DENVER UNION STATION PROJECT AUTHORITY
YEAR 2011-2012 RECORD OF ACCOMPLISHMENTS

1. PROJECT ACHIEVES CRITICAL 50 PERCENT COMPLETION – NOVEMBER 2011
2. DEWATERING AND WATER TREATMENT FOR UNDERGROUND BUS FACILITY ENDS – MARCH 2012
3. THIRD DUSPA AUDIT COMPLETED – APRIL 2012
4. NEW LIGHT RAIL PLAZA GRAND OPENING – MAY 2012
5. PROJECT DESIGN COMPLETE – MAY 2012
6. FOUNDATION/STRUCTURE OF BUS FACILITY COMPLETED WITH NO DAMAGE TO HISTORIC BUILDING – JULY 2012
7. 410 DAYS WITHOUT INJURY – AUGUST 2012
8. DUSPA GAINS FTA CONDITIONAL APPROVAL OF DBE PROGRAM WITH RTD – JUNE 2012
9. OVERALL PROJECT COMPLETION IS 70 PERCENT – AUGUST 2012

Regional Transportation District

1600 Blake Street
Denver, Colorado 80202-1399
303.628.9000
RTD-Denver.com

August 31, 2012

Elbra Wedgeworth
DUSPA
1225 17th Street, Suite 3050
Denver, CO 80202

Re: Denver Union Station (DUS) Public Plaza Area Study

Elbra

Dear Ms. Wedgeworth:

Work in and around Denver Union Station and the progress on the transportation services and infrastructure tied to the station are drawing new attention to the importance of the public plazas adjacent to the station. As you are aware, RTD conducted a study of potential uses for the DUS historic building in late 2010/early 2011 and is currently negotiating details of this work with the Union Station Alliance team. It's time now to turn our attention to the practical questions about the plaza's programming, management and maintenance.

With that in mind, RTD is convening a stakeholder group to solicit input on creating a vibrant public space to complement the historic building re-use as well as strategies to manage, maintain, and program this area. Similar to the DUS historic building stakeholder process, we are assembling a small group of local government, property owner, neighborhood interests, as well as key local experts in public space management and are requesting your participation with this correspondence. RTD feels it is important to have an open dialogue with key stakeholders so that the RTD Board can make informed decisions on the management of this important civic asset. The group will include representatives from:

- City/County of Denver
- RTD
- North/South Wing building property owners
- Union Station Advocates
- Denver Union Station Project Authority (DUSPA)
- LoDo neighborhood representation (LDNA)
- Lower Downtown Denver, Inc. (LDDI)
- Union Station Alliance
- Civic Center Conservancy (Public Space Expert)
- Downtown Denver Partnership (Public Space Expert)
- Pearl Street Mall (Public Space Expert)

We anticipate convening this group four to five times beginning in late September, resulting in a recommendation to the RTD Board by early next year. The first meeting is scheduled for Wednesday, September 26th, 3:30 to 5 pm at RTD offices, 1600 Blake Street.

Thank you in advance for your consideration and participation in this important project. Please contact Bill Sirois, Senior Manager of TOD and Planning Coordination, at 303-299-2417 (or via email at bill.sirois@rtd-denver.com) to confirm your group's interest in participating as a member of the stakeholder group.

Sincerely,

Phillip A. Washington
General Manager

cc: William C. Van Meter, RTD Assistant General Manager, Planning
Bill Sirois, RTD Senior Manager, TOD and Planning Coordination
Mike Turner, RTD Manager, Planning Coordination
Jeff Kay, DUS Deputy Project Manager
Mike Hughes, Hughes Collaboration

Enclosure – Plaza Graphic

Future transformed neighborhood - Aerial View

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 6, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9929
(303) 757-9036 FAX

August 8, 2012

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80202

RE: Denver Union Station, FASTER Grant, State Register effects determination

Dear Mr. Nichols:

In accordance with the FASTER Grant contract signed May 8, 2012, this letter provides an update on construction scope and design of the project for which FASTER monies, which come from vehicle registration fees in Colorado, are being applied. Under CRS 24-80.1, Register of Historic Places, specifically 24-80.1-104, properties that are in or eligible for the State Register shall be protected from any action initiated by a state agency until the State Historic Preservation Officer (SHPO) can determine the effect of an action on the property. CRS 24-80.1-105 states that all properties included in the National Register are also included in the State Register. Denver Union Station (5DV.114) was listed in the National Register on 11/20/1974 and is also a Denver landmark.

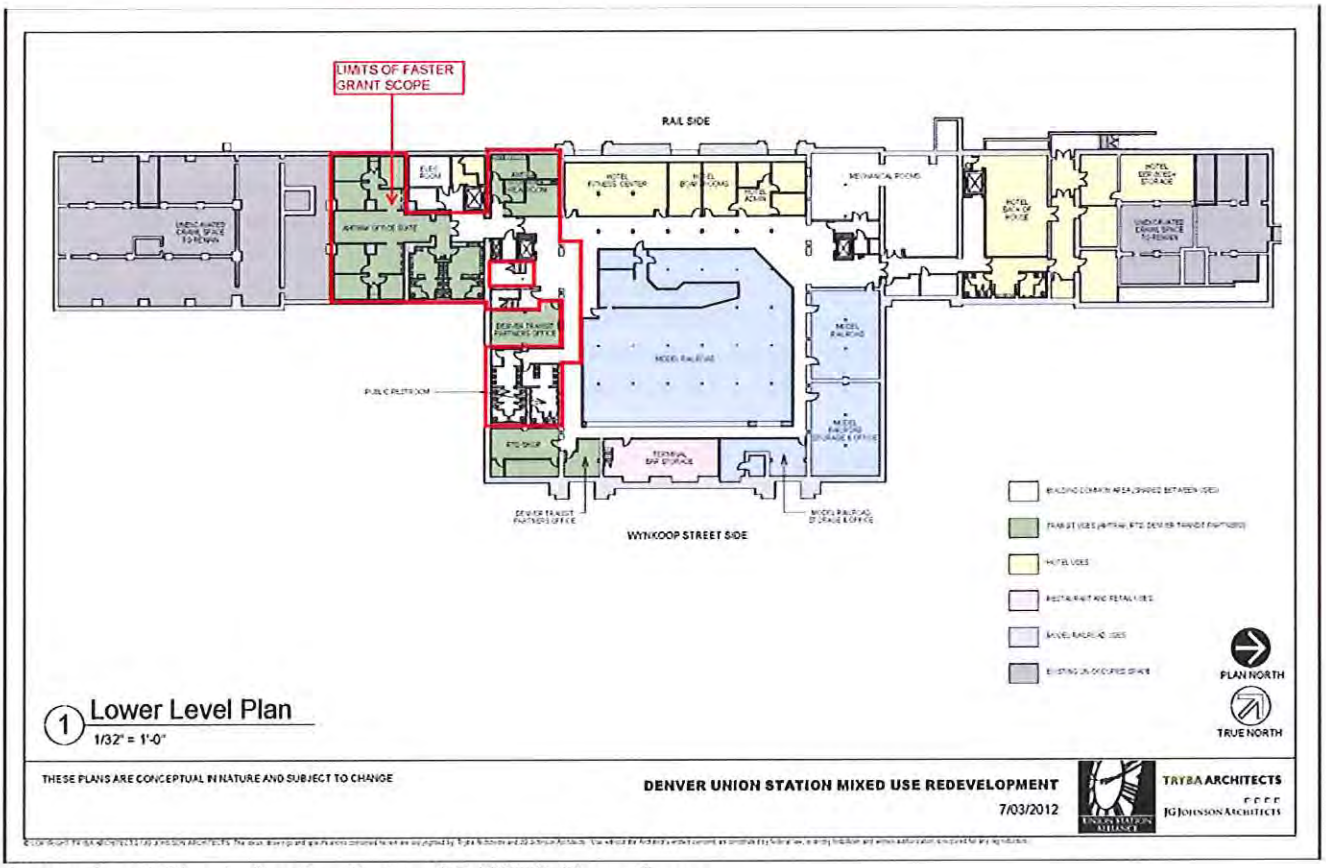
The primary application of FASTER monies will be towards accommodating Amtrak in a new and more operationally convenient location within the station, and providing the associated public facilities necessary for Amtrak's operations. Amtrak will occupy approximately 6,700 total square feet within the station building. Secondary use of FASTER monies will be applied towards rehabilitation of interior historical elements within the main terminal.

