #20 and 23 to work in tandem.
\(^7\) Operating underground from CBD to I-25/Broadway station.
Group discussion about the packages developed

- Suggestion #80: converting a parking lane to a travel lane during peak hours would create increasing demand for parking in adjacent neighborhoods.
- RTD expects either Broadway LRT (#85) or streetcar (#84) would provide adequate additional transit service into/from downtown. Providing both would be redundant service.
- If separate diamond lanes for buses only on Broadway (#27) would include taking of parking or general-purpose laneage, it would not be consistent with capacity improvements. Could only work if Broadway were widened, although it’s not yet clear how far north or south. RTD says existing frequency of bus service in the corridor is sufficient to meet demand without restricting bus lane usage beyond a.m. and p.m. peak periods.
- If Broadway were widened south of Arizona (#10, #60), condemnation or taking of properties would be necessary, which doesn’t fit with the goal of preserving local businesses.
- Northbound Broadway to northbound I-25 needs a new solution to remove that travel demand from the study area.

Suggestions needing additional refinement and definition

- #95 (Bicycle/Pedestrian access along Mississippi and parallel to I-25 and to I-25/Broadway station via Tennessee).
- #96 wedge ramp (SB Broadway to SB I-25 on-ramp between Broadway bridge and SB I-25 off-ramp) needs to be studied further to determine if it’s feasible.
- #110 (Create bicycle improvements throughout the entire study area...) needs to include bicycle connections throughout the study area, but the toughest connections to make are on the north end.
- #111 (Improve access to Broadway/I-25 park-and-Ride from Broadway for pedestrians) – access to station or park-and-Ride facility?
- The “Boulevard” concept (#60) needs greater definition and detail describing all of its possibilities; look carefully at parking implications. If it would only go south to Mississippi, would that be long enough? Need visuals.
- New #122 (Median-controlled right-turn only onto Mississippi from southbound Broadway).

Observations about the range of alternatives developed

- There are some alternatives that rely mostly on transit improvements, and some alternatives that rely mostly on roadway improvements.
- Needs 2 and 4 in the alternatives developed tonight need greater definition. Each of the suggestions included in a package needs refinement. Also, the inclusion of additional suggestions within different packages may increase the range of alternatives to study.
• Noticeably missing from the alternatives developed this evening is an alternative that extends or includes a Broadway couplet. Studying a couplet may or may not be useful in increasing the range of alternatives to study.
• Acoma/Lincoln couplet (#76) may create more problems than it solves by interfering with Lionstone redevelopment goals of improved pedestrian accessibility. Moves problem rather than solving it.
• Southbound Broadway to southbound I-25 access is identified in all alternatives as a key element to relieve congestion or improve travel.
• Start with major elements and add to those.
• If either southbound Broadway to southbound I-25 suggestion (#15 or #96) accommodates traffic coming from downtown as well, it should be considered a viable solution.
• Need an updated trip origin/destination analysis to be conducted in the corridor. (Note: Traffic counts are being taken this month and the DRCOG travel model revision task has been authorized by the project team.)

IV. **What's Next?**
• All packaged alternatives created tonight will be “cleaned-up” and documented by the project team for presentation at the next Consensus Committee meeting on January 19th. Additional details for each alternative will be added, as appropriate.
• For the NEPA Process requiring a range of reasonable alternative, the project team may also develop some additional alternatives, not identified tonight.
• After the Consensus Committee meeting, the project team will prepare detailed drawings of the alternatives to be utilized in the Level 3 screening.

**Attendees:**
**City & County of Denver**  
Jason Longsdorf  
Janet Burgess  
Steve Gordon  
Amy Wiedeman  
Julie Connor  
Shelly Watters  
Jess Ortiz  
Bob Kochevar

**Carter & Burgess**  
Larry Gibson  
Darin Stavish  
Derek Crider  
Craig Gaskill

**Transportation Agencies**  
Kirk Webb (CDOT)  
Lee Cryer (RTD)  
Genevieve Hutchison (RTD)  
Robert Rynerson (RTD)

**Subconsultants**  
Brian Welch (Fehr & Peers)  
Marvinetta Hartwig (Hartwig & Associates)  
Brendon Harrington (UrbanTrans)  
Caelan McGee (The Keystone Center)  
Jody Erikson (The Keystone Center)  
Mike Hughes (The Keystone Center)
Neighborhood and Local Business Representatives
Jim Lindberg (Platt Park People’s Association)
Pat Callahan (Platt Park People’s Association)
Doug Farquhar (Platt Park People’s Association)
Donna Krentz (Platt Park Residents’ Coalition)
Katie Fisher (West University Community Association)
Steve Harley (Baker Historic Neighborhood Association)
Joan Loughridge (Broadway Area Revitalization District)
Ferd Belz (Cherokee)
Rick Wells (Cherokee)
Steve Kaplan (Lionstone)
South Broadway NEPA Process
Public Meeting #3
Platt Park Senior Center
1500 S. Grant Street; Denver, CO
June 27, 2006
Meeting Summary

