



Appendix

Many individuals contributed to the development of this Master Plan. The Agency Partners would like to thank the members of the Technical Advisory Committee (TAC) and the Union Station Advisory Committee (USAC) for their dedication to the process and the success of Denver Union Station.

- Executive Oversight Committee (EOC)**
- Regional Transportation District (RTD)**
Cal Marsella
- City and County of Denver (CCD)**
Peter Park
(Wayne Cauthen April 2002-March 2003)
(Mayor Wellington Webb April 2003-June 2003)
(Councilwoman Elbra Wedgeworth, Alternate April 2003-June 2003)
(Cheryl Cohen-Vader, October 2003-May 2004)
- Colorado Department of Transportation (CDOT)**
Peggy Catlin
- Denver Regional Council of Governments (DRCOG)**
Jennifer Schaufele
(Guillermo (Bill) Vidal April 1999 - February 2004)
- Project Management Team**
- RTD**
Dave Shelley
- CCD**
Gwen Anderson
- CDOT**
George Gerstle
- DRCOG**
George Scheuernstuhl

- Master Plan:
Technical Advisory Committee (TAC)
Agency Groups and Members**
- Amtrak**
Phil Larson
- ANSCO – Ski Train**
Jim Bain
Craig Meis
- AT&T Broadband**
Eric Carroll
Dean Flenthrope
- BNSF**
Ed Gallagher
- City & County of Denver**
Gwen Anderson
Karen Aviles
Peter Baertlein
Debra Bartelson
Richard Carstens
Cheryl Cohen-Vader
Beth Conover
Catherine Cox-Blair
Tyler Gibbs
Ellen Ittelson
Sarah Kendall
Bob Kochevar
Kim Kucera
Jason Longsdorf
Judy Montero
Jennifer Moulton
Mark Najarian
Liz Orr
Damoni Rems
Jeanne Robb
Ruth Rollins
Everett Shigeta
David Weaver
Diane Wenger
- CDOT**
George Gerstle
Tom Mauser
Stacey Mikelson
Gregg Mugele

- Colorado Department of Public Health & Environment**
Jim DiLeo
- City of Arvada**
Bob Manwaring
- Colorado Historical Society**
Dan Corson
Joseph Saldibar
- Denver Housing Authority**
Wayne Taunton
- Denver Urban Renewal Authority**
Tracy Huggins
- Denver Water**
Gary Boothe
Jim Culligan
- Downtown Denver Partnership**
Brendon Harrington
- DRCOG**
Steve Cook
Larry Mugler
Dave Pampu
Terance Quinn
- Environmental Protection Agency**
Dana Allen
- Federal Highway Administration**
Shaun Cutting
- Federal Railroad Administration**
Steve Fender
- Federal Transit Administration**
Allison Agliardo
David Beckhouse
Tiffany Glassmeyer
- Greyhound**
Mark Fallis
Bryan Hunt
Sam McGee
Mike Timlin
- Platte Valley Trolley**
Keith Dameron
Mike Heirty
- Public Relations Consulting**
Miller Hudson
- Public Utilities Commission**
Jack Baier

- Qwest**
Dayl White
- Regional Air Quality Control**
Meg Franco
- Central Platte Valley Metropolitan District**
Bob Blodgett
Denise Denslow
- RTD**
Jim Hernandez
Liz Rao
Richard Rost
Robert Rynerson
John Shonsey
Errol Stevens
Henry Stopplecamp
- Union Pacific**
Susan Grabler
John Matthews
Michael Paras
- Worldcom**
Jesse Padilla
- Xcel Energy**
Pete West
- Master Plan:
Union Station Advisory Committee (USAC)
Stakeholder Groups and Members**
- USAC Co-Chairs**
Shannon Gifford
Jim Graebner
Brian Klipp
- Central Platte Valley Metropolitan District**
Bob Blodgett
Denise Denslow
Amy Fuller
Jim Hill
- Curtis Park Neighborhood**
Sue Glassmacher
Stephen Gregory
- Denver Civic Ventures**
Ellen Fisher
Brian Klipp

Denver Metro Chamber of Commerce
Brian Bellfi
Tamra Ward

Denver Planning Board
Bill Hornby
Bruce O'Donnell

Downtown Denver Business Improvement District
Linda Kaboth
Anne Warhover

Downtown Denver, Inc.
Cindy Christensen
Kile Powers

East Transportation Corridor/Air Train
Bruce Baumgartner
Julie Bender
Lorraine Granado

High Speed Intercity Rail
Jerry Gayman
Sally Hopper
Miller Hudson

Historic Preservation Community
Kathleen Brooker
Roz Schneider

Human Service Providers - Primarily Public Transportation Users
Jake Jakubowski
Judy Montero

I-225 Transportation Corridor
Dave Frazier
William McMullen

I-70 Transportation Corridor/Gold Line
Lorraine Anderson
Matt Baker
Bob Manwaring

I-70 Mountain Transportation Corridor
Cynthia Neely
JoAnn Sorensen

LoDo District
Barbara Gibson
Jim Graebner

Minority Business Interests
Sal Gomez
Helga Grunerud
Bob Jackson
Terry Patton

North Front Range Transportation Corridor
Kathy Gilliland
Vicki McLane
Sandra Solin

North-Metro Transportation Corridor
Rich McClintock
Scott Perriman
Ken Snyder

Parking Providers and Valet Companies
John Conway
Sean Mackin
Jay Protenic

Pedestrians, Bicycle, Alternative Transportation & Parks Advocates
Shayne Brady
John Munoz

