



PUEBLO STATION AREA PLAN

Addendum: Union Depot Concept Study (PROPOSED - For Review)

For the **Amtrak Southwest Chief** and
Front Range Passenger Rail Station

January 2025 | Pueblo, CO

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1

INTRODUCTION

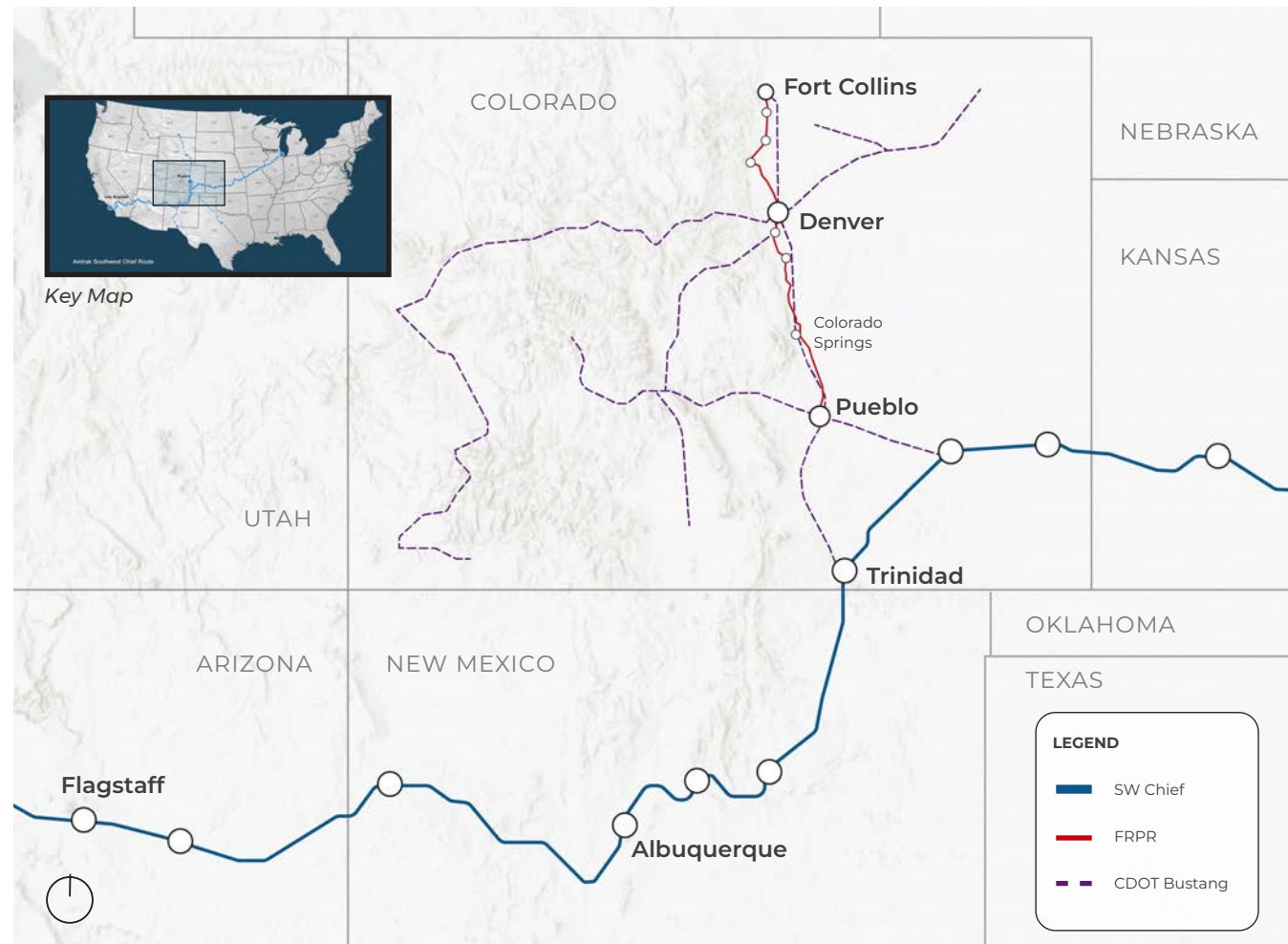


1.1 Purpose and Relationship to Previous Work

The city of Pueblo previously served as a rail town with passenger rail service along the Denver & Rio Grande Western Pacific, as well as the Atchison, Topeka and Santa Fe Railway, through 1971. The Union Depot building, in Pueblo's Union Avenue Historic Commercial District, historically served as the city's passenger rail station.

Planning to reinstate rail service to Pueblo has been under way for over a decade. To position the city of Pueblo as a key destination along future rail service corridors, Pueblo County began planning anew for a passenger rail station as part of an effort to reestablish intercity passenger rail services. The Pueblo passenger rail station would potentially serve a combination of intercity rail services provided by Amtrak and/or future passenger rail services provided by a Front Range Passenger Rail operator connecting Pueblo to Colorado's urban Front Range and potentially beyond to Albuquerque and Cheyenne.

Planning level studies initiated in 2020 under this effort identified the Union Depot Station Area as a preferred site for a passenger rail station primarily because it allows for flexibility with design and service options for both Amtrak's Southwest Chief Thru Car service and future potential Front Range Passenger Rail service.



Regional Context - SW Chief Rail Line, FRPR Proposed Rail Line and CDOT Bustang Lines



Historic Pueblo Union Depot - Constructed 1899

Following the identification of the Union Depot Station Area as a preferred site for a rail station, a new, modern rail station to be located on a vacant site to the north of the historic Union Depot was prepared as a proposed, initial preferred alternative. While there was initial interest, concerns arose about the design compatibility and cost of this alternative as it progressed through the review process.

In the summer 2023, members from the historic district including current business owners, requested the BOCC to consider an alternative design that would be compatible with the historic context and scale of the Union Depot Station Area. In late 2023 Pueblo County authorized the retention of the design firm Tryba Architects to work alongside WSP to conduct a focused alternatives analysis with further public review and develop a conceptual station design that would complement the character and history of the Pueblo Union Depot site while being achievable for implementation.



