

**Summary of Evaluation Elements
March 2011**

Below is a summary of the evaluations that the PACT conducted on the Current Alignment and Realignment alternatives, based on four categories of interests: Neighborhood Quality, Transportation, Environment, and Economic. Where the evaluation was based specifically on the North or South shift of the Current Alignment, or the East or West shift of the Realignment, that is noted. Positive elements raised during the evaluations are identified by (+); negative elements are identified by (-).

I. Neighborhood Quality

- (-) All/Both impact someone
- (-) All/Both acquire houses

<i>Current Alignment</i>	<i>Realignment</i>
<ul style="list-style-type: none"> (-) Impacts to Swansea school (-) Number of houses acquired (+) Opportunity to relocate and improve the school (if location is found within the neighborhood and without significant houses being taken) (+) Allows river access without a visual barrier (+) Maintains current western connectivity (+) Opportunities through transit-oriented development (+) New development opportunity if NWSS leaves (+) South – moves highway from the school (+) South – removes Purina smell (+) North – opportunity to improve the school 	<ul style="list-style-type: none"> (-) Impacts to NWSS (-) Creates a highway “V” with I-70 and 46th Avenue around Elyria (+) Development opportunity for Swansea (+) East – share the burden of the highway impacts with other neighborhoods

II. Transportation Categories

a. Mobility

<i>Current Alignment</i>	<i>Realignment</i>
<ul style="list-style-type: none"> (+) Provides better bike and truck mobility 	<ul style="list-style-type: none"> (-) Leads to more truck traffic on 46th Ave. (-) Makes more impacts to Denver neighborhood

b. Access

<i>Current Alignment</i>	<i>Realignment</i>
(+) Improves access to schools (+) Maintains the proposed location of the transit/NWSS station (-) North - Results in loss of Pilot Travel Center (+) Is better for neighborhood and trucks	(-) Less access to neighborhoods (+) Better connectivity around the neighborhoods

c. Safety

<i>Current Alignment</i>	<i>Realignment</i>
(+) More access possibilities, and a second emergency access/hwy (-) Emergency times hampered by one-ways. (+) Safer due to no curves	(-) Lack of access ramp between Brighton and Colorado Blvd, results in longer emergency travel time. (-) Need for more technical discussion on the realignment that the PACT hasn't yet had (+) Possible improvement in emergency response times (-) Less safe due to curves

(?) Is a more heavily used 46th Avenue good or bad for connectivity?

III. Environmental Categories

a. Natural Resources

<i>Current Alignment</i>	<i>Realignment</i>
(+) No additional crossings of Sand Creek Greenway means less impact than realignment (-) Greater impact with a single large crossing	(-) More crossings of Sand Creek Greenway

b. Air Quality

<i>Current Alignment</i>	<i>Realignment</i>
(-) More residences are affected (-) Emissions from dirtier-exhaust of railroad locomotives will still exist (+) South option would remove Nestle-Purina emissions	(?) Uncertainty how realignment would affect (air quality for) locals due to (current) lack of monitors in the realignment corridor for comparison (-) Possible increase in emissions at intersections on widened 46 th Ave

c. Protecting Health and Safety

<p><i>Current Alignment</i> (+) More ways to mitigate noise (+) Less impacts with highway than 46th Avenue (with realignment) (-) More people exposed to all environmental impacts</p>	<p><i>Realignment</i> (+) Fewer people impacted (-) More/same number of people impacted in the long run as development brings more population toward the realignment</p>
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d. Noise

<p><i>Current Alignment</i> (-) Constant roadway rumbling noise on highway (+) New construction methods will reduce highway noise from present (+) South option would remove Nestle-Purina noise.</p>	<p><i>Realignment</i> (+) Less highway noise for Elyria/Swansea (-) Increased noise on 46th Ave, Nestle-Purina noise continues (-) Creates noise impact in new areas (+) Fewer current residences affected</p>
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e. Historic Preservation

<p><i>Current Alignment</i> (+) Would not significantly impact NWSS or Riverside Cemetery (- or +) South - takes Nestle-Purina (-) North - affects Wessel neighborhood</p>	<p><i>Realignment</i> (-) Significant impact on unique features of NWSS, and Riverside Cemetery (+) The properties in eligible neighborhood are numerous and may exist elsewhere in Denver</p>
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f. Environmental Justice

<p><i>Current Alignment</i> (-) North - Impact on residents (+) North - Potential for development/improvement of quality of life (+) South - Fewer residences affected than North (+) South - Nestle-Purina gone from neighborhood</p>	<p><i>Realignment</i> (-) Loss of NWSS as minority employment & activity center (-) Long-term effects on Commerce City (+) Fewest residents impacted (+) Slightly better than current alignment by the numbers</p>
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IV. Economic Development

<i>Current Alignment</i>	<i>Realignment</i>
<ul style="list-style-type: none">(-) Fewer opportunities,(+) Works better with the TOD(+) More diverse development (south) by taking out the big boxes, and opens a little room to the north(+) Future of NWSS is better known – allows NWSS to develop property(+) Timing for FasTracks is known(+) Purina plant would be gone (south) opening opportunity(+) 46th Avenue would be developable	<ul style="list-style-type: none">(-) Current Denver planning doesn't account for realignment(-) Loss or severe limiting of NWSS(+) Commerce City would have another interstate access point(+) 46th Ave. would still be close to the FasTracks station(+) NWSS departure would open large bloc of developable land(+) 46th Avenue would be developable(+) Would open land north of Swansea for cleaner commercial development