

# Denver Union Station Update



Union Station Advisory Committee

December 5, 2007

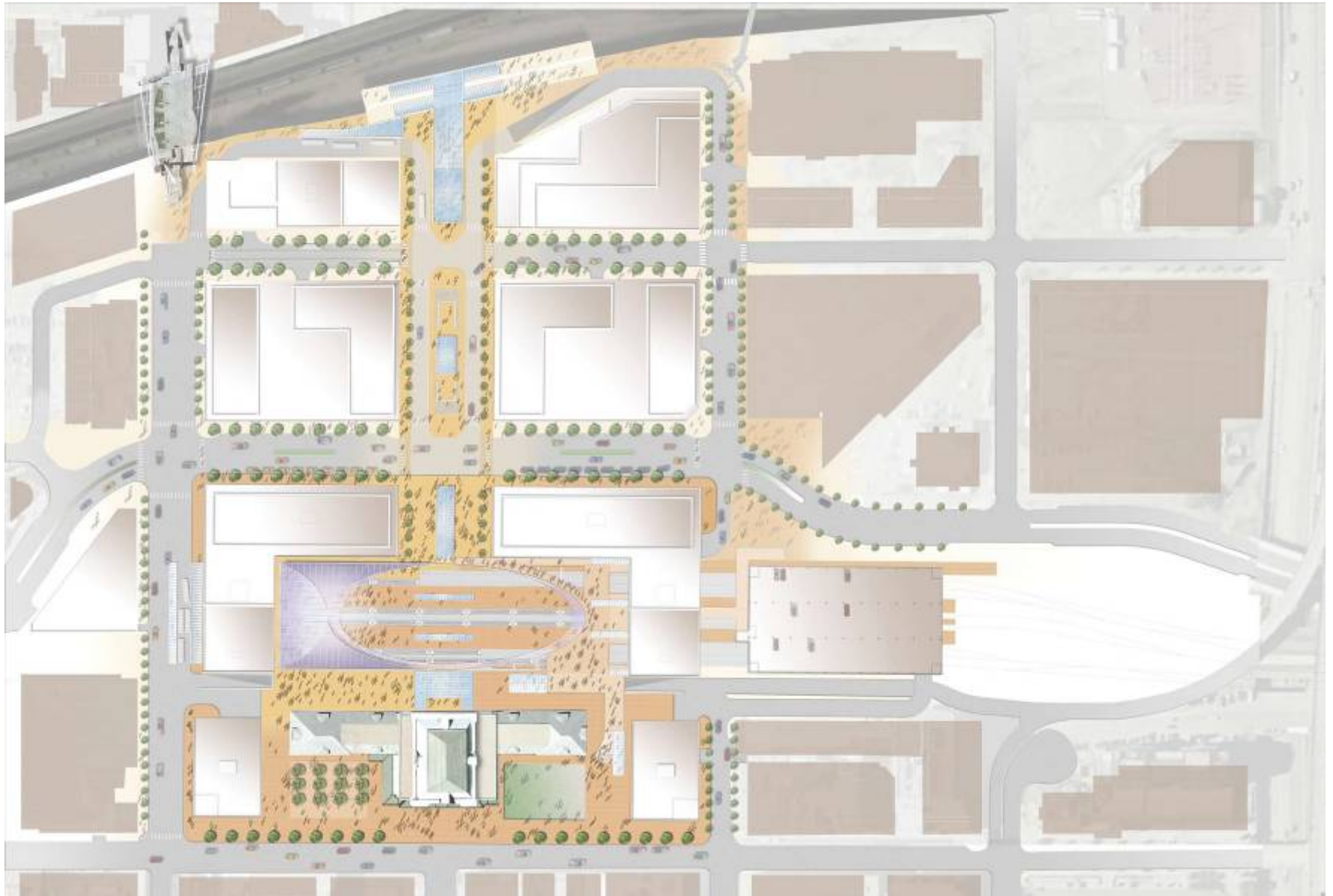
# Tonight's Agenda

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1. Opening Remarks from Peter Park
2. Presentation of Current Concept
3. Project Costs and Sources of Funds
4. Negotiations Update
5. Master Plan Amendment Process
6. EIS Schedule
7. Public Comment
8. Co-Chair Comments

