



**BUS MAINTENANCE FACILITY PUBLIC COMMENTS
JULY 1-31, 2008**

Record Date	Comment Submission Method	Stakeholder Comments/Issues
07/09/2008	Comment Card	I am opposed to have the facility on 33rd or 31st & Blake St. Also opposed of the proposal to extend 33rd and Blake Station
07/09/2008	Comment Card	I would like to know if Lite Rail is going to affect me. Thanks
07/11/2008	Comment Card	We have property on 4000 Fox St.
07/15/2008	Comment Card	Seems this is a big issue for Globeville. I wonder what those people are thinking.
7/22/2008	Public Meeting comment	XXXXXX points out the bigger issue right now is timing With TAXI 3 planning to begin around Sept.
7/22/2008	Public Meeting comment	XXXXXX Wanted to clarify with everyone that there is also another community across the river that also has plans for development and that they must be included in any kind of development discussions. Don't forget about the Globeville, SUNI and RiNo.
7/22/2008	Website	Will there be a RFP/RFQ issued for design services of the maintenance facility? If so, what is the schedule for design and construction of the maintenance facility?
7/22/2008	Website	Please put up the plans for the rail maintenance facility up on the web site please. Thank you
7/22/2008	Public Meeting comment	Only two two-lane streets to BMF. Is there a traffic plan or analysis being conducted?
7/22/2008	Public	CRMF will poison the South Platte. Provided long list of cities now modifying river front property

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	Meeting comment	to residential – Denver not one of them and should be, instead Denver is one of three not converting to residential – Denver, Houston and one other.
7/22/2008	Public Meeting comment	There are three babies living at TAXI. Originally supported FasTracks but now it will diminish quality of life. Find a solution not based on cost. What about UP? Take someone else’s land.
7/22/2008	Public Meeting comment	Need to backup on BMF site selection and redo site selection analysis. Impacts to future TOD plans. Add impacts to future TODs as new criteria for analysis. Only one stops away from Colorado’s second biggest city- Boulder.
7/22/2008	Public Meeting comment	TAXI development is of national prominence. Projects curtail sprawl, support smart growth and revitalizing the area. There is fear of diminished property values and turning back the clock on progress made today. This germination process – if not done carefully. Brownfield vs. Greenfield development. Project could lessen aesthetics and density. Need to work collaboratively. Don’t want a sea of parking on CRMF site. Please follow the TAXI plan. What leverage does the public have?
7/22/2008	Public Meeting comment	Live and work at TAXI – found a community at TAXI, Seven fox on the site- CRMF will be taking away community garden, dog park and other amenities enjoyed currently.
7/22/2008	Public Meeting comment	TAXI is not an industrial site. Does not feel that way to residents. Please take into account with the CRMF the vision of TAXI community members.
7/22/2008	Public	TAXI site has been rezoned and planned and presents a unique opportunity. EPA and BEDI

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7/22/2008	Public Meeting comment	TAXI Development site are LEED certified – LEED Platinum. CRMF threatens to deteriorate values of the neighborhood. Want LEED criteria for BMF and CRMF. What kind of buffers will be created? Need to protect native grass areas and the river.
7/22/2008	Public Meeting comment	RTD is responsible to the community and to recognize what is reasonable. Want to collaborate and willing to participate in the process.
7/22/2008	Public Meeting comment	Disagree with BMF site selection. Want to put BMF to go out to suburbs instead. Separate facility for Mall Shuttle. Reconsider the BMF site.
7/22/2008	Public Meeting comment	What is different in this process from past process? CRMF will compromise BEDI grant. Asks for LEED certification. Future use proposed not available for 5-6 years. No tangible concessions made by RTD. Add bridges, parking and buffers. Stipulate agreements in writing. The P3 arrangements will give authority to a future party and is a concern.
7/22/2008	Public Meeting comment	Promotes for EMU technology for all four commuter rail corridors. Where are the decision makers? How much impact will the public have in this process? Encouraged community members to keep on fighting. Does not want the public to be wasting their time participating in this process if it has no impact on the outcomes.
7/22/2008	Public Meeting	BMF at Denver Post site will conflict with school traffic on 44th Street. A BMF at Denver Post is not consistent with current plans for the area. A BMF is not appropriate. Will there be Fox Street

