



NORTH METRO CORRIDOR ENVIRONMENTAL IMPACT STATEMENT (EIS)

**STATION PLANNING (January to March 2007)
Summary of Meetings and Community Input**

During January to March 2007, the North Metro Corridor EIS project team initiated its station planning effort. The project team held meetings with the local jurisdictions and with the public to gather input and ideas on the station planning, evaluation and site selection process.

This document provides a summary of public input, organized by station target areas, of the key issues, ideas, and concerns from the 2/27/07 and 3/7/07 Station Planning Committee meetings. In general, meeting participants would like to see:

- **Good pedestrian and bicycle connections** to trails and parkways in corridor. Provide bicycle storage.
- **Good, safe, pedestrian access** by way of sidewalk connections and use of pedestrian grade separations or fencing.
- **Good vehicular access** from roads near stations.
- **Traffic impacts addressed** – that speed and congestion (especially near schools) and noise be mitigated.
- Adequate provision of **parking** (to keep parking out of neighborhoods).
- **Land adjacent to station sites** (land that may be vacant or underutilized) developed, redeveloped, or enhanced.
- **Mitigation for impacts to property values (and property in general)**, should impacts be negative.
- **Mitigation of noise.**

Summary of Meetings:		
Date	Meeting/Location	Description/Attendees
Jan – March 2007	Individual Meetings with Commerce City, City of Thornton, City & County of Denver, City of Northglenn. (Adams County was contacted. Meeting was not scheduled.)	The EIS project team contacted and met with the jurisdiction staff to review and discuss each jurisdiction’s station issues , the EIS station planning process and the upcoming Feb/March community meetings.
02/09/07	Local Governments Team: Station Planning Workshop. <i>Held in City of Thornton, 9:00 am to 12:00 pm</i>	Preparation for South (2/27) and North (3/7) Station Planning meetings with community members. All jurisdictions and DRCOG were present. Reviewed maps to identify key issues and ideas.
02/27/07	South – Station Planning Committee Meeting #1 <i>Held at Commerce City Recreation Center, 5:30 to 7:00 pm</i>	Station Site Planning Process Overview. Focus on Denver, Commerce City, and unincorporated Adams County <i>Meeting attendees: 28</i>
03/07/07	North – Station Planning Committee Meeting #1 <i>Held at Margaret W. Carpenter Recreation Center, 5:30 to 7:00 pm</i>	Station Site Planning Process Overview. Focus on Northglenn, Thornton, and unincorporated Adams County <i>Meeting attendees: 117</i>

Summary of Community Input – South Meeting – 02/27/07

Denver Station Target Areas

40th/40th Station (North Metro connection to East Corridor)

Opportunities

- **Access and Connectivity Issues:** Add pedestrian connections to Brighton Blvd to access development.
38th Avenue near the 40th/40th station needs to be widened and needs bicycle and pedestrian amenities; also along 38th – improve connections to Brighton Blvd.
Access to 40th/40th station from I-70 could be accomplished with an overpass coming off I-70 and landing near the station site.
- **Coordination/Compatibility with Local Plans:** The River North Plan needs to be considered for the 40th/40th station (however, the commentator noted that this plan was never completed, and his opinion was that River North should reach to 52nd Ave).

Coliseum station on BNSF

- The potential Coliseum station site would need shuttle enhancements.

Swansea Station Alternatives

Opportunities

- **Access/Connectivity:** Addition of shuttle /circulator to the neighborhood south of Swansea Park.
- **Other Site Option:** Consideration of a new (3rd) option for Swansea station site – on the vacant triangular piece of land north of 47th, adjacent to track.

Other Issues & Concerns

- **Impacts (Neighborhood, Safety, Air Quality):** There is concern about how the project will provide safety for children in the park and concern about the impacts/health effects of diesel emissions from the Diesel Multiple Unit (DMU) rail vehicle. There is interest in fencing or other barriers between the park and the tracks.

Additional Station Opportunity

- Suggestion for the project to consider locating an **additional station in the Denargo Market/N. Broadway redevelopment area**, which is an emerging residential neighborhood that is new since the completion of the North Metro Major Investment Study (MIS). Along with this station, a pedestrian bridge should be added to link the station to Blake Street.

