

Federal Boulevard Alameda Avenue to 6th Avenue

Finding of No Significant Impact



Prepared for



U.S. Department of Transportation
Federal Highway Administration



Colorado Department of Transportation



City and County of Denver

February 2008

Project STU C010-068

**Federal Boulevard, Alameda Avenue to 6th Avenue
City and County of Denver, Colorado**

FINDING OF NO SIGNIFICANT IMPACT

Submitted Pursuant to:
42 USC 4332(2)(c) and 49 USC 303
by the
U.S. Department of Transportation
Federal Highway Administration
and the
Colorado Department of Transportation

Submitted By:



Randy Jensen
Region 6 Transportation Director
Colorado Department of Transportation

2/25/08

Date

Concurred By:




Pamela A. Hutton, P.E.
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Colorado Department of Transportation

2-27-08

Date

Approved By:



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2.25.2008

Date

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Environmental Assessment Availability

The Environmental Assessment is attached to this document in electronic format on a compact disc. If you cannot open or use this disc and desire a hard copy, please contact either of the above individuals.

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CHAPTER 1 - PROJECT DESCRIPTION

1.1 Introduction

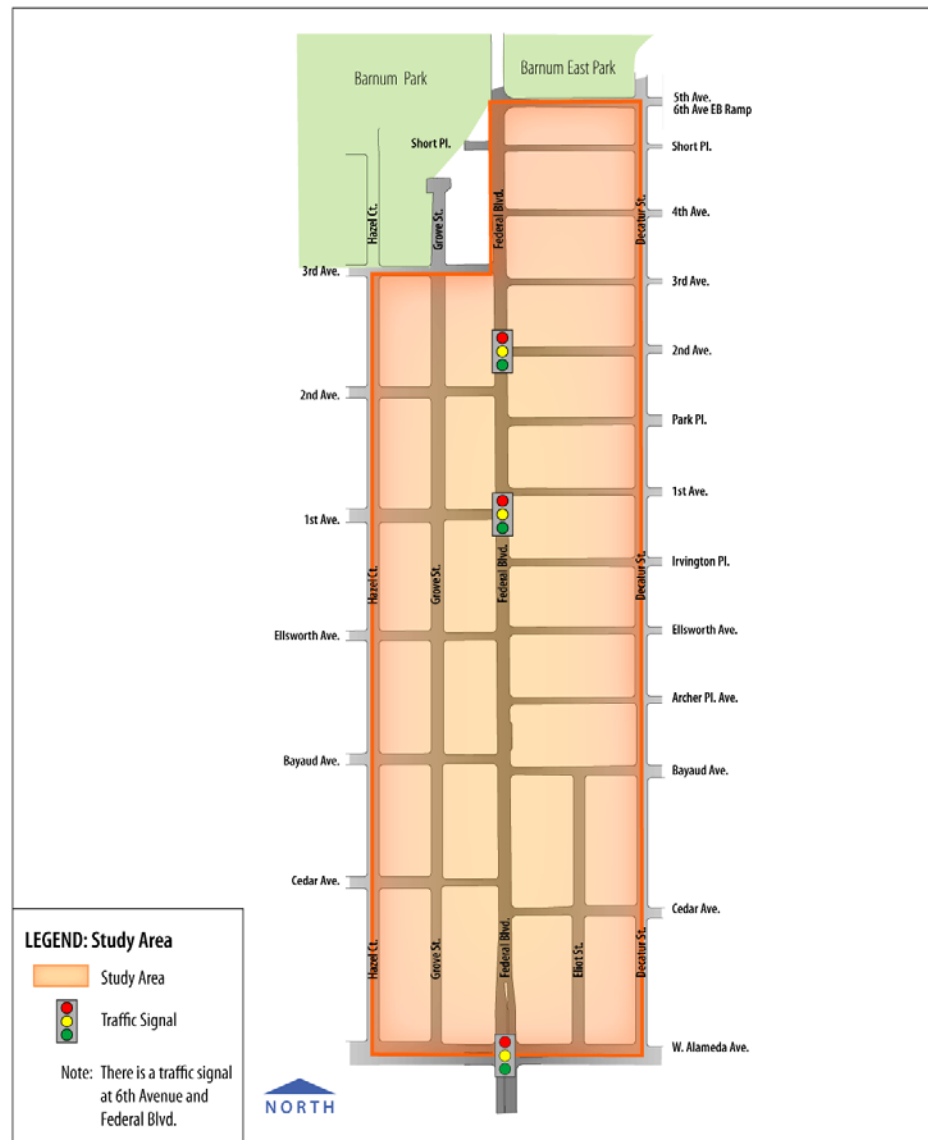
Federal Boulevard, between Alameda Avenue and 6th Avenue is located in the City and County of Denver (CCD), Colorado. The project study area extends south of the eastbound on-ramp for the 6th Avenue freeway on the north to Alameda Avenue on the south. East-west boundaries include Decatur Street on the east and Hazel Court on the west. See Figure 1-1 for a map of the study area.

The Colorado Department of Transportation (CDOT) and the CCD propose to make improvements to Federal Boulevard to improve the safety and efficiency of Federal Boulevard; to accommodate the transportation needs of area residents and existing businesses and; to provide multi-modal travel options and connections in the general vicinity. A summary of project needs are shown in Table 1-1.

Specifically, the proposed action would:

- Decrease existing and future traffic delay and congestion.
- Improve safety for drivers and pedestrians.
- Eliminate existing roadway deficiencies.
- Improve multi-modal transportation.

**Figure 1-1
Study Area**



**Table 1-1
Summary of Project Needs**

Need Factor	2005 Existing Conditions	2030 Conditions With No Improvements															
<p>Capacity</p>	<ul style="list-style-type: none"> 43,000 vehicles <table border="1"> <caption>Delay (minutes) Data</caption> <thead> <tr> <th>Location</th> <th>2005</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>6th Avenue</td> <td>0.15</td> <td>0.15</td> </tr> <tr> <td>2nd Avenue</td> <td>0.2</td> <td>1.0</td> </tr> <tr> <td>1st Avenue</td> <td>0.15</td> <td>1.4</td> </tr> <tr> <td>Alameda</td> <td>0.8</td> <td>2.2</td> </tr> </tbody> </table>	Location	2005	2030	6th Avenue	0.15	0.15	2nd Avenue	0.2	1.0	1st Avenue	0.15	1.4	Alameda	0.8	2.2	<p>60,000 vehicles</p>
Location	2005	2030															
6th Avenue	0.15	0.15															
2nd Avenue	0.2	1.0															
1st Avenue	0.15	1.4															
Alameda	0.8	2.2															
<p>Safety</p>	<ul style="list-style-type: none"> Accident rates are over three times higher compared to accident rates on similar roads in Colorado. <table border="1"> <caption>Accident Type vs. Accident Rate</caption> <thead> <tr> <th>Accident Type</th> <th>2002 Statewide Average</th> <th>2001-2003 Project Average</th> </tr> </thead> <tbody> <tr> <td>Total</td> <td>3.59</td> <td>12.87</td> </tr> <tr> <td>Fatal</td> <td>1.29</td> <td>4.63</td> </tr> <tr> <td>Injury</td> <td>0.97</td> <td>3.29</td> </tr> <tr> <td>Property Damage Only</td> <td>2.61</td> <td>9.54</td> </tr> </tbody> </table>	Accident Type	2002 Statewide Average	2001-2003 Project Average	Total	3.59	12.87	Fatal	1.29	4.63	Injury	0.97	3.29	Property Damage Only	2.61	9.54	<p>Safety conditions would worsen due to a higher volume of traffic, which would lead to a higher probability of accidents.</p>
Accident Type	2002 Statewide Average	2001-2003 Project Average															
Total	3.59	12.87															
Fatal	1.29	4.63															
Injury	0.97	3.29															
Property Damage Only	2.61	9.54															
<p>Roadway Deficiencies</p>	<ul style="list-style-type: none"> Lanes vary between 9 and 10 feet. Those narrower than 11 feet do not meet state or federal design standards. Numerous driveways exceed the state access code, which allows one access per parcel. Many properties have more than one access, which increases the probability for accidents Numerous intersections are offset, complicating traffic movements and signal timing. 																
<p>Multi-modal Connectivity</p>	<ul style="list-style-type: none"> 1,200 riders per day use buses on the 3 routes that serve Federal Boulevard and account for the second highest ridership in metropolitan Denver. Bus stops do not coincide with crosswalks. 78 percent on-time performance compared to the industry standard of 90 percent. Sidewalks vary from 3 to 5.5 feet with numerous curb cuts, curb ramps and sidewalks not meeting the Americans with Disabilities Act (ADA) or other state/local standards. 	<p>On-time performance would worsen and poorly serve new rail station planned 0.8 mile north of study area along Federal Boulevard.</p>															

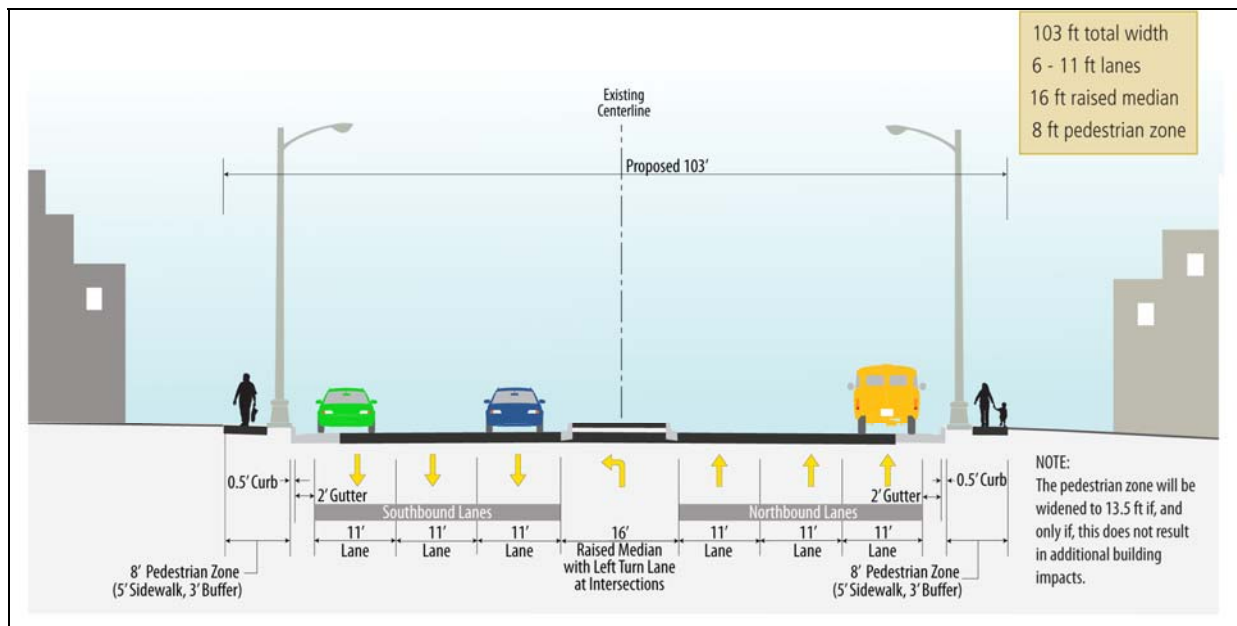
In accordance with the National Environmental Policy Act (NEPA) and CDOT's *Environmental Stewardship Guide*, an Environmental Assessment (EA) was prepared to evaluate the impacts of the proposed action. The EA was made available for public review and comment between November 19, 2007 and December 18, 2007. A public hearing was held on December 4, 2007. Notice of the hearing was advertised in the *Denver Post*, *La Voz*, and the *Denver Herald Dispatch* approximately three weeks before the hearing. The advertisements for the public hearing that appeared in *La Voz* on November 14, 2007 and the *Denver Herald Dispatch* on November 15, 2007 can be found in Appendix A. The list of locations where the EA was made available can be found in Appendix B.

1.2 Description of the Preferred Alternative

Alternative 3 Curved is the Preferred Alternative, as shown in Figure 1-2. The major elements of the Preferred Alternative occur between Alameda Avenue and the 6th Avenue eastbound on-ramp (or 5th Avenue) and include the following elements:

- Addition of a third northbound lane.
- Widening of existing lanes to 11 feet.
- Construction of a 16-foot wide raised median.
- Bus stops would be eliminated from northbound and southbound at Ellsworth Avenue and Federal Boulevard. The bus stops at 4th and 5th Avenues for both northbound and southbound would be merged.
- Widening of a pedestrian zone to 8 feet (5-foot sidewalk plus 3-foot buffer zone). The pedestrian zone would be widened to 13.5 feet in areas where no additional direct or indirect impacts to existing buildings would occur and as funding allows.
- Potential installation of a stoplight and realignment of Bayaud Avenue.

**Figure 1-2
Preferred Alternative**



- Sidewalks and curb ramps brought up to the ADA and other state and/or local standards.
- Stormwater drainage improvements to meet Municipal Separate Storm Sewer System (MS4) permit requirements as regulated by the Colorado Department of Public Health and Environment (CDPHE).

Roadway Capacity Improvements

One northbound lane would be added (for a total of three northbound and three southbound lanes) to improve capacity along the roadway. All of the lanes would be widened to 11 feet to meet American Association of State Highway and Transportation Officials (AASHTO) and CDOT standards. Eight slight curves in the roadway alignment would minimize impacts to building frontages and would avoid impacts to one building on the east side of Federal Boulevard that is eligible for listing in the National Register of Historic Places (NRHP). The total width of the roadway cross-section would be widened from 68 feet to 103 feet. Further description of roadway improvements can be found in Section 2.4.2 of the EA.

Raised Median

A 16-foot wide raised median would replace the continuous painted two-way center turn lane. Left turns would be allowed at two existing signalized intersections: 1st Avenue (South), 2nd Avenue (North), and a potential future signal at Bayaud Avenue. (Note: Cross-streets that are not continuous and are offset across Federal Boulevard are indicated by a north or south designation and are shown in parenthesis.) Left turns would also be allowed at four unsignalized intersections (Cedar Avenue, Ellsworth Avenue (North), and 3rd Avenue (North and South)). The median would serve as a barrier between opposing lanes of traffic, thus eliminating several accident types from occurring mid-block for vehicles on Federal Boulevard such as head-on collisions, approach turns, and broadside accidents. A 5-foot wide pedestrian refuge would also be provided between the opposing lanes of traffic as part of the raised median at signalized intersections where pedestrian crosswalks are located.

Transit Improvements

Modifications to bus stops along Federal Boulevard would occur to improve bus operations and passenger safety during boardings and alightings. Where possible, bus stops would be located on the far side of the intersection. Specifically, bus stops would be eliminated from northbound and southbound at Ellsworth Avenue and Federal Boulevard. The bus stops at 4th and 5th Avenues for both northbound and southbound would be merged.

Bicycle and Pedestrian Improvements

An 8-foot wide pedestrian zone would be incorporated on both sides of Federal Boulevard and would consist of a 5-foot wide sidewalk and a 3-foot wide hardscaped buffer zone. Both the sidewalks and curb ramps would be improved to meet ADA standards. The pedestrian zone would be widened to 13.5 feet where no additional direct or indirect impacts to existing buildings would occur and as funding allows.

To address bicycle safety, route signage would be added to clearly delineate the D-14 bicycle route that crosses at 1st Avenue and travels along Federal Boulevard south to Irvington Place. However, if the proposed realignment and signalization of Bayaud Avenue occurs, CCD may move the current bicycle route crossing of Federal Boulevard to this location.

Access Management

Access management involves providing access to property, reducing the number of traffic conflict points, and improving the flow of traffic on the roadway. Where feasible, accesses for businesses would be combined, relocated, and potentially shared in order to reduce traffic

conflicts along Federal Boulevard. Discussions with property owner(s) would occur prior to implementing any proposed access modifications.

Bayaud Avenue Realignment

Based upon final design details and safety considerations, the offset intersection of Bayaud Avenue would be realigned in order to create a standard intersection. A traffic warrant study, which is a study that analyzes several different factors to determine if a traffic signal is needed at an intersection, will be conducted during final design. Based on the results of the study, a traffic signal may be installed at this intersection to allow full turning movements into and out of the neighborhoods east and west of Federal Boulevard.

1.3 Funding Status

The cost of the Preferred Alternative would range from approximately \$29,000,000 to \$32,400,000 depending on construction materials and type of construction. Table 2-6 in the EA presents the range of probable costs for the major project elements.

The project would be funded by the Federal Highway Administration (FHWA), CDOT, and the CCD. Currently, a total of \$29.327 million has been identified to fund the project. Of this amount, \$13.827 million is from a combination of federal, state, and local funds, and an additional \$15.0 million is from the CCD's General Obligation Bonds authorized by voters in the November 2007 election.

1.4 Clarifications to the Environmental Assessment

The following clarifications to the EA are provided.

- On page 1-10 of the EA, under Multi-Modal Connectivity/Auto, the existing lane widths vary from nine to ten feet.
- Section 2.4.4, Funding, page 2-27 of the EA, is modified to include an additional \$15.0 million from the CCD's General Obligation Bonds. As a result of these additional funds, the potential shortfall in funding is reduced to approximately \$3.1 million. This shortfall is a projected maximum, and will depend on the type of pavement selected, other design decisions, and how much of the estimated contingencies end up being utilized. When final design is close to completion, the project cost estimate will be updated. If a funding shortfall still exists at that time, CDOT and CCD will meet to discuss possible solutions.
- Section 3.2.7, Environmental Justice Mitigation and Section 3.4.3, Property Acquisition and Displacement Mitigation, pages 3-17 and 3-29 of the EA are modified as follows: Details of the intergovernmental agreement (IGA) between the CCD and CDOT in regard to responsibility for right-of-way acquisition, design, and construction will be determined before the right-of-way process and final design begin.
- Section 3.4.2, Property Acquisition and Displacement Impacts and Section 3.26 Permits Required, pages 3-24 and 3-118 of the EA are modified as follows: Temporary or permanent easements will be acquired if encroachment of private property is required for permanent right-of-way and/or construction but does not warrant a full property acquisition.
- Section 3.4.2, Property Acquisition and Displacement Impacts, page 3-24 of the EA is modified to read: Forty-four businesses and one residence would be displaced as a result of the property acquisitions.
- Section 3.6.1, Existing Air Quality, page 3-44 of the EA is modified to include the following text:

Due to violations of the 8-hour ozone standard in 2005, 2006 and the first three quarters of 2007, the Denver metropolitan area has been designated as nonattainment for the 8-hour ozone standard. The CDPHE and others are working on a revised state implementation plan to address the Denver area's 8-hour ozone non-attainment issues. The revised plan is expected to contain additional control measures that will ensure that the area meets the 8-hour standard in the shortest time possible.

