

# Meeting Minutes



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<b>Project:</b>	<b>Floyd Hill Master Plan</b>	<b>Date:</b>	<b>November 5, 2008</b>
<b>Subject:</b>	<b>FHMP Steering Committee Meeting</b>	<b>Time:</b>	<b>6pm</b>
<b>Minutes by:</b>	<b>Norris Design</b>	<b>Location:</b>	<b>Floyd Hill Fire Station</b>

<b>Company</b>	<b>Present - ■ Representative</b>	<b>Company</b>	<b>Present - ■ Representative</b>
Norris Design	■ Elena Vossman	ESRE	■ David Elmgreen
Clear Creek County	■ Fred Rollenhagen	Saddleback Mountain	■ Charles Choi
Clear Creek County	■ JoAnn Sorenson	Floyd Hill POA	■ Mike Chevarria
Clear Creek County	■ Bert Weaver	CCC Open Space	■ Pete Helseth
CCC Economic Development	■ Peggy Stokstad	Beaver Brook	■ Kay Axtell
Idaho Springs	■ Asta Loevlie		

## Floyd Hill - Meeting Minutes

### **Black Hawk/Gaming Area EIS**

- Market forces at Floyd Hill - Colorado voters passing Amendment 50 = growth
- Gaming EIS proposes a tunnel to Black Hawk
- Proposed Black Hawk Tunnel goes through Clear Creek County land and needs a 1041 permit and BOCC approval
- Black Hawk could annex land to connect to I-70
- How can the County work with the Silverdollar Metro District and the town to have the potential tunnel work for both jurisdictions? Black Hawk has been unresponsive thus far.
- RMRA - transit ridership draft numbers, example Black Hawk has 12 million visits per year, local population of around 600 people, for a total "population equivalent" of around 800,000
- How should the Floyd Hill Master Plan "react" to this information and be proactive in planning the future?
  - We know that growth pressures will be expected from the increased gaming approval - should the Floyd Hill Master plan address this opportunity for potential increased development?
  - Floyd Hill is a "choke point" on I-70 headed west to the resort communities as well as to gaming communities -should we address this challenge as an opportunity to develop gateway and transit hub?
  - What will happen to this choke point as a result of outside pressures?"

### **Transit/ Transportation**

- RMRA showed an alignment going through Clear Creek Canyon rather than up I-70 with a stop at Highway 6/119 and a "potential" stop at Idaho Springs, but unsure of whether this alignment is feasible due to speed of train / curvature of canyon
- Floyd Hill not shown as a transit stop on I-70 Coalition transit alignment
- Should the Floyd Hill Master Plan still show a transit hub for the County, want to acknowledge potential for rail transit stop and explore bus options (bus with or without rail transit)
- Flow through transportation hub - potential for integration of private buses and public (RTD and casinos?)
- What will the increased traffic on I-70 be with the expansion of gaming at Black Hawk/Central City and Black Hawk tunnel? **Action Item - get updated data from Jacobs / CDOT regarding Gaming EIS**



- With this increased traffic anticipated to gaming areas, could a westbound exit ramp at 247 become more feasible? **Action Item - talk to JF Sato / Jacobs / CDOT about traffic increases and potential, get Bert's traffic data based on platted lots**
- **Should the Floyd Hill Master Plan identify the need (existing and projected) that emergency responders have to transfer patients from ambulance to helicopter in the Floyd Hill area? Should this transfer point be identified within CDOT ROW?**

### Master Plan

- Implementation steps considering specific pressures
  - Examples: If a rail transit station located at Black Hawk exit (Highway 6/119), should Floyd Hill provide multi-modal access to that station
  - If a rail transit station can be located at Floyd Hill, it will be accommodated in this manner... 1), 2)
- Prescriptive zoning + Performance measures (graphic examples, form and
- Respond-ability
- Shorten design review process for properties within area
- Establish the attitude of (or is it the plan for) Floyd hill with the anticipation of "overuse"