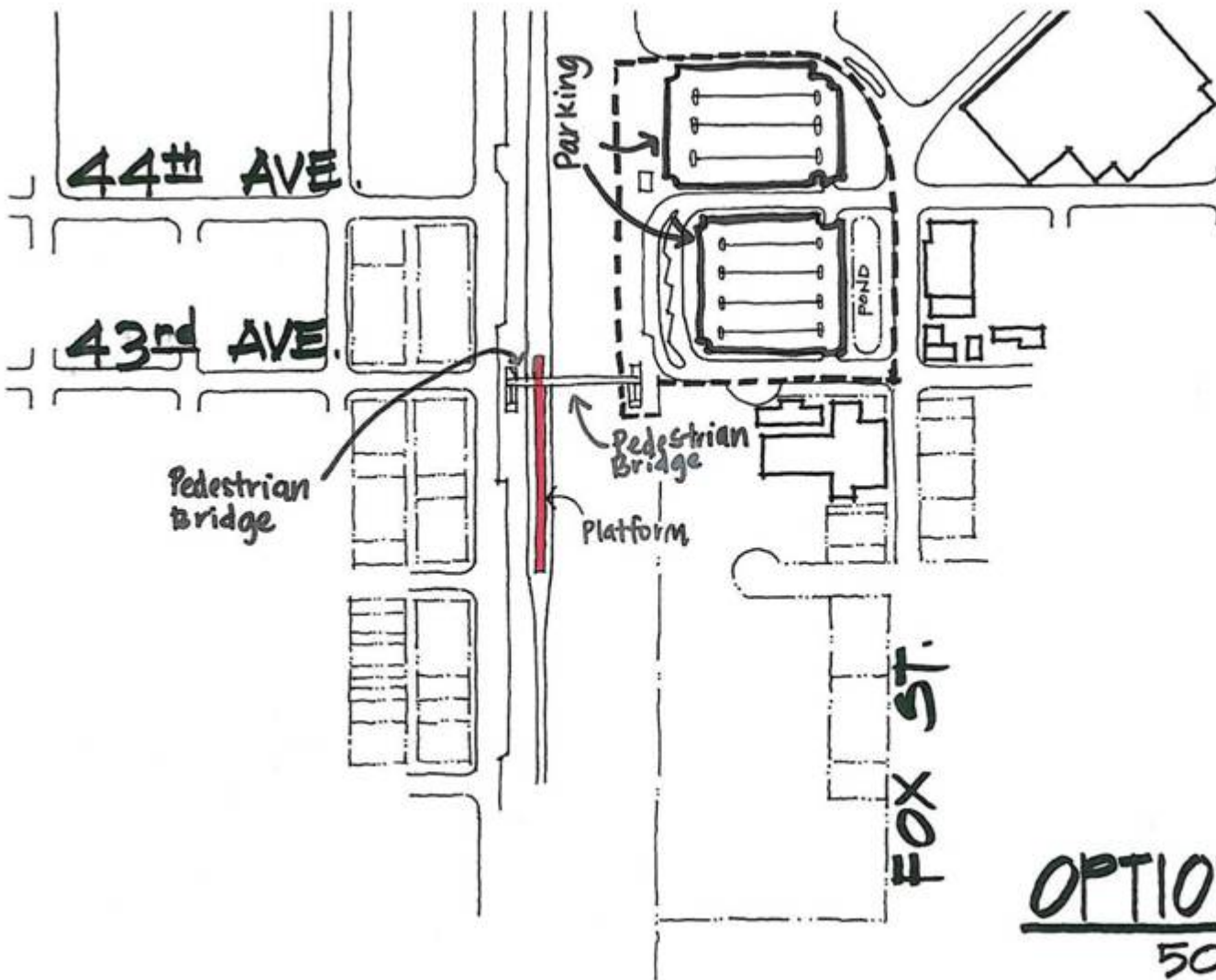


# EMU: BN/UP ALTERNATIVE 38<sup>th</sup> AVENUE STATION

OPTION A  
Parking at 44<sup>th</sup> and Fox;





