



APPENDIX A — JUNE 25, 2009 PUBLIC HEARING DOCUMENTATION

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ADVERTISEMENTS

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For Immediate Release
June 18, 2009

Contact:
Ann Williams, Denver Public Works
720.913.1781

CENTRAL PARK BOULEVARD INTERCHANGE PROJECT TO HOST PUBLIC HEARING ON JUNE 25, 2009

Denver – Denver Public Works will be hosting a public hearing meeting regarding the Environmental phase of the Central Park Boulevard Interchange construction project on Thursday, June 25, from 5:30 to 8:00 p.m. The meeting will take place at the Radisson Hotel, Colorado Room, 3333 Quebec St., in Denver. The purpose of this hearing is to review the project process and obtain comments on the recommended preferred alternative.

Central Park Boulevard Interchange is planned for construction on Interstate 70, between Interstate 270 and Havana, providing access and local mobility to the Stapleton Redevelopment area and other regional activity centers north and south of Interstate 70.

Planned infrastructure improvements include:

- New bridge over I-70
- Connecting ramps to I-70 and I-270
- Pedestrian and bike access across the new bridge, separated from vehicular traffic
- Installing medians, turn lanes, traffic signals, utility relocations, drainage facilities, sidewalks & ADA ramps, and street lighting

This hearing is open to the public and all interested parties wishing to learn more about the project. For more information, or for special accommodations for people with disabilities, please contact Ed Romero, Romero & Wilson at 303-803-2941 or Jess Ortiz, City and County of Denver Project Manager at 720-913-1781.

The final design and construction of the Central Park Boulevard Interchange project is being funded through a combination of Better Denver Bond program funds and Federal grants, including American Recovery and Reinvestment Act (ARRA, aka "stimulus funds").

The Better Denver Bond program calls for the improvement, preservation, renovation and creation of the many city amenities that touch our lives - including new roads, libraries, parks, hospitals, public safety and cultural facilities. These improvements are being funded by a \$550 million voter-approved bond. For more information on Better Denver, please visit www.Denvergov.org and click on Better Denver.

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NOTICE OF PUBLIC HEARING

I-70 / CENTRAL PARK BOULEVARD INTERCHANGE

**THURSDAY
JUNE 25, 2009**

Radisson Hotel
Colorado Room
3333 Quebec St., Denver

5:30 pm – 6:00 pm —
Open House

6:00 pm – 7:00 pm —
Presentation and
Public Comments

7:00 pm – 8:00 pm —
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contact Ed Romero at
(303) 803-2943 at least
72 hours before the meeting
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Colorado Department
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Shumate Building

Federal Highway
Administration
12300 W. Dakota Ave.,
Suite 180, Lakewood

City and County of Denver
Wellington E. Webb
Municipal Building
201 W. Colfax Ave., Denver
5th Floor Receptionist Area

City and County of Denver
Council District 11
4730 Oakland St.,
Suite 200, Denver

The public comment period is from June 9th through July 8th, 2009. Comments will be accepted in person at the public hearing. Written comments will also be accepted during the comment period and can be mailed or delivered to:

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Romero & Wilson
1350 Lawrence St., Suite 9A
Denver, CO 80204

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City and County of Denver
(720) 913-1781
jess.ortiz@denvergov.org*

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news

Dog park to embark in town

Groundbreaking for new area expected to happen late summer

By Joseph Kirchner
YourHub.com staff

A new dog park being planned in the downtown Denver area is getting closer to becoming a reality.

The Rallyard Dog Park planned for Commons Park near 19th and Bassett streets is expected to break ground in late summer pending final approval from the city.



Millions in bonds to help fund interchange project near Stapleton

By Joseph Kirchner
YourHub.com staff

City officials are moving forward with a plan to transfer millions of dollars in bond improvement funds in order to complete a \$70 million interchange near Stapleton.

The plan, which was laid out June 2 by public works manager Bill Vidal, would fast-track plans for a new interchange at Interstate 70 and Central Park Boulevard. Vidal said the plan would improve access to the Northfield shopping center and help spur economic development in the area.

Motorists are currently forced to take the Quebec Street exit off I-70 and circle around to gain access to the shopping center,

which includes several stores, restaurants and a large movie theater complex.

"What this interchange does is open up the north part of Stapleton for development and that is the biggest benefit," Vidal said. "I think we will see more economic progress and more development as a result of this."

The interchange originally was to be completed in several phases, but Vidal said the project could now be completed thanks to \$12 million in stimulus funds from the American Recovery and Reinvestment Act. The remainder of the project would be funded through revenues from the Better Denver Bond Program and Forest City, the developer in charge of Stapleton.

The plan, however, would re-

quire the city to shift approximately \$20 million in bond improvement funds slated for projects near Broadway and Interstate 25. The money for those projects, which include plans to widen Broadway and improve the interchange at I-25, would instead go toward the proposed roads near Stapleton.

City councilman Chris Nevitt ultimately supports the plan despite the fact it could delay improvements along that stretch of Broadway, which falls in the district he represents.

"I want it to get to the point where I can be supportive of doing the thing that is best for the city and best for all the projects that we have, but I do have a responsibility to be, frankly, a little parochial," Nevitt said. "So even

if this is best for the city, it's not good for my district, then I have an obligation to be upset."

Vidal said the city could backfill the \$20 million in Broadway improvements with revenues from the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) initiative recently signed into law. Those funds — of which the city expects to receive about \$5 million annually — also could be bonded against, if need be, Vidal said.

The designs for the Broadway improvements are still going along as originally planned, which keeps the timetable for the project on track, he added.

"We have not changed anything when it comes to the delivery of this project," Vidal said.

quick hits

Volunteers needed for Capitol Hill energy event

Residents of Capitol Hill are teaming up with Capitol Hill United Neighborhoods (CHUN), Capitol Hill United Ministries (CHUM), Greenprint Denver and their partners to bring energy efficiency and weatherization upgrades to our community.

The "Neighborhood Blitz" will take place on Saturday morning June 27 and Tuesday evening June 30 in the Cheesman Park neighborhood.

Volunteers will go door-to-door to provide residents a free CFL, porch light bulb, free curbside recycling registration, and post cards that residents can fill out and mail to reduce emissions for homeowners in delinquency or foreclosure.

The DHA Home Ownership Fair — which is free to the public — is scheduled for June 13 from 10 a.m.-3 p.m. The metro-wide event will take place at the PPA Center, which is located at 2105 Decatur St. in Denver.

Workshops will be conducted throughout the day, with Spanish and Vietnamese translators on hand. The fair will also feature resource tables representing a number of housing, financial, government, foreclosure counselors and real estate industry organizations and companies from throughout the Denver area.

Free parking, refreshments, door prizes and activities for youth will also be provided.

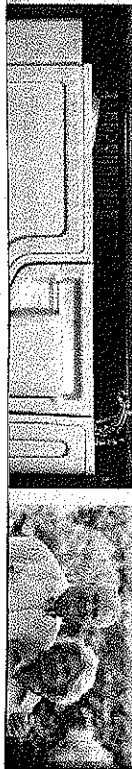
More information on the DHA Home Ownership Fair can be obtained by calling 303-654-2526 or by logging on to <http://www.denverhousing.org>.

Susan Burks
Burks Communications

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I-70 / CENTRAL PARK BOULEVARD INTERCHANGE

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For additional information or to submit a comment online, please visit the City and County of Denver project web site at: http://www.denvergov.org/Capital_Projects_Center - click on the Central Park Boulevard Interchange link on the left side of the page.

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Art Institute documentary nominated for Emmy Award

Submitted by Maria Osborne

YourHub.com user

Art Institute of Colorado faculty member Dr. Don Dexter and various video production students have been nominated for two regional 2009 Emmy Awards in the Student Production category.

The first nomination is for the informational documentary *Colorado's Home* which highlights the historic beauty, presence, and importance of Colorado's Governor's Residence. Along with Dr. Don Dexter, Art Institute of Colorado students Dutch Simpson, Ryan Mueller, and Kat Michels created the six-minute film.

Shot on location with two Canon XL 2 cameras over six weeks, the video features a short interview with Colorado First Lady Jeannie Ritter as she discusses the Governor's Residence Preservation Fund, which provides the foundation for the support, preservation, and awareness of *Colorado's Home*. The video is used to promote the residence and is featured at tourist kiosks throughout the state of Colorado.

The second nomination is for the

short documentary titled, *Sand Creek Massacre Spiritual Healing Run and Walk*. Recognizing the Sand Creek Massacre of 1864 in which Native American tribes in the Colorado Territory were attacked and destroyed, the six-minute film highlights a spiritual run from Sand Creek to the Colorado State Capitol. Art Institute of Colorado students Mattea Wellnitz and Derek Brown worked alongside Dr. Don Dexter in creating the film.

Over the years, The Art Institute of Colorado has been nominated for ten student Emmy Awards, in which it has won five. The 2009 Regional Emmy Awards will be held on Saturday, July 18, at the Greenwood Village Events Center. For over 55 years, The Art Institute of Colorado has been a vital resource to the metro Denver community.

It offers career-focused bachelor's and associate's degrees in the areas of design, media arts, fashion and culinary arts. The Art Institute of Colorado is accredited by the Higher Learning Commission and is a member of the North Central Association.

Maria Osborne is a communications coordinator for the Art Institute of Colorado.

Seven graduate from Denver will pursue culinary arts, cause

Submitted by Denver Big Picture High School
YourHub.com user

Congratulations to Denver Big Picture High School's Class of 2009:

Kendrick Brumfield: Ken's nickname is "Wizard." We are not sure if he has some secret hidden skills on the basketball court, or if it references his skills in the culinary world. One of Kendrick's favorite movies is *The Pursuit of Happiness*. Good luck with your own pursuit of happiness.

Tanisha Cuthbert: Tanisha had an eye-opening internship in the Kempe Center and has decided to pursue an early childhood education degree. It seems to fit her personality. Good luck, Tanisha. We will miss you.

Derick Desmond: Derick is a gifted leader, hard worker, and even though his favorite team is the Lakers, he is still an all-around nice guy. Some of his best moments this year are being the basketball team captain, being awarded the league MVP, and voted the prom king.