Private Ground Transportation
Barbara Curtis
Susan Green
Richard Morris
Mike Timlin
Robert Tschupp

Property Owners Immediately Adjacent to Denver Union Station
Dana Crawford
Jerry Glick
Joyce Meskis
Jan Wagner

Rail Roads/ BNSF & UP
Bob Carter
Ed Gallegher
Dick Hartman
William Holtman
Mike Maruniak
Michael Paras

Regional Transit Advocates and the Environmental Community
Bert Melcher
Bill Roettker
Joe Tempel

Residents/Neighborhood/Homeowner Organizations and Neighborhoods Outside the Primary Study Area
Tracy Chastulik
Terry McCullough
Jim Raughton
Terry Roberts

Residents/Neighborhood/Homeowner Organizations and Quadrant No. 1 Residents and St. Charles Neighborhood Group
Shannon Gifford
Joanne Salzman

Residents/Neighborhood/Homeowner Organizations and Quadrant No. 2 Residents
Nikolas Axas
Pam Brown
Mike DeGuire

Residents/Neighborhood/Homeowner Organizations and Quadrant No. 3 Residents and DDRO
Steve Dwyer
Larry Gibson
Frank Sullivan

Residents & Neighborhood/Homeowner Organizations and Quadrant No. 4 Residents
Barbara Englert
Mary Ann Mulligan

South Front Range Transportation Corridor
Jon Esty
John Valerio

Southeast Transportation Corridor/T-REX
Thomas Ema
Scot Rogers

Southwest/Santa Fe Transportation Corridor
David Gundersen
Harvey Rothenberg

Sports, Entertainment, and Cultural Attractions
Dave Moore
Bill Pruter

Tourism and Hospitality
Mary Jane Loevlie
Bill Mitchell

US-36 Transportation Corridor
Debra Baskett
Michael Rowe

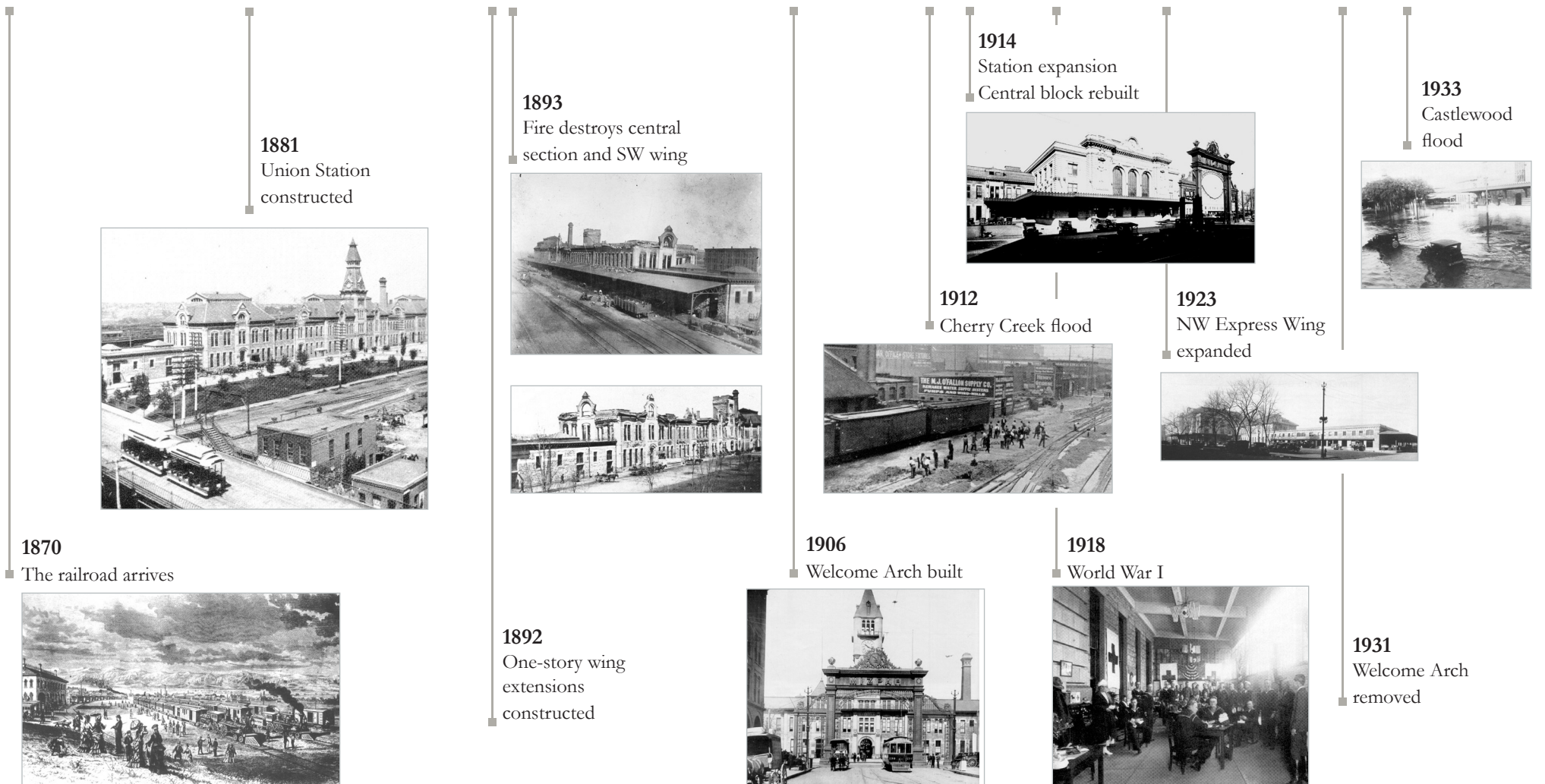
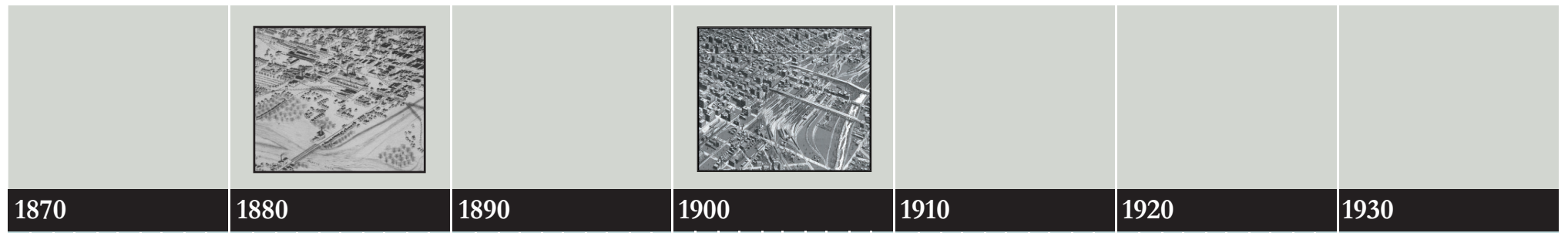
West Transportation Corridor
Preston Gibson
Marie Koecher
Barbara Green Martin

