



Wynkoop Plaza will be a lively public plaza fronting the restored historic building.

Once a lifeline for a geographically isolated city, Denver Union Station was built in 1881 to handle 10,000 passengers daily. In 1902, depot police began enforcing a “no kissing” rule on platforms because “it slows down the trains!” World War II passenger traffic swelled almost to gridlock with 24,000 people a day. With 80 trains daily, the station was always in motion with arriving and departing tourists, business travelers, troops, theatrical companies, and immigrants.

Red caps, trained to “project” announcements of departures without the benefit of a public address system, swarmed the great Train Room carting bags and delivering messages. Yellow cabs crammed the station’s portals. For years, Christmas was celebrated with the display of a 25-foot tree, elaborate decorations, and seasonal concerts. Not until the 1950s did passenger traffic at Stapleton Airport exceed that at Denver Union Station.

One of Denver’s grandest public spaces, the Train Room of Denver Union Station is often quiet these days. From its heyday in the 1940s, traffic at the station dropped to two Amtrak trains daily.

Soon this will begin changing. Denver Union Station faces a major revival as a crossroads facility that will unify every major transportation mode for the benefit of metropolitan Denver, the Front Range, and the entire State of Colorado. The Denver Union Station Master Plan outlines a plan for revitalizing the three-story-high space so it will once again teem with people in motion—inspiring scenes as bustling as Denver International Airport (DIA) on a holiday weekend.

This Master Plan presents the vision for the rebirth of the historic Denver Union Station as a regional and statewide multimodal transportation center. The station’s redevelopment forges a critical transportation link for the metropolitan region and the state. This link greatly enhances local, state, regional, and federal investments in highways, HOV lanes, light rail, commuter rail, local and regional buses, parking, bikeways, and pedestrian networks. Metropolitan Denver’s transportation investments will be merged into one cohesive system connecting the region and beyond.

Denver Union Station will be transformed into a hub for efficient transportation connections and transfers within and between the Metro area, the Front Range, mountain communities, DIA, the Rocky Mountain region, and the nation. Denver Union Station once again will be an economic lifeline for the entire state.

A Vision of a 24-Hour Transportation Hub

The Denver Union Station Multimodal Transportation Center represents a new vision for the future of the station as a 24-hour hub of urban activity. This vision honors and builds upon the storied history of Denver Union Station, which was remodeled into its current configuration in 1914.

According to this vision, the station’s neon slogan, “Travel by Train,” once again rings true as Denver Union Station becomes the region’s connecting point for light rail, commuter rail, and intercity rail, as well as for local, regional, and intercity buses, and other public and private transportation modes.

Denver Union Station also becomes the core of a vibrant, pedestrian-friendly, urban neighborhood and an important linchpin of a healthy city, state, and regional economy.

All told, the revitalized Denver Union Station accommodates many categories of transportation, including light rail, commuter rail, regional and intercity bus, taxis, shuttles, vans, limousines, bicycles, and pedestrians, and offers more than 1 million square feet of new offices, residences, and shops.

This one-of-a-kind facility will become a new transportation and economic crossroads for the Denver region and the State of Colorado.

Denver Union Station combines a great location with excellent access to transportation infrastructure. It is poised to become a regional transportation hub serving millions of people through modes such as the following:

- RTD regional light rail
- RTD regional and local buses

- Commuter rail to north Denver metropolitan communities and DIA
- Regional rail to Fort Collins, Colorado Springs, and Pueblo
- Connections to mountain communities
- Amtrak intercity rail
- Ski Train
- Private intercity, interstate, international, charter, and tour buses
- Private, local, and regional van and shuttle services
- Taxi and limousine services
- Rental cars
- Bicycles and scooters
- Walking, both within the site and to and from adjacent neighborhoods and nearby destinations
- Private automobiles
- Other possibilities for existing and future ground transportation modes and services.

The Denver Union Station site will provide convenient and safe access to and efficient connections between each transportation mode, helping improve access to jobs, housing, and activity centers throughout the region.