Nancy Hernandez: In her time at Big Picture, Nancy has been one of the students who really figured out the process. Her light bulb flashed and she saw her future as bright as the noonday sun. Be-

cause Nancy dentist cy Hern Aurie "Sweet prom q comes f and run es' favo next ste early ch Auriel! Crista lent pill she is so no mist smart a her. On shows in see Cris the labt Ambe dent wh nary art awardec to Johns asked wh tion, sh cars. In work out



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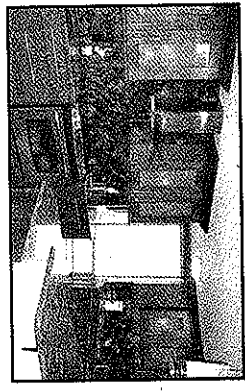
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FLYER

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DISPLAYS

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WELCOME



I-70 / CENTRAL PARK BOULEVARD
I N T E R C H A N G E



City and County of Denver has prepared an Environmental Assessment for a proposed new interchange on I-70 with Central Park Boulevard.

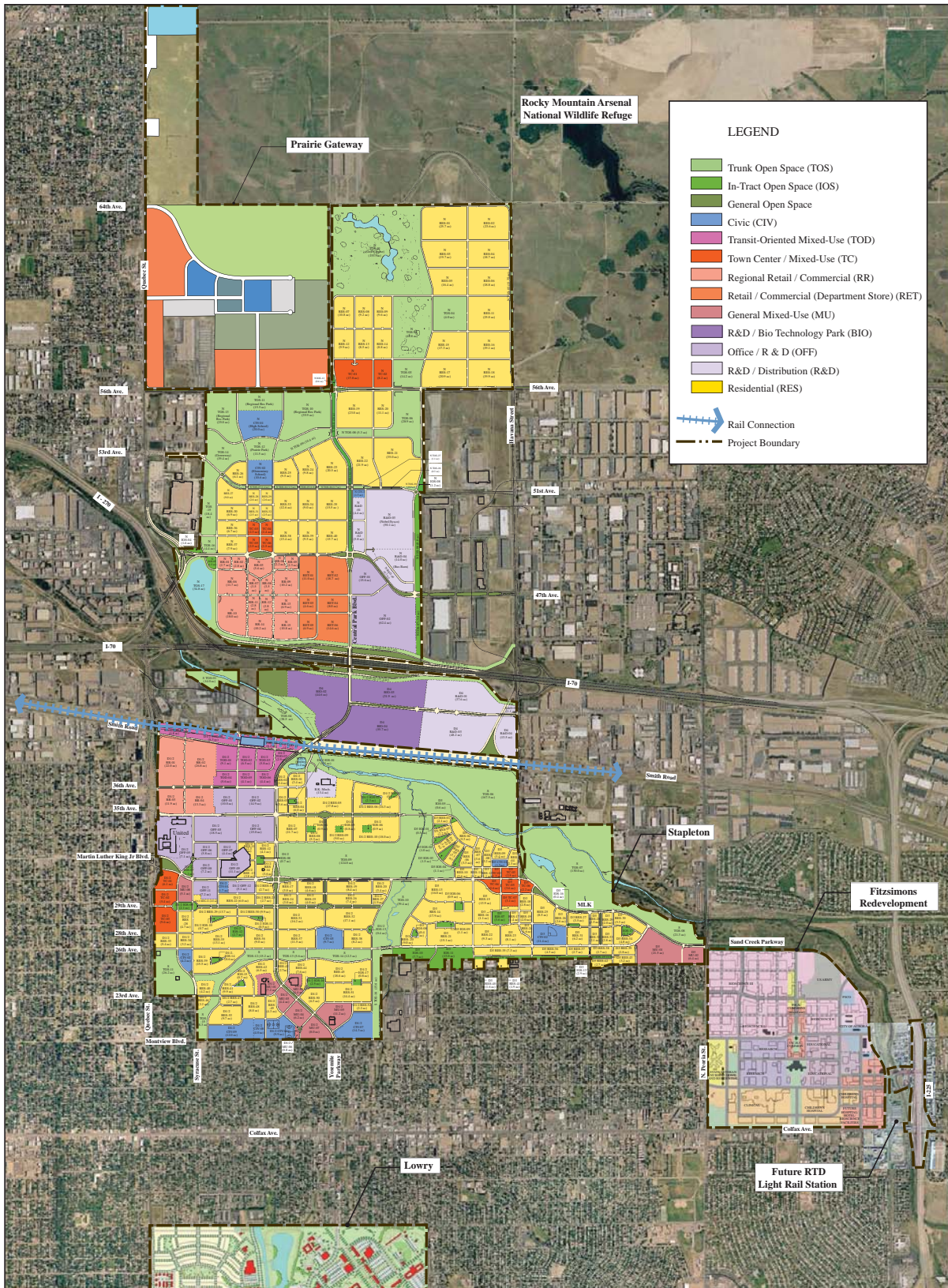
Agency Partners:



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I-70 / CENTRAL PARK BOULEVARD
I N T E R C H A N G E





LEGEND

- Trunk Open Space (TOS)
- In-Tract Open Space (IOS)
- General Open Space
- Civic (CIV)
- Transit-Oriented Mixed-Use (TOD)
- Town Center / Mixed-Use (TC)
- Regional Retail / Commercial (RR)
- Retail / Commercial (Department Store) (RET)
- General Mixed-Use (MU)
- R&D / Bio Technology Park (BIO)
- Office / R & D (OFF)
- R&D / Distribution (R&D)
- Residential (RES)

Rail Connection

Project Boundary

* Note: Acreages, if shown, are for general reference only.

** Note: In-Tract Open Space is shown only for those areas which are in the advanced stages of planning.

OVERALL LAND USE MAP (v220)

STAPLETON DEVELOPMENT PLAN
Denver, Colorado
November 21, 2006



* This rendering and the development depicted are for illustrative purposes only and should not be relied upon for any purpose. Forest City Stapleton, Inc. makes no guarantees concerning future development and the development depicted in this rendering may be modified at the discretion of Forest City Stapleton, Inc. without notice.

Forest City Stapleton
Denver, Colorado

Calthorpe Associates
Berkeley, California

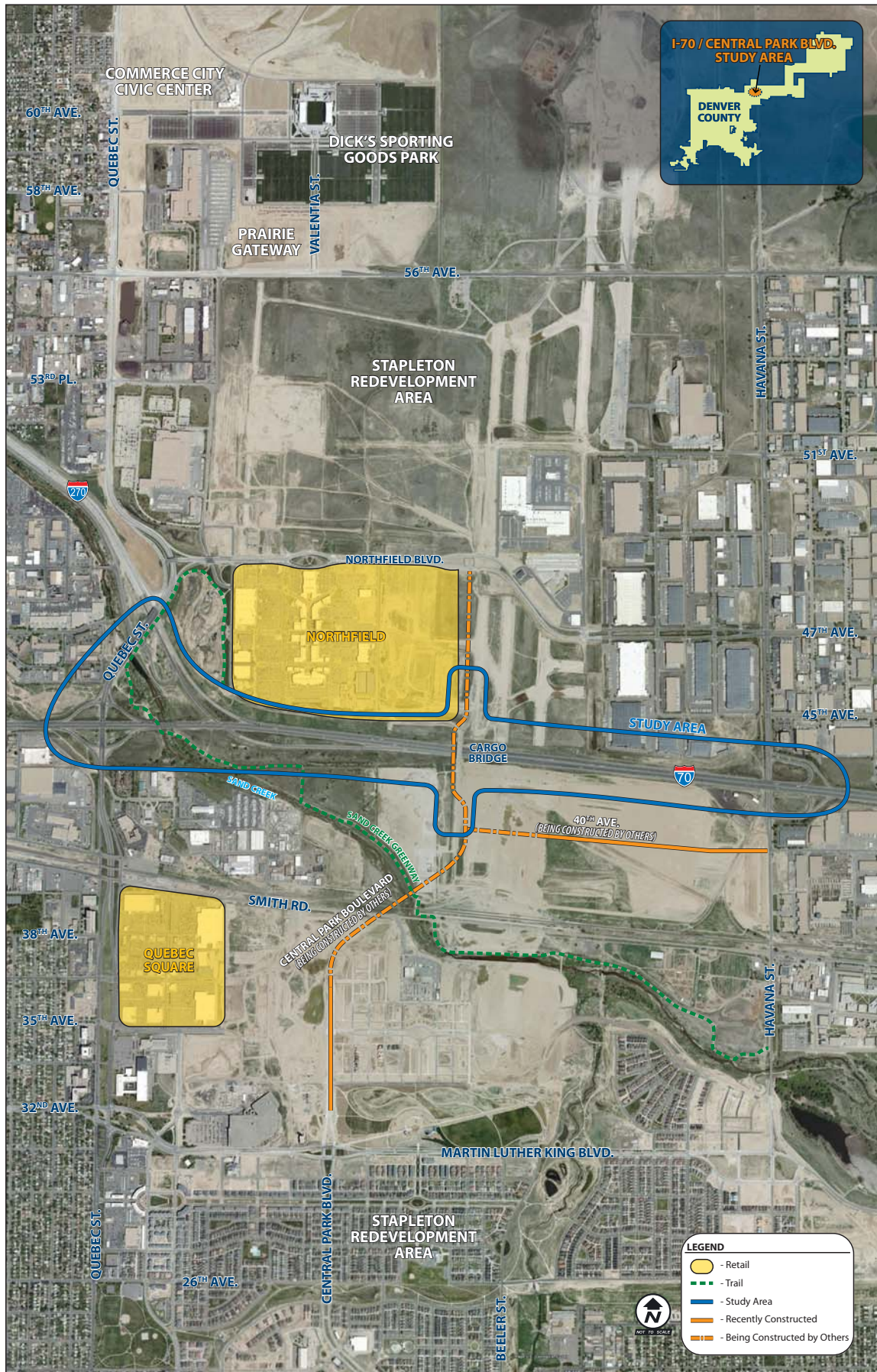
Source: Stapleton Redevelopment, Forest City