**EMU: BN/UP ALTERNATIVE**  
**38<sup>th</sup> AVENUE STATION**  
**OPTION A: GOLD LINE TEAM ANALYSIS**

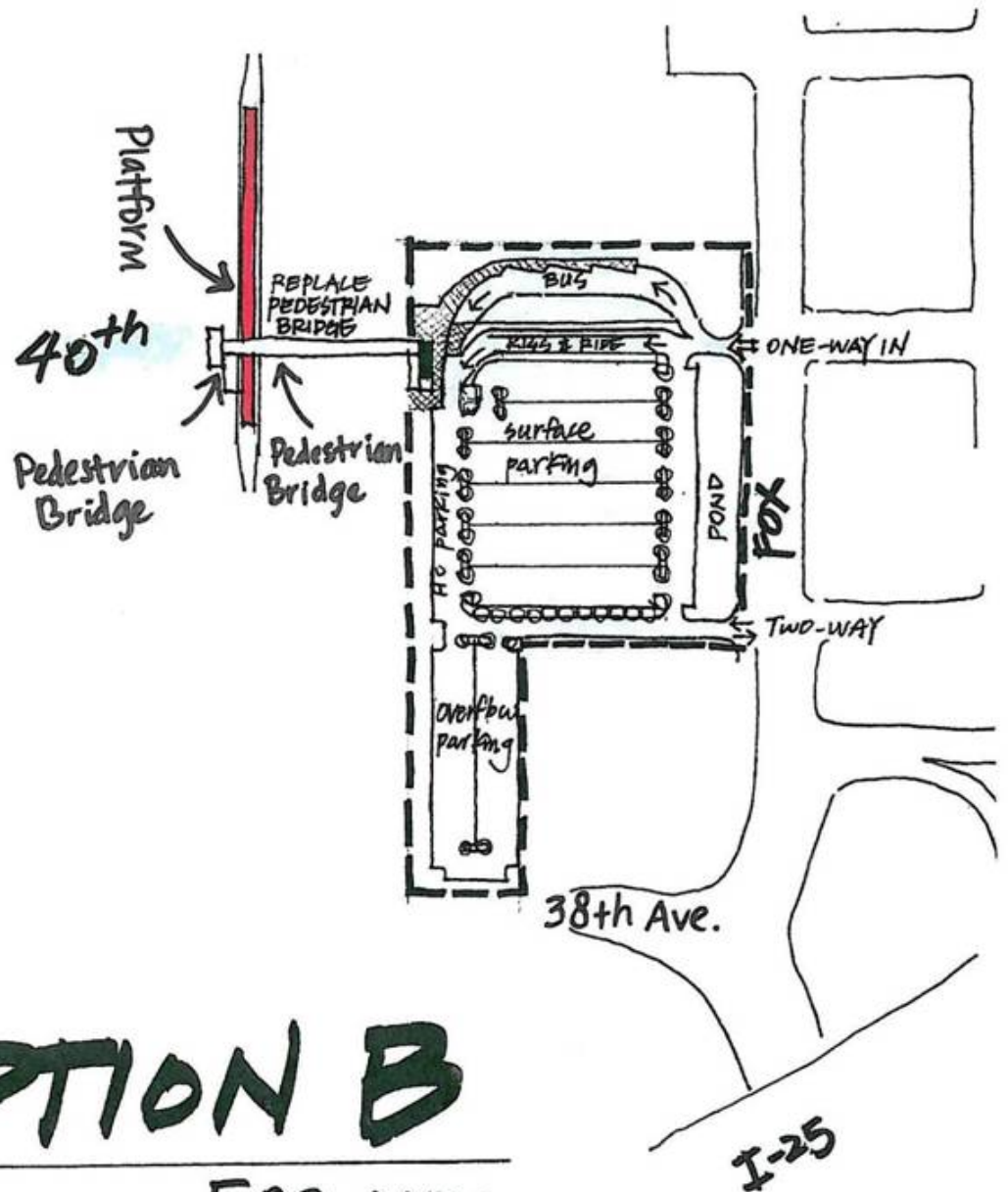
**Option A – Parking at 44<sup>th</sup> and Fox; Platform located between the BN and UP at 44<sup>th</sup>**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Regional, community and local access via I-25 and 44<sup>th</sup> Avenue</li> <li>▪ Regional access to the Gold Line and Northwest Rail (to Boulder)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the platform by the freight line (both options due to the alignment)</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> <li>▪ Location at Fox and 44<sup>th</sup> closer to the Globeville and Sunnyside neighborhoods</li> <li>▪ Close to the Quigg Newton housing project</li> <li>▪ Serves the Sunnyside neighborhood in the vicinity of industrial businesses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Station location is less convenient to Highland neighborhood</li> <li>▪ Cut-through traffic would need to be discouraged on neighborhood streets west of the station (same for both options)</li> <li>▪ Different than what was shown in FasTracks.</li> </ul> <p><i>(Note: FasTracks assumed Light Rail on the west side of the railroad alignment. The Commuter Rail alignment is in the middle of the freight tracks.)</i></p>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on an underutilized industrial parcel</li> </ul>	
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ High cost site</li> </ul>

# EMU: BN/UP ALTERNATIVE 38<sup>th</sup> AVENUE STATION

## OPTION B

Parking at 38<sup>th</sup> and Fox;



