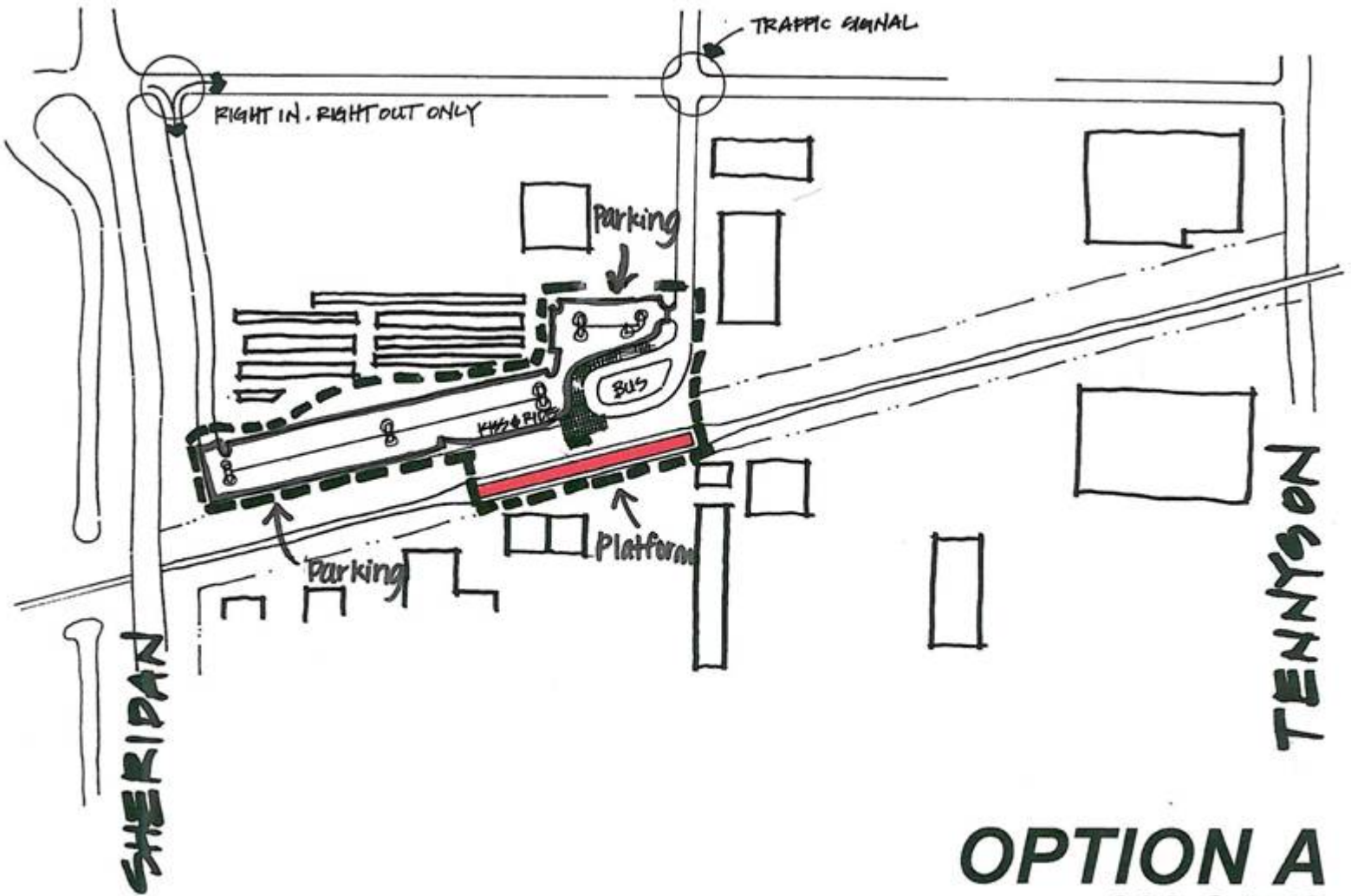


EMU: BN/UP ALTERNATIVE SHERIDAN STATION

OPTION A



OPTION A
300 CARS



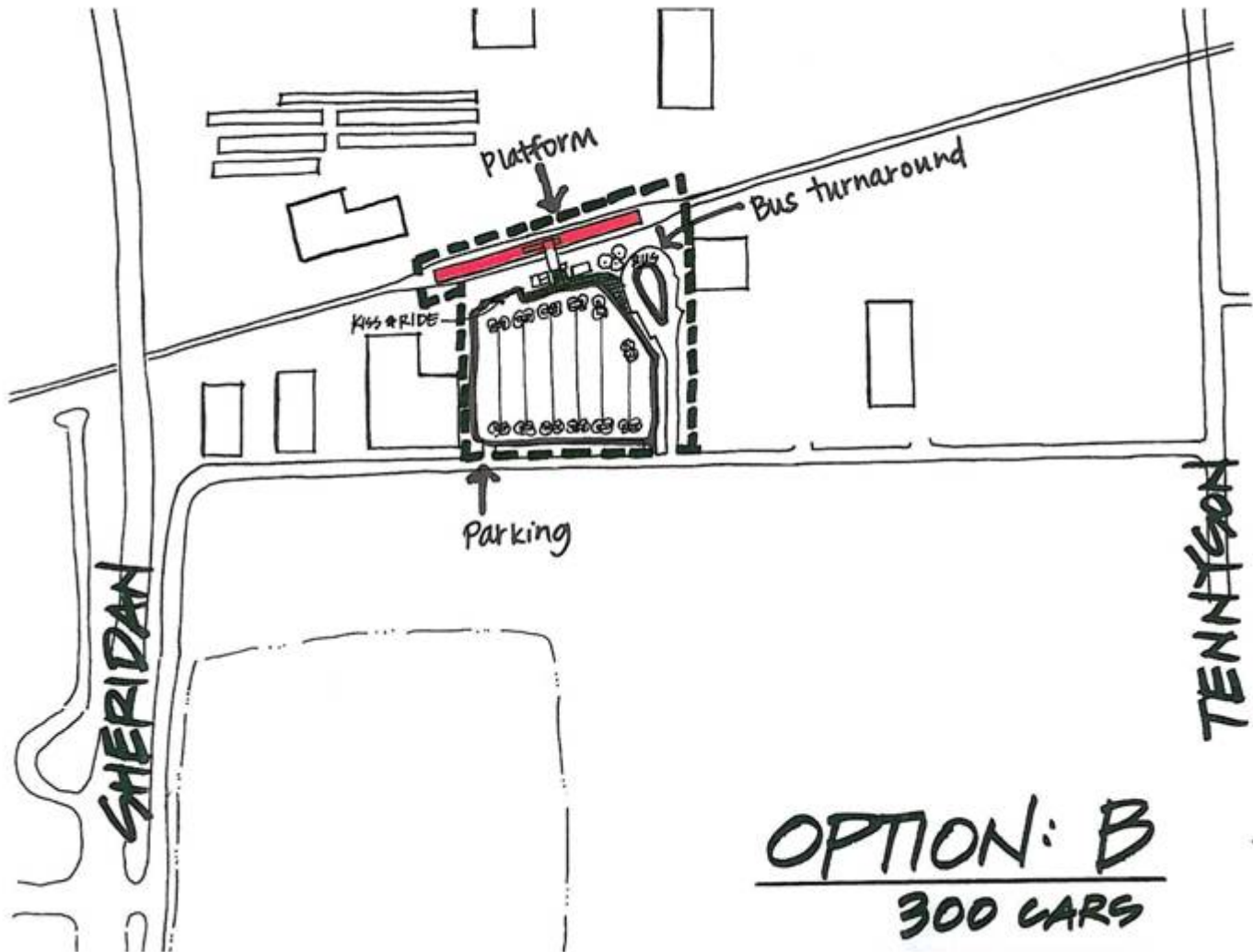
EMU: BN/UP ALTERNATIVE SHERIDAN STATION OPTION A: GOLD LINE TEAM ANALYSIS

Option A – Parking located north of the railroad tracks; Platform located adjacent to the east side of Sheridan in the railroad right of way on the north side of the existing freight rail tracks.