I-70 / CENTRAL PARK BOULEVARD INTERCHANG E



U.S. Department of Transportation
Federal Highway Administration

PROJECT LOCATION MAP

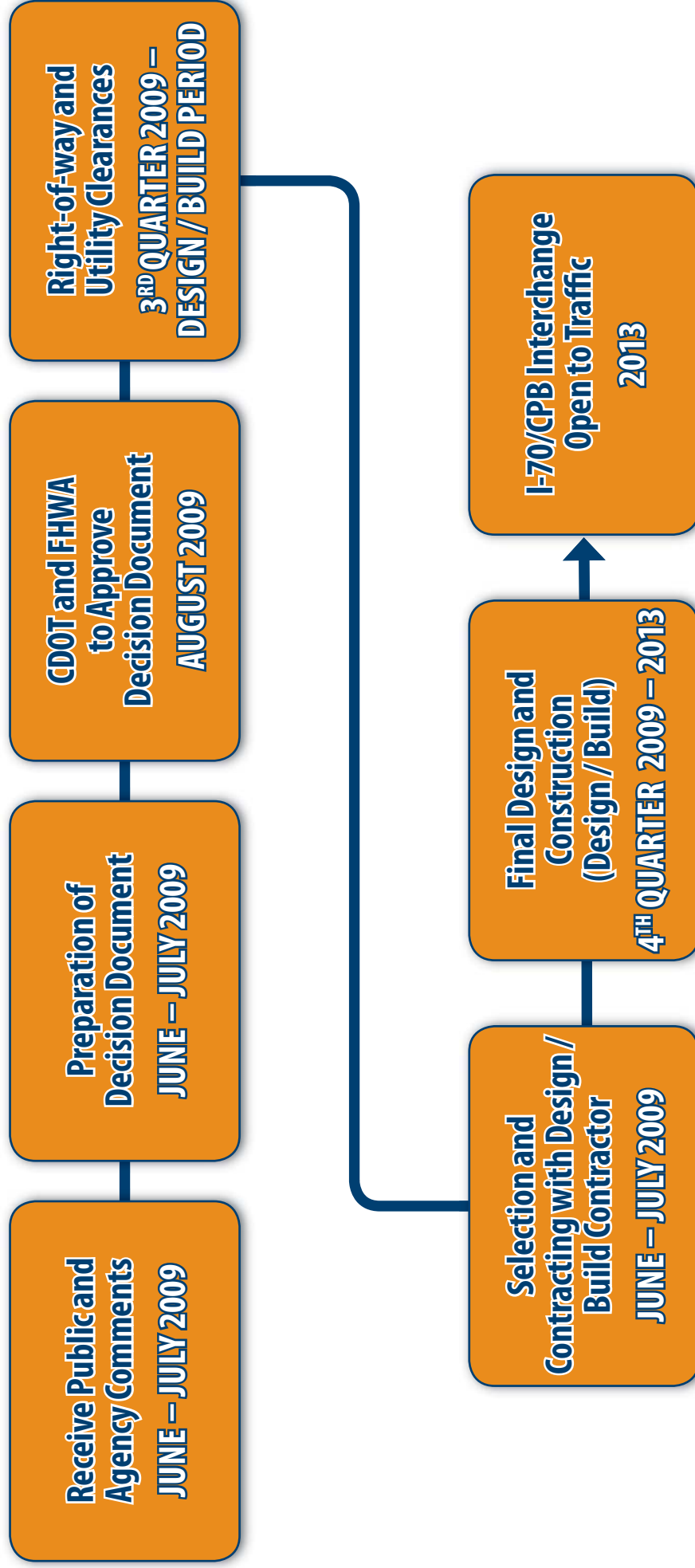


I-70 / CENTRAL PARK BOULEVARD INTERCHANGE



U.S. Department of Transportation
Federal Highway Administration

NEXT STEPS



PROJECT FUNDING

Funding Entity	Funding Program	Funding Amount (\$ million)	Funding Availability
FEDERAL	American Recovery and Reinvestment Act (ARRA) of 2009	\$12.0	FY 2009
FEDERAL	SAFETEA-LU	\$6.3	FY 2009
FEDERAL	Interstate Maintenance (IM) funds	\$1.8	FY 2009
CITY & COUNTY OF DENVER	2007 Better Denver Bond Program (designated for project)	\$10.0	FY 2009
CITY & COUNTY OF DENVER	2007 Better Denver Bond Program (supplement for project)	\$20.0	FY 2009
TOTAL FUNDS:		\$50.1	

Notes: FY = fiscal year

SAFETEA-LU = Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. 2005

FATAL FLAWS SCREENING

Alternative	Screening Criteria (Pass/Fail)			Comments
	Meets Purpose and Need	Limited Environmental Impacts	Practicality and Feasibility	
1 No Action	FAIL	PASS	PASS	This alternative does not provide the regional mobility to/from the project area.
2 TSM, New Bridge	FAIL	PASS	PASS	This alternative does not provide the regional mobility to/from the project area.
3A New Bridge Braided Ramp Interchange Single On/Off-ramp	PASS	PASS	PASS	This alternative provides the needed connection to I-70 and is compatible with I-70 East DEIS alternatives.
3B New Bridge Braided Ramp Interchange Consecutive On/Off-ramp	PASS	PASS	PASS	This alternative provides the needed connection to I-70 and is compatible with I-70 East DEIS alternatives.
4A Cargo Bridge Braided Ramp Interchange Single On/Off-ramp	PASS	PASS	FAIL	<ul style="list-style-type: none"> • Cargo bridge is too narrow to accommodate planned cross-section needs. • Lack of compatibility with I-70 East DEIS recommendations • I-70 design variance required for ramp lengths
4B Cargo Bridge Braided Ramp Interchange Consecutive On/Off-ramp	PASS	PASS	FAIL	<ul style="list-style-type: none"> • Cargo bridge is too narrow to accommodate planned cross-section needs. • Lack of compatibility with I-70 East DEIS recommendations • I-70 design variance required for ramp lengths
5 Improve Adjacent Interchanges	FAIL	PASS	PASS	These improvements are insufficient to meet future traffic demand.

Source: URS Corporation

Notes: TSM – Transportation System Management, CPB – Central Park Boulevard, EB – Eastbound, WB – Westbound, DEIS – Draft Environmental Impact Statement



DETAILED SCREENING

Alternative	Engineering Criteria					Environmental Criteria				Other Criteria	
	Output to Input Volume Ratio	Travel Time	Travel Speed	Density	Intersection Delay	Design Standards	Wildlife Habitat (Prairie Dogs)	Hazardous Materials	Parks and Recreation	Water Quality/ Floodplains/ Wetlands	Multi-modal Access*
1 No Action	0	-	0	-	-	+	+	+	+	0	-
3A New Bridge Braided Ramp Interchange Single On/Off Ramp	0	0	+	-	+	+	-	+	-	0	+
3B New Bridge Braided Ramp Interchange Consecutive On/Off Ramp	+	0	+	0	+	+	-	+	-	0	+

* Bikes, Pedestrians, and Transit

Engineering Criteria

I-70 Traffic Operations

Output to Input Volume Ratio (ability to accommodate traffic demand)

- + >85%
- 0 >75%-85%
- <75%

Travel Time (seconds)

- + <200 seconds
- 0 >200-300 seconds
- >300 seconds

Travel speed (miles per hour)

- + > 35 mph
- 0 25 - 35 mph
- <25 mph

Density (vehicles per mile per lane)

- + <35 vpmpl
- 0 >35-45 vpmpl
- >45 vpmpl

Intersection Delay (seconds)

- + <35 seconds
- 0 >35-55 seconds
- >55 seconds

Design Standards

- + Meets current Federal, State, and City standards for bridge, roadway, interchange, and intersection design.
- Does not meet current Federal, State, and City standards for bridge, roadway, interchange, and intersection design.

Environmental Criteria

Wildlife Habitat (Prairie Dogs)

- + No prairie dog relocation is required
- 0 10 acres or less of prairie dog relocation is required
- More than 10 acres of prairie dog relocation is required

Hazardous Materials

- + No hazardous materials encountered
- Hazardous materials encountered

Water Quality/Floodplains/Wetlands

- + No rise in floodway depth
- 0 < 1 foot rise in floodway depth
- > 1 foot rise in floodway depth

Parks and Recreation Areas

- + No park or recreation areas impacted
- Park or recreation areas impacted

Source: URS Corporation

Note: All quantities used for comparison were based on preliminary concepts and may change as the preferred alternative is refined.