Union Station Alliance Project Team

Parsons Brinkerhoff
Civitas, Inc.
CRL Associates, Inc.

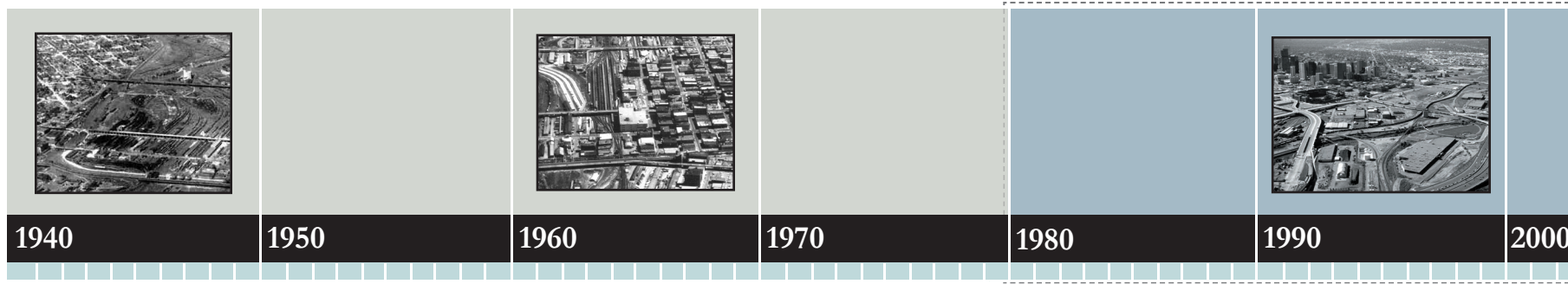
Arup
Beyer Blinder Belle Architects & Planners, LLP
Continuum Partners, LLC
Economic & Planning Systems, Inc.
Editors: Fountainhead Communications, LLC
Fox & Martinez
Goodbee & Associates, Inc.
Goodson & Associates, Inc.
H.C. Peck & Associates, Inc.
Hermesen Consultants
Jones Lang LaSalle
Kaplan, Kirsch & Rockwell, LLP
The Lund Partnership
Lovato Strategy
Pinyon Environmental
Preservation Partnership
Ross Consulting Group
Smiley & Company
TranSystems Corporation

1870



2003

More detail on following page



1941
■ World War II



1951
■ "Travel by Train" neon sign installation



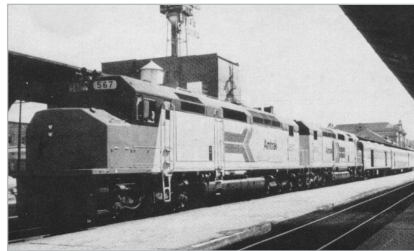
1956
■ Last steam train leaves Denver Union Station

1958
■ Passenger count at Stapleton Airport surpasses Denver Union Station

1965
■ Great flood



1971
■ Amtrak takes over passenger rail services



1981
■ Union Station Centennial celebration

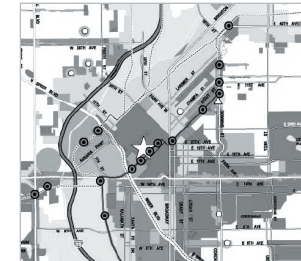


1982
■ 16th Street Transit Mall opens



1986
■ Consolidated Main Line completed

2002
■ Blueprint Denver



1979

Planning for Denver Union Station is a relatively recent phenomenon. For most of the station’s life as a privately held railroad terminal, ‘planning’ consisted of reactions to explosive growth, economic opportunity, acts of nature, and catastrophic accidents.