The development team for the full station renovation and redevelopment submitted a Part II application for historic rehabilitation federal tax credits on April 19, 2012. This Part II application includes both the FASTER scope of work and the whole of the privately funded work on Union Station. This application is currently under review with the National Park Service, and the development team will notify History Colorado of any and all approvals or directives issued by the National Park Service.

Lower Level Interior Modifications

Amtrak will be occupying space in the lower level (basement) and on the street level of the station. Within the lower level of the station, no historically significant elements exist; this project proposes renovating spaces and rooms which are currently used for mechanical equipment and storage into functional office space for Amtrak. Demolition of walls and doors, and the removal of the existing elevator and stair will be included within this scope. Portions of the existing crawlspace will be further excavated during this scope to create new occupied space. In order to meet current building codes, a new egress stair and elevator will be installed.

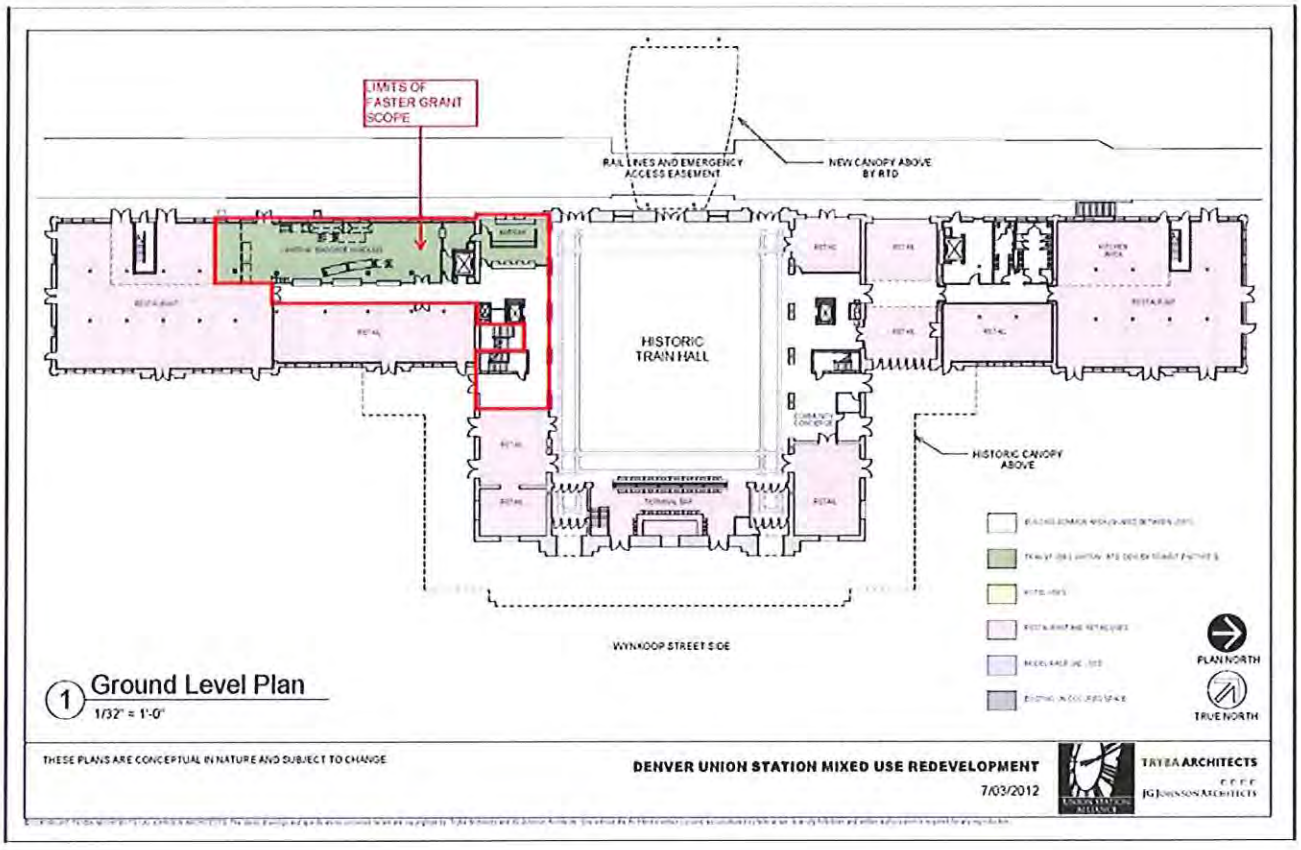
Code required distribution of the necessary systems will be installed; heating, ventilation, and air conditioning ducts, and life safety systems including fire sprinklers, fire alarms and visual strobes, and smoke detection equipment. The building structure at new floor openings will be reinforced as required to meet current building and fire codes and will be provided with fireproofing as required by fire code and the Denver Fire Department and as indicated in the Historic Structures Assessment; and a new concrete floor slab will be provided where the crawlspace was excavated. All electrical service will be relocated and replaced as required to meet current electrical and energy codes. In order for Amtrak to be functionally operational, restrooms for public use will be provided on the lower level. The full scope of finish for the lower level Amtrak office space includes installation of new walls, doors, door hardware, flooring, ceilings, lighting, power and data systems, private restrooms with showers and lockers, and a kitchenette. Public restrooms will be fully complete.