Other Criteria

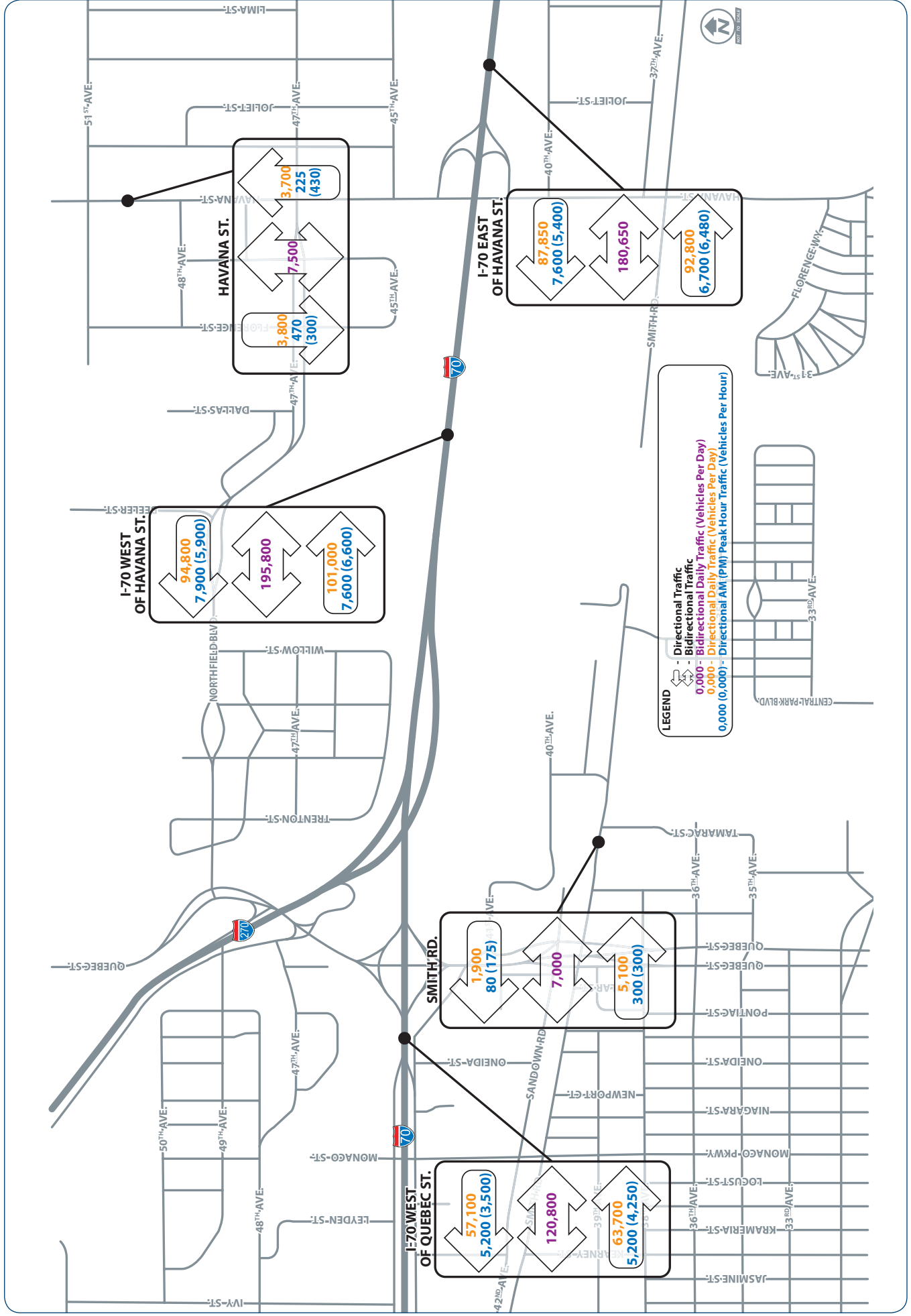
Multi-modal Access

- + Provides on- and off- street facilities for bikes and pedestrians
- 0 Provides off- street facilities for bikes and pedestrians
- Does not provide facilities for bikes and pedestrians

Consistent with Local Planning Documents

- + Consistent with DRCOG 2035 Plan and other City of Denver practices (Greenprint Denver)
- Not consistent with DRCOG 2035 Plan and other City of Denver practices (Greenprint Denver)

2003 TRAFFIC VOLUMES

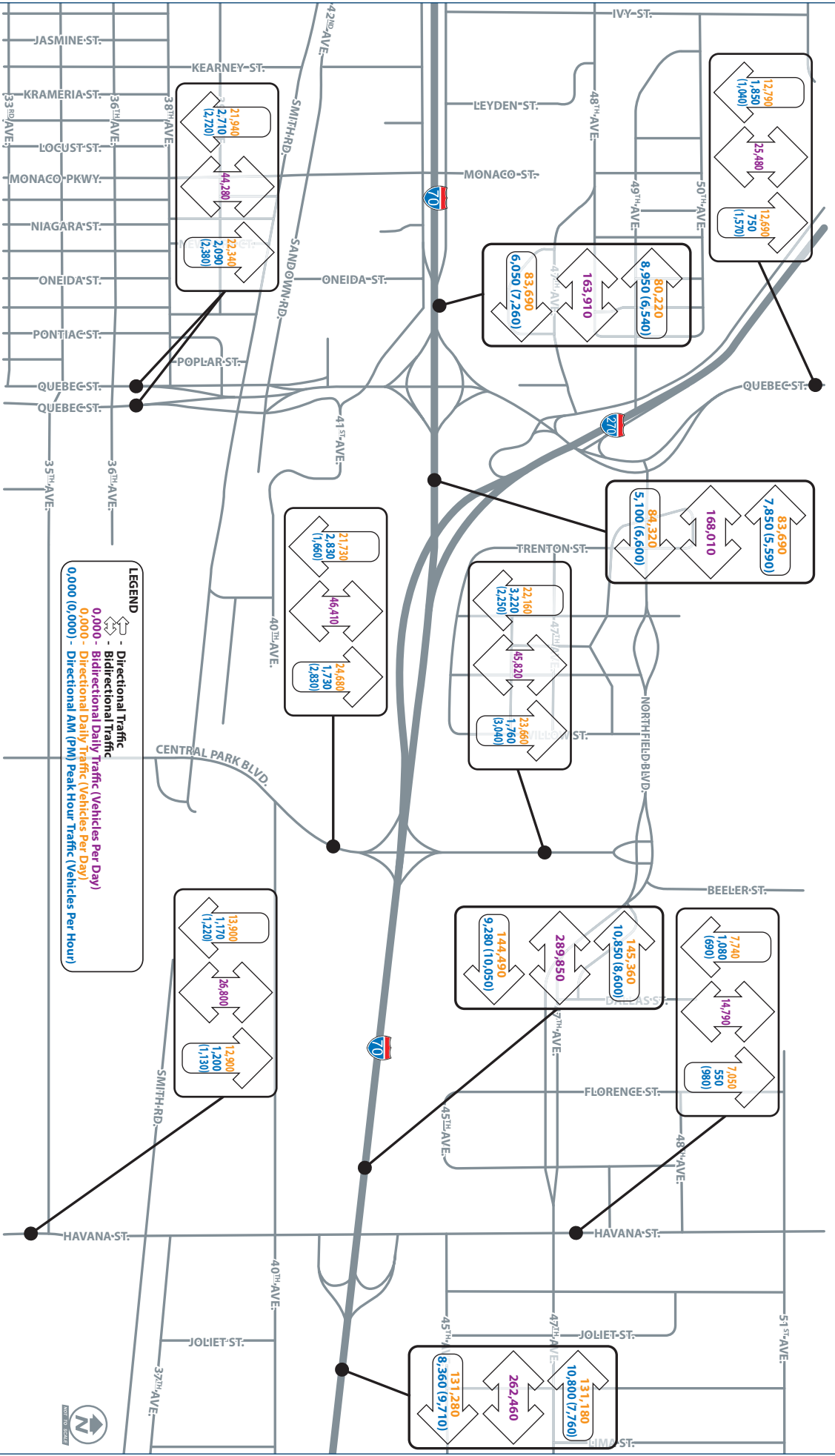


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2035 TRAFFIC VOLUMES



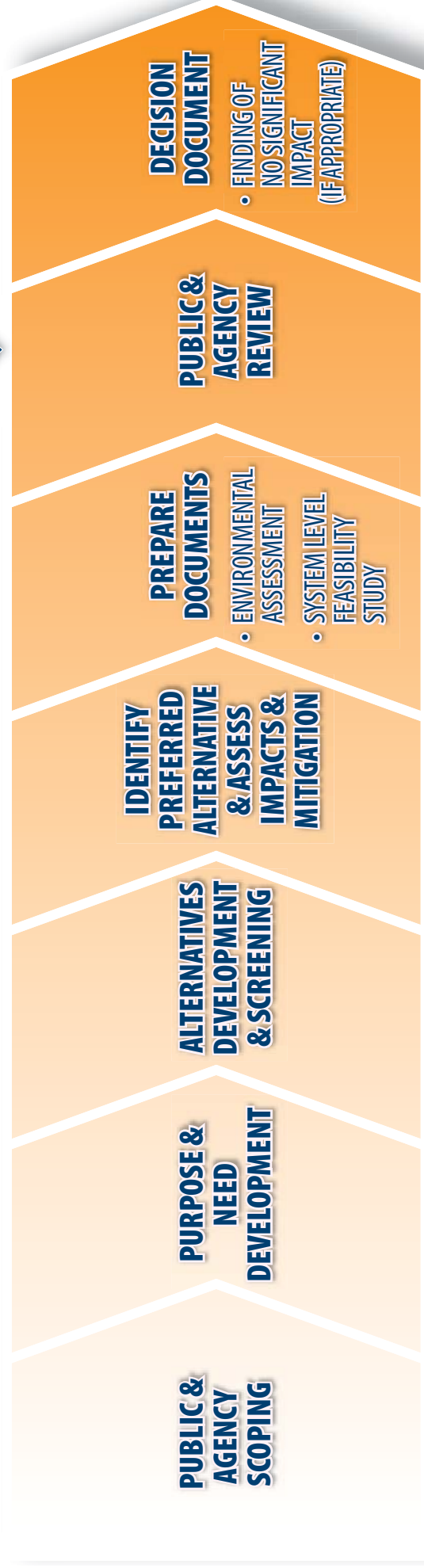
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INTERNATIONAL CENTER



ENVIRONMENTAL ASSESSMENT PROCESS

TODAY ↴



The National Environmental Policy Act, or NEPA, is a federal law that requires federally-funded projects to evaluate a range of alternatives and consider public input before identifying a preferred alternative and making a final decision.