As the era of railroad travel ended, and the historic station was left increasingly adrift, public interest grew in search of renewed purpose for this well-loved city landmark. This timeline ‘magnification’ catalogs the actions, studies, and initiatives that have shaped Denver Union Station’s destiny over the past 25 years. A more detailed description of the purposes and outcomes of these events can be found in the following pages.

1979	1981	1983	1985	1987	1989

1979 - 1982

16th Street Mall / Market Street Station / Civic Center Station transit system



1983

Mile High Land Project

1985

DUT Convention Center Proposal

1986

Central Platte Valley Comprehensive Plan Amendment

1986

Downtown Area Plan

1987

Lower Downtown Urban Design Project

1988

Denver Union Terminal development agreement

1988

Platte River Valley (PRV) Zone District

1988

Lower Downtown Historic District designated

1989

Denver Comprehensive Plan

1991	1993	1995	1997	1999	2001

2003

1991


Street bus / HOV lane project

1991

Central Platte Valley Comprehensive Plan Amendment

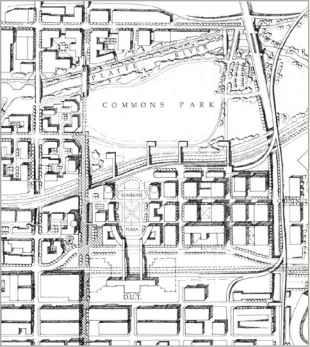
1993

16th Street Mall extension through Lower Downtown



1991

Central Platte Valley Comprehensive Plan Amendment

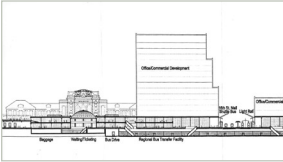


1995 - 2000

Lower Downtown Neighborhood Plan

1996

DUT Intermodal Feasibility Study



1997

Commons Neighborhood PUD

1997

Metro Vision 2020 Plan First Adopted

2020 Regional Transportation Plan adopted

2000


Denver Comprehensive Plan

2000

Adopted Statewide Transportation Plan


2001

LRT spur to Denver Union Station



2002

Blueprint Denver




2002

2025 Interim Regional Transportation Plan adopted

2003

RTD Adopted Fastracks Plan



Denver Union Station

Master Plan

Previous Plans, Studies and Projects

2002 Blueprint Denver:

Blueprint Denver is an integrated land use and transportation plan for the City of Denver that addresses the next 20 years. The plan provides a set of goals, objectives, strategies, and visions of success.

The plan describes areas of change and areas of stability, but recognizes a continuum between these two conditions.

A key strategy is to direct growth to areas of change. Such areas of change listed in the plan that relate to the Denver Union Station (DUS) are:

- underused land near Downtown and along the South Platte River,
- areas adjacent to and around transit stations, and
- areas already undergoing positive change that is expected to continue.

Denver Union Station is specifically named as a future transit-oriented development area.

2000 Denver Comprehensive Plan:

Implementation of the DUS Master Plan will help realize many of the visions, goals, and objectives of the 2000 Comprehensive Plan. Goals and objectives of the plan relevant to the Denver Union Station Master Plan include:

Environment: Preserve and enhance the natural environment.

- Vision—Citizens will drive less, choosing from a greater variety of low-impact modes of transportation that connect people from place to place and from one transportation mode to another.
- 2-E. Conserve raw materials by promoting efforts to adapt existing buildings for new uses rather than destroying them.
- 2-F. Conserve land by promoting infill development within Denver at sites where services and infrastructure are already in place and creating more density at transit nodes.

- 4-A. Promote the development of sustainable communities and centers of activity where shopping, jobs, recreation, and schools are accessible by multiple forms of transportation.
- 4-D. Promote convenient public transit for the community, including buses, light rail and other alternatives to single-occupancy vehicles.

Land Use: Manage growth and change through effective land-use policies to sustain Denver's high quality of life.

- 4-A. Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods.

Mobility: Anticipate and meet the expanding mobility needs of residents, business and visitors.

- Vision—The metropolitan area will be served by a multimodal public transit system that will be a popular choice for families, parents with young children, the elderly, those with special needs, commuters, and visitors.
- Vision—Transit-oriented development will become standard for development and redevelopment, and neighborhoods served by transit stations will enjoy popular appeal for their character and convenience.
- 1-A. Advocate transportation investments that increase mobility of people and their connections to employment, education, shopping, cultural opportunities, and other events.
- 2-A. Continue to reinforce Downtown Denver as the main transportation hub for the region, with the proposed multimodal transit facility at Denver Union Terminal as the focal point.
- 2-D. Create more convenient connections between different modes of transportation, as in pedestrian to transit, bus to light rail, or bike to transit.
- 3-A. Strengthen multimodal connections and transportation improvements within and between existing and potential urban centers, including Downtown/Central Platte Valley, DIA/Gateway,

Stapleton, Cherry Creek/Colorado Boulevard, Denver Tech Center, and the South Wadsworth Corridor.

- 3-B. Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and walkability in the area.

Denver's Legacies: Use the best of Denver's architectural and landscape legacies to guide the future.

- Vision—Exciting new mixed-use and pedestrian-oriented areas will develop, offering a higher concentration of housing, retail, services, employment, and transportation, all within walking distance.
- Vision—By policies that link the values of historic preservation with economic development, Denver will create jobs, stimulate related retail and services, generate tax revenues, and shine as a business location and tourist destination.
- 1-C. Preserve Denver's architectural and design legacies encouraging the evolution of new ones.
- 3-B. Create regulations and incentives that encourage high-quality, mixed-use development at densities that will support Denver's diverse housing needs and public transportation alternatives.