Lower Level Plan indicating limits of FASTER Grant Scope

Street Level Interior Modifications

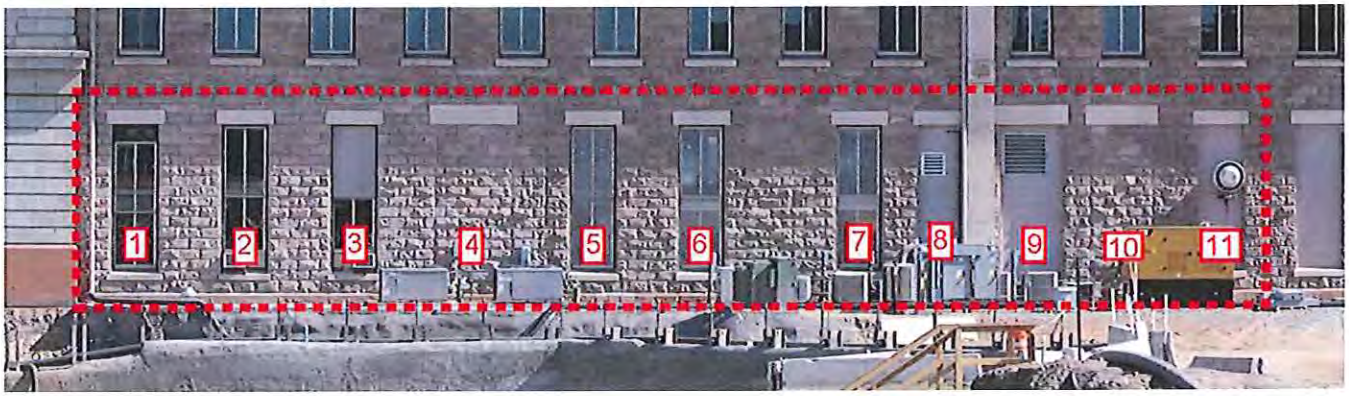
Amtrak's space on the street level of the station will be relocated to the rail-side portion of the south wing and main terminal. This space presently houses the electrical room, a temporary construction office, unoccupied office space, and within the terminal, the vending area. Demolition of the temporary construction office space will occur, as well as removal of the electrical equipment (relocated to the lower level), removal of the existing restrooms on the street level, and the demolition related to the removal of the existing elevator and stair. The new ticketing office for Amtrak will be provided in the space currently underutilized as a vending area. New glass partitions will be provided to enclose the ticket office; these glass partitions provide the necessary security required by Amtrak, but allow for visual transparency into the historic terminal and will maintain historical molding and trim within the space. The baggage handling room is located in the south wing, where little to no historic fabric remains. As with the lower level, street level scope of work includes the connection of the new egress stair, passenger elevator, and shaft walls for the proposed service elevator. The code required distribution of ductwork for heating, ventilation, and air conditioning will be provided, as well as the life safety systems and fireproofing methods as identified in the lower level, and the improvement and relocation of electrical wiring. Within the baggage handling room, the existing cast iron columns will be provided with protection to prevent any damage from Amtrak equipment; this protection will be non-permanent (removable) as required by the Secretary of the Interior Standards for Rehabilitation. The full finish of the Amtrak space includes new walls, doors, door hardware, floor finishes, ceilings, lighting, power and data systems, baggage handling doors, and ticket counter millwork. Modifications to the existing windows on the rail-side of the south wing will be provided; this scope is described in depth further in this document.



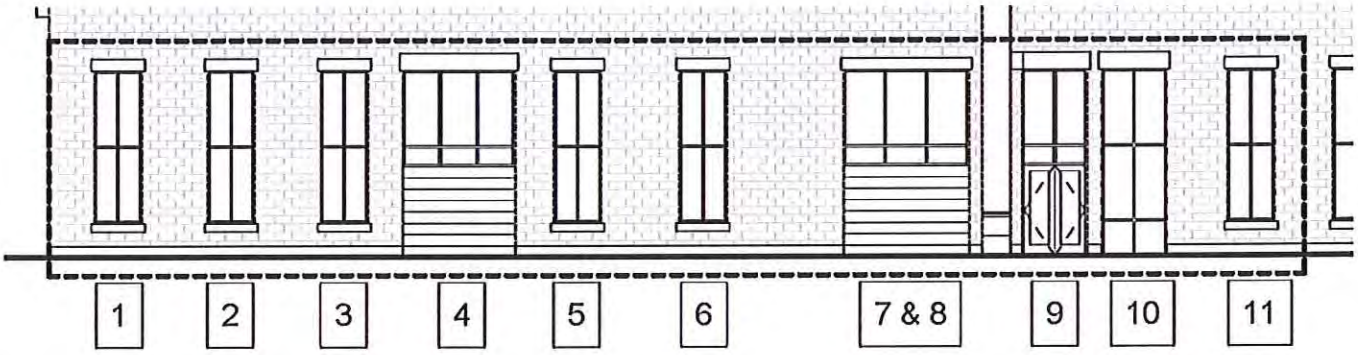
Street Level Plan indicating limits of FASTER Grant Scope

Exterior Rehabilitation and Modifications

In order for Amtrak to function within the building, some modifications to the existing condition of the rail-side of the south wing are proposed. Where existing windows are to remain, rehabilitation shall be done in accordance with the recommendations of the Historic Structures Assessment and the Secretary of the Interior Standards for the Rehabilitation of Historic Structures. Modifications indicated have been approved by the Denver Landmark Preservation Council.

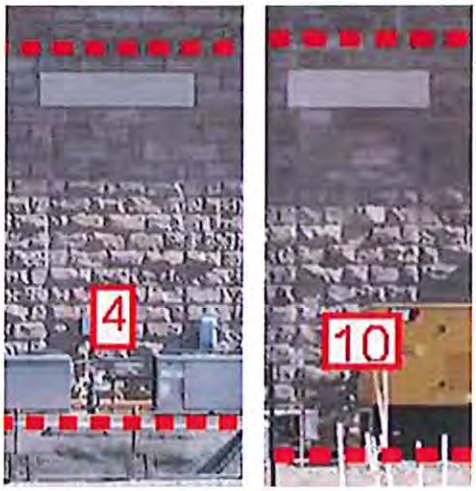


Existing Rail-side (West) Elevation indicating areas of modification. Red dashed line indicates limits of FASTER scope.



Proposed Rail-side (West) Elevation. Dashed line indicates limits of FASTER scope.

Openings 1-3: *(Windows 127-A, 127-B, and 129-A on the Historic Structures Assessment Schedule)* Non-historic elements (air conditioning units, mechanical grilles, etc.) shall be removed. If the existing window is found to be in good working condition it shall be repaired per the Historic Structures Assessment. If existing window is damaged beyond repair, it shall be replaced with a historically appropriate replica. Stone sill and lintel at head shall be replaced if damaged beyond repair.



Openings 4 & 10: Remove stone infill panel at existing joints at jamb conditions. At Opening #4, replace stone infill with an insulated overhead garage (sectional) door and glass transom (see black and white rendering on previous page for design of door and transom). Exterior trim of transom and overhead door shall be historically appropriate; overhead door shall be mounted and open to the interior. Overhead garage door shall be a flush painted metal; paint colors shall be historically appropriate and shall coordinate with existing building materials and colors. All mechanical elements for door operation shall be mounted on the interior of the building. At Opening #10, replace stone infill with a historically appropriate replica pair of wood and glass doors and wood framed glass transom.

Openings 5-6: *(Windows 131-A and 133A-A on the Historic Structures Assessment schedule)* If existing window is found to be in good working condition it shall be repaired per the Historic Structures Assessment. If existing window is damaged beyond repair, it shall be replaced with an historically appropriate replica. Stone sill and head shall be replaced if damaged beyond repair. Obscured glass shall be replaced with clear vision lites.

