

**BUS MAINTENANCE FACILITY PUBLIC COMMENTS  
OCT. 2008**



Comment Date	Comment Submission Method	Stakeholder Comments/Issues
10/13/2008	Comment Form	I was at the meeting re: the 44th site several months ago. What is the name of your firm?
10/13/2008	Comment Form	Please do not displace future infill or TOD development. Please show traffic impacts to surrounding communities.
10/14/2008	Email	Include on all BMF and CRMF communications.
10/16/2008	Comment Form	Thank you!
10/22/2008	Email	<p>Dear Study Team, In terms of the locations being discussed for the new RTD bus maintenance facility, Elyria Neighborhood has the following comments:</p> <p>1) all the sites along Washington Street are unsuitable. Any of these will negatively impact Globeville and two of them will harm the future of the Platte River Greenway. Traffic impacts on Washington Street from 700 bus trips a day are unacceptable. A new pollution source would further degrade the Globeville community health, which already suffers from an overabundance of emitters. The two sites east of Washington Street abut or even subsume Northside Park and open space, where the City of Denver just spent the lion's share of \$25 million on Greenway and river improvements, not the ideal place for a new heavy industrial use.</p> <p>2) The Fox North site would not be bad from a local impacts standpoint but it is difficult to access and further away from Union Station. While it has not been shown that disbursing several bus maintenance facilities throughout the metro area would be an unworkable solution, assuming one large central facility must be built, the Fox North site is not very workable. The extra travel time negotiating the twisting, turning route to and from the location is burdensome to RTD and will contribute needlessly to the pollution burden of the area, and the stated preferred access point, 48th and Pecos, is already a very busy intersection serving the Safeway store used by half of North Denver and one of two access points into Chaffee Park neighborhood. In case of a road closure at 48th, the only way south from that facility location would be to drive 350 buses twice a day through Globeville proper, down 47th to Washington and back.</p> <p>3) We believe the Fox South site, the Denver Post printing building site, is by far the best location for several reasons:</p> <p>a) closest to Union Station, daily saving time, money, and avoiding excess pollution;</p> <p>b) it abuts I-70 and nearly abuts I-25 and it would be easy to justify a federal expenditure to build a direct connection to I-70. In fact, if such an improvement could even connect to Union Station by way of the Platte Valley elevated HOV lanes the buses could avoid and not contribute to the daily congestion on I-25 through the Central</p>

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		<p>Platte Valley, or overburden Fox Street.</p> <p>c) the site is nearly twice as large as the stated requirement (22 A) and therefore could be subdivided and sold, the southerly section accommodating mixed uses.</p> <p>d) due to health studies which have found that living within 500 meters of a major highway can cause permanent lung damage to children, any new residential use near I-70 should be discouraged. Because children's lungs are growing rapidly between the age of 10 and 18, and their respiratory rate is higher, and approximately 16 hours a day of their life is spent in the exposure zone, they are more vulnerable. However, it appears an 8 hr a day job for an adult within 500 meters of I-70 would not be measurably harmful.</p> <p>While we understand the buyers of that site are asking 3 times what they paid earlier this year, we understand the main justification for this price escalation is RTD itself, and the possible location of the Gold Line station at 40th and Fox. Just who is supposed to be served by the station at 40th and Fox? Nobody lives there. If the idea is to stimulate redevelopment at Brannin Sand and Gravel and move all the batch plants and bus maintenance facilities to Globeville, you are simply robbing the taxpayers in order to dump on the citizens of Globeville to enrich.... whom?</p>
10/27/2008	Website	Does this new Bus Maintenance Facility require overhead bridge cranes or monorail cranes installed in it? We'd like the opportunity to submit a bid for the bridge cranes as a subcontractor.



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