- Section 3.24 Construction impacts, page 3-100 of the EA, is modified as follows: Construction of the Build Alternative would be completed in three major phases and would begin mid- to late 2009. Our current analysis suggests that the most expeditious construction would begin with the northbound lanes (Phase 1), followed by the southbound lanes (Phase 2), and ending in the center median (Phase 3). Construction would be divided into two to three block sections for each phase. Key elements within each section would be completed before moving on to the next section. Any buildings that need to be removed would be completed before construction begins. However, as final design progresses, phasing may be modified and the use of performance based contract specifications will be explored to achieve the goal of minimizing disruptions to the extent possible and to take advantage of coordinating construction activities of this project with proposed improvements planned in the vicinity of the 6th Avenue interchange area, as described in the Valley Highway Environmental Impact Statement (EIS). Prior to advertisement, CDOT will prepare a construction phasing plan. Should opportunities be presented to further minimize disruptions during construction, they will be jointly considered by CDOT and the construction contractor.

Unless a different phasing plan emerges during final design, as discussed above, the current plan is to construct the key elements of construction as follows:

- New traffic signals.
- New lighting in both the northbound and southbound directions.
- New pavement.
- New ADA Ramps.
- New curb and gutter.
- New sidewalks.
- ADA/CCD standard curb cuts.
- Utility relocations.
- New inlets/drainage pipe.
- Perform miscellaneous traffic shifts in coordination with phasing
- Detour pedestrian traffic out of construction work zone.

The third phase of construction, the center median, would follow the northbound and southbound phases. The key elements of center median construction include:

- Curb and gutter.
- Raised median cover.
- Section 3.26, Permits Required, page 3-118 of the EA, is modified to include a dewatering permit and noise variance from the CCD (if necessary).

CHAPTER 2 - MITIGATION MEASURES

For a summary of permanent and construction-related impacts and mitigation measures for the Preferred Alternative, please see Appendix C.

Required permits include a stormwater permit, an access permit, a dewatering permit, and possibly a noise variance from the CCD. Because the Preferred Alternative would involve the disturbance of more than one acre of land, stormwater permitting will be required during the construction phase. In addition, modifications to access points along Federal Boulevard will require a Form 137 Access Permit application. During final design, access points (i.e., new, modified or combined) will be identified in a formal access control plan prepared by CDOT. All access points would be constructed in accordance with CCD and ADA standards.

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CHAPTER 3 - ENVIRONMENTAL ASSESSMENT COMMENTS AND RESPONSES

This section summarizes comments received during the public and agency comment period and provides a response to each comment received. A copy of the public hearing transcript is provided in Appendix D. Copies of written comments are provided in Appendices E and F.

Section 3.1 summarizes agency comment letters received and responses. Section 3.2 summarizes written comments received and a response to each. Section 3.3 summarizes the oral questions, comments and answers that were provided during the question and answer period at the December 4, 2007 public hearing, with additional explanation provided when necessary.

3.1 Agency Comments and Responses

Comment 1
U.S. EPA 999 18 th Street, Suite 300 Denver, CO 80202-8917
The document, in discussing the Existing Air Quality in Section 3.6.1, refers to the Ozone Early Action Compact. Due to changes in Denver's compliance with the 8-hour ozone standard, this language should be updated. Due to violations of the 8-hour ozone standard in 2005, 2006 and the first three quarters of 2007, the Denver metropolitan area has been designated as nonattainment for the 8-hour ozone standard. The Colorado Department of Public Health and others are working on a revised state implementation plan to address the Denver area's 8-hour ozone non-attainment issues. The revised plan is expected to contain additional control measures that will ensure that the area meets the 8-hour standard in the shortest time possible.
Response
Revised text has been added to Section 3.6.1 of the EA. See Section 1.4, Clarifications to the Environmental Assessment.
Comment 2
U.S. EPA 999 18 th Street, Suite 300 Denver, CO 80202-8917
Section 3.6.4 on Air Toxics contains language that we much prefer to language we have seen in other CDOT and FHWA documents. While we do not agree with FHWA's guidance on Mobile Source Air Toxics (MSATs) and its use in this document, we do not disagree with the conclusions set forth. We recommend that future documents contain information on potential receptors for MSATs in close proximity to the project, such as schools, nursing homes, hospitals. While the impact may not be going up because of this project, there is an impact nonetheless that should be disclosed.
Response
Comment noted.

Comment 3

U.S. EPA
999 18th Street, Suite 300
Denver, CO 80202-8917

A large number of buildings and businesses will be demolished by this project. The demolition of buildings is predominantly on the west side of Federal Blvd., and will eliminate the buffer these buildings provide between this heavily traveled arterial and homes immediately across the alley. We recommend additional mitigation measures to encourage re-development, such as visual separation from the road, some noise abatement, and assistance to small business owners in the area to rebuild or new business to come in.

Response

In the short term, the transportation improvements proposed by the Federal Boulevard EA may result in the displacement of a number of buildings and businesses along the corridor. The CCD is cognizant of this fact and is developing strategies to revitalize this area, which was identified as an *Area of Change* in *Blueprint Denver* in 2001. Several city departments have been involved during the course of the NEPA process, which is likely to increase as the project moves into the implementation stage.

The CCD will be working with CDOT and other partners to develop a construction and business outreach plan to assist business and property owners who will be impacted by this project. Several city departments are proactively working to identify existing and potential tools to assist in this effort. For example, the City’s Office of Economic Development is in the process of finalizing the *Neighborhood Marketplace Initiative Program*, which will serve as a framework during and after this project is complete.

The CCD will look to build upon this transportation investment by leveraging other public/private sector investments, explore the use of regulatory tools, and invest in enhancements that reinforce a sense of place along Federal Boulevard. These strategies will encourage mixed use activity and strong urban design that reinforce the vision of *Blueprint Denver* to direct growth to places (like Federal Boulevard) served by robust transit amenities.

Comment 4

Karen Avilès
City and County of Denver

Note: Comments received were provided as marginal comments within the EA and are not included in Appendix E.

Change the wording “would” to “may” and “will” to “may” in impact and mitigation sections of the EA. In addition, remove the words “CCD” and “CDOT” from mitigation commitments and replace with the words “the project”.

Response
FHWA's preference is to use the word "would" for impacts and "will" for mitigation commitments. No change to the text will be made.
The Project Management Team determined that reference to CCD and CDOT in the mitigation sections of the EA is appropriate and should not be changed.
Comment 5
Karen Avilès City and County of Denver
The CCD bond that passed in November 2007 should be added to the funding section in the EA and the budget shortfall should be updated to accurately reflect the funding from the bond.
Response
An update to the funding for the project is provided in Section 1.3 of the FONSI.

3.2 Written Comments and Responses

Comment 1
Donna Wedemeyer 175 South Dale Court Denver, CO 80219
<ol style="list-style-type: none">1. All east-west streets are not aligned.2. Do not put a light there [Bayaud Avenue] as it is on a hill. In winter, cars will slide through light. In summer, cars come too fast over the hill, going northbound.3. Why do you think that you have to demolish a building? Why can't the building be redesigned to rebuild the front for easements?4. Put in a pedestrian bridge instead of lights and crosswalks.5. Have resources and plans so that [you] can quit saying "we don't have a study on that yet". This would help to alleviate you throwing people into Federal into a tizzy.6. Why are so many driveways on Federal? Why not have parking in back?
Response
<ol style="list-style-type: none">1. It is correct that most of the existing east-west streets along Federal Boulevard are not aligned and are offset. These streets are as originally platted. To realign some or all of offset streets would be extremely costly and would result in numerous acquisitions of properties along these streets. At this time, there are no plans by CCD to realign these streets.2. A signal warrant study is planned to determine whether a signal at Bayaud Avenue is warranted. Based on the project's traffic study, the proposed signal is a strategic location because it is halfway between the signal to the north (1st Avenue) and the signal at Alameda Avenue to the south. During final design, consideration will be given to flattening the vertical crest to improve sight distance and safety. If the signal is

installed, a "Signal Ahead" warning sign with flashing lights will be installed at the vertical crest.

3. Decisions on whether a particular building can be re-designed to remain on the property have not been made by CDOT and CCD. This suggestion as well as others will be considered during the acquisition negotiation process.
4. Construction of a pedestrian bridge is outside the scope and budget of this project. However, discussions are underway to consider options to improve pedestrian accessibility.
5. As much as CDOT would like to have all of the necessary studies completed prior to or during the Environmental Assessment process, some times this is not possible. In the case of this project, additional studies will be needed on some elements of the corridor during final design, which cannot begin until there is a signed decision document from FHWA. For example, a study will be needed to determine whether a signal is needed at Bayaud Avenue.
6. Access permits to allow driveways along Federal Boulevard have been issued by CCD over time. It is also possible that driveways have been constructed by various property or business owners without benefit of a permit. In any regard, this condition has contributed to both congestion and safety concerns. To address this concern, and in conformance with the State Highway Access Code, an access study was completed as part of the environmental analysis, which included recommendations for combining or removing some of the driveways or access along Federal Boulevard. The recommendations from this study will be considered and incorporated, as appropriate, in final design.

Comment 2

Irene Apergis
3942 South Allison Court
Lakewood, CO 80235

1. I would like to see the median not be so wide.
2. I know this project will improve the neighborhood and value, I just hope the construction will not take longer than quoted.

Response

1. The proposed 16-foot wide median is consistent with the CDOT Highway Access Code's recommendation for this type of roadway and proposed design. A wider median would also provide for U-turns at designated intersections and a refuge for pedestrians.
2. The construction period is planned between 12 to 18 months and is currently scheduled to begin in mid- to late 2009. However, this is an estimate and ultimately depends on whether the right-of-way (ROW) phase can be completed within the 18 months estimated.

Comment 3
Chas Cowles 2525 16 th Street, #12 Denver, CO 80211
<ol style="list-style-type: none">1. It would seem only fair that businesses/properties that are totally taken should have first chance to move back into the previous property or to a location that is closest to their former location. The last alternative should be to let outside/new interests/developers to acquire the properties.2. Those needing to either build new or redo their property should be fast tracked through the red tape and slow motion of the planning and construction departments of Denver.
Response
<ol style="list-style-type: none">1. Decisions by CDOT and CCD on what will happen to the excess portions of property acquired have not been made. This suggestion as well as others will be considered in these decisions.2. CDOT and CCD's planning efforts to assist displaced businesses will include discussions with CCD's planning and zoning and construction departments to try to identify resources to assist with these kinds of requests.
Comment 4
Tina Choi and Benjamin Cheang 65 and 57 S. Federal Boulevard Denver, CO 80219
We are owner of 65 and 57 S. Federal Blvd. and would prefer to just sell CDOT the buildings and keep the land.
Response
Decisions on what will happen to the excess portions of property acquired have not been made by CDOT and CCD. This suggestion as well as others will be considered in these decisions.

3.3 Question and Answer Period at Public Hearing

Note: Questions posed by the speakers and the related responses have been excerpted and summarized in this section. For some comments, responses provided at the public hearing have been expanded in this document in order to provide a more thorough response. Please refer to the transcript in Appendix D for the complete text.

Discussion: East/West Cross Street Access
<p>SPEAKER: This project is proposed to ease congestion along Federal Boulevard and also supposedly to address the traffic concerns within the neighborhoods. There are no east/west cross-through streets in this area and your solution is to provide one if that intersection qualifies for a street light. If the problem being addressed is not having east/west, how does that fit in?</p> <p>RESPONSE: Proposed improvements, such as the raised median and signalized intersection at Bayaud Avenue, will provide pedestrians with safer east/west crossings of</p>

this roadway. Specifically, the raised median will provide a safe refuge for pedestrians who are unable to cross the entire proposed 6-lane roadway. Vehicular traffic will also benefit from the potential realignment and added signal at Bayaud Avenue to improve east/west crossings. Based on the *Manual on Uniform Traffic Control Devices (MUTCD)*, CDOT must comply with signal spacing requirements, which specify a minimum of ½ mile spacing between signalized intersections. Based on our analysis, Bayaud Avenue meets this requirement, and will be analyzed to determine if it meets the other required criteria to install a signal. To add more east/west crossings, other than at Bayaud Avenue, would impede the efficient traffic flow and capacity of Federal Boulevard and would create additional safety concerns.

SPEAKER: So improving north/south traffic is the goal?

RESPONSE: Yes, the primary purpose of this study is to improve the safety and efficiency of Federal Boulevard as well to improve multi-modal travel options and connectivity.

SPEAKER: People getting on and off the buses are running across the middle of the street because there is no east/west direct access.

RESPONSE: There are signalized intersections and crosswalks from east to west along Alameda, 1st, and 2nd Avenues and a proposed crosswalk at Bayaud Avenue.

SPEAKER: Are there crosswalks in the middle of the block?

RESPONSE: Crosswalks are not provided in the middle of the block. Although it is likely that people will cross mid-block, neither CDOT or CCD condones this type of crossings for safety reasons.

SPEAKER: You're addressing the north/south traffic. But the issues you say are important to the community aren't being addressed.

RESPONSE: By addressing the north/south movement, through the improvements being proposed, we lessen the possibility of traffic spillover into the adjacent neighborhoods. As discussed earlier, CDOT must comply with signal spacing requirements, which specify a minimum of ½ mile spacing between signalized intersections. To add more east/west crossings, other than at Bayaud Avenue, would impede the efficient traffic flow and capacity of Federal Boulevard and would create additional safety concerns. However, as traffic progressively worsens over time, traffic will tend to find alternative routes, including cut-through-the-neighborhood-type routes.

SPEAKER: How does it help improve access to the transportation? How is it going to improve flow from the west side to the east side when the only east-west improvement is proposed at Bayaud Avenue?

RESPONSE: Based on the traffic study conducted for this project, there are currently 400 conflict points along Federal Boulevard. A conflict point is the point at which a driver that is crossing, merging with, or diverging from a road or driveway conflicts with another driver using the same roadway or driveway. This is the leading cause of accidents. Based on the proposed improvements, these conflicts would be reduced to 270 conflict points. For example, with a raised median, the left-turn diverging and crossing conflict points would no longer exist. East/west movements would be directed to signalized intersections which in turn improves access, mobility and safety.

SPEAKER: You solve that by putting it into one spot [Bayaud Avenue], but that's not the spot that gets the traffic light?

RESPONSE: The proposed improvements will improve the standards of the overall

corridor from substandard existing conditions to current standard. This will make the roadway much safer to travel on and will minimize conflicts for motorists. As discussed earlier, we are minimizing the number of conflict points that a motorist faces by forcing traffic to use certain locations to make U-turns or left turns. This will improve the safety of the corridor.

We understand your concern about motorists wanting to travel from east to west or west to east. But as discussed earlier, CDOT must comply with the minimum signal spacing of ½ mile as specified in the MUTCD. Also, we took volume counts at six of the nine study intersections and found there is no documented need for [east/west] connectivity. East/west volumes are extremely low and they mostly turn onto Federal Boulevard to get on to other major streets.

Federal Boulevard is projected to have 60,000 vehicles traveling on the roadway every day. If we were to add more signals, traffic flow would be impeded and would slow down the flow of traffic along Federal Boulevard.

SPEAKER: I didn't say add more signals. What I said is straighten out the streets, make it flow.

RESPONSE: To realign some or all of offset streets would be extremely costly and would result in numerous acquisitions of properties along these streets. At this time, there are no plans by CCD to realign these streets. Moreover, general re-alignment of east/west streets is not the intended purpose of this study. The primary purpose of the study is to improve safety and efficiency of Federal Boulevard, which is a north/south roadway.

SPEAKER: The goal is to improve people's access so they don't have to cross into the middle of the intersection to grab the buses and so that there is a smooth flow. You put the program in there to change Bayaud but only if it qualifies for a signal light. And if doesn't qualify, it means that it's not going to happen.

RESPONSE: That is correct. We won't know the results of the signal study until final design. However, our intent is to add a signal at Bayaud Avenue if it meets various criteria such as traffic volumes, the number of pedestrian crossings, student crossings and others. The whole idea is to encourage the cross-traffic at designated locations. Motorists will be impeded by a raised median, which in turn will minimize the huge number of accidents in the corridor by eliminating those conflict points and creating good, safe locations to cross Federal Boulevard.

SPEAKER: And wouldn't [adding] cross streets minimize those conflict points?

RESPONSE: As we have already discussed, we don't want to have too many cross movements; we only want to encourage traffic to cross at the signalized intersection. It's just simply not safe to cross a six-lane facility. The raised median and the left turns that would be provided with the signalized and protected turns will be at specific locations that allow safe U-turns and access to neighborhoods. In this way, we will eliminate many of the accidents and patterns that exist in the corridor while also improving the capacity of Federal Boulevard. We expect that some people who are currently using certain side streets to cross Federal Boulevard will have to change their routine slightly to go up a block or two to a location that we've identified to be a safe place to cross.

Discussion: Signal Warrant

SPEAKER: What's the likelihood that we can get those designated? Is it more likely to actually have a stoplight there or -- that way we can get it realigned?

RESPONSE: The likelihood of adding a signal and realigning Bayaud Avenue will depend on the outcome of the study. At this point, the design team has identified the Bayaud Avenue intersection in its conceptual design drawings for realignment. It's a strategic location because it's halfway between the signal to the north (1st Avenue) and the signal at Alameda Avenue to the south. However, we need further analysis during final design to determine if this option is feasible or to consider other possibilities.

SPEAKER: What are the factors that determine whether it can be a site that can be a crosswalk and also lead to the realignment?

RESPONSE: The MUTCD has eight major warrants or criteria to be considered. Of those warrants, we will likely consider pedestrian counts, which would include elementary school students accessing the adjacent school. Another warrant is the peak hour time. We will look at both a.m. and the p.m. counts to determine how many people are coming out of Bayaud intersection and how long they're waiting to get out. Again, if certain criteria are met, a recommendation to install a signal may be made. There is also a state access code that addresses the maximum spacing of signals, which for this type of roadway, is a 1/2 mile spacing.