ADVANTAGES		DISADVANTAGES
<i>Operational</i>	<ul style="list-style-type: none"> ▪ Parking and drop-off immediately adjacent to the platform ▪ Good community access via Sheridan Blvd. and 60th Avenue 	
<i>Community</i>	<ul style="list-style-type: none"> ▪ Station & parking are consistent with existing rail and industrial uses ▪ Better access than surrounding site options ▪ Consistent with TOD plan 	<ul style="list-style-type: none"> ▪ Access to the station and parking is dependent upon the extension of Wolf Street per Arvada's TOD plan
<i>Environmental</i>		<ul style="list-style-type: none"> • Parking is proposed on an industrial site adjacent to the rail alignment (conflicts with 1 industrial building)
<i>Financial</i>	<ul style="list-style-type: none"> • Low cost site. 	

EMU: BN/UP ALTERNATIVE SHERIDAN STATION

OPTION B



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

Option B – Parking located south of the railroad tracks; Platform located adjacent to the east side of Sheridan in the railroad right of way on the north side of the existing freight rail tracks.

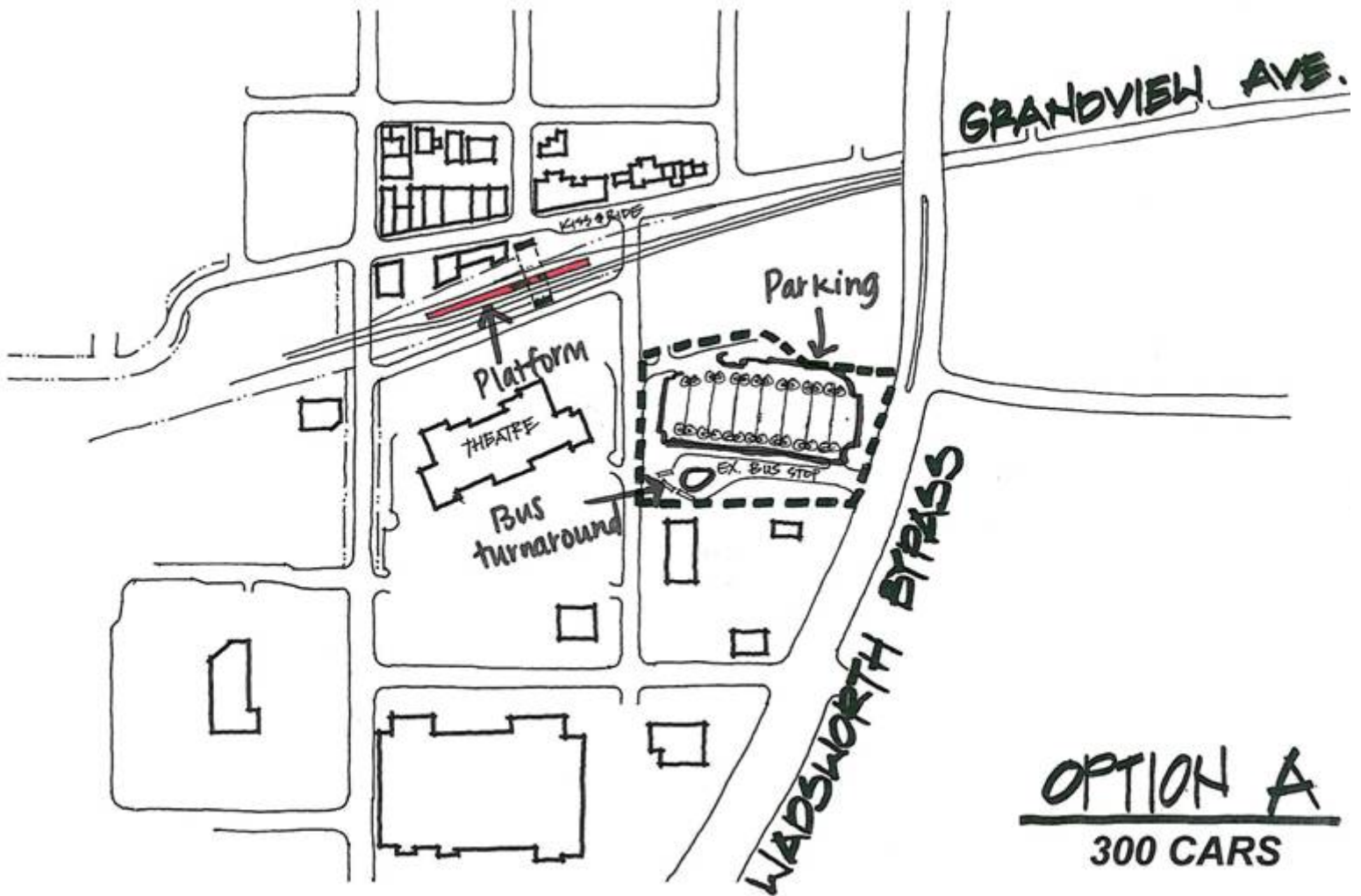
ADVANTAGES		DISADVANTAGES
<i>Operational</i>	<ul style="list-style-type: none"> ▪ Parking and drop-off immediately adjacent to the platform 	<ul style="list-style-type: none"> ▪ Indirect community access
<i>Community</i>	<ul style="list-style-type: none"> ▪ Station & parking are consistent with existing rail and industrial uses ▪ Next to future proposed development south of 58th Ave at Ralston & Sheridan Blvd 	
<i>Environmental</i>		<ul style="list-style-type: none"> ▪ Parking is proposed on an industrial site adjacent to the rail alignment (conflicts with 2 industrial buildings)
<i>Financial</i>	<ul style="list-style-type: none"> • Low cost site. 	