# OPTION B

500 CARS



**EMU: BN/UP ALTERNATIVE**  
**38<sup>th</sup> AVENUE STATION**  
**OPTION B: GOLD LINE TEAM ANALYSIS**

**Option B – Parking at 38<sup>th</sup> and Fox; Platform located between the BN and UP north of 38<sup>th</sup>**

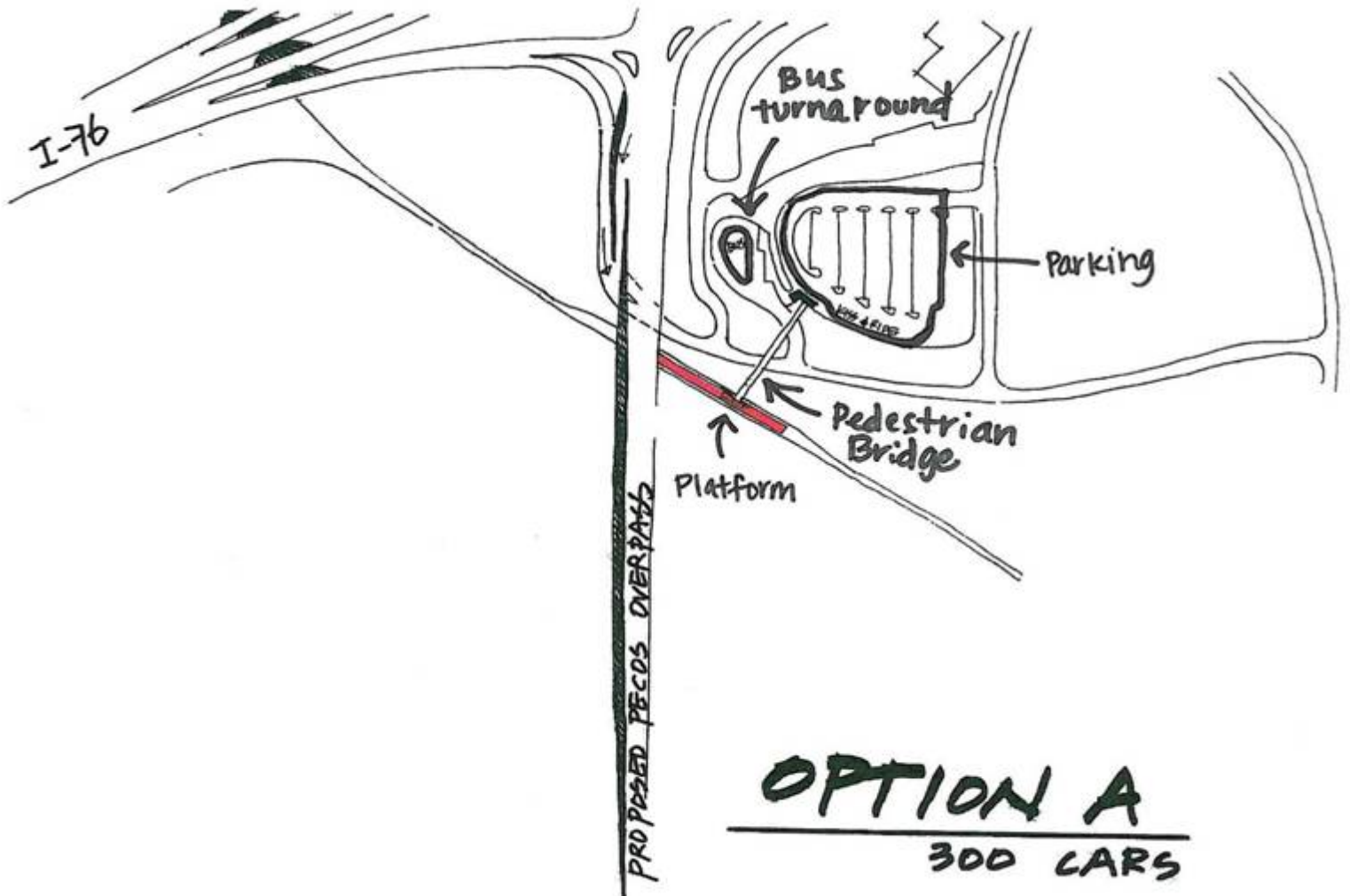
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Regional access to the Gold Line and Northwest Rail (Boulder)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus and commuter access from 38<sup>th</sup> Ave</li> <li>▪ Parking and drop-off are separated from the platform by the freight line (both options due to the alignment)</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station location closer to Highland neighborhood</li> <li>▪ Access to the Auraria Student Housing development</li> <li>▪ Station location is consistent with previous concepts</li> <li>▪ Station and parking are consistent with existing rail and industrial uses</li> <li>▪ Serves the Sunnyside neighborhood in the vicinity of industrial businesses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cut-through traffic would need to be discouraged on neighborhood streets west of the station (same for both options)</li> <li>▪ Would require acquisition of businesses</li> </ul>
<b><i>Environmental</i></b>		<ul style="list-style-type: none"> <li>▪ Parking would displace an existing business</li> </ul>
<b><i>Financial</i></b>		<ul style="list-style-type: none"> <li>▪ High cost site</li> </ul>

## **EMU: BN/UP ALTERNATIVE 38<sup>TH</sup> AVENUE STATION ISSUE FOCUSED TEAM INPUT**

- **Option B was preferred** by the majority of participants due to its proximity to Highlands and consistency with existing neighborhood plans. Concerns were expressed about this location's proximity to Globeville and where the parking facility's detention pond is currently shown. Pedestrian access and safety were also mentioned as potential issues, since this station would be located near a busy intersection.
  