Summary of Community Input – South Meeting – 02/27/07

Commerce City Station Alternatives

64th Avenue Station Site

Opportunities

- **Access/Connectivity:** East side of the track should also be considered so the station can be accessed both from Brighton Blvd. and Colorado Blvd.
The site is surrounded by residential neighborhoods. It can potentially be a pedestrian friendly site.
- **Community Support/Opposition:** Commerce City Councilmember voted this location as his #2 choice. Three residents considered this to be their last (#3) choice for the station location.

Constraints

- **Access:** This site is far from the two east-west transit corridors (60th Ave. and 72nd Ave.). Residents are concerned that the majority of residents living in the eastern part of the City could not easily access the site.
- **Land Acquisition:** Residents were concerned that homes and businesses on the site will have to be relocated, if it is chosen to be the station site.
- **Impacts (Traffic, Neighborhood):** Redevelopment of the high school site may spur cut-through traffic from the school site to the station, impacting the existing neighborhood.

Area West of 64th Avenue and Colorado Station Site

Opportunity

- It could be a park-N-Ride station.

Constraint

- This site is surrounded by industrial use properties and landfills. There is not much of TOD potential or redevelopment opportunity presented at this location.

68th Avenue Station Site

Opportunities

- **Land use/Compatibility/Land Availability:** Good TOD potential is presented at this station site. It is located within the close proximity of a to-be-redeveloped school site (Adams City High School). The 34-acre school site will be available for high density, mixed use development in two years.
- **Access:** The site is close to residential development. It may become a pedestrian friendly site, if safe pedestrian connection, for example across Colorado, is provided. Also, the site is adjacent to an existing S. Platte recreation trailhead on the west side of Colorado at E. 70th Ave.

- **Community Support/Opposition:** One resident voted this site as a #1 choice for the station location. Three other residents voted this one as their #2 option. A Commerce City Councilmember voted this station site as his #1 choice.

Constraints

- **Access:** Need for safe pedestrian connection, for example across Colorado, to make this a pedestrian friendly site.
- **Land Acquisition:** Residents were concerned that homes and businesses on the site will have to be relocated, if it is chosen to be the station site.
- **Historic:** The building at northeast corner of 68th Ave. and Colorado is potentially a historic landmark building.
- **Impacts (Crime):** There is concern about the potential negative impacts especially crime/vandalism, that a station may bring to neighborhoods. (Note: Councilmember Jaquith requested crime rates of before/after stations developed along the existing FasTracks lines.)

72nd Avenue Station Site

Opportunities

- **Access:** This site is adjacent to 72nd Ave, the primary east-west connection through the City. People from the center of the City could have easy access to the site from 72nd Ave. If this station site is more of a park and ride station, then pedestrian safety will be less of a concern for this location.
This station provides access/connection to existing institutional facilities and access to residential development areas.
- **Land Use/Land Availability:** Land near the station may be easier to acquire in comparison with the other options since there is no residential or major development currently existing at this location and thus would provide good development opportunity.
- **Community Support/Opposition:** Three residents voted this site as their #1 choice of the three station options. One resident was very opposed to the site (because of the limited TOD potential and the need for residents to rely on cars to access station). A Commerce City Councilmember voted this location as his #3 choice.
- **Regional Connection:** A request to explore access to I-76 off ramp for regional connection was noted.

Constraints

- **Access:** With O'Brien Canal and Colorado Blvd. bounded to the east, this site is isolated from the City's populated areas. It will be a park and ride station site. Pedestrian connections will be hard to establish for this location.
This station would be problematic due to the vertical grade of the tracks in the area (about 40 feet below grade).
- **Land Availability:** This site is not in Commerce City's current boundary. The city would have to annex the area from Adams County, if it is chosen to be the station location.

Alignment Issues

- A Suncor Energy representative shared safety and security concerns about proposed North Metro alignments (BNSF and UPRR) creating regular rail traffic through its property. She indicated that a spill from a nearby tank could be possible and could result in the closure of the rail line. Also, a fire at the refinery, although unlikely, could result in long-term closure of the rail corridor. The proposed rail alignment that runs along the west side of the refinery is problematic as it runs through some of Suncor's property where they hope to develop a rail yard/rail car storage area off the UP rail line. They are also hoping to develop another rail storage area that would connect to the BNSF line. The Suncor representative shared a preference for the two options by the east side of its property.