Redeveloping the Site

RTD acquired the 19.5-acre station site, in 2001 with intergovernmental participation by the the City and County of Denver, the Colorado Department of Transportation, and the Denver Regional Council of Governments. Much of the site is underused and will be rezoned for intensive mixed-use redevelopment that complements and supports transportation uses and activates the station as a 24-hour hub.

The Master Plan envisions redeveloping parcels around the historic station with mixed uses that enhance the multimodal station. Following principles of this Master Plan, the design of new development will complement the historic building, the adjacent Lower Downtown Historic District, and new development in the Central Platte Valley.

This site’s potential redevelopment could include:

- About 1 million square feet of office space (Class A and Class B)
- About 300,000 square feet of residences, or about 250-300 units.
- A business-oriented or boutique hotel of 120 to 200 rooms.
- About 100,000 square feet of retail and other commercial uses. This could include restaurant and entertainment venues, specialty retail, and transit-oriented convenience retail.

New uses will build transit ridership by providing destinations that can be reached conveniently by many modes throughout the region. Housing on the site will generate pedestrian traffic that supports retail, restaurants, and entertainment venues. Redevelopment goals include:

- Support transit ridership by providing easy and convenient connections to all transportation modes and by creating a highly desirable destination.
- Revitalize the historic station.
- Provide new commercial and residential development that supports and benefits from multimodal transportation access.
- Attract private investment to help complete the Master Plan.
- Provide opportunities for new well-paying jobs on site, mixed-use affordable housing options, and more efficient, convenient, and affordable transportation options for the workforce, through public and private modes.
- Build a lively, pedestrian-oriented urban development that enhances Lower Downtown, the Central Business District, and the Central Platte Valley.
- Create activity on-site throughout the day to enhance the site’s attractiveness and security.

The Vision Plan

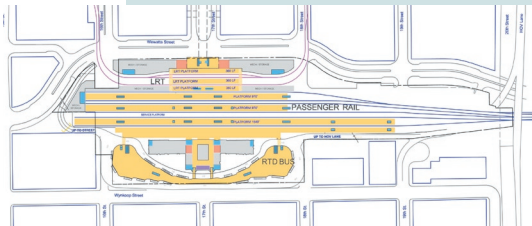
How can all these proposed transportation modes merge into one facility?

The Master Plan’s Vision Plan defines a physical environment that seamlessly accommodates transportation modes and efficient movement throughout the site. The Master Plan process studied more than 40 alternatives, using a four-step evaluation. This Vision Plan emerged as the strongest alternative.

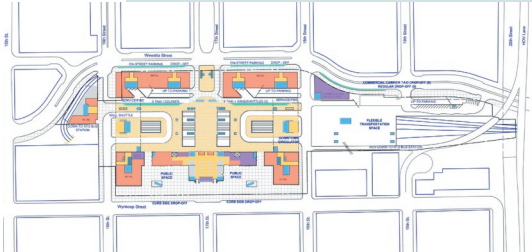
The Vision Plan suggests possible uses for specific land parcels and identifies public spaces and circulation. It also allows flexibility to respond to future market conditions and changes in the transportation and development programs.

Key elements of the Vision Plan include:

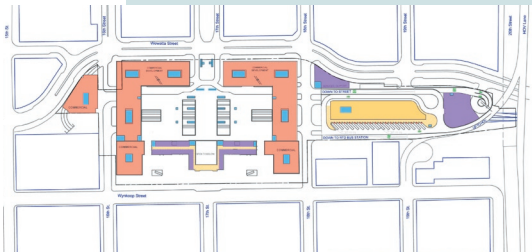
- Placing major transportation modes - light rail, passenger rail, and regional bus - below grade. This separates functions, promotes convenient and safe circulation, and frees the street level for flexible transportation uses, public spaces, and complementary redevelopment.
- Restoring and rehabilitating the historic train station to serve as the main circulation and orientation space and to provide transportation services, retail, restaurant, and office uses.
- Designing the Denver Union Station site to accommodate the potential for a “through” station for passenger rail (see page xx).
- Creating a mixed-use, transit-oriented development that makes effective use of transportation infrastructure, supports transit use, increases transit ridership, and creates an active and vibrant urban center.
- Providing a through station for light-rail service to improve the efficiency and scheduling of arriving and departing trains.
- Connecting 18th Street between Wynkoop and Wewatta streets.
- Creating a commercial bus facility for 18 buses one level above the street to accommodate intercity, charter, and tour buses.