Openings 7-8: *(Window 133B-A on the Historic Structures Assessment)* Remove existing window from Opening 7, and remove existing infill panel from Opening 8. Remove exterior stone masonry from between openings and beneath sill to create a single large opening. Provide new stone lintel at head, and provide insulated overhead garage (sectional) door and glass transom (see black and white rendering on page 4 for design of door and transom). Exterior trim of transom and overhead door shall be historically appropriate; overhead door shall be mounted and open to the interior. Overhead garage door shall be a flush painted metal; paint colors shall be historically appropriate and shall coordinate with existing building materials and colors. All mechanical elements for door operation shall be mounted on the interior of the building.

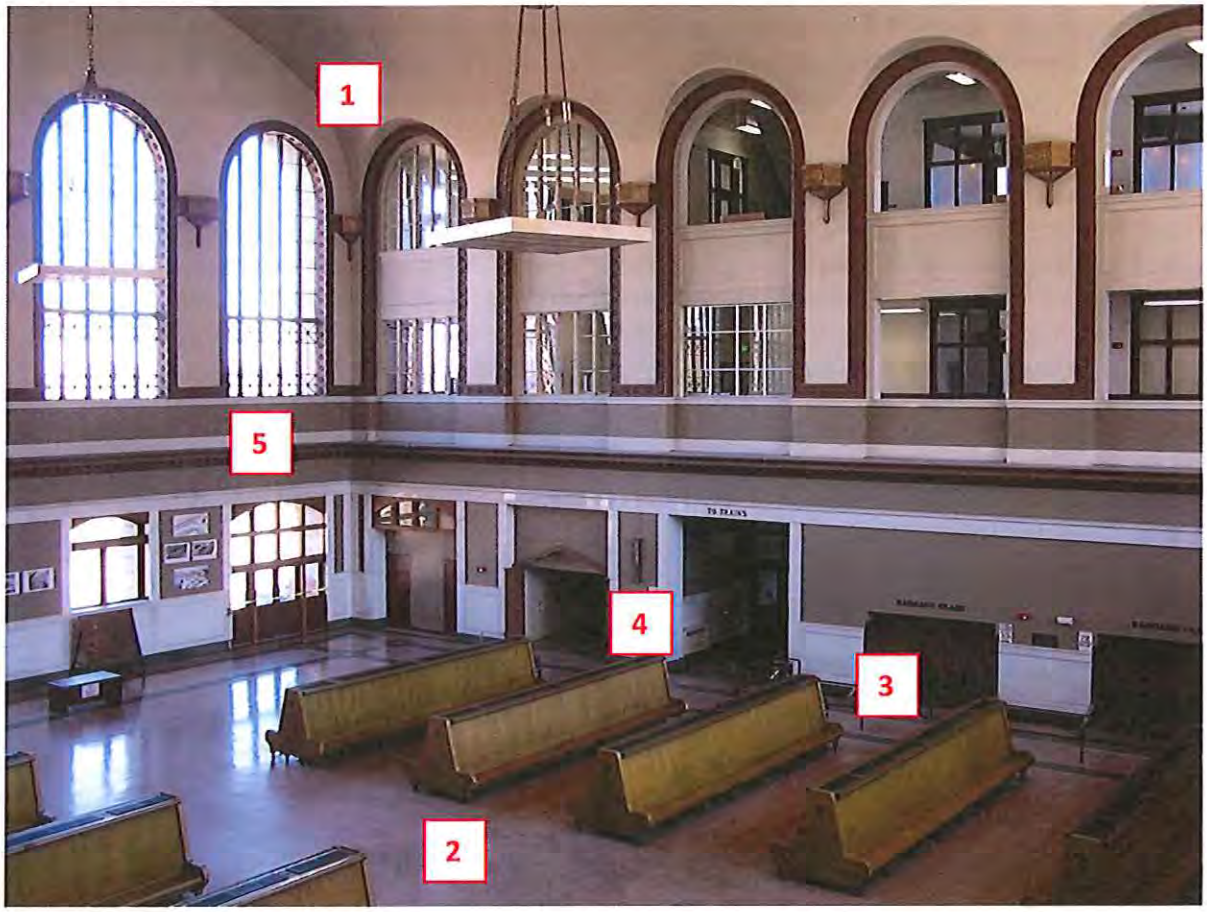
Openings 9 &11: Remove infill panel from existing opening. Replace infill panel with historically appropriate replica window. Stone sill and lintel head shall be replaced if damaged beyond repair.

Interior Rehabilitation

As identified in the FASTER Grant contract, monies may be applied towards improvements within the main train hall terminal. Improvements shall be selected on a per-item cost basis after final construction costs for Amtrak have been identified.

Interior improvements may include the following (as identified on the photograph on the next page):

Item 1: Repair of the plaster ceiling in the train hall. As noted in the Historic Structures Assessment, the ceiling has extensive paint failure and finish coat damage from previous water leaks. FASTER Grant monies may be applied towards the repair of the ceiling; per the Historic Structures Assessment, severely damaged plaster shall be removed and the area re-plastered, and the entire surface shall be textured as needed, primed, and painted.



Item 2: Repair of the terrazzo floor in the train hall. As noted in the Historic Structures Assessment, the terrazzo floor exhibits signs of cracking, spalling, and chipping. The floor may be repaired per methods identified in the Historic Structures Assessment for the types of damage exhibited.

Item 3: Removal of the iron pipe "corral" within the train hall. Previously installed for Amtrak's former location, the corral is no longer necessary for Amtrak functions and is a non-historic addition. The floor shall be patched according to the recommendations of the Historic Structures Assessment and as noted in Item 2 above.

Item 4: Repair of the marble wainscot. The existing marble wainscot is generally in good condition, but there are several locations exhibiting cracks and chipping within the panels. The marble shall be filled or epoxy repaired where cracking and chipping is observed, and per the recommendations of the Historic Structures Assessment, full replacement of the panels is not recommended. Panels shall only be replaced where damaged beyond reasonable repair.

Item 5: Repair of plaster walls and decorative elements. Portions of the plaster work in the train hall exhibit signs of damage and wear, and may be repaired per the recommendations of the Historic Structures Assessment. Plaster elements may include the Columbine-motif surrounds and plaster cornices, as well as repair of hairline cracks and chipping evident on the wall surfaces.

Item 6: System improvements to meet current building code. (Item 6 is not shown on the interior photograph on the previous page). The building systems, including mechanical (heating, ventilation, and air conditioning), electrical, plumbing, and life safety (sprinklers and fire alarm) are outdated and do not meet current building codes. FASTER monies may be applied towards improving those systems throughout the entire building to meet the code-required minimum performance.

As illustrated above, FASTER Grant monies are being applied selectively to accommodate a vital use back into Union Station. Amtrak's offices, baggage handling services, and ticketing will be housed primarily in portions of existing space which have previously been stripped of any historic qualities; those areas in which historic elements remain shall be treated with appropriate care to protect and rehabilitate those elements. Exterior modifications which are planned for the project are required for functionality and operations of Amtrak, and care has been taken to limit those modifications to pre-existing openings.

The Design and Construction team for Union Station appreciates your time and review of our proposed scope of work as it applies to the FASTER Grant funding that has been approved for our project. We have initiated the process under CRS 24-80.1-104 to notify SHPO of the proposed action and request a determination of effect on the Denver Union Station.