- **Option A was less preferred** by the group because it is further from Highlands and less consistent with existing neighborhood plans. However, the group felt the option would provide better access to Quigg Newton and Globeville. It was also noted that the option may have better redevelopment potential due to its proximity to the nearby Denver Post facility, which is currently for sale.
  
- Important evaluation criteria identified by the group included:
  - 38<sup>th</sup> Avenue Access. Pedestrian, bus and bike access from 38<sup>th</sup> Avenue.
  - Bus routing impacts. Minimize potential neighborhood impact of routing buses on 44<sup>th</sup>.
  - Reconstruction of the 38<sup>th</sup> Avenue underpass. While not part of the proposed Gold Line project, this is very important to the community. The Rail bridge over 38<sup>th</sup> should not preclude the city from making future improvements to 38<sup>th</sup> Avenue.
  - Maximize land. Design parking in a way that encourages TOD.
  - Environmental. Consider air quality impacts to surrounding areas when designing bus and vehicular access.
  
- The following recommendations were made:
  - Evaluate ways to locate station platform even further south.
  - Evaluate possibility of an elevated station over 38<sup>th</sup> Avenue.
  - Work with City and County of Denver to prevent potential on-street parking impacts in surrounding neighborhoods.
  - Evaluate and bring back to the community benefits/impacts of providing some parking on the west side of the station.
  - Design parking facilities in a more linear fashion along the alignment to create more opportunities for development on Fox.
  - Relocate detention ponds to make them less visible.
  - Evaluate public/private partnerships with nearby churches/businesses to provide additional parking.