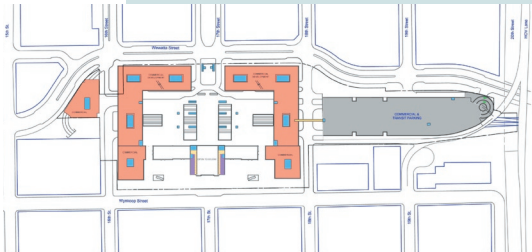
Lower Level



Street Level



Second Floor



Third Floor

Four levels of the Vision Plan showing transportation locations and development parcels.

Summary of Project Goals and Principles:

Transportation

- Transform Denver Union Station into a hub that integrates regional transit into one transportation system.
- Seamlessly blend many different transportation modes in one site in a way that is efficient, logical, and safe.
- Increase transit ridership.
- Make it easy and logical for commuters and travelers to transfer from one mode to another.

Urban Design

- Encourage mixed-use redevelopment that complements the site and neighborhood.
- Ensure that the design, materials, and scale of new architecture complements the historic building and neighborhood.
- Connect neighborhoods now divided by the historic station site with new pedestrian, bicycle, and vehicle access.

Historic Preservation

- Restore and preserve Denver Union Station, which is listed in the National Register of Historic Places and will be a Denver Landmark.
- Promote the active use of Denver Union Station for passengers, transportation access, transfer and support services, and for commercial uses including retail, entertainment, and offices.

- Providing space for a downtown circulator to supplement the 16th Street Mall Shuttle.
- Creating flexible street-level space between the historic station and the development on Wewatta Street for pedestrians, private transportation, the 16th Street Mall Shuttle, the proposed downtown circulator, and future development.
- Improving access and circulation for bicycles and pedestrians, with safe and convenient access from the Cherry Creek and South Platte Bike and Pedestrian Paths and connections between the Central Platte Valley and Downtown at 16th, 17th, and 18th streets.
- Setting aside 76,000 square feet of flexible program space above passenger rail and below the commercial bus facility between 18th and 19th streets for transit services or future development.
- Providing, through mixed-use development, a variety of housing options and employment opportunities at DUS, as well as access and connections to housing and jobs throughout the region.
- Creating a new public plaza on Wynkoop Street and a new public pedestrian area at the 17th Street Promenade.
- Providing approximately 2,100 parking spaces to serve transportation, offices, shops and residences.
- Creating development parcels with the potential for more than 1 million square feet of new offices, residences, shops, and restaurants.
- Combining all these elements in a vibrant, safe, convenient, and legible urban environment.

Weaving Denver Union Station into the City

The Master Plan includes principles of urban form that unite multimodal transit with redevelopment. Key principles ensure that redevelopment will:

- Create a walkable environment that complements the character and enhances the economic vitality of adjacent neighborhoods and business districts.

- Transform Denver Union Station from a barrier between neighborhoods into a place that unites Lower Downtown, Downtown, and the Central Platte Valley, providing extensive access for pedestrians and bicyclists.
- Enliven city streets with gracious storefronts, streetscapes, food and entertainment venues, and attractive public spaces that produce a high volume of pedestrian traffic.
- Respect the city’s historic street grid.
- Reduce or eliminate conflicts between transit vehicles, private vehicles, and pedestrians.
- Complement the scale and character of the historic building and the Lower Downtown Historic District, as well as the newly developing Commons area.
- Create clear, legible pedestrian circulation routes and access to transportation.

