

**DENVER UNION STATION  
REDEVELOPMENT**



**Union Station Advisory Committee #34**

**Wednesday, December 5, 2007  
5:30 – 7:30 p.m.**

**Wellington Webb Municipal Office Building  
201 West Colfax Ave.  
4th Floor (Rooms 4F6/4G2)**

**AGENDA**

1. **Welcome** – *Jerry Nery*
2. **Opening Remarks** – *Peter Park*
3. **Presentation of Current Concept** – *Frank Cannon and Mike Reiningger*
4. **Review Cost and Revenue Sources** – *Claude Pumilia*
5. **Negotiations Update** – *Cole Finegan*
6. **Process and Schedule Update** – *Eric Anderson*
7. **EIS Schedule** – *Eric Anderson*
8. **Public Comments**
9. **Remarks by USAC Co-Chairs** - *Shannon Gifford, Brian Klipp and Jim Graebner*

**PUBLIC  
PARTNERS**

City and County of Denver

Colorado Department of  
Transportation

Denver Regional Council of  
Governments

Regional Transportation  
District

**MASTER  
DEVELOPER**

Union Station Neighborhood Company

# Meeting Notes

## Union Station Advisory Committee

### December 5, 2007



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#### 1. Welcome

Jerry Nery, RTD Engineering Project Manager for Denver Union Station, welcomed those in attendance. Jerry noted that index cards were being passed out for use in providing the project team written comments/questions and would be collected at the end of the meeting.

#### 2. Opening Remarks

Peter Park, Denver's Manager of Community Planning and Development, welcomed those in attendance on behalf of the Executive Oversight Committee (EOC). He reviewed the history and vision of the project and noted the city's belief that the current concept to be discussed tonight is superior to previous plan and supports the Master Plan Vision and Goals statements that were created to serve as a guide for the future redevelopment of Denver Union Station.

#### 2. Presentation of Current Concept

Frank Cannon and Mike Reininger from Union Station Neighborhood Company (USNC) reviewed the current concept plan developed with the partner agencies. The current plan was a result of significant study targeted to overcome a series of challenges to the project that include:

- Rail Operations and Safety Issues generated by Federal Authorities
- Amtrak Operating and Facility issues with legal and timing implications
- Ski Train Operating and feasibility issues
- Finance Plan to accommodate required modifications

The partner agencies and USNC believe the current plan delivers a set of solutions and benefits that far exceed the reality of what was provided for in the FasTracks plan, including:

- The plan delivers the entire CRT system including necessary increased capacity and additional secondary requirements of approx. 33%
- The plan delivers the entire Regional Bus Facility including necessary capacity for near term needs.
- The plan includes a viable solution for the integration of commercial bus operations into the multi-modal hub without providing a subsidy from public dollars to these private entities.
- The solution includes an expansion of the existing and proposed shuttle systems to integrate with the multi-modal station and the Central Platte Valley and Riverfront Park neighborhoods
- The plan delivers significant contributions to the public realm including plazas at Wynkoop, 17th Street, 18<sup>th</sup> Street and the return of the symbolically important Union Station to its place of prominence.
- The plan fully delivers the package of benefits in less than 60 months.

The partner agencies and USNC believe the current plan is superior to all previous solutions and continues to address the collection of goals for the comprehensive creation of a multi modal transit district, including:

- The plan delivers more capacity for all forms of transit than ever previously contemplated

- The current plans is the most operationally flexible and allows for options in its current state as well as for future unforeseen changes and expansions
- The current solution is the most intuitive and “user friendly” for passengers and is the most pedestrian friendly.
- The Urban Design is the most functional and of the highest quality of any spaces in the region with Union Station as the heart of the project.
- The physical plant will go beyond purely functional to become a memorable and iconic component of the City engendering civic pride and ownership.
- The current solution is the most fiscally responsible and risk mitigated package for the use of public funds and commitments

Frank and Mike reviewed each element of the current concept plan:

#### 1. LRT

- Same configuration as the original USNC proposal
- 2 Track/2Platform with switching
- Foothold for future expansion of intercity rail

#### 2. 16th St Mall Shuttle

- Direct connection to DUS and CRT platforms
- Extension into CPV to serve neighborhood
- Direct connection to LRT platforms

#### 3. Regional Bus Facility

- 17th St plaza below grade location
- Extended facility below CRT Tracks to DUS building
- Extended capacity provides 22 bus bays (16 RTD, 4 Circulator, 2 additional)
- Additional capacity for dedicated commercial bus bays
- Direct conditioned connection from LRT, 17th St plaza, and to DUS
- Ability to connect directly from Concourse to CRT platforms
- Direct HOV connection avoids general traffic conflicts