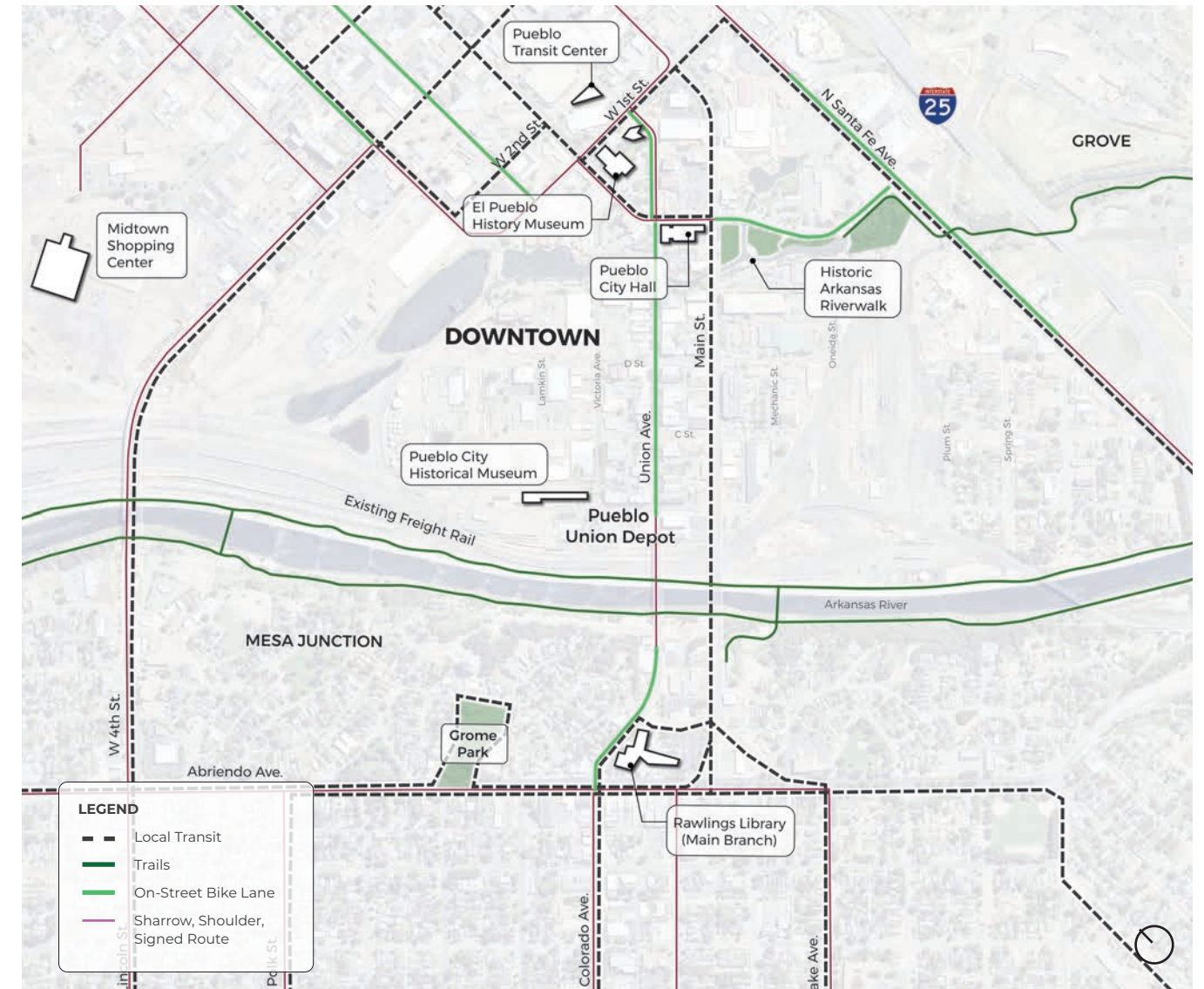
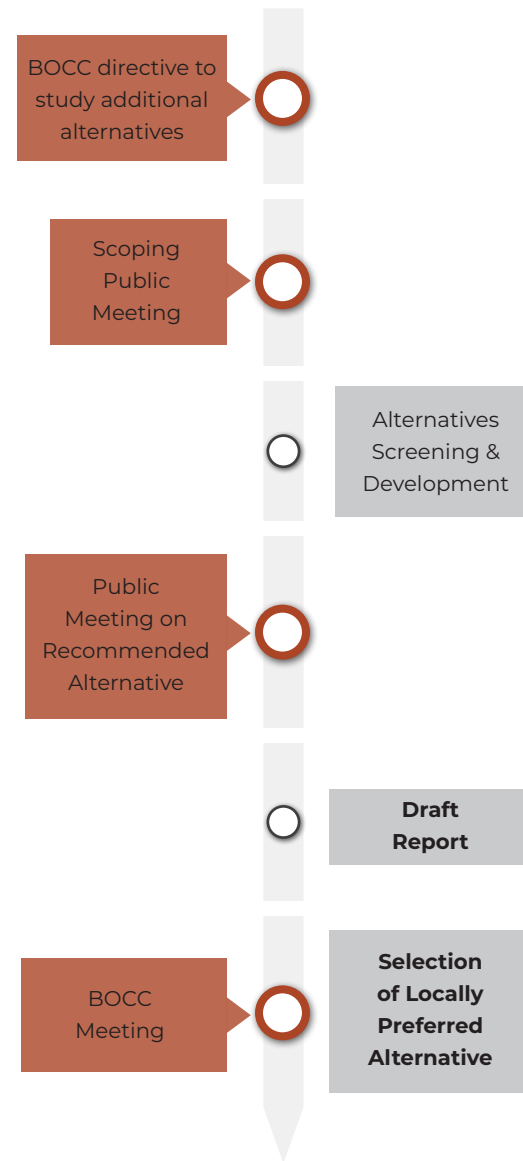
B Street in the Union Depot Station Area

1.2. Process Overview

In July 2023, the Board of County Commissioners directed the County Manager to continue studying alternatives for the passenger station. In February 2024, a meeting was held with Pueblo County leadership to identify key goals for the study and discuss project set-up and coordination. The team conducted initial due diligence and understanding of project work to date to identify challenges and opportunities for additional station scenarios to be studied. This phase of the study relied on WSP's technical analysis and planning from previous phases of the plan, including on minimum requirements for rail alignment and station programming.

At the first public meeting in March 2024, which was attended by 30 individuals from the public and stakeholders, the team provided an overview of efforts to date and asked the attendees what alternatives should be explored through the study. Overwhelmingly, attendees suggested to analyze feasibility of the adaptive reuse of the historic structures within the Union Depot Station Area as a modern passenger rail station.

The consultant team, with continuous input from County staff and technical stakeholders, screened potential alternatives and identified two options to be advanced and further studied for feasibility: the Historic Union Depot and the Baggage Depot. The team conducted technical analyses and test fits for each option identified and created an evaluation matrix to select a draft preferred alternative. More information about this technical analysis, including considerations for evaluation, can be found in Section 4 of this document.



Transit Lines and Key Destinations

All alternatives were presented at a second public meeting in September 2024 where the public and stakeholders were able to learn about all studied options and to share feedback on the proposed preferred alternative to be advanced. Attendees were generally supportive of the proposed alternative.

All alternatives and their evaluation are shared in this report and the LPA is expected to be presented to the Pueblo Planning Commission, as well as the Pueblo Board of County Commissioners (BOCC), for their review and formal adoption in the Fall of 2024.

2

INITIAL STUDY (2020 - 2023)



2.1 Station Area Plan

The Pueblo Station Area Plan (2020) identified potential station area locations and evaluated them through an iterative screening process. The study began screening to one station area location for the Pueblo Passenger Rail Station based on iterative public and stakeholder input and technical analyses.

Engagement opportunities and tasks or outcomes that were supported by public and stakeholder outreach:

- | | |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 Kick-Off Meetings</p> | <p>Data collection, site selection kick-off, identification of 3 Preliminary Area site alternatives, site tours, conduct project team meetings.</p> |
| <p>2 Public Meeting #1</p> | <p>Stakeholder Workshop, vet service assumptions, evaluation criteria, technical considerations, consider additional station areas.</p> |
| <p>3 Stakeholder Meetings</p> | <p>Develop quick concepts, provide economic and environmental overviews.</p> |
| <p>4 Public Meeting #2</p> | <p>Conduct site test-fitting, evaluate site pros and cons, identify 5 Potential Station Areas, conduct station area evaluation, identify project values.</p> |
| <p>5 Stakeholder Meetings</p> | <p>Prioritize Station Areas, advance concept alternatives, develop station design criteria.</p> |
| <p>6 Public Meeting #3</p> | <p>Present detailed concepts, refine to two Preferred Areas, conduct final evaluation, share report.</p> |

The following sections provide an overview of the initial engagement and evaluation processes and highlight key elements of the identified station areas.

2.1.1 Engagement

Public Involvement Process and Participation

The initial public involvement process for the Pueblo Station Area Plan provided several opportunities for the community and stakeholders to learn about the project and offer feedback. Outreach included three public meetings, three public surveys, and several meetings with core stakeholders. The plan's stakeholder summary reports outreach to 300 community members and 300 completed surveys.

The process provided the planning team with the opportunity to broaden the range of potential sites from three to five and then narrow these to a proposed, initial preferred site. The process of broadening the number of sites and then refining many sites to one proposed preferred site involved comprehensively evaluating community preferences, stakeholder support, and technical feasibility.

Core Stakeholders

A project team comprised of Pueblo County staff was used to guide project decision making and the planning process. Core stakeholders included representatives from Amtrak Southwest Chief Service Provider, Front Range Passenger Rail (FRPR) Service Provider, Burlington Northern Santa Fe (BNSF) Freight Rail & Owner, and Union Pacific Railroad (UPRR) Freight Rail & Owner.

This planning study began in January 2020 and, due to unforeseen impacts of the COVID 19 global health pandemic that began in February 2020 and endured for many months, changes to community and stakeholder engagement activities had to occur. To adhere to public health precautions, all engagement activities occurred online rather than in-person, including all public meetings and stakeholder work sessions.

Engagement Findings

According to engagement results reported in the plan, most participants supported the **Union Depot Station Area** for the Amtrak Southwest Chief and Front Range Passenger Rail Station. Stakeholder summaries report this location is **“most favorable, more flexible, and able to overcome all planning-level technical challenges.”**



Public Meeting: January 2020

2.1.2 Station Area Evaluation and Station Area Screening

Evaluation Process

The station area evaluation process (Pueblo Station Area Plan, 4.0 Station Area Evaluation) conducted as part of the Pueblo Station Area Plan was highly integrated with public engagement. Core rail stakeholders and public input was used to:

- Establish and prioritize evaluation criteria
- Review initial station areas
- Identify additional station areas
- Review potential station area concepts and layouts

The evaluation process included:



Preliminary Station Area Sites

Three preliminary station area sites were identified based on community, railroad, station area, and economic/environmental considerations:

- The Union Avenue District Area (Union Depot Station Area)
- The Midtown Area
- The C Street Area

These three sites were presented for public feedback in January 2020. Public input expressed preference for the Union Avenue District Area (Union Depot Station Area) and the C/D Street Area. The Midtown Area site was dismissed due to a required rail crossing. Following review of stakeholder input, the following additional station areas were identified:

- Runyon Creek Station Area
- Grove Neighborhood Station Area
- North Riverwalk Station Area