Housing: Expand housing options for Denver's changing population.

- Objective 6. Encourage mixed-use, mixed-income housing development in Denver's core area and along transit lines.
- 6-B. Continue to support mixed-income housing development that includes affordable rental and for-purchase housing for lower-income, entry-level, and service employees, especially in Downtown and along transit lines.
- 6-E. Identify and capitalize on opportunities to develop housing along transit lines.

Economic Activity: Create a sustainable economy that provides opportunities for all.

- Vision—Denver remains the largest employment center in the state. Jobs with good wages are available to all residents wishing to work. Adequate support systems, including education, training, childcare, and transportation are available.
- Vision—Downtown Denver will be one of the most exciting places in the nation to live, work, visit, or operate a business. Downtown will be pedestrian and transit-oriented, safe, affordable, and fun.
- 1-G. Support the development of a greater number of efficient, convenient, and affordable options for workforce mobility, including rapid transit, improved bus service, bicycle and pedestrian access, private shuttle services, and employer-sponsored transportation programs.
- 4-A. Ensure Downtown's future as Denver's pre-eminent center for business, tourism, and entertainment.

To support Downtown economic development, the City should:

- Ensure that Downtown remains the multimodal transportation hub of the region by supporting excellent roadway access, reusing Denver Union Terminal as a regional multimodal transit center, developing the Air Train linking Downtown to DIA, improving and expanding light rail and bus services to and from Downtown, and building the Central Platte Valley light-rail spur to serve entertainment and sports facilities.
- Continue to support reuse of historic buildings in and around Downtown.

1995 - 2000 Lower Downtown Neighborhood Plan:

This neighborhood plan develops consensus on such issues as:

- integrating new buildings into the historic context,
- coexisting residential and hotel uses,
- mitigating of vehicle demands on LoDo streets,
- stimulating further investment in LoDo,
- access from LoDo to new parks, attractions, and emerging neighborhoods nearby, and
- the need for adequate parking.

Principles and policies relating to Denver Union Station include:

- Preserve some of the Market Street open space or preserve open space on another site in LoDo.
- Enhance connections to adjacent neighbors and nearby open space.
- Ensure that the design of Wewatta Street encourages pedestrian access between the communities.
- Emphasize transit-oriented development.
- Support new residential and retail development in LoDo.
- Advocate for the creation of a multimodal transit facility at Denver Union Station.
- Complete Wewatta Street as an arterial around LoDo.
- Reduce regional buses traversing LoDo.
- Support the relocation of the Market Street Station to the proposed multimodal transit facility.
- Protect LoDo's historic architecture and use its design vocabulary to guide renovations, additions, and new construction.
- Allow contemporary buildings to express their times.

1997 Commons Neighborhood PUD:

A comprehensive rezoning of 51 acres of the Central Platte Valley, zoned formally under the Platte River Valley Zone District (PRV). This Planned Unit Development (PUD) maintained the subarea approach established under the old PRV Zone District. For each subarea, uses, densities, set backs, heights, and bulk planes were prescribed.

The PUD also included a subarea that covered a portion of the Denver Union Station property, zoned primarily for a multimodal transit facility.

PUD includes a complete set of design standards and guidelines, which frame views of Denver Union Station and provide a setting for it.

PUD establishes city-administered design standards and a guideline review process.

Extension of Light Rail from the Southwest Line to Denver Union Station and the 16th Street Mall:

This project, completed in 2001, for the first time connects DUS with Denver's light-rail system. It also provides the impetus to extend Mall Shuttle service on 16th Street through LoDo and to Denver Union Station, as well as the Central Platte Valley.

1996 DUT Intermodal Feasibility Study

This study tested the feasibility of developing a multimodal transit facility at Denver Union Station. Nine categories were investigated, each with findings and results:

- Transportation Development Scenarios
- Ridership Projections
- Transportation Facility Program
- Market Demand Analysis
- Conceptual Design
- Conceptual Construction Cost Estimate
- Operating and Maintenance Considerations
- Institutional Considerations
- Next Steps

Four scenarios were tested, ranging from no relocation of the Market Street Regional Bus Station and no light rail or commuter rail service at DUS, to full accommodation of buses, light rail, commuter rail, and passenger rail.

Daily passenger and arrivals/departures were estimated at 53,600 at full build-out of Scenario 4, leading to 16.1 million weekday arrivals and departures annually. The transportation facility program for the full service/full build-out scenario was estimated at about 70,000 square feet. The study's market analysis determined that the multimodal facility could support about 106,000 square feet of retail for the full service/full build-out scenario, but that transportation ridership alone would not support a large-scale commercial development.

The conceptual design was based on the full service/full build-out scenario, using the limited Scenario 1 as a first phase. Based on the site development, a full build-out cost was estimated at \$88.1 million.

1993 16th Street Mall Extension Through Lower Downtown:

This RTD project extended the bus transit lanes and wide sidewalks from the Market Street Station to the 20th Street Bus/HOV lane behind Denver Union Station.

The initial project did not include Mall-Shuttle bus service -- only regional buses operating from Market Street Station.

The quality of pedestrian amenities was commensurate with the original 16th Street Mall, but design and materials were tied to the historic character of LoDo.

Later modifications revised the Market Street Station turn-around to provide through shuttle service to shuttle bus stops in LoDo, and the light-rail stop behind Denver Union Station.