Sincerely,

Elizabeth Kemp-Herrera

Elizabeth Kemp-Herrera
Region 6 Planning and Environmental Manager

CC: Jim Paulmeno, CDOT FasTracks Liaison
Jerry Nery, RTD DUS Project Manager
Elbra Wedgeworth, DUS Project Authority Board Chair

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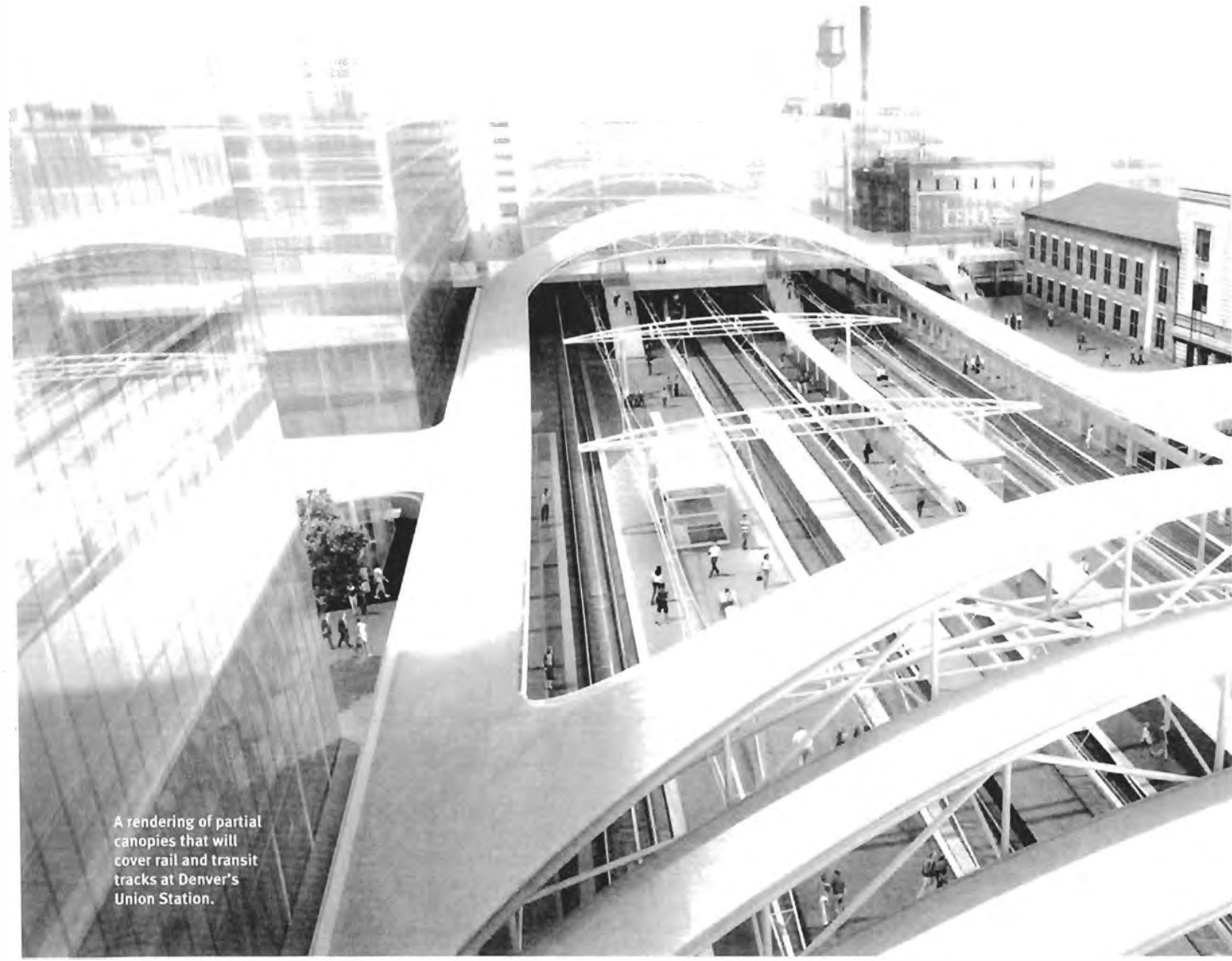
DENVER'S UNION STATION

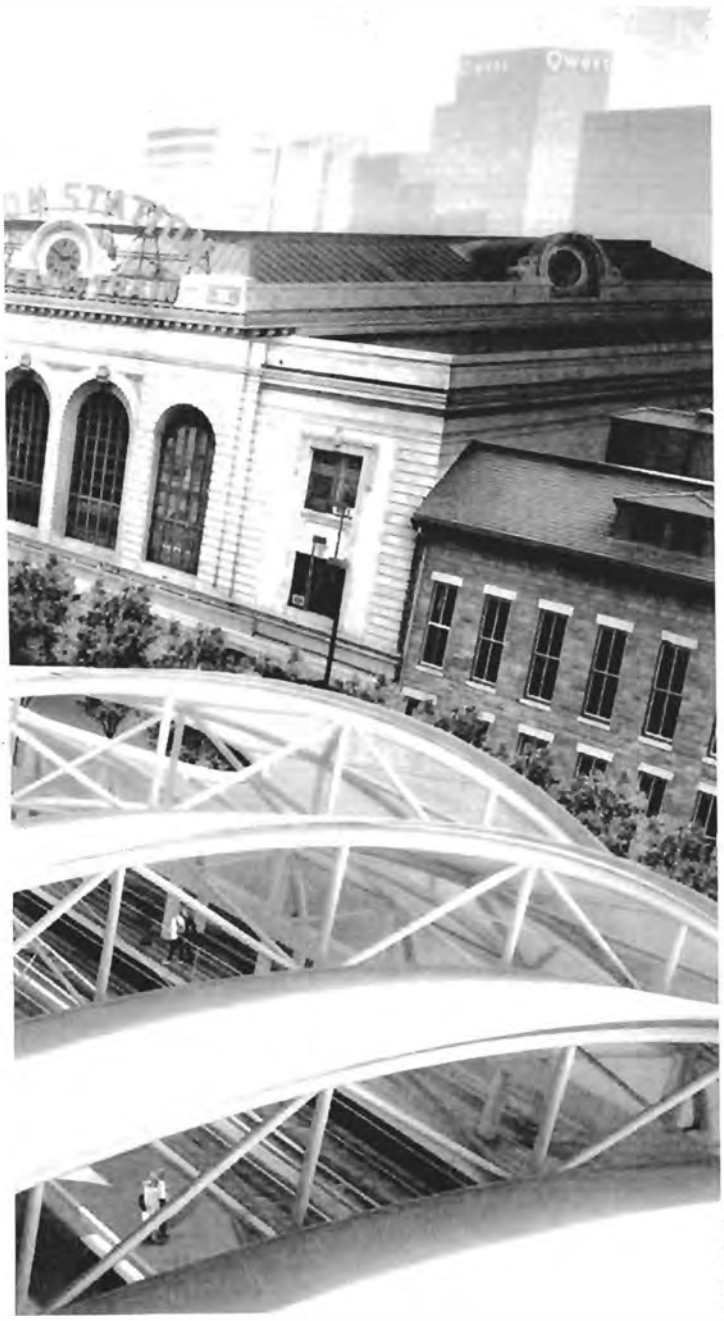


A rendering of partial canopies that will cover rail and transit tracks at Denver's Union Station.