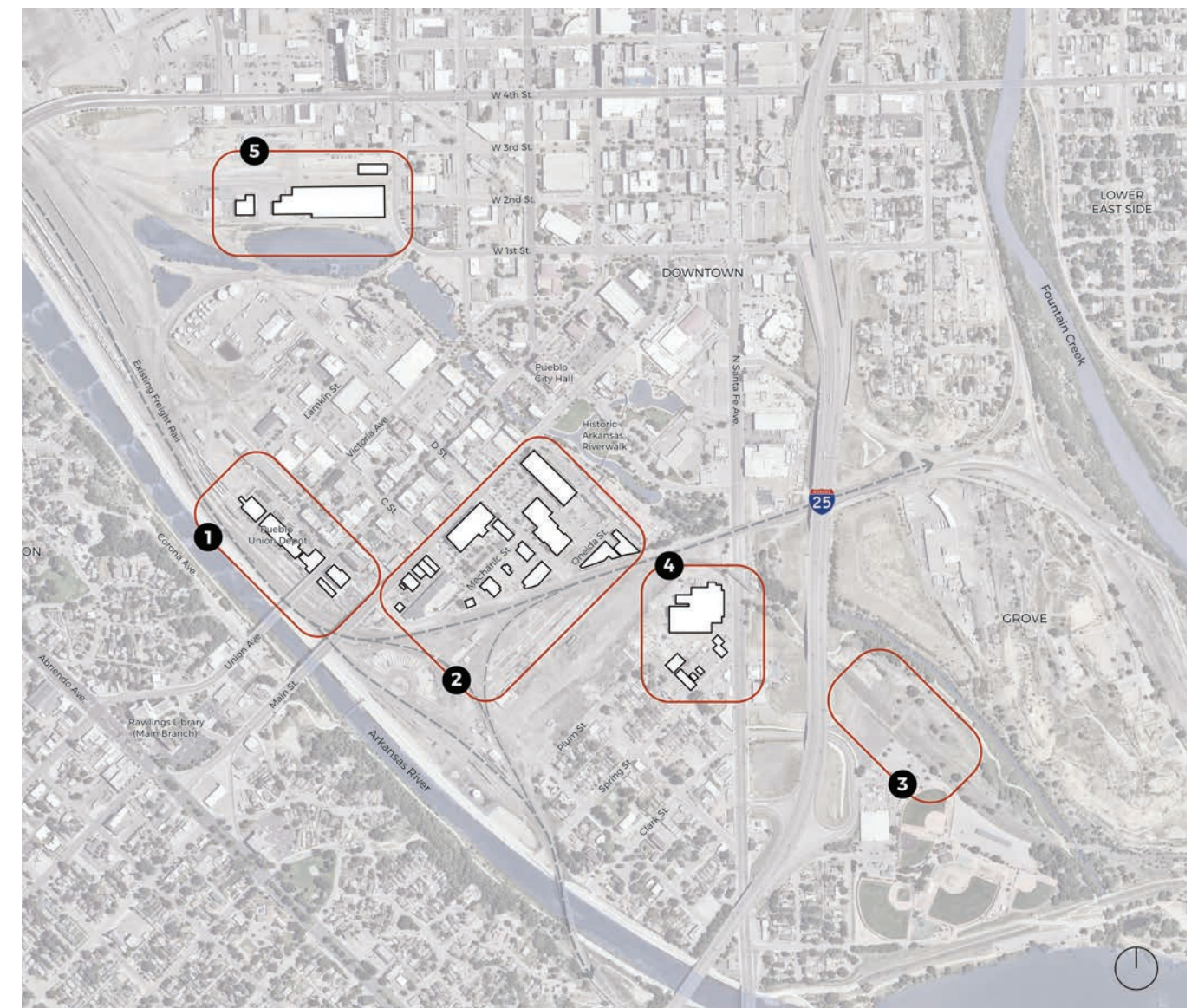
The evaluation of these areas formed five potential station areas that were carried forward for further analysis.

Station Area Concepts

The five potential station areas included the:

- 1 Union Avenue District Station Area (Union Depot Station Area)
- 2 Civic Center Station Area (formerly C Street Area and C/D Street Area)
- 3 Recreation Complex Station Area (formerly Runyon Creek Station Area)
- 4 Grove Neighborhood Station Area
- 5 North Riverwalk Station Area

Preliminary concepts were developed for each station area based on land availability and an optimal layout of rail infrastructure according to design criteria. The concepts were guided by urban design practices, community context, and existing land use.








Preliminary Station Area Sites

Station Area Concepts Evaluation

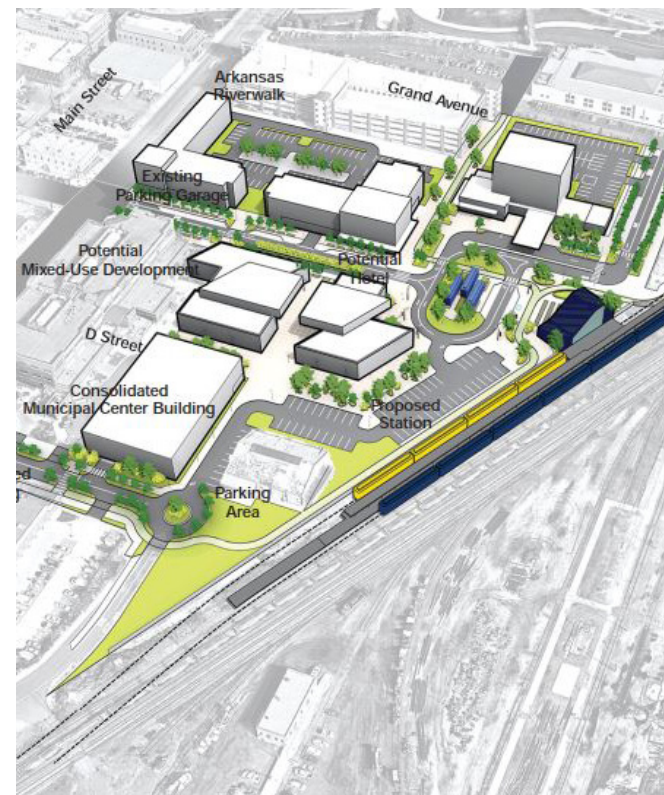
The five potential station areas were then evaluated based on 25 evaluation criteria organized in four categories: community criteria, railroad criteria, station area criteria, and economic and environmental criteria (Pueblo Station Area Plan, 4.2 Evaluation Criteria). Station area connectivity, rail layout and operations, and challenges/fatal flaws were key considerations.

The results of the screening evaluation led to the elimination of three proposed station areas from further consideration due to fatal flaws and their inability to address critical service considerations:

| | | | |
|------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------------------------------------------------|----------------------------------|
|  | North Riverwalk Station Area |  | Union Depot Station Area |
|  | Grove Neighborhood Station Area |  | Civic Center Station Area |
|  | Recreation Complex Station Area | | |



Union Depot Station Area



Civic Center Station Area

The Union Depot Station Area and Civic Center Station Area were recommended for further analysis due to:

- Substantially more public, community, and core rail stakeholder support than other station areas
- Ability to overcome the majority of technical considerations
- Significant feasibility advantages for Amtrak service implementation
- Ability to not preclude Front Range Passenger Rail travel shed and service options
- No fatal flaws associated with service options under consideration

Preferred Station Area Concepts Evaluation

Following the initial station area concepts screening, design guides and conceptual plans were developed for the two advanced station areas (Union Depot Station Area and Civic Center Station Area) to address potential station siting, supportive land uses, public spaces, circulation, connectivity, and rail infrastructure.

The Union Depot Station Area and the Civic Center Station Area were then evaluated based on the following criteria:

- Proposed station improvements and public spaces
- Proposed land uses and development potential
- Proposed access, parking, and multimodal connectivity
- Proposed rail infrastructure
- Economic considerations
- Environmental factors

Initial Screening: Single Station Evaluation

Following detailed analysis during the Station Area Concepts Evaluation, the Union Depot Station Area was initially screened as the single station area location. The Civic Center Station Area was recommended to be retained if issues arose during development of the Union Depot Station Area alternative.

The Union Depot Station Area was approved as preferred station area by the BOCC in late 2020 and subsequently included in the Pueblo Moves the Region: 2045 Long Range Transportation Plan Update.



View of the Union Depot

2.2 Conceptual Station Design and Engineering

The next phase of the Pueblo Station Area Plan included the initiation of design and engineering for the build out of the Pueblo passenger rail station located in the Union Avenue Historic District adjacent to the Historic Pueblo Union Depot.

Rail and Platform Layout

To support design development, land use and geotechnical surveys were conducted first. Based on these surveys, the track design, station platform design, parking lot design and public spaces around the station was advanced through engineering analysis and development.

For the purpose of design development and coordination with later phases of the station area project, a conceptual site plan was developed prior to the preliminary engineering plan sets. The design team developed conceptual plan alternatives to address different site opportunities within the project limits for review by core stakeholders.

Once a preferred alternative was identified, conceptual engineering drawing sets of the rail and platform design was produced. These engineering sets are critical for future efforts in applying for grant funding and promoting the next phases of the project.