OVERVIEW OF THE PUBLIC MEETING
The Public Meeting began at 5:00 p.m. with an open house. Information stations showing the status of project information that has been developed to date were available for public review and comment. This information included the project description, purpose and need, project goals, process for developing and evaluating alternatives, a summary of the public interests identified early on and how they have been addressed in the alternatives screening, the range of alternatives developed, and anticipated next steps in the process. In addition, maps/graphics presenting the three “build” alternatives and the No Action Alternative for the Level 3B screening were available for public comment. Project team and members of the Consensus Committee answered questions and discussed how the three build alternatives were developed. The public was encouraged to comment on the information presented by writing comments on forms provided, talking with project staff, or writing directly on the maps/graphics to provide specific suggestions and questions for improvements.

At 5:30 p.m., Jason Longsdorf, Project Manager from the City and County of Denver, Department of Public Works, presented a summary of the open house information and an overview of the South Broadway NEPA1 Process to date. He then provided a summary of the No Action Alternative and the three build alternatives that will be evaluated in the Level 3B analysis. The alternatives are defined to address peak-hour congestion on Broadway and the access needs of area neighborhoods, existing businesses, the planned redevelopments, and the I-25/Broadway transit station area. The alternatives also are defined to promote transit-oriented development and neighborhood places. The No Action alternative and three build alternatives presented were:

- **No Action Alternative**: This alternative is required by NEPA and includes funded projects that would be implemented even if no action on this project is undertaken. Even though the City of Denver would not pursue any activities in the South Broadway corridor under this alternative, there are planned and funded improvements in the area as a result of other projects.
- **Couplet Alternative**: This alternative creates two one-way streets, one for northbound traffic and one for southbound traffic. Northbound travel would occur in the current Broadway right-of-way and southbound travel would occur west of Broadway, along the western side of the Cherokee property paralleling the railroad tracks. This alternative includes 13-foot sidewalks along both sides of each couplet street.
- **Multi-Way Boulevard Alternative**: This alternative proposes a boulevard with two-way through traffic in the middle (three lanes each direction) and a two-lane one-way

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1 NEPA: National Environmental Policy Act
• access road on either side separated by planted medians. This alternative includes 13-foot sidewalks on each side of Broadway.
• Broadway Widening Alternative: This alternative widens Broadway to accommodate 8 lanes of traffic (4 northbound and 4 southbound) with center turn lanes at all intersections except Mississippi, which will have double left-turn lanes. This alternative has 13-foot sidewalks on both sides of Broadway.

All the alternatives include the suggestions included in the pedestrian/bicycle overlay developed with the project Consensus Committee and with general public input obtained during an early pedestrian/bicyclist workshop. For additional information on the alternatives, please contact Jason Longsdorf at 720-865-3162.

During the presentation, members of the community were invited to share their thoughts and preferences regarding the alternatives. A summary of the presentation and discussion follows below. After the public comment period, Jason Longsdorf thanked the participants for their comments and questions, and the meeting was adjourned at 7:30 p.m.

**SUMMARY OF THE INFORMATION PRESENTED**

**Purpose of this Meeting**
- To give a project overview and update since the last public meeting
- To review the alternatives to be evaluated in the Level 3B analysis
- To hear public comments and preferences about the alternatives
- To answer questions from the community about the alternatives
- To provide a description of the next steps in the project

**Overview of the South Broadway NEPA Process**
With the Consensus Committee, the project team developed the project Purpose and Need. The purpose of this project is to create a South Broadway corridor that provides safe and efficient mobility for all modes of transportation (pedestrian, bicycle, transit, and automobile) that:
- Accommodates the transportation needs of area neighborhoods, existing businesses, planned redevelopments, and the I-25/Broadway transit station area; and
- Promotes the development and use of transit-oriented, civic, and neighborhood places.

Similarly, needs for this project were defined:
- South Broadway is currently experiencing peak hour congestion which is expected to worsen.
- As South Broadway traffic increases, there is increased likelihood of regional traffic cutting through adjacent neighborhoods.
- Projected regional growth, as well as local growth, will result in increased demand for multimodal travel options that may not be accommodated with existing infrastructure.
- Future access to and from area neighborhoods, existing businesses, bus stops, the Cherokee and Lionstone developments, and the I-25/Broadway light rail station may not be accommodated with the existing transportation infrastructure.