WEST

KATHLEEN McCORMICK

Denver's historic train station is being re-created as a multimodal transit center, hotel, and shopping venue. And it is already spurring development in the Mile High City.



©SOM & SPONGE

AFTER DECADES OF MINIMAL USE, Denver Union Station is being transformed into a model multimodal transportation hub through a series of cooperative planning decisions, well-timed opportunities, and leaps of faith.

Denver Union Station is the centerpiece of the $7.8 billion FasTracks project, the largest public transit project under construction in the United States. The historic station is being redeveloped as a hub for connections via rail and other transit modes between downtown Denver and the region, as well as for national and international travel through Denver International Airport located 25 miles (40 km) northeast of the city.

Denver Union Station has posed "about as many challenges as you could have on a project," says Bill Mosher, project manager for the Denver Union Station Project Authority (DUSPA) and senior managing director of Trammell Crow Company. "This has never been a neatly packaged project. It's been a big, messy project. But it's a game changer."

The $500 million multimodal hub project, involving five public/private partners and nine financing sources, is two-thirds finished and on schedule for completion in April 2014. Redevelopment of the station and the new neighborhood around it is projected to create thousands of jobs and boost the Colorado economy by $3 billion through 2020, according to Governor John Hickenlooper, a former mayor of Denver.

Kiewit Western Company began project construction in May 2009. Today, a new light-rail station and plaza are open on the site, and a local and regional bus facility is under construction. And the nearly 40 acres (16 ha) of land available for development on and around the transit site are creating the hottest downtown real estate market seen in Denver in decades.

Redeveloping the Historic Station

"Denver Union Station is the epitome of a landmark: it symbolizes the union of the old and new," says developer Dana Crawford, CEO of Urban Neighborhoods

Denver Union Station circa 1924, when 80 trains operated there daily.

Inc., which specializes in adaptive use of historic buildings and is a key partner in the Union Station Alliance, a private entity that is redeveloping the station as the Union Station Hotel. Built in 1881 and rebuilt after a fire in 1894, the station is listed on the National Register of Historic Places and designated as a Denver landmark.

"As stations go, it's not a big place, but it has a big responsibility to fulfill in terms of being public space," says Crawford. The Union Station Hotel, with a compact 125,000 square feet (11,600 sq m) of space, will be a 120-room boutique hotel, managed by Denver-based Sage Hospitality in conjunction with the historic Oxford Hotel one block away. The hotel plan calls for 22,000 square feet (2,000 sq m) of destination retail space and restaurants, and 21,000 square feet (1,950 sq m) of transit-oriented space. The station's Great Hall will serve as a transit waiting room and public area with a bar and café that will extend out to the Wynkoop Street public plaza, flanked by the two main station entrances. Shops will frame the Great Hall and extend into the wings, which will be capped with restaurants. Amtrak ticketing and baggage areas will be located on the ground floor.

Union Station Hotel "will be like Grand Central Station, oriented to travel but also the living room of the city, with special events and receptions," says Crawford.

The $48 million project's funding includes $11.5 million in equity, $7.5 million in historic preservation rehabilitation tax credits, 50 percent mortgage financing, and $17 million from the Regional Transportation District (RTD)—$5 million from a state Funding Advancement for Surface Transportation & Economic Recovery grant and $12 million from the sale of RTD-owned land next to the station. The Union Station Alliance says taxes, especially the city's 14.85 percent lodging tax, will generate up to $207 million in revenue over the 60-year lease of the station from the RTD. Construction is slated to begin by early 2013 and be completed by summer 2014; the project is targeting Gold certification under the Leadership in Energy and Environmental Design (LEED) program.

Planning for Connectivity

Beginning in the 1980s, transformations in Denver's Central Platte Valley were geared toward providing a denser, more connected downtown neighborhood that could serve a transit center. By the 1990s, old viaducts had been cleared and rail lines combined to form the Consolidated Main Line (CML) tracks on the western edge of the valley's decayed 50-acre (20 ha) former railyard. Denver's Commons Park and execution of the Riverfront Park master plan drew thousands of residents to the area between the tracks and the South Platte River. The Commons master plan and transit/mixed-use zoning for the station area paved the way for major investments in new streets, transit infrastructure, and other public amenities. Within the past decade, extensions of

TRYBA ARCHITECTS & JG JOHNSON ARCHITECTS

Left: The Union Station Alliance plans a $48 million renovation of the station building, which will feature restaurants, shops, Amtrak services, and 120 hotel rooms. Below: The station's Great Room will become a transit waiting room and reception area.

TRYBA ARCHITECTS & JG JOHNSON ARCHITECTS

regional light-rail lines and the 16th Street Mall Shuttle, which traverses the downtown commercial and retail spine, were linked to the station area. Three pedestrian bridges, including the cable-stayed Millennium Bridge with its tall white "mast," were built to link the valley and the Highlands neighborhood across Interstate 25.

In 2001, the RTD purchased 20 acres (8 ha) in the valley, including the station, a deal made possible by an agreement involving the Denver city/county government, the Denver Regional Council of Governments, and the Colorado Department of Transportation. These partner agencies in 2004 adopted the Denver Union Station master plan, a blueprint for combining as many as 16 modes of public and private transportation at one site, using the historic station as a hub. The master plan envisioned restoring Denver Union Station to its historic role as the gateway to downtown Denver and the region.