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PURPOSE AND NEED

Purpose for the Project:

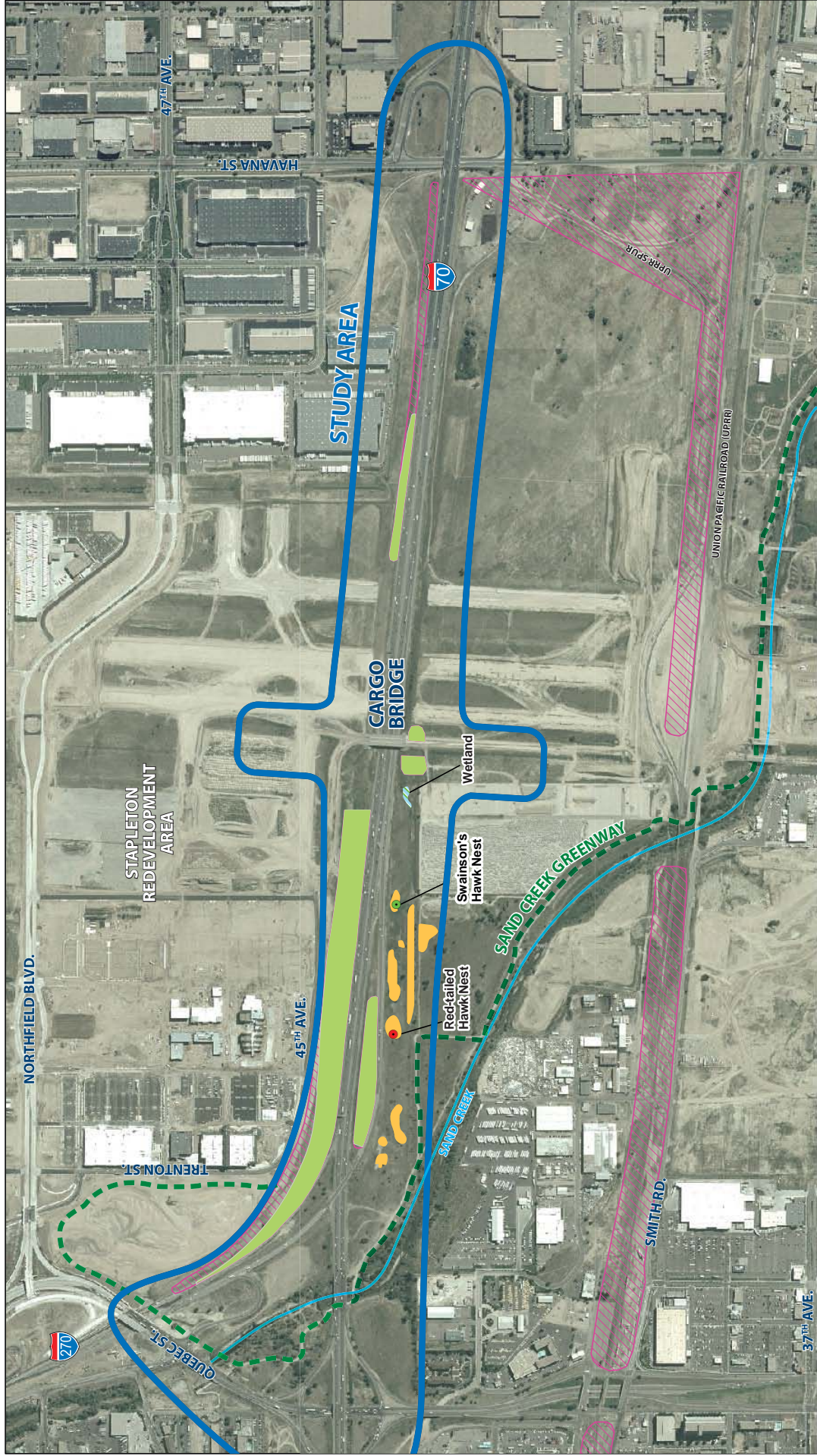
The purpose of the proposed project is to provide improved connectivity to I-70 that supports local and regional access to/from existing and planned land uses served by Central Park Boulevard north and south of I-70.

Need for Project:

The following issues are constraining the ability to meet current and forecasted transportation demands:

- Change in land use and increased transportation demand
- Limited transportation network capacity
- Poor regional mobility to/from the project area

RESOURCES MAP

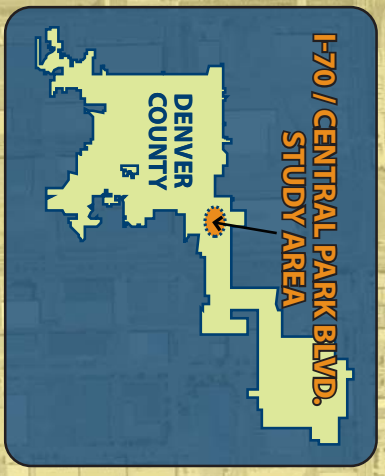
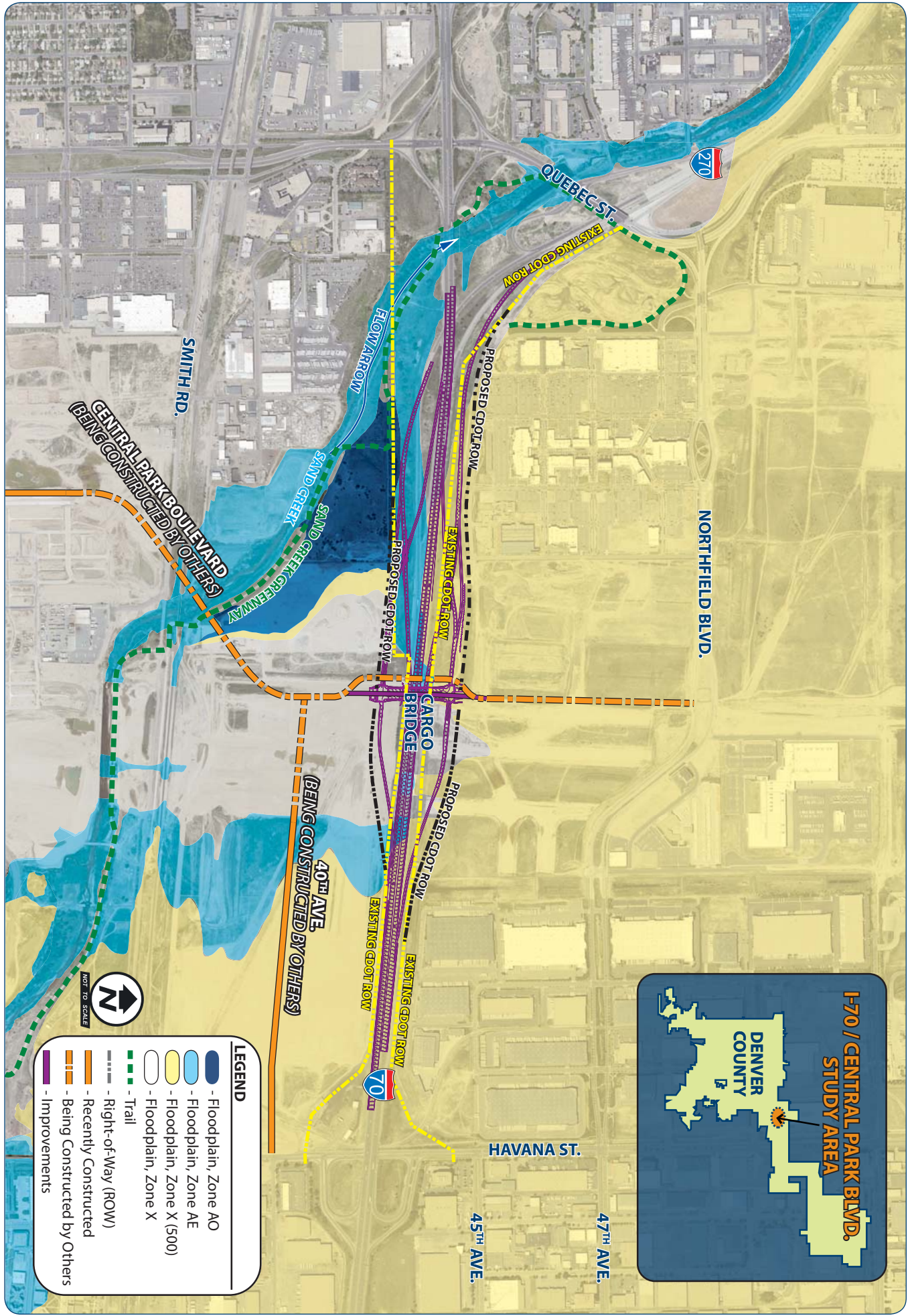


- LEGEND**
- Study Area
 - Sand Creek Greenway
 - Prairie Dog Impact Area
 - Wetlands
 - Tree Grove Community
 - Non-impacted Prairie Dog Habitat