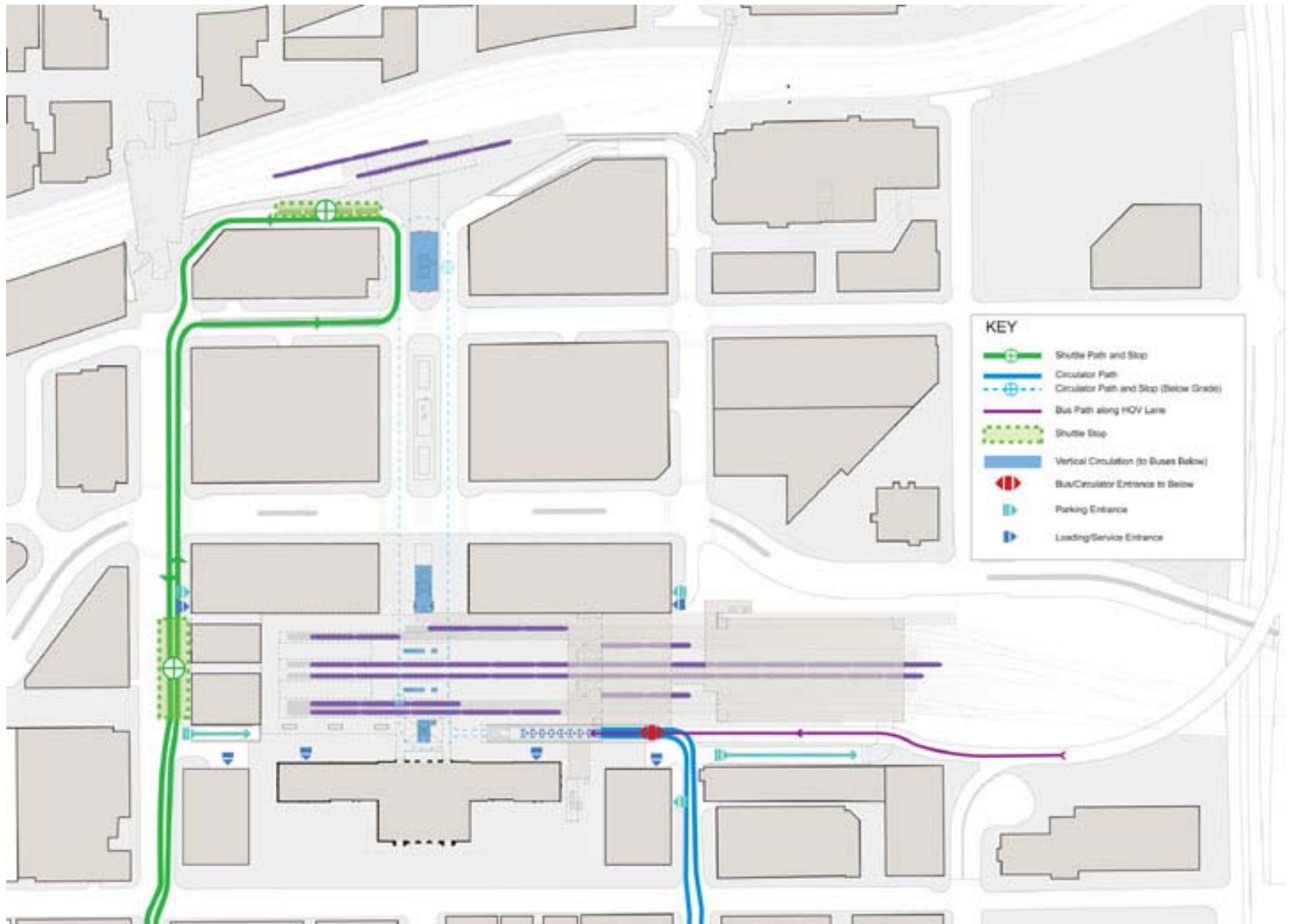
# Denver Union Station

## Illustrative Site Plan



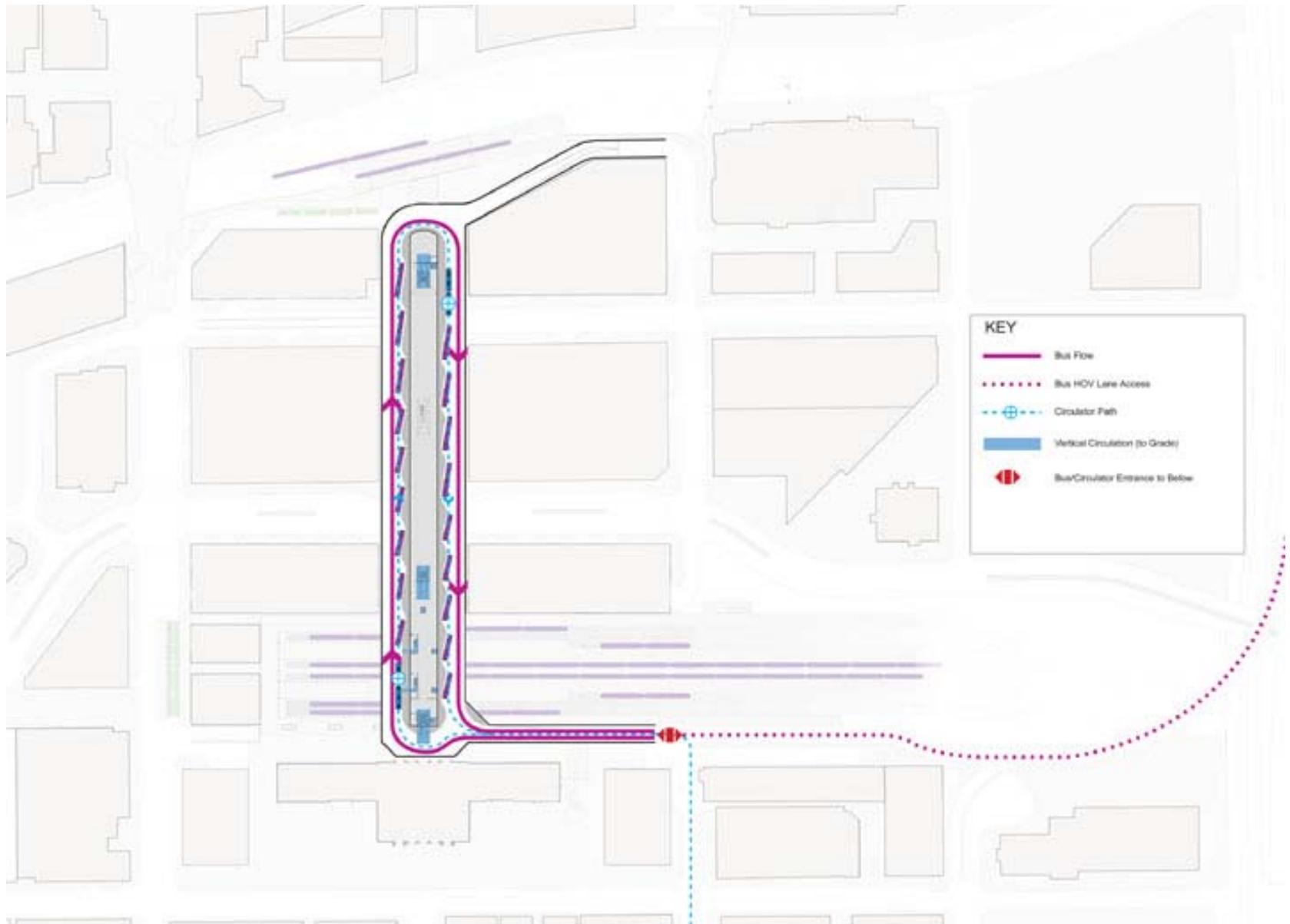
# Denver Union Station

## At-Grade Vehicular Circulation



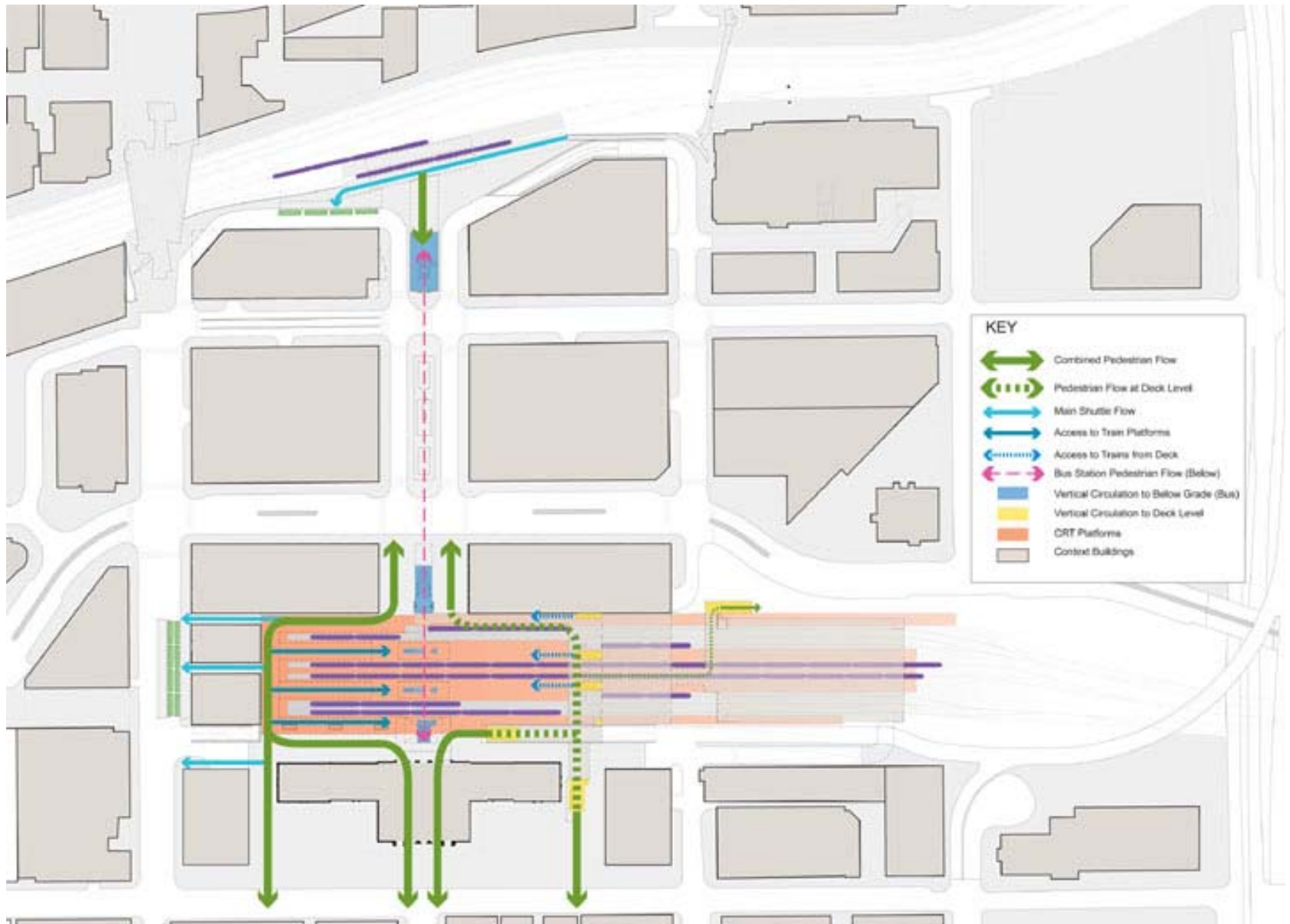
# Denver Union Station

## Below Grade Bus Circulation



# Denver Union Station

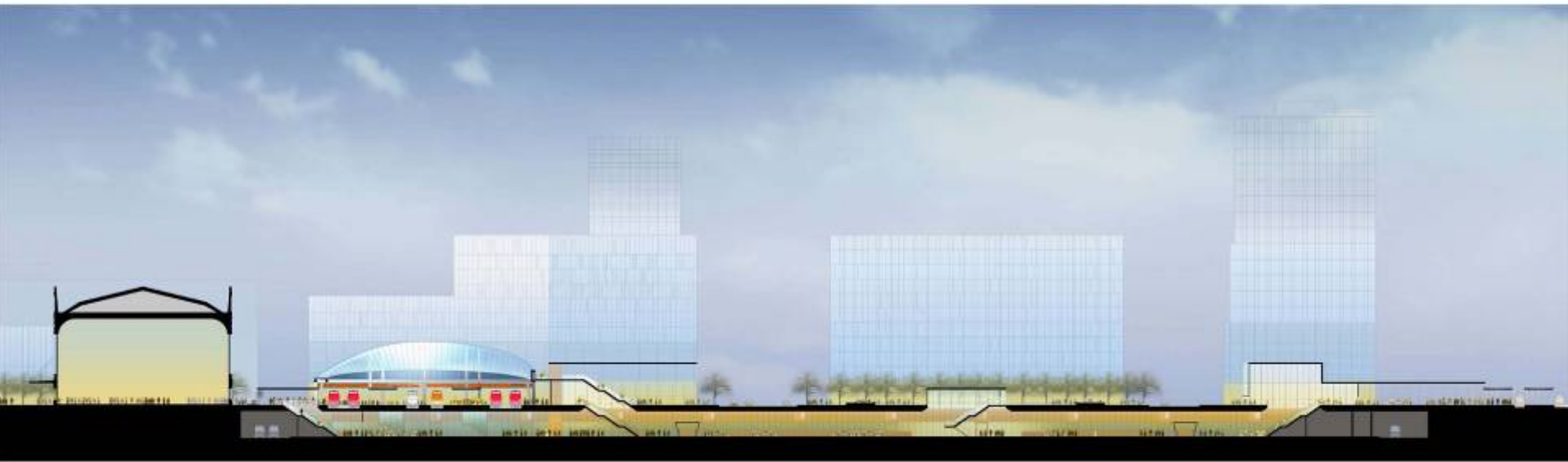
## Pedestrian / Passenger Circulation



# Denver Union Station

17<sup>th</sup> Street Cross Section – DUS to LRT

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# Denver Union Station

View down 17<sup>th</sup> Street LRT to DUS