#### 4. Downtown Circulator

- Realigned connection at 18th St to underground Regional Bus Facility
- Below grade stops connect directly to CRT platform and LRT
- Below grade configuration eliminates Wewatta Street crossing conflicts

#### 5. Commuter Rail Facility

- Full 8 Track/Platform configuration includes expansion capacity
- All platforms accessible at-grade on single level
- All platforms accessible from elevated pedestrian bridge at 18th
- DUS renovated and activated by nature of passenger flows/proximities

#### 6. Transit Parking

- Garage located over tracks between 18<sup>th</sup> and 19<sup>th</sup> Streets (similar as original master plan)
- Pedestrian connection from parking to CRT via pedestrian bridge at 18th
- New plaza at 18th and Wewatta to link to pedestrian bridge at 18<sup>th</sup>
- Parking access is from 18th and Wynkoop

#### 7. Pedestrian/Passenger Flow

- Direct access from DUS to platforms – one level under cover
- Ability to connect from Wynkoop Plazas to “Train Room” and platforms

- Ability to go use "Spanish Steps" to access Parking or 18th St
- Bridge Deck at "Train Room" provides access to CRT and 17th St
- Covered/conditioned access from DUS all way to LRT

8. 16th Street Open to general traffic between Wynkoop and Chestnut

A number of questions were asked to clarify various aspects of the plan. Written comments and questions were collected by the project team at the end of the meeting (summary attached).

### 3. Review Cost and Revenue Sources

Claude Pumilia, Denver's Chief Financial Officer briefly reviewed the current project cost and revenue sources. The partner agencies and USNC continue to refine these figures.

<b>Estimated Project Cost Reconciliation**</b>			
<b>(\$ in millions)</b>			
	<b>Revised Proposal (Nov. 06)</b>	<b>Open Track Scenario (Jun/July 07)</b>	<b>Current Solution** (Nov. 07)</b>
<b>Hard Costs</b>			
LRT system	\$49.8	\$22.1	\$18.5
Regional bus facility	\$65.6	\$115.6	\$158.7
CRT system	\$237.2	\$255.4	\$129.8
8 track revision	\$0	\$15	\$0
Streets & utilities	\$0	\$17.2	\$17.7
Shuttle system	\$3.3	\$5	\$1.9
Plazas & public spaces	\$13	\$25.3	\$22.5
Escalation to year of expenditure \$	\$46	\$0	\$0
<i>Subtotal</i>	<b>\$415</b>	<b>\$455</b>	<b>\$349</b>
<b>Allowances</b>			
Amount spent to date	\$11	\$22.6	\$23.2
O/H & management fees	\$12	\$30.2	\$24.8
Contingencies	\$0	\$25	\$17.7
Related hard costs	\$0	\$48.2	\$41.5
EOC operation & maintenance	\$0	\$1.5	\$1
Design, engineering & consulting fees	\$29.3	\$14.7	\$13
Project allowances	\$0	\$5.85	\$6.8
<i>Subtotal</i>	<b>\$52</b>	<b>\$146</b>	<b>\$128</b>
<b>Total Estimated Project Costs</b>	<b>\$467</b>	<b>\$602</b>	<b>\$477</b>
<b>**All proposals based on less than 3% design. Costs to be confirmed at 30% design</b>			

**Reasonably Expected Revenue Sources\***  
 (\$ in millions)

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FasTracks, SB-1, FHWA, FTA	\$274
TIF, Met District, Development Rights	\$186
Other Potential Sources	\$20
<b>Total Reasonably Expected Revenue</b>	<b>\$480</b>

\*All revenues will be confirmed over the next 6-12 months

**4. Negotiations Update**

Cole Finegan, Counsel for the EOC, provided an update on the status of negotiations between the partner agencies and developer. As you know, USNC was selected in November 2006 for exclusive negotiations to become the master developer of the Denver Union Station site.

The negotiations will result in the signing of a Letter of Intent that can best be described as “an agreement to agree” and that will establish the framework for moving forward with the project.

**5. Process and Schedule Update**

Eric Anderson reviewed the current schedules for the master plan update and city approval, EIS and design. He noted that the schedules are tentative based on the continuing negotiations between the partner agencies and developer.