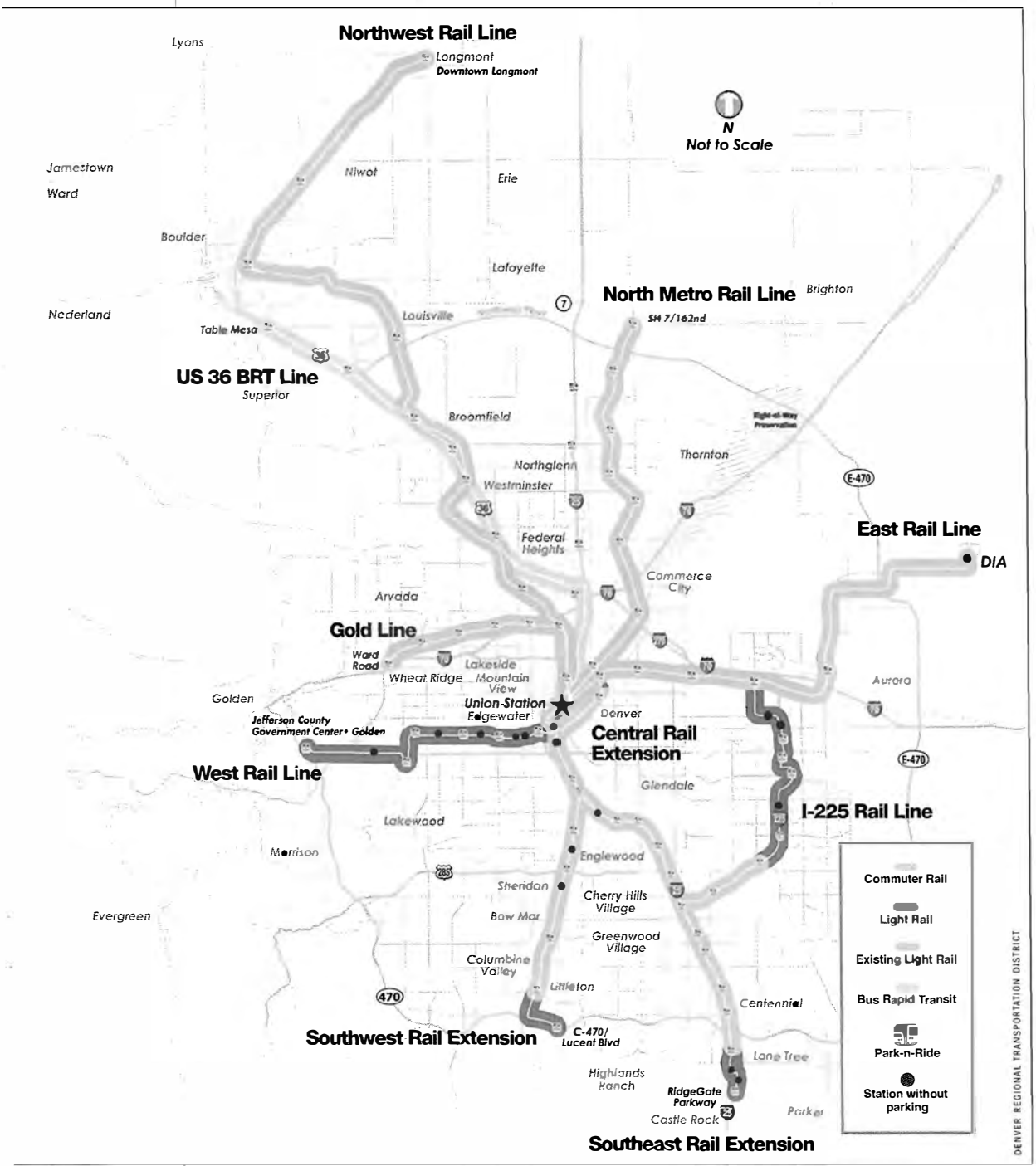
In 2006, the partner agencies chose the Union Station Neighborhood Company (USNC), a joint venture between Continuum Partners LLC and East West Partners, as the master developer for the site because its proposal outlined how to accomplish the master plan's transportation and development goals in a single phase, using the concept of a transit district. In 2008, the DUSPA was created to design, finance, and construct the infrastructure project, and the Downtown Development Authority was created to provide tax increment financing (TIF) to help fund it.

The Multimodal Hub

Denver Union Station was the logical site for a transit hub because heavy rail and commuter rail lines

About FasTracks

▷ FasTracks is the Denver region's $7.8 billion, 12-year program to build 122 miles (196 km) of commuter rail and light-rail lines served by 60 new stations along six new rail corridors, create 18 miles (29 km) of bus rapid transit (BRT) service and extensions to three light-rail lines, plus provide 21,000 new parking spaces at rail and bus stations across the eight-county Regional Transportation District (RTD).



▷ Denver Union Station is the hub for eight of the nine FasTracks rail and BRT lines.

▷ The 23-mile (37 km) East Rail Line to Denver International Airport, scheduled for completion in 2016, will transport passengers from downtown Denver to the airport in 35 minutes. The East Line link to the airport is part of the $2.1 billion Eagle P3 project, the nation's first public/private transit partnership.

▷ The 12-mile (19 km) West Rail Line will be the first FasTracks-funded corridor completed when it opens in April 2013. It will link downtown Denver to residential neighborhoods in west Denver, Lakewood, and Golden; federal, state, and county government centers with 8,500 employees; and college campuses with more than 50,000 students.

▷ FasTracks' estimated costs have increased from $4.7 billion since voters passed a 0.4 percent sales tax in 2004. The biggest FasTracks cost controversy concerns the 41-mile (66 km) Northwest Rail Line from Denver Union Station to Boulder and Longmont; ballooning costs could delay completion until 2044. Noting FasTracks' $4.2 billion in projects under construction across the region, program spokesperson Pauletta Tonilas says, "Our goal is to complete the system sooner rather than later, but it will take a tax increase to do that, and the board is waiting for the right time."—K.M.

already converged at the site. But when planning started, officials realized that local and regional buses that used the overburdened Market Street station three blocks away also should be included. So planning focused on a new problem: how to incorporate everything at one site, including light rail and passenger rail, regional and local buses, commercial and private vans/buses, the 16th Street Mall Shuttle, a new Downtown Circulator shuttle, taxis, private vehicles, high-occupancy vehicle lanes, rental cars, bikes, pedicabs, pedestrian networks, and parking.

DUSPA studied other redeveloped train stations, but none provided a model for a project as large and complex as Denver's multimodal hub, which would handle an estimated 200,000 trips daily from all transportation modes, not counting walking and biking.

Financing the transit hub has been the greatest challenge, given the decline of the global economy just as the project was being launched in 2008 and a disconnect between the master plan and the FasTracks program. The master plan outlined a 30 year–plus vision for developing a transit hub, but two months after it was approved, voters passed FasTracks, which called for completion of the whole transit program within 12 years—by 2016. FasTracks provided $208.8 million to Denver Union Station for Phase I light rail and commuter rail, but no other phases or modes were funded. Because of the lack of funds and the compressed time frame, the public agencies turned to the private sector and the federal government to help execute the project.

USNC and the partner agencies reconfigured the program to reduce costs and accommodate all the transit modes. All the transit facilities originally were intended to be placed underground with development above. However, the estimated cost—$1 billion—and the density of development above would not have worked, says Frank Cannon, USNC president. "Denver can absorb moderate-scale buildings, not 5 million [square] feet [465,000 sq m] of development in a condensed period of time."

The solution allowed all the transit development, plus nearly ten acres (4 ha) of new public space and private development, to occur simultaneously for $500 million, roughly half the project's projected

A rendering of DaVita world headquarters. The white cable-stayed bridge will allow pedestrians to cross an interstate highway.

"This has never been a neatly packaged project. It's been a big, messy project. But it's a game changer."—BILL MOSHER

overall cost. Private real estate development was disengaged from the public infrastructure, and light rail and commuter rail were brought up to street level. The bus facility remained underground, extending two blocks from the historic station to the light-rail and CML tracks, with a passenger concourse connecting the historic station to the light-rail station under the 17th Street public right-of-way. The plan also addressed transit program growth, providing additional bus bays and commuter rail tracks. USNC assembled the design/build team—Kiewit Western Company, AECOM, Skidmore Owings & Merrill, and Hargreaves Associates. USNC also contracted to purchase three parcels within the transit site to develop privately, providing the RTD with funds for the transit project; development at the site also will generate TIF revenues to fund the public infrastructure.

The largest financing source for the project is the federal government. DUSPA assembled $191 million in cash from the partner agencies, proceeds from the sale of RTD land, and funds from other federal, state, and local sources, leaving a $300 million gap that required financing. In February 2010, the U.S. Department of Transportation's Federal Transit Administration loaned $300 million to DUSPA to redevelop the transit site—a $145 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and a $155 million loan from the Railroad Rehabilitation and Improvement Financing (RRIF) program. The commitment represented the first time the two federal loan programs had been combined to fund a major infrastructure project.