Additional Notes concerning the Suncor area: There are also additional problems associated with the existing groundwater barrier system along the west side of the Suncor property. Concerning the east alignment options, there is an existing tank farm owned by Valero Oil Co. and additional property owned by Suncor (an asphalt plant) adjacent to the eastern alignment. Contamination is likely present there. The North Metro project is conducting an assessment.

Station Selection Process & Community Input

- Community members are concerned about their ability to influence the selection of a Commerce City station location. In particular there was concern about how the project team will consider potentially different recommendations from City Council members or City staff versus the general public.

Summary of Community Input – North Meeting – 03/07/07

Station Target Areas – Thornton, Northglenn, Unincorporated Adams County

88th Avenue Station Area

Opportunities

- **TOD Potential:** Residents are excited about New Town Builder’s plan for the vacant land to the east of the track. (A public meeting was held at the elementary school about the “Parkway Plan”)
- Station will be catalyst for redevelopment.
- **Community Support/Opposition:** Mapleton Public School District is in support of the proposed 88th Avenue station. Some students (Skyview High School) have internships two days a week working in downtown. The station would help students to commute between downtown and the schools. Also, it helps advanced students taking classes at the Auraria campus.

One resident expressed support for the project by asking that the process be expedited and that RTD should move forward with the alignment along the existing tracks.
- Residents of the adjacent townhomes are excited about taking transit to downtown Denver.
- **Property Values:** Residents anticipate increase of property value in the area.

Other Issues & Concerns

- **Parking:** Interest in the number and sufficiency of parking spaces at this location. Concern about whether this station will have a park-n-ride facility and whether it will be able to accommodate future growth/demand. Interest in knowing whether there will be opportunity to add parking in the future.
- **Aesthetics:** It would be nice to have trees and greenway path on west side of the track along the residential area.
- **Current Conditions (near tracks):** There is an existing trash problem; broken fencing currently along the track that needs to be fixed.
- **Pedestrian Access and Safety:** Explore need to construct sidewalks along the current Welby Road to the station area.

It was noted that kids from Skyview High School currently walk along the tracks to get to school. Pedestrian safety near the station and along the tracks is of concern.
- **Traffic:** There is traffic congestion from 88th Avenue turning to south bound Devonshire back up to near the station area. The realignment of Welby shall help the current traffic problem.
- **Technology:** Diesel is okay, if that helps the project happen faster. Start with diesel and then convert to electric. Question about whether there is a combination or hybrid technology that operates with diesel and electricity.

100th/104th Ave. Station Area Alternatives

Thornton Parkway Station Site

Opportunities

- **Ridership:** Affordable housing is within ¼ mile to this alternative site. People from there are likely to walk and use public transit system.
- **Impacts/Mitigation:** The berm along the track can help reduce negative impacts (noise, vibration and visual impacts) to the neighborhoods.
- **Parking:** The site is bigger than the 104th Ave. alternative site. More parking spaces can be provided at this location.
- **Community Support/Opposition:** Three residents out of the six discussion participants voted this location as their #1 option.

Constraints

- **Traffic/Road Conditions:** Traffic signal is needed at Welby and Thornton Parkway. Pedestrians from south side of Thornton Parkway need it to cross the road to the site. The signal would also help auto users on Welby to turn on Thornton Parkway.

A resident is concerned that this station site will increase traffic along Thornton Parkway. He suggested a sound barrier be added along Thornton Parkway to mitigate the impact.

104th Avenue Station Site Alternative

Opportunities

- **Access:** It is a more central location than the Thornton Parkway site. It can be accessed from both the retail center to the east and the townhomes to the west.
- **Community Support/Opposition:** One resident left a note that he/she prefers this station option. One resident out of the six discussion participants voted this location as his #2 option.

Constraints

- **Parking:** Residents are concerned that the site is too small and that not enough parking will be available.