**Master Plan Update:**

- |                                    |           |
|------------------------------------|-----------|
| 1. Prepare Master Plan Update      | Weeks 1-8 |
| 2. Coordination with USAC and BOGs | Weeks 2-8 |
| 3. USAC ratification               | Week 8    |
| 4. Submit Plan to partner agencies | Week 9    |

**City Master Plan Update Approval:**

- |   |         |
|---|---------|
| 1. Planning Board-information item          | Week 11 |
| 2. Planning Board-public hearing and action | Week 13 |
| 3. City Council Committee                   | Week 14 |
| 4. Mayor/Council & file bill                | Week 15 |

- 5. City Council-first reading Week 16
- 6. City Council-final reading & public hearing Week 17

**EIS Schedule:**

December 3, 2007:	NTP on Current Plan
December 2007-March 2008:	EIS Analysis
April 2008:	Publish FEIS
May/June 2008:	Public Hearing
Early September 2008:	Signed Record of Decision

**Design Schedule:**

December 2007 – March 2008:	15% Design
April 2008:	15% Design Review & 30% Design Contract Negotiations
May 2008 – August 2008:	30% Design for GMP
September 2008:	Document Review for GMP
October 2008:	GMP Negotiations
November 2008:	Start Final Design and Construction
Mid 2012:	All Transportation construction complete

**6. Public Comments and Remarks by USAC Co-Chairs**

Brian Klipp noted that the meeting had extended beyond the posted time allotted, and contained a great deal of information that USAC members needed time to digest. The co-chairs have asked that a portion of the next USAC meeting be devoted to discussing/commenting on the current plan.

**Denver Union Station**  
**Project Comparison Matrix**  
November 29, 2007

<b>Transportation Element</b>	<b>Vision Plan Sept 04</b>	<b>Phase I (FasTracks) Nov 04</b>	<b>Developer Submittal Nov 06</b>	<b>Developer Revision 1 April 07</b>	<b>Developer Revision 2 June/July 07</b>	<b>Current Plan* Nov 07</b>
<b>Commuter Rail</b>	6 tracks below grade for East, North Metro, and Northwest Corridors. One track for Ski Train and one for Amtrak.	5 tracks at-grade for North Metro, East and Northwest corridors, including one track for Ski Train and one for Amtrak. Use existing at-grade track geometry.	6 tracks below grade for East, North Metro and Northwest corridors, including one track for Ski Train and one for Amtrak. Ability for future through station at CML.	6 tracks below grade for East, North Metro, Northwest and Gold Line corridors, including one track for Ski Train and one for Amtrak. Ability for future through station at CML.	8 tracks below-grade for East, North Metro, Northwest and Gold Line corridors, including one track for Ski Train and one for Amtrak. Two tracks added due to revised rail simulation. Open air, below-grade station introduced. Ability for future through station at CML.	8 tracks at-grade for East, North Metro, Northwest and Gold Line corridors including one track for Amtrak and one track for Ski Train. Ability for future through station at CML.
<b>Light Rail</b>	3 tracks below grade adjacent to Wewatta Street for West, SE/SW and Gold Line with below grade access under 16th Street and 18th Street.	3 tracks below grade adjacent to Wewatta Street for West, SE/SW and Gold Line with below grade access under 16th Street and 18th Street.	3 tracks at grade adjacent to the CML.	2 tracks/2 platforms adjacent to CML. (Gold Line determined to be commuter rail technology).	2 tracks/2 platforms adjacent to CML. (Gold Line determined to be commuter rail technology).	2 tracks/2 platforms adjacent to CML. (Gold Line determined to be commuter rail technology).
<b>RTD Regional Bus</b>	Below grade under Wynkoop Plaza for 16 bus slips (17 provided) with access to the below grade station via the HOV or from 16th and Wewatta.	No Regional bus. Remains at Market Street Station.	16 bus bays below-grade adjacent to Wewatta Street. Access to the facility from 16th Street and 18th Street.	Due to an increase in bus bay size of nearly 20%, the 16 bay facility turned 90 degrees to be directly under 17th Street allowing an all-weather connection between LRT and the historic station. Access from 16th Street and 18th Street.	16 bay facility turned 90 degrees to be directly under 17th Street allowing an all-weather connection between LRT and the historic station. Access from 16th Street and 18th Street.	22 bay facility (16 RTD, 4 Downtown Circulator, 2 commercial) under 17th Street extended below CRT to historic station. Access via HOV ramp at 18th Street. Secondary access at CML to 18th Street.
<b>Mall Shuttle</b>	On 16th Street with turnaround over commuter rail behind the station at-grade.	Mall Shuttle loop on 16th Street between Wewatta and track 1.	Mall Shuttle on 16th Street with turnaround loop adjacent to the LRT at CML. Stops each direction at DUS.	Mall Shuttle on 16th Street with turnaround loop adjacent to the LRT at CML. Stops each direction at DUS.	Mall Shuttle on 16th Street with turnaround loop adjacent to the LRT at CML. Stops each direction at DUS.	Mall Shuttle on 16th Street with turnaround loop adjacent to the LRT at CML. Stops each direction at DUS.
<b>Downtown Circulator</b>	On 18th Street with turnaround over commuter rail behind the station at-grade.	Temporary turnaround at north portion of Wynkoop Plaza.	Circulator on 18th Street with turnaround loop adjacent to LRT at CML. Stops each direction at DUS.	Circulator on 18th Street with turnaround loop adjacent to LRT at CML. Stops each direction at DUS.	Circulator on 18th Street with turnaround loop adjacent to LRT at CML. Stops each direction at DUS.	Circulator runs on 18th Street with access to the Regional bus facility on 18th at the HOV Lane, and through the below grade bus facility with stops at CRT and LRT.
<b>Commercial Bus Facility</b>	Level one between 18th and 20th Streets. 18 bus bays for Greyhound and other commercial carriers.	None.	Opportunity for elevated facility in structure between 19th and 20th streets.	Opportunity for elevated facility in structure between 19th and 20th streets.	Opportunity for elevated facility in structure between 19th and 20th streets.	Additional capacity in RTD regional bus facility for dedicated commercial bus operations.
<b>18th Street</b>	At-grade connection between Wynkoop and Wewatta. Bike access between CPV and LoDo.	No connection between Wynkoop and Wewatta.	At-grade transit, pedestrian, and vehicular connection between Wynkoop and Wewatta. Bike access between CPV and LoDo.	At-grade transit, pedestrian, and vehicular connection between Wynkoop and Wewatta. Bike access between CPV and LoDo.	At-grade transit, pedestrian, and vehicular connection between Wynkoop and Wewatta. Bike access between CPV and LoDo.	Below-grade transit connection for Downtown Circulator via bus facility with pedestrian bridge connection between Wynkoop and Wewatta. Bike access between CPV and LoDo (via elevator). (Additional general traffic circulation between valley and LoDo on 16 <sup>th</sup> Street).