EMU: BN/UP ALTERNATIVE SHERIDAN STATION ISSUE FOCUSED TEAM INPUT

- **Option A was clearly preferred** by the majority of participants. They felt it would provide better accessibility to the neighborhoods to north, would be more consistent with existing planning and is more cost effective because it doesn't require a pedestrian bridge.
- The group's primary concerns with Option B were pedestrian accessibility, vehicular access, cost and inconsistency with planning conducted to date.
- Important evaluation criteria identified by the group included:
 - 60th Avenue. The group was concerned about 60th Avenue's ability to handle increased bus and vehicular traffic, as it is currently designed.
 - Environmental. The group identified the possible existence of an underground water storage area near Wolff Street that should be investigated.
 - Improved vehicular access. There was a desire to improve the existing access road east of proposed parking facility so that it could be used for vehicular access.
 - Congestion. Ensure that traffic coming in and out of parking facility and station area does not create bottlenecks.
- The following recommendations were made:
 - The primary vehicular access point to the parking facility should be via an improved access road east of parking facility.
 - Evaluate separating vehicular access points from bus access points to minimize the potential for congestion.
 - Evaluate the need for improving the capacity of 60th and Wolff to handle increased vehicular and bus traffic.

EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION

OPTION A





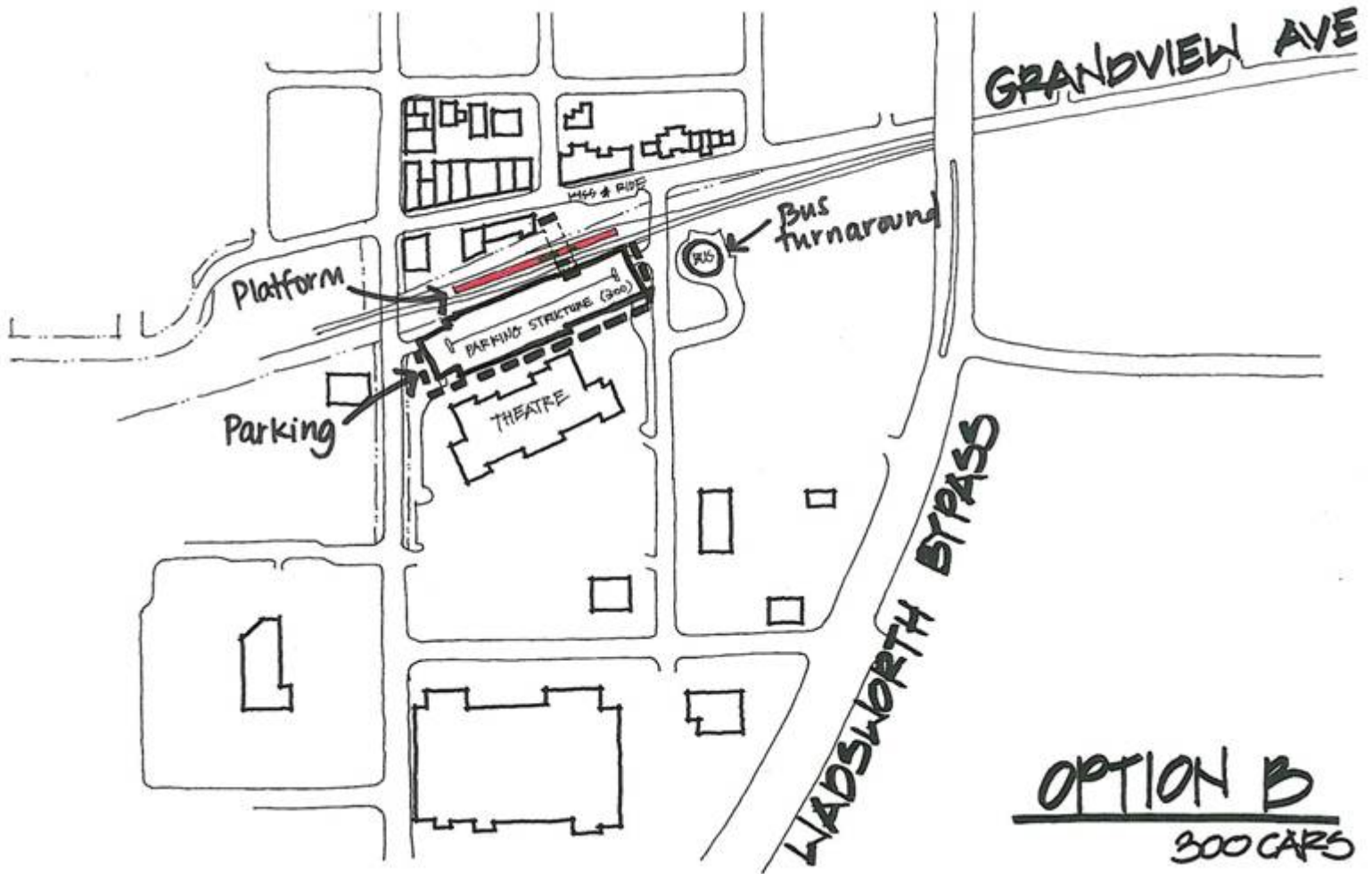
**EMU: BN/UP ALTERNATIVE
OLDE TOWN ARVADA STATION
OPTION A: GOLD LINE TEAM ANALYSIS**

Option A – Parking structure at the existing park-n-Ride; Platform directly east of Olde Wadsworth in the railroad right of way on the north side of the existing freight rail tracks.

	ADVANTAGES	DISADVANTAGES
<i>Operational</i>	<ul style="list-style-type: none"> ▪ Bus operations remain outside of Olde Town 	<ul style="list-style-type: none"> ▪ Parking and drop-off are separated from the station by the freight line
<i>Community</i>	<ul style="list-style-type: none"> ▪ Good community and local access via Wadsworth Blvd. and 56th Avenue 	<ul style="list-style-type: none"> ▪ Less convenient to patrons.
<i>Environmental</i>		<ul style="list-style-type: none"> ▪ Potential visual impact of a new structure
<i>Financial</i>	Property already owned by RTD	

EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION

OPTION B





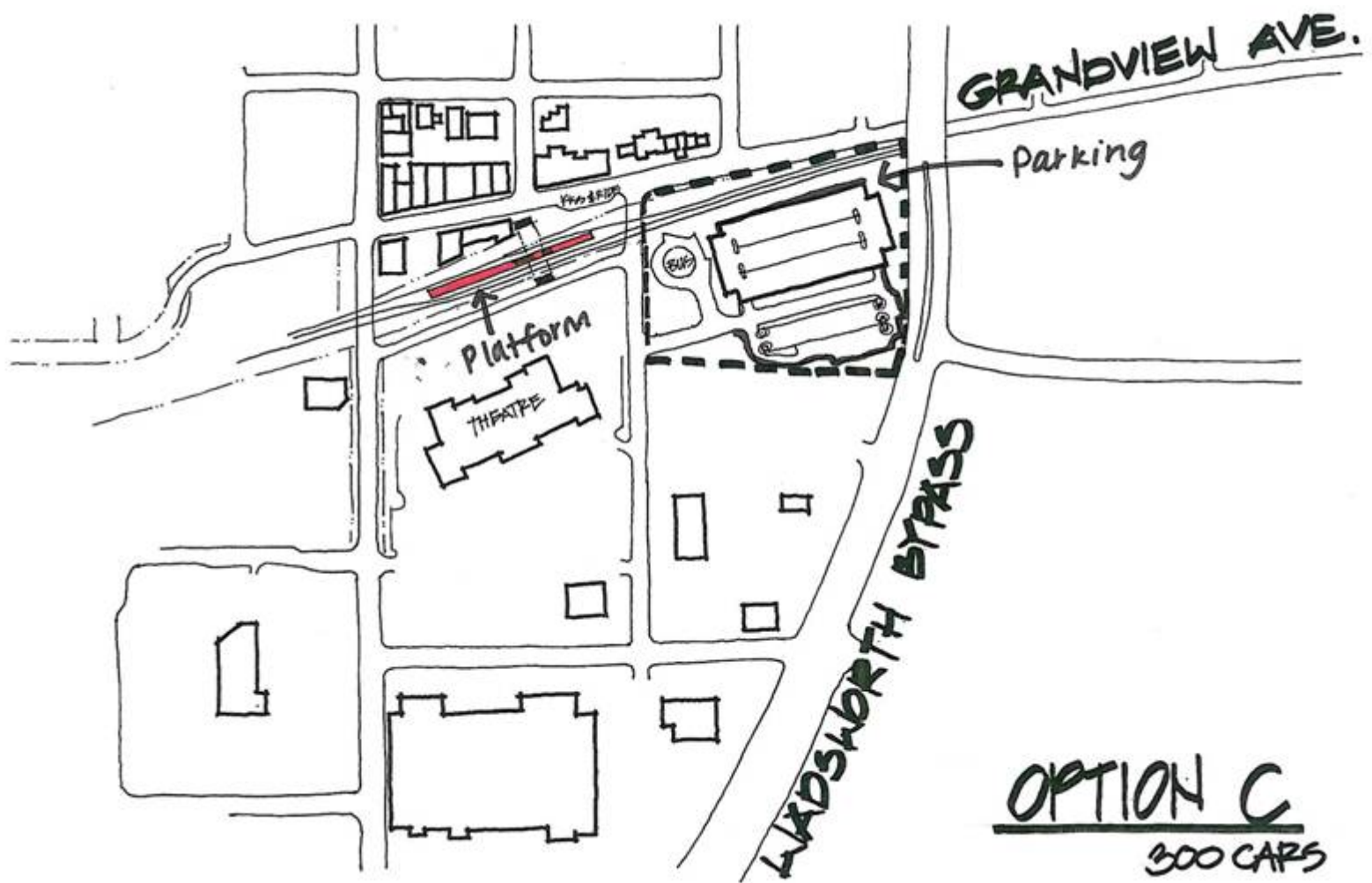
**EMU: BN/UP ALTERNATIVE
OLDE TOWN ARVADA STATION
OPTION B: GOLD LINE TEAM ANALYSIS**

Option B – Parking structure located behind the theatre using existing hillside; Platform directly east of Olde Wadsworth in the railroad right of way on the north side of the existing freight rail tracks.