The following project goals have been identified for the project:
• Provide fully-integrated and useful bicycle and pedestrian facilities in the corridor.
• Minimize negative impacts to potentially affected natural, historic, and social environments.
• Enhance parking availability in the study area.
• Enhance the economic viability of residential neighborhoods in the South Broadway corridor by preserving their character.
• Enhance the economic viability of the South Broadway corridor.
• Enhance redevelopment opportunities in conjunction with transportation improvements.
• Develop a proposed action solution that can be constructed, funded, and is politically acceptable.
• Develop a proposed action solution that can be implemented according to funding availability, phasing of development, and expected growth in travel demand.
• Implement the recommendations from the approved plans of Blueprint Denver, Comprehensive Plan 2000 and relevant supplements, FasTracks, CDOT, and DRCOG.

In order to meet the project purpose, needs, and goals, and in accordance with NEPA, the project team has been working with the Consensus Committee to develop a wide range of alternative transportation improvements.

• The process of identifying alternatives began with the listing of transportation improvement suggestions. This list came from the Consensus Committee but was subsequently expanded with input of the general public at the last project public meeting (November 2, 2005) and from the project team. Over 140 suggestions for transportation improvements have been identified to date. Approximately half were developed by the Consensus Committee.

• An initial broad range of alternatives was defined by combinations of the suggestions and from input gained at an alternatives packaging workshop conducted with the Consensus Committee.

• The study has systematically identified and narrowed this broad range of alternatives. Early narrowing utilized very general evaluation criteria, based primarily on the accommodation of project purpose and need.

• Subsequent evaluations have utilized increasingly detailed criteria consistent with the increased knowledge of the alternatives being screened. These later evaluations have included attention to additional data that was gathered for the remaining alternatives.

Levels of Screening and Analysis

• The first level of screening focused on elimination of those suggestions which were determined to be fatally flawed.

• At the conclusion of the first level of screening, the project team (with input from the Consensus Committee), developed the criteria for the second level of screening of suggestions. These criteria evaluated suggestions based on how well they met the project purpose and need.

• At the third level of screening, the project team (with the assistance of the Consensus Committee) began to evaluate various “packages” of suggestions (now referred to as alternatives). The third-level screening consists of two separate evaluations (Level 3A and 3B screenings) and progressed from one to the other as the level of detail of the alternatives and the screening criteria increased. The goal of the Level 3A screening was to narrow to a small range of alternatives (3 alternatives) for detailed analysis and comparison. The Level 3A screening has been completed. The results of this screening are the focus of this public meeting.
• The next level of evaluation, Level 3B screening, will narrow the number of alternatives to one build alternative—the Preferred Alternative—that (along with the No Action Alternative) will be evaluated in the Environmental Assessment (EA).

Next Steps in the Process
• Ongoing public involvement
• Complete the Level 3 screening
• Identify the Preferred Alternative
• Prepare the Environmental Assessment (EA)
• Review public comments on the EA

PUBLIC COMMENTS ON THE THREE BUILD ALTERNATIVES
After the presentation of project information, Mike Hughes from The Keystone Center facilitated an “open mic” discussion of the alternatives. The following summarizes the comments and questions received from the meeting attendees.

Comments on the Couplet Alternative
• The couplet alternative will hinder redevelopment, particularly in the Gates area.
• I think the signal at Louisiana should continue to work as it is now. This signal protects the neighborhoods and businesses in the area. Having the couplet tying in at this location will encourage neighborhood cut-through traffic.
• I would like to support the couplet alternative, but it should be improved to provide some sort of access at Mississippi. Perhaps this could be a ramp of some kind.
  City Response: This will be added to the list of suggestions and evaluated.
• I do not like the couplet alternative. I would like to see a “main street” themed alternative. The couplet divides property and diminishes the feel of the area.
• I support the couplet alternative. The couplet has a small right-of-way impact, and it seems to integrate the planned developments into the surrounding neighborhoods more, rather than create barriers with wide roads.

Comments on the Multi-Way Boulevard Alternative
• The multi-way boulevard alternative is better, because it does not hinder redevelopment on Broadway.
• I like the multi-way boulevard alternative, because it offers a better sense of place.

Comments on the Broadway Widening Alternative
• I would like to see the width of Broadway maintained as is. I feel this better maintains the pedestrian and bike environment.