20th Street Bus/HOV Lane project

This RTD project replaced the 20th Street Viaduct by an at-grade arterial with underpasses at the Consolidated Main Line Tracks, and at the tracks and platforms at Denver Union Station, as well as an elevated Bus/HOV lane that provided a bus lane to Market Street Station directly behind Denver Union Station.

The project substantially repaired and improved Denver Union Station platforms and tracks.

The Bus/HOV lane was Denver's first rapid-transit facility with its own separated lane. Its only other stop Downtown besides Market Street Station was at Denver Union Station.

1985 – 1997 Central Platte Valley Infrastructure Replacement Projects

Funded mostly by federal money, the Speer Boulevard viaduct was replaced with a raised parkway, and a

specially designed bridge at Little Raven spanning the street connection between Elitch's Amusement Park and the rest of the Central Platte Valley.

On the basis of a \$50 million portion of the \$250 million bond issue passed by the City of Denver voters in 1989, matching money was used to attract over \$300 million in federal and state money to replace the 15th, 16th, 19th/20th Streets, and Park Avenue West viaducts.

Public infrastructure projects were designed at a high level of quality to attract high-quality private development.

1991 Central Platte Valley Comprehensive Plan Amendment:

On the basis of the decision to retain passenger-rail operations at Denver Union Station, the 1991 Central Platte Valley Plan was a major departure from the previous 1986 Plan, which relocated passenger-rail service from Denver Union Station to an unspecified location to the northeast of Denver Union Station.

Retention of passenger-rail service at Denver Union Station was due to three factors: the inability of railroad real-estate divisions to raise the funding needed to move the station facilities and track access; the lack of public subsidies from the less-complicated designs of the viaduct replacement projects if the tracks were removed from behind Denver Union Station; and the resistance of the LoDo community to the loss of passenger activity from Denver Union Station during economic recession.

One of the plan's major goals was to achieve a multimodal transportation center in the middle of the Central Platte Valley, which included Denver Union Station. This center would:

- connect with the 16th Street Mall when it was extended;
- replace the Market Street regional bus terminal;
- be linked to the light-rail system;
- intercept High Occupancy Vehicles (HOV) and general traffic as they enter the city center from the

north and from the south via Auraria Parkway and Wewatta Street; and

- provide a parking reservoir for Downtown and LoDo.

Other goals of the plan which were related to Denver Union Station were:

- Accommodate through-freight movements within the Consolidated Main Line corridor, and future tracked transit adjacent to it.
- Accommodate rail-passenger platforms and associated facilities at DUS.
- Extend the 16th Street Mall into the Central Platte Valley, connecting Downtown and LoDo to the multimodal transportation center, to public open spaces, and to the South Platte River.
- Provide light-rail connections into the Central Platte Valley and Downtown.
- Preserve views of natural and man-made features including:
 - the mountains,
 - the Downtown skyline, and
 - Denver Union Station.
- Foster a character for the Central Platte Valley which is different and distinct from that of Downtown:
 - urban, but with more public open space,
 - developed to densities and heights closely related to LoDo,
 - building heights consistent with the fabric of LoDo, and
 - different parking requirements.

Allow two 250-foot high towers on either side and to the Wewatta Street edge of the DUS property.

Channel Central Platte Valley traffic around Lower Downtown via Wewatta Street.

1989 Denver Comprehensive Plan

Denver's first comprehensive policy plan covered economic development, transportation, neighborhood revitalization, commercial redevelopment, and urban design. While a multimodal transportation facility at Denver Union Station was not specifically mentioned, many policies related to transit service to Downtown and Downtown's role as the hub for the metropolitan area's transit system. These policies referenced advantages of redevelopment around transit centers to increase densities and to build-in transit ridership.

1988 Lower Downtown Historic District

Passage of Ordinance 109 created the LoDo Historic District and the Lower Downtown Design and Demolition Review Board, ending a long period of real-estate uncertainty and speculation. Reinvestment then was focused on the rehabilitation of existing buildings, rather than tearing them down to land-bank property for new development. Many property owners, however, were extremely nervous about the powers of the Historic District, and the viability of a market based on rehabilitation rather than new construction. To reassure property owners, and to achieve their support or acquiescence during the formation of the Historic District, the City tested the B7 zoning ordinance to show that the zoning entitlements were reasonably compatible with the Historic District. The City also established a revolving loan fund of \$1 million to encourage rehabilitation, and established a two-year reporting period to assess the impact of the district with the possibility of repealing it if the economic impacts were negative. The ensuing report, however, confirmed that the Historic District improved rather than harmed the value of Lower Downtown real estate.

1987 Lower Downtown Urban Design Project

An urban design study undertaken by the Denver Partnership and the City of Denver, this established the groundwork for LoDo's streetscape improvements, the upgrade of Cherry Creek as a usable open space, the definition of LoDo's boundaries, and the extension of the 16th Street Mall. It also recommended a new civic

open space for the front of Denver Union Station, extending from wing to wing. The study viewed Denver Union Station as the district's focal point.

1988 Platte River Valley (PRV) Zone District

Passed in 1988, and based on a two-year planning effort, the PRV zone district was Denver's first design-based, flexible-zoning district. It was structured into three tiers:

- overall land use (including housing quotas), density, open space, height limits, and process requirements;
- area-specific zoning standards for each of 17 subareas, individually approved by City Council; and
- detailed subarea plans for each of the 17 subareas, approved by the Planning Commission.

All three tiers had to be completed before a property had entitlements comparable to a standard-zone district.