	ADVANTAGES	DISADVANTAGES
Operational	<ul style="list-style-type: none"> ▪ Bus operations outside of Olde Town 	<ul style="list-style-type: none"> ▪ Parking and drop-off are separated from the platform by the freight line ▪ Future expansion more difficult
Community	<ul style="list-style-type: none"> ▪ Good community and local access via Wadsworth Blvd. and 56th Avenue ▪ Station and parking are consistent with existing rail and commercial uses 	<ul style="list-style-type: none"> ▪ Parking location inconsistent with TOD plan
Environmental	<ul style="list-style-type: none"> ▪ Parking is proposed on parcel partially owned by the City and is currently used for parking ▪ Proposed parking configuration utilizes the hillside to prevent blocking south and west views from Olde Town 	<ul style="list-style-type: none"> ▪ Requires a pedestrian bridge or tunnel over/under the freight line ▪ Potential visual impact of a new structure
Financial		<ul style="list-style-type: none"> ▪ High cost site.

EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION

OPTION C



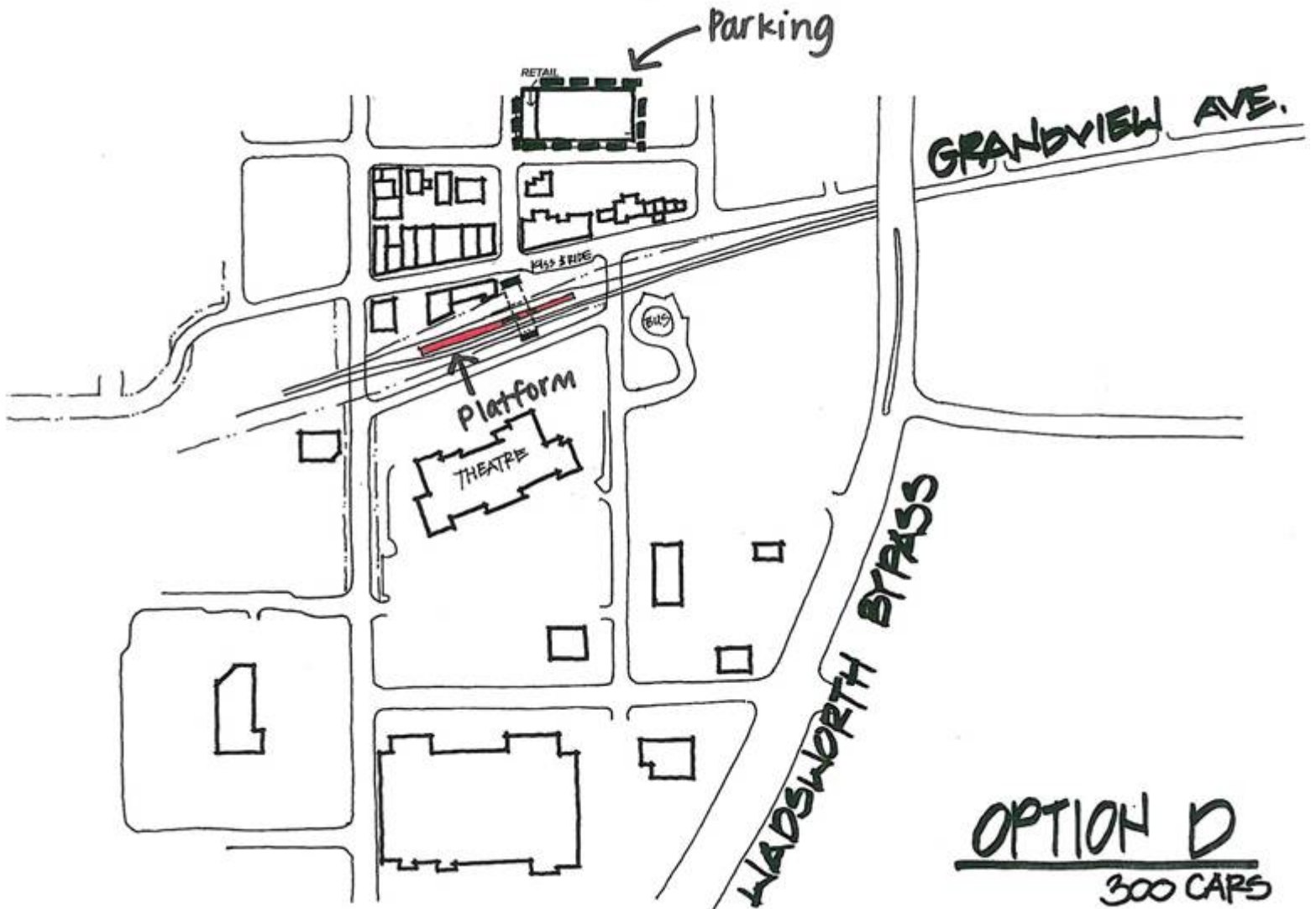
EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION OPTION C: GOLD LINE TEAM ANALYSIS