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SAND CREEK FLOODPLAIN



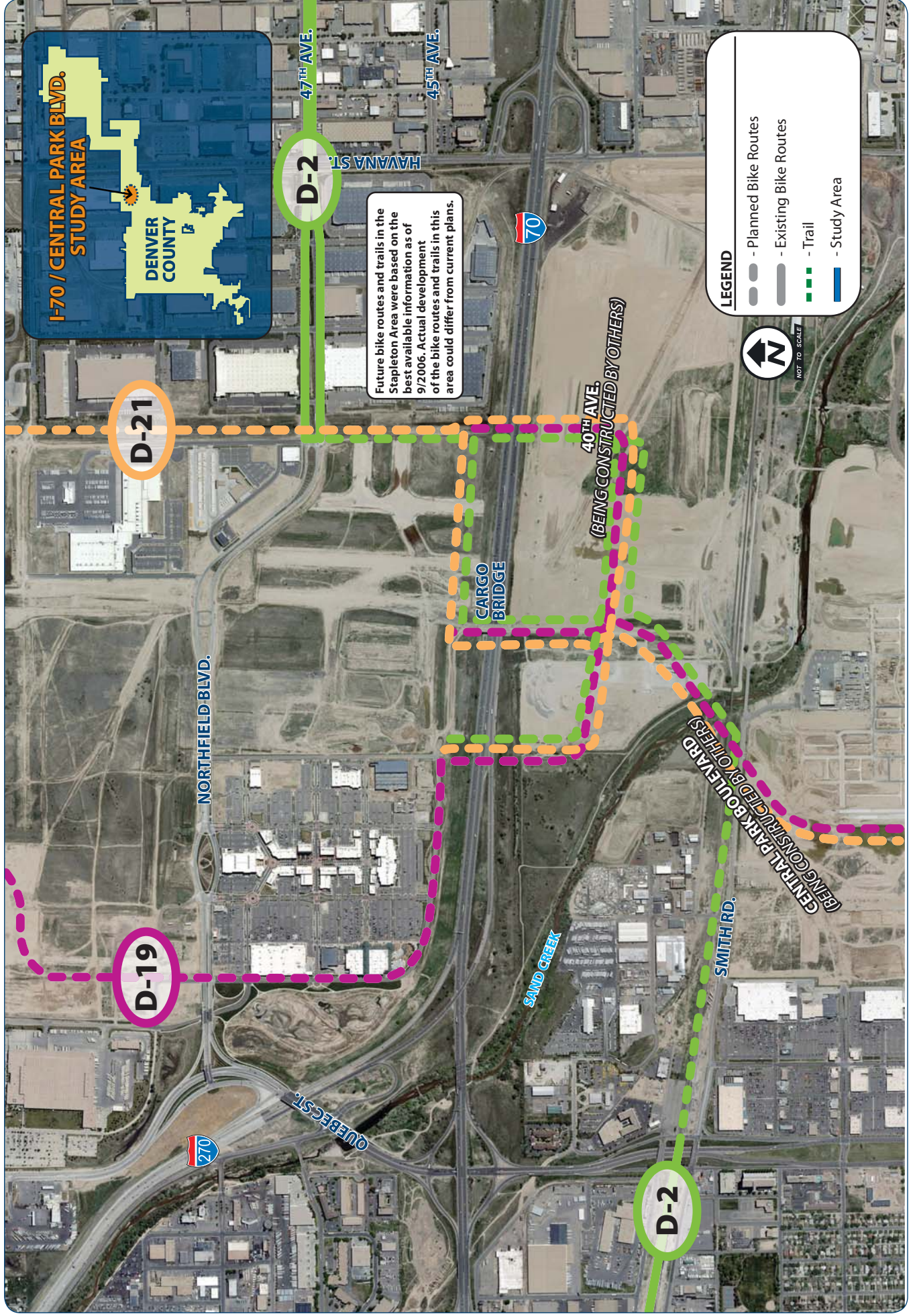
LEGEND

- Floodplain, Zone AO
- Floodplain, Zone AE
- Floodplain, Zone X (500)
- Floodplain, Zone X
- Trail
- Right-of-Way (ROW)
- Recently Constructed
- Being Constructed by Others
- Improvements