While about half of the subareas had their Subarea Zoning Standards approved at the time that the overall ordinance was approved, a number of subareas remained without the second tier of entitlements. Because multiple property owners were required to come to agreement to propose both Subarea Zoning Standards and a Subarea Plan, the PRV zone district never provided a complete set of entitlements necessary to allow substantial new construction to proceed. Only one subarea, the Elitch Subarea, ever completed all three tiers of entitlements, for the simple reason that it was the only subarea with a single owner who wanted to develop.

Denver Union Station had its Subarea Zoning Standards approved as part of the PRV zone district. These standards were based on the rail functions being removed from Denver Union Station, and the building and its then 18-acre site being redeveloped for largely commercial uses at a 2:1 floor-area ratio (FAR).

A substantial portion of the southeastern edge of the Highlands Neighborhood was included in the PRV zone district. However, because of the difficulties in getting owner consensus for Subarea Zoning Standards and Subarea Plans, this portion of the neighborhood essentially lost its old entitlements. A view of Denver Union Station from Hirshorn Park in the Highlands Neighborhood, as well as a view toward the mountains from Denver Union Station across the Central Platte Valley to the South Platte River, were built into the PRV Zoning Ordinance.

When the failure of the PRV zone district became apparent, the City encouraged new development in the Central Platte Valley to rezone under the PUD process. (See the 1997 Commons PUD description for the best example of this approach.)

1988 Denver Union Terminal Development Agreement

Concurrently with the development of the PRV zone district and the Denver Union Terminal Subarea Zoning Standards, the owners of Denver Union Station entered into an agreement with the City of Denver that guaranteed that the owners would maintain and repair Denver Union Station, and would not demolish or otherwise alter Denver Union Station without Denver Landmark Preservation Commission approval. In return, the owners were guaranteed:

- the right to demolish the one-story wings attached to Denver Union Station's original two-story wings;
- the right to develop any improvements on the property permitted by the Denver Comprehensive Plan and the PRV zone district, including the right to erect two 250-foot high buildings on either side of the terminal, as consistent with the development agreement, the DUS Subarea Zoning Standards and the DUS Subarea Plan.
- the right to develop the 18-acre site to a 2:1 FAR density, and with commercial and residential uses.

1986 Central Platte Valley Comprehensive Plan Amendment

The first plan to cover the entire 500 acres of the Central Platte Valley and to establish a subarea approach to structure varying recommendations, the Central Platte Valley Comprehensive Plan Amendment created the basis for the Platte River Zone District passed the next year.

Seventeen subareas included separate subareas for the Denver Union Station property, and the area between the station and the South Platte River between 16th and 20th Streets.

Subareas also included substantial portions of the Highlands and Jefferson Park neighborhoods, as well as areas south of Speer Boulevard around the Auraria Campus.

Based on the assumption and desire of the major railroad property owners in the Central Platte Valley that the passenger-rail functions at Denver Union Station would be moved to another site, left undetermined by the plan, and that Denver Union Station be redeveloped for commercial uses such as:

- office;
- retail, restaurants, bars, entertainment;
- hotel;
- convention facilities/meeting rooms; and
- display, showroom, exhibition gallery, and visitors information center.

It specified 2:1 FAR with bonuses up to 7.4:1 on the B7 portion of the site, with other provisions including:

- height limits of 140 feet with two towers allowed up to 250 feet with the following conditions:
- Denver Union Station provides a connection to the Commons Park;
- towers do not block the views of the historic Train Room, and are integrated in design; and
- the main portion of the railroad station (Train Room and the two-story wings with sloped roof) is preserved or rehabilitated for adaptive reuse.

Denver Union Station and the 16th to 20th/Commons Subarea descriptions also suggested:

- “preservation of a portion of view to the main train room from Highlands and along 17th Street”;
- an 18th Street connection (easily achieved without platforms and tracks at DUS);
- parking at 1 space per 1000 square feet of use;
- “a transportation center to include multiple forms of transportation to serve the Central Platte Valley;
- a 30-foot right-of-way (ROW) reservation along the Consolidated Main Line (CML) tracks for transit “used exclusively for in-city destinations, and not to be used for regional transit routes that bypass the core area.”

The 1986 Central Platte Valley Comprehensive Plan prepared the redevelopment of the rail yards as well as Denver Union Station by:

- setting the location of the Consolidated Main Line (CML) tracks;
- replacing the old viaducts with new raised viaducts largely on fill similar to the new Speer Boulevard raised viaduct;
- establishing a north/south connecting street along the Wewatta Street alignment;
- removing the 16th Street viaduct and replacing it with an extension of the 16th Street Mall;
- locating a major urban park along the South Platte River at the terminus of the 16th Street Mall extension;
- establishing view corridors to maintain views of the Denver Union Station Train Room from the South Platte River, and key mountain views;
- establishing a 23-degree DUS view corridor from the Train Room to the South Platte River;
- establishing a view corridor from Hirshorn Park to the South Platte River;
- establishing a Front Range southern view from Bell Park at 14th and Larimer Streets;
- extending the 16th Street Mall to Denver Union Station and beyond to the South Platte River;

- identifying a pedestrian and bicycle network throughout the CPV, particularly focusing on the following connections:
 - Denver Union Station to Commons Park and the South Platte River;
 - north/south connections from Prospect and Commons Park area to Cherry Creek bike/pedestrian path;
 - Cherry Creek Riverwalk;
 - north/south connections along Wynkoop Street to the Auraria Village Subarea (now the Pepsi Center);
 - east/west connections along 9th Street from Auraria Campus and Tivoli along 9th Street to the Auraria Village Subarea, and then to the South Platte River; and
 - Highlands Neighborhood to Commons Park along 16th Street.

