

## **2 STATION LOCATION ANALYSIS**

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### **2.1 STATION LOCATION PLANNING COMMITTEE PROCESS**

The project team assembled station-planning committees to assist in the development and review of candidate station sites. The committees consisted of previously identified stakeholders along with property owners and other stakeholders in the vicinity of the specific station sites. Committee members were invited to two rounds of meetings to review candidate sites and station design concepts. The Longmont station planning committee had the added task of reviewing transit-oriented development potential for station sites in that city.

The results of the station planning committee process for each of the two general station areas are summarized in the following sections.

### **2.2 LONGMONT STATION ANALYSIS**

#### **First Station Planning Committee Meeting: Issues and Opportunities**

The first station planning committee meeting for the Longmont station sites was held on July 9, 2004. Based on an initial assessment and inspection of the candidate intermediate station sites and comments gathered at the initial planning committee meeting, the project team developed a list of opportunities and issues for each Longmont site: the Hover/Pike site; the two in downtown Longmont; and the Sugar Mill site.

## **Hover/Pike Station**

### ***Opportunities:***

- Front Range Community College access
- Connection to SH 119
- 95<sup>th</sup> Street widening
- Plan for access to area (feeder buses)
- Surrounding residential provides riders
- Future development
- Opportunity for good design/landscape
- Park-n-Ride potential
- Possible tunnel/walk across SH 119 to mall?

### ***Issues:***

- Limited existing pedestrian connections
- Existing high traffic volume/congestion
- Hover/SH 119 intersection is at capacity
- Existing development pattern is low density
- Shuttle system may be needed for some nearby employers
- Development timing could be critical as site is likely to develop prior to rail
- No grade separations

## **1<sup>st</sup> and Terry (Flour Mill site)**

### ***Opportunities:***

- From 17<sup>th</sup> to 1<sup>st</sup> – can feed a lot of riders into system (north-south along Main)
- Could build a parking structure, but not a great site for end-of-line
- Potential for feeder connections from the station to the west into industrial areas
- Lots of opportunities to serve downtown at this site
- Could enclose electrical substation, then build around (screening has been considered, relocation is probably not an option, very difficult, lots of lines everywhere, high cost, would be hard to find another site)

- Potential to locate station along 1<sup>st</sup>, east of Main, not as many right-of-way issues, better traffic flow, more room to configure station, would serve city government buildings better, still could use 1<sup>st</sup> as a feeder to the west
- Collyer could feed into station from the north, support east of town (ConAgra site may be a barrier to pedestrians here)
- A pedestrian bridge across Main and 1<sup>st</sup> would make area pedestrian friendly and provide access to city buildings
- Fence along Main next to ConAgra site would make area pedestrian friendly

***Issues:***

- No access from major streets– train crossing Main Street/US 287 is currently a problem
- Problems being end-of-line (trains will need to cross Main)
- Water table is high (can't put anything underground)
- Size of electric substation remains – can't be changed – as a constraint – no change configuration either (footprint will stay largely the same)
- Crossing Main Street, concern about waiting, safety
- Area to south and east of Main = 100 year flood plain

**Sugar Mill Site**

***Opportunities:***

- Rogers/Great Western Road extension will provide future access through the site east of the Sugar Mill connecting to the SH 119 Extension
- Great Western Railroad (GWRR) access spurs from the BNSF line
- The Sugar Mill presents a large redevelopment site and offers a place to store trains
- The Sugar Mill is within the scenic entrance overlay zone for the City of Longmont
- Bike and pedestrian connections are planned for 3<sup>rd</sup> Avenue from SH 119 Extension/Ken Pratt to Martin Street (north side of street; both sides at Lashley)

- St. Vrain Greenway extension is planned on the south to the ball fields out east
- There is potential to extend rail to Weld County and east to I-25 on Great Western Railroad
- There is potential to rezone some of the adjacent and nearby properties, some discussion is already underway between the property owners and the City from industrial to commercial mixed use (north of SH 119), and from industrial to high density residential (south of SH 119)
- There may be future improvements to County Line Road to improve north-south access
- The property north of the GWRR line is for sale (currently Klug ownership )
- A tunnel currently connects the silos at the Sugar Mill site
- There are between 6 to 9 existing rail spurs on Sugar Mill site

***Issues:***

- How to develop to ensure both commercial and residential?
- Where will 287 drivers access commuter rail?
- \$2 million environmental clean up of Sugar Mill site?
- Impacts on County Line Road
- Extension of Pace Street is important
- Elevation/grade issues
- Calcium carbonate deposits south of site from slurry from sugar mill
- How many people from Tri-Cities and Weld County are coming and going where?
- If end-of-line, how much parking is needed?
- BNSF is within the floodplain (Great Western RR is away from the floodplain)

## 2.3 STATION CONCEPTS

Based on the comments received at the initial station planning committee meeting on July 9, 2004, the project team developed four station concepts for the Longmont station areas: one at Hover/Pike; two in downtown Longmont based on a suggestion made at the planning committee; and one at the Sugar Mill. In addition to basic station concepts for the four sites discussed at the July 9, 2004 committee meeting, the project team focused on developing concepts for transit-oriented development at each site.

### **Hover/Pike Station Concept**

**Figure 2-1** shows the station concept developed for this site. It consists of a park-n-Ride and bus circulation area west of Hover. A potential mixed-use transit-oriented development could be developed to the east.