112th Avenue Station Area

Opportunities

- **Community Support/Opposition:** It is a good station location that can benefit both Northglenn and Thornton residents. Retail development at or near the proposed station could provide needed amenities for the neighborhood. Also, it was recognized that property values in the area could increase due to station access and that it would be better to have a station than to just have the impacts of the rail line passing through the area.
Consider locating the station at 104th Ave. instead of at 112th Ave since 104th is wider and provides more through connection to I-25 and the west. Also, if the 112th Ave. station is not selected, then the 100th Ave. station should move to 104th.
- **Access:** There is good density in the area as well as pedestrian and bicycle access. Improved bus service should also be considered.
- **Station Type:** The 112th station should be a low-activity station with less parking. Rather than having parking provided please consider drop-off only like at the Evans or Yale Stations.
- **Neighborhood Issues:** Although there are concerns about adjacent residential property and neighborhood impacts, suggestions have been provided about how the project and the Cities may be able to mitigate the impacts: The project should consider noise mitigation measures such as placing the track below grade, covering the station and/or implementing quiet zones along the neighborhoods.
- **Traffic:** Concern about access difficulties onto 112th exist today and could be exacerbated by the station. People might be more receptive to the station if solutions to this problem could be identified.

Constraints

- **Site Location:** The proposed site north of 112th and east of the tracks has drainage issues.
- **Traffic:** Need to address concerns about traffic volume on 112th and the effects of increased traffic on 112th from vehicular traffic to and from the proposed station. There are questions about whether 112th will need to be widened and how mobility and congestion issues will be addressed.

Currently there are concerns about making a left turn from northbound Fox Run Pkwy (which is non-signalized) to westbound 112th.

There is also concern about the potential re-alignment of York Street to Fox Ridge Pkwy since there is already an existing problem with the speed and volume of cut-through traffic.

- **Neighborhood Impacts:** Need to address safety, traffic, and noise concerns from Fox Run neighborhood.

In particular there is concern about speeding and increased accidents in their neighborhood and along Fox Run Parkway due to commuters trying to access the station. This could pose safety issues for children. Currently there are 3 locations on Fox Run Pkwy that are designated for school bus pick ups.

There is concern about how the project will mitigate station noise impacts (such as sound from a PA system, train horns) to adjacent properties.

There is concern that at grade crossing poses safety concerns for children as well as traffic backups on 112th and at Fox Run Pkwy.

- **Economic Issues:** There is concern that the City of Northglenn will face the burden of infrastructure improvements associated with a station (sidewalks, widening of 112th, sound mitigation, etc.) and that Thornton will receive the greater tax benefits from the TOD potential near this station. There is also a general concern about whether the City of Northglenn can finance any necessary improvements, for example roadway, associated with the rail line and any station in Northglenn.

Other Issues & Concerns

- Access to the recreation center and park from the station should be provided.
- Interest in number of parking spaces that can be provided at this station.
- There is concern about how sound mitigation will occur since the existing train tracks are elevated in the Fox Run area.
- There are lots of social trails in the area that are used frequently.
- Please be sure to fix RR cross arms – make sure they function appropriately.
- TOD away from the main arterial of 112th is not a good idea. The station should be moved farther north so that TOD can be on 112th.
- There are concerns about the impact to property values especially condemnation to the businesses to the south and west of the tracks and potential station location.
- The business area surrounding the station is ripe for redevelopment. It's a poorly utilized area in Northglenn.
- Please put aerial maps on-line for more detailed review. Also include some visualization of track layout and platform layout.

124th Avenue Station Area

Opportunities

- **Community Support:** There is overall community support (East Lake, Northglenn & Thornton) for this station location. It is viewed as a community asset and there is interest/energy in creating a station that serves the needs of the riders, works well for the neighborhood, and reflects well on the community.

- **Economics:** Local costs for this station could be shared by multiple jurisdictions.
- **Station Design:** There is interest in recreating the history of when the area previously had a train station. A suggestion was made to incorporate the design from the old East Lake depot.

There is interest in creating a station with high quality design characteristics; for making it a destination; and for establishing a village center feeling.

- **Station Related Ideas & Location Preferences:**

A Northglenn planner supports the East Lake site. Northglenn could create new street connections north from Race Street and Irma Drive. Northglenn feels this station provides good opportunity for trail connections from East Lake #1 (south west of station site) and connections from the multi-family units just south of the station site. Carl's Dairy is in this area, south of East Lake #1.

Preference for the north option due to land availability and street access.

Move station to the south so TOD area includes AdCo Shop area.

Station platform should be south centered on Lake Street.

Consider shifting platform south from where it is indicated on map – this would shift the desired ¼ mile walking radius south of the Adams 12 School District Administration Building and encourage redevelopment and connections to south.

Northglenn may want to realign Irma Drive around East Lake #1 open space (which would be preserved when Lambertson property is developed.)

Retail and supporting development should occur in conjunction with planning, design, construction, and opening of rail line and station. Interest in multi-story mixed use housing for the area.