Behind the Vision: A Partnership with the Public

This vision for Denver Union Station is made possible by a unique partnership among four entities: the City and County of Denver (Denver), the Colorado Department of Transportation (CDOT), the Denver Regional Council of Governments (DRCOG), and the Regional Transportation District (RTD). In 2002, these partners began working on the Master Plan, incorporating an extensive public process to create this document.

Spanning two years, the Master Plan process invited the public to share ideas through town meetings, mailings, a web site, and other public outreach efforts. Public participation included the work of an 80-member Technical Advisory Committee and the 93-member Union Station Advisory Committee representing the interests of 36 stakeholder groups.

With citizens engaged as partners, this public process produced more than 40 alternative scenarios and a series of goals and principles to guide redevelopment.

The Master Plan process also studied passenger-rail stations in other cities that were redeveloped into multimodal facilities. These included Washington, D.C.’s Union Station, New York City’s Grand Central Terminal,

Boston’s South Station, Los Angeles Union Station, Portland Union Station, and Dallas Union Station. Keeping the unique conditions of Denver Union Station in mind, the Master Plan considered issues such as traffic engineering, transportation planning, foot-traffic circulation, development, governance, passenger safety, and convenience.

The Master Plan presents solutions forged through strong consensus among the advisory committees’ public, private, and citizen representatives.

Using the Master Plan

The Denver Union Station Master Plan identifies the vision and goals for a multimodal transportation hub. It also explains the history and context of the area, structuring elements of the site, including zoning and landmark designation, programs for transportation and development, and implementation strategies.

Specifically, the Master Plan:

- Establishes a framework of elements needed to fulfill project goals.
- Directs the integration of these elements within the site according to guiding principles and site constraints.
- Identifies implementation strategies to guide the project from inception to operation.

The Master Plan contains two sections.

Part I introduces the vision for transforming Denver Union Station into a multimodal facility surrounded by complementary redevelopment. It explains in detail the Vision Plan and strategies for implementation.

Part II describes the synthesis of project goals, research, planning, design, transportation study, and public participation that went into creating the Master Plan. Part II also:

- Relates Denver Union Station’s history from rail’s inception in Denver through modern times.

- Describes the project's context—how Denver Union Station relates to the Denver street grid, surrounding neighborhoods and districts, and to such regional attractions as Coors Field, Larimer Square, and the Pepsi Center.
- Addresses structuring elements affecting site redevelopment, including the 19.5-acre site itself, the multimodal transportation program, the development program, and the regulatory structures of zoning and landmark designation.
- Provides principles of urban form to guide the planning and design of elements needed for a lively, safe urban environment. These components include public open space, access for pedestrians and bicycles, vehicle access and parking, streetscapes, transit facilities, new architecture, and legible way-finding systems.
- Includes a section on alternatives, comparing leading scenarios that were developed and tested.
- Includes a transportation study, an outline of public participation, a historic timeline, and a list of advisory team members.

Thus the Master Plan provides specifics to guide revitalization from transportation planning and engineering, to architectural design, to retail programming, according to a shared vision, principles, and goals. Public elements of the Vision Plan are projected to cost \$560 million to build over several decades.

At the same time, the Vision Plan is flexible and can adapt to evolving transportation plans and real-estate market conditions. It defines *directions* for site redevelopment rather than specific *outcomes*. This “road map” provides the basis for decision-making, continually grounding stakeholder decisions within consistent boundaries of agreed-upon goals and values.



The 17th Street Promenade will feature access to lower-level passenger trains.

Summary of Project Goals and Principles (*continued*):

Development and Finance

- Plan public-private redevelopment that enhances the urban context and provides revenues to help fund the multimodal transportation center.
- Develop financing that includes federal, state, local, and private sources.
- Ensure that the project will be economically sustainable for generations.
- Create a redevelopment that provides economic opportunities for the city, region, and state.

Implementation and Governance

- Develop a governance plan that includes private partners and users with no undue risk or burden for taxpayers.
- Create a governing body that will maintain high standards for facility design, operations, and maintenance.