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	comment	investments? Any access to shuttles as a result of the BMF locating at Denver Post?
7/22/2008	Public Meeting comment	Owner has loan through Economic Development – regulations stipulate to hire certain percentage of low income individuals. Will RTD need to do this? Would like beautification elements added to CRMF design such as a bridge. Brighton Blvd could be another gateway to the community – a sea of trains would conflict with this concept. Is this a legal process? TAXI currently zoned mixed use. Can RTD change zoning after the fact?
7/22/2008	Public Meeting comment	RTD has a responsibility to the neighborhood. RTD is not a community developer. TAXI residents want an open and transparent dialogue to occur. Needs assurances from RTD. Where are the decision makers? Wants RTD leaders to work with the community. Instead of Elati dealing with Santa Fe, Platte site is dealing with a river. The river is a gateway into Denver.
7/22/2008	Public Meeting comment	Look at context when designing CRMF. There should be a collaborative effort between CCD, RTD and developer partners. Provide balance between parties. Don't screw it up. Do it right.
7/22/2008	Public Meeting comment	TAXI development creates opportunity, friendships, pride and is a good start. Respect comments from TAXI and neighborhoods tonight. New RiNo plan to consider. Look at environmental impacts. Terribly disappointed with RTD's response to date. Want something in writing not just promises.
7/22/2008	Public Meeting comment	Works at TAXI – Encourages to take on Challenge and add authenticity, and evaluate opportunities. Respond to each concept in terms of why not for TAXI-3.
7/22/2008	Public	Mandated Federal Regulations for EA– consider environmental design – would like to see LEED

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	Meeting comment	certification. Community building opportunity– push for integrated design and solution – Is this a sustainable project?
7/22/2008	Public Meeting comment	120 artists are part of RiNo; lives on other side of S. Platte River from TAXI. Need to take care of the river. There are biological resources (birds) to protect. Likes the idea of the BMF moving off Platte. Integrate public art component and be an example for the country.
7/22/2008	Public Meeting comment	How does RTD know yet that Denver Post site is within their budget? The TOD plan would add ridership for RTD. BMF at Post site would be a disservice to the community. Fox Street needs improvements badly.
7/22/2008	Public Meeting comment	Fit plans within the community. RTD has failed to do so to date. No evidence provided. RTD should commit to measuring the success on implementation. Create a forum with decision makers. Conduct a survey of the public – show how public input and impacted final plans – indicate how forums have impact.
7/22/2008	Public Meeting comment	Is it too late to consider out sites for CRMF?
07/22/2008	Website	Relocation of the Bus Barn to the Denver Post will be harmful to the property values of Sunnyside and will have a radical effect on street traffic from the increase in bus travel through our neighborhood. I am concerned not just about this issue, but also about the lack of adequate announcement of this decision by RTD along with the lack of adequate notice for response time by the effected communities.
07/22/2008	Website	I am against any rail/bus maintenance and storage facility on the eastern side of my

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		neighborhood, Sunnyside. With the addition of light rail on our eastern border this is a chance for that section of the neighborhood to be revitalized with new residential and commercial developments. Any sort of rail/bus maintenance facility on that part of the Gold Line will have a negative impact on the revialization of Sunnyside. Please help continue the revialization of Sunnyside not the further destruction of our neighbors to the east.
07/22/2008	Website	I purchased a crashpad unit in the Taxi II building as my primary residence in July of 2007. At that time, I was somewhat aware of RTD's interest in the adjacent property as one of several potential maintenance facility sites. This first came about during the FasTracks voting approval a couple of years ago and since I was a resident in the Highland neighborhood, I remember it getting a lot of attention. Much like Portland, Denver has been on the steady climb as a progressive, forward-thinking city, and what better way to lead off the 21st century. I voted for FasTracks expansion. With rising fuel costs and congested roads, it just makes sense. It is a modern solution to an old problem, and a great way to link the community together. In accordance with that philosophy, the development approach should be just as modern. As a landscape architect and planner, I approach my projects from the standpoint of impact analysis and integration with the surrounding areas. This is planning 101 folks. There is no room in today's world for the archaic, heavy hand of development – whether it is residential, commercial or industrial. It just isn't a good idea. Your responsibility to your community doesn't end at your property line. This is one of the last frontiers for development in the greater downtown Denver area. Where else do you have as much riverfront which then provides the access to parks, trails and downtown? We are not NIMBY's. We recognize that this is a reasonable location for such a facility, and sensible development is just as much our responsibility as it is yours. There is a

