



**RTD DUS Historic Building
Future Uses**

Public Meeting #2

Jan. 26, 2011

Tonight's Agenda

- First public meeting review
- Stakeholder, expert panel progress
 - criteria selection
 - scenario development
- Use scenarios presentation
- Discussion
- Remaining schedule overview

Process Review

Develop a common understanding of building and investment required for redevelopment in order to weigh viability of future uses

Requirement under any scenario to have space for Amtrak to move back into the building

Develop an understanding of the building through use of USNC's Technical Assessment and Historic Structures Assessment (HSA)

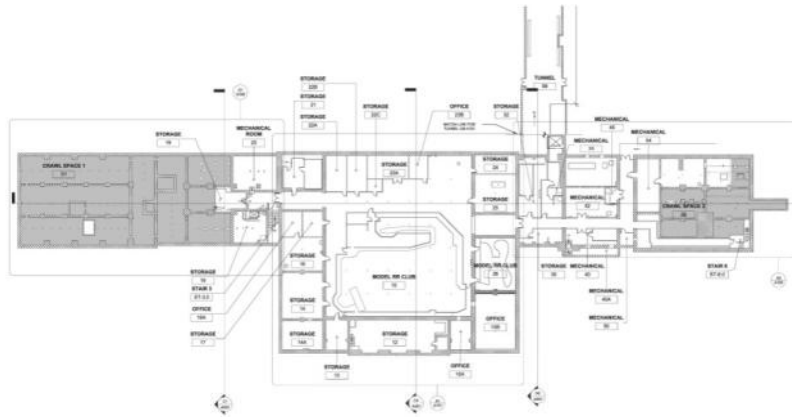
Look at options for dealing with capital and ongoing operating costs, and evaluate ownership and governance options for the building

Conduct series of stakeholder and public meetings to introduce analysis, solicit input, develop alternatives, display preliminary findings for comment

Independent consultant/expert panel to provide feedback on USNC's analysis and recommendations from process

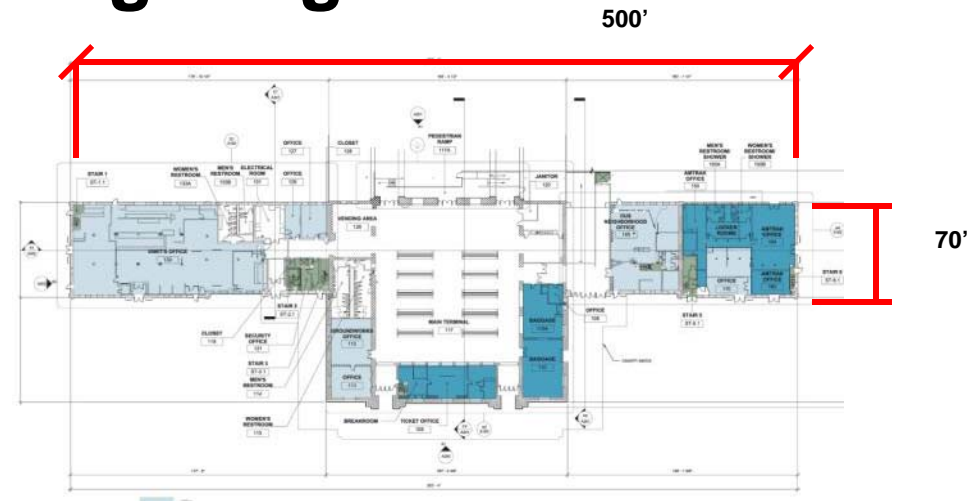
Provide staff recommendation based upon all of the preceding for an RTD Board decision

Existing Building Program



Basement

-7,500 sf – Model Train Assoc.’s
 -20,000 sf - Mechanical and Storage



First Floor

-15,500 sf – Train Room / common area
 -7,200 sf – Amtrak function
 +/- 15,300 sf – leasable office or retail