Cooperative vehicle ownership should be established.

Request for safe/secure bicycle storage options.

Constraints

- **Access:** Concern about intersection at Claude – distance and car access; also access for pedestrians.

- **Traffic:** Overall concern about traffic in and out of adjacent neighborhoods.

Traffic congestion concerns at 128th and Claude, particularly for westbound to southbound left turns at light.

There is concern that area roads may not accommodate traffic to a parking lot.

Other Issues & Concerns

- **Property Acquisition/Values:** There is concern about what if anything might happen to the homes adjacent to the track and concern about sufficient right-of-way for the station and rail line.
- **Parking:** There is concern about the quantity and location of parking and type of parking facility. Residents from the neighborhood(s) to the north of the station will need parking. There is concern about commuters using the adjacent streets for parking.
- **Access & Connectivity – Pedestrians, Bicycles, & Trails:**

Bike paths and pedestrian access needs to be a priority.

There is interest in how pedestrians could access the neighborhood near the station.

Pedestrian/bike paths should connect from station to East Lake reservoir and other trails in the area.

The project and city planners should consider pedestrian connectivity, for example, getting across Claude and 128th Street and connecting to the bike trail or to the other side of the row of trees to the west.

Note: Thornton already has trail to the south, east of the tracks.
- **Neighborhood Impacts (Air Quality, Noise):**

There is concern about air pollution in the area from added vehicular traffic due to a station.

There is interest in noise mitigation options for the neighborhoods to the north of 124th Ave.
- **Questions:**

What will happen to adjacent area as part of Thornton’s long range 2030 plan?

What will happen along Lake Street?

Will the grain elevator be preserved?

Will there be circulator bus service in the East Lake neighborhood?

Will there be grade separation in the area?

144th Avenue Station Area

Opportunities

- **Station characteristics:** Preference was shared for a walk-up station; not a large parking facility.

Preference was also shared for having parking spaces.

There was support for a station that would blend into the neighborhood with landscaping, etc.

There was a question about what type of retail access would be provided by this station. It is currently a primarily residential area.

Constraints

- **Community Support/Opposition:** The Haven, Wadley Farms, Fallbrook and Quail Valley subdivisions are the primary neighborhoods around this station and representatives from these neighborhoods participated in the discussion. Most of the input at this table was not in favor of a station at 144th and/or not in favor of providing parking at 144th. It was shared that transit would not be used by many of the adjacent residents. However, select individuals did acknowledge their support for a station at 144th after the more not-in-favor crowd began to disperse.
- **Concerns related to Rocky Top Middle School:**

Proximity to school exposes the kids to many more people who normally could not get close to the school so easily.

Extreme danger of accidents due to kids crossing the tracks.

Train noise (whistles, bells, etc) will make it difficult for kids to learn and concentrate.

Kids could get on trains without adult supervision.

Pedestrian underpass/overpass needed for students crossing 144th and York to get to school.
- **Traffic concerns:** Increased traffic will impact commute for residents who will still use their car to get to work. Increased vehicular traffic is also a safety issue for kids going to school.
- **Neighborhood concerns (preservation of rural character, noise, crime, safety property values, zoning):**

Want to preserve neighborhood feeling and rural character of community.

Concerned about increased crime from station including graffiti.

Concerned about noise for residents and students (whistles, bells, trains, etc.)

There are questions about what kind of noise mitigation would be used along the tracks? A berm would not work. There was interest in a quiet zone and questions about how that could be implemented and who would pay for it.

Concern about property values and misinformation from a realtor who had said that the use of the rail line would be discontinued.

Concerns about commercial zoning for NW quadrant of 144th /York; not favorable to some residents.

Other Issues & Concerns

- **Meeting feedback:** Too much activity in meeting room, participants couldn't hear Q/A at tables.
- **Alignment:** Suggestion to serve Commerce City by a separate line or one that wouldn't come up north to this area.
Support for I-25 alignment and concern that previous public input to move the alignment was not considered.
- **Ridership:** It was shared that ridership will be low in this area and that it would be higher if the alignment were further west, closer to I-25. It was also shared that there would be a loss in fare revenue if ridership is low due to limited or no use during weekends.
- **Alternate Station Locations:** There was a suggestion/question about whether this station could be moved to 136th instead.
There was concern about the impact to mountain views if an overpass was constructed at 136th.
There was a suggestion that if the 144th station were eliminated, the money could be allocated to expanding the 162nd station.
- **Station Spacing:** Station spacing is of interest to demonstrate tradeoffs. There was a question about whether there would be system/operations/spacing concerns between 124th and 162nd, if the 144th station were eliminated

162nd Avenue Station Area

Opportunities

- Support was expressed for expanding this station if a station at 144th Avenue is eliminated.