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		wealth of knowledge and talent at your doorstep and we are willing to put it to good use. Kyle and Micky have shown their commitment to that by providing you with a concept plan that integrates your facility with their vision. I have a personal interest and I am willing to participate in workshops and discussions such as this. And I am sure that you will hear similar statements from other residents and tenants. Webster's dictionary defines neighborhood as adjoining districts and its people. Accept it or not, this is a neighborhood. It is a neighborhood in its infancy. It has residents, workers, restaurants and businesses. And we are all neighbors. Let's all do the responsible neighborly thing and provide it with the proper room to grow.
07/22/2008	Website	The CRMF should also house the 16th street mall shuttles. The Denver Post site SHOULD NOT be used, purchased, taken or stolen for the purposes of a Bus Maintenance Facility. The Bus Maintenance Facility should be located where it is WANTED and NOT located at the Denver Post site or anywhere else in the Sunnyside, Globeville or Highlands area. Adams County WANTS IT so why not place the Bus Maintenance Facility there - where it is wanted?!? If RTD "believes" it needs to locate the Buses within a three mile radius of the 16th street mall due to these shuttles, then RTD should consider disposing themselves of the shuttles; have them retrofitted to farther than three miles; or should consider replacing them with modern technology that will allow them to travel farther to increase the number of locations for the Bus Maintenance facility.
07/22/2008	Website	1.Is a site which is zoned for multi-use and a Brownfield Redevelopment site appropriate for a large heavy industrial use which is potentially a source to re-contaminate the CRMF site? 2.Wouldn't a full environmental impact statement also be more impropriate, since the heavy industrial use is a potential source of contamination? 3.The brownfield grant for the CRMF site

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		<p>area (Taxi Development) which the city is a guarantor is being threatened by the heavy industrial use of the CRMF building. 4.A heavy industrial use rather than a mixed use will cost the city tax revenue. Can the City of Denver afford the difference in tax revenue? 5.The Taxi development is willing to be a good neighbor and work with RTD to mitigate adverse impacts which could be caused by the CRMF building, but RTD appears to be heading in its own direction and not be a good neighbor. 6.We do not need vague promises from RTD; we need a development agreement with the city of Denver as a party to enforce a development agreement. 7.I agree with the major goals of Fast Tracks. We need to work together to make this a project that the city and all parties can be proud of.</p>
07/22/2008	Website	<p>I am a business owner of the largest business at TAXI. We have made an investment in the River North neighborhood. We are part of a thriving neighborhood of businesses and residents. We are RTD's neighbor. Our development has been a good neighbor to RTD. We feel that RTD has turned it's back on us and not involved TAXI neighbors in the development porcess for the CRMF. We would like to see Federally enforceable requirements contained in the Environmental Assessment for air and noise and LEED certification to insure development of a green facility. We'd like to see RTD fund a pedestrian bridge connecting the west bank of the Platte River to the RINO neighborhood, thus avoiding the inevitable marginalization that would occur with the addition of a 70+ acre industrial use and loss of density. The project should be a LEED certified building, and RTD should take a leadership role in developing a sustainable architecture and engineering. Please be a good neighbor to TAXI as TAXI has been to RTD. Question: Will we get a Transit Oriented Development (TOD) stop so our employees can take RTD to our workplace from their homes? Thanks for the public process tonight.</p>

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07/23/2008	Website	I am one of 10 equity owners in a 30 person architecture firm in the Taxi Development. Many of us support Fast Tracks and acknowledge that vehicle maintenance has to occur somewhere: we currently face the Platte Maintenance facility. We purchased our space and embraced the vision of Zeppelin Development. We ask that RTD act like any neighbor should and make a diligent effort to partner on a mutually-developed solution that benefits both RTD and the businesses and residents of TAXI and the adjacent neighborhoods
07/23/2008	Website	Given that 1) RTD's mandate is to increase usage of mass transit, and 2) Absolutely critical to that is creation of TOD and dense urban style development in general, and 3) Taxi, Cypress and other RINO projects are some of the best, largest and potentially most successful dense urban style projects in Denver history, THEREFOR what is RTD doing to mitigate the negative impacts on these projects of their smelly, noisy, high traffic industrial use into the middle of this neighborhood renaissance?
07/23/2008	Website	I attended the community meeting today and was second to last in the line of folks commenting. I just wanted to both thank you and send an apology. You all did a heck of a lot of work leading up to and planning the community discussion today and I failed to acknowledge you all as well as in front of the rest of the attendants. You deserve a big thanks for what you have each taken on. Your presentation and delivery was excellent and provided a lot of information concisely, clearly and visually which enabled virtually all of us to grasp the project very quickly. I also wanted to commend you all for your demeanor among an energized audience. You all have taken on a huge project for the overall benefit of Denver and surrounding areas all comments aside, we're grateful for your efforts. Lastly, I wanted to apologize because I had to leave right when the team began responding to the comments and that wasn't fair after having taken my

