

EXCERPTS

Acronyms in Document:

CCD- City and County of Denver (the City, the Mayor and his Administration)
CDOT- Colorado Department of Transportation
CPGC- City Park Golf Course (Detention, part of **P2PH**)
GLO- Globeville Landing Outfall (part of **P2PH**)
LOR- Letter of Recommendation (**MATT LOR**)
MATT- Multi-Agency Technical Team (formed by **CDOT**, **RTD**, **CCD**, and **UDFCD**)
MOU- Memorandum of Understanding (**MATT MOU**)
NDCC- North Denver Cornerstone Collaborative (6 Portfolio Developments combined by Mayor)
NEPA- National Environmental Policy Act (under the EPA)
NWC- National Western Center (part of the **NDCC**)
P2PH (or **P2P**)- Platte to Park Hill: Stormwater Systems (4 Drainage Projects for a 100-year storm)
P3's- Public Private Partnerships
PCL- Partial Cover Lowered (I-70 PCL, lowered portion of the Central 70 Project, part of the **NDCC**)
PHGC- Park Hill Golf Course (Detention, part of **P2PH**)
RTD- Regional Transportation District (Commuter Rail Lines and Stations, part of the **NDCC**)
TBDP- Two Basins Drainage Project (Lower Montclair/Park Hill Basin Storm Projects, precursor to **P2PH**)
UDFCD- Urban Drainage and Flood Control District

Jan 2015- MATT LOR (Letter of Recommendation)

The Multi-Agency Technical Team (**MATT**) was formed in 2013 by **CDOT**, **RTD**, **CCD** (City & County of Denver), and **UDFCD** (Urban Drainage and Flood Control District). This document describes the recommended solution to protect I-70 and other NDCC developments, using CCD's Open Channels, ponds, and Outfall in Globeville that was first seen in the Montclair Creek Feasibility Evaluation 7 months earlier. The MATT LOR also adds pipes/ponds in Park Hill Basin next door creating the whole "Two Basins" concept.

Excerpts Include:

"The purpose of this LOR is to describe MATT's recommended technical solution and improvement sequence/schedule.. (to address the MOU that created MATT and which was written) **..to establish an inter-agency collaboration** for the development of a coordinated set of infrastructure improvements **that efficiently and effectively integrates the drainage needs of the following projects:**

1. **CDOT's I-70 East Project from Brighton Boulevard to Colorado Boulevard**
2. **RTD's North Metro Rail Line**
3. **CCD's North Denver Cornerstone Collaborative (NDCC)" ---1/8 (1)**

(Neighborhood concerns aren't mentioned here! The list is a bit redundant in the sense that CDOT's I-70 East (now called Central 70), and RTD's North Metro are all part of the NDCC. So, they could have just said they want to handle the drainage needs of the NDCC, but maybe that would be too clear.)

“During the second half of 2014, **CDOT** and **CCD** conducted additional meetings to coordinate and develop potential drainage alternatives for both the **I-70 PCL** project and **CCD's Open Channel Concept**. (Along 39th Ave and conveying water across Globeville Landing.) The result of these meetings was the development of a **recommended technical solution**—aka **Combined Drainage System**-- for the MATT team to review and recommend.” ---1/8 (1)
(the **Combined Drainage System** was the precursor to **TBDP**, which was then renamed to **P2PH**.)

“The trench area of CDOT’s I-70 PCL project is a sump and must be design [sic] with a drainage system to handle the 100-year event.” ---1/8 (1)
(Greater than CCD’s drainage requirements for Central Denver neighborhoods, but required for Highways by the Federal Government.)

“The recommended technical solution.. **addresses off-site drainage for the 100-year design flows** from both the Montclair and Park Hill drainage basins.. This combined drainage system will collect, detain and convey to the South Platte River, the MATT agreed upon 100-year stormwater flows south of I-70.” ---2/8 (2)
(The System basically has components in both **Montclair Basin** (Open Channel, Detention Pond, pipes/ponds along I-70, Outfall in Globeville Park) and **Park Hill Basin** (pipes/ponds, and Park Hill Golf Course (**PHGC**) Detention is proposed). City Park Golf Course (**CPGC**) Detention isn’t mentioned as it comes later in 2016.)

It’s interesting to note that CDOT’s I-70 pipes along the south side of the highway will only handle the following:

“This second system will handle the runoff from the local tributary area **between 40th Avenue/Smith Road and I-70.**” ---2/8 (2)
(In other words, I-70 PCL’s responsibility for their own drainage will be to only handle the flows between the 39th Ave Open Channel and I-70 (about 6 blocks), or how to get the taxpayers to pay for most of I-70’s 100-year storm requirements by handling the majority of the flows coming from the south via the Open Channel!)

Finally, it sums up some of the **Recommendation Benefits**, including:

- **“A more robust drainage system for I-70..”** ---5/8 (5)
- **“Provides a usable outfall connection for future upstream flood control improvements** in both the Montclair and Park Hill watersheds
- **Increased drainage protection (100 year) for the North Metro Corridor, EAGLE** (a P3 with RTD) and **NWC.**
- **Potential cost savings to the North Metro Corridor and NWC** depending on timing of the **Combined Drainage Solution”** ---5/8 (5)

*(In other words, more **tax dollars** to help out these portfolio development projects instead of having them fund their own drainage needs via their **P3's**. Remember when the voter-approved plan for the NWC said there'd be no new taxes on residents? What this LOR clearly shows is well before all the P2PH presentations to our neighborhoods, the plan was already in place for what would become the 39th Ave **Open Channel** and **GLO** to be used to take care of the off-site (Montclair Basin) stormwater flows south of I-70 to benefit the **PCL**. **NWC** and **RTD North Metro** (all part of the **NDCC**) would benefit from this as well (up to 100-year protection and “cost savings”) as all are in the “bottomlands” of the Montclair Basin like I-70 and all are signature development projects of the City. Protection that will happen in the very near future for neighborhoods south (upstream) of this area isn't specifically mentioned and doesn't seem to be a present concern or focus, but they do throw out a bone and mention “future” upstream improvements via the new outfall connections. In other words, check's in the mail and you just need to trust they'll have the funds to actually do upstream improvements in a reasonable time period. That's after the massive spending on P2PH via the rate increase that will tie up the City's ability to raise additional drainage funds for years to come, **even while they handle the drainage concerns of all the large projects in the NDCC area immediately.**)*