



RTD FasTracks Gold Line EIS Meeting Report Station Platform and Parking Issue Focused Team Meeting 38th AVENUE STATION

Date of contact: August 15, 2007
Location: Wheat Ridge Senior Center

KEY MEETING TAKEAWAYS

- The provision of parking for the 38th station is a concern.
- There was an opinion voiced that the proposed footprint consumes land area that should be left open for TOD development, particularly along Fox Street and along a street leading west to the platform.
- There is a preference for relocating the parking structure from the proposed site to the CDOT right of way adjacent to I-25, located to the south of the existing loop ramp
- There is an interest in providing a high level of urban design for the station to create a TOD pedestrian-friendly environment and enhance the station's attractiveness to patrons (the concern is that the current design is not patron friendly due to presence of the freight operations and industrial character of the site).
- There are concerns about site security.
- There was a desire for RTD to track the current use of the surface parking so that a full build-out of parking can to be avoided unless demand is truly there.
- The group strongly urged RTD to support a design consistent with the urban "vision" that has been created with the area residents' support.

IDENTIFIED ADVANTAGES OF STATION FOOTPRINT

- The site is affordable.
- It would provide new parking facilities in an under-utilized site that is likely to require significant clean up.
- It would provide an opportunity to stimulate change in the immediate site area.
- The site would be a visual improvement to the current uses.
- This site would have fewer traffic, pedestrian and bus access impacts than the site located on the CDOT property.

IDENTIFIED DISADVANTAGES OF STATION FOOTPRINT

- Station design does not call for the widening of the 38th Avenue underpass – something the community is very interested in seeing but is out of the scope of the RTD budget.



- Concerns that the parking location may be inconsistent with a neighborhood vision of creating a multi-use, high-density development in the Fox Street area.
- Some on the team were concerned with the poor environmental quality (noise, air quality, visual impacts resulting from freight operations) of the 38th station site.

CONSIDERATIONS MOVING FORWARD

The group requested that the Gold Line Team consider the following for the station:

- A preference was expressed for putting the parking south of 38th Avenue on CDOT property adjacent to I-25, located south of the existing loop ramp.
- The station should support the neighborhood's vision of creating a strong multi-use development to the east of the station along the Fox Street corridor. The station design should not obstruct this development.
- RTD should also support the neighborhood's vision for an "urban" station and park-n-ride (e.g. an urban street connection from student housing to the platform), as opposed to a suburban design.
- Safety and security is of principle importance. Unless security is maximized, the group felt that riders would be deterred from using the system.
- RTD must ensure that the platforms are well covered so that inclement weather will not interfere with the system.