

40th/40th Station Site Evaluation Criteria

Criteria used were the same criteria used for station site screening since the project began. In addition to these criteria, total station cost and Central Corridor Extension feasibility were also considered.

Criteria	Screening Results		Screening Criteria		
	38th Street	33rd Street	● = Best	◐ = Better	○ = Good
Consistency with Local Plans	●	●	Station site is identified in local jurisdiction plan and plan identifies land uses that are compatible with having a station in that location	Station site is not identified in a local plan, but future land uses identified in plan are compatible with having a station in that location	Station site is not identified in a local plan and plan does not identify a change in land use that is compatible with having a station in that location
Access to RTD Routes	●	◐	Two or more existing/planned RTD bus routes can serve station site without a significant deviation	One existing/planned RTD bus route can serve station site without a significant deviation	No existing/planned RTD bus routes can serve station site without a significant deviation
Vehicle Site Access	●	◐	Site has potential for access from at least two arterial or collector streets; high probability of getting full access to station from arterial street	Site has potential for access from one arterial or collector street; medium probability of getting full access to station from arterial street	Station has potential for indirect access from an arterial or collector street; low probability of getting full access to station from arterial street
Traffic Impact	◐	◐	Station site has potential for minimal parking and traffic impacts on local streets; will not impact an already congested intersection or roadway (consider size of parking facility)	Station site has potential for moderate parking and traffic impacts on local streets; will have minor impacts on an already congested intersection or roadway (consider size of parking facility)	Station site has potential for major parking and traffic impacts on local streets; will have major impacts on an already congested roadway or intersection (consider size of parking facility)
Transit Oriented Development Opportunities	◐	◐	Site has potential for TOD directly adjacent to platform	Site has potential for TOD within a ½-mile radius	Site has limited potential for TOD within ½-mile radius
Pedestrian/Bike Connectivity	◐	●	Has direct pedestrian or bike connection to residential and commercial areas adjacent to station	Has indirect/circuitous pedestrian or bike connections to residential and commercial areas adjacent to the station	Has limited pedestrian or bike connections to residential and commercial areas adjacent to station (sidewalks/paths not continuous)
Community Input	●	○	Strong support	Limited support	Minimal support
City and County of Denver Input	TBD	TBD	Strong support	Limited support	Minimal support
Central Corridor Extension Feasibility	●	◐	Allows for a connection to the Central Corridor that meets the original intent of an extension along Downing Street	Allows for a modified connection to the Central Corridor	Connection between the East Corridor and Central Corridor not feasible due to connection/ station location
Total Cost	\$13.6M	\$17.2M*			

TBD = to be determined. City and County of Denver currently conducting their own planning analysis of these two sites.

* Cost savings would be realized with shared lease parking, however the total cost would still be greater than the 38th Street station option with RTD provided parking.