Other Issues & Concerns

- **Safety:** Retirees and visually impaired or blind people use 160th and Colorado to access a community hospital.
- **Impacts (traffic, noise, property values):**
A quiet zone and other mitigation measures should be considered for this location.
- **Pedestrian Crossing:** There was a question about whether an overpass would be provided at Colorado.
- **Compatibility:** Consider integrating Thornton's master plan with station development.

South Station Planning Meeting #1 – Registered Attendees – Feb. 27, 2007				
#	First Name	Last Name	Organization	City
1.	Brandon	Neill		Arvada
2.	Michael	Vickers		Aurora
3.	Kevin	Denke	Sentinel Express	Brighton
4.	Jacqueline	Acosta		Commerce City
5.	Scott	Jaquith	Commerce City Council Member Ward I	Commerce City
6.	Wayne	Maddox	Maddox Gas	Commerce City
7.	Mac	McFarlin	Commerce City Planning Commission	Commerce City
8.	Barbara	McMillan		Commerce City
9.	Robert	Romine	CARZ Club	Commerce City
10.	Marilyn	Teto		Commerce City
11.	Julius	Williamson	Maddox Gas	Commerce City
12.	Frank	Chaak		Denver
13.	Lorraine	Granado	Cross Community Coalition	Denver
14.	Keith	Howard	Sunnyside United Neighbors, Inc.	Denver
15.	Chris	Marko		Denver
16.	Bryan	Pigott		Denver
17.	Thom	Rounds		Denver
18.	Stephanie	Syner	Denver City Council #9	Denver
19.	Marvin	Witt	National Western Stock Show	Denver
20.	Carol	Maclennan	Tri-County Health	Greenwood Village
21.	Reba	Drotar	City of Commerce City	Henderson
22.	Noel	Busck	RTD Board	Thornton
23.	Gary	Huber	CDOT	Thornton
24.	Paula	Kneeshaw	Harvest R/E Metro Brokers	Thornton
25.	Fred	Limmel	East Lake Village	Thornton
26.	Dennis	Lopez	Harvest R/E Metro Brokers	Thornton
27.	Michael	Shriver		
28.	Nancy	Thonen		

North Station Planning Meeting #1 – Registered Attendees – March. 7, 2007				
	First Name	Last Name	Organization	City
1.	Tom	Anderson		Northglenn
2.	Lulani	Anglo		Thornton
3.	Miguel	Antillan	Sage Creek	Thornton
4.	Charlotte	Baker		Thornton
5.	Michael	Baum		Thornton
6.	Renee	Bell		Thornton
7.	Chad	Bell		Thornton
8.	Jean	Bratcher		Thornton
9.	Janet	Briggs		Northglenn
10.	Dallas	Briggs		Northglenn
11.	Damon	Brown	Mapleton Public Schools	Commerce City
12.	Brady	Burleson		Thornton
13.	Bob	Campbell		Northglenn
14.	Hazel	Cho		Northglenn
15.	Bill	Christopher	RTD	Westminster
16.	Stacy	Cialone		Thornton
17.	Judy	Coet		Northglenn
18.	Andrew	Coit		Denver
19.	Casey	Cole		Thornton
20.	Stephanie	Colgan	Northglenn Taskforce	Northglenn
21.	Pat	Conner		Thornton
22.	Michael	Cowan		Thornton
23.	Mary	Crosswright		Northglenn
24.	David	Davenport		Northglenn
25.	Alicia	Dehner		Thornton
26.	Wayne	Dodge		Northglenn
27.	Joyce	Downing		Northglenn
28.	Angie	Egeberg		Thornton
29.	Richard	Ezo		Thornton
30.	Janell	Flaig		Thornton
31.	Sarah	French		Thornton
32.	Crystal	Gabriel		Thornton
33.	David	Gagnon		Thornton
34.	Jerry	Gavette		Northglenn
35.	Leonard	Giuliano		Thornton
36.	Greg	Graff	Cherrywood Village 3	Thornton
37.	Judith	Halverson		Northglenn
38.	Brad	Hanushchak		Northglenn
39.	Paula	Johnson		Thornton