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<b>Historic Building</b>	Full restoration.	No improvements.	Full restoration	Full restoration.	Full restoration.	Full restoration of train room
<b>Public Space</b>	Full improvements to Wynkoop Plaza and 17 <sup>th</sup> Street promenade on site.	No improvements planned.	Full improvements to Wynkoop Plaza plus 17th Street public space.	Full improvements to Wynkoop Plaza plus 17th Street public space.	Full improvements Wynkoop Plaza plus 17th Street public space.	Full improvements Wynkoop Plaza plus 17th Street public space and 18th Street/Wewatta public space.
<b>Development Potential</b>	1.4M SF.	None planned.	1.76M SF.	1.5M SF.	1.5M SF.	1.35M SF.
<b>Transit Parking</b>	Located in parking structure between 18th and 20th Street (Level 3 or 4).	None dedicated, use existing lots in front of historic station.	Parking capacity proposed in garage located between 18th and 19th streets.	Parking capacity proposed in garage located between 18th and 19th streets.	Parking capacity proposed in garage located between 18th and 19th streets.	Parking capacity proposed in garage located between 18th and 19th streets.

**Union Station Advisory Committee**  
**Written Questions and Comments**  
**12/05/07**

1. How will special trains—Frontier Days, State Fair, etc. be accommodated at Denver Union Station?
  2. Where will Private Rail cars go? How are they to be serviced?
  3. Will all 8 tracks at the station be electrified?
  4. Will Station accommodate double deck commuter rail cars?
  5. Please use covered platforms for Commuter, Amtrak and SK:Train
- 
1. It appears that the Fast Corridor and the Gold Line are not considered 'Bi-Level' or 'Double Decker' cars. Why not? With Commuter Rail at grade now, single level cars will have less capacity, take more platform space, require more cars, and cost more to operate than bi-level cars!
  2. Please allow space for private rail cars to park when their passengers are staying in Denver.
  3. How will the station accommodate the following trains which would appear to be longer than the existing platform on tracks 4 & 5?
    - Cheyenne Frontier Days
    - Colorado State Fair Express
    - Grandlux
    - Union Pacific & BNSF Employee Specials

Comments:

- Concern about using 18<sup>th</sup> St. for parking/access for public parking—we believe that Wewatta should be considered.
- We would prefer to see Wynkoop not used at a major auto drop-off/taxi pick up location—we believe Wewatta is preferable.
- We would like to work with the team to help define the character of the plaza/forecourt spaces and their uses.