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		<p>opportunity to voice my requests. I'm committed to be an active and positive participant in the process and would like to play a part in the community forums and look forward to the process. Thanks again to the team for all your work and for creating a space for all of us to participate today.</p>
7/23/2008	Website	<p>Unfortunately, I missed the Public Meeting comment yesterday, but I live on Chesnut Place across the river from RTD and TAXI. Here are my (hopefully) 3 minutes worth of comments: Commuter Rail Maintenance Facility: Anyone who has worked in the public (or private) development realm knows the railroad has unfathomable property rights based on laws passed centuries ago. They can trump Cities and civic agencies! I now believe RTD is in a similar position of power over both developments (existing and planned) and individuals. However, the impact is currently on developments and private businesses. No residents or homes will be directly displaced and I already know certain potentially affected businesses are planning their relocation—some based on poor relationships with adjacent property owners (TAXI) and others based on their growing knowledge of the planned RTD facility. Most people in the Denver Metro area are aware the facility must go somewhere. While it is unfortunate any industrial facility would be placed so close to the river, I believe this is the correct site for Denver and the Metro area. TAXI: Zeppelin Development has created a one-of-a-kind live/work environment that is the first of many improvements to the River North community. We periodically enjoy Fuel Café and the many creative businesses and individuals who now live there. However, since I work at an international landscape and planning firm in Downtown Denver, I know TAXI and Zeppelin Development both have extremely introverted and self-serving motives, building community within their own borders, but adding very little to the River North community at large. Zeppelin</p>

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		<p>Developments recent “Brownfield to Greenfield” plan is a complete fantasy based on creating development on property they do not—and never will own. Mickey Zeppelin has strong-armed too many people and businesses creating frustration and burned bridges throughout the community—and other areas like the Golden Triangle. Instead of embracing RiNo, the River North Art District, they use it as a marketing tool to sell condos. They talk and promote green building and tout their own supposed community building with little or no follow through. The RTD plan I saw shows minimal impact on the EXISTING property owned by Zeppelin. Mr. Zeppelin took a risk buying property so close to RTD and existing railroad functions. Adding the maintenance facility will not cause major changes to the current TAXI development. Please do not allow Zeppelin and the TAXI cult to strong-arm RTD, River North and Denver at large. RiNo, the River North Art District and Public Art: The strongly established art district within and expanded beyond River North has created a union of community and brought 1000’s of people into a neglected and invisible area. When I hear a child cry out, “I LOVE ART,” I know it is succeeding and truly building a community! There are numerous artists and fabricators who enjoy the area for the edgy and gritty qualities, but also for the “urban jungle” by the river. I ask RTD to consider partnering with RiNo to infuse art in their facility and station designs. Utilize LOCAL artists and perhaps even exclusive partnerships with RiNo artists.</p> <p>www.rivernorthart.com Maintenance Facility Precedents: In addition to including public art in the design of the new facilities, I also hope the design will be influenced by historic precedents. I recently worked on a renovation of the North Carolina Transportation Museum in Spencer, North Carolina. The “Spencer Shops” were the halfway point between Atlanta Georgia and Washington DC. After Diesel trains saw the end of Steam trains in the 1940’s, the facility faded</p>