Discussion: Construction Phasing

SPEAKER: You say you're going to try to do this in two- to three-block segments. Where are you going to start? Are you going to start at Alameda? Are you going to start at 5th?

RESPONSE: At this time we have not decided which end of the corridor we will start construction. During final design, a construction phasing plan will be prepared that will describe the phasing of the project elements as well as where construction will begin. For your information, there is another project planned to reconstruct the U.S. 6 and Federal interchange. That construction is close in time to construction of this project. We are currently considering combining the two construction projects into one in order to take advantage of economy of scale and the efficiency of coordination with one instead of two projects. Specifically, if the 6th Ave/Federal interchange construction occurs during the same period as this project, it would be the logical thing to do. If not, we can go in another direction.

Our construction staff will look at what would be least disruptive to the businesses and how we can phase this efficiently. CDOT's objective is to get the work done as fast as possible and to expedite access to affected businesses.

SPEAKER: Well, what you're saying is you don't know yet because it's too far out?

RESPONSE: Yes. As we get closer to final design, we will have more of the details on construction finalized. We will try to coordinate with businesses to minimize disruptions. So the commitment I can make is that we're going to do our best to minimize the impacts of construction.

SPEAKER: Well, not only minimize. What you're talking about here is the City is going to lose X amount of dollars in property taxes because the buildings aren't going to be there, and the City is going to lose state sales tax because the retail outlets are going to be gone. And I appreciate that they built it into their budget, but still it's going to be lost. And you're affecting several hundreds, if not a thousand people, because you're going to have to relocate them somewhere. And they may go out of the city.

RESPONSE: The EA did address the economic impacts of the proposed improvements. We estimate that \$123,495 in property taxes and \$84,570 in sales tax revenues will be lost annually. This disposition of these properties in future years could be redeveloped to

accommodate new businesses, which would offset the potential loss of property and sales tax revenues. Both CDOT and CCD will be working with the affected property and business owners to assist them in relocating their businesses, hopefully, within Denver. The City has a number of resources at its disposal, through the Office of Economic Development, to assist these businesses in their relocations.

SPEAKER: The other thing you said you were going to do is [to construct] northbound, then the southbound, and then the median. Does that mean that you're going to take three swipes at this corridor or are you going to do the northbound, southbound, and median in that three-block area?

RESPONSE: We need to keep traffic flowing in the corridor at all times. Our plan is to keep at least four lanes flowing at all times. At this time, we don't know whether or not we will construct the east side or the west side first. Once again, as we get closer to construction we will look at what makes the most sense at that time with the goal of minimizing the impact to the motorists and to the businesses.

Discussion: Accidents

SPEAKER: Forty-eight percent of the accidents were rear-end collisions. I think when you start having people going faster because now they have three lanes instead of two lanes, they're going to tailgate. There's still going to be those accidents.

RESPONSE: We have a good design that's been provided and we feel the accident numbers will drop. We're providing good standard engineering design.

SPEAKER: I understand how people drive and I don't feel comfortable with it. There's still going to be rear-end collisions. It may reduce the other accidents.

RESPONSE: That's true. Rear-end collisions are the most common, especially in an urban environment. Where you have signals, people will be stopping abruptly because there are so many accesses or driveways along Federal Boulevard.

SPEAKER: Do you have any more current [traffic] information than 2001 to 2003?

RESPONSE: No we don't. It takes time for CDOT to obtain more current data. When we started this project, it was the most recent data available.

SPEAKER: Has it changed significantly in the last two or three years from 2003?

RESPONSE: I would anticipate that traffic will continue to worsen in the future if no improvements are made to the roadway.

Discussion: Pedestrian Safety/Bus Stop Relocation

SPEAKER: Since there isn't a light from 2nd Avenue all the way down to 6th Avenue, people are either going to have to walk up all the way to 2nd or they're still going to walk across the street in the middle trying to get to the bus stop depending on where the bus stop is. Is there an anticipation of relocating bus stops?

RESPONSE: RTD is considering relocating two bus stops. Relocation of these bus stops, however, will be determined following construction. At this point, bus stops will continue along curbside lanes and located on the far side of the intersection. It should also be noted that the Valley Highway EIS project is proposing a stoplight at 5th Avenue.

SPEAKER: I am personally concerned with the lack of pedestrian access from one side of Federal to the other as well as the business impact to neighborhood businesses?

I understand medians will detract from people getting from one side to the other, but of all this wonderful money that has been spent it doesn't still address a low-income neighborhood that needs to access the Number 30 Bus. That's why your bus numbers are so big. If they can't get to the bus, they can't ride it.

RESPONSE: Pedestrian crossings at existing signalized intersections (Alameda, 1st, and 2nd Avenues) and planned signalized intersection at Bayaud Avenue should all equally provide east/west access for pedestrians. In addition, discussions are underway to consider options to improve pedestrian accessibility. These crossings should provide adequate and safe pedestrian movement to access bus service along Federal Boulevard.

SPEAKER: I noticed that the reason that the accidents happen with the pedestrians is because there is no way for the pedestrians to cross from one side to the other. I think that we should have some way to be able to instruct the pedestrians to be able to cross at the appropriate crosswalks for them so that they can do that.

RESPONSE: Pedestrians can cross the road where crosswalks are provided, which are typically provided at signalized intersections. If a signal is warranted at Bayaud Avenue, this would provide an additional crosswalk for pedestrians.

Discussion: Median/Roadway Materials

SPEAKER: What are the medians going to be made out of? We've been suffering from the State's median idea on Alameda where they planted vegetation without irrigation. What are you going to build that road base out of?

RESPONSE: Aesthetic treatment of the median, pedestrian zone (i.e., sidewalks and buffer areas) and crossings have not been determined. A meeting with the community is planned during final design to discuss aesthetic treatment options.

Discussion: Detention Basins

SPEAKER: You're going to be doing construction less than two blocks from Barnum Lake. If you have runoff that feeds into that lake, it's going to pollute that lake.

RESPONSE: Runoff from the project will not impact Barnum Lake. The storm drain system in Federal Boulevard collects runoff and conveys it east to the Platte River. Surface runoff will also flow east, and therefore, will not impact the lake. As for the proposed detention ponds, they will be designed to drain within 72 hours to prevent standing water.

SPEAKER: As far as the holding ponds are concerned, I would really like to see something done about that because the one that's at Alameda and Pecos every time it rains my phone goes out.

RESPONSE: Required maintenance of the proposed detention ponds will be CCD's responsibility to maintain. The detention ponds will be designed to drain within 72 hours to prevent standing water.

Discussion: Roadway Aesthetics

SPEAKER: There's no addressing the aesthetics of this boulevard to what it used to look like. It used to look like University Boulevard with beautiful huge trees. I don't see any kind of landscaping design, and maybe it's too early.

RESPONSE: The aesthetics of the roadway will be determined during final design. At this time, however, landscaping is not planned along this segment of Federal Boulevard.

Discussion: Traffic

SPEAKER: Are you projecting the Bronco traffic in all your numbers? Because they will use Federal Boulevard to get to the stadium.

RESPONSE: Traffic from Bronco's games was not considered in the traffic analysis as it is considered a special event. The City and County of Denver handles special event traffic separately from typical traffic in the corridor.

Discussion: Business Disruption

SPEAKER: I just wanted to say that it's very important that I keep my business open. If I have to move my business, I can't do it.

RESPONSE: Thank you for your comment. One of the main goals during construction is to minimize impacts to businesses as much as possible. We will work with the individual businesses to determine their respective concerns and needs during construction in order to develop appropriate solutions. For those businesses that need to be relocated, both CDOT and CCD will work with each affected business to determine their relocation needs and compensation per the requirements of the Uniform Act.

Discussion: Stoplight at Bayaud Avenue

SPEAKER: The two things that kind of came to my mind is that everybody is so worried about putting a light at Bayaud. If any of you guys have been there, you know it's on a hill. If you put a light there, cars are going to slide through the light in winter. And in summer they're going to barrel over the top of it and take out whoever's there. So look for a different one to put a light at other than at Bayaud.

RESPONSE: Bayaud Avenue was chosen because it is approximately halfway between the stoplights at Alameda and 1st Avenues. It provides an opportunity to time the traffic signals to better serve the flow of traffic in the corridor. Final design will consider flattening the vertical crest of the roadway to improve sight distance and therefore safety.

Discussion: Property Acquisition/Redevelopment

SPEAKER: What will be the intent to develop those lands or properties that you acquire? Some of them I believe will be probably knocked out because this is a small business neighborhood, okay? We all are small business owners and we value the land here. We want to continue our business in this area. Can we still retain the land if in case you need the property? Because we don't want to benefit some other people in the future, just to keep the community to be a small business owner's property that benefits everybody.

RESPONSE: We have not decided what will be done with the properties that are identified as total acquisitions. Discussions between CCD and CDOT are currently underway as to who will acquire the property. This decision will determine how properties are dealt with after they are acquired. No decisions have been made. In terms of the request to keep the properties, as I've indicated when I met with landowners, these are possibilities. This issue is being discussed but no decision has been made. The purpose of this study is to evaluate the worst-case acquisition, which the study has done. We have met with some individual landowners and talked about some of these possibilities. And as we approach the landowners, we'll consider those on a case-by-case basis.

In the short term, the transportation improvements proposed by the Federal Boulevard EA

may result in the displacement of several buildings and businesses along the corridor. The CCD is cognizant of this fact and is developing strategies to revitalize this area, which was identified as an *Area of Change* in *Blueprint Denver* in 2001. Several city departments have been involved during the course of the NEPA process which is likely to increase as the project moves into the implementation stage.

CCD will be working with CDOT and other partners to develop a construction and business outreach plan to assist business and property owners who will be impacted by this project. Several city departments are proactively working to identify existing and potential tools to assist in this effort. For example, the CCD's Office of Economic Development is in the process of finalizing the Neighborhood Marketplace Initiative Program which will serve as a framework during and after this project is complete.

The CCD will look to build upon this transportation investment by leveraging other public/private sector investments, explore the use of regulatory tools, and invest in enhancements that reinforce a sense of place along Federal Boulevard. These strategies will encourage mixed use activity and strong urban design that reinforce the vision of *Blueprint Denver* to direct growth to places (like Federal Blvd.) served by robust transit amenities.

SPEAKER: So you're saying you can't project at all that there won't be high-density housing put in along Federal Boulevard like apartments on the top and retail on the bottom like they're doing all over the city?

RESPONSE: What happens to Federal Boulevard after this project is constructed, should that be the case, and it looks like its going in that direction, is the next step in the planning process. We're very concerned about the residents and the businesses in the area, along with the city council, about what our opportunities are for Federal Blvd. in the future. So we need to take steps to understand how this can take place. There are a lot of negotiations and conversations yet to be had.

Zoning is coming up on many corridors throughout the city. The current zoning is B-4, which is a business zoning. B-4 zoning is not terribly conducive to the type of redevelopment you are describing. The city is coordinating with multiple agencies, such as Public Works, Community Planning and Development, and Parks and Recreation on how Federal Boulevard should be redeveloped.

Discussion: Pedestrian Bridge

SPEAKER: Would you consider putting any pedestrian bridges in?

RESPONSE: Nothing like that has been suggested. There are currently no funds to design or construct a pedestrian bridge.

SPEAKER: Wouldn't it be a good idea in parts that would solve the problem of the intersection running into no intersection on the other side possibly where they could just cross over on a bridge?

RESPONSE: Discussions are currently underway between CDOT and CCD to identify options for improving pedestrian access to the east and west sides of Federal Boulevard.

Discussion: Property Value

SPEAKER: I'm one of the people that is affected by this 100 percent. I'm one of the business owners, and I know that probably most of you are aware that this is a lower-end neighborhood at least when I bought it, which was two or three years ago. What can you tell me about that? Are we going to lose the prices? The prices are really low on the value of properties.

RESPONSE: When the properties are acquired, the landowners have a constitutional right to just compensation. The compensation is based on fair market value of the property. There are steps in the procedure [Uniform Act] to ensure that a landowner's right to fair market values is protected.

Discussion: Relocation Assistance

SPEAKER: Do you have any plan right now to be able to move these property owners from one place to another, or is there no plan in existence?

RESPONSE: The first step in the acquisition process is to conduct a relocation planning study. We will meet with each person that's potentially being displaced. We need to understand and consider all of their unique needs so that we can try to find the same circumstances and properties where they can be relocated.

SPEAKER: So does that mean you actually have something now?

RESPONSE: No. That process will start in late winter/early spring 2008. As a part of that study, we will look in the market for properties that these businesses can move into. We need to satisfy ourselves that there are enough properties available for displaced businesses to move into as a pre-condition to allowing the right-of-way acquisition process to go forward. That's what the federal law requires us to do.

Discussion: Purpose of the Project

SPEAKER: What is the whole purpose for making the road wider? For safety? For the traffic count? For the look of the city?

RESPONSE: It's to improve the capacity of the roadway, efficiency, safety, and multi-modal options. Capacity relates to safety within the corridor as well. We're optimistic that adding the extra northbound lane will improve the capacity of the corridor. Our studies show that will be the case and safety will be improved.

Discussion: Property Acquisitions

SPEAKER: How many properties the City going to take away from the individual owner, 43?

RESPONSE: 21 full acquisitions and 54 partial acquisitions will be required for right-of-way purposes. A total of 44 businesses will be affected.

SPEAKER: Does the City have any plan for individual owners since they already put so much money on the street? Would they be allowed some sort of grant, some sort of loan if the individual owner wants to improve the building, keep the existing tenant and make the street look more beautiful and collect more tax money? Because individual could not be able to go to the bank and get a loan. Would the City have any program helping us individual property owners?

RESPONSE (from Councilman Paul Lopez): CDOT is working with Mr. Bo Martinez from the Office of Economic Development (OED). I suggest you come to my office to discuss your property and what your wishes are. I want to make sure that you have the opportunity to be heard. We're [CCD] going to work side-by-side with OED.

SPEAKER: From what I see on the map we're partially affected; the whole front end will need to be reconstructed. Am I going to be reimbursed for the reconstruction in addition to the property?

RESPONSE: Appraisers will determine the fair market value of the portion acquired; including any improvements located therein, and then analyze the remainder parcel to determine if it has been damaged as a result of the partial acquisition. If so, the damages will be quantified, added to the value of the portion acquired, and included in the just compensation offer. In some instances, the damages to the remainder parcel developed by the appraisers may include costs associated with reconfiguring the remainder parcel to address deficiencies created by the partial acquisition.

CHAPTER 4 - SELECTION OF THE PREFERRED ALTERNATIVE

Based on the results of the EA, the public hearing transcript, written comment letters, and oral comments received, the FHWA has determined that Alternative 3 Curved, as described on pages 1-1 through 1-4 of this document and in Section 2.4.2 (on pages 2-20 through 2-27) of the October 2007 *Federal Boulevard Environmental Assessment*, is the Preferred Alternative.

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CHAPTER 5 - FINDING OF NO SIGNIFICANT IMPACT (FONSI)

The FHWA has determined that the Preferred Alternative described on pages 2-20 to 2-27 of the October 2007 *Federal Boulevard Environmental Assessment* will have no significant impact on the human environment. This FONSI is based on the findings of the attached EA which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached EA.

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Appendix A – Public Hearing Advertisement

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Federal Boulevard Environmental Assessment Public Hearing



- What:** A presentation/public hearing to hear the results of the Environmental Assessment being prepared for the proposed improvements to Federal Boulevard between Alameda Avenue and 6th Avenue.
- When:** December 4, 2007, 5:00 p.m. to 7:00 p.m. (Presentation will begin promptly at 5:30)
- Where:** Barnum Recreation Center, 360 Hooker Street, Denver, Colorado

The Environmental Assessment document is available for public review and comment on the project website, <http://www.dot.state.co.us/FederalBlvd/index.asp> or any of the following locations:

CDOT Region 6	City and County of Denver	Denver Public Library	FHWA	CDOT Region 6 Office
Central Engineering 425 B Corporate Circle Golden, CO 80401 (720) 497-6961	Clerk and Recorder Office 201 W. Colfax Avenue Department 101 Denver, CO 80202 (720) 865-8400	Ross-Barnum 3570 W. First Avenue Denver, CO 80219 (303) 935-1891	Colorado Division Office 12300 West Dakota Avenue Suite 180 Lakewood, CO 80228 (720) 963-3007	2000 South Holly Street Denver, CO 80222 (303) 757-9372

A Spanish interpreter will be available during the public hearing.
Accommodations for the hearing impaired will be provided with 72 hours notice.

If you have any questions, please contact:
Kara Swanson at 303-378-9237 or Ed Romero at 303-803-2941

Audiencia Pública sobre la Evaluación Ambiental del proyecto de Federal Boulevard



- Qué:** Una presentación y audiencia pública para dar a conocer los resultados de la Evaluación Ambiental que se está preparando para las mejoras propuestas a Federal Boulevard entre Alameda Avenue y 6th Avenue.
- Cuándo:** 4 de diciembre de 2007, de 5:00 a 7:00 de la tarde. (La presentación empezará puntualmente a las 5:30)
- Dónde:** Barnum Recreation Center, 360 Hooker Street, Denver, Colorado

El documento de Evaluación Ambiental está a la disposición del público para revisión y comentarios en el sitio Web del proyecto en <http://www.dot.state.co.us/FederalBlvd/index.asp> o en cualquiera de los siguientes lugares:

Región 6 CDOT	Ciudad y Condado de Denver	Biblioteca Pública de Denver	FHWA	Oficina Región 6 CDOT
Central Engineering 425 B Corporate Circle Golden, CO 80401 (720) 497-6961	Clerk and Recorder Office 201 W. Colfax Avenue Departamento 101 Denver, CO 80202 (720) 865-8400	Ross-Barnum 3570 W. First Avenue Denver, CO 80219 (303) 935-1891	Colorado Division Office 12300 West Dakota Avenue Suite 180 Lakewood, CO 80228 (720) 963-3007	2000 South Holly Street Denver, CO 80222 (303) 757-9372

Habrará un intérprete de español durante la audiencia pública.
Se proporcionará apoyo a personas con problemas de audición si recibimos aviso con 72 horas de anticipación.