# Denver Union Station

## “Train Room” Bird’s Eye View



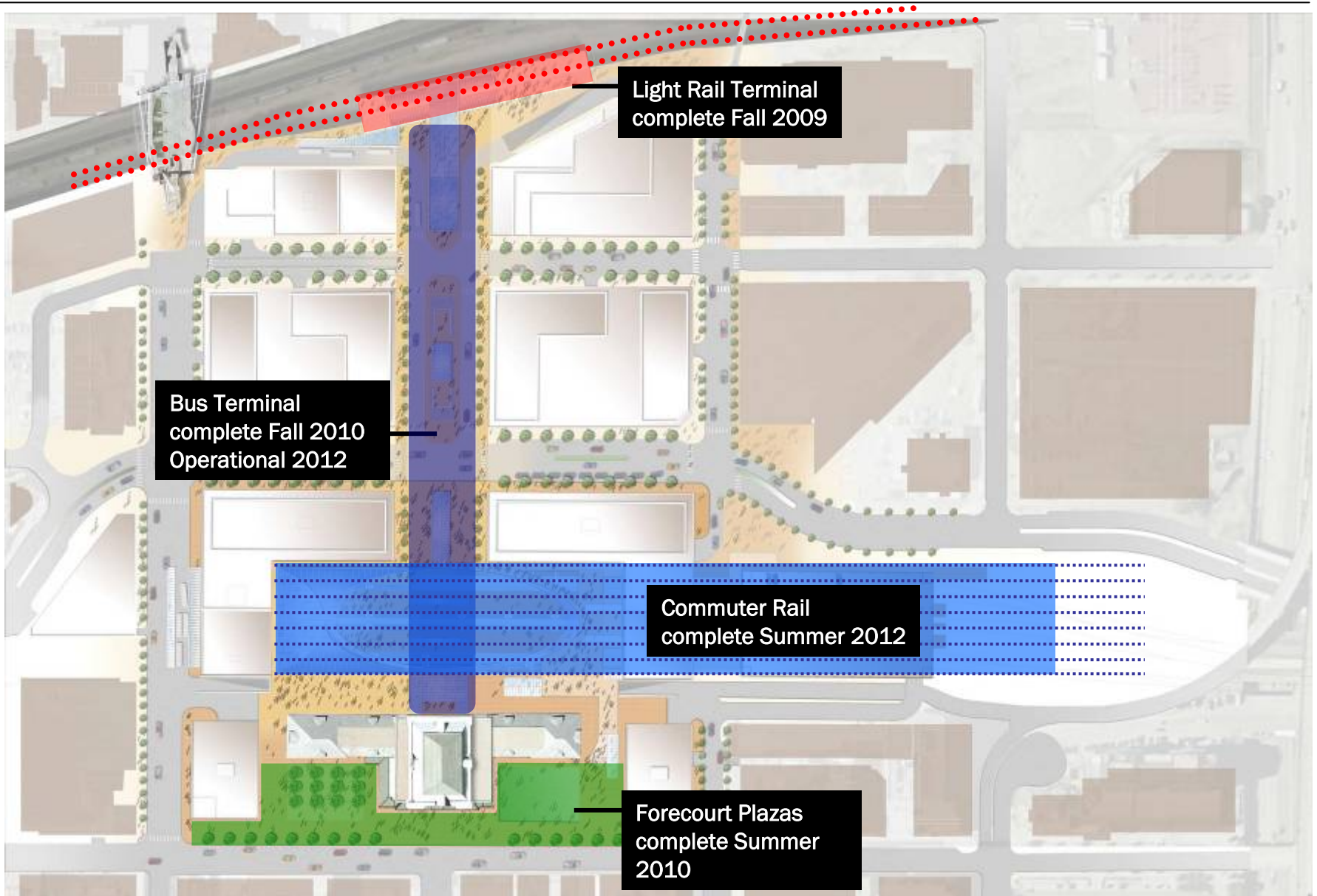
# Denver Union Station

## “Train Room” Pedestrian View



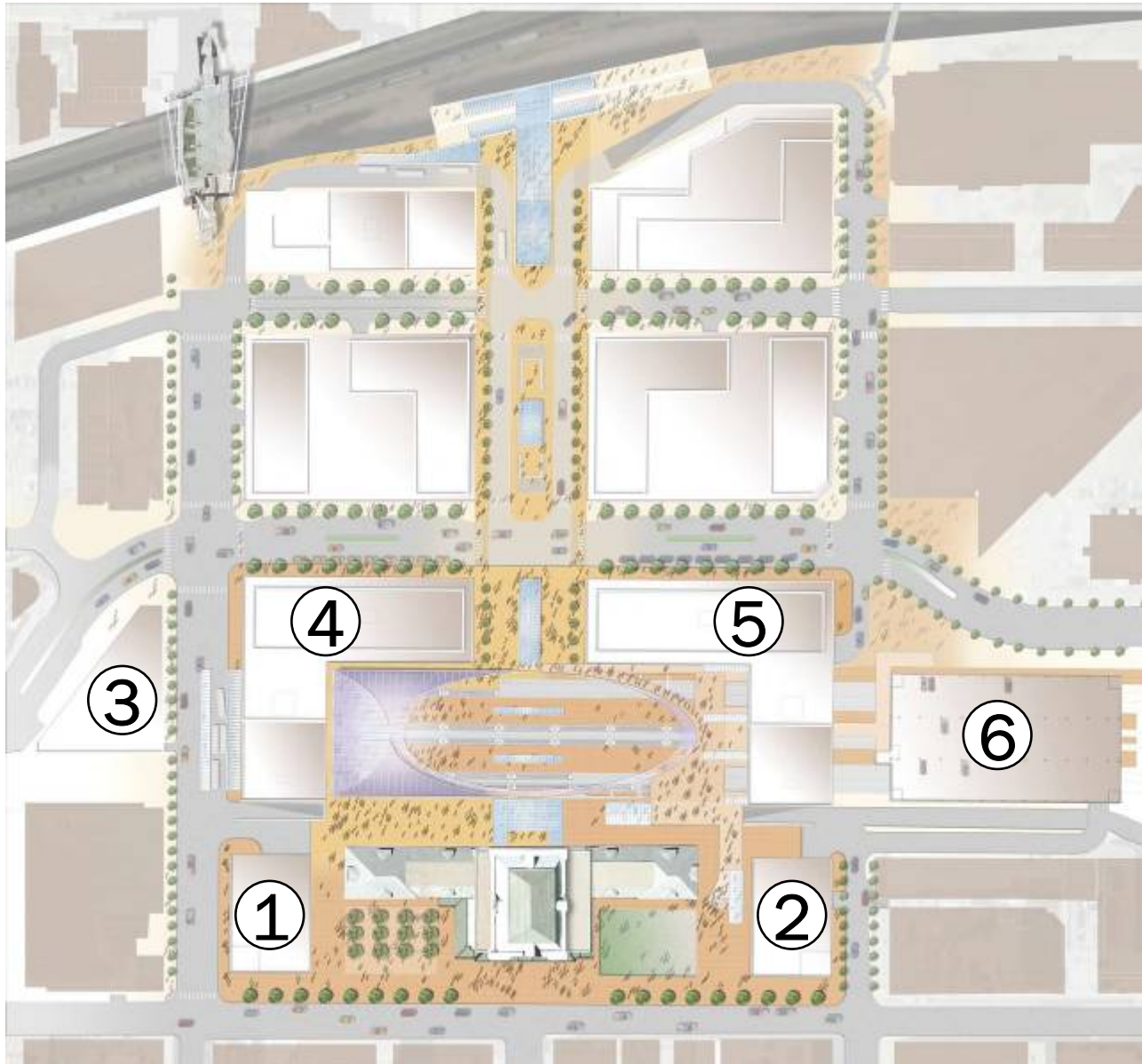
# Denver Union Station

## Infrastructure Phasing



# Denver Union Station

## Development Program & Phasing



- ① 63,000 office  
12,000 retail  
Jul 2010
- ② 63,000 office  
12,000 retail  
Jan 2011
- ③ 192,500 office (option 1)  
210,000 hotel (option 2)  
7,500 retail  
Feb 2011
- ④ 305,000 office  
25,000 retail  
170,000 residential  
Jun 2014
- ⑤ 350,000 office  