Anticipated Agreements Due Diligence

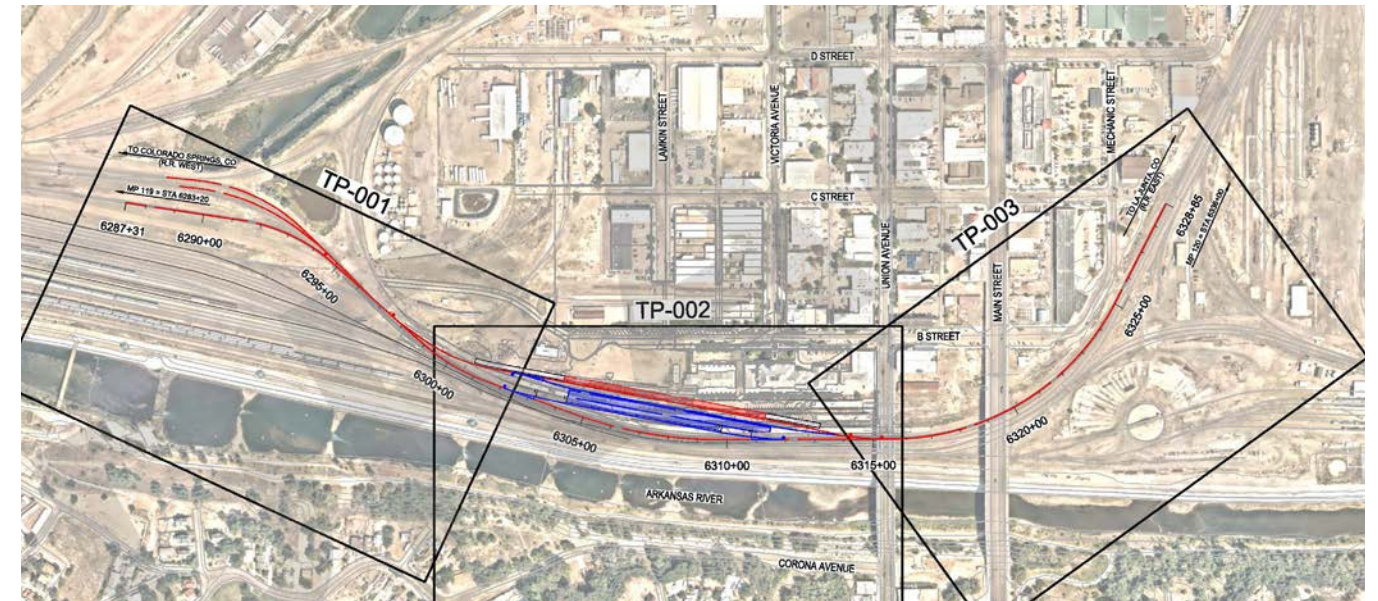
Railroad projects such as the Amtrak/Front Range Passenger Rail Station Project, which involves multiple actions among multiple parties, are typically advanced through an agreement framework. The set of agreements memorialize the terms, conditions, and binding responsibilities each party will have to construct the station and its supporting facilities as well as to the day-to-day operations of the station and the trains serving it.

To support Pueblo County in the advancement of the project towards implementation, anticipated agreements due diligence needed for the Project, both for the initial Branch Service and to accommodate a potential scenario of full-service levels including a Front Range Passenger Rail (FRPR) service, was conducted.

Conceptual Station Design

In addition to rail and platform design and engineering, the team analyzed anticipated building programming to develop guidance on necessary station spaces, functions, adjacencies, and square footage to support future station operations.

Conceptual design for the station area included the new station building, a structured parking garage, external public spaces, and connections to the platforms. Preliminary design for the station was designed around the completed proposed rail and platform layout and the programming and character validation.



Preliminary Rail and Platform Layout

Engagement

To support consensus building on key operational issues, thus allowing the design of the station to progress, a steering committee comprised of Pueblo County staff was formed and outreach to core stakeholders was conducted. Regular briefings and project updates were provided to the Steering Committee and the BOCC. Meetings with additional core stakeholders included:

- City of Pueblo (Mayor's Office and staff from various departments)
- Pueblo City Council
- Pueblo Area Council of Governments (PACOG)
- Front Range Passenger Rail (FRPR)
- BNSF Railway
- Amtrak
- Union Pacific Railroad (UPRR)
- Property owner(s) of the affected facilities

Additional meetings were also held with Colorado Department of Transportation (CDOT) to ensure coordination of the station plans and the CRISI grant efforts to advance the FRPR program towards implementation.

Alternative Design Concepts

In the summer of 2023, an additional alternative was presented to the BOCC to evaluate the feasibility of reusing the existing Pueblo Union Depot as the location for the new rail station. The proposal was supported by members of the historic district including current business owners and developed by Tryba Architects.

After preliminary evaluation, the BOCC and Pueblo County requested that WSP and Tryba Architects work together to analyze and further develop this alternative.

3

CONTINUED ENGAGEMENT



3.1 Public Outreach

Public Open House - March 2024

On March 21st, 2024, Pueblo County - supported by the County's consultants, WSP and Tryba Architects - hosted a public open house to provide an overview of efforts to date for the Pueblo Station Area Plan and to gather community input on additional potential alternatives to be studied.

Attendees were asked several questions related to the opportunity to reinstate passenger rail access to Pueblo and if they would utilize it, as well as more specific feedback about the Historic Union Depot as a potential site for the station to be evaluated. More detailed questions explored how a station within the Union Depot Station Area would not only connect but also enhance Downtown Pueblo and what specific elements and uses the community would like to see included in the station. The initial five station alternatives were provided for consideration anew and attendees had an opportunity to suggest new alternatives.

Overall, the attendees expressed strong interest in incorporating a train station use within the Union Depot to honor Pueblo's rail history and architectural heritage, as the Union Depot is the historic passenger rail station. No additional alternatives were suggested for this study by the public in attendance.

Based on the feedback shared on the boards, as well as from direct conversation of Pueblo County staff and the consultant team with attendees, the key themes that emerged out of the meeting were:



Foster Economic Growth

FRPR has the potential to generate more economic opportunities by allowing people to live in downtown Pueblo and access jobs, amenities and destinations in other cities along the Front Range.



Historic Preservation

Downtown Pueblo's historic buildings and character are important. Land use, adaptive reuse and new development should be compatible, complimentary, and evocative of the historic heritage of Pueblo, while meeting current and future needs.



Enhance Connectivity

Regional connections should be complemented by enhanced multi-modal transportation options integrated locally with the station.



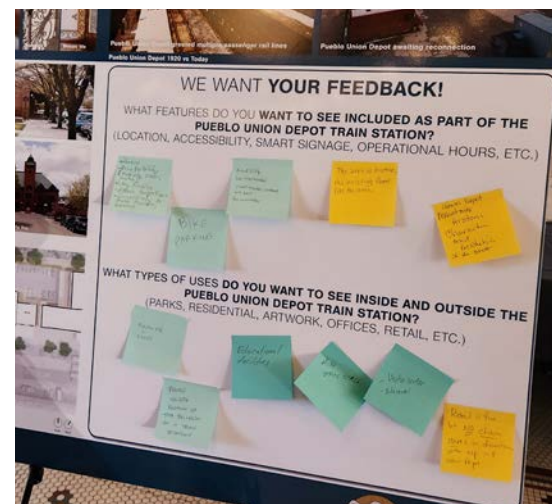
Public Open House: March 2024

“ The Union Depot is the crown jewel of Pueblo - generational as well as where it sits in the economic heart of the city. There really is not a better site to honor the people and history.





Public Open House: March 2024



Based on the feedback received during the public open house, the Historic Union Depot and its adjacent structures were further evaluated as potential sites for a new passenger rail station.

The open house was hosted from 4:00 to 6:00 pm at the Pueblo Union Depot (132 W B St, Pueblo, CO) and publicized through the County's social media channels. Thirty (30) people were estimated in attendance.

Public Open House - September 2024

The second open house took place on September 18th, 2024, and was organized to gather feedback from the community on the proposed concept studies to adaptively reuse the Historic Union Depot and its neighboring structures as a new passenger rail station.

Drawing from previous studies by WSP and Tryba Architects, along with references to plans such as the 2002 City of Pueblo Comprehensive Plan, the 2014 Pueblo Regional Development Plan Addendum, the 2040 Long Range Transportation Plan, and the 2018 Arkansas River Levee Park Master Plan, a new contextually responsive proposal for the Historic Union Depot and Baggage Depot, crafted through targeted stakeholder outreach and technical analysis, was presented to the public at the open house. Visuals included findings from station program test fits and an evaluation matrix.

A comparison between station concepts developed during the 2020 Pueblo Station Area Plan and the additional design alternatives identified during the first open house were also presented for input.



Public Open House: September 2024



Existing Baggage Depot



LOCALLY
PREFERRED
ALTERNATIVE

The open house attendees overwhelmingly shared preference for the reuse of either of the historic structures and supported the identification of the **Baggage Depot as the Locally Preferred Alternative** for a potential passenger rail station in Pueblo.

