

PROJECT FACT SHEET

DENVER UNION STATION HISTORY

The first train arrived in Denver's Central Platte Valley on June 21, 1870, at its newly built station. As additional railroads steamed into town over the next decade, each built its own depot. Following a national trend, all of the train stations were combined under one roof when the Union Depot and Railroad Company built Denver's first Union Station. Costing \$525,000, it opened to much fanfare on June 1, 1881.



Union Depot neighborhood, ca. 1881



After the fire, March 18, 1894

The original Union Station structure burned on March 18, 1894, when a fire was ignited by the electrical system of the ladies' rest-room. The damage was considerable

and the building's wooden tower was destroyed. Denver Union Station (DUS) was quickly rebuilt with a much lower roofline and a stone clock tower that replaced the wooden one.

Showing national and local pride, Denver dedicated its famous Welcome or Mizpah Arch on July 4, 1906. Standing nobly for the next 25 years just west of Wynkoop Street, the arch was dismantled on December 7, 1931, after being deemed a traffic hazard.



Welcome / Mizpah Arch, 1931

The depot's original chandeliers were eight feet across. The original sconces on the walls were under coats of paint for decades. Only recently

were they restored to their original bronze tone. The plaster arches that line the walls of the center room have 2,300 Columbine flowers in them.



Colorado National Guard Troop Train, 1940

The 1920s and 1930s were the glory days of Denver Union Station. During that time, the station operated 80 trains a day. In the 1940s, many of those trains carried

soldiers fighting in World War II. Presidents Theodore Roosevelt, William Howard Taft, Franklin Delano Roosevelt and Harry S. Truman along with First Lady Eleanor Roosevelt and Queen Marie of Romania are just a few of the famous people who came by train to Union Station.



President Teddy Roosevelt tipping his hat, 1905

In 1914, the Denver Union Terminal Railway company tore down the stone clock tower and replaced it with the building's lower expanded center section that you see to this day.

As a transportation leader, Denver Union Station had more travelers than Stapleton Airport up until 1958.

Fast forward to the late 1980s when the Regional Transportation District (RTD) and the City and County of Denver (CCD) cooperated with the Denver Union Terminal Railway Corporation (DUT), the private owner of the station, to make much-needed improvements to the site.

Between 1997 and 2000, RTD, CCD and the Denver Regional Council of Governments (DRCOG) worked with the Union Station Transport Development Company (USTDC) and various private landowners and businesses to create the Central Platte Valley Light Rail Spur (C-line), a major public transit connection to DUS. Then in August 2001, RTD purchased the site in accordance with a jointly funded Intergovernmental Agreement between RTD, CCD, the Colorado Department of Transportation (CDOT) and DRCOG, known as the Partner Agencies.

In May 2002, the Denver Union Station project team was initiated by the Partner Agencies to develop a Master Plan and prepare an Environmental Impact Statement (EIS) for DUS. RTD bought the depot and extended its successful Light Rail transit and 16th Street Mall Shuttle to Denver Union Station.

Great progress was made in 2004 and 2005 to prepare DUS for the redevelopment now underway. The station's site was zoned Transit Mixed-Use (T-MU-30) in order to accommodate future modes of transportation and development on the 19.5-acre site. DUS also received Historic Landmark Designation from the City of Denver. After extensive public involvement, the Denver Union Station Master Plan was approved by each of the Partner Agencies. Finally, in November 2004, the voters of the RTD District approved the FasTracks plan, one of the largest single mass transit expansion programs in the country.

In March 2006, the Denver Union Station Draft Environmental Impact Statement (DEIS) was released for public review and comment. On November 15 of that year, the Partner Agencies



announced the selection of the Union Station Neighborhood Company (USNC) as the Master Developer to head the redevelopment and preservation of Denver's historic Union Station. USNC was chosen because its proposal outlined the transportation and development goals for the 2004 Master Plan in a single phase, using the concept of a Transit District.

In 2008, the Final Environmental Impact Statement (FEIS) was completed in compliance with the National Environmental Policy Act (NEPA) and other applicable regulations and statutes. On October 17, 2008, the Federal Transit Administration (FTA) signed the Denver Union Station

Record of Decision (ROD) which confirms that construction of the proposed arrangement of transit improvements could proceed. That same year, the Denver Union Station Master Plan Supplement was approved by the Partner Agencies to update information about the proposed treatment of various transportation and development elements.

Finally, the Denver City Council created the Denver Union Station Project Authority (DUSPA) to serve as the financing entity for the DUS project and the contracting entity for the construction contracts. The Authority's board of directors is comprised of eleven voting members and two non-voting members.

