

SPONSORED BY: MAYOR NOVAK

COUNCILMAN'S RESOLUTION

RESOLUTION NO.

No. CR-136  
Series of 2009

\_\_\_\_\_  
Series of 2009

A RESOLUTION AUTHORIZING THE MAYOR TO SIGN A LETTER COMMENTING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE REGIONAL TRANSPORTATION DISTRICT FASTRACKS NORTH METRO CORRIDOR PROJECT

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTHGLENN, COLORADO, THAT:

Section 1. The letter attached hereto as **Exhibit A** is hereby approved and the Mayor is authorized to sign and deliver the same.

DATED at Northglenn, Colorado, this \_\_\_\_ day of \_\_\_\_\_, 2009.

\_\_\_\_\_  
KATHLEEN M. NOVAK  
Mayor

ATTEST:

\_\_\_\_\_  
JOHANNA SMALL, CMC  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
COREY Y. HOFFMANN  
City Attorney



City of Northglenn  
11701 Community Center Drive  
P.O. Box 330061  
Northglenn, CO 80233-8061  
Phone 303-450-8741  
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December 17, 2009

FTA Region 8  
Mr. David Beckhouse  
Team Leader for Planning and Program Development  
c/o North Metro Corridor Project Team  
999 18<sup>th</sup> Street, Suite 900  
Denver, CO 80202

Dear Mr. Beckhouse:

I am writing on behalf of the City Council of the City of Northglenn with formal comments on the Draft Environmental Impact Statement (DEIS) for the RTD FasTracks North Metro Corridor. After analysis of the document by City staff and careful consideration of the DEIS at a public study session on December 3, 2009, we have prepared these comments for your consideration with the preparation of the Final EIS.

### **Technology**

After reviewing the noise, air pollution, and aesthetic impacts on the community, the benefits to the community outweigh the increased capital costs outlined in the DEIS. *Therefore, the City of Northglenn supports Electric Multiple Unit (EMU) as the preferred technology for the corridor.*

### **Station Locations**

The City of Northglenn has one proposed station within its jurisdiction at 112<sup>th</sup> Avenue. However, additional impacts may be experienced within the community as a result of the 104<sup>th</sup> Avenue and Eastlake (124<sup>th</sup> Avenue) stations. The City of Northglenn is providing these official comments related to the proposed stations along the corridor.

#### **112<sup>th</sup> Avenue**

The station name should be officially changed to the "Northglenn Station". This will facilitate future "placemaking" and provide an identity for the area. A sufficient analysis has been completed to warrant support for the "West of York Street" option. However, any future parking demands should be met by creating parking areas east of York Street or with structured parking. The City of Northglenn is very concerned about preserving development opportunities south of the proposed station location.

#### **104<sup>th</sup> Avenue and Eastlake (124<sup>th</sup> Avenue)**

Similar to the 112<sup>th</sup> Avenue station alignment, the 124<sup>th</sup> Avenue station location should be officially known as the "Eastlake Station". The DEIS should also adopt the preferred station, parking lot, and TOD

design as proposed by the City of Thornton. A detailed station area plan was created for the area and included several stakeholders, including the City of Northglenn. Realignment of Claude Court, dispersed parking, and higher density development opportunities should be reflected in the Final EIS. The 104<sup>th</sup> Avenue station location is acceptable as designed, but RTD should carefully consider parking demands and coordinate any cross parking agreements with the owner of the Albertson's anchored shopping center.

***Therefore, the City of Northglenn requests the 112<sup>th</sup> Avenue station be officially changed to the "Northglenn Station and future parking demands at the Northglenn Station should be met by creating parking areas east of York Street or with structured parking within the same station footprint. In addition, RTD should adopt the City of Thornton preferred station, parking lot, and TOD design for the Eastlake Station.***

### **Land Use and Economic Impacts**

The DEIS includes substantial analysis of business and residential relocations, positive and negative employment (job) impacts, and transit oriented development opportunities. ***The City is supportive of the conclusion that no residential or commercial relocations will be necessary within the City of Northglenn.***

### **Environmental Impacts**

The City of Northglenn agrees with the assessment under the National Historic Preservation Act (NHPA) Section 106. The area of residential properties along Claude Court and north of 112<sup>th</sup> Avenue are within the parameters of the Area of Potential Effects (APE). ***The City of Northglenn agrees with the conclusion that noise walls will be used to offset the impacts to properties along Claude Court.***

### **Grade Crossings and Separations**

Along the northern area of the North Metro Line (above 88<sup>th</sup> Avenue), the DEIS calls for two grade separations where the line will cross arterials with significant daily traffic volumes. These two grade separations at 104<sup>th</sup> Avenue and 120<sup>th</sup> Avenue are significant to Northglenn as they impact the major east/west connections through the City and adjacent residential neighborhoods. The DEIS simply indicates that these two areas need to be grade separated for safety requirements.

The decision was not made whether the technology would go "over" or "under". On November 24, 2009, staff received copies of elevation drawings and aerial photography depicting both the "under" and "over" options. The City is extremely concerned that these concepts have not been addressed in the DEIS for noise and visual impacts.

The City believes that the initial analysis is adequate and that grade separation in these locations is necessary. Little detail has been provided to date regarding residential land use impacts, utility mitigation, or design specifics. However, further discussions will occur during the design and engineering phase of the project. In the event that the preferred alternative for grade separation is the rail line "over" the road system, the noise and visual impacts on residential and commercial properties have not been addressed in the DEIS.

The crossing of the line at 112<sup>th</sup> Avenue is slated as an "at-grade" crossing in the DEIS. A series of mitigation measures including the lengthening of turning lanes at the intersection of Irma Drive and 112<sup>th</sup>

Avenue as well as York St. and 112<sup>th</sup> Avenue are called for by the DEIS. Signal timing and enhanced railway signals are also called for at the intersections and at the crossing. These mitigation measures are required for operation of the line and the City supports this expenditure to be funded by RTD.