1986 Downtown Area Plan

A comprehensive plan for Downtown, jointly undertaken by the Denver Partnership and the City of Denver, the Downtown Area Plan established the vision for:

- the Lower Downtown Historic District,
- the seamless extension of Downtown and Lower Downtown into the Central Platte Valley to the South Platte River;
- the undergrounding of the Denver Union Station rail lines to accomplish this seamless extension;
- the identification of all of downtown’s access improvement needs, including the access improvements from I-25 to Downtown through the Central Platte Valley.

1985 DUT Convention Center Proposal

This proposal located a 300,000 square foot Convention Center expandable to 600,000 square feet with a 1,000-room hotel directly behind Denver Union Station and over the passenger-rail platforms and tracks. The hotel would frame and provide a backdrop to Denver Union Station façade as seen from Downtown along 17th Street, but block the Denver Union Station façade from the South Platte River, and west-side neighborhoods.

1983 Mile High Land Project

This study by Glacier Park, the real-estate entity of the Burlington Northern Railroad, and its development partners Miller, Klutznick, Davis, Gray Co., focused on the redevelopment of the Burlington Northern’s 155-acre property in the Central Platte Valley. Passenger rail service would remain at Denver Union Station. The mixed-use redevelopment would be composed largely of offices laid out along a northerly/southerly parkway. The redevelopment parcels would have a general height limit of 250 feet with several buildings allowed up to 35 stories through the height limit. The redevelopment’s main connection to the South Platte River was south of Speer. No real connection to Denver Union Station was contemplated except along 16th Street.

1979-1982 16th Street Mall/Market Street Station/Civic Center Station Transit System

Using federal funds, RTD developed an innovative downtown transit system that collected regional buses into two terminals, one at the eastern edge of Downtown, and one at the western end at the seam between Lower Downtown and Downtown. These terminals were then connected by a transit/pedestrian mall incorporating free shuttle buses running at four-minute headways during peak hours.

High-quality design and materials established the 16th Street Mall as the core of Downtown, stabilizing the uses and buildings that eventually led to its complete renovation and infill, as well as its extension into Lower Downtown and the Central Platte Valley.

Relationship with DRCOG Metro Vision 2020 Plan and the 2025 Interim Regional Transportation Plan
2025 Interim Regional Transportation Plan:

- Recommends a multimodal center for the region.
- Promotes improved connections between passengers and public and commercial transportation systems within and between modes.
- Promotes improved connections between the metropolitan area and other areas of the state.
- Supports transit-oriented development opportunities.

2020 Statewide Transportation Plan:

- Addresses the need to develop a balanced multi-modal transportation system.
- Emphasizes a multimodal approach to transportation planning.
- Recognizes the importance of rail corridors in the current and future transportation system.

Regional Planning Studies

East Corridor:

Provides commuter-rail service from Downtown Denver to the Denver International Airport terminating at Denver Union Station;

US 36 Corridor:

Provides commuter-rail service operating from Denver Union Station, and Bus Rapid Transit service improvements;

North Front Range Corridor:

Provides commuter-rail service operating from Denver Union Station to Ft. Collins;

West Corridor:

Provides light-rail service from Downtown Denver to Golden, some of the service connecting to the Denver Union Station through the C-Line;

I-70 West Corridor (Gold Line):

Provides light-rail service operating from Denver Union Station from Downtown to Golden along I-70;

North Metro Corridor:

Establishes commuter-rail and High Occupancy Vehicle (HOV) lane service, operating from Denver Union Station north along I-25;

Southeast Corridor:

Provides light-rail service along I-25/I-225 connecting to Denver Union Station through the C-line.

All the previously listed corridor projects assume that the Denver Union Station multimodal center will serve as a terminus for rail, bus, and HOV facilities.

All of the corridor studies also assume that the Denver Union Station multimodal center will facilitate efficient connections between the various public and private transportation modes and providers at DUS.

FasTracks

FasTracks is a transit-funding program that will accelerate construction of these above-listed projects (except the I-70 Mountain Corridor).

Construction funding for improvements to U.S. 36, the Gold Line, North Metro, and supplemental funding of the East and West corridors may be placed on the 2004 election ballot as part of the FasTracks program.

Other Studies

I-70 Mountain Corridor:

Provides transit service, using a mode yet to be determined, operating from I-70/C-470 to Glenwood Springs along C-470/I-70.

Colorado Intermountain Fixed Guideway Authority
Colorado Intermountain Fixed Guideway Authority mandated by the Colorado legislature to develop a demonstration plan for the design, financing, development, and construction of a high-speed, high-capacity fixed guideway facility between DIA and Eagle County Airport west of Vail, Colorado.

I-25 HOT Lane Project:

CDOT and the Colorado Tolling Enterprise are working on a joint project to convert the I-25 High Occupancy Vehicle (HOV) lanes to a High Occupancy Toll (HOT) lane concept. The current HOV lanes will be converted to HOT lanes, which will allow single-occupant vehicles to use these lanes for a toll fee. The facility runs along I-25 from Downtown Denver to 75th Avenue and only to Pecos Street on SH 36. HOV vehicles will still be the primary cutomers for this facility. Tolls will be paid electronically with the cars having a transponder to collect to tolls.