Si tiene alguna pregunta, comuníquese con:
Kara Swanson al 303-378-9237 o Ed Romero al 303-803-2941

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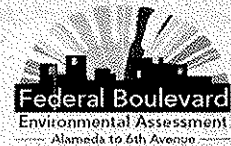
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CDOT Region 6 Central Engineering 425 B Corporate Circle Golden, CO 80401 (720) 497-6961	City and County of Denver Clerk and Recorder Office 201 W. Colfax Avenue Department 101 Denver, CO 80202 (720) 865-8400	Denver Public Library Ross-Barnum 3570 W. First Avenue Denver, CO 80219 (303) 935-1891	FHWA Colorado Division Office 12300 West Dakota Avenue Suite 180 Lakewood, CO 80228 (720) 963-3007	CDOT Region 6 Office 2000 South Holly Street Denver, CO 80222 (303) 757-9372
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Kara Swanson at 303-378-9237 or Ed Romero at 303-803-2941**

Audiencia Pública sobre la Evaluación Ambiental del proyecto de Federal Boulevard



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Región 6 CDOT Central Engineering 425 B Corporate Circle Golden, CO 80401 (720) 497-6961	Ciudad y Condado de Denver Clerk and Recorder Office 201 W. Colfax Avenue Departamento 101 Denver, CO 80202 (720) 865-8400	Biblioteca Pública de Denver Ross-Barnum 3570 W. First Avenue Denver, CO 80219 (303) 935-1891	FHWA Colorado Division Office 12300 West Dakota Avenue Suite 180 Lakewood, CO 80228 (720) 963-3007	Oficina Región 6 CDOT 2000 South Holly Street Denver, CO 80222 (303) 757-9372
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**Habrará un intérprete de español durante la audiencia pública.
Se proporcionará apoyo a personas con problemas de audición si recibimos aviso con 72 horas de anticipación.**

**Si tiene alguna pregunta, comuníquese con:
Kara Swanson al 303-378-9237 o Ed Romero al 303-803-2941**

Appendix B – Environmental Assessment Availability

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Environmental Assessment Availability

Copies of the Environmental Assessment were made available in hard copy format for public review during the formal public comment period at the following locations and/or by request from CDOT Region 6:

Denver Public Library- Ross-Barnum
3570 W. First Avenue
Denver, CO 80219
(303) 935-1891

CDOT Region 6, Central Engineering
425 B Corporate Circle
Golden, CO 80401
(720) 497-6961

CDOT Region 6 Office
2000 South Holly Street
Denver, CO 80222
(303) 757-9372

FHWA Colorado Division Office
12300 West Dakota Avenue
Suite 180
Lakewood, CO 80228
(720) 963-3007

City and County of Denver
Denver Clerk and Recorder Office
201 W. Colfax Avenue, Department 101
Denver, CO 80202
(720) 865-8400

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Appendix C - Summary of Impacts and Mitigation Measures

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Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Land Use	Business property values may increase. Safer environment for residents due to construction of median and crosswalks.	None	None	None
Social Characteristics	Safety for pedestrians, bicyclists, transit passengers, and motorists would improve. Pedestrian, bicycle, and motorist connections across Federal, to transit stops, adjoining neighborhoods and civic attractions (i.e. schools, libraries) would improve due to wider sidewalks, an additional traffic signal, and a raised median.	See mitigation measures for "Environmental Justice" below.	Residents, businesses, and visitors would experience increased levels of dust, particulates, noise, light, and glare. Mobility would be temporarily impaired for both vehicular and pedestrian traffic with construction-related traffic, detours, and changes in pedestrian routes. Access to businesses would be temporarily altered, depending on the phasing of construction. The exact number of temporary and/or permanent access changes would be determined during final design.	The following mitigation measures will be implemented to minimize impacts: <ul style="list-style-type: none"> • Construction updates, website(s), and contact information will be distributed to the public. • Residents and businesses will be provided with courtesy/traffic signage, traffic circulation plans, construction schedules and activities. • Construction phasing will be done to minimize the impacts for the duration of construction. • Marketing Assistance will be provided in the form of business promotion, partnership with other organizations, encouraging contractors and others to patronize businesses during construction, and/or creating a business handbook and location maps.
Environmental Justice	Relocation of 44 businesses, at least 17 of which are minority owned. Relocation of one residential property.	All property acquisition will adhere to federal and state guidelines regarding acquisition policies and relocation assistance, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and	None	None

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Environmental Justice (continued)	<p>Vehicular congestion would be reduced, pedestrian mobility would be improved through wider sidewalks and curb ramps, and the raised median would provide refuge at crosswalks, thus improving pedestrian safety.</p> <p>The relocation of bus stops would also improve access and safety for boardings and deboardings.</p>	<p>applicable Colorado statutes.</p> <p>Additional mitigation measures will be finalized during final design, in cooperation with CCD and CDOT. These measures will include:</p> <ul style="list-style-type: none"> • Prior to making each displacee eligible for relocation benefits, CDOT and CCD will hold at least two business/construction outreach forums with affected property owners and businesses to determine the assistance needed and general resources available. • Business Assistance Programs: Site selection assistance, technical and regulatory assistance, workforce development and financing assistance will be provided. • CCD and CDOT will identify potential sources of financing for businesses needing funding above and beyond their relocation benefits. • Neighborhoods in the region with similar demographic profiles to the displaced businesses will be identified to determine whether these areas will be suitable for relocation. 		

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Economic	<p>Twenty-one total parcel acquisitions would potentially cause the CCD and state to lose property taxes totaling \$123,495 per year.</p> <p>Forty-four businesses that collect sales tax would be displaced. CCD would lose the ability to collect approximately \$84,570 per year in sales tax from these businesses if they were to cease operation entirely. There would be approximately 228 jobs potentially lost resulting in approximately \$1,296,321 in lost wages. However, businesses would relocate and continue to operate in another area.</p> <p>Creation of temporary jobs related to construction of the project.</p> <p>Future sale and redevelopment of surplus properties, however, would likely offset the losses in property and sales tax.</p> <p>Property values would increase in the future due to roadway improvements.</p> <p>Residential property values would continue to decline</p>	<p>See the mitigation for "Environmental Justice" for further details.</p>	<p>Construction would create inconveniences for businesses and customers, including the presence of construction workers, equipment, and materials along with traffic diversion, changes to property access, and dust, noise, and vibration from construction activity.</p> <p>Construction would negatively affect employment levels, sales/economic activity and sales tax revenues.</p>	<p>The following mitigation measures will be implemented to minimize impacts where appropriate and feasible:</p> <ul style="list-style-type: none"> • Maintain traffic flow through the study area so that customers and goods can move to and from businesses. • Coordinate the construction schedule to avoid major construction activities during the prime shopping times to the extent reasonable and prudent. • Provide ample notice of utility shut offs, construction schedule, and detours to businesses and residents. • Schedule utility shut offs for low-use times. • Maintain reasonable access to businesses by minimizing navigational obstructions or delays to and from businesses. • Provide ample signage indicating access points to businesses and residences. • Maintain pedestrian connectivity throughout the study area and provide obvious and consistent pedestrian access to businesses and residences.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Economic (continued)	during construction, but would increase after project completion from the roadway improvements.			
Right-of-Way and Relocations	<p>4.9 acres of property would be acquired from 75 property acquisitions, 54 of which are partial acquisitions and 21 are full acquisitions.</p> <p>Six outdoor signs would be acquired and one personal property will be relocated.</p> <p>44 businesses and 1 residence would be displaced.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Acquisitions and relocations will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and applicable Colorado statutes. • The CCD and CDOT will work closely with businesses to identify a suitable site for their relocation. See the mitigation for “Environmental Justice” for details. 	None	None
Transportation	<p>Travel patterns from surrounding neighborhoods would change due to the median.</p> <p>Higher use of Bayaud is expected due to the proposed additional signal.</p> <p>Improved roadway capacity and LOS at most intersections, with the exception of 5th Avenue and 1st Avenue (south).</p>	None	Construction would encroach on privately owned properties along Federal Boulevard, as described in “Right-of-way and Relocations”.	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Construction impacts to adjacent roadways will be minimized through appropriate traffic detouring and signing. • Business access will be cut off for short periods of time for fast track concrete to cure. The contractor will work with business/property owners to minimize impacts during construction. • The CCD on-street bike route will be appropriately signed and detoured

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Transportation (continued)	Safety would be improved through the elimination of approach turn and broadside accidents for vehicles that currently use the two-way left turn lane to make left turns and a decrease in pedestrian, head-on, and sideswipe accidents. There would be accidents at median openings due to higher traffic volumes and wider roadway.			<p>during construction in accordance with the CCD Bicycle Coordinator.</p> <ul style="list-style-type: none"> • The construction will be phased to allow two lanes of traffic in both directions on Federal Boulevard at all times. • The sidewalks will need to be closed intermittently due to construction; however one side of the street will be open for pedestrian use at all times. • Street lights will be maintained during construction. • Signalized intersections will remain open during construction. • Emergency service providers will make use of the detour(s) and will not be affected by construction.
Bus Service	<p>Buses would continue to stop along curbside lanes and would be located on the far side of the intersection.</p> <p>Reduced vehicular traffic disruptions and delays due to added capacity.</p>	None	None	None
Pedestrians and Bicyclists	Sidewalks and buffer zone would be widened. Safety for pedestrians, bicyclists, transit passengers and motorists would be improved both north/south and east/west.	None	<p>Sidewalks would be closed intermittently due to construction.</p> <p>Bike route may be detoured during construction.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • One side of the street will be open for pedestrian use at all times. • Bike route will be appropriately signed during construction.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Air Quality	<p>Predicted levels do not exceed the applicable standards. The highest estimated 1-hour and 8-hour CO concentrations (12.4 ppm/8.0 ppm in 2010 and 9.5 ppm/6.0 in 2030) would occur near the intersection of Federal Boulevard and Alameda Avenue.</p> <p>Project would not cause or contribute to a new violation of the PM₁₀ NAAQS.</p> <p>There would be no appreciable difference in overall MSAT emissions generated by vehicles in study area.</p>	None	Construction-related effects of the project would be limited to short-term increased fugitive dust and mobile source emissions during construction.	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Minimize land disturbance; • Use watering trucks to minimize dust; • Cover trucks when hauling dirt; and • Stabilize the surface of dirt piles if not removed within a reasonable amount of time; • Limit vehicular paths and stabilize these temporary roads; and • Stabilize construction entrance per CDOT M-208-1 requirements. <p>Construction</p> <ul style="list-style-type: none"> • Cover trucks when transferring materials; • Use dust suppressants on traveled paths which are not paved; • Minimize unnecessary vehicular and machinery activities • Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (alternative to this strategy is to pave a few hundred feet of the exit road, just before entering the public road). <p>Post Construction</p> <ul style="list-style-type: none"> • Re-vegetate any disturbed land not used; • Remove unused material; • Remove dirt piles; and • Re-vegetate all vehicular paths created during construction to avoid future off-road vehicular activities.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Noise	<p>Traffic noise levels would increase from 0 to 2 dBA relative to existing conditions. The same 34 homes and 13 apartments would be affected by noise levels that meet or exceed the NAC.</p> <p>Receptors 7 and 8 are predicted to remain at existing noise levels due to the modeled locations moving farther from Federal Boulevard.</p> <p>Outdoor noise levels at commercial buildings bordering Federal Boulevard are expected to range between 60 and 70 dBA.</p> <p>None of the commercial sites are expected to meet or exceed the noise abatement criteria for commercial activities of 71 dBA.</p>	<p>Due to property access constraints, no mitigation was deemed feasible or reasonable where noise levels meet or exceed the NAC. The modeled noise barrier did not provide the necessary 5 dBA noise reduction. Mitigation is therefore not recommended.</p>	<p>Noise levels would be bothersome to adjacent businesses and the few residences along Federal Boulevard.</p> <p>Construction noise would be intermittent, occurring during an approximate 12 to 18-month construction period at various locations in the study area. Construction noise types would depend on the type, amount, and location of construction activities.</p> <p>Maximum noise levels from construction equipment generally ranges from about 65 to 105 dBA at 50 feet. Construction noise at residences farther away would decrease at a rate of 3 to 4 dBA per doubling of distance from the source. The number of occurrences of the L_{max} noise peaks would increase during construction.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Limiting construction near residences to between 7 a.m. and 9 p.m. If construction must occur outside of these hours, in limited circumstances, due to severe traffic impacts from construction, CDOT will apply for a noise variance from the CCD. • Equipping equipment engines with mufflers, silencers, and engine enclosures. • Requiring contractors to use OSHA-approved sound-level sensing backup alarms. • Turning off equipment during prolonged periods on nonuse. • Locating stationary equipment away from receiving properties. • Constructing a solid, temporary barrier.
Vegetation	<p>Twenty-nine ornamental deciduous trees, four ornamental conifer trees, 42 evergreen shrubs, and 15 deciduous shrubs would be impacted by roadway widening. Species of trees impacted include: green ash, Siberian elm, crabapple, and Russian</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Impacted landscaped trees would be replaced following CDOT R6's tree replacement policy. • Revegetation for erosion and noxious weed control would be 	None	None

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Vegetation (continued)	olive.	done with vegetation including grasses and forbs to provide natural habitats and displace potential noxious weed invasions.		
Wildlife	Tree removal in ROW could impact nesting birds.	Trees will be removed outside of the nesting season of April 1st through August 31st. If this is unavoidable, a nesting bird survey will be accomplished no earlier than one week prior to the removal of trees. Any active nests will be avoided until the chicks are able to fly.	None	None
Farmlands	None	None	None	None
Noxious Weeds	Roadway widening would produce positive effects in regard to noxious weed impacts in landscaped planters and beds where removal or renovation of the areas would eliminate the existing few and small infestations. See construction impacts for additional impacts.	None- see construction mitigation.	Potential to spread noxious weeds due to excavation, land clearing, and vegetation and soil disturbance.	The following mitigation measures will be implemented to minimize impacts: <ul style="list-style-type: none"> • Native grasses and forbs will be used on all CDOT right-of-way for re-vegetative purposes. Transplanting and purchasing of native plant material will be encouraged whenever feasible. • All mulch materials will be inspected and regulated by the Weed Free Forage Act, Title 35, Article 27.5, CRS. • Importing topsoil onto the project site will not be allowed. • Contractor's vehicles will be inspected before they are used for construction to ensure that they are free of soil and debris capable of

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Noxious Weeds (continued)				transporting noxious weed seeds or roots. <ul style="list-style-type: none"> • Noxious weeds observed in and near the construction area will be treated with herbicides or physically removed. • Disturbed areas will be seeded in phases throughout construction. • Fertilizer will not be used in seeded area.
Threatened and Endangered Species	None	None	None	None
Historic Properties	Indirect impacts to the surveyed buildings one row behind the buildings on Federal Boulevard that would primarily involve temporary changes in visual and noise impacts until they are redeveloped.	None	None	None
Archaeological Resources	None	None	None	If buried archeological remains are exposed during any phase of construction, the CDOT Senior Staff Archaeologist will be contacted to evaluate the discovery and facilitate any necessary consultation with the SHPO and other agencies or entities, as appropriate.
Paleontology	None	None	None	If fossils are uncovered during construction, the CDOT paleontologist will be contacted to evaluate the significance of the fossils.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Paleontology (continued)				CDOT paleontologist will also review final design plans.
Section 6(f) Resources	None	None	None	None
Visual	<p>Depending on the impacts to structures along the corridor, landscaping, and parking, the magnitude of change would vary.</p> <p>The affected properties' average score for magnitude of change is 3.1, which means there would be some noticeable visual impacts, especially where acquired structures are completely removed. This change would affect land use, noise, circulation, night lighting, and aesthetics in the area.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Modifications to structures that remain in place should be visually consistent with the existing structure and its surroundings. • In locations where buildings are removed, the remaining site should be blended into surrounding grades and lines. New development should meet CCD design guidelines. 	<p>Temporary impact due to construction staging area, trailers, and storage materials.</p>	None
Parks and Recreation	None	None	None	None
Water Resources	<p>Because the Preferred Alternative has a paved area similar to existing conditions, no changes in runoff quantities, rates or patterns would occur.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • CDOT's Erosion Control and Stormwater Quality Guide (CDOT, 2002), section 107.25 and 208 of the specifications for the Standard Specifications for Road and Bridge Construction (CDOT, 2005). 	<p>Possible disruption to existing drainage patterns.</p> <p>Possible impacts to water quality, including:</p> <ul style="list-style-type: none"> • Increased TSS in stormwater runoff. • Discharges of chemicals into stormwater runoff, from spills or regular construction activities. 	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Storm drain inlets along Federal Boulevard will be relocated as quickly as possible to limit ponding. • A Stormwater Management Plan will be prepared and implemented to minimize impacts to water quality due to construction.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Water Resources (continued)		<ul style="list-style-type: none"> Provide permanent BMPs in the form of Extended Detention Basins or In-line filters to attempt to capture 100% of the WQCV or 80% of the TSS. 		<ul style="list-style-type: none"> Temporary Best Management Practices (BMPs) will be incorporated into construction activities.
Wetlands	None	None	None	None
Floodplains	None	None	None	None
Hazardous Materials	<p>Would likely encounter low level petroleum contamination in the shallow soils (0-10 feet bgs) at multiple locations, particularly at 5, 188, and 201 Federal Boulevard. Target analytes from the Phase II SI are below USEPA's Region 9 Preliminary Remediation Goals (PRGs) for soil.</p> <p>Threat to human health and the environment is therefore considered minimal.</p> <p>Low level groundwater contamination was also identified in multiple monitoring wells within the study area. Unlikely that the Preferred Alternative would come in contact with contaminated groundwater.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> A properly trained environmental professional will be present at 5, 188, and 201 Federal Boulevard for initial excavation phase of construction. The initial screening will be performed both visually and using a PID to record headspace readings for excavated soils. Consideration will be given to screening excavated soils at all the potential REC sites. Structures built prior to 1975 that are scheduled for demolition as part of the road improvement activities will be inspected and sampled for LBP and ABM prior to being demolished. The comprehensive pre-demolition inspections will be performed according to Colorado 	<p>Potential exposure of workers to contaminated soils during excavation activities.</p> <p>Likelihood of encountering low level petroleum contamination in shallow site soils (0-10 inches below ground surface) is significant.</p>	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> Visual observation and soil screening during construction. CDOT's Environmental Health and Safety Management Specifications, Section 250 will be used, concerning the transportation, handling, monitoring and disposal of any hazardous or potentially hazardous solid waste materials encountered during construction.