# EMU: BN/UP ALTERNATIVE PECOS STATION

## OPTION A





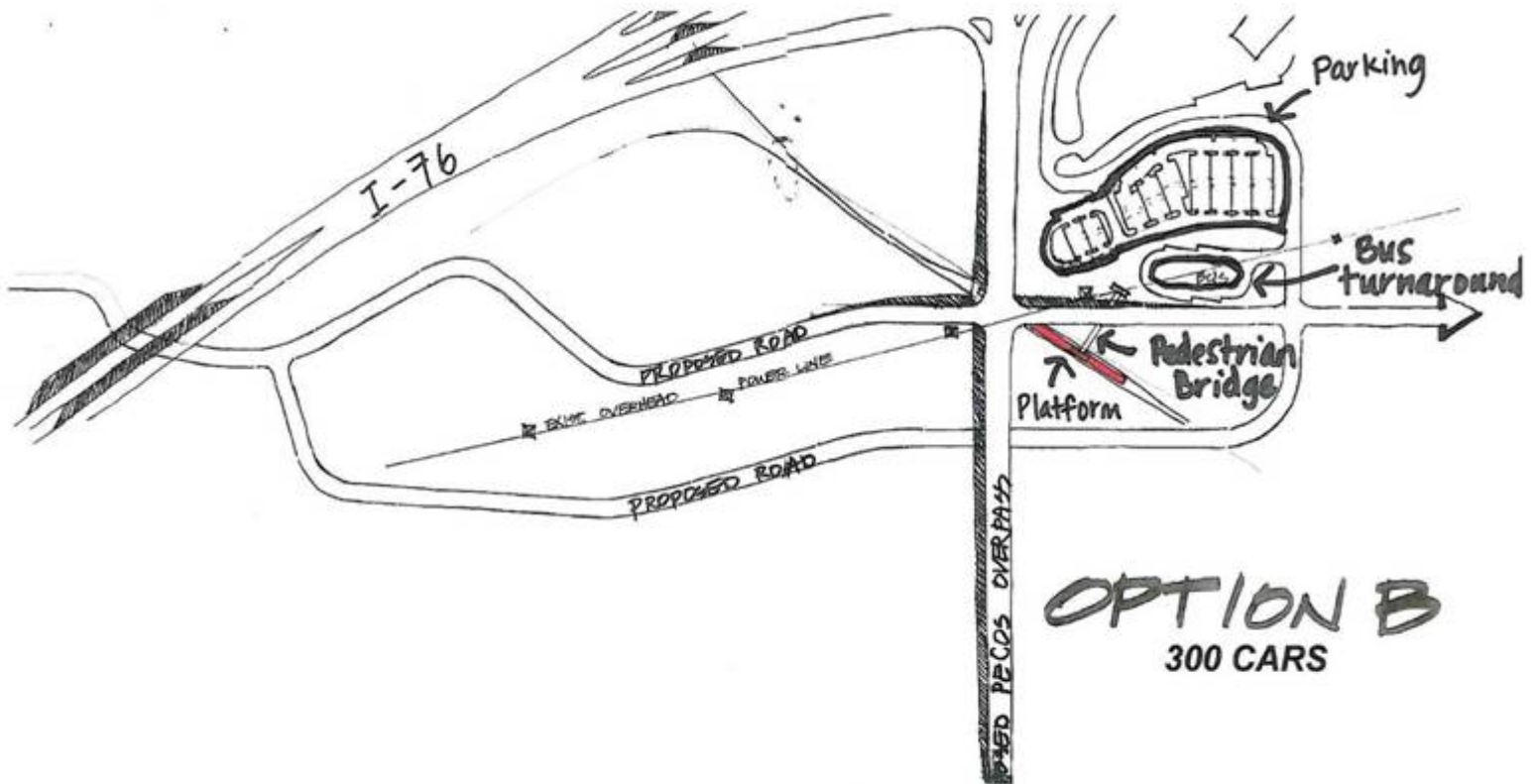
**EMU: BN/UP ALTERNATIVE  
PECOS STATION  
OPTION A: GOLD LINE TEAM ANALYSIS**

**Option A –Parking located south of I-76 and east of Pecos; Platform located on the north side of tracks in the railroad right of way, directly east of Pecos**

	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Regional and community access via I-76 and Pecos</li> <li>▪ This station provides access to the Gold Line and Northwest Rail (Boulder)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the platform by the freight line</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access from Pecos is circuitous and will need signage</li> </ul>
<b><i>Environmental</i></b>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on an underutilized industrial brownfield property</li> </ul>	<ul style="list-style-type: none"> <li>▪ The existence of the station is dependent upon Adams County success securing funds for the Pecos overpass construction</li> <li>▪ Parking is located on top of a capped land fill which will complicate construction and permitting</li> <li>▪ Requires a pedestrian bridge over the freight line</li> </ul>
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Low property costs may be offset by high site development costs due to landfill issues.</li> </ul>