General Comments about the Alternatives
• I like the parking structure on the west side of the CML near Santa Fe and would like to see it included in the preferred alternative.
• I am concerned about how trees have been addressed by this project. I do not believe that five feet is adequate to keep trees alive considering our climate.
City Response: The sidewalks are shown to be 13 feet. This does not mean there will be 8 feet for walking areas and 5 feet for plants. Areas with trees may have up to an 8-foot tree grate.

- Bike and pedestrian access seems to only service the light rail station. I would like to see bike and pedestrian improvements all the way to downtown Denver.
- I would like to see some sort of vehicular blocking on Ohio to keep drivers from cutting through West Washington Park. Neighborhood residents are concerned about cut-through traffic and how the intersection at Ohio has not been addressed by this study.

City Response: With the preferred alternative, improvements to the Ohio intersection will be defined.

- I do not like the couplet alternative. It does not meet the goals of the project, and it makes development of the Cherokee property difficult. I do not like the multi-way boulevard alternative. I think it is too confusing. I do support the widening alternative. I think it is a solution that people understand, and it has the least amount of impact.
- We should keep in mind that we are basing our decision on a model that projects 30 years into the future. If we think back 30 years, things were much different. We should consider this when making a selection and realize there are a lot of unknowns.
- If we build it they will come. We don’t want another Colorado Boulevard here.
- I am concerned about east/west improvements. If there is more congestion in the future, then many drivers may be directed to Louisiana. There is a school on Louisiana with many younger children walking around.
- I am the owner of the Hurricane Drain building. I have been in operation at this location for many years. I do not support anything that takes away my business.
- All of these alternatives and all the other studies of the corridor do not examine the connection of this area to the state capitol.
- Broadway should be like a Main Street, not a super highway. Pedestrians should come first. A sense of community is the most important thing.

Questions about the Couplet Alternative
Q: Why is the couplet shown to connect back with Broadway so far south of the study area?
A: The location of the end of the couplet is negotiable. The current location was selected because it appears to affect the least amount of right-of-way and because of its proximity to Broadway makes for a shorter tie-back.

Questions about the Multi-Way Boulevard Alternative
Q: How does the Multi-Way Boulevard Alternative accommodate bikes?
A: The frontage roads could provide a traffic lane for off-peak use for bicycles and/or parking.

Questions about the Broadway Widening Alternative
Q: Do the improvements along Broadway in the widening alternative improve left-turn capacity at Mississippi?
A: Yes. The widening alternative provides an additional left-turn lane at Mississippi (total of two left-turn lanes).
Q: Does Broadway have a median in the widening alternative?
A: Not continuously, and it will not be wide enough for pedestrians or trees.

General Questions about the Alternatives

Q: How many residents are expected in the Cherokee and Lionstone developments? I'm concerned about where all of these people are going to park if they each have a vehicle.
A: Cherokee will have approximately 600 – 900 units. Lionstone will have approximately 2,000 – 4,000 units. However, the City has granted a 30% reduction in overall parking, because the project is designed to be friendly to pedestrians and bikes and is in such close proximity to the light rail station.

Q: What happens to the Hurricane Drain building in each of the alternatives?
A: With each of the alternatives, it appears that there will be some impact to this structure, although the impacts differ.

Q: Do any of the alternatives take a right-of-way from the Cherokee development?
A: Exact right-of-way impacts have not been studied yet. The goal will be to be as fair as possible with the right-of-way impacts to Cherokee and Lionstone developments. However, the Ford building is located on the Lionstone property and cannot be impacted with any improvements.

Q: What is the speed limit on Acoma?
A: It will likely be 25 mph.

Q: Why aren’t there east/west improvements recommended by this project?
A: The project did look at east/west improvement. Several improvements that were considered included a connection to Mississippi over I-25 and connecting Tennessee under the railroad. These recommendations were screened out earlier in the process. However, this is one of the reasons that Exposition was extended west of Broadway—it should improve east/west connections. Mississippi is also being improved between Broadway and the CML.

Q: Is there something that we can consider to prevent traffic from going to Louisiana?
A: School-zone safety is always a priority for governing agencies. Louisiana is outside of the study area, so specific improvements will not be made by this project. However, traffic calming measure maybe effective in this situation.

Q: What happens if none of the alternatives are shown to work?
A: If none of the other alternatives are shown to provide enough benefit, the No Action Alternative will be carried forward.

Q: What is the deadline for the public to submit their comments?
A: Comments will be collected until the project is complete. However, for development of the Preferred Alternative, it would be helpful to have comments in to the study team by July 10, 2006.