Additional comments included ensuring that tenant relocation strategies would be further studied and coordinated with current Baggage Depot ownership to make space for the new passenger rail station, as well as further coordination with the Pueblo Railway Museum to identify operational impacts derived from the current preferred scheme and potential alternative strategies to support their relocation.

The open house was hosted from 4:00 to 6:00 pm at the Pueblo Union Depot (132 W B St, Pueblo, CO) and publicized through the County's social media channels. Fifty (50) people were estimated in attendance.



3.2 Stakeholder Engagement

Local Key Stakeholders

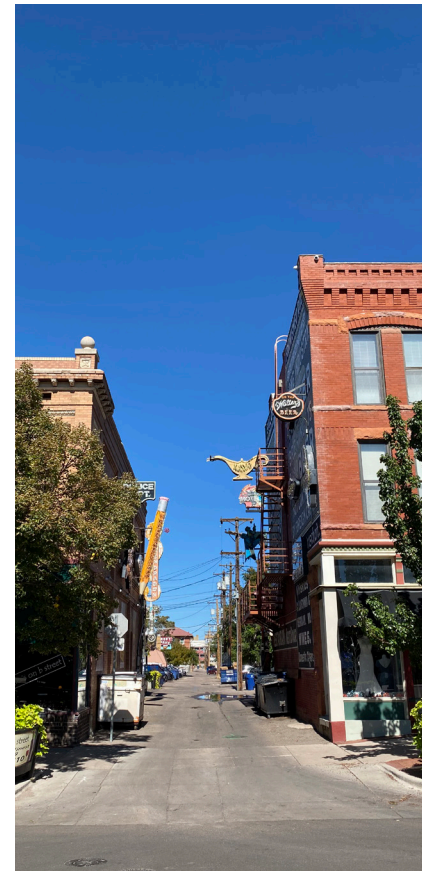
In the Summer of 2024, key stakeholders were engaged directly to gather feedback as the alternatives were developed and their feasibility analyzed. Key stakeholders included:

- Pueblo Union Depot Ownership
- Pueblo Heritage Museum
- Pueblo Economic Development Corporation (PEDCO)
- Pueblo Riverwalk and the Pueblo Downtown Association
- Pueblo Conservancy District

Feedback from local key stakeholders was generally supportive of the project and reinforced preference for the reuse of existing historic structures within the Union Depot Station Area to ultimately house the passenger rail station. Some stakeholders mentioned the need for Pueblo County to continue coordinating with the current owners as the project advances. Maintenance and operations of the pedestrian bridge connecting the passenger rail station to the station platforms and the Pueblo River Trail was also brought up considering the need to identify any additional funding opportunities to build and operate the station.

Additionally, stakeholders remarked the need to capitalize on the passenger rail station by also improving connections to local businesses, restaurants and hotels, as well as other key assets, like the Arkansas River Levee Trail and the Historic Arkansas Riverwalk, to help contribute to the economic development of Pueblo. Enhanced connectivity to other transit facilities and public parking structures within Downtown was also highlighted for consideration.

A progress update was provided to the Pueblo Board of County Commissioners (BOCC) in June 2024. Commissioners shared their support for the advancement of the project and the reuse of existing, historic structures to house the passenger rail station, particularly the Baggage Depot. The Commissioners also noted that any interventions around the Union Depot Station Area should also consider current efforts to improve the Union Avenue Bridge and explore how a new structure would impact current rail connectivity plans if advanced.



Business Stakeholders

Rail Stakeholders

Following the local stakeholder engagement and prior to the second open house, the team provided a direct update to the following rail stakeholders:

- Burlington Northern and Santa Fe (BNSF) Railway
- Front Range Passenger Rail (FRPR) District
- Colorado Department of Transportation – Division of Transit & Rail (CDOT – DTR)
- Amtrak

A briefing was offered to the Union Pacific Railroad (UPRR); however, no response to the invitation was received.

The update mainly focused on how the new proposed station alternatives being studied did not impact the track designs and considerations shared during the 2020 Pueblo Station Area Plan outreach efforts. It was communicated that due to adjacent infrastructure and a desire to limit impacts to existing host railroad operations, the site configurations for passenger rail operations would be limited and remain unchanged from previous reviews and discussions.

The feedback from the rail stakeholders indicated continued support for Pueblo County as future phases of this project are pursued. The rail stakeholders did not state a preference for station location. The general feedback was that station building decisions (new vs. existing) was a local decision to be made.

Aspects of the station site selection that were most critical for the rail stakeholders included design considerations for appropriate space within the building for ticketing, waiting, and other ancillary services. BNSF reiterated that any adjacent station elements needed to maintain minimum clearances to the host railroads so that current and future operations were not impacted. Additional review and input would be provided by the rail stakeholders once the preliminary engineering agreements were established.

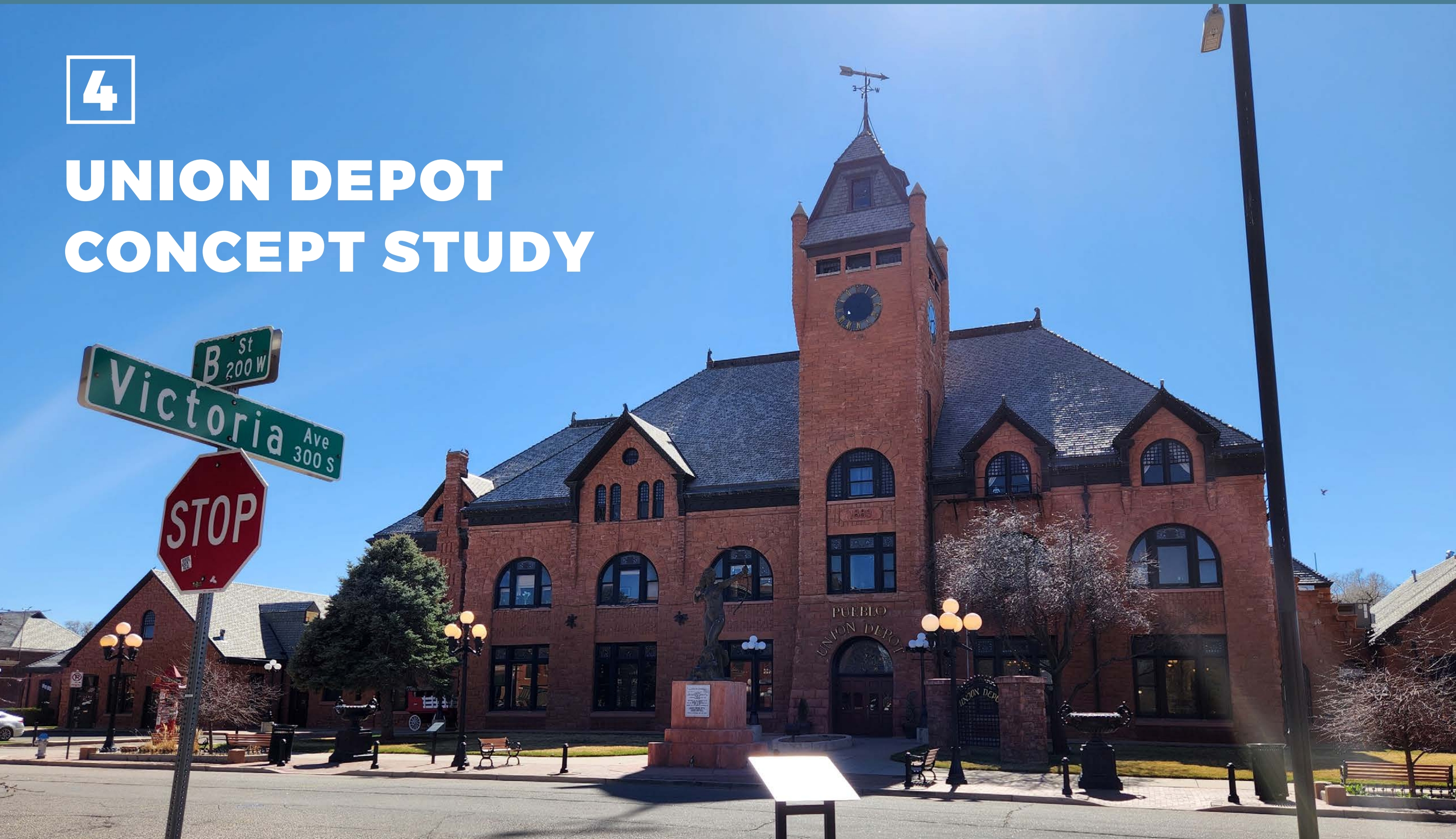
The previous plan provided phasing that addressed potential realignment of tracks and space for the Pueblo Railway Museum for displays and to continue providing holiday rides for the community. The museum currently partially operates on privately owned property unaffiliated with the museum; Additional coordination is advised to further understand how museum operations will be impacted by this plan.