Option C – Parking structure located between Vance & Wadsworth Bypass; Platform directly east of Olde Wadsworth in the railroad right of way on the north side of the existing freight rail tracks.

ADVANTAGES		DISADVANTAGES
Operational	<ul style="list-style-type: none"> ▪ Bus operations outside of Olde Town ▪ Parking is consistent with TOD plan 	<ul style="list-style-type: none"> ▪ Parking and drop-off are separated from the platform by the freight line
Community	<ul style="list-style-type: none"> ▪ Good community and local access via Old Wadsworth and Vance ▪ Station and parking are consistent with existing rail and commercial uses 	<ul style="list-style-type: none"> ▪ Would displace existing use
Environmental	<ul style="list-style-type: none"> ▪ Proposed parking configuration utilizes the hillside to prevent blocking south and west views from Olde Town ▪ Potential wetland impacts 	<ul style="list-style-type: none"> ▪ Potential visual impact of new structure
Financial		<ul style="list-style-type: none"> ▪ High cost site.

EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION

OPTION D





**EMU: BN/UP ALTERNATIVE
 OLDE TOWN ARVADA STATION
 OPTION D: GOLD LINE TEAM ANALYSIS**

Option D – Parking structure located at 57th & Webster; Platform directly east of Olde Wadsworth in the railroad right of way on the north side of the existing freight rail tracks.

	ADVANTAGES	DISADVANTAGES
<i>Operational</i>	<ul style="list-style-type: none"> ▪ Pedestrian access may be easier than other options 	<ul style="list-style-type: none"> ▪ Feeder bus routes through Olde Town
<i>Community</i>	<ul style="list-style-type: none"> ▪ Encourages local retail activity/provides exposure to merchants 	<ul style="list-style-type: none"> ▪ Less convenient to transit patrons
<i>Environmental</i>	<ul style="list-style-type: none"> • New parking structure in a historic district 	<ul style="list-style-type: none"> ▪ Potential visual impact of new structure
<i>Financial</i>		<ul style="list-style-type: none"> ▪ High cost site

EMU: BN/UP ALTERNATIVE OLDE TOWN ARVADA STATION ISSUE FOCUSED TEAM INPUT

- **The majority of the participants preferred Option B** due to its minimal visual impacts, convenient location, and wheelchair accessibility.
- **Option C was preferred by a smaller majority**, because of its close proximity to the platform. Some expressed concern about this option's expandability.
- **Option A was not as preferred by the group as Options B and C.** While its cost benefits were acknowledged (RTD already owns the site), concerns were expressed about its distance from the platform, the bus drop-off location, and the steep grade between the parking and the platform.
- **Option D was recommended for removal.** Concerns were expressed about its distance from the platform and the potential property impacts. Additionally, the group wants bus and car traffic through Olde Town to be minimized.
- Important evaluation criteria identified by the group included:
 - Vehicular access. There must be convenient access off of Wadsworth Bypass. Station must be designed in a way that avoids traffic bottlenecks.
 - Expandability. The parking area that is selected must allow for future expansion.
 - Proximity. Important to keep the distance between the platform and the parking/drop-off loop as short as possible.
 - Visual impacts. Parking structures need to fit into the historic character of the neighborhood.
 - Grade. Steep grades between platform and parking should be avoided or minimized.
 - Disabled accessibility. The group was concerned about how physically disabled individuals would access station areas from the south due to the steep grade. One idea was to identify potential areas for handicapped parking north of the tracks.
 - Avoid drawing traffic in Olde Town. Station should help to retain a pedestrian-friendly atmosphere through Olde Town.