Comments:

- Re: Bus Facility—seems it could benefit from additional interstitial vertical circulation providing access to the street above along the full length between Light Rail and Wewatta.
- Provide elevated continuation of 18<sup>th</sup> St. up and over commuter rail track, i.e. another Millennium Bridge.
- Provide 18<sup>th</sup> St. viaduct to elevated parking over commuter rail.

1. Where will the bike station be located?
2. What provisions for bike access to rail and bus are planned?
3. How will bicycles access Union Station from all directions? Bike access to CRV and LoDo via elevator is not acceptable. Please consider ramp.
4. There is NO pedestrian connection for CPV and Cherry Creek residence to shuttle shown on plan. Will there be one?

1. There is no reference to bike movement. You mention CR, LTR, bus, car and pedestrian but NO bike—this is a major mode of green movement that has been omitted.
  2. There are no bike lanes, bike storage facilities, or bike access to the regional bus system.
  3. How do bikes get to the regional bus? Elevators will be too small to accommodate.
1. Good improvements:
    - 16<sup>th</sup> shuttle going to light rail platforms.
    - 18<sup>th</sup> street shuttle going to light rail platforms.
    - Adding 2 more heavy-rail lines.
    - Putting bus bays between light rail and heavy rail points.
    - Adding more bus bays.
    - However, light rail platform is too far from Union Station. The rail lines do not go straight through.
  2. The original vision that was agreed to by everyone was for *all* modes of transportation to come to Union Station. Light Rail does not—this is a fatal flaw.
1. How do you handle a switch failure for tracks 4 and 5? Can you put Amtrak, etc. on the other tracks?
  2. Private (RR owned too) cars need to originate and terminate in Denver. How/where do I put the cars (trains)?
  3. How do I access for service the cars parked at the station? i.e. Food, water, sewer, ice, etc.
  4. Do you want conventions to use Union Station? The political conventions (on average) have 20-30 cars.
  5. What about rail capacity expansion? Raise your building 4 and 5 to allow rail tracks under them. I predict that you will build it and it will be too small for the rail!
  6. It is obvious to me that you may be qualified to design mall and commercial buildings—you are not qualified to design a rail facility!
  7. All tracks must be able to handle any rail vehicle. i.e. an Amtrak train should be able to use any track in case of failure.
  8. I've tried to offer advice on this project for several years. Do you really care about a true inter-modal station? Or is it all about the retail and commerce?
1. Since commuter rail at grade does not allow thru movement, why not place it next to the CML which also does not allow thru movement? In that case, light rail can be put behind the historic station. This would allow thru streets on 18<sup>th</sup> and 19<sup>th</sup> providing better connections to LoDo.
  2. I did not hear a vision for the historic station? Possibly airlines could have remote check-in facilities there for passengers on the airport line.
  3. What about Rocky Mountain Rail Authority/Front Range Commuter Rail? Spare must be preserved for those facilities.

1. Prefer direct alignment for 18<sup>th</sup> & CRT track crossing.
  2. Bicycle access guarantees for 18<sup>th</sup> & CRT track crossing.
1. Regarding bus circulation—we have all stepped off the DIA train and moved with a mass of humanity to escalators that are too small to handle the throng. If all bus bays are full and emptying at a peak time, how long will it take to evacuate people with the planned elevators and stairs? It would be a shame to wait for several elevators as the crowd builds. What if there was a fire?

Comments:

- Basically not an inter-modal facility
  - Seems short sighted in scope
  - Seems heavily oriented towards development, not transit
  - Needs more escalators
1. There are no bike lanes or bike facilities shown on the plan—this needs to be addressed early in the planning process.
    - Bike lanes
    - Bike parking
    - Bike station
  2. You'll get more 'bang for your buck' from bikes than any other form of transit!
  3. Bike access on 18<sup>th</sup> between CPV and LoDo via elevator—bad idea! Design and lamp into the bridge is like the Highland bridge configuration.
1. Wouldn't it be more cost effective and efficient to leave Light Rail where it is and build above it and then leave the regional bus at 16<sup>th</sup> and Market?
  2. 16<sup>th</sup> and Market is only 2 blocks from Union Station—Light Rail is 2 blocks closer to Union Station. You end up with a less expensive project that is almost as good!