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		<p>into history. Today it is an impressive museum that draws local and regional audiences. It is a very special place and has immense charm and character. Please take cues from the more grand and proud structures and environments from history instead of creating a cold modern structure based on function alone. Thank you. XXXXXXXXX</p>
7/23/2008	Website	<p>My husband XXXXX and I own a live/work condominium unit in TAXI II (XXXX Ringsby Court, Suite XXXX) from which we operate our architectural studio. This is our business and our livelihood. TAXI II was built in 2007 and is adjacent to the proposed Platte Facility CRMF expansion site. First, I will pose my questions and observations, then I will provide some additional background on my personal situation and relationship to the site. Questions and observations: 1. By proposing an abbreviated Environmental Assessment (EA) process rather than an Environmental Impact Statement (EIS), it appears that RTD has already concluded that the proposed CRMF will have no significant adverse impacts on the adjacent residential and commercial property. Please explain in detail how RTD reached this conclusion prior to public hearings. Explain the scope of your analysis of potential social and environmental impacts, including but not limited to air quality, water quality, noise, visual and social impacts. How did RTD definitively conclude, in a legally defensible manner, that impacts would not be significant? 2. The CRMF site selection process was previously part of the East Corridor EIS. The Platte Facility site was considered in the EIS, but it was not selected. During the EIS site selection process, one of the criteria for a CRMF site was that it not be adjacent to residences. Now RTD is telling us that the Platte Facility site, although not selected through the EIS, will be the CRMF site. In the meantime, the TAXI property adjacent to the Platte Facility site has become a dense residential/commercial mixed-use site. Please explain in detail how RTD concludes that the</p>

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		<p>previous (EIS) site selection process is still valid, even though the use of the TAXI property has changed in the meantime. How is a site selection process legal and valid when it is based upon conditions that have changed drastically? Why is proximity to residences no longer a criterion for evaluation? 3. Please explain the process by which RTD proposes to downzone the existing Zeppelin Development property from mixed-use to industrial. Please provide documentation regarding how RTD proposes to justify the downzoning. The Denver Zoning Code does not allow heavy industrial uses within 1000 feet of existing residential uses. RTD's proposed new property line appears to be considerably closer than that. 4. RTD was UNWILLING, not UNABLE, to reach an agreement with Union Pacific in January 2008. Please provide a detailed response on how this meets the legal test of reasonable cause to: a. Overturn the site selection process in the federally mandated EIS process; b. Take private property, and c. Spot-downzone property, thus reducing adjacent private property values. 5. Some of the proposed uses might be allowable, legal, and acceptable if they were built underground. In the case of the diesel trains, underground is probably the ONLY way they would be acceptable at the Platte Facility site. Please provide a detailed response on how you have studied, or will study, an underground solution. Background: My husband and I purchased Suite XXXX in TAXI II in 2007 as a long-term investment, which down the road we could re-sell either as a residence or as a live-work space. Before we bought the unit, we did our homework. We satisfied ourselves that the TAXI development had every chance to succeed and flourish as a mixed-use development. The site had been masterplanned, it had been rezoned to mixed-use, and the expansion land critical to the project's success is owned by the developer. We saw the unique potential of this major urban river corridor in the emerging mixed-use River North area close to downtown. The city's</p>

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		<p>masterplan for the River North area includes other proposed development consistent with the goals of the TAXI property. The continued residential and commercial development of both River North and TAXI has huge potential in terms of tax revenues to the City. It is important to note that this potential has been generated solely by private investment. The placement of a commuter rail maintenance facility along the South Platte River will destroy the area's potential. Other cities, including Pueblo, Portland OR, Chicago and Milwaukee, have wisely invested hundreds of millions of dollars to improve and enliven their riverfronts. The returns on those investments have exceeded all expectations. TAXI's goals of social interaction and environmental sustainability are significant and nationally recognized. Environmental issues of sustainable construction, noise and pollution control consistent with successful residential and commercial uses are essential. These goals must be safeguarded going forward through a transparent environmental impact (not assessment) process and a development agreement that is enforceable, including enforceable to a third-party contractor. The EPA Brownfield grant through the City must not be threatened by any incompatible uses or incompatible construction. It is hard for any reasonable person to imagine how any of this could be achieved with through-tracks of diesel trains passing within a few hundred feet of residences and offices, unless perhaps they are underground. For these reasons, it is important that RTD select a site in a socially and environmentally responsible way, in cooperation with adjacent residents and owners, and consistent with existing residential and commercial uses. The Platte Division site does not appear to be an appropriate selection. Thank you. XXXXXX</p>
7/23/2008	Website	Please put up the plans for the rail maintenance facility up on the web site please. Thank you

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