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Hazardous Materials (continued)		<p>Regulations 8 and 19 and applicable Occupational Safety and Health Administration (OSHA) regulations. Abatement (removal) of friable (easily crumbled or pulverized) ABM or non-friable ABM, which may be rendered friable during demolition, will be required prior to demolition. A state-licensed asbestos inspector must be present if these materials are encountered during excavation. Asbestos in soil must also be abated per CDPHE regulations.</p> <ul style="list-style-type: none"> • Prior to and during construction, CDOT Standard Specification, Section 250 will be used. • If deemed necessary, a materials management plan will be prepared regarding the removal and disposal of contaminated soils and/or groundwater. • A Health and Safety Plan will be developed to protect workers during construction. 		
Utilities	<p>Six utilities would need to be relocated before construction begins, including:</p> <ul style="list-style-type: none"> • Telephone and Communications • Electrical and Gas 	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> • Close coordination with utility owners. Owner companies are responsible for relocating utilities for a public 	<p>Minor utility relocations should take place during construction.</p>	<p>Coordination with the utility owners will be done to minimize disruptions and construction will be scheduled during low use periods when possible.</p>

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Utilities (continued)	<ul style="list-style-type: none"> Water and Sanitary 	<p>improvement project. If a publicly held utility must be relocated, it is the project's responsibility.</p> <ul style="list-style-type: none"> Relocations will be avoided where feasible by making minor adjustments to the design or by placing encasement for protection over a buried utility. 		
Geology	None	None	<p>Roadway construction would interact adversely with existing geology, soil conditions and groundwater as listed below:</p> <ul style="list-style-type: none"> Swelling soils, surficial material, and bedrock Corrosive soils Soils exhibiting frost action Differential compaction and/or low strength in soils and surficial materials Shallow groundwater 	<p>The following mitigation measures will be implemented to minimize impacts:</p> <ul style="list-style-type: none"> Use a deep foundation system, specialized piers and footings, and a subsurface drainage system. Over-excavate with backfill controlled for composition, texture, moisture, and compaction. Use coated resistant steel and concrete. Excavate and remove unsuitable soils and replace with appropriate engineered fill. Install subsurface drainage system. Excavate and remove unsuitable soils and replace with appropriate engineered fill, geogrids, and geotextiles. Excavate and remove unsuitable soils and replace with appropriate engineered fill; install dewatering

Resource Area	Preferred Alternative			
	Permanent Impacts of Improvements		Temporary Impacts of Construction	
	Impacts	Mitigation	Impacts	Mitigation
Geology (continued)			<ul style="list-style-type: none"> • Shallow depth to bedrock • Slope stability • Susceptibility to erosion in soils or surficial materials • Permeability in surficial materials • Seismic risk 	<p>system.</p> <ul style="list-style-type: none"> • Excavate and remove unsuitable soils and replace with appropriate engineered fill. Additional mitigation measures may be applied to address particular issues associated with the bedrock. • Design slope cuts following engineering guidelines for slope stability, shore excavations and slope cuts. • Use slope design engineering guidelines; install a drainage system; cover exposed soil during construction; promptly revegetate exposed soils. • Use engineered fills, subsurface drainage systems • Design and construction in accordance with engineering guidelines for stability in seismic events of expected magnitude.

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Appendix D – Transcript of Public Hearing

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PUBLIC HEARING FOR THE FEDERAL BOULEVARD
ENVIRONMENTAL ASSESSMENT PROJECT
DECEMBER 4, 2007
5:25 p.m.
BARNUM RECREATION CENTER
360 HOOKER STREET
DENVER, COLORADO

1 PUBLIC HEARING PROCEEDINGS

2 MR. JESAITIS: I want to welcome you all tonight. I just want to start out -- we have a
3 Spanish interpreter available for anyone that needs one.

4 THE INTERPRETER: I was asking that if anybody needs a set to hear what I'm saying,
5 just raise your hand.

6 MR. JESAITIS: Thanks, Byron. Thank you all for coming tonight. My name is Paul
7 Jesaitis, a resident engineer with the Colorado Department of Transportation. Many of you
8 have probably seen me or talked to me before. Thank you all for coming here this evening.

9 We're pleased to present what amounts to two and a half years of study tonight. We've
10 got a signed environmental assessment document. So we're going to present our findings from
11 that report tonight.

12 And I also would just like to take a minute here to introduce State Representative Mark
13 Ferrandino. Welcome. Thanks for coming. You know, most importantly we're here to present
14 our findings and also give you a chance to tell us if you have any comments or concerns. So
15 you'll have an opportunity to do that as well.

16 So without further ado I would like to introduce my co-project manager, Judy Aranda,
17 with Parsons Brinckerhoff.

18 And I should also say that this project, if you don't know already, is a combination of
19 several agencies from the Colorado Department of Transportation to the Federal Highway
20 Administration. We've got representatives from FHWA, Marcee Allen and Michael Davies.
21 Also a big part of this project involves the City and County of Denver who is represented by
22 Crissy Fanganello. And who did I miss?

23 MS. ARANDA: Chuck Attardo.

24 MR. JESAITIS: Chuck Attardo, my environmental specialist is also in the audience.
25 You might have him answer some questions for you. Anyway, here's Judy Aranda. She's got
26 some slides she's going to go through.

27 MS. ARANDA: Thank you. Tonight's public hearing is for the Federal Boulevard
28 Environmental Assessment, which goes between Alameda and 6th Avenue. This is a formal
29 public hearing, and these proceedings are being recorded. Tonight's presentation is fourfold.

30 We want to present to you the findings of a study we have been working on since April
31 of 2005. Some of you have been involved in this study over the course of the last two and a
32 half years through various meetings we've had with you during the alternatives design process.

33 Second, one of the outcomes of this study has been to determine what this project will
34 mean to this community in terms of impacts from all vantage points, if you will, and what can

1 we do about it to mitigate those impacts that this project would provide to this community.

2 Third, we need to have this public hearing. One of the purposes of this hearing is for
3 you all to present your comments, what your thoughts are about the proposed action. I will tell
4 you towards the end of this presentation the different ways that you can comment.

5 We're going to have a microphone for you to use to provide comments orally or if you
6 prefer you can provide written comments. But all that will be towards the end of the
7 presentation. And lastly, the purpose of this hearing is to answer any questions you have
8 about the proposed action. That's what we're here for tonight.

9 As Paul mentioned, this study has three partners, and all three are funding partners.
10 The Federal Highway Administration; the Colorado Department of Transportation; and the City
11 and County of Denver are partners to this study involved in the planning, design and
12 construction of this project if this project goes through.

13 For CDOT, they are responsible for the design and construction of this project. And
14 right now, in terms of right-of-way, the responsibility for right-of-way acquisition is being
15 discussed between CDOT and the City and County of Denver.

16 These agencies are who I have been reporting to in this study over the past two and a
17 half years. These agencies are represented on the project management team. We meet about
18 monthly during the course of the study.

19 This environmental assessment follows what's called NEPA. NEPA is an acronym
20 which stands for the National Environmental Policy Act. When ever there is a federal action,
21 such as this project, we have to follow this NEPA environmental process. What you see in the
22 bottom of this slide is this six-step process.

23 The first step was a scoping process. That started in October of '05. What we did then
24 was try to understand what the issues were within this community, and what your concerns
25 were. We had a couple of meetings trying to get an understanding about what the issues of
26 importance were.

27 Once we understood the issues, we moved into the alternative development process.
28 As you will see on some of the graphic boards, we looked at a number of and evaluated them
29 against various criteria until we came up with an alternative that we thought had merit to study
30 further in more detail. We went through a screening process using the steps shown on this
31 slide.

32 Once we determined the alternatives, we evaluated them, and then produced this
33 document, which is called an Environmental Assessment. This Environmental Assessment is
34 available at a number of locations such as the local library in this community. There's also a

1 copy of the EA document at CDOT and the City of Denver. You are all welcome to review this
2 document and provide comments to it.

3 This hearing is where we are tonight in the overall process. It is a required process or
4 meeting, and this hearing is within the public comment period which started on November 19th
5 and will end on December 18th. You have two weeks left to provide comments during this
6 comment period.

7 Once the comment period is over, we will respond to all comments that we receive,
8 whether the comments are oral or written or in any such form. We will respond to those
9 comments and put them into a document that's called a decision document. Once that decision
10 document is signed (by FHWA), that ends the environmental process under NEPA.

11 The study area is just short of a mile. It's about .84-tenths of a mile, and it goes at the
12 north end from 5th Avenue and south to Alameda Avenue. On the west side it goes up to
13 Hazel Court, which is a few blocks west of Federal Blvd. Decatur Street is the east side
14 boundary. This is the study area that all of our evaluations focused on.

15 The proposed action has several elements of improvements that we are proposing and
16 is the subject of the environmental evaluation. Currently, Federal Blvd. is a five-lane roadway
17 with two lanes going in the north direction and three lanes going in the south direction. We're
18 proposing to add a third northbound lane.

19 We're also proposing to widen the traffic lanes, which are currently about 9-1/2 to 10
20 feet wide to 11-foot wide lanes. Currently, we have a painted median that is between 9 and 12
21 feet wide. We propose to add a raised median that is 16 feet wide.

22 We are proposing to construct two detention basins at two locations. The two detention
23 basins will improve water quality from storm water during project construction and during the
24 permanent condition.

25 Lastly, we propose to widen the existing sidewalks which are currently substandard.
26 We propose five foot wide sidewalks and a three foot buffer zone for a total width of eight feet.

27 Where it is possible to widen the 8-foot pedestrian zone to 13 ½ feet, we would do so as
28 long as it doesn't take any additional buildings as a result of a wider sidewalk.

29 Besides the roadway improvements, we're proposing to realign Bayaud Avenue along
30 the east side of the road. As you can see from the graphic, Bayaud on the east side would
31 connect to Bayaud on the west side.

32 What we don't know at this point is whether Bayaud Ave. should be signalized. During
33 the course of final design, we will conduct a signal study to determine whether a signal is
34 warranted. If the study determines that the signal is not warranted, we will reassess whether or

1 not the realignment makes sense.

2 The potential right-of-way acquisition that you see in the red area into the blue would
3 have to be reconsidered. So we'll be evaluating what options make sense if the signal study
4 turns out that it's not something that we need to do.

5 This is an artist rendering that shows what the proposed improvements would look like
6 in the future. This is at 2nd Avenue. Here you see the 16-foot raised median. You see the
7 crosswalks, signalized intersections, the curb ramp going across and over, the widened
8 sidewalks, and the third lane, the third northbound lane. And you can't see the numbers, but
9 the lanes are 11 foot wide.

10 We rendered this using brick pavers along the median and as focal points along the
11 sidewalks. Later on during final design the community will have an opportunity to weigh in on
12 whatever aesthetic improvements might be something to consider in the design. So this is
13 pretty generic and basic on what it would look like.

14 The reason we're doing this study -- and I know there's several of you who are shaking
15 your heads wondering why we need this, but there are a lot of issues related to this segment of
16 Federal Boulevard that we're trying to correct.

17 One of them is to improve safety for not only the cars that are traveling along the
18 segment of Federal but also the pedestrians, the community that's actually using this roadway
19 to get to school, to get to the businesses and so on.

20 We're also trying to improve the capacity of the roadway which we call "level of service"
21 to be able to maximize the capacity of the roadway and to allow maximize the use of the
22 roadway.

23 Third, to improve problems of the roadway, we are improving the deficient width of the
24 roadway and adding a northbound lane.

25 Lastly, to want to improve connections with the buses that travel along Federal Blvd.
26 This is a very high transit corridor and soon there will be a connection to the west corridor light
27 rail transit line that's farther north of this project. So we're trying to make those connections to
28 improve connectivity.

29 Those are the four main concepts we considered in the alternatives to improve the
30 transportation elements in this community.

31 So let me go into some of the transportation needs. Accidents are up. They are higher
32 in this segment of Federal compared to comparable roadways of this type. Between 2001 and
33 2003, we had two fatalities. We've had quite a few accidents along 1st Avenue and Bayaud.
34 The numbers that are in parentheses show you the accident numbers. The type of accidents is

1 shown on the pie chart.

2 The biggest source of accidents is rear-end accidents. That's due to a couple of things.
3 The northbound lanes, for example, has the highest amount of accidents in comparison to the
4 southbound lanes. It only has two lanes of traffic. Also, there's a lot of access from driveways
5 along Federal Boulevard that allow people to take chances to get into the lane because they
6 may be tired of waiting which, in turn, creates conditions for this kind of accident.

7 In addition, we have the two-way painted median, which also presents a safety problem
8 with cars trying to get through, especially crossing over the three southbound lanes of traffic,
9 which is an unsafe condition. So there are several reasons behind the high accidents in this
10 particular segment of the roadway that we're trying to correct.

11 Traffic volumes. Traffic will increase about 40 percent in the year 2030. 2030 is the
12 year that we did our analysis. We projected out about 20 years to understand what traffic
13 volumes would occur and what kind of issues will occur in terms of future traffic coming into this
14 roadway. What we see is that traffic will exceed the capacity of the roadway to handle the
15 amount of traffic that will be going through in the future.

16 We looked at nine intersections. Some of them were signalized intersections and
17 others were unsignalized intersections. We took a look at what the level of service would be in
18 the current condition and the year 2030 with and without the project.

19 The term "level of service" is a term that describes how easily a driver can get through
20 traffic in terms of delay. It's rated as LOS A, B, C, D, E, and F. If you had no traffic at all and
21 just zipped right through, it would be a LOS A. If you're dead stopped in traffic, you're probably
22 at a LOS E or F level.

23 As you can see from the chart in 2030, you will be delayed over two minutes by the year
24 2030 without improvements -- especially around Alameda with the particular volumes that are
25 expected on this road.

26 Right now the lanes are substandard from both CDOT's standard requirements and
27 AASHTO requirements. We're at nine and ten feet wide, and it should be 11-foot-wide lanes.
28 So we want to widen the lanes to meet standards.

29 We have 124 driveways in this very short .8-mile stretch. There's a lot of activity
30 coming in and out on both sides of the roadway trying to get into the traffic lanes in both
31 directions. That creates not only poor capacity in terms of utilizing your lanes, but it also
32 creates more accidents because people are trying to get into the queue to make turns or drive
33 straight ahead.

34 We also have a majority of the intersections onto Federal that are not aligned such as

1 2nd Avenue, which is offset. We have a number of offset intersections where a roadway does
2 not go directly through. This condition adds confusion to drivers who are expecting to zip right
3 through Federal and continue on, which they're not able to do.

4 For those of you who live in the community, you probably know what roads go straight
5 through, or which intersection goes through.

6 UNIDENTIFIED PERSON: Bayaud is the only one you're showing that --

7 MS. ARANDA: That's correct. As I mentioned earlier, we're also trying to improve multimodal
8 connectivity. Federal Boulevard is the second highest route for bus routes along Federal. We
9 get some 1,200 drivers (sic) per day using buses along Federal.

10 The downside of it is that because of the congestion that's occurring along Federal most
11 of the buses are not coming in on time. So people have to wait for buses to come at their
12 appointed schedule. The industry standards is 90 percent. We're only making it at 78 percent
13 of the time.

14 We're trying to improve those connections so that the buses can come on time, and that
15 we can also make connections to the future light rail that's planned just north of this area.

16 Within this area, we have six bus stops in the north direction, and in the southbound
17 direction we have another six bus stops. Some of those bus stops are before the intersection
18 and some are mid-block.

19 For those bus stops that are mid-block, it creates a pedestrian hazard for those that are
20 trying to catch the bus and cross over the street not at a signalized intersection or crosswalk.
21 They just run across the road, which has caused some accidents. We're trying to correct that
22 problem as well.

23 Those are the problems that we're trying to correct and what we evaluated in this
24 Environmental Assessment. What you see in this graphic is a list of the four categories of
25 environmental investigations that we took a look at. It's about 23 different elements that we
26 studied.

27 We evaluated what will this project do for the relocations that would occur if this project
28 would go through? What problems would occur in terms of noise impact to the businesses and
29 residents that live along this particular corridor? What kind of problems or issues are we facing
30 because of wildlife or vegetation? In this case, it wasn't an issue for this particular project. And
31 then all the transportation issues we just discussed.

32 What we are focusing on tonight is these four different areas. One is the right-of-way
33 and relocations, which by far is the biggest impact that this proposed project would have in this
34 community; water resources in terms of the water quality improvements that need to be made

1 for this project; impacts to two historic buildings that we have in this particular roadway; and
2 finally hazardous materials.

3 Right-of-way. Right-of-way is the land that we need in order to make the improvements
4 to widen the right-of-way, to widen the median, and the sidewalks. Right of way will take 4.9
5 acres and will affect 75 properties.

6 Of those 75 properties, 54 will be partial takings, meaning, slivers of property will be
7 needed because of widening the sidewalk or roadway.

8 21 full acquisitions. That means the entire property needs to be acquired in order to
9 make the proposed improvement. Forty-three businesses will be affected by the proposed
10 action. The red dots on the left of the graphic show the approximate locations of the full
11 acquisitions. So you see, there isn't really much that isn't going to be affected by this proposed
12 action.

13 We will also affect two residences. We had a property owners meeting a couple of
14 weeks ago on October 19th with the property owners proposed for full acquisitions. This
15 meeting informed these property owners and businesses what the acquisition process is and
16 what to expect.

17 That conversation will continue if this project goes forward. If the project proceeds, then
18 the discussions will continue with the property owners and businesses throughout the
19 acquisition process.

20 CDOT must comply with the Uniform Relocation Assistance and Real Property
21 Acquisition Act. This is also called the Uniform Act. There are requirements under the Uniform
22 Act in terms of compensation of property that will be acquired by the project.

23 We have a number of staff here this evening that can answer specific questions about
24 what that process is and what it entails..