BNSF train and the Union Avenue Bridge

4

UNION DEPOT CONCEPT STUDY





Rail as the Catalyst for Pueblo's Development - Images Courtesy of Pueblo Railway Foundation

4.1 Rail History in Pueblo

Pueblo's trajectory as one of the West's most important industrial centers arose from the city's strategic location along the Arkansas River at the intersection of mountains and plains.

Rail came to Pueblo in 1872, establishing the city as an economic and industrial hub facilitating the transport of coal and ore from the mines of Southern Colorado. Proximity to the railroad and the mines led to the establishment of Pueblo's steel industry—the backbone of the city's economy—which in turn was responsible for producing the miles of steel rails that connected the West.

Today, freight continues to be a significant factor in the region's economy, while new opportunities to reintroduce passenger rail can re-establish a vital travel network along the Front Range and beyond.



Pueblo Union Depot Arrival Along Victoria Street

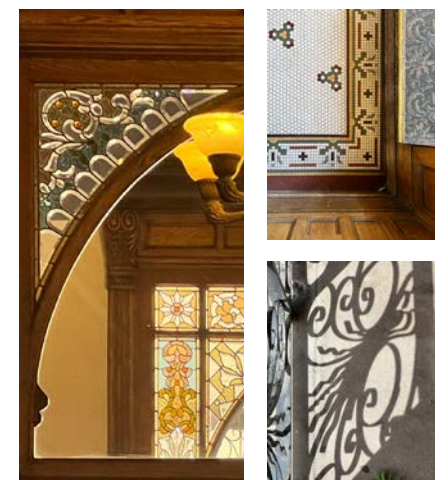
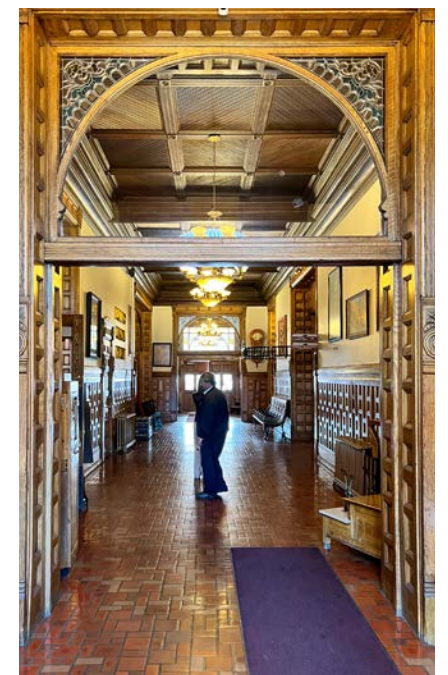
4.2 Pueblo Union Depot History

The Pueblo Union Depot, completed in 1890, is one of the grandest railroad stations of the West, built in the Richardsonian Romanesque style by architect Frank V. Newall. The red sandstone structure served five rail lines, handling 51 daily trains. By 1917, it had become a social hub, offering a restaurant for both travelers and residents. Over 100,000 ticketed passengers passed through the depot annually, with its 150-foot clock tower—visible from all parts of the city—becoming a recognizable landmark. The four-sided clock, each face spanning seven feet in diameter, further solidified the depot's iconic status in Pueblo.

In 1921, the Arkansas River Flood caused major damage to the depot, including the reduction of the clock tower's height and the removal of the west-facing clock face. The flood also led to the formation of the Pueblo Conservancy District and the construction of the Arkansas River levee to prevent future flooding. This new levee altered railroad operations, with the Denver-Rio Grande Railroad moving its yards north of the depot and Missouri-Pacific shifting its facilities to the newly created Rio Grande yards.

Although passenger rail service ended in 1971, the architectural integrity of the depot was preserved. In the 1990s, a group of Puebloans, led by Tim and Kati Miller, bought the depot from the Federal Deposit Insurance Corporation (FDIC) for \$250,000, spurring the revitalization of the Union Avenue District. Since 2001, Jim and Joe Koncilja - whose extended family spans generations in Pueblo - have owned the depot and continued to maintain its historical significance.

Today, Pueblo Union Depot operates as a vibrant event center with a banquet hall that hosts up to 500 guests and over 200 events annually. The third floor now contains luxury loft apartments, while surrounding buildings have been converted into retail and office spaces. Listed on the National Register of Historic Places in 1975, the Pueblo Union Depot remains a symbol of the city's architectural heritage and a reminder of its historic past.



Architectural Elements and Details

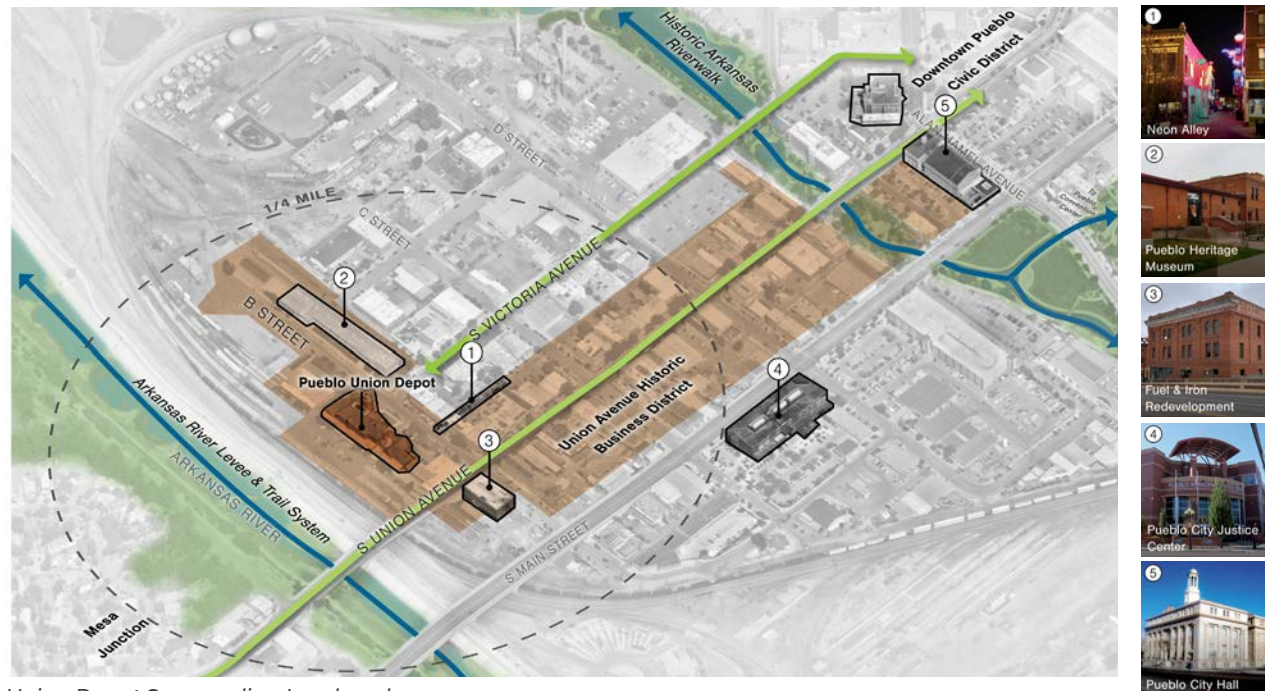
4.3 Site Context and Access

The Pueblo Union Depot stands as the focal point of the Union Avenue Historic District, which was added to the National Register of Historic Places in 1982. The district's 1890s-era red masonry buildings, once the core of Pueblo's original business hub, have been preserved to maintain its historic character. Today, the Union Avenue Historic Business District is a lively, walkable area featuring boutique retail shops, restaurants, and distinctive spaces like Neon Alley. The reuse and renovation of historic structures within downtown Pueblo has transformed older buildings into modern amenities, further revitalizing the district.

Notable landmarks such as Pueblo City Hall (1915), Pueblo City Justice Center (2010) and the recently renovated Pueblo Convention Center (2019), located about half a mile from the depot, anchor downtown Pueblo. Additionally, two nearby linear green spaces—the Historic Arkansas Riverwalk and the revitalized Arkansas River Levee and Trail System—offer opportunities to enhance green space and improve connectivity throughout the city, linking key destinations and fostering a more cohesive urban core.

Transportation is accessible, with four local bus stops within a mile of the Pueblo Union Depot, served by Bus Routes 2, 4, 11, and 12. Key pedestrian corridors include South Victoria Street, linking the depot along its central axis to the Historic Arkansas Riverwalk, and South Union Street, connecting Downtown Pueblo to the Mesa Junction neighborhood. East B Street, a walkable corridor fronting the depot, provides access to local businesses and cultural institutions like the Pueblo Heritage Museum and the Pueblo Historical Society.

The Arkansas River Levee Trail, running west of the depot for approximately 2.8 miles from Wildhorse Creek to near Runyon Lake, connects several neighborhoods and recreational spaces along the river. Establishing a connection from the Union Depot to the trail would enable multimodal users to access downtown Pueblo and transit options while encouraging greater connectivity across the broader city.



