

Denver Union Station is a unique project that will bring together many different transportation modes along with new private development to create a truly special place in Denver that connects the city, region and state in one central location. Since the purchase of the historic building in 2001, the Regional Transportation District (RTD), the City and County of Denver (CCD), the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG) have worked cooperatively with the public to develop and adopt a number of key decision documents that guide the project. The key documents include:

The [Master Plan](#) serves as the blueprint for redeveloping and preserving Denver's historic Union Station and 19.85 acres of surrounding land.

The Historic Station and a defined area encompassing the proposed plaza and new wing buildings received [Landmark Designation](#), ensuring all exterior alterations within the designated landmark area will be subject to design and demolition review by the Landmark Preservation Commission.

The site was [Zoned](#) T-MU-30 with waivers and conditions. The T-MU-30 zoning is intended for station areas with enough land to create a successful transit-oriented development, such as the one envisioned for Denver Union Station.

The [Final Environmental Impact Statement \(FEIS\)](#) was prepared in order for a project to be eligible to receive federal funding. The EIS provides decision makers with key information on the alternatives under consideration with regard to their potential impacts that may occur within the project study area.

The [Record of Decision \(ROD\)](#) is the federal decision document which describes the transportation project, explains the reasons for the project decision and makes commitments as to how the project will mitigate impacted environmental resources.

As planning advanced, various events and studies indicated the need to adopt a [Master Plan Supplement](#) to update information about the proposed transportation and development elements and to

extend the geographic boundaries of the project to include the DUS Transit District.

Finally, [Design Standards and Guidelines](#) were developed for Denver Union Station to address the area within the Landmark Preservation Commission's purview, as well as the rest of the site, as required by the T-MU-30 zoning.