



RTD FASTRACKS GOLD LINE EIS MEETING REPORT

Construction and Mitigation Issue Focused Team Meeting:

Denver Union Station to Pecos

Date of meeting: December 2, 2009
Location: Quigg Newton Senior Center
4430 Navajo St., Denver

The purpose of this Issued Focused Team was to provide information and gather input on Gold Line construction, potential construction impacts and concerns, and related mitigation measures. This particular meeting focused on the segment of the alignment between Denver Union Station and the Pecos station. The meeting goals were as follows:

- Clarify roles and responsibilities in the design/construction phase.
- Provide examples of common construction practices and explain the various phases of construction.
- Summarize the construction mitigation commitments of the Gold Line Final Environmental Impact Statement.
- Gather community input on specific issues and additional mitigation considerations they would like the Eagle P3 contractor to consider when developing a Construction Mitigation Plan.

MEETING TAKEAWAYS

Mitigation Measures:

The group provided the following input related to construction mitigation:

- Any activity on the Gold Line or Northwest Rail in the vicinity of Pecos Street that occurs before the completion of Adams County's Pecos Grade Separation project (scheduled to be complete in October 2011) should be closely coordinated with the county.
- When the existing east/west pedestrian bridge, north of the 41st Avenue station, is demolished during Phase 1 of the Eagle P3, the new pedestrian bridge will need to be ready immediately to maintain access between the neighborhoods (i.e. replacement of that structure should not be delayed until Phase 2 of the Eagle P3).
 - Many Horace Mann Middle School (42nd & Mariposa) students from Globeville use the bridge to get to/from school, and not having the pedestrian bridge would add significant time/distance to their journey.

- When construction traffic needs to access the west side of the rail yards, they should not access the site from the south (38th Avenue). Construction traffic should be routed from the north (I-70 to Pecos to 46th to Jason/Inca) as this area of Sunnyside is more industrialized than the more residential areas to the south.
- Ascendant Development and Salazar Capital Management both have significant development interests in the area around the 41st Avenue Station. It will be critical to coordinate closely with them on construction and development.
- Central Denver Ironworks builds a number of RTD bridges and is located immediately north of the 41st Avenue Station. The Concessionaire should explore partnership possibilities of having the new pedestrian bridge constructed and launched directly from their property.
- While most of this area is industrial, there will be unique sensitivities from the neighborhood organizations about the location and design of the substation (including the screening and aesthetics of the substation). There is a desire to ensure that the design of the substation does not conflict with future Transit Oriented Development (TOD) opportunities.
 - The Sunnyside Neighborhood has been very active in all elements of the Gold Line and will likely take an active role in any public process regarding the design of the sub-station facility.
- This area has drainage issues caused by trash and debris clogging drains. Construction clean-up will be important to avoid exacerbating the problem.
- Safety at construction/staging areas will be important for both the concessionaire and the neighbors.

Notification Preferences:

The group had the following input related to notification of construction activities:

- A web site with understandable timelines, updates and status of construction will be important.
- The neighborhood organizations in this area and City Council representatives have strong email lists and communications tools. Construction/design updates and announcements should be coordinated closely with them.
- Response timeliness on the project hotline (e.g. a call back within two hours during active construction) will be important.
- Digital signs on 38th Avenue have been very powerful communications tools for previous construction activities.