25 During the course of the right-of-way process each property owner will be met with to
26 gain an understanding of what their circumstances are, what their relocation needs are, and
27 what their particular situation is. That begins that dialogue in terms of the relocation process.

28 The City of Denver is also a partner with CDOT and will be providing additional
29 assistance in terms of helping businesses relocate, finding places for businesses to relocate,
30 helping them with various opportunities for financing, and just general support.

31 One of the first meetings that's planned is to find out what the needs are, so that we can
32 figure out what resources we need to pull together. Greg Jamieson, CDOT's right of way
33 specialist, is here tonight to answer your questions.

34 Water quality improvements. Right now we have four storm sewers which are

1 undersized. Currently, there are no water quality features in place--what we call Best
2 Management Practices-- such as detention ponds.

3 So pretty much, storm water seeps into the pipes and is carried out into the Platte River.
4 We want to correct that. So we are proposing to construct two detention ponds: one at 1st
5 Avenue and one on the west side of 2nd Avenue to be able to capture the pollutants that are
6 coming from the roadway during the storm events.

7 The City and County of Denver also is looking at an off-site detention pond on Clay
8 Street, which is just west of the study area. If the possibility of an off-site detention basin
9 becomes a reality, then the location of two proposed detention basins along Federal would
10 change.

11 UNIDENTIFIED PERSON: What a detention basin? Do you see it from above?

12 MS. ARANDA: Yes, you would see it from above. Colin: would it be a paved basin?

13 MR. HAGGERTY: Most likely it would be a hard bottom basin. With the larger one on
14 the west side of the street, it's a possibility it could be one place we would be able to use a
15 combination of a park-type setting. But a smaller one would most likely be paved.

16 MS. ARANDA: How deep would that basin be?

17 MR. HAGGERTY: No more than four feet.

18 MS. ARANDA: Four feet deep?

19 MR. HAGGERTY: At the most.

20 MS. ARANDA: We are not at the design stage to see what it would look like and
21 whether it could be an amenity to the community or the possibility of landscaping within the
22 detention basins. That's details we haven't come up with, and that's certainly something we
23 would weigh in with the community as to the aesthetics of the project.

24 We have two historic buildings that are eligible for the National Register of Historic
25 Places. One is the former Barnum Building. The other one is a former gas station that's
26 representative of gas stations of that particular time. I believe it was around 1960.

27 We will impact about eight and a half feet from the sidewalk on a permanent basis, but it
28 will not affect either of the buildings. The buildings will be intact. But during construction, we
29 will affect about two to five feet and will require a temporary easement.

30 We have hazardous material site within the study area. Given history of this area, there
31 has been a number of car sales and car repair businesses and gas stations that have come
32 and gone. That's characteristic of a community that has this length of history.

33 As a result of that, we have eight different sites with contaminants. The sites that are
34 shown in orange are the high priority sites that have contamination where soils would have to

1 be removed during the construction phase of the project.

2 It would all follow requirements from CDOT in terms of how we handle the hazardous
3 materials and the removal of the hazardous materials. The most important thing is that all the
4 thresholds for contamination are below EPA standards. Pretty much, there is minimal health
5 risk during the construction phase for anyone that's working in the area.

6 We plan to develop a health and safety plan at the beginning before anything is
7 initiated. We will have a health and safety inspector on site if we encounter contaminated soils
8 during construction. If we remove any structures that contain asbestos, we will remove those
9 structures as well.

10 Construction. Construction is estimated between \$29 million and \$32.4 million. That's
11 in 2006 dollars. We expect that the construction will last between 12 and 18 months, and
12 construction would begin sometime in mid-2009. The current plan is to construct in three
13 phases starting with the north end, then the southbound lanes, and then the center median.
14 We may have an opportunity if this project goes through to coordinate with the construction
15 that's planned for the Valley Highway project in and around 6th Avenue and Federal Blvd.
16 There may be some coordination that would occur which would alter this plan .

17 In order to try to minimize the effect on businesses, we expect the construction will
18 happen in two-to three-block segments so that we can get in and get out as quickly as possible.
19 That certainly would be good for you as a business and good for CDOT in terms of minimizing
20 impacts during construction.

21 We are aware that construction is problematic for a lot of businesses, and we've heard
22 about that through comments that we've received from some of you about your concerns. And
23 that's a concern that we share with you.

24 Funding. Funding is being shared by all three partner agencies. Right now in the
25 transportation improvement plan, we have about \$13.8 million that will be applied to the project
26 cost. With the passage of the bond election by the City and County of Denver, we will receive
27 another \$16.5 million dollars of funding.

28 So we're just short of the overall projected cost for this project. There are a lot of things
29 that will come into play during final design that will affect costs. While we have pretty close in
30 money, we're still pursuing other funding sources.

31 The next step is the public comment period which began November 19th and will end in
32 two weeks on December 18th. We encourage you to comment. We want to understand what
33 your issues are and what your proposals.

34 Once we receive your comments, we will respond to your comments in the decision

1 document, also called the Finding of No Significant Impact or FONSI.

2 This document describes the purpose of this project, what the proposed improvements
3 are, and then we record and respond to all the comments that we receive from the community
4 during this comment period. Once that document is prepared, it is signed by the Federal
5 Highway Administration and completes the NEPA process.

6 When that document is finalized, which we expect around February 2008, the right-of-
7 way process will begin. At that time, we will start meeting with the property owners and start
8 development of the relocation plan. This will occur over a number of months.

9 Finally, the final design can begin shortly thereafter while relocation plans are being
10 developed. Final design will occur --

11 MR. JESAITIS: Final design will start around February 2008.

12 MS. ARANDA: Around February 2008. And how long will final design last?

13 MR. JESAITIS: Anywhere from 12 to 18 months.

14 MS. ARANDA: If everything goes on schedule, then construction can begin sometime
15 around October 2009.

16 MS. ARANDA: We have several ways for you to comment. We have a comment box in
17 the back of the room. There's a comment box and forms you should have picked up at the sign-
18 in table that you can write your comments in or throw them into the comment box. You can
19 also comment on the website at **www.federalblvd.com**. Or, you can mail comments to me or
20 Paul Jesaitis at the address shown on the slide and in your packets.

21 Thank you very much for your time. Now I'll open this hearing up to public comments.
22 If you plan on providing oral comments, please state your name for the record.

23 MR. JESAITIS: I just want to take a couple minutes to introduce several
24 representatives from the City. We're fortunate to have a few of our local city council
25 representatives here. Kim Kucera sitting in the back there is representing Councilwoman Judy
26 Montero. Councilman Paul Lopez is also here tonight. Thanks for coming. It's a good
27 opportunity to talk with them. Thanks.

28 MS. ARANDA: I invite anyone up to the microphone to comment.

29 MR. JENKINS: This whole --

30 MS. ARANDA: Could you state your name, please.

31 MR. JENKINS: John Jenkins. I live at 26 Hazel Court. This whole thing has been sold
32 to us as a method to ease congestion along Federal Boulevard and also supposedly to address
33 the traffic concerns with the neighborhoods.

34 Two major points you pointed out is there are no east/west cross-through streets in this

1 area. Your solution is to provide one if that intersection qualifies for a street light, but only if. If
2 the problem being addressed is not having east/west, how does that fit in? That's one question.

3 The next question has to do with the public transit access. You talked about, well,
4 sometimes the bus has to stop in the middle of the block. The way it is now it doesn't matter
5 whether it stops in the middle of the block or at the intersection on its side because the
6 intersection on the other side is in the middle of the block. So they're running across the
7 middle.

8 How does this really address those two items that are so high of priority?

9 MS. ARANDA: Okay.

10 MR. JENKINS: You can't respond back?

11 MS. ARANDA: I can respond. The proposed improvements is to add a third
12 northbound lane and to deal with capacity problems along the substandard lane widths which
13 affect capacity. We were not --

14 MR. JENKINS: So north/south is the -- north/south traffic is the goal?

15 MS. ARANDA: Right.

16 MR. JENKINS: And that's the major reason for the whole thing, is to improve
17 north/south?

18 MS. ARANDA: That was one of the major improvements we were proposing, is to add
19 that third northbound lane and to deal with capacity problems that have deficiencies along the
20 roadways, along the north/south roadways.

21 MR. JENKINS: So the neighborhoods take a backseat to that?

22 MS. ARANDA: I don't know what you mean by backseat.

23 MR. JENKINS: You said the let's improve flow on north/south.

24 MS. ARANDA: We have signalized intersections.

25 We also have crosswalks from east to west along the
26 proposed --

27 MR. JENKINS: Are they in the middle of the block?

28 MS. ARANDA: No.

29 MR. JENKINS: Is one side in the middle of the block?

30 MS. ARANDA: Not officially. We don't have crosswalks in the middle of the block.
31 Whether people will cross on their own --

32 MR. JENKINS: Excuse me, all of our blocks along there are offset. If you're crossing at
33 an intersection on one side, they're crossing east to west.

34 MS. ARANDA: That's true.

1 MR. JENKINS: On one side you're crossing into the middle of the block.

2 MS. ARANDA: That's true.

3 MR. JENKINS: You see what I'm saying? You're addressing the north/south traffic, no
4 problem. But the issues you say are important to the community aren't being addressed.

5 MR. JESAITIS: You know, one thing gained by addressing the north/south capacity
6 issue -- without addressing that issue you'll be encouraging trafficking. As the traffic gets
7 progressively worse and worse over time, which is what we're projecting, that traffic will tend to
8 find alternative routes including cut-through-the- neighborhood-type routes. So it does help in
9 that sense.

10 MR. JENKINS: How does it help improve access to the transportation, which is
11 supposedly one of the things it's supposed to improve for the neighborhood? How is it going to
12 improve flow from the west side to the east side when the only improvement in that offset is the
13 one that is dependent on somebody else deciding that intersection deserves a traffic signal

14 MR. JESAITIS: What we found through the traffic study is what we have is a lot of
15 conflict points out there right now. That is the leading cause of the accidents you'll see --

16 MR. JENKINS: You solve that by putting it into one spot, but that's not the spot that
17 gets the traffic light?

18 MR. JESAITIS: We're improving the standards of the corridor from substandard
19 existing conditions to current standards, which will make the roadway much safer to travel on
20 and will be minimizing conflicts for motorists.

21 The whole idea is we're minimizing the number of conflict points that a motorist could
22 find themselves in by forcing traffic to use certain locations to do a U-turn or a left turn. And
23 that will improve the safety of the corridor. I'm certain of that.

24 MR. JENKINS: I'm sure somebody else has a question, but that wasn't a very
25 satisfactory answer.

26 MS. ROSAS: I'm the traffic engineer for this project, and I understand your concern
27 with especially the vehicles going from east to west or west to east. And we took volume
28 counts at six of the study intersections or all of the study intersections. And we reported nine of
29 them. Thank you.

30 And there's no documented need for connectivity because people in the neighborhoods aren't
31 going to access -- the volumes are extremely low, and they're mostly exits on Federal to get on
32 to other major streets.

33 MR. JENKINS: You don't think that has anything to do with the problem that it's a big
34 pain in the butt to do it that way? Nobody drives it. I drive all the way down to Alameda. I go

1 up to 1st Avenue and turn left and then turn right. It's all that stuff because it's not convenient
2 to shoot straight across because there is no intersection that allows that.

3 MS. ROSAS: The major thing here is Federal Boulevard, and there are 60,000 vehicles
4 traveling it every day. And if you add more signals, that would impede the flow -- or slow down
5 the flow along Federal.

6 MR. JENKINS: I didn't say add more signals. What I said is straighten out the streets,
7 make it flow. It would be much easier. If that's the goal and some -- you said in your own
8 presentation that that was part of the goal, then you haven't addressed that goal.

9 MS. ROSAS: I understand that. And part of it is balancing not only efficiency for
10 travelers in vehicles but also safety as well. So if we were to unsignalize a connectivity there,
11 those individuals would be crossing six lanes of traffic including, you know, the median or a
12 turning lane. And that would be unsafe.

13 MR. JENKINS: I'm not very satisfied.

14 MR. JESAITIS: So your suggestion then is to just continue to look at other locations
15 where we need --

16 MR. JENKINS: That's a false it's not going to happen.

17 MR. JESAITIS: We don't know that it doesn't qualify.

18 MR. JENKINS: Didn't you just say it doesn't qualify?

19 MS. ROSAS: That's not what I said.

20 MR. JESAITIS: What we're planning to do during final design is to evaluate whether or
21 not that signal is warranted or not. We just don't know. What we have to do is a signal warrant
22 study to determine whether it's warranted.

23 The whole idea is to encourage the cross-traffic that we're talking about -- they won't be
24 able to get across a lot of the side streets. They will be impeded by a raised median, and that's
25 what we're trying to do.

26 We're trying to minimize the huge number of accidents we have out in the corridor right
27 now by eliminating those conflict points and creating good, safe locations across Federal
28 Boulevard.

29 MR. JENKINS: And wouldn't cross streets that went like this minimize those conflict
30 points?

31 MR. JESAITIS: What I'm saying is we don't want to have too many of those. We only
32 want to really encourage traffic to cross at the signalized intersection. It's just simply not safe to
33 cross a six-lane facility. It's a long way to cross. It's already unsafe today. When we go out to
34 Bayaud today, it's hard to get across Federal. So I didn't do it. I took a right, and then I took a

1 left farther up the road.

2 What we're saying is with the raised median and the left turns that were provided with
3 the signalized and protected turns there will be places provided to make safe U-turns and
4 access the neighborhoods in a specific strategic location.

5 We're saying by doing that we'll eliminate many of the accidents that are the patterns
6 that we see in the corridor now, and also we will improve the capacity of Federal Boulevard as
7 well. So traffic will flow better through there. There will be less accidents.

8 And yes, some people who are currently using certain side streets to get across Federal
9 from east to west and west to east, they will have to change their routine slightly to go up a
10 block or two to a location that we've identified to be a safe place in the future.

11 MS. ARANDA: State your name, please.

12 MR. LOPEZ: Paul Lopez, city councilman, District 3. Paul, what is the likelihood -- I
13 know there's a huge concern whether we get -- are able to cross -- I think it's more or less not
14 necessarily the need for traffic flow to do that, but I think -- Mr. Jenkins, don't let me paraphrase
15 you wrong. But you said pedestrian is the biggest issue, right?

16 MR. JENKINS: Pedestrian and access. If we're going to urbanize our neighborhood
17 and increase density, we have to have public access to --

18 MR. LOPEZ: And part of that I know -- when I look at these drawings and you look at
19 the way the streets are aligned now, unfortunately -- and I'm not by any means making any
20 excuses. But when the city was drawn and when Barnum was incorporated, those city streets
21 should have been aligned 70 years ago. And they weren't.

22 And unfortunately, I think that's the problem that we're dealing with, and it's a crappy
23 problem. But I think one of the things we can do is at least improve Bayaud.

24 And my specific question is: What's the likelihood that we can get those designated? Is
25 it more likely to actually have a stoplight there or -- that way we can get it realigned? What's
26 the likelihood that this can be done?

27 MR. JESAITIS: I don't know if I can understand the likelihood aspect. Certainly the
28 design team that's been working on this all along identified the intersection that's one that we're
29 showing in the drawings. We would like to see it there. It's a strategic location because it's
30 halfway between the signal to the north and the signal at Alameda.

31 So we feel as far as pedestrian connectivity, we really want to discourage people from
32 crossing at midblock. We want to put them at the signals. There have been pedestrian
33 fatalities. So we have to look at it -- we've got to encourage people and make the roadway safe
34 for them to cross. So that's one of the things we're look for, and that's why we've identified

1 Bayaud.

2 We just didn't want to come out at the point of this median and say we're definitely
3 doing it. We need further analysis and design and final design. We're not ruling it out certainly,
4 and we're not ruling out other possibilities.

5 MR. LOPEZ: If I may ask one more question.

6 MR. JESAITIS: Sure.

7 MR. LOPEZ: What are the factors that determine if we can have a crossing light there
8 or not?

9 MR. JESAITIS: I don't know. Melissa, you want to take that one?

10 MR. LOPEZ: What are the factors that determine whether it can be a site that can be a
11 crosswalk and also lead to the realignment?

12 MS. ROSAS: There's a big study guide that's called a Manual of Uniform Traffic Control
13 Devices, and there's eight major warrants or eight major criteria. And it varies. So of the things
14 that will probably be most possible for this -- for the Bayaud intersection to fall under is looking
15 at pedestrian counts.

16 And if the pedestrian count falls within a range -- and that would be looking at not only
17 pedestrians for transportation but also school students, elementary school students, which I
18 know is an area of concern because people are crossing the street to access the school. We
19 would look at the numbers crossing and see if they fall in that criteria.

20 Another warrant that would probably be looked at in particular is the peak hour time. So
21 we're looking at the a.m. counts and the p.m. counts and see how many people are coming out
22 of Bayaud intersection and how long they're waiting to get out. Again, if they fall within a
23 certain criteria, it may be recommended to put a signal there.

24 MR. LOPEZ: Thank you. I just wanted to ask that so that we have an understanding
25 why it's needed.

26 MR. JESAITIS: That's a great question.

27 MS. ROSAS: I also want to add not only with that manual, but there's a state access
28 code that talks about maximum spacing of signals. And we do want to comply with that as well,
29 and for this type of roadway it's about a half-mile spacing.

30 MR. LOPEZ: Okay. Thank you.

31 MR. KETCHAM: Paul Ketcham. First, an emotional statement. I own some property
32 between 2nd and 3rd on Federal, and my concern -- and this is an emotional side. That's been
33 in my family for over a hundred years. My grandfather owned it back in 1900, 1910. And I'm
34 one of the full acquisitions, tear down the whole thing. So this has got me really concerned

1 because my business alone has been in the same spot for 51 years. So I am concerned about
2 it.

3 But to get to the question. You say you're going to try to do this in two- to three-block
4 segments. Where are you going to start? Are you going to start at Alameda? Are you going to
5 start at 5th? Do you know?

6 MR. JESAITIS: I would say we don't know for sure. There is -- Judy talked about it.
7 There's another project planned to reconstruct the U.S. 6 and Federal interchange, major
8 construction up there. If that construction, which right now is timed approximately close to
9 when the construction here would be going on, we would want to coordinate with what they're
10 doing.