# EMU: BN/UP ALTERNATIVE PECOS STATION

## OPTION B



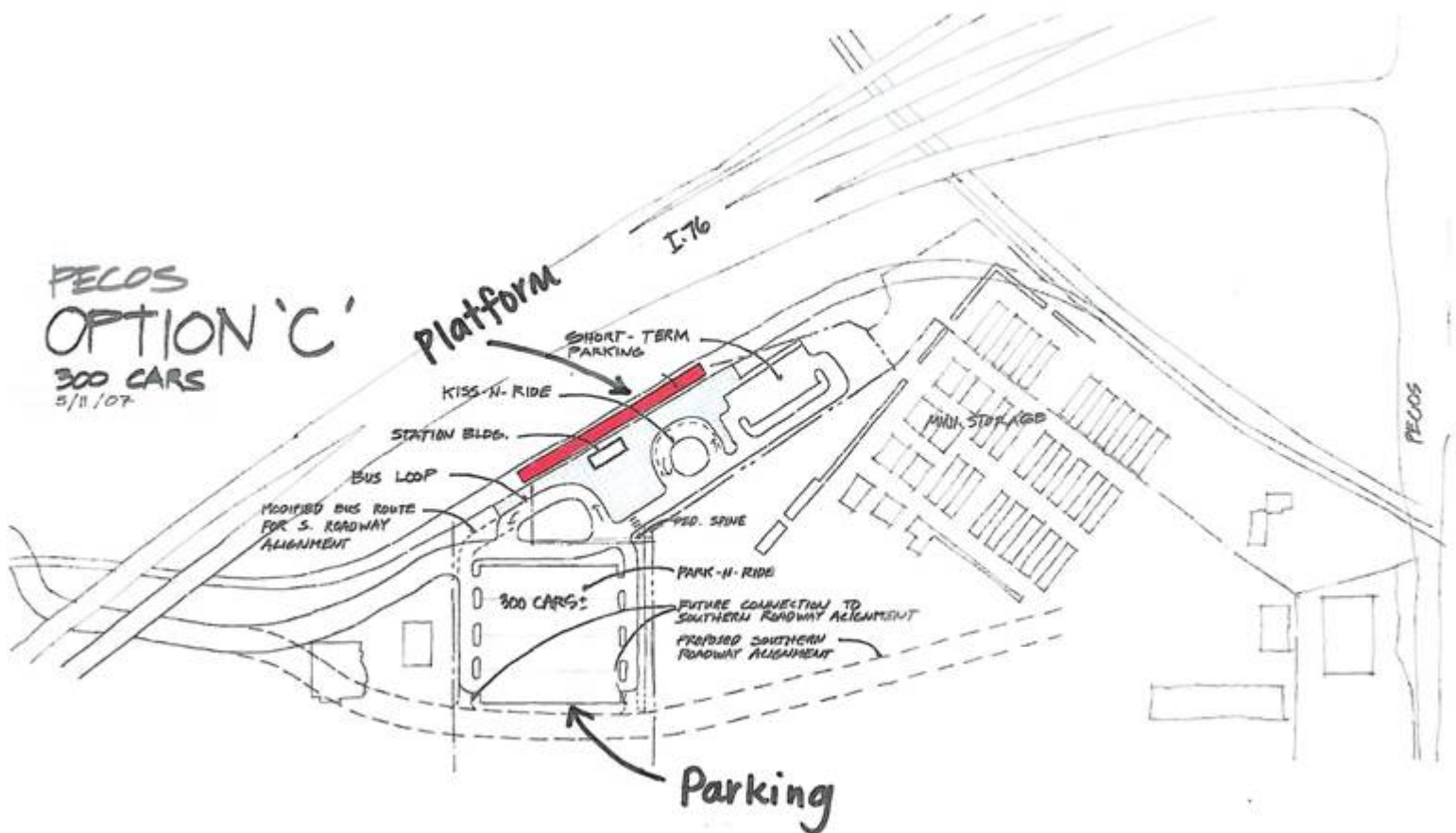


# EMU: BN/UP ALTERNATIVE PECOS STATION OPTION B: GOLD LINE TEAM ANALYSIS

<b>Option B – Parking located south of I-76 and east of Pecos but with additional road infrastructure; Platform located on the north side of tracks in the railroad right of way, directly east of Pecos</b>		
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<i>Operational</i>	<ul style="list-style-type: none"> <li>▪ Regional and community access via I-76 and Pecos</li> <li>▪ This station provides access to the Gold Line and Northwest Rail (Boulder)</li> <li>▪ The roadway connection is in consistent with Adams County’s long term plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off are separated from the platform by the freight line</li> </ul>
<i>Community</i>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> </ul>	
<i>Environmental</i>	<ul style="list-style-type: none"> <li>▪ Parking is proposed on an underutilized industrial brownfield property</li> </ul>	<ul style="list-style-type: none"> <li>▪ The existence of the station is dependent upon Adams County success securing funds for the Pecos overpass construction</li> <li>▪ Parking is located on top of a capped land fill which will complicate construction and permitting</li> <li>▪ Requires a pedestrian bridge over the freight line</li> </ul>
<i>Financial</i>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Low property costs may be offset by high site development costs due to landfill issues.</li> </ul>

# EMU: BN/UP ALTERNATIVE PECOS STATION

## OPTION C\*



\* Please note that Option C for the Pecos station was added following the April 2007 Issue Focused Team meetings.



**EMU: BN/UP ALTERNATIVE  
PECOS STATION  
OPTION C: GOLD LINE TEAM ANALYSIS\***

<b>Option C – Parking located south of I-76 and west of Pecos; Platform directly south of I-76 and west of the storage facility in the railroad right of way</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<i>Operational</i>	<ul style="list-style-type: none"> <li>▪ Large site with possibility for expansion to the west.</li> <li>▪ Direct access to I-76 and Pecos (assuming completion of Pecos overpass and elevated intersection by others)</li> <li>▪ Direct station access is not dependent upon construction of the Pecos overpass.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Does not provide access to Northwest Rail (Boulder).</li> </ul>
<i>Community</i>	<ul style="list-style-type: none"> <li>▪ Surrounding land allows for redevelopment opportunities</li> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> <li>▪ Would not require any residential property acquisitions</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require some business property acquisitions</li> </ul>
<i>Environmental</i>	<ul style="list-style-type: none"> <li>▪ Unlike Options A &amp; B, the parking lot is not located on a capped landfill</li> </ul>	
<i>Financial</i>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	