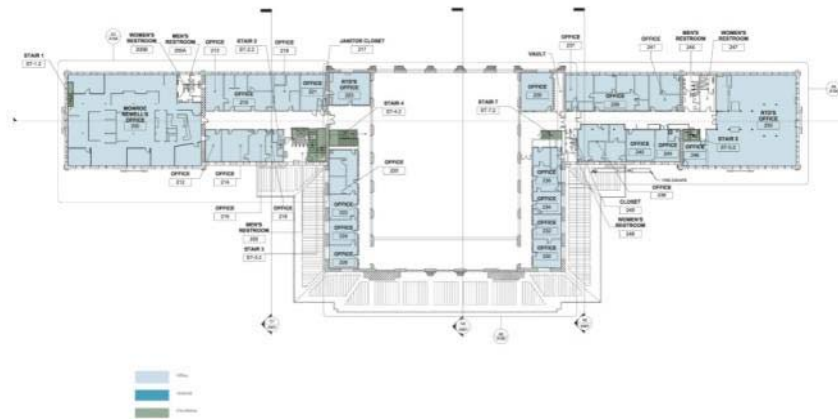
Existing Building Program

Second Floor

+/- 25,000 sf – leasable Office

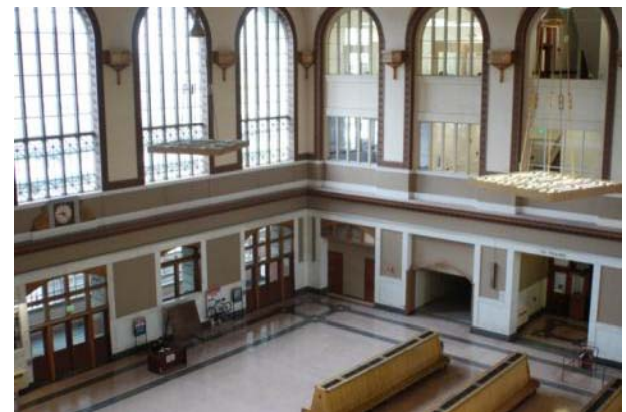
Third Floor

+/- 5,000 sf – leasable Office



Building Requirements

- RTD operations -
 - Information
 - Passenger waiting
 - Ticketing
- AMTRAK operations
 - Ticketing
 - Baggage Service
 - Operations support services
 - Office and Staff support services
- Other transportation related uses
 - DIA/TSA – Information and possible baggage
 - Rental Car / Hotel kiosk
- Building Operations and Maintenance
 - Office & Back of House



Minimum Required Investments

Necessary improvements

- Relocation of the cooling tower
- Bus enclosure removal and restoration
- Steam line relocation (or removal)
- Utility service, both temporary and final locations
- Building transformer relocation
- Dumpster and trash strategy
- Amtrak and other transit-related construction
- Required code improvements



Redevelopment Project Costs

Station Renovation Budget & Schedule – based upon information learned, develop an initial renovation plan and program the necessary construction phasing, and confirmation of available funds.

- \$17M DUSPA budget contribution
- \$7M to 8M minimum investment commitment

Prioritize improvements based on funding

- Adjacent activity coordination
- Systems upgrades
- Code and life-safety upgrades
- Vertical circulation upgrades
- New use reconfiguration
- Train room restoration
- Exterior restoration



HSA Examples Summary

- Code requirements
Replace fire escape, install sprinkler system on each level, add fire alarm notifications, signage at entry/egress points, upgrade roof areas to accommodate snow loading
- Water management
Caulking/sealing, clear drains, re-slope gutter corners, add downspouts
- Others
Remove buckled terra cotta, add guardrails at tops of stairs/walkways, conform area lighting to be of same height, size and appearance, pigeon guards at roosting areas



Future transformed neighborhood - Aerial View

Questions?

Future Use Goal Areas

- **Transportation** – Complement transportation schedules and functions associated with the DUS FasTracks “hub”
- **Preservation** – Advance DUS Master Plan preservation goals, enhance historic features and character
- **Neighborhood/Region** – Complement distinctive uses and activities in Lower Downtown and Commons neighborhoods, positively influence regional economic growth and business development
- **Access** – Afford public access and produce public activity in the building
- **Viability** – Identify uses compatible with building configuration, location, space requirements, infrastructure
- **Finances** – Pursue financially self-sustaining status (current annual O&M costs are about \$1m), consider phasing capital costs over time so that vision is not constrained by near-term funding limitations
- **Governance** – Public/private partnerships should be encouraged as a way to meet the dual need for the building to serve the citizens of Denver, and to be financially self sustaining.