11 And we might even combine the two construction projects into one to take advantage of
12 the economy scale. And also, of course, if you've got one contractor to coordinate with, that
13 would be better than having two.

14 So right now we just wanted to -- what our construction people took a look at is what
15 would be least disruptive to the businesses, how we can phase this efficiently. And what they
16 really felt that would be is to break it up.

17 And like what Judy said, get in, get the work done as fast as possible in that two-block
18 segment and get out and let the business owners have their access points back to the
19 businesses without barrels in front of their businesses and the like.

20 We know it's painful. The construction will be painful, and I sympathize that it's a
21 difficulty that you're going through. Does that answer your question?

22 MR. KETCHAM: Well, what you're saying is you don't know yet because it's too far
23 out?

24 MR. JESAITIS: I wouldn't want to commit now because what we would like to do is as
25 we get closer and final design is ironed out, we get more of the details of the construction
26 finalized, we can hopefully make it more streamlined, less impact.

27 So up until the last minute before we go ahead we're going to be trying to coordinate to
28 minimize those disruptions. All the projects we do businesses are always very reasonably
29 concerned about the impact to them. So the commitment I can make is that we're going to do
30 our best to minimize that construction.

31 MR. KETCHAM: Well, not only minimize. What you're talking about here is the City is
32 going to lose X amount of dollars in property taxes because the buildings aren't going to be
33 there, and the City is going to lose state sales tax because the retail outlets are going to be
34 gone.

1 And I appreciate that they built it into their budget, but still it's going to be lost. And
2 you're affecting several hundreds, if not a thousand people, because you're going to have to
3 relocate them somewhere. And they may go out of the city.

4 What it sounds like to me you're saying is that probably we'll start with 6th Avenue and
5 work south?

6 MR. JESAITIS: If the construction is going on up there at that period as they're working
7 on Federal, that would be the logical thing to do. If not, we can go another direction.

8 MR. KETCHAM: The other thing you said you were going to do is northbound, then the
9 southbound, and then the median. Does that mean that you're going to take three swipes at
10 this corridor or are you going to do the northbound, southbound, median in that three-block
11 area and then the next three-block area, the northbound, southbound, median? Have you
12 thought that out yet?

13 MR. JESAITIS: We've got to keep traffic flowing in the corridor at all times. So the plan
14 would be to keep at least four lanes flowing at all times. I don't know that we can finalize
15 whether or not we just do the east side or the west side first. We have to phase it like that
16 because traffic would be on one side, and then we would have to put the traffic on the other
17 side and then do the median last.

18 So I don't have a good answer for you there. Once again, as we get closer to
19 construction we're going to take a strong look at that and what makes the most sense at that
20 time with the goal of minimizing the impact to the motorists and to the businesses.

21 MR. KETCHAM: I'll be very honest. I was born right where I work at 2nd Avenue 58
22 years ago. I really don't care about the fact that it's going to cause the motorists an extra 30
23 seconds to a minute at one stoplight.

24 Your sign up there -- or your PowerPoint said that 48 percent of the accidents were
25 rear-end collisions. I think when you start having faster -- people going faster because now they
26 have three lanes instead of two lanes, they're going to tailgate. There's still going to be those
27 accidents. Unfortunately, yes, there were two fatalities.

28 Your statistics are four to five years out of date, so I don't know what the current stuff is.
29 So let's go with that. The fatalities only make up two percent, if I remember the stats right. So
30 the biggest difference was the fact that the rear-end collisions I think are still going to be there.
31 You're still going to have it. So the factors that you're considering now aren't going to change.
32 You're still going to have those kind of things.

33 What you're going to keep is the people from running across the middle of the street.
34 You're going to force them more to go to where the lights are. Since there isn't a light from 2nd

1 Avenue all the way down to 6th, those people are either going to have to walk up all the way to
2 2nd or they're still going to walk across the street in the middle trying to get to the bus stop
3 depending on where the bus stop is.

4 Is there an anticipation of relocating bus stops?

5 MS. ARANDA: There's two, right? Isn't there two?

6 MR. KETCHAM: There's one between 3rd and 4th, but that's --

7 MS. ARANDA: My recall in talking to RTD is that there's two locations that we're
8 considering relocating bus stops.

9 MS. ROSAS: Yeah.

10 MR. KETCHAM: And that's within that corridor?

11 MS. ARANDA: Right.

12 MS. ROSAS: I can comment on the accidents.

13 MR. JESAITIS: One thing I would like to tell you is we've got a legally -- we have a
14 good design that's been provided, and we feel pretty strong with the accidents the numbers will
15 drop based off the good engineering we're providing. We're providing good standard
16 engineering design. We've done a bunch of these designs. The accident rate will drop.

17 MR. KETCHAM: I'm not the expert that you guys are. I understand what people drive
18 like and what I drive like. So I don't feel comfortable with it. There's still going to be rear-end
19 collisions. It may reduce the other accidents.

20 MS. ROSAS: That's true. Rear-end collisions are the most common, especially in an
21 urban environment where you have signals because people are stopping abruptly because
22 there are so many accesses or driveways along Federal.

23 MR. KETCHAM: You don't have any more current information than 2001 to 2003, do
24 you?

25 MS. ROSAS: Unfortunately, it does take a little bit of time for CDOT to get the year on
26 the data to date. So when we started this project, it was the most recent.

27 MR. KETCHAM: Sure. Two years ago, sure.

28 MS. ROSAS: We took the last three years -- or the most recent years of information we
29 could.

30 MR. KETCHAM: Has anybody looked to see if it's changed significantly in the last two
31 or three years from 2003?

32 MR. JESAITIS: I wouldn't anticipate that to be
33 the situation. I would anticipate it getting worse.

34 MR. KETCHAM: But we don't know?

1 MR. JESAITIS: We don't know.

2 MS. MAREZ: Hi. My name is Jan Marez. I'm very short. I'm a resident at 222 Lowell
3 Boulevard. I like all your pretty PowerPoint presentations, but nowhere on here do I see what
4 are those medians going to be made out of. We've already been suffering from the State's
5 median idea on Alameda where they parked vegetation but yet no idea of how that vegetation
6 is supposed to be taken care of.

7 Now we have vegetation, trees, bushes, everything dying. Nobody put in any kind of
8 irrigation system, and our fine councilperson told us that it was left up to the residents that live
9 along there to drag that hose out and water those trees. Me, personally, I'm going to adopt the
10 one at Federal and Elliot and rip it all out.

11 But nothing in this study addresses what those medians are going to be made out of,
12 nothing in this study that I can see on your cards or PowerPoint. What are you going to build
13 that road base out of? When I read your resource with minimal impact, wetlands and parks,
14 you're going to be doing construction less than two blocks from Barnum Lake. If you have
15 runoff that feeds into that lake, it's going to pollute that lake.

16 Your detention ponds I think you called them, I've seen how the City does their
17 detention ponds. There's one at Alameda and Pecos. Believe me, if they don't get over there
18 with a truck and suck it out dry as we witnessed in last year's storms, we're going to have an
19 ice skating rink. To have two of them within a block of each other, you're about to build the
20 biggest ice rink yet. We should sell tickets.

21 I haven't seen anything -- when you address this historic area, you're addressing two
22 historic buildings. But there's no addressing the esthetics of this boulevard to what it used to
23 look like. It used to look like University Boulevard with beautiful huge trees. I don't see any
24 kind of landscaping design, and maybe it's too early.

25 And I am personally concerned with the lack of pedestrian access from one side of
26 Federal to the other as well as what is the business impact going to be to all of our little
27 neighborhood businesses? I don't even go to those businesses because I can't get in there.
28 Yes, we have a lot of driveways. Why? Because there are a lot of businesses on this corridor.

29 And your construction time frame I realize you want to coordinate it with the Valley
30 Highway Project, and I applaud you for that. If you start on that end, that would be great. But
31 are you projecting the Bronco traffic in all your numbers? Because they will use Federal
32 Boulevard to get to the stadium. We still have cruising on May 5th.

33 And I understand medians will detract from people getting from one side to the other,
34 but of all this wonderful money that has been spent it doesn't still address a low-income

1 neighborhood that needs to access the Number 30 Bus. That's why your bus numbers are so
2 big. If they can't get to the bus, they can't ride it.

3 So I like your study. It's very pretty, but I don't see where it addresses a lot of
4 neighborhood issues at this point. So thank you.

5 MS. ARANDA: Any other comments?

6 THE INTERPRETER: I noticed that the reason that the accidents happen with the
7 pedestrians is because there is no way for the pedestrians to cross the one side to the other. I
8 think that we should have some ways to be able to instruct the pedestrians to be able to cross
9 at the appropriate crosswalks for them so that they can do that.

10 I just wanted to say that it's very important that I keep my business open. If I have to
11 move my business, I can't do it. I have children that are in the university. And if I can't keep
12 the business going, then they can't go.

13 MS. WEDGEMEYER: Donna Wedgemeyer. My husband is Ken Tame. If you're
14 looking for something, it's under Tame. The two things that kind of came to my mind is that
15 everybody is so worried about putting a light at Bayaud. If any of you guys have been there,
16 you know it's on a hill. If you put a light there, cars are going to slide through the light in winter.
17 And in summer they're going to barrel over the top of it and take out whoever's there. So look
18 for a different one to put a light at other than at Bayaud.

19 And as far as the holding ponds are concerned, I would really like to see something
20 done about that because the one that's at Alameda and Pecos every time it rains my phone
21 goes out. So, you know, you need to do some really good construction there, and they didn't
22 do it on Alameda. That's it.

23 MS. CHOI: I'm Tina.

24 MS. ARANDA: Last name?

25 MS. CHOI: Tina Choi. The property that you're going to acquire -- and what will be the
26 intent to develop -- or the users of those lands or property that you acquire? Some of them I
27 believe will be probably knocked out because this is a small business neighborhood, okay?

28 Once you acquire those properties -- we all are small business owners, and we value
29 the land here. And we want to continue our business in this area, but you took out our
30 business, okay? Can we still retain the land if in case you need the property? Because we
31 don't want to benefit some other people in the future, just to keep the community to be a small
32 business owner's property that benefits everybody.

33 MS. ARANDA: Greg Jamieson, our right-of-way manager, is going to answer your
34 question.

1 MR. JAMIESON: Hello, Mrs. Choi. We have not decided what will be done with the
2 total acquisitions when they're completed. Right now there's a discussion between Denver and
3 the Department of Transportation as to who is going to acquire them, and that will determine
4 how they're dealt with after they are acquired.

5 So really what -- we're having discussions about that right now, and no decisions have
6 been made. In terms of the request to keep the properties, as I've indicated when I met with
7 landowners, these are possibilities. These are being discussed as well. No decision has been
8 made on that.

9 The purpose of this study is to show the worst-case acquisition, which the study has
10 done. We have met with some individual landowners and talked about some of these
11 possibilities. And as we approach the landowners, we'll consider those on a case-by-case
12 basis. None of those decisions have been made, and we're not in a position to report on that
13 today.

14 MS. SHIPLEY: I'm Shirley Shipley. So you're saying you can't project at all that there
15 won't be high-density housing put in along Federal Boulevard like apartments on the top and
16 retail on the bottom like they're doing all over the city?

17 You're saying that's not going to happen, and that won't be part of the acquisition plan
18 looking into the future of building a better Denver? And the thing going along Colfax, that's not
19 going to happen along Federal?

20 MR. JAMIESON: I'm saying I have no idea what the land use is for the corridor in the --

21 MS. ARANDA: Crissy, do you have anything? This is Crissy Fanganello from the City
22 and County of Denver.

23 MS. FANGANELLO: I'm with the Department of Public Works, and I've been working
24 with FHWA and the consulting firm on this project for last couple of years. And clearly the --
25 what happens to Federal Boulevard after this project is constructed, should that be the case,
26 and it looks like it's going in that direction, we're very concerned with the residents and the
27 businesses in the area along with the council people about what's our opportunity for Federal in
28 the future.

29 So we have to take some steps to go understand how this can take place. There's a lot
30 of negotiations yet to be had and conversations yet to be had as well. I think, Shirley, what you
31 were maybe referring to is Main Street zoning?

32 MS. SHIPLEY: Yes.

33 MS. FANGANELLO: And that is coming up on many corridors throughout the city. The
34 current zoning right now is B4, which is a business zoning, which is not terribly conducive to the

1 type of redevelopment that you're looking for. But there is a lot of process that needs to take
2 place. I think that there is opportunity in the future.

3 Where we are right now the City is -- we have had lots of conversations with multiple
4 agencies, Public Works, the Community Planning and Development groups, the Parks and
5 Recreation, understanding that a lot of public dollars will go into Federal Boulevard and in
6 wanting to make sure that what we put at the end of the result of these public dollars is a good
7 investment and something that contributes to the improvement of Federal Boulevard and to the
8 community and to Denver as a whole.

9 So you'll have to be patient with us because doing something like that takes time, but it
10 is something we're all committed to working on and would really like to have the community
11 participate in that as we move forward.

12 MS. SHIPLEY: This is Shirley Shipley again. The problem of people crossing from east
13 to west on Federal, would you consider putting any pedestrian bridges in?

14 MS. ARANDA: No, nothing like that has been suggested.

15 MS. SHIPLEY: Wouldn't it be a good idea in parts that would solve the problem of the
16 intersection running into no intersection on the other side possibly where they could just cross
17 over on a bridge?

18 THE INTERPRETER: My name is Maria. I'm one of the people that is affected by this
19 100 percent. I'm an owner. I'm one of the business owners, and I know that probably most of
20 you are aware this is a lower-end neighborhood at least when I bought it, which was two or
21 three years ago. What can you tell me about that? Are we going to lose the prices? The
22 prices are really low on the value of properties.

23 MS. ARANDA: Can you answer to the market value? MR. JAMIESON: When the
24 properties are acquired, the landowners are -- have a constitutional right of just compensation,
25 and the just compensation is fair market value of the property. And there is steps in the
26 procedure to ensure that a landowner's right to fair market values are protected. We can
27 discuss that offline if you're interested. I can walk you through that procedure.

28 THE INTERPRETER: I have one more question. Do you have any plan right now to be
29 able to move these property owners from one place to another, or is there no plan in
30 existence?

31 MR. JAMIESON: The first step in the acquisition process is a relocation planning study.
32 And two things that we do: We meet with each person that's going to possibly be displaced by
33 the property, and we understand all of their unique considerations of it so that we can try to find
34 the same circumstances and properties that they can be relocated into, okay?

1 THE INTERPRETER: So does that mean you actually have something now?

2 MR. JAMIESON: No. That process will start in late winter/early spring. One other thing
3 I wanted to say is as a part of that study we look in the market for properties that these
4 businesses can move into.

5 We need to satisfy ourselves that there are enough properties available for displaced
6 businesses to move into as a precondition to allowing the right-of-way acquisition to go forward.
7 That's what the federal law requires us to do. So we do a big study as the first step of the
8 actual process to address your specific concerns.

9 MS. APERGIS: I'm Irene. We own the Columbine Steakhouse.

10 MS. ARANDA: What is your last name?

11 MS. APERGIS: Apergis, A-P-E-R-G-I-S. From what I see on the map we're partially
12 affected, but from what I see the building is going to be -- the whole front end is going to be
13 probably -- I have to get reconstruction. My question is: Am I going to be reimbursed for the
14 reconstructions in addition to the property?

15 Because it looks like it's going to go from the whole front end of the restaurant, I don't
16 know if I'm going to be able to back up. Like I said, it's a partial. It's not a full, and I don't
17 understand why it's not full if the whole front end is going to be completely gone.

18 MR. JAMIESON: Why don't we talk after this about your specific circumstance. I think
19 that would be best.

20 MS. APERGIS: I know it's kind of ...

21 MR. JESAITIS: Anything else?

22 MS. ARANDA: No other comments?

23 MR. JESAITIS: Mr. Lopez, Councilman Lopez, would like to come up and say a few
24 words if that's all right.

25 MR. LOPEZ: Thank you for inviting me. My name is Paul Lopez. I'm the city
26 councilman for this district, District 3. As you can see, we had folks from CDOT that came to
27 talk about the project with me. I recently was elected in the middle of the project. So I'm with a
28 lot of folks here. I had the same questions.

29 With us -- I mean, with the City of Denver, obviously this is a multijurisdictional project.
30 And with us, with Denver, my Number 1 interest is to make sure that the community's desires
31 and the community's voice is heard, and we have a voice in this process. And also for the
32 affected businesses, that we do have a process to make sure that you are made whole.

33 I'm going to team up with our Office of Economic Development to make sure we have a
34 best effort. I can't promise nothing. But I will -- from our district and from our office we will work

1 to make sure that all those businesses -- that we have good relocation, something that you
2 guys are good with. And I think that's the intention of some of the folks here today as well too.

3 I'm sorry. He's so quick. So I want to extend an invitation to the folks of the business
4 owners. I do not want to see Columbine gone. I've been going there since I was a kid. I don't
5 want to see Columbine go.

6 So I want to make sure that you have an opportunity outside of this as well too to come
7 to me. And we'll sit down, and we'll look at what is the acquisition if you are affected by it and
8 how we can connect you to the City's resources to make sure we have the second best -- not
9 the best opportunity, but the second best to what's going on right now.

10 Did you have a question, ma'am? I'm sorry.

11 MS. CHOI: I have a question about the tax, okay? During this period of construction all
12 the businesses will be affected, will there be any kind of break for the business owners or the
13 landowners to know what the taxes are going to be to help out?

14 MR. LOPEZ: That's a good question. I don't have a direct answer to that, but I can get
15 you the answer. And I just now -- I just sat down with some of our budget folks in the City the
16 other day. They had never been over here on this side of town for good Mexican food, but I
17 told them to come check out Federal Boulevard and check out what we have.

18 Some of the questions that some people were asking is: What are they going to do to
19 the property after? What is in store after? That I can say will be up to all the business owners
20 there on Federal Boulevard and property owners.

21 We do have a chance to up the zoning, to make the zoning modern. Main Street
22 requires a lot of things. It requires in other areas that you have the parking in the back and not
23 in front in some cases. But I've seen other cases with mainstream zoning where they have
24 things in the front like that.

25 What I'm concerned about is the pedestrians that are going to be coming up and down
26 and able to walk. That's how we know the businesses are going to thrive. So I want to make
27 sure that we have a good process and you have a seat in our office to be able to talk about
28 those things.

29 But I got to tell you -- and this is one thing I really, really want to encourage and push
30 and I will fight and help to make this happen and help you guys do this. We need to have a
31 business association on Federal Boulevard.

32 That way we can start taking a lot of these things on our own and have a collective
33 voice and work and partner with CDOT and the City of Denver to make sure we can possibly
34 look into doing that with the taxes. We can look at zoning that's going to make your property

1 value go up higher. So right now it's an invitation.

2 THE INTERPRETER: My name is Lorena Sanchez. I want to say that about between
3 6th and 8th there's like these 13 and 15-year-olds that are constantly crossing over. I called
4 the police. They never come. They're painting over there on the north and south side of my
5 building.

6 (Spanish conversation held.)

7 MR. LOPEZ: We have new ordinances that we just passed for the business owners
8 and for removal of this stuff. The first law, the first ordinance, that we passed is that we
9 doubled the fines for graffiti to \$500, 750, \$999 plus 40 hours of community service all the way
10 to 120 for all the offenses. Plus they have all the fines as well.

11 The second ordinance is that all property owners and businesses must remove their
12 graffiti in 48 hours if you do not sign a waiver. If you sign a waiver, we'll come out for free, take
13 that sucker off. If it's graffiti, we'll power-wash it. If it's paint, we'll try to do the best to match it
14 for free. Then we are actually doing -- I think we had a lot of folks volunteering, but --

15 THE INTERPRETER: Even though you're trying the police aren't really doing anything.
16 You can put fines up to \$10,000. It won't affect anything.

17 (Spanish conversation held.)

18 MR. LOPEZ: Thank you for addressing that. It's going to take the police, volunteers,
19 and the City to tackle the graffiti.

20 UNIDENTIFIED PERSON: What kind of volunteers?

21 MR. LOPEZ: It's going to take people that are going to paint over their --

22 UNIDENTIFIED PERSON: Just put them in jail.

23 MR. LOPEZ: We can't just do that. It's a constitutional right. You can't do that to
24 somebody right away.

25 UNIDENTIFIED PERSON: Well, they're destroying your property.

26 MR. LOPEZ: Believe me, we tried. But there is only so much we can do now for your
27 city. I encourage you to come participate. We have -- the last thing we've had -- this is the
28 thing we're talking about with volunteers. We've had 43 arrests, 43 tickets signed.

29 UNIDENTIFIED PERSON: The volunteers for the graffiti --

30 MR. LOPEZ: It's 43 including gang members. It's going to take us to be able to monitor
31 -- because we don't have a cop on every corner, but we do have the cooperation. We're going
32 to be able to do this as a community. That's the only way it's going to happen.

33 And for the folks that want to be -- I encourage you, sir, to come and be involved. It's
34 going to take us to paint over it and -- well, I'm sorry, I don't want to take up your --

1 UNIDENTIFIED PERSON: When you slap them on the hand, that's not doing no good.

2 MR. LOPEZ: This month we strengthened the law more than it's ever been, the
3 toughest it's ever been. And we need to be able to try that out. It's a long process in doing that.
4 If you want to participate, I welcome you to do that.

5 Is there any city-related questions?

6 MR. CHEANG: My name is Benjamin Cheang. I own a business along Federal
7 Boulevard. I just have a question. This is more or less for the City and CDOT. What is the
8 whole purpose for making the road wider? for the safety? for the traffic count? for the look of
9 the city? Because we all understand Federal Boulevard has become one of the major
10 intersections.

11 MR. JESAITIS: And the simple answer to that question is it's a capacity issue, and the
12 capacity relates to the safety within the corridor as well. So we're optimistic that adding the
13 extra lane will improve the capacity. Our studies show that will be the case, and the safety will
14 be improved. That's really the primary reason.

15 MR. CHEANG: The second question is for the City. How many properties the City
16 going to take away from the individual owner, 43?

17 MR. JESAITIS: 23?

18 MS. ARANDA: 21 partials.

19 MR. CHEANG: I do agree along the street some of the property should have been
20 taken away a long time ago.

21 MR. LOPEZ: It's not yours? I'm just kidding.

22 MR. CHEANG: Would the City have any plan for individual owners since they already
23 put so much money on the street? Would they be allowed some sort of grant, some sort of
24 loan if the individual owner want to improve the building, keep the existing tenant and make the
25 street look more beautiful and collect more tax money? Because individual could not be able to
26 go to the bank and get a loan. Would the City have any program helping us individual property
27 owners?

28 MR. LOPEZ: Thank you for that question. I know that they are working -- CDOT with
29 this project you all have been working with Mr. Martinez in the Office of Economic
30 Development. We will continue to do that.

31 In the case -- sir, for the folks that have that same concern, come and sit down in my
32 office with me and we'll discuss each property, what your wishes are, and we'll explore that. I
33 want to make sure that you have that opportunity to be heard.

34 We're going to work stride and stride with OED and make sure -- OED is the Office of

1 Economic Development. And we'll work hard to make sure they don't rule us out so they can
2 pay attention to us. So definitely make sure you stay in contact with me. I'll be here so that we
3 can connect.

4 UNIDENTIFIED PERSON: Councilman, where is your office?

5 MR. LOPEZ: 1st and Knox. I kept it there because I know the community really wanted
6 that access. So absolutely it's there for all of you.

7 UNIDENTIFIED PERSON: Thank you.

8 MR. LOPEZ: 69 Knox Court by the 7-Eleven. Thank you very much for inviting me and
9 please contact me.

10 MS. ARANDA: Are there any other comments related to this proposed project? If not,
11 thank you very much for your time. And we'll be here to answer any additional questions
12 related to the right-of-way in the back of the room. Thank you very much.

13 (Public Hearing concluded at 7:06 p.m.)

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1 CERTIFICATE OF REPORTER

2 STATE OF COLORADO)

3)

4 COUNTY OF DENVER)

5
6 I, DEBORAH A. GLENNON, a Professional Court Reporter within and for the State of
7 Colorado, do hereby certify that I was present at the time of the proceedings set forth above,
8 that I took down in stenotype all proceedings made of the record, and that the foregoing is a
9 full, true, and correct transcript to the best of my ability.

10
11 IN WITNESS WHEREOF I have affixed my signature this day of .

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16 DEBORAH A. GLENNON
17 2260 Eudora Street
18 Denver, CO 80207
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Appendix E - Agency Correspondence

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8
999 18TH STREET - SUITE 300
DENVER, CO 80202-2466
Phone 800-227-8917
<http://www.epa.gov/region08>

DEC - 5 2007

Ref: 8EPR-N

David Nicol
Division Administrator, Colorado Division
Federal Highway Administration
12300 W. Dakota Ave., Suite 180
Lakewood, Colorado 80228

Re: Environmental Assessment (EA) for Federal
Boulevard, Alameda Avenue to 6th Avenue, Denver,
Colorado

Dear Mr. Nicol:

In the agreement between the Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA), dated August 28, 2000, EPA agreed to advise FHWA within 15 days of receipt of an EA whether EPA 1) will have no comments on the document; 2) will have comments within the review period; or 3) has serious objections to the Finding of No Significant Impact (FONSI). This letter is to inform FHWA that EPA has reviewed the EA for the transportation improvements to Federal Boulevard, Alameda Avenue to 6th Avenue, Denver, Colorado, and has comments within the review period, which we will include in today's letter.

Our comments focus on air quality and neighborhood connectivity. We should note that despite these comments, we thought this EA was well written and easy to understand and read. The document, in discussing the Existing Air Quality in Section 3.6.1, refers to the Ozone Early Action Compact. Due to changes in Denver's compliance with the 8-hour ozone standard, this language should be updated. We recommend adding the following information: "Due to violations of the 8-hour ozone standard in 2005, 2006 and the first three quarters of 2007, the Denver metropolitan area has been designated as nonattainment for the 8-hour ozone standard. The Colorado Department of Public Health and others are working on a revised state implementation plan to address the Denver area's 8-hour ozone nonattainment issues. The revised plan is expected to contain additional control measures that will ensure that the area meets the 8-hour ozone standard in the shortest time possible."

Section 3.6.4 on Air Toxics contains language that we much prefer to language we have seen in other CDOT and FHWA documents. While we do not agree with FHWA's guidance on MSATs, and its use in this document, we do not disagree with the conclusions set forth. We recommend that future documents contain information on potential receptors for MSATs in close



proximity to the project, such as schools, nursing homes, hospitals. While the impact may not be going up because of this project, there is an impact nonetheless that should be disclosed.

A large number of buildings and businesses will be demolished by this project. The demolition of buildings is predominantly on the west side of Federal Blvd., and will eliminate the buffer these buildings provide between this heavily traveled arterial and homes immediately across the alley. We recommend additional mitigation measures to encourage re-development, such as visual separation from the road, some noise abatement, and assistance to small business owners in the area to rebuild or new business to come in.

Thank you for the opportunity to comment on this Environmental Assessment. If you have questions regarding this matter, please contact me at 303 312-6004 or Deborah Lebow Aal of my staff at 303 312-6223.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Syoboda". The signature is fluid and cursive, with a large initial "L" and "S".

Larry Syoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation

cc: Brad Beckham, CDOT
Marcee Allen, FHWA ✓



U.S. Department
of Transportation
**Federal Highway
Administration**

**Colorado Federal
Aid Division**

February 5, 2008

12300 W. Dakota Ave.
Suite 180
Lakewood, CO 80228

Mr. Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection
and Remediation
EPA, Region 8
999 18th Street, Suite 300
Denver, CO 80202-8917

Dear Mr. Svoboda:

Subject: Federal Boulevard: Alameda to 6th Avenue Environmental
Assessment EPA Reference: 8EPR-N

Thank you for your letter dated December 5, 2007, concerning the Federal Boulevard Environmental Assessment. The following is our response to concerns and recommendations made by the EPA in that letter.

Section 3.6.1 Existing Air Quality

As recommended in your letter, the following language was added to the FONSI as a clarification to the EA: "Due to violations of the 8-hour ozone standard in 2005, 2006 and the first three quarters of 2007, the Denver metropolitan area has been designated as nonattainment for the 8-hour ozone standard. The Colorado Department of Public Health and others are working on a revised state implementation plan to address the Denver area's 8-hour ozone non-attainment issues. The revised plan is expected to contain additional control measures that will ensure that the area meets the 8-hour standard in the shortest time possible."

Section 3.6.4 Air Toxics

Thank you for your comment regarding the text on air toxics in the Environmental Assessment.

Redevelopment of Vacant Parcels

In the short term, the transportation improvements proposed by the Federal Boulevard EA may result in the displacement of a number of buildings and businesses along the corridor. The City and County of Denver (CCD) is cognizant of this fact and is developing strategies to revitalize this area, which was identified as an *Area of Change* in *Blueprint Denver* in 2001. Several city departments have been involved during the course of the NEPA process, and will likely continue to be involved as the project moves into the implementation stage.

**MOVING THE
AMERICAN
ECONOMY**



The CCD will be working with CDOT and other partners to develop a construction and business outreach plan to assist business and property owners who will be impacted by this project. Several city departments are proactively working to identify existing and potential tools to assist in this effort. For example, the city's Office of Economic Development is in the process of finalizing the *Neighborhood Marketplace Initiative Program*, which will serve as a framework during and after this project is complete.

The CCD will look to build upon this transportation investment by leveraging other public/private sector investments, explore the use of regulatory tools, and invest in enhancements that reinforce a sense of place along Federal Boulevard. These strategies will encourage mixed use activity and strong urban design that reinforce the vision of *Blueprint Denver* to direct growth to places (like Federal Boulevard) served by robust transit amenities.

We hope our response addresses your concerns. If you have any questions, please contact Ms. Marcee Allen, Operations Engineer, at 303-963-3007.

Sincerely,

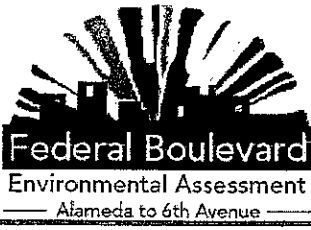


for Douglas Bennett, P.E.
Acting Division Administrator

Encl. (1): EPA letter 12-5-07
cc: Brad Beckham, CDOT-EPB
Paul Jesaitis, CDOT Region 6
Crissy Fanganello, CCD
Judy Aranda, PB ✓

Appendix F - Public Comments Received During Review Period

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Federal Boulevard Environmental Assessment Public Hearing December 4, 2007

Attn: Judy Aranda
PB
555 17th Street, Suite 500
Denver, CO 80202

COMMENT SHEET

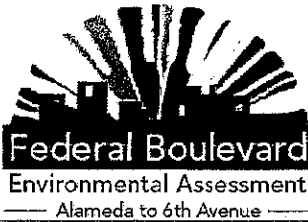
Office Phone: (303) 390-5892
Office Fax (303) 728-1936
Email: aranda@pbworld.com
<http://www.dot.state.co.us/federalblvd/index.asp>

NAME: TINA CHOI & BENJAMIN CHANG
ADDRESS: 65 & 57 S Federal Blvd
CITY, STATE, ZIP Denver CO 80219
PHONE: 303-886-5568 EMAIL: tchoi.1@netzero.com

Your comments on the Environmental Assessment are important and will be considered in the decision-making process. Please write your comments below and either drop it in the comment box at the back of the room, mail to the address listed above, or fax to the number listed above.

COMMENTS MUST BE RECEIVED BY DECEMBER 18, 2007. Fold comment sheet in half, staple and include postage before mailing. Thank you.

We are owner of 65 & 57 S Federal Blvd. and
would prefer to just sell CDOT the building
and keep the land.



Federal Boulevard Environmental Assessment Public Hearing December 4, 2007

Attn: Judy Aranda
PB
555 17th Street, Suite 500
Denver, CO 80202

COMMENT SHEET

Office Phone: (303) 390-5892
Office Fax (303) 728-1936
Email: aranda@pbworld.com
<http://www.dot.state.co.us/federalblvd/index.asp>

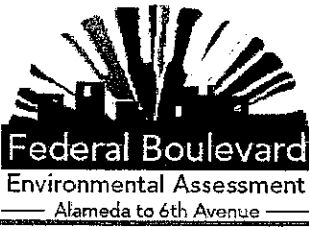
NAME: CHAS COURTES
ADDRESS: 2525 16th St. #112
CITY, STATE, ZIP Denver, Co 80211
PHONE: 3-489-3096 EMAIL: _____

Your comments on the Environmental Assessment are important and will be considered in the decision-making process. Please write your comments below and either drop it in the comment box at the back of the room, mail to the address listed above, or fax to the number listed above.

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1) It would seem only fair that Businesses/Properties that are totally taken should have 1st chance to move back onto their previous property if there is enough land after the project or to a location that is closest to their former location on land left after the project - The best alternative should be to let outside/new interests/developers to acquire left over sites.

2) I would hope all who need to either Build new or redo their property due to the project - Be allowed some sort of Fast Tracking for approvals through the red tape and slow motion of the planning + construction departments of Denver.



Federal Boulevard Environmental Assessment Public Hearing December 4, 2007

Attn: Judy Aranda
PB
555 17th Street, Suite 500
Denver, CO 80202

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Office Fax (303) 728-1936
Email: aranda@pbworld.com
<http://www.dot.state.co.us/federalblvd/index.asp>

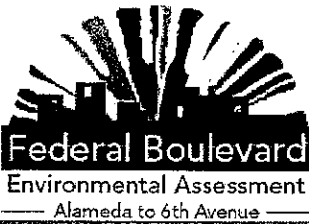
NAME: Jane Caputo
ADDRESS: 200 → to 303 Federal Blvd East side.
CITY, STATE, ZIP Denver Colo 80219 Home address
PHONE: 303 601-1627 cell EMAIL: 3942 So. Allison Ct
303 936-9110 Columbine Steak House LAKEWOOD, COLO 80235

Your comments on the Environmental Assessment are important and will be considered in the decision-making process. Please write your comments below and either drop it in the comment box at the back of the room, mail to the address listed above, or fax to the number listed above.

COMMENTS MUST BE RECEIVED BY DECEMBER 18, 2007. Fold comment sheet in half, staple and include postage before mailing. Thank you.

I would like to see the median not be so wide.

I know this project will improve the neighborhood and value, I just hope the construction will not take longer than quoted.



Federal Boulevard Environmental Assessment Public Hearing December 4, 2007

Attn: Judy Aranda
PB
555 17th Street, Suite 500
Denver, CO 80202

COMMENT SHEET

Office Phone: (303) 390-5892
Office Fax (303) 728-1936
Email: aranda@pbworld.com
<http://www.dot.state.co.us/federalblvd/index.asp>

NAME: DONNA WEDEMAYER

ADDRESS: _____

CITY, STATE, ZIP _____

PHONE: 303-936-9377 EMAIL: _____

Your comments on the Environmental Assessment are important and will be considered in the decision-making process. Please write your comments below and either drop it in the comment box at the back of the room, mail to the address listed above, or fax to the number listed above.

COMMENTS MUST BE RECEIVED BY DECEMBER 18, 2007. Fold comment sheet in half, staple and include postage before mailing. Thank you.

- ① ALL EAST-WEST STREETS ARE NOT ALIGNED
- ② DO NOT PUT A LIGHT THERE AS IT IS ON A HILL. IN WINTER, CARS WILL SLIDE THROUGH A LIGHT. IN SUMMER, CARS COME TOO FAST OVER HILL, GOING NORTHBOUND
- ③ WHY DO YOU THINK THAT YOU HAVE TO DEMOLISH A BUILDING. WHY CAN'T THE BUILDING BE REDESIGNED TO RE-BUILD THE FRONT FOR EMBLEMENTS
- ④ PUT IN PEDESTRIAN BRIDGE INSTEAD OF LIGHTS & CROSS WALKS
- ⑤ HAVE RESOURCES & PLANS SO THAT YOU CAN QUIT SAYING "WE DON'T HAVE A STUDY ON THAT YET."
THIS WOULD HELP TO ALLEVIATE YOU THROWING PEOPLE ON FEDERAL INTO A TIZZLY.
- ⑥ WHY ARE SO MANY DRIVEWAYS ON FEDERAL. WHY NOT HAVE PARKING IN BACK.