



1560 Broadway, Suite 700, Denver, CO 80202 Phone: 303-299-6990

December 5, 2012

Mr. Ed Nichols
State Historic Preservation Officer
1200 Broadway
Denver, CO 80202

Subject: Denver Union Station MOA Annual Report for 2012

Dear Mr. Nichols,

The purpose of this submittal is to provide all parties and signatories to the Denver Union Station (DUS) Memorandum of Agreement (MOA) a summary report detailing the work undertaken pursuant to its terms.

This report shall be made available for public review by copies being sent to all consulting parties and signatories and being posted at www.denverunionstation.org. Therefore, potentially interested members of the public will be made aware of its availability and are invited to provide comments to the SHPO, RTD and FTA within a 30 day comment period. Following the 30-day comment period and any necessary meetings; FTA, RTD, CDOT and SHPO shall determine whether this MOA shall continue in force, be amended or terminated.

Comments on the attached report are requested by January 15, 2013.

If you have any questions regarding this report, please contact me at (303) 299-2437.

Sincerely,

A handwritten signature in blue ink, appearing to read "Liz Telford".

Liz Telford
Manager Corridor Planning (Environmental)

Cc: All consulting parties and signatories
Jerry Nery, DUS Engineering Project Manager
Dave Beckhouse, FTA
Jason Longsdorf, DUS Environmental Compliance Monitor
Project File

1. Project Status

The DUS MOA was completed in September 2008 and included in the DUS Record of Decision (ROD) published in November 2008. Since then the administration for the project has been delegated to the Denver Union Station Project Authority (DUSPA). The DUSPA has secured full funding for the \$480 million project and construction began in February 2009. At this point the construction is approximately 70% complete and all aspects of the station are expected to be fully functional in 2015.

2. Status of MOA Mitigations

Numbering in this section replicates the numbering in the MOA for easy reference.

I.A Archival Documentation – Completed in 2010

I.B. Additional Information – Completed in 2010

I.C Salvage-Completed in 2011

I.D Interpretive Display

A comprehensive interpretive display on the importance of DUS and its environs is being prepared in consultation with the SHPO. In 2011, RTD provided a walking tour for potential artists to visit the site and see the salvaged materials that would be available for their use. In June 2011, a selection committee chose an artist who prepared several versions of proposed installations that would serve as art and interpretive display. In September 2012, the DUSPA chose not to complete any of those proposed installations.

The DUSPA is considering how to proceed to prepare the required 6-12 interpretive signs to be placed around the station area. Items to be addressed in the comprehensive interpretive display shall include, but not be limited to, tunnels at DUS, the railroad tracks behind DUS and the Delgany Street Sewer. The displays will be installed within one year of completion of the project.

I.E Review and Comment – Completed in 2010

I.F Consideration of Additional Measures – Completed in 2009

3. Problems or Unexpected Issues

Two unexpected issues were identified in 2012.

First, as part of the overall analysis of necessary adjustments to the surface grade and utility work required as part of the Wynkoop Plaza construction, the Denver Union Station project identified the need to remove tramway tracks found below the surface of the existing asphalt lot, complete removal of the resource was required to continue construction.

Consultation between FTA and SHPO found that removal constituted an Adverse Effect. SHPO, FTA and RTD agreed that this impact could be mitigated by the taking of medium format archival photographs of the tramway loop. The photos were taken and in September of 2012 copies were sent to SHPO, the Western History Collection at the Denver Public Library and RTD.

The second issue arose when the project was awarded State of Colorado FASTER grant funds to facilitate the re-integration of Amtrak facilities back into the DUS Historic Structure. 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.

Because the FASTER funds are state monies, CDOT (a member of the DUSPA) is required to adhere to the State Register Act by conducting a formal consultation with SHPO about the improvements to be funded. Pursuant to the consultation, CDOT and SHPO agreed that the renovation of the structure for Amtrak's needs constituted an Adverse Effect. Agreed upon mitigation measures include archival photographs of the train hall that will incorporate:

- the plaster ceiling,
- the terrazzo floor,
- the iron pipe corral,
- the marble wainscot, and
- plaster walls and decorative elements

Digital photographs submitted as part of mitigation documentation will be prepared to archival standards. All photographs will be printed 4" by 6" on archival stable paper, labeled on the back, and placed in archival sleeves. A photo log will accompany the prints. Three copies of this archival documentation shall be provided – one for the SHPO, one for the Western History Collection at the Denver Public Library, and one for RTD. Archival photographic documentation will occur before the end of 2012. Submittal to partner agencies and institutions shall occur in early 2013.

West façade stone masonry will be adversely effected and is planned to be removed during the construction of Amtrak facilities. The stone masonry shall be removed in a manner that prevents damage. The stone masonry will be stored in a safe and secure location to ensure that it is available for later stone restoration and rehabilitation projects at DUS. Safe removal and storage of stone masonry will occur during construction in 2013.

As part of a separate process the Union Station Alliance, a private development entity, is seeking certain tax credits as part of their renovation and reuse of the station. In a letter dated November 26, 2012, the National Park Service determined that the project meets the Secretary of Interior Standards for Rehabilitation. A formal Certification of Rehabilitation will be issued after the rehabilitation work is completed.