

Meeting Notes

Denver Union Station EIS Breakout Group

April 24, 2008

Attendees:

Jason Longsdorf, PB
Lindsey Royce, PB
Reed Everett-Lee, FasTracks
George Scheuernstuhl, DRCOG
Luke O'Kelley, Union Station Advocates

Bert Melcher, OSIG
Phil Flores, OSIG
Tom Slabe, West Corridor Representative
Rich Megina, Curtis Park Neighbors
Kirk Webb, CDOT Region 6

1. Welcome and Opening Remarks

Jason Longsdorf and Lindsey Royce conducted a slide presentation to provide an update on the project, including a description of the Build Alternative and the results of the environmental analyses for key resources in the FEIS. The meeting was open for questions.

Questions and Answers

- Q. How will public participation occur to provide comment on the traffic analysis being completed by NavJoy and when will it be complete?
- A. The information presented is expected to be a worst-case scenario due to the use of a macro level DRCOG base model. A more detailed traffic analysis – separate from the FEIS - which will be specific to the proposed private development in the area has been initiated. The results are anticipated in June or July. If the proposed changes to the current intersections and street cross sections are significant, the PMT will likely suggest that these be brought to the USAC as a whole or a special breakout group to present the results of the traffic analysis.

Comment: A parking analysis is currently being conducted by the Lower Downtown Development Inc. (LDDI). LDDI may request that this analysis be incorporated in the Final EIS. (Joe Dolan is the contact).

- Q. Are air quality impacts of construction (specifically ozone) addressed in the Final EIS? Recent guidance decreased the ozone standard. One way to mitigate for ozone may be to use newer, cleaner construction equipment (e.g. require 30% of vehicles to be cleaner).
- A. Air quality impacts are addressed in the construction impacts section of the Final EIS. A qualitative analysis of air quality was completed. Requirements for cleaner vehicles (used by contractors) would need to be discussed with RTD since they will oversee the construction of the transportation elements.
- Q. How are FTA and FHWA noise impacts measured?
- A. FTA models the change in noise levels based on a comparison to existing using a logarithmic model. FHWA has a set standard regardless of the No Action levels.
- Q. How much vertical change is needed to build LRT at the CML (is the station elevated on fill)?
- A. Only a few feet of change. (Subsequent review of the 15% design plans indicate that the LRT platforms are designed to be built approximately 7 ½ feet above the existing ground elevation.)

Comment: Section 4(f) requires inclusion of private property impacts. Need to include in Section 4(f).

2. Next Meeting

The next public meeting for the Final EIS will be the Public Hearing, tentatively scheduled for July 10th. Please visit the website (www.denverunionstation.org) for the most recent information.