20,000 retail  
130,000  
Jun 2012
- ⑥ 685 stall parking garage  
Jun 2012

# Infrastructure Scenarios

	<b>Revised Proposal (Nov. 06)</b>	<b>Open Track Scenario (Jun/July 07)</b>	<b>Current Solution (Nov. 07)</b>
Commuter Rail	6 tracks below grade, including one each for Ski Train & Amtrak.	Open-air, below grade. 8 tracks vs. 6. Gold Line determined to be commuter rail.	Several factors and technical issues learned resulted in 8 track at-grade solution.
RTD Regional Bus	16 bus bays below grade adjacent to Wewatta & CRT w/ access from 16 <sup>th</sup> & 18 <sup>th</sup> .	20% increase in bay size & a 90-degree rotation, directly under 17 <sup>th</sup> . Access from 16 <sup>th</sup> & 18 <sup>th</sup> .	Increased to 22 bay facility (16 RTD, 4 Downtown Circulator, 2 commercial) under 17 <sup>th</sup> . Access from HOV & CPV.
Light Rail	3 tracks/3 platforms at-grade adjacent to CML.	2 tracks/2 platforms adjacent to CML. Gold Line determined to be commuter rail.	2 tracks/2 platforms adjacent to CML.
18 <sup>th</sup> Street	At-grade transit, ped & vehicular connection between Wynkoop & Wewatta.	At-grade transit, ped & vehicular connection between Wynkoop & Wewatta.	Below-grade transit connection; ped connection; no vehicular connection.
Historic Station	Renovations.	Renovations.	Renovations.
Development Potential	1.76 M sf	1.5 M sf	1.35 M sf

# Estimated Project Cost Reconciliation\*\*

(\$ in millions)

	Revised Proposal (Nov. 06)	Open Track Scenario (Jun/July 07)	Current Solution** (Nov. 07)
<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>	<i>\$415</i>	<i>\$455</i>	<i>\$349</i>
<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	\$46.2	\$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>	<i>\$52</i>	<i>\$146</i>	<i>\$128</i>
<b>Total Estimated Project Costs</b>	<b>\$467</b>	<b>\$602</b>	<b>\$477</b>

**\*\*All proposals based on less than 3% design. Costs to be confirmed at 30% design**

# 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

# Master Plan Amendment Process

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## 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 &<br>courtesy public hearing | Week 17 |

# EIS and 15% Design Schedule

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## 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 and 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