



Commuter Rail Maintenance Facility Environmental Assessment (EA) Meeting Summary

Date of Contact: 7/30/2008

Meeting: CRMF Issue Focused Team

Presenters: Rick Pilgrim, Nadine Lee, Steve Gordon (CCD), Marc Devos, Mark Leese, Tracy Boyle and Kyle Zeppelin

Number of Attendees: 35

Purpose: To kick-off the issue focused team for the CRMF EA, review the TAXI development plan and develop specific teams for public involvement

Meeting Summary

A kick-off for the CRMF Issue Focused Team was held on July 30, 2008 at TAXI 2 building in Denver to answer questions regarding the RTD's response to the integrated RTD/TAXI plan proposed by Zeppelin Development, to present CRMF plans in more detail, and to take questions regarding the CRMF project and EA process.

Tracy Boyle reviewed the issues that were raised at the first public workshop as well as points from the Zeppelin plan. Steve Gordon from the City of Denver gave a presentation on a General Development Plan (GDP), what the GDP includes, the City's potential intentions for the River North area, and the timeline of a typical GDP process. He answered questions from the audience about the process. Marc Devos from URS presented a detailed map of the proposed CRMF and the space needed for the operations. He also showed a map with the Zeppelin Development proposal overlaid on the proposed CRMF design and noted where plans may need to be changed. He took questions from the audience. Kyle Zeppelin gave an overview of Zeppelin Development's proposed integrated RTD/TAXI plan. Mark Leese of URS and Nadine Lee then discussed how RTD could address some of the elements of the TAXI plan and have some points of integration.

Questions and Discussion Points

Questions were asked throughout the presentation of each presenter. Main themes and issues expressed included:

- Site selection:
 - The public wanted further clarification as to why the Union Pacific site did not work. They wanted to understand what criteria were used to pick the CRMF site and if there were opportunities to move the facility to another site. Concerns were expressed that RTD was only focused on the financial aspect of site acquisition.
 - Several people expressed their intent to oppose the site location altogether.
 - Rick Pilgrim discussed the site selection process that occurred during previous planning processes which led to the current site selection. He stated that the



negotiations with the Union Pacific for the 36th Street Yard and TOFC site have been discontinued and that this is the final site that RTD has chosen.

- Public input process:
 - There were questions about what things the public has input on and where this falls within the EA process.
 - People asked questions about the enforceability of recommendations made by the public, and what were binding mechanisms to hold RTD to its word.
 - Nadine and Rick described the EA process and how public input is included in the document. The document will be reviewed and mitigations will be enforced by the Federal Transit Administration (FTA).

- Zoning
 - People asked questions about the current zoning of the site and the process RTD would need to go through to put an industrial use in a mixed-use zone district.
 - Steve Gordon responded that RTD does not need to go through a re-zoning for the CRMF because of an amendment to the zoning laws to allow transit facilities in any zone district.
 - Susan Barnes-Gelt commented that she felt that the original intentions of the amendment were for station development only.

- Creating an integrated plan between RTD and TAXI
 - People asked about RTD's intentions for the land that is next to the river, now occupied by the Bus Maintenance Facility, and the potential use for green space or other uses as a river amenity.
 - Several people asked RTD to hire Will Bruder, TAXI's architect, to be involved in the CRMF design and integration plans. They stated that they would trust input from his firm and Zeppelin Development.
 - Mark Leese of URS suggested that RTD could pay cash for the land TAXI owns that is planned for CRMF use, or conduct a land "swap" for the land near the river.
 - Nadine also said she would look into the logistics of bringing in Will Bruder to work with the RTD consultants on aesthetics and design considerations.

- Technical questions about the facility
 - Questions were asked about the track length requirements, the number of trains the facility will hold, if there would be cost savings from having all the trains be electric, how often the trains would be serviced, if there is storage for trains in opposite ends of the corridors and how close the trains will run to the north of TAXI.

 - The URS engineers answered that there are 36,000 linear feet of track required, that the facility was designed to store and maintain 108 trains on a daily basis, and



that there would not be considerable cost savings if all cars were electric because both Diesel Multiple Unit (DMU) and Electrical Multiple Units (EMU) vehicles are the same size. They also explained that there is no storage capacity at the end of any of the corridors. All trains will need to return to the CRMF for secured storage. Last, they said that the nearest yard track varies in distance from TAXI 2. The south corner is 160 feet away and the north corner is 270 feet away.

Nadine Lee said she would work to arrange a meeting with senior management of RTD, Mickey Zeppelin, Denver Public Works, the Office of Economic Development and Denver Community Planning Department to discuss a participation in a general development plan for the area.

After the presentations and questions, it was decided that the group would not divide into more specific Issue Focused Teams but would prefer to act as one group moving forward. The group expressed that they entrusted the Zeppelins and their architect Will Bruder to address the aesthetic treatments in and surrounding the CRMF and would prefer to react to ideas generated through the joint planning effort.