Union Depot Surrounding Landmarks

Station Programming

The Station Program was established and refined based on the 2020 Pueblo Station Area Plan Study - Table of Potential Building Programming (see below). Given that the Pueblo Union Depot site already includes community event spaces, commercial, residential, and office uses, the program was adjusted to complement these existing functions while allowing for future mixed-use development on the site. Future mixed-use development in coordination with the Pueblo Union Depot Ownership accompanying the Transit Hub could support shared structured parking, a multi-modal transit center, along with additional commercial and residential uses.

The station program includes comprehensive provisions for passenger services, such as ticketing, seated and standing waiting areas, and support amenities such as offices, washrooms, and storage facilities. To complement the existing site use, a commercial and retail component has been integrated into the station design, adding to the on-site businesses and offering a broader range of services within the station. The commercial and retail component not only serves passengers but also enriches the overall experience for visitors, creating a dynamic transit hub.

A key feature of the station's design is the proposed open space, which includes a park and promenade celebrating The Pueblo Union Depot's historic role in passenger rail. This open space serves as both a tribute to the city's rich rail heritage and as a welcoming green landscape for passengers and visitors. The park will be landscaped with resilient vegetation, walkable pathways, and seating areas, providing a natural environment that complements the transit hub. This space is designed to encourage walking and biking, acting as a connector with installations that highlight Pueblo's rail history and culture.

With the proposed plan accommodating both bus and train services, the station is designed to support a wide range of transit options. Integrated waiting areas and combined ticketing services will ensure seamless transitions between different modes of transportation, while the station's open space will foster a sense of arrival and connectivity through the Pueblo Union Depot site. Together, these elements will make the station both a functional transit hub and a central, vibrant space for Pueblo's residents and visitors.

| | Quantity | Capacity | Unit Size | Total Area |
|----------------------------|----------|---------------|--------------------------------------------|-------------------|
| Reception / Information | 1 Space | - | 75 SF | 75 SF |
| Amtrak Waiting Area | 1 Space | 25 People | - | 500 SF |
| Seated | - | - | 390 SF | ~400 SF |
| Standing | - | - | 65 SF | ~100 SF |
| FRPR Waiting Area | 1 Space | 50-100 People | 750-1,500 SF | 1,500 SF |
| Information Monitors | 2 Unit | - | 24-36 SF | 40 SF |
| Restrooms | 3 Spaces | - | - | 825 SF |
| Mens or Unisex | 1 Space | 3-5 People | 250-325 SF | ~350 SF |
| Womens or Unisex | 1 Space | 3-5 People | 250-325 SF | ~350 SF |
| Family | 1 Space | 2-3 People | 75-125 SF | ~125 SF |
| IT Room (for PIDS) | 1 Space | - | 75 SF | 75 SF |
| Vending Area | 3 Units | - | 12.5 SF | 50 SF |
| Community Multi-Purpose | 1 | Varies | 750 SF | 750 SF |
| Long-Term Waiting / Lounge | 1 Space | TBD | 750-1,000 SF | 1,000 SF |
| Subtotal (+25%Contingency) | - | - | - | ~6,000 SF |
| Circulation and Storage | - | - | 30% Subtotal | ~1,450 SF |
| TOTAL | | | <i>Actual space programming needs TBD.</i> | ~7,500+ SF |

Potential Building Programming (2020 Station Area Plan)

'Transit Hub'

A location where passengers can transfer between different modes of transportation, including passenger rail and other public transportation.

'Mixed-Use Development'

A development that provides more than one use or purpose within a shared building or development area.

'Multi-Modal Transit Center'

A facility that combines multiple modes of transportation, such as buses, trains, bicycles, and walking, into a single transit hub.

4.4 Rail & Platform Preliminary Design

The rail and platform design were developed through multiple rounds of rail stakeholder engagement during the 2020 Pueblo Station Area Plan. The evolution of the design sought to address both the rail operational needs and requirements, as well as the feasibility of the track layout based on adjacent infrastructure constraints.

The rail operational requirements included considerations for train routes arriving and departing the station. Early in the rail stakeholder engagement, it was clear that a through station, one designed to be accessed by trains from both sides, was the most desirable option, as a through station would also allow for more efficient operations and remove reverse movements required for some passenger service providers. This request came from both the passenger service providers and the host railroads due to the added utilization of the host railroad mainline tracks for stub end station operations.



Feasibility of the rail and platform design layout was dependent on both proposing a layout that wouldn't impact the existing Union Avenue Bridge west of the Union Depot, as well as the series of *turnouts* to the BNSF yard east of the Union Depot. These elements provided the infrastructure constraints for *tie-in* locations of the station *siding track*.

The existing Union Avenue bridge provides the federally required vertical clearance above the railroad tracks in the location of the existing tracks and to the south. Due to the intersection of B Street with Union Avenue, the vertical clearance under the bridge limits moving north from the existing tracks. The northern bays of the bridges, in between the piers, do not provide the needed vertical clearance for new tracks to be located along the historic track alignment. While lowering the tracks was investigated to accommodate the historic track alignment, the station *siding track* would not have had enough space to the west of the station to raise back up to tie into the mainline tracks prior to the BNSF turnouts. These BNSF turnouts initiate the series of switches and movements into the existing BNSF yard and are a critical component in BNSF operations. Current location of turnouts was considered unchangeable due to other yard connections placed directly to the west, limiting flexibility with adjustments. Consideration of moving these elements would also need to include reconfiguration and reconstruction of a large portion of the existing BNSF yard and could have significant impacts to existing BNSF operations, which is undesirable. Removing or reconstructing the Union Avenue bridge was not evaluated and is beyond the scope of this study. The much newer Main Street bridge is just beyond the Union Avenue bridge.

Length of the *trainsets* serving the station represented another critical constraint to the rail and platform configurations. The length of the train is critical as it controls the length of the platform as these elements ideally should be on *tangent track* and would need to be clear of the host railroad mainline track. A longer tangent would limit flexibility of tracks configuration in addition to the infrastructure constraints. The controlling train length considered for this study is 1200 feet, as provided by Amtrak in early 2020, as the length required to accommodate long distance train service in the event of a potential rerouting of the Southwest Chief through Pueblo.

Rail and platform conceptual design was completed based on the best available information at the time of submittal. Adjustments to requirements by both passenger service providers and host railroads may occur during design development and would need to be addressed in future phases.

'Turnouts'

A piece of equipment found at all connection points that allows one track to be split into two distinct paths.

'Tie-in'

A connection between tracks.

'Siding Track'

A secondary track paralleling and connecting into the mainline track.

'Trainsets'

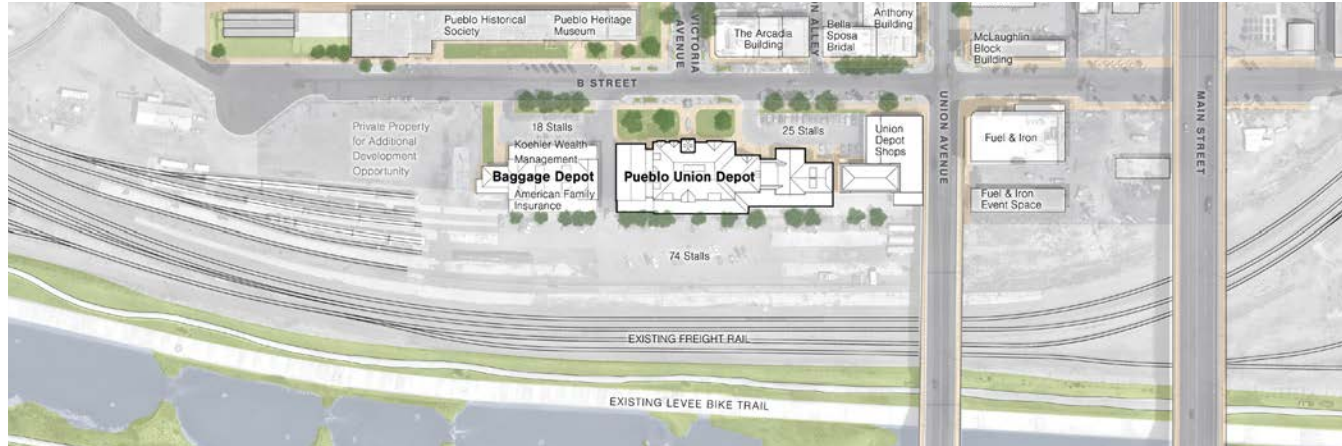
A type or group of train cars making the length of an entire train.

'Tangent Track'

A straight section of track without geometric elements such as spirals or curves, that could shift or tilt the train rail cars.

4.5 Station Locations Scenarios (Test Fits)

For the two locations assessed in the study, three separate program layouts were conducted for the Historic Union Depot and the Baggage Depot. The location and program studies were informed by stakeholder feedback to determine the optimal location for the station and the most effective programming layout for the space.