Another challenge has been the complexity of the project. Major logistical feats were figuring out where to locate each transit mode and how to phase construction, given the need to move the Amtrak station, build a light-rail station and an underground bus facility, renovate Denver Union Station, build a new Amtrak and commuter rail facility, and create pedestrian and vehicle routes to connect with transit and the downtown grid.

Construction of the transit improvements has been phased because of requirements to maintain street access, utilities, light rail, and the mall shuttle. The light-rail station and mall shuttle loop have been operating since August 2011. Several new streets have been constructed to connect the interior of the site to the downtown grid. During the current, final phase, the bus facility and public plazas and pavilions will be completed; the Train Hall's commuter rail and Amtrak tracks and platforms will be constructed with a canopy and bridge connecting to the historic station; and Amtrak service will return to the station from its temporary site. Public parking will be provided at privately developed buildings in the neighborhood.

Public Space

Designed by Hargreaves Associates, the 2.5 acres (1 ha) of public plazas offer places that support activity as well as places to relax. The signature public space is Wynkoop Plaza, spanning two blocks between 16th and 18th streets along Wynkoop Street in front of the historic station. The 16th Street side has an interactive fountain with pop-up spray jets; on the 18th Street side, a grove of trees with tables and chairs welcomes travelers. When complete, the 17th Street Gardens will have recessed plazas arranged in a pattern of gardenlike seating alcoves and skylights that stretch above the bus facility for two blocks. The light-rail plaza, which opened this May, has islands of native trees and grasses.

Wynkoop Plaza will be paved in granite, reflecting the desire for the design "to rise to the level of greatness of a signature public space for a great city," says Ken Schroeppel, a Union Station Advocates board member and founder of the Denverinfill.com blog. Union Station Advocates and DUSPA sought recommendations on governance and maintenance from the Project for Public Spaces and the Downtown Denver Partnership. A public/private partnership and possibly a metropolitan district are being considered to fund improvements and maintenance of public spaces, Schroeppel says.

Private Development: Attracted to Transit

The total vacant or redevelopable land around the station is estimated at 40 acres (16 ha)—double the area dedicated to the transit site. The availability of land so close to a transit hub has attracted new busi-

A rendering of IMA Financial Group's headquarters, part of the renovated Union Station complex.

nesses, such as DaVita, a Fortune 500 kidney care company with 31,000 employees. DaVita relocated from El Segundo, California, and construction is being completed on its worldwide headquarters, next to the Millennium Bridge, which will accommodate 950 employees. The $100 million, 14-story office building, developed by Trammell Crow and designed by Denver-based MOA Architecture, was scheduled to open in July with LEED Gold certification.

The five private development parcels within the 19.5-acre (7.9 ha) Union Station property include one parcel north and one parcel south of the historic station wings, two parcels just west of the commuter rail facilities, and a triangular site at 16th and Wewatta streets. Another eight blocks of privately owned parcels exist in the Union Station neighborhood. Zoning restricts most of the buildings heights to 140 feet (43 m), though a few sites can be built up to 250 feet (76 m) high. Several projects are under construction, and an estimated six others are in planning. The accelerating pace of development is particularly welcome because private development is key to repaying the $300 million in federal loans.

ANDERSONMASONDALE ARCHITECTS (LEAD) & SEMPLE BROWN ARCHITECTS (INTERIOR)

The first private building to break ground within the Union Station property was IMA Financial Group's $32 million, five-story mixed-use office building at 1751 Wynkoop Street. The IMA headquarters, designed by Anderson Mason Dale Architects and Semple Brown Design to achieve LEED Gold certification, is expected to open late in 2013.

East West Partners' One Union Station, located on the south wing parcel at 1601 Wynkoop Street, is a $35 million, five-story office building with ground-floor retail space. Designed by Anderson Mason Dale

A rendering of One Union Station at 1601 Wynkoop Street.

and Semple Brown Design to achieve LEED Gold certification, the project was scheduled to break ground in August and be finished by January 2014.

Zocalo Community Development is building the first high-rise apartment project in the neighborhood—the 13-story, mixed-use Cadence Apartments, located on 17th Street next to the light-rail station. Zocalo is developing the 219-unit building in partnership with Des Moines, Iowa–based Principal Real Estate Investors; it is registered for LEED Gold certification.

The Nichols Partnership's mixed-use project at 20th Street and Chestnut Place will include a 46,000-square-foot (4,300 sq m) grocery store, another 11,000 square feet (1,000 sq m) of retail space, 314 apartments, and parking on the ground floor and below grade. The project was scheduled to break ground in August and be completed by summer 2014.

As of June, 1,240 apartments were in design within the Downtown Development Authority boundary, with a total of 4,500 apartments projected for the area. Only one project so far has affordable housing: the Alta City House, East West Partners and Atlanta-based Wood Partners' $62 million, five-story building at 1801 Chestnut Place, will have 280 apartments, 140 of which will be designated as affordable. Construction was scheduled to begin in August. Developers say the neighborhood's housing market will include empty nesters and, if a proposed charter school is approved, some families with children. Young professionals are drawn to the transit-linked downtown location; Denver already is the number-one U.S. city for migration of the millennial generation, according to a recent Brookings Institution report.

In addition to the "super-heated" apartment market, "all the office momentum in the central business district has gravitated to the Denver Union Station site," says Dan Guimond, principal of Economic & Planning Systems in Denver. Whereas the central business district has added only a couple of private office buildings since the mid-1980s, office projects will continue to drive development in the Denver Union Station neighborhood, he says.

"We have a beautiful historic train station, with a $7 billion FasTracks investment, in the heart of downtown," observes USNC's Cannon. "We have a public agency owning the train station, vacant land around it, and all of the energy of downtown moving in this direction for office, residential, and entertainment. That opportunity doesn't exist anywhere else in the U.S."

Denver is known for its regional cooperative spirit, can-do attitude, and pride of place, all of which will be needed to make Denver Union Station a successful multimodal transportation hub. "We're just getting going at Denver Union Station," says Chris Frampton, managing partner for East West Partners–Denver. "This place will help identify the whole city. You get off the train here from the airport, and it's the terminus for every line, and that has a really big macro-regional effect." UL

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Urban Land Conservancy and the Denver TOD Fund

THE URBAN LAND CONSERVANCY (ULC), an independent nonprofit organization in Denver, uses the $15 million Denver Transit-Oriented Development (TOD) Fund to purchase strategic sites for community uses. Launched in 2010, the TOD fund is financed by eight investors, including ULC, the city/county of Denver, and Enterprise Community Partners, which manages the fund. They are working to double the fund to $30 million for use regionwide, says Aaron Miripol, chief executive officer of ULC.

As of June 2012, ULC had purchased six transit-oriented properties. Along the West Rail Line, for example, a two-acre (0.8 ha) parcel between two light-rail stations at West Colfax Avenue and Irving Street is being developed into the Mile High Vista project, with 60 affordable apartments under development by Del Norte Neighborhood Development Corporation, plus a small commercial building. Denver bought part of the ULC site to build the new West Side Denver Public Library, due to open in 2013.—K.M.

WWW.ULI.ORG
Find details on programming scheduled for ULI's 2012 Fall Meeting in Denver, October 16–19.