North Station Planning Meeting #1 – Registered Attendees – March. 7, 2007				
	First Name	Last Name	Organization	City
40.	Dan	Johnson		Thornton
41.	Jeff	Jones		Thornton
42.	Eileen	Junker		Denver
43.	Seyed	Kalantar	CDOT	Northglenn
44.	Jennifer	Keenan		Thornton
45.	Fred	Kerchner		Thornton
46.	Nancy	Kerr	Sky to Ground LLC	Denver
47.	AJ	Krieger	City of Northglenn	Northglenn
48.	Glen	Lambertson		East Lake
49.	Robert	Larsen	City of Thornton	Thornton
50.	Dustin	Lenser		Thornton
51.	Fred	Limmel		Thornton
52.	Frank	Lord	Billing Dept. of Thornton	Denver
53.	Kae	Madden	City of Northglenn	Northglenn
54.	Melanie	Maddocks		Thornton
55.	Arthur	Mander	Lake Village	Thornton
56.	Sherry	Martin		Thornton
57.	Patrick	Martin		Thornton
58.	Melissa	Matuszczak		Commerce City
59.	John	McClary		Thornton
60.	Dawn	McKnight	Kentfield Townhomes	Thornton
61.	Lonnie	Meder		Thornton
62.	Terry	Melonakis		Thornton
63.	Don	Merchant		Northglenn
64.	Susan	Merrill		Brighton
65.	Anne	Miller		Thornton
66.	Justin	Miller		Northglenn
67.	Louisa	Muff De Lopez		Thornton
68.	Charles	Muller		Northglenn
69.	Besharah	Najjar	Adams County	Westminster
70.	Brandon	Neill	Keller Williams	Arvada
71.	Ruth	Nester		Thornton
72.	Dave	Neuman		Thornton
73.	Scott	Nguyen	Trammell Crow Residential	Denver
74.	Tom	Nun		Thornton
75.	Sherry	Paiz		Northglenn
76.	Selma	Payne		Northglenn
77.	Raymond	Pelster		Thornton
78.	Dave	Powell		Thornton
79.	Kevin	Puccio	New Town Builders	Denver

North Station Planning Meeting #1 – Registered Attendees – March. 7, 2007				
	First Name	Last Name	Organization	City
80.	Gene	Putman	City of Thornton	Thornton
81.	Bryan	Pyles		Thornton
82.	Danette	Pyles		Thornton
83.	Terrence	Quinn	City of Northglenn	Northglenn
84.	Robert	Rankin		Denver
85.	Carrol	Rankin		Denver
86.	Don	Reddick		Thornton
87.	Susan	Reddick		Thornton
88.	Travis	Reynolds	City of Northglenn	Northglenn
89.	Floyd	Robert		Denver
90.	Clark	Saenz		Thornton
91.	Richard	Sailas		Thornton
92.	Mary Ann	Sailas		Thornton
93.	Ben	Schafer	Cherrywood Park 3	Thornton
94.	Jeanne	Shreve	Adams County	Westminster
95.	Mike	Shriver		Denver
96.	David	Singer	CDOT	Denver
97.	Linda	Smiley		Brighton
98.	Tim	Stanford		Thornton
99.	Jerry	Starling		Northglenn
100.	John	Steinke		Northglenn
101.	Sean	Stephens		Thornton
102.	Bobby	Stevens		Thornton
103.	Wendy	Stodden		Thornton
104.	Kristen	Stodden		Thornton
105.	Ray	Stodden		Thornton
106.	Clarence	Sweet		Thornton
107.	Robert	Tade	Haven at York Street	Thornton
108.	David	Tollman	Cherrywood	Thornton
109.	Vaughn	Townsend		Thornton
110.	Anthony	Trujillo		Thornton
111.	Rosemary	Trujillo		Thornton
112.	Henry	Vera		Northglenn
113.	Bobby	Vigil		Thornton
114.	Donald	Wedman		Northglenn
115.	Michelle	Weitzel		Thornton
116.	Randy	Whitehail	RTD (Bus Driver)	Thornton
117.	Kristin	Wright-Bettner	Metro North Newspaper	Thornton