Evaluation Criteria

Criteria summary

1. New uses must **activate the building**.
2. New uses will return Union Station to the **transportation hub** it once was.
3. New uses will **give life to the public plazas** and vice versa.
4. The central **train room** must remain a **focal point**.
5. Redevelopment must **preserve the building's history**.
6. New uses should **serve the neighborhood and the station district plan**.
7. New uses must allow the building to be **financially independent** or have a dedicated funding source.

Background/Assumptions

DUS Development Constraints

- Structural characteristics may limit specific uses; e.g., walls that stay in place limit availability of contiguous space.
- Funds needed to improve the building are tied to uncompleted land sales, funds cannot be diverted from existing transit improvements.
- Amtrak will require similar size space upon return in 2014.
- RTD is unable to subsidize any gap between revenue and operating costs.
- Most pedestrian activity from transit will occur *around* the building, not inside, therefore uses cannot rely solely on transit riders for viability.

Comparative Use Analysis

<u>DUS Total gross footprint (sq. ft.)</u>	<u>76,000</u>
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Washington Union Station	1,045,000
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New York Grand Central	860,000
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Kansas City Union Station	500,000
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Los Angeles Union Station	160,738
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Portland (Ore) Union Station	90,000
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Comparative Use Analysis

Denver Union Station Net leasable space (sq. ft.)

First Floor	18,000
(includes expansion area by re-arranging existing space, doesn't include Amtrak, and doesn't include train room- 11,000 sq. ft.)	
Second floor	20,000
Third floor (non-attic)	<u>5,000</u>
TOTAL LEASABLE SPACE	43,000

Comparative Use Analysis

DUS leasable space (sq. ft.) **43,000**

Destination Retail

Public/Specialty Market

Pikes Place Market, Seattle	420,000
Ferry Plaza Market, San Francisco	238,000
Grand Central Public Market, NY	10,000
Marczyks specialty market	6,000

Flagship Retail Store

Tattered Cover	30,000
REI Flagship Retail	90,000

Restaurant/Entertainment Uses

Large restaurant	5,000+
Landmark Theatre art cinema	27,000
Comedy Works	15,000

Boutique Hotel

Brown Palace hotel (241 rooms)	271,235
Oxford hotel (80 rooms)	63,342

Civic/Cultural

Regional Museum	200,000 – 280,000
Clifford Still Museum	30,000
Event Center	10,000 ₁₇

Questions?

Use discussion

Scenario 1

Destination Retail

- 1st floor – retail (specialty market, store), destination restaurant
- 2nd, 3rd floor – office single tenant or multi-tenant

Scenario 2

Boutique Hotel

- 1st floor – hotel function space, hotel restaurant
- 2nd floor – hotel rooms and back of house
- 3rd floor – hotel rooms

Scenario 3

Civic/Cultural

- 1st floor – civic/cultural destination, destination restaurant
- 2nd floor – civic/cultural, office space
- 3rd floor – office space

Use discussion

Scenario 1

Destination Retail

Pros

- Uses complement historic transportation function/historic retail circulation patterns
- Complements neighborhood/station plans

Cons

- May be challenging to reach financial self-sustainability
- Retail lease rates may need to be below market rates to guarantee success

Use discussion

Scenario 2

Boutique Hotel

Pros

- Lobby provides focal point for central train room
- Use activates the building with 24/7 presence

Cons

- May be challenging to reach financial self-sustainability
- Modifications to building require much more intensive capital cost requirements than other scenarios

Use discussion

Scenario 3

Civic/Cultural

Pros

- Greatest level of public access and public use of building
- Complements neighborhood/station plans

Cons

- May be more challenging to reach financial self-sustainability
- More likely to require additional resources for ongoing operational costs

Outstanding Issues

- Timing and certainty of funding
- Selection process for development partner

Discussion and Questions

Schedule Overview

Jan. 26	Final public meeting
Jan-Feb	Stakeholder meetings: public input review, finalize study results, review governance, costs
Mar. 1	Findings/staff recommendation to Board
Mar. 15	Board action

Further Questions/Comments

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