***Therefore, the City of Northglenn believes there are major impacts from the proposed grade separations at 104<sup>th</sup> Avenue and 120<sup>th</sup> Avenue that have not been adequately addressed in the DEIS. Additional public outreach, design, utility impacts, noise and vibration impacts, and aesthetic issues should be addressed prior to the release of the Final EIS.***

### **Parks and Open Space Impacts**

The DEIS calls out the lone impact from the alignment as the 112<sup>th</sup> Avenue detached multi-use sidewalk on the south side of the roadway at the alignment intersection. Based on grade crossing mitigation efforts, this alignment may need to be augmented or improved. The DEIS was also silent on the potential impacts to the Grange Hall Creek trail underpass.

***The City of Northglenn is requesting additional details about this underpass be included in the Final EIS and mitigation may be necessary for continued trail connection during and after construction of the project.***

### **Noise and Vibration Impacts and Quiet Zones**

The City of Northglenn understands that a Quiet Zone for a rail corridor is a Federal Railroad Authority designation that allows trains to move through at-grade crossings without activating the train's horn. In addition, establishment of a Quiet Zone requires the application of certain supplemental safety measures (gates, enhanced signalization, median improvements etc.) to the area in proximity to an at-grade crossing to ensure safety. The City of Northglenn intends to coordinate a formal Quiet Zone application with the City of Thornton. ***The City is supportive of quiet zone improvements funded by RTD as part of the required mitigation.***

Noise impacts to properties within the City of Northglenn in the DEIS analysis indicates that under the preferred EMU scenario 105 properties would have a "Lower Moderate", "Upper Moderate", or "Severe" noise impact prior to any sound wall mitigation. Post mitigation would reduce that number to 16 properties. Under a DMU alternative the noise issues are more severe with 44 properties still being impacted. ***The analysis in the DEIS reiterates the position by the City of Northglenn to support EMU as the preferred technology.***

### **Bus Operations**

As a part of developing an equitable FasTracks option, RTD should also begin utilizing FastConnects in this current process by identifying key major road connections to the rail corridors. For the North Metro line, the local jurisdictions would request consideration for enhanced bus service to the most appropriate station(s) along the FasTracks system that will serve our neighbors in Brighton and other areas of northern Adams County by opening day of the North Metro corridor.

***The City of Northglenn supports adjustments to the 112 RTD bus line to serve the 104<sup>th</sup> Avenue station, the 104 RTD bus line to accommodate stops at the 112<sup>th</sup> Avenue station. In addition, the City supports adjustments for the 120 route to access the station at 124<sup>th</sup> Ave (Eastlake). The City does not support any reductions in service levels within the City.***

## **Parking Impacts**

Parking depicted for either station scenario at the Northglenn Station reflects 250 spaces provided on opening day. Projections for parking provisions in 2030 include an additional 50 spaces. Any future improvements that improve 112<sup>th</sup> Avenue or allow traffic to flow east and west more freely across the city will induce more use of the transit station. RTD should continue to keep all options available for additional parking overflow areas in proximity to the station. Final station designs should also accommodate bicycle parking areas to facilitate multi-modal transportation. ***The City is concerned about the long term parking provisions for 2030 and is sensitive of the impacts to adjacent neighborhoods of overflow parking.***

## **Traffic Impacts**

104<sup>th</sup> Avenue station area – No significant impacts to Northglenn

112th Avenue (Northglenn) station area – The DEIS does not include a schematic depiction of traffic operations at the 112<sup>th</sup> station. This is largely due to the fact that under RTD’s station configuration alternatives (east vs. west), little would change. The DEIS indicates that no station-related traffic mitigation measures would be required for either option. ***The City is concerned that impacts to the intersection of 112<sup>th</sup> Avenue and York Street have not been fully investigated.***

124<sup>th</sup> Avenue (Eastlake) – The DEIS forwards a station area concept that is alternative to the station area plan that the City of Thornton currently endorses. Impacts of the station concept that the DEIS carries forward includes both the relocation of Claude Court north of 124<sup>th</sup> Avenue, essentially eliminating through traffic on Claude Court and a new traffic signal to control the intersection at 124<sup>th</sup> Avenue and Claude Court. The DEIS indicates that RTD will be working with Thornton to further refine Thornton’s Eastlake station plan prior to the Final Environmental Impact Statement (FEIS). ***City staff consulted on the Thornton Eastlake Station plan and the City of Northglenn endorses the City of Thornton plan that maintains Claude Court as a thoroughfare with connection at 128<sup>th</sup> Avenue.***

## **Rail Freight Operations**

The Union Pacific Railroad Corporation (UPRR) currently serves one customer on the North Metro preferred alignment. The customer is located just south of 112<sup>th</sup> Avenue in the Industrial Park within the City of Northglenn. The City understands that RTD has negotiated a “Shared Use Agreement” with UPRR indicating they will seek no additional customers for future service. Under the agreement, if the corridor is not used for freight service for three or more years, UPRR will abandon the corridor and leave it free of freight train traffic. ***The City is requesting a copy of the agreement between RTD and UPRR to ensure that the industrial businesses within the City continue to be served by rail, if requested.***

## **Pedestrian and Bicycle Impacts**

The DEIS recognizes Northglenn’s existing trail system and calls for additional connections to be made for enhanced access to the proximal stations. The regional trail system that runs through the Fox Run Open Space can be a significant east/west connection. Although the DEIS recognizes the Fox Run Open

Space and its system of trails, mitigation measures for the Grange Hall Creek Trail underpass that runs under the rail alignment are largely unmentioned.

#### 104<sup>th</sup> Avenue Station

The DEIS calls for a station area connection using the existing system of sidewalks/trails along 104<sup>th</sup> Avenue.

#### 112<sup>th</sup> Avenue Station (Northglenn)

The DEIS highlights the existing multi-use trail along 112<sup>th</sup> Avenue and indicates that an additional trail could be constructed to connect from 112<sup>th</sup> Avenue to the proposed station area.

#### 124<sup>th</sup> Avenue Station (Eastlake)

No significant impacts to the City of Northglenn. Existing trail systems in Northglenn should attempt to tie to future proposed trails that lead to the 124<sup>th</sup> (Eastlake) station.

***In the event that the alignment or Right of Way requires widening or disruption of its current alignment, mitigation of impacts to pedestrian and bicycle connections should be provided by the project and reflected in the FEIS.***

### **Historical City Input**

Over the last several years, the City of Northglenn has provided informal input to the DEIS process through the staff and formal input from the City Council and City Manager. Copies of the formal correspondence are attached for reference purposes.

#### *August 18, 2006*

The City of Northglenn created a FasTracks Task Force and recommendations were presented to the City Council for consideration in the form of a memo, dated August 18, 2006. The main recommendation was as follows:

“The FasTracks Task Force recommends that Northglenn **not** have a rail station physically located within the City. However, the Task Force members feel it would be economically viable to try to attract developers for the land adjacent to the proposed Thornton site at 122<sup>nd</sup> and Claude Court, which would include the Northglenn Maintenance and Operation Facility.”

On August 24, 2006, the City Council passed a motion (8-0) to accept the recommendation from the FasTracks Task Force.

#### *August 13, 2007*

The City Manager of the City of Northglenn sent a letter to RTD re-affirming the Task Force recommendation that a station not be built at 112<sup>th</sup> Avenue and York Street. However, the closing paragraph states the following:

“However, *if* RTD views that station (112<sup>th</sup>) as a necessary stop along the North Metro Corridor, we ask that every effort be made to minimize the overall physical development and that final plans be extraordinarily sensitive to surrounding residential areas.”

*October 16, 2008*

The City Council authorized the Mayor to execute a letter to RTD with the formal City response to the various financing and project build out options, which were discussed in the summer and fall of 2008. In summary, the City recommended elimination of Option 2, a reduced build option, and supported construction of the line to at least the 124<sup>th</sup> Avenue (Eastlake) Station.

Therefore, since RTD is proposing a station at 112<sup>th</sup> Avenue and York Street, the condition of support in the 2007 letter appears to be met. The City does not intend to discount or ignore the recommendations of the Task Force, recognizing that there may be some individuals opposed to the station in the City of Northglenn.

The City of Northglenn is also taking this opportunity to communicate support for construction of the entire North Metro Corridor within the original project time frame (2017). After careful consideration and discussion, the City of Northglenn is in support of the entire FasTracks program being built out as approved by the voters in 2004, including a station within the City limits at 112<sup>th</sup> Avenue (Northglenn Station).

The City appreciates the efforts of the Regional Transportation District to involve the local jurisdictions in this critical decision making process. FasTracks was approved by the region, and it will only be a regional effort that moves FasTracks forward. Please accept our comments on the Draft Environmental Impact Statement and consider the issues we raised during the preparation of the Final EIS.

Sincerely,

Kathleen M. Novak, Mayor  
City of Northglenn

cc: RTD Board of Directors  
1600 Blake Street  
Denver, Colorado 80202

Enclosures: Resolution adopted by City Council and Task Force Recommendations, dated August 18, 2006  
Letter to RTD from Northglenn City Manager, dated August 13, 2007  
Letter to RTD from Northglenn Mayor, dated October 16, 2008



TO: Mayor and Council  
FROM: FasTracks Task Force  
RE: Task Force Summary Recommendation  
Date: August 18, 2006

**Recommendation:**

The FasTracks Task Force recommends that Northglenn **not** have a rail station physically located in the City. However, the Task Force members feel it would be economically viable to try to attract developers for the land adjacent to the proposed Thornton site at 122<sup>nd</sup> and Claude Court, which would include the Northglenn Maintenance and Operation facility.

**Summary:**

Initially, three sites were considered for possible locations for Commuter Rail Stations in Northglenn under RTD's FasTracks program: 112<sup>th</sup> and York, 122<sup>nd</sup> and Claude Court, and Section 36 in Weld County. An additional possible site at 105<sup>th</sup> and Leroy Drive was also discussed. In considering the possible sites for Stations, the FasTracks Task Force examined the following points:

1. Connections to each site by foot, bike, bus, or car
2. RTD Project Engineer cursory "off the cuff" engineering comments regarding each site proposed and the advantages or challenges involved.
3. Benefit to City (Residents): Improved access to public transportation, desirability of living in Northglenn, potential benefits due to TOD.
4. Benefit to City (Economic): Revenue potential based on land, sense of place, or potential for a unique location.
5. Location: The proposed station site in proximity to other proposed rail corridor stations in neighboring communities.
6. Impact on Northglenn citizens at each site, including noise, odor, visual, local traffic

In reaching the recommendation, the Task Force also considered the following issues:

- Parking availability at each site for commuters
- The need for any infrastructure improvements
- The impact on the environment and safety of constructing, maintaining, and use of each site.
- Financial impact - RTD will assess its own charge for the tracks in the 18-mile corridor that passes through Northglenn. The City will have to provide its portion of the required 2.5% local contribution to RTD for the tracks that will run through City Limits, *whether or not Northglenn has a station*. Until RTD has completed its study, this cost cannot be determined with specificity. Once RTD has completed its study and determined the cost, Northglenn will have to determine how to meet this funding requirement.

It is understood that RTD is the final decision maker. This recommendation was formed at this moment in time, with the information available, with this particular group of Task Force members, and that there will be continuing evolution on the issue.





## MEMORANDUM

To: Mayor and Council

From: Northglenn FasTracks Task Force

Subject: Task Force recommendation for FasTracks station planning in Northglenn

Date: August 18, 2006

### **RECOMMENDATION:**

It is the recommendation of this Task Force that **Northglenn not have a rail station physically located in the City.** This recommendation is forwarded based on a series of factors that include but are not limited to the perceived negative noise and traffic impacts of a station, the overall comparative cost versus benefit to the City, and the lack of an entirely suitable transit station site in proximity to the rail corridor.

While not recommending a rail station within City Limits, the members recognize that it may be economically viable to try to attract developers for the private land adjacent to the proposed 122<sup>nd</sup> and Claude Court site, including the property now occupied by the Northglenn Maintenance and Operations facility.

### **SUMMARY:**

Over the last four months, a 33-person citizen group (Northglenn FasTracks Station Task Force) met to discuss the upcoming Regional Transportation District's (RTD) FasTracks transit project. The Task Force was asked to accomplish three things to help guide station development as follows:

- Create a FasTracks station scenario framework for Northglenn station location(s), land uses, and associated development policies;
- Use the framework to make a recommendation to City Council in support of the identified FasTracks station(s); and
- Interface with RTD FasTracks consultants and advocate for the plan framework with Northglenn citizens and businesses throughout the Draft Environmental Impact Statement (DEIS) planning process.

The FasTracks Task Force carefully considered three sites originally suggested by City Planning for a FasTracks rail station in Northglenn: 112<sup>th</sup> and York, 122<sup>nd</sup> and Claude Court, and Section 36. In addition, the Task Force also added an alternate site for consideration at approximately 105<sup>th</sup> Avenue and Irma Drive (see attached location map). Creating a station scenario or vision and associated development policies required that each station be examined in conjunction with a series of criteria. These include:

1. Connections to each site by foot, bike, bus, or car
2. RTD Project Engineer cursory “off the cuff” engineering comments regarding each site proposed and the advantages or challenges involved.
3. Benefit to City Residents: Improved access to public transportation, desirability of living in Northglenn, potential benefits due to TOD
4. Benefit to City Economic: Revenue potential based on land, sense of place, or potential for a unique location.
5. Location: The proposed station site in proximity to other proposed rail corridor stations in neighboring communities.
6. (Negative) Impact on Northglenn citizens at each site, including noise, odor, visual, local traffic

### **PROCESS:**

The Task Force met nine times between May 22<sup>nd</sup> and August 24<sup>th</sup> and worked industriously in accordance with a strict schedule to receive and digest information, reach a conclusion and make a recommendation on a possible station location(s) in time to inform the DEIS process that will begin this fall for the North Metro Corridor. By developing the recommendation, the Task Force aims to influence the RTD decision on station locations and secure economic and societal benefits for the city.

Task Force members were provided planning information, some general site development cost information, testimony on the City of Englewood’s station development experiences, cursory RTD engineering perspectives for each site, and information regarding the City’s financial state and possible funding mechanisms the City can use to help develop a selected site. Numerous discussions were held at the Task Force meetings concerning the importance and priority of the provided information.

The Task Force members were surveyed midway through the process to discover the level of agreement concerning the development of a FasTracks rail station in Northglenn. The results indicated that the vast majority of the members felt that a station was a good idea and that it would help generate revenues, increase transportation options, add to community identity, and spur redevelopment around the station area.

Further, the Task Force considered the need for infrastructure improvements, the environmental and safety concerns for each site, and the Northglenn contribution to the required 2.5% total cost match from the combined jurisdictions on the 18 mile rail corridor. The City must contribute whether or not we have a station. This cost cannot definitely be determined until RTD has completed its study. Northglenn must then decide how these funds will be obtained.

However, after considerable discussion which took **all** of the above factors into account, the Task Force resolved to recommend that **Northglenn not have a rail station in the City.**

## **ADDITIONAL POLICY RECOMMENDATIONS:**

The following is an organized list of topics that reflect specific policy recommendations for Council consideration.

1. **Station Potential (to have or not to have)** - The Task Force believes that the City should leverage regional investment in FasTracks to better the community, enhance commuter choices, and balance future economic development strategies.
2. **Number of Stations** - The Task Force reviewed several possible station locations. The recommendation of the Task Force does not advise placing a station within the City's boundary. Rather, the Task Force believes the City will benefit most by developing the areas near the proposed 122<sup>nd</sup> and Claude Court Station in Thornton. The Task Force survey revealed a desire for a station in Northglenn. However, members viewed the proposed Thornton Eastlake Station near 122<sup>nd</sup> and Claude Court as being part of Northglenn's station opportunities because of its proximity to the Northglenn Maintenance and Operations Facility.
3. **Preferred Location(s)** - To identify the preferred station location, Task Force members created a scoring system based on the attributes and impacts each station location may have on the community. The system itself is based on the information and presentations provided to the Task Force. These factors include:
  - a. **Connectors** – A high score is provided for a station that has excellent connections with roads, trails, and bus routes. The overall connector score was broken into three categories. First, stations with connections to roads that directly access the interstate and are wider to carry increased levels of traffic received higher scores. Second, higher scores were given to stations with access to a high number of trails and sidewalks. Third, scoring consideration was given to stations that are near bus services.
  - b. **RTD Engineering** – On July 17, 2006, Henry Stoppelcamp from RTD provided comments toward an “off the cuff” engineer’s perspective on the three possible station locations being reviewed by the Task Force. His insight provided some guidance as to the difficulties each location has and the probability that any one of the possible locations might be chosen by RTD. Mr. Stoppelcamp’s guidance for station engineering and planning included these factors:
    - Stations will be primarily selected based on transit ridership model contributions for the North Metro rail corridor. RTD views the corridor as a collection of stations working together to meet transit ridership demand, not as a series of individual stations working within the corridor. Station sites are selected based on their contribution to ridership in the corridor.
    - Stations on straight sections of track are favored over those on a curve. Due to boarding issues, rail cars cannot stop on curved sections of

track. RTD prefers not to have to straighten track because of costs and obtaining additional right-of-ways.

- Environmental concerns are very important when considering station locations. Mr. Stoppelcamp admitted we would face challenges at each of the proposed sites because of the drainage infrastructure at each location. He explained how wetlands in the drainage areas are important for our environmental health and are challenging to mitigate. Wildlife, societal, historical, and archeological factors are also reviewed when considering station locations. Stations that minimize the impact on these factors have a better chance of being selected.
- The city and RTD would face challenges for station development based on the topography of the area. Each station requires extensive site work to ensure grading is correct. The 105<sup>th</sup> and Irma Drive site was identified being as particularly troublesome because the site would require extensive amounts of dirt fill to the western half of the site and the sharp drop into Grange Hall Creek on the eastern side of the site would need to be addressed.
- The distance between station sites is important to ensure cost effective and efficient rail transit operations. RTD indicates an optimal distance between stations to be between two and five miles. Depending on the final configuration of the corridor stations, the series of proposed Northglenn stations could all come close to meeting this requirement.
- Road and rail crossings are a major consideration along the Northglenn portion of the rail line. Regardless of the final station locations, the City must consider the improvements that will improve safety and traffic flow, such as running rails over or under existing roads. Additionally, because of the grade considerations, rail stations cannot be located too close to these railway/roadway intersections.
- Adequate space for parking will be considered a potential station site asset. The total number of parking spaces will be based on corridor transit trip models. Increased levels of parking are required when more trips are modeled for a potential station.
- Last, the RTD representatives encouraged participation in the DEIS process. Station locations are based on community input and vision. The RTD process will consider overall City benefits as well as safety, noise, pollution, and visual impacts. Task Force members and City officials are urged to relate the benefits and issues concerning station locations. Our continued hard work will ensure Northglenn's plans and issues will be used to identify the final rail station sites.

- c. **Benefit to the City** – Task Force members wished to ensure the City would gain both economic and public benefits from the development of a station. Because there are so many capital improvements involved with station development, the City must realize benefits so the infrastructure costs are not lost. The Task Force outlined the following potential benefits of having a station located in the City:
- **Economic** – The City should try to develop tax revenue generating uses in areas adjacent to any station location, such as restaurants, retail businesses, and entertainment activities. The station should also include development that may not generate comparable levels of primary revenues, but that will generate secondary revenues, such as residential and office uses.
  - **Public** – The residents and businesses of Northglenn should realize benefits from the station, including proximity to the rail station, improved station access via alternative transportation modes, and the creation of a unique place with public spaces and appropriate land uses.
- d. **Site location** – Task Force members felt the review of the actual station site in relationship to other planned sites was key in making a persuasive argument for the recommended station location. The RTD standard of locating stations two to five miles apart was used to assess each location. The Task Force found all alternative stations are fairly close to meeting the standard in relation to other proposed stations outside our community.
- e. **Station impact on neighbors** – The Task Force felt it was necessary to consider the level of impact on existing Northglenn residential and business neighborhoods. The residents of Fox Run were encouraged to be particularly vocal via a letter mailed to each household. The membership understands there will be rail impacts regardless of station locations, but the addition of stations will exacerbate neighborhood safety concerns, pollution, noise, and visual impacts. Each station received a score based on those perceived impacts.

Task Force members established a series of *weights* for each attribute and impact. The *weights* were carried consistently through each possible station location to reflect the relative importance of each attribute or impact in comparison to the others. A *rating* for each scenario attribute and impact was generated through Task Force member discussion and vote. The ratings were multiplied by the importance weight and totaled to provide a total *score* for each station location.

## 122<sup>nd</sup> and Claude Court Site

Factors to Consider	Rating Low 1-5 High	Weight Low 1-5 High	Score (rating X weight)
<b>Connectors:</b> Major road, feeder road, trails, bus route	2	4	8
<b>RTD Engineering:</b> Topography, grade of line, road crossing, curves, width of ROW, width of current track	4	3	12
<b>Benefit to City(Residents):</b> Improved access to public transportation, desirability of living in Northglenn, potential benefits due to TOD	3	5	15
<b>Benefit to City(Economic):</b> Revenue potential based on land, sense of place, or potential for a unique location	4.5	5	22.5
<b>Location:</b> in relationship to proposed stations at 100 <sup>th</sup> and 124 <sup>th</sup> and 144th	5	3	15
<b>Impact on Neighbors:</b> Odor, noise, visual, local traffic	0	5	0

Total Score:

72.5

## 105<sup>th</sup> Site

Factors to Consider	Rating Low 1-5 High	Weight Low 1-5 High	Score (rating X weight)
<b>Connectors:</b> Major road, feeder road, trails, bus route	4	4	16
<b>RTD Engineering:</b> Topography, grade of line, road crossing, curves, width of ROW, width of current track	0	3	0
<b>Benefit to City(Residents)</b> ( <i>improved</i> access to public transportation, desirability of living in Northglenn, potential benefits due to TOD	3	5	15
<b>Benefit to City(Economic):</b> Revenue potential based on land, sense of place, or potential for a unique location	3	5	15
<b>Location:</b> in relationship to proposed stations at 100 <sup>th</sup> and 124 <sup>th</sup> and 144th	3.5	3	10.5
<b>Impact on Neighbors:</b> Odor, noise, visual, local traffic	0	5	0

Total Score:

56.5

## 112<sup>th</sup> and York Site

Factors to Consider	Rating Low 1-5 High	Weight Low 1-5 High	Score (rating X weight)
<b>Connectors:</b> Major road, feeder road, trails, bus route	2	4	8
<b>RTD Engineering:</b> Topography, grade of line, road crossing, curves, width of ROW, width of current track	3	3	9
<b>Benefit to City(Residents):</b> Improved access to public transportation, desirability of living in Northglenn, potential benefits due to TOD	3	5	15
<b>Benefit to City(Economic):</b> Revenue potential based on land, sense of place, or potential for a unique location	1	5	5
<b>Location:</b> in relationship to proposed stations at 100 <sup>th</sup> and 124 <sup>th</sup> and 144th	3.5	3	10.5
<b>Impact on Neighbors:</b> Odor, noise, visual, local traffic	0	5	0

Total Score:

47.5

The quantitative scoring of the three separate locations led the Task Force to conclude that although all three sites had some level of merit for transit development, the 122<sup>nd</sup> and Claude Court site would prove most beneficial and preferable.

4. **Recommended Station Land Use Attributes** - As the Task Force members worked through their charge, it became apparent that every station possesses the opportunity to exhibit a range of attributes based on land use plans. The configuration of each station's attributes can result in a very different feel and function. Part of the vision discussion was to *identify the preferable types and intensity of uses for the proposed station at 122<sup>nd</sup> and Claude Court*. The membership identified four station land use attributes to help set the stage for future site programming. These attributes are:
  - a. **Planned land uses** – The Task Force recommends that retail uses, public spaces, entertainment, and possible live work space be combined in an inviting, pedestrian-friendly, and truly mixed-use place. The site should include beautiful public spaces and have easy access not only to roads but alternative forms of transportation such as trails and bus routes.
  - b. **General density** – The Task Force suggests that a higher density be pursued at the recommended station location.
  - c. **Pedestrian, Transit, and Automobile Access** – The station site should have excellent pedestrian access, a variety of transit alternatives, and excellent automobile access.
  - d. **Ownership** – Although City ownership of station property allows better development controls and may help meet the City's portion of the corridor development cost burden, the members feel that the City should refrain from acting as a developer for the station site. To reduce City risk and cost, the land should be turned over to a developer to complete. Further, the Task Force recommended that associated planning documents such as the zoning code and Master Plan be changed to reflect the desirable future station area land use.
5. **Development Agreements With Other Entities** - Development of the proposed station at 122<sup>nd</sup> and Claude Court has multiple facets that need to be addressed. It is recommended that City staff and officials pursue various possibilities for station land and infrastructure development by making necessary agreements with RTD, the City of Thornton, DRCOG, Adams County Five Star Schools, and adjacent private owners including Karl's Farm Dairy.
6. **Revenue Sharing** – Depending on the agreements made with the above owners and organizations, revenue sharing agreements should be entered into to protect the City's investment and to gain economic benefits from station area activities.
7. **Development Incentives to Interested Partners** - Offer development incentives based on the City's business incentive ordinance. Members recommend that the ordinance processes be followed. If an exception is required during the course of development, City Council has the final decision on whether or not to increase the incentives.

8. **Funding of Infrastructure Improvements** – The Task Force recognizes the broad and creative nature of this policy. Infrastructure funding is a challenge for Northglenn and there are many facilities that will require improvements. The City should seek out as many additional sources of funding for infrastructure projects as possible. This includes DRCOG TIP funds, RTD corridor funds, grants, and other funding mechanisms. The City will need to focus improvement efforts on trails, Claude Court, the 112<sup>th</sup> rail intersection, the 104<sup>th</sup> rail intersection, the 120<sup>th</sup> rail intersection, and any other roads that may provide access to the proposed station at 122<sup>nd</sup> and Claude Court. In addition, the CIP projects associated with these improvements will need to be worked into the budget and City Master Plan.
9. **Potential RTD Use of Section 36** – Current plans for the FasTracks alignment terminate at 160<sup>th</sup> Avenue in northern Adams County. The City owns the bulk of the section located approximately 1 mile north of the 160<sup>th</sup> Avenue crossing in southern Weld County. The current proposed North Metro FasTracks line will travel along the existing Union Pacific rail corridor. The unused northern portion of the Union Pacific rail corridor transects Section 36. With an eye to the future, the Task Force recommends that the City begin to plan for the day when the FasTracks project extends service north to a portion of Weld County. Initial actions could take the form of amendments to the City’s Comprehensive Plan. Recommendations include, but are not limited to, the use of a portion of City owned land in Section 36 for an RTD maintenance facility.
10. **Community Engagement** – The Task Force members recommend a commitment to two-way communication, both to obtain public input and to disseminate information. Outreach to the community on this matter is of vital importance, especially regarding the URS (RTD consultants) public meetings. The City must pursue every possible way of reaching its citizens including inserts into the water bills, the Northglenn Connections monthly newsletter, a link on Northglenn’s web page, Channel 8, Colorado Lifestyles magazine, the O’Meara Ford billboard, the MarketPlace billboard, the Sentinel, Your Hub, and the City’s Home Owners Associations. Further, City staff, residents, businesses, and officials should work to maximize the community exposure provided by the North Metro Corridor consultants.
11. **Next Steps** - Task force members will be active in attending RTD’s public meetings, will proactively educate neighbors, friends and associates about the FasTracks project, and will continue to promote community involvement in all opportunities presented. The task force suggests a link on the front page of the city website regarding FasTracks Updates. City staff will keep task force members informed and “in the loop” on all FasTracks related activities and will forward a copy of this report to interested parties.

It is understood that RTD is the final decision maker. This recommendation was formed at this moment in time, with the information available, with this particular group of task force members, and that there will be continuing evolution on the issue.





**CITY OF NORTHGLENN  
CITY COUNCIL MEETING  
ACTION AGENDA  
August 24, 2006**

**COUNCIL PRESENT: 8**

**VOTE  
Yes-No-Abstain**

**ORDINANCES – SECOND READING:**

**ADOPTED** CB-1575 – Miller: Liquor Licensing Ordinance Amendments 8-0

**ORDINANCES – FIRST READING:**

**PASSED** CB-1576 – Garner: Arterial ROW Maintenance 8-0

**PASSED** CB-1577 – Paiz: Utility Usage Charges 8-0

**PASSED AS**

**AMENDED** CB-1578 – Martin: Placement of Trash Containers 8-0

**RESOLUTIONS:**

**PASSED** CR-102 – Martin, Monroe, Parsons: Designation of 2007 CDBG Projects 7-1

**PASSED** CR-105 – Monroe: Criminal Justice Records Fee Schedule 8-0

**PASSED** CR-106 – Novak: Partnership for Inclusive Communities 8-0

**PASSED AS**

**AMENDED** CR-107 – Garner, Lindsey, Miller, Parsons:  
Ballot Question for Nov. 7, 2006 Election 6-2

**PASSED** CR-108 – Novak: Setting of Public Hearing for Blight  
Determination – 11401 N. Washington St. 8-0

**PASSED** Motion to accept recommendation from the FasTracks Taskforce. 8-0

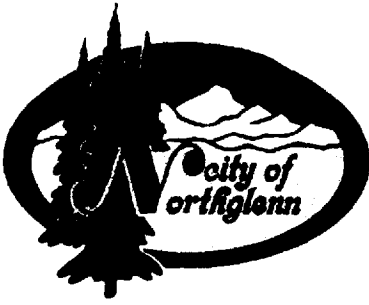
**PASSED** Motion to appoint Council member Monroe to the CML Policy Committee. 8-0

**PASSED** Motion to donate punch passes to Wyco Elementary School for Fun Run Event. 8-0

**PASSED** Motion to donate punch passes to Hmong New Year celebration. 8-0

**PASSED** Motion to meet in executive session on legal matters. 8-0

**STAFF REPORTS: NONE**



*11701 Community Center Drive  
P.O. Box 330061  
Northglenn, Colorado 80233-8061  
Phone 303-451-8326  
Fax 303-450-8708*

August 13, 2007

Mr. Dave Shelley  
North Metro Corridor Project Manager  
Regional Transportation District  
1560 Broadway, Suite 700  
Denver, CO 80202

Dear Mr. Shelley,

Attached please find a copy of Council Resolution 07-69 as adopted by the Northglenn City Council on the 26<sup>th</sup> of July, 2007. The resolution (re)affirms the Northglenn citizen's FasTrack Task Force recommendation (offered in August of 2006) that a station not be built at 112<sup>th</sup> Avenue and York Street.

The City of Northglenn recognizes that RTD has a difficult task; balancing the needs of residents along the entirety of the North Metro Corridor against responding to the specific requests of individual cities/citizen groups. As a public body ourselves, we recognize the sometimes tenuous position of having to weigh localized concerns against regional benefits. The City of Northglenn is very supportive of the FasTracks effort and certainly looks forward to experiencing the both local and regional benefits derived from an active, state of the art mass transit option such as FasTracks. We also clearly understand from numerous meetings and public and private conversations that final location decisions will ultimately be made by RTD.

That said, we must ultimately protect the stated interests of our residents and actively advocate for their position. While we understand that RTD staff does not necessarily agree with the Task Force's recommendation, we simply ask that it be given its due consideration; recognizing it as the product of a citizen (volunteer) driven task force that is not opposed to FasTracks, rather that particular location.


In the event that RTD would proceed with the construction of a transit stop at 112th and York in spite of the Task Force's recommendation, the City's position is that it should closely approximate design Option 3. In the City's view, *if* a station is ultimately constructed on the 112th and York site, the overall development should be minimized to the point where the station can be functional yet not intrusive to nearby residential

areas. Specifically, we feel that the overall level of surface parking must be kept to a minimum to support the operation of the station; particularly if within close proximity to the north and south there will be larger, higher density transit oriented developments that might more easily accommodate larger areas of surface parking. As a City we would also like the ability to participate in the station design process; including being provided copies of any modeling/ridership forecasting data that would ultimately drive the design of the facility.

We appreciate the efforts of the North Metro DEIS team to communicate with the jurisdictions affected by the FasTracks project and we will continue to provide our input at various stages of the process. We appreciate the level of public input your process has both encouraged and provided for. Certainly you have given the various jurisdictions and their residents ample opportunities to comment on the project and its specific elements. We appreciate that.

In closing, we ask that RTD respect the Task Force's recommendation and not build a station at 112th and York. However, *if* RTD views that station as a necessary stop along the North Metro Corridor, we ask that every effort be made to minimize the overall physical development and that final plans be extraordinarily sensitive to surrounding residential areas.

Sincerely,

  
A.J. Krueger, City Manager  
City of Northglenn

SPONSORED BY: MAYOR NOVAK, COUNCIL MEMBER MONROE

COUNCILMAN'S RESOLUTION

RESOLUTION NO.

No. CR-76  
Series of 2007

Series of 2007

A RESOLUTION CONFIRMING THAT THE CITY HAS AN OPTION TO PURCHASE APPROXIMATELY 5.404 ACRES OF VACANT LAND LOCATED AT 112<sup>TH</sup> AVENUE AND YORK STREET

WHEREAS, the City previously was in the process of purchasing certain property consisting of approximately 5.404 acres located at 112<sup>th</sup> Avenue and York Street (the "Property"), and determined not to appropriate funds to complete the acquisition of the Property;

WHEREAS, the City has determined that its overwhelming desire and intent is that the Regional Transportation District ("RTD") not locate any type of public transportation station in the vicinity of 112<sup>th</sup> Avenue and York Street as part of its future contemplated project;

WHEREAS, RTD has not made any final public decision regarding the location of a station, nor the type of station that may be located in the vicinity of the Property;

WHEREAS, the City desires to have additional and direct input into the RTD discussions on the location and type of station contemplated, not only as an interested party, but also as a direct owner of potentially affected property; and

WHEREAS, the City therefore desires to confirm that it has placed an option on the Property, and will engage in a process that includes continued discussions with RTD regarding alternate locations for the potential public transportation station, as well as discussion regarding the highest and best use of the Property for the residents of the City.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTHGLENN, COLORADO, THAT:

Section 1. The City Council hereby declares that it has placed an option on the Property set forth above, and as a directly affected interest holder in the discussions regarding the type and placement of a future RTD public transportation station, will continue to engage in community discussions and discussions with RTD regarding the best use of the Property for the residents of the City of Northglenn.

DATED at Northglenn, Colorado, this \_\_\_\_ day of \_\_\_\_\_, 2007.

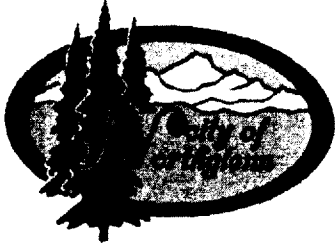
\_\_\_\_\_  
KATHLEEN M. NOVAK  
Mayor

ATTEST:

\_\_\_\_\_  
DIANA L. LENTZ, CMC  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
COREY Y. HOFFMANN  
City Attorney



City of Northglenn  
11701 Community Center Drive  
P.O. Box 330061  
Northglenn, CO 80233-8061  
Phone 303-450-8741  
FAX 303-450-8708

October 16, 2008

RTD Board of Directors  
1600 Blake Street  
Denver, Colorado 80202

Dear RTD Board of Directors:

After careful consideration and discussion of the RTD FasTracks Options, the North Metro Corridor local governments of Adams County and the cities of Commerce City, Northglenn and Thornton are in support of the entire FasTracks program being built out as approved by the voters in 2004. To that end, we do not support Option 2, and will not consider it further because it does not provide equity for the entire Denver metro region. Reaching regional consensus will not occur with Option 2 because prioritizing one corridor over another will cause divisions between the various areas in the region. We therefore request that RTD eliminates Option 2 from the FasTracks Options Review.

The County and its cities will continue working with RTD and the region to reach consensus on defining a regionally equitable solution. This will include considering the remaining 4 Options, possibly a combination of these options, or potentially entirely new alternatives. In whatever form this equitable option is developed, it first needs to define the most logical segments of all the FasTracks corridors to open within the time frame promised to the voters in 2004. Once these logical termini for meeting the voter-approved schedule are identified, the discussion should then focus on how best to approach the remaining portions of the FasTracks corridors in a fair and consistent manner.

To that end, Adams County and its cities are in agreement, and will work towards the Eastlake (124<sup>th</sup>) Station to be, at a minimum, the northern terminus of the North Metro corridor. This is logically based on the following reasons: 1.) 88<sup>th</sup> Avenue does not adequately serve the northern areas of Adams County; 2.) 104<sup>th</sup> Avenue is constrained by the surrounding development for the necessary space needed for parking at an end-of-the-line station; 3.) 112<sup>th</sup> Avenue has a restrictive road system and inadequate space for additional parking. Eastlake (124<sup>th</sup>) is a logical end point because it is served by a better road system; there is space for additional parking as an end-of-the-line station; and is more centrally located for travelers in the northeast areas of Adams County. As a part of developing an equitable FasTracks option, RTD should also begin utilizing FastConnects in this current process by identifying key major road connections to the rail corridors. For the North Metro line, the local jurisdictions would request consideration for enhanced bus service to the most appropriate station(s) along the FasTracks system that will serve our neighbors in Brighton and other areas of northern Adams County by opening day of the North Metro corridor.

We appreciate RTD's efforts to involve the local jurisdictions in this critical decision making process. FasTracks was approved by the region, and it will only be a regional effort that moves FasTracks forward, which is therefore why we request Option 2 to be eliminated from further consideration.

Sincerely,

  
Kathleen M. Novak, Mayor  
City of Northglenn

## Travis Reynolds - Proposal for semi-monthly RTD FasTracks EIS & Design phase coordination meetings

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**From:** Travis Reynolds  
**To:** Hayes, James; Hofmeister, Mark; Van Houten, Russ; Willett, David  
**Date:** 12/2/2009 5:13 PM  
**Subject:** Proposal for semi-monthly RTD FasTracks EIS & Design phase coordination meetings  
**CC:** Simmons, William

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Gentlemen,

From time to time RTD commissions new committees/technical groups to deal with the many facets of the construction and operation of the FasTracks project. Jim and I currently cover a number of different project committees on behalf of Northglenn. As we move into the design, construction, and operation phase of the project, the issues become less "planning" and more "design and operation" oriented, falling further from our purview.

In an attempt to stay on top of RTD's meeting and information requests as well as coordinate input and information from the various RTD meetings, we are proposing to establish a semi-monthly (every two weeks) staff coordination meeting. I think this will be critical for digesting and disseminating information that Bill S. and the Council will periodically require.

The current known meetings that are organized by RTD and attended by Northglenn staff are as follows:

- Local Government Team - Draft EIS meetings
- Agency Working Group - Draft EIS meetings
- Local Government Match meetings
- Quiet Zone meetings
- Utility coordination meetings
- Stormwater and Drainage meetings
- Public Safety
- Value Engineering meetings

Proposed topic areas for our semi-monthly coordination meetings would include:

- Local match/In-kind service logging
- Public Communications
- Draft EIS
- Station Area TOD activities
- Quiet Zone
- Utilities
- Stormwater
- Roadway Improvements
- Trails
- Public Safety
- Value Engineering Exercises

Nobody likes "more meetings", but I think that this is vital for information coordination and ensuring that we don't miss something along the way.

The initial proposed meeting date is Friday the 11th at 10:00 a.m. I will send out an invitation for our calendars. We will discuss a standing meeting time at the initial meeting.

Thanks,  
Travis