Existing Pueblo Union Depot Site Plan

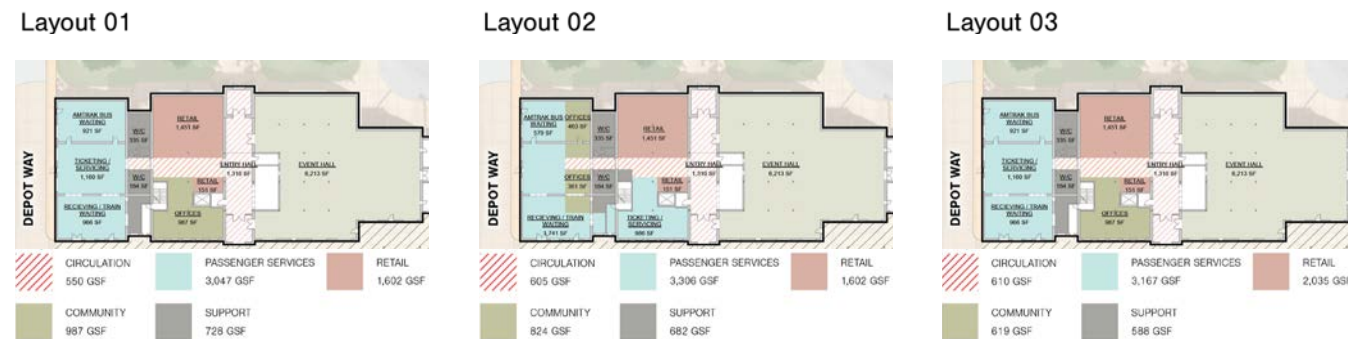


Existing Baggage Depot

Historic Union Depot Study

The Historic Union Depot was initially evaluated for hosting the rail station due to its historical significance in welcoming early 20th-century passengers and its prominent role in Pueblo and the Union Avenue Historic Business District. To maintain a majority of the existing program within the depot, the Union Depot was assessed to accommodate approximately 7,000 gross square feet of station services, blending passenger amenities with existing event spaces, offices, and residential uses. Three program layouts were developed, focusing on positioning passenger services near circulation routes and platform sightlines while ensuring a mix of commercial and retail uses.

Stakeholder feedback confirmed during a September 18, 2024, community open house indicated that the depot's distance from the proposed multi-modal bridge and platforms, along with its limited street frontage for adjacent bus parking, made it less suitable as the final station location.



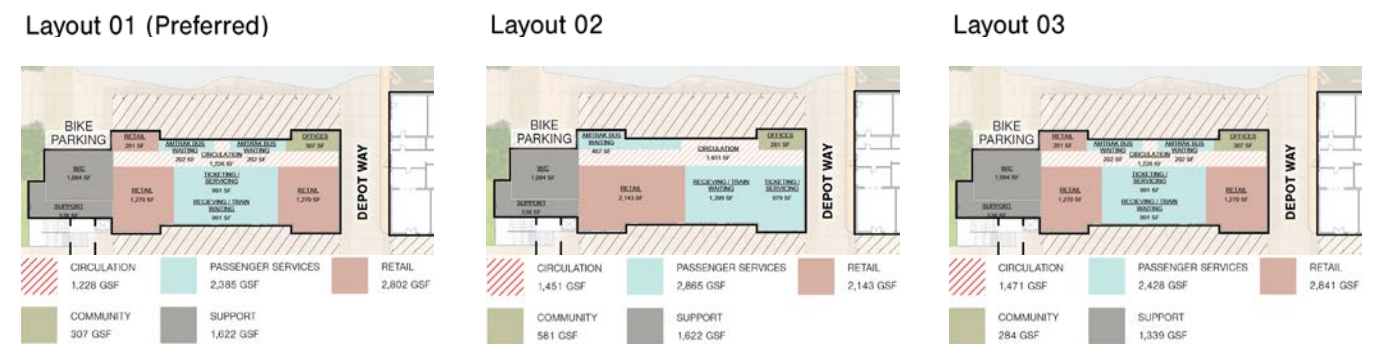
Historic Union Depot Program Layouts

Baggage Depot Study

The Baggage Depot, situated north of the Historic Union Depot, was identified as a site for the rail station due to its historic role in supporting passenger rail services and proximity to the proposed platforms. The location allows access via a multi-modal bridge to the island platforms, minimizing travel distances for passengers and simplifying wayfinding. The Baggage Depot is adjacent to the northern parking lot, proposed for conversion into a local and regional bus port that would provide a direct connection between train and bus transit, as well as a future multi-modal transit hub within the proposed mixed-use development.

The Baggage Depot has a footprint of approximately 8,345 gross square feet, capable of accommodating station services alongside commercial uses, while retaining the existing mechanical equipment within the building. Three program layouts were developed, positioning passenger services close to circulation routes and other transportation modes, while maintaining a mix of commercial and retail offerings.

Feedback received during a public open house on September 18, 2024, highlighted the Depot's close proximity to the multi-modal bridge and platforms, along with integrating other transit services. As a result, the Baggage Depot was selected as the preferred station location and Program Layout 01 was selected as the preferred layout option.

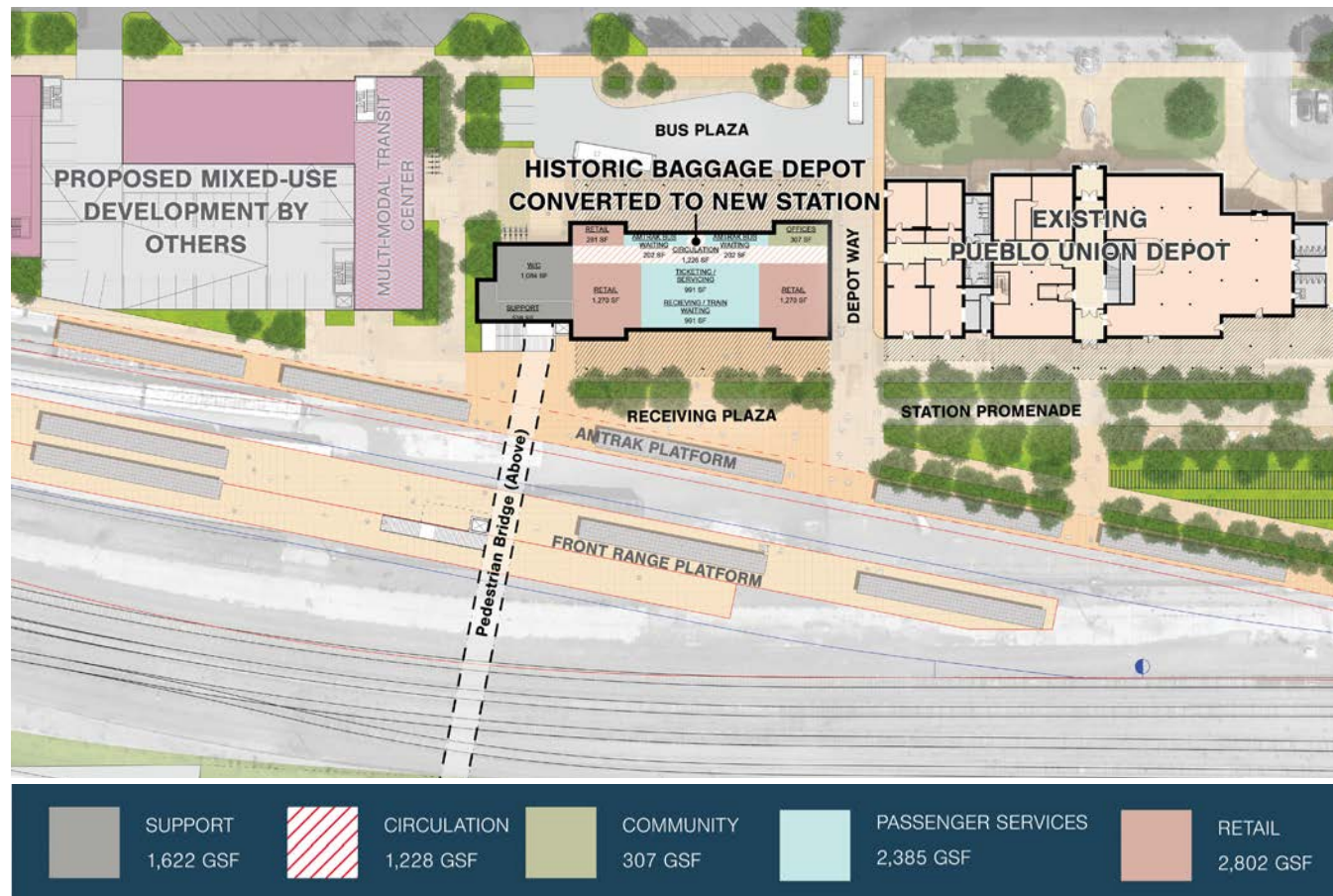


Baggage Depot Program Layouts

4.6 Station Locations Alternatives Evaluation

The 2023 proposal for a new train station and the 2024 