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INTERCHANGE

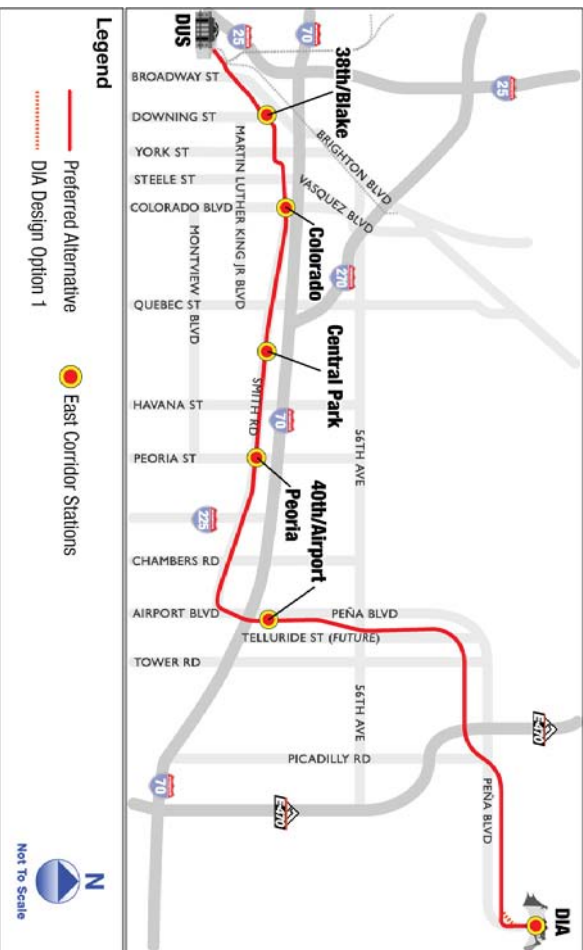


PLANNED BICYCLE ROUTES

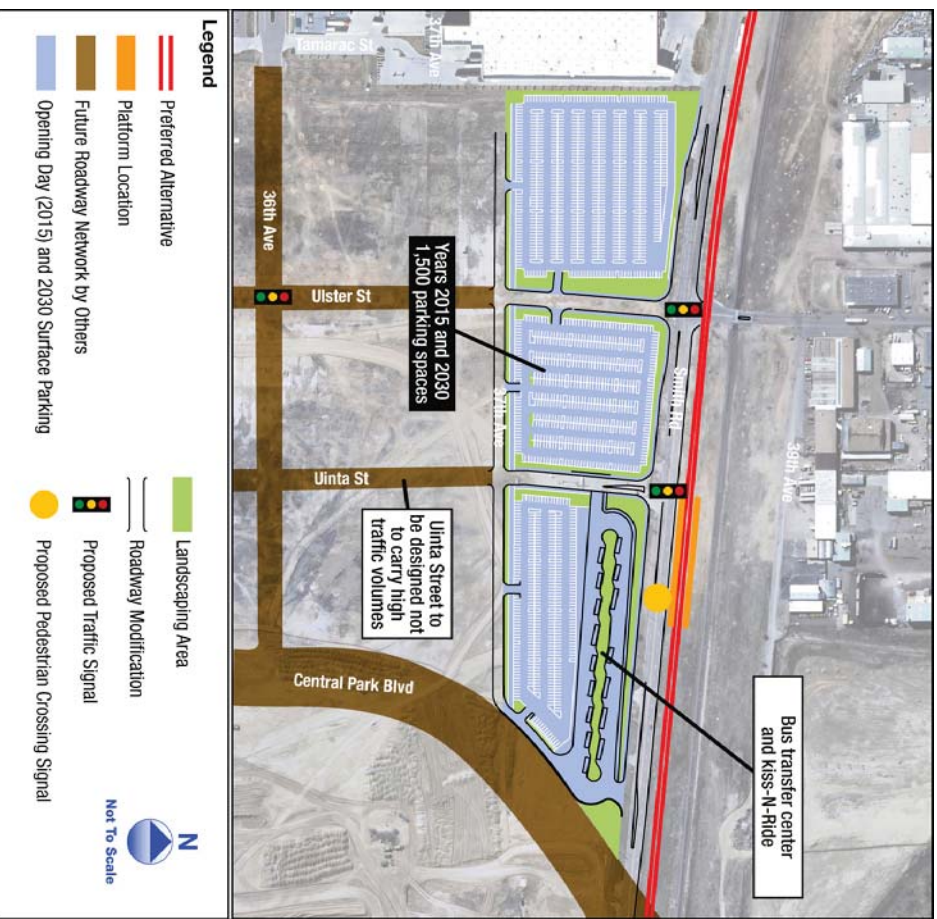


CENTRAL PARK BOULEVARD STATION

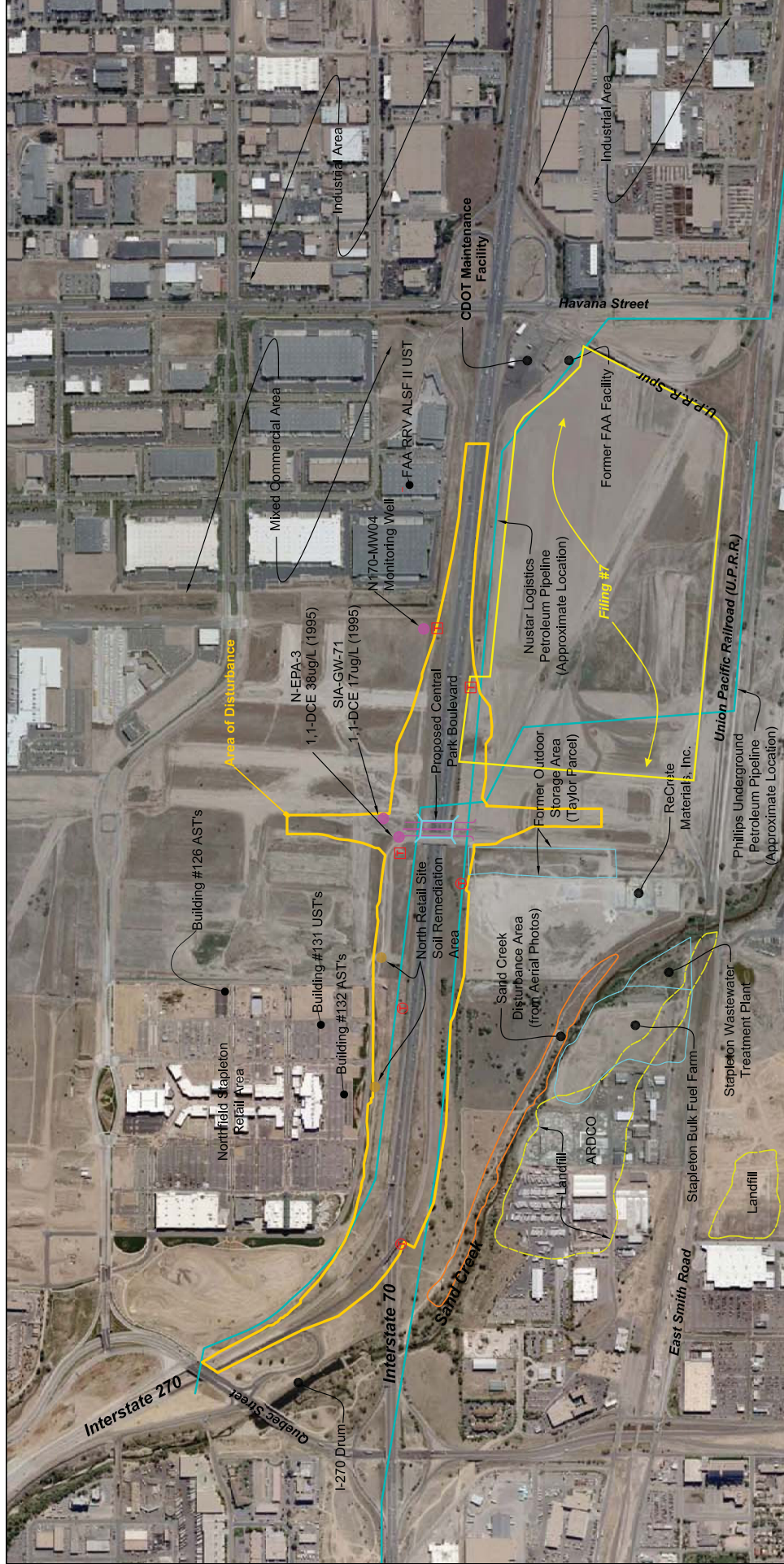
EAST CORRIDOR EIS STUDY AREA



CENTRAL PARK BOULEVARD STATION



MODIFIED ENVIRONMENTAL SITE ASSESSMENT RESULTS



LEGEND

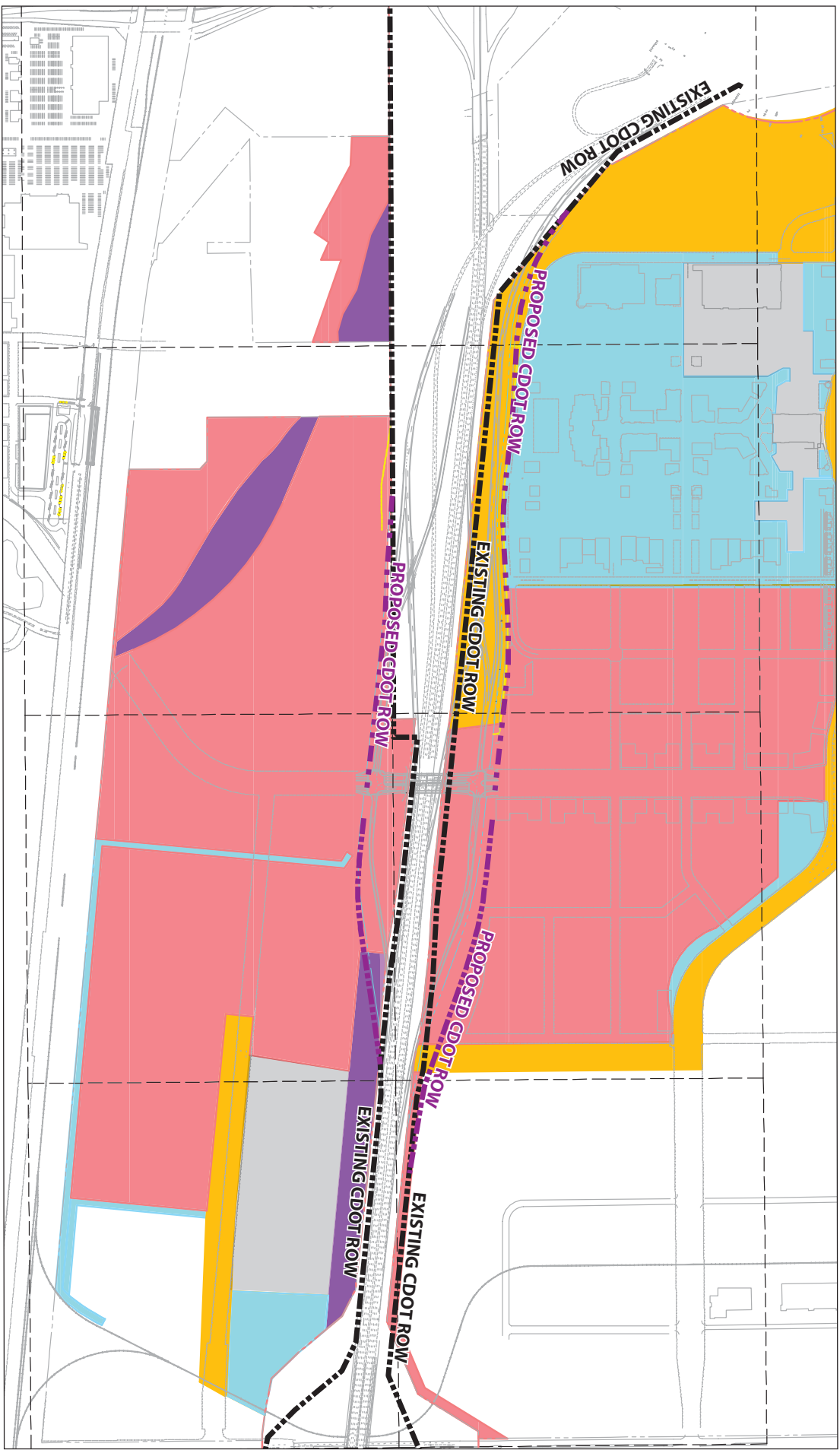
- - Pole-Mounted Transformer
- - Pad Mounted Transformer
- - Monitoring Well
- - Area of Disturbance



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RIGHT-OF-WAY



LEGEND

- Forest City owned or managed property
- Park Creek Metropolitan District property
- Stapleton Development Corporation property
- Department of Aviation property
- Property owned by others
- Right-of-Way (ROW)

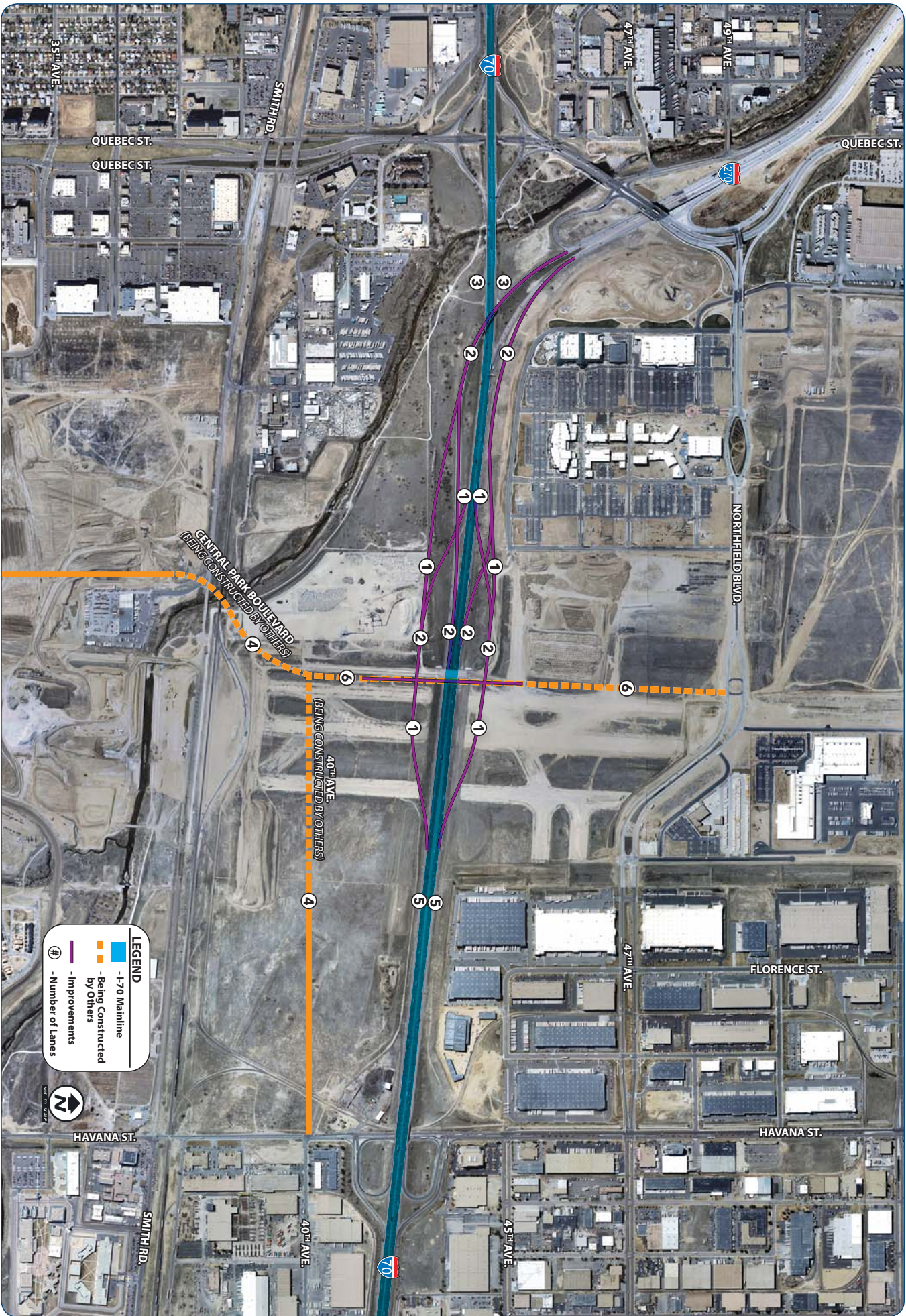


ENVIRONMENTAL IMPACTS AND MITIGATION

Resource	Impact	Mitigation
WILDLIFE	<p>Black-tailed prairie dog - permanently impact 21.9 acres, and temporarily impact 1.8 acres of prairie dog habitat.</p> <p>Impacts to raptor nests.</p>	<p>Comply with the Impacted Black-tailed Prairie Dog Policy (CDOT 2009) and the Black-tailed Prairie Dog Relocation Guidelines (CDOT 2002).</p> <p>Raptor nest surveys will be conducted during an appropriate season to evaluate the presence of active raptor nests within the project area.</p>
WATER QUALITY	<p>Burrowing owl surveys will be conducted prior to construction.</p> <p>Minor water quality impacts.</p>	<p>Land-clearing activities in natural habitats will be timed to avoid the breeding season to avoid impacts to active bird nests.</p> <p>Comply with state and local water quality permits and regulations.</p> <p>Construct two detention ponds and vegetated swales.</p>
FLOODPLAINS	<p>Impacts to the Sand Creek floodplain.</p>	<p>Construct channel improvements adjacent to the new I-270 south-to-eastbound ramp.</p>
WETLANDS	<p>Permanent impact to 0.146 acre of wetland area.</p>	<p>Purchase credits from the Middle South Platte River Wetlands Mitigation Bank.</p>



PREFERRED ALTERNATIVE



LEGEND

- █ I-70 Mainline
- █ Being Constructed by Others
- █ Improvements
- ⊕ - Number of Lanes

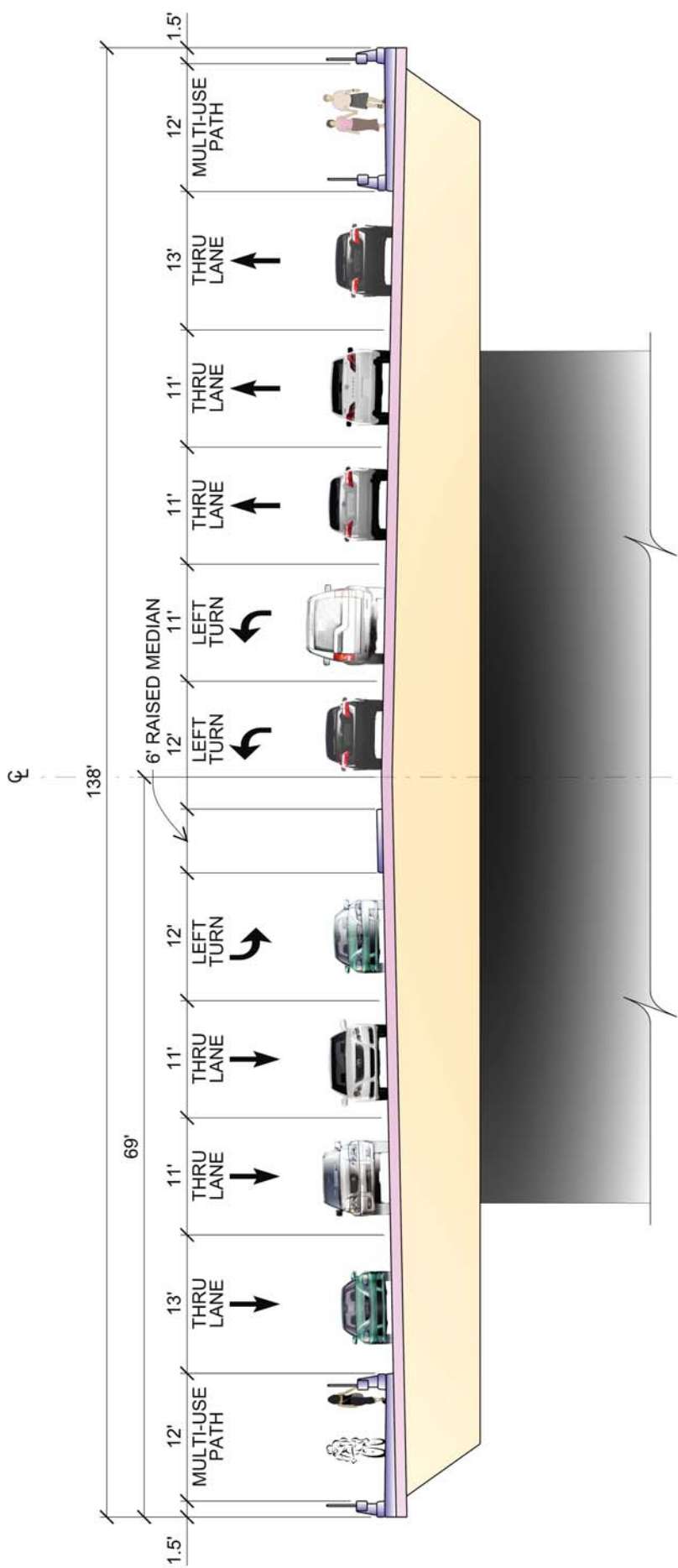


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PREFERRED ALTERNATIVE TYPICAL SECTION

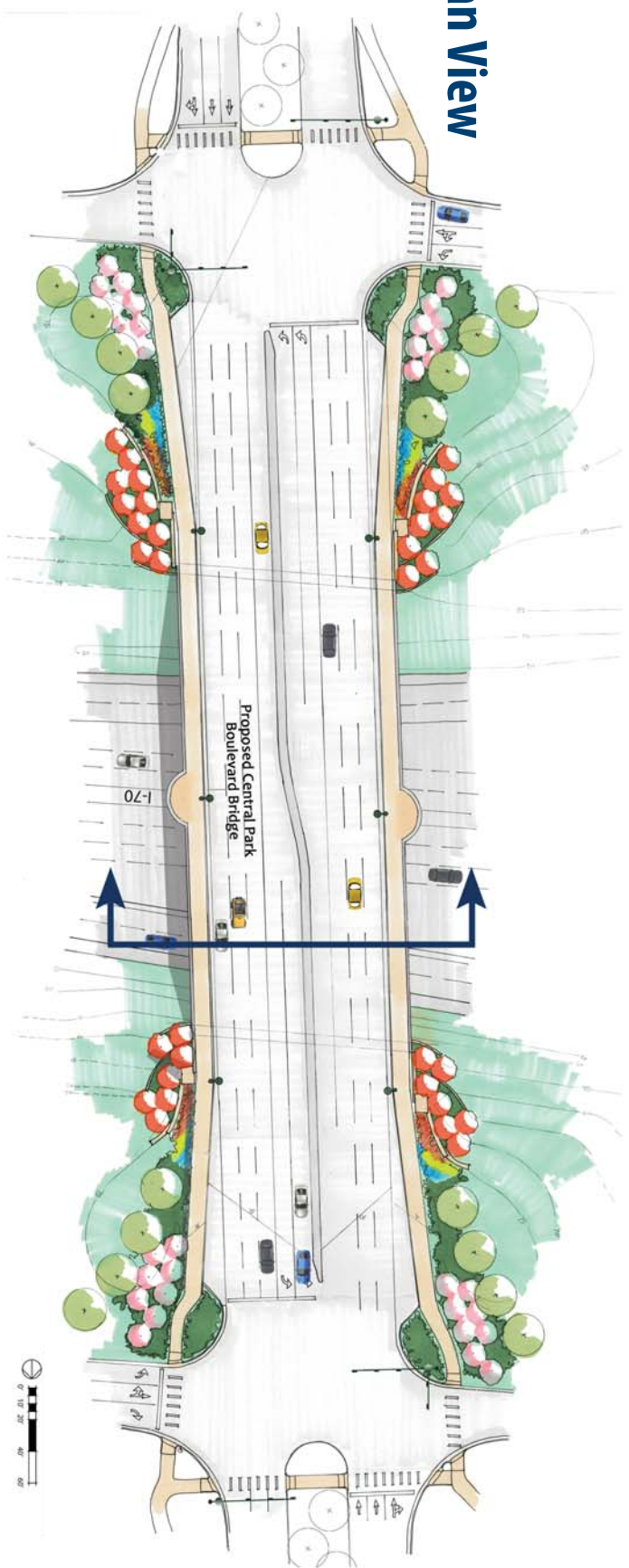


Central Park Boulevard
Bridge Over I-70



CENTRAL PARK BOULEVARD PROPOSED BRIDGE OVER I-70

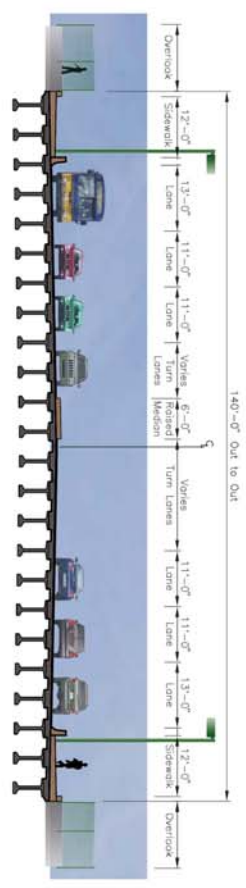
Plan View



Elevation View



Typical Section



not to scale

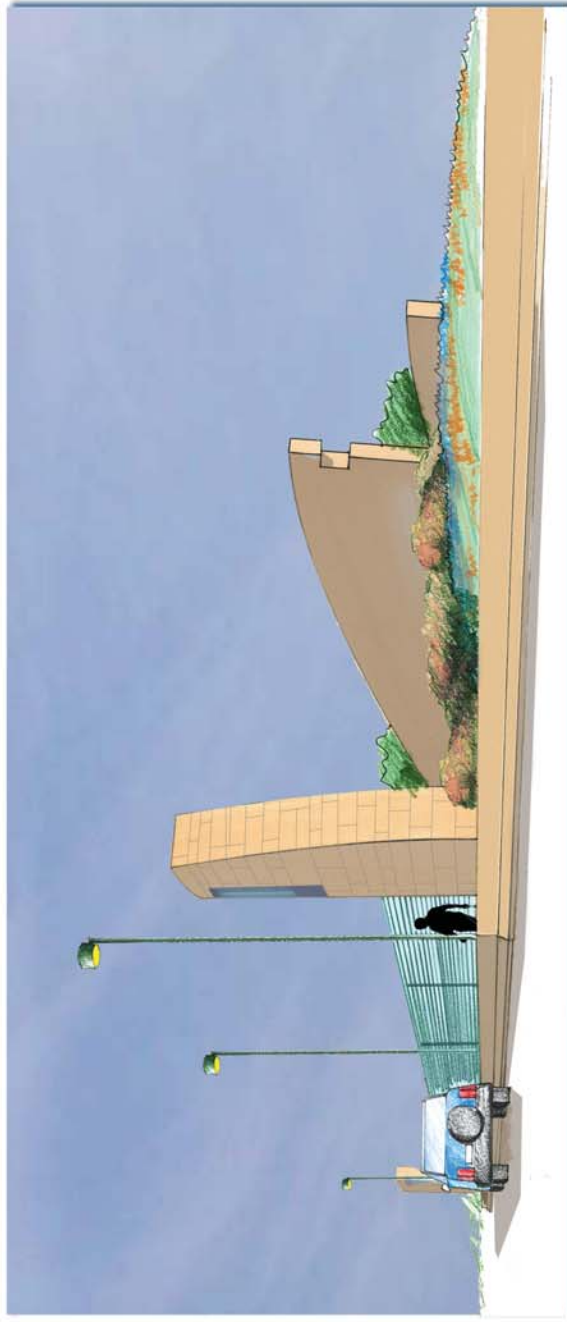
CENTRAL PARK BOULEVARD PROPOSED BRIDGE OVER I-70



BRIDGE PERSPECTIVE



EXISTING MONUMENT



MONUMENT PERSPECTIVE



HOW TO STAY INVOLVED

Visit the web site:

www.denvergov.org/Capital_Projects_Center

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PUBLIC COMMENTS



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PHOTOGRAPHS

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