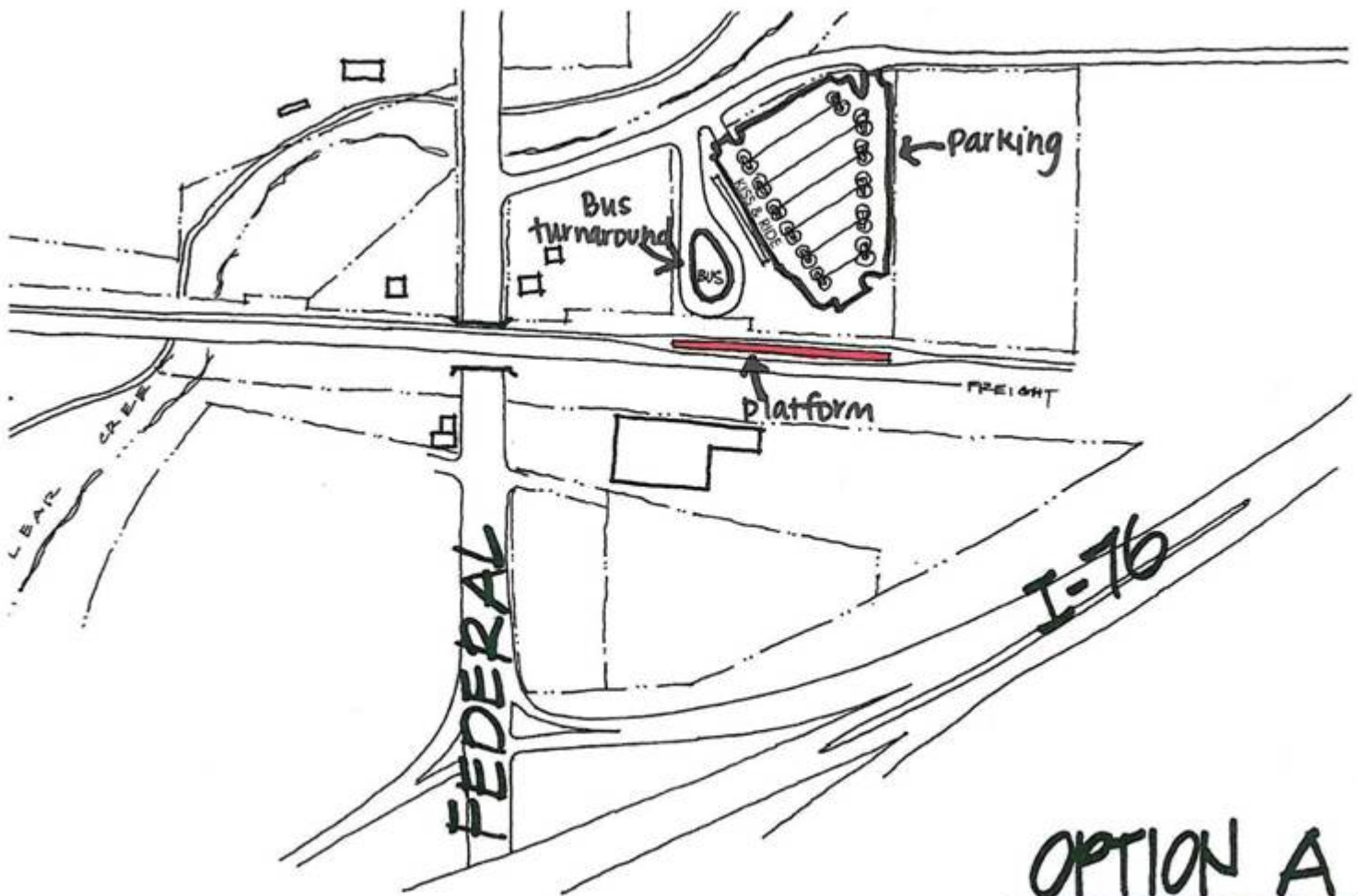
\* Please note that Option C for the Pecos station was added following the April 2007 Issue Focused Team meetings.

## **EMU: BN/UP ALTERNATIVE PECOS STATION *ISSUE FOCUSED TEAM INPUT***

- **Option A is preferred** by a majority of the participants for opening day.
- **Option B is identified as a potential Phase 2 option.**
- Important evaluation criteria identified by the group included:
  - Northwest Rail access. Convenient transfers to the Northwest Rail line is the top priority for the group (both options provide this).
  - Cost. The costly new road network associated with Option B would allow for the easiest neighborhood access; however may not be necessary for opening day.
  - Expandability. Opening day design must not preclude future TOD or road network improvements. The group feels that the TOD potential of this station is vital, particularly since the area is not in a flood plain (unlike the area around other Adams County stations).
  - Security. Ensure that the area in/around park-n-Ride and station is safe enough that people would feel comfortable parking their cars for extended periods of time and walking to/from the station.
- The following recommendation was made:
  - For better bus access, evaluate slip ramps for either side of the Pecos bridge leading to the bus turn-offs, which would provide elevator/stair access to the station.

# EMU: BN/UP ALTERNATIVE FEDERAL STATION

## OPTION A



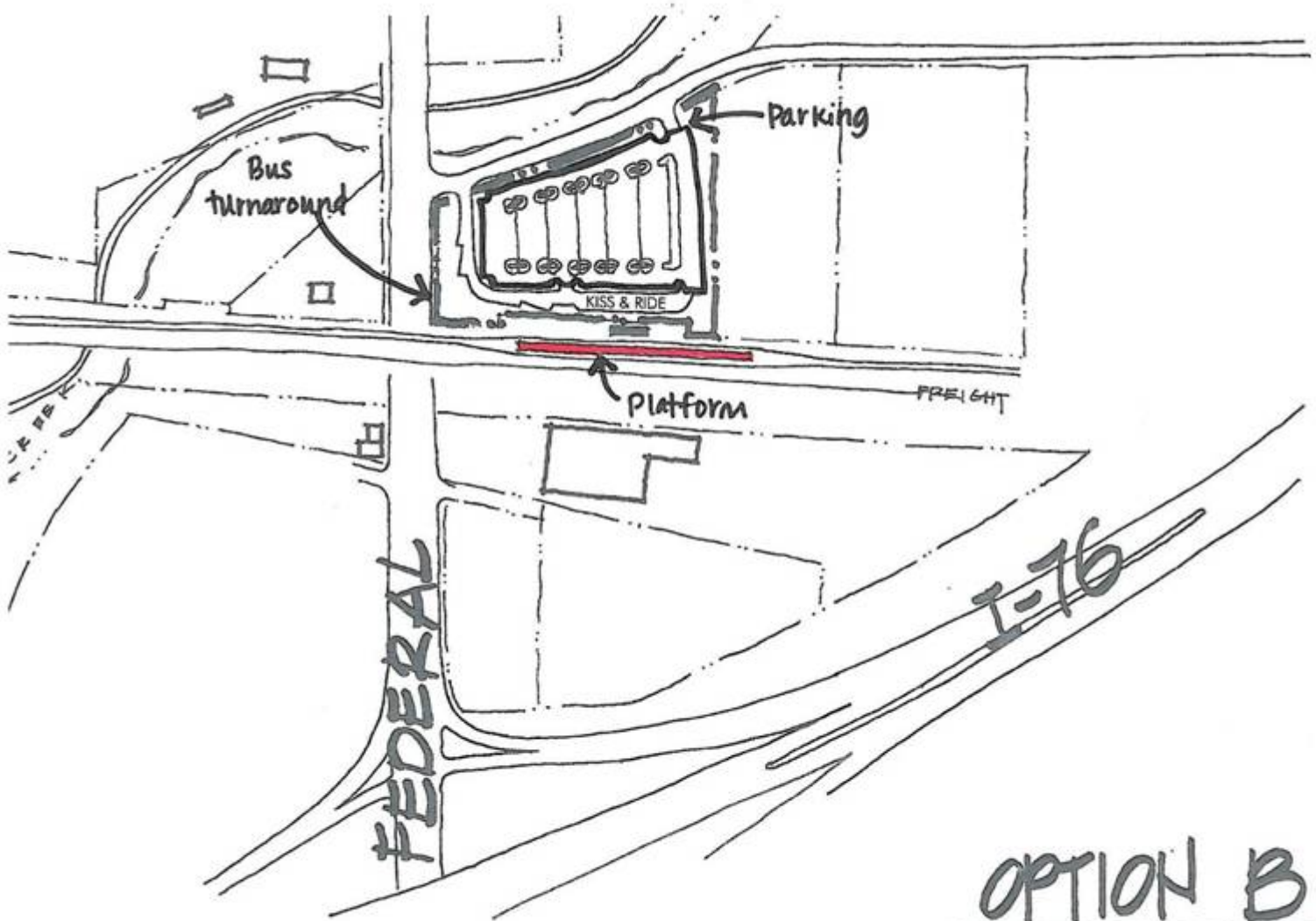
OPTION A  
300 CARS

# EMU: BN/UP ALTERNATIVE FEDERAL STATION OPTION A: GOLD LINE TEAM ANALYSIS

<b>Option A –Parking located a few hundred feet east of Federal; Platform located a few hundred feet east of Federal in the railroad right of way</b>		
<b>ADVANTAGES</b>		<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off immediately adjacent to the platform</li> <li>▪ Good community access via Federal Blvd</li> <li>▪ TOD development would help to meet warrants for a traffic signal at Federal</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limited visibility from Federal</li> </ul>
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ TOD site development parcel created at Federal west of the parking</li> <li>▪ Potential link to Clear Creek bike trail</li> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Southbound traffic on Federal is limited without a signal</li> </ul>
<b><i>Environmental</i></b>		<ul style="list-style-type: none"> <li>▪ Potential site contaminants and floodplain issues</li> <li>▪ Runoff from parking facilities near Clear Creek</li> </ul>
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	

# EMU: BN/UP ALTERNATIVE FEDERAL STATION

## OPTION B



OPTION B  
300 CARS



**EMU: BN/UP ALTERNATIVE  
FEDERAL STATION  
OPTION B: GOLD LINE TEAM ANALYSIS**

<b>Option B – Parking directly adjacent to the east side of Federal; Platform directly adjacent to the east side of Federal in the railroad right of way</b>		
	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b><i>Operational</i></b>	<ul style="list-style-type: none"> <li>▪ Parking and drop-off immediately adjacent to the platform</li> <li>▪ Good community access via Federal Blvd</li> </ul>	Southbound traffic on Federal is limited without a signal
<b><i>Community</i></b>	<ul style="list-style-type: none"> <li>▪ Station &amp; parking are consistent with existing rail and industrial uses</li> <li>▪ Potential link to Clear Creek bike trail</li> </ul>	<ul style="list-style-type: none"> <li>▪ TOD may be precluded at Federal</li> </ul>
<b><i>Environmental</i></b>		<ul style="list-style-type: none"> <li>▪ Potential site contaminants and floodplain issues</li> <li>▪ Runoff from parking facilities near Clear Creek</li> </ul>
<b><i>Financial</i></b>	<ul style="list-style-type: none"> <li>▪ Low cost site</li> </ul>	



## EMU: BN/UP ALTERNATIVE FEDERAL STATION *ISSUE FOCUSED TEAM INPUT*

- **Option A is preferred** by the team because it may allow for easier bus access into the site, and it leaves the more valuable corner lot available for potential development.
- **Option B is not as preferred**, although it has the advantage of providing more convenient access to the bike trails.
- Important evaluation criteria identified by the group included:
  - Access. Station must be easily accessible for bikes and pedestrians.
  - Development potential. Station location should maximize the potential for TOD.
- The following recommendation was made:
  - Evaluate drainage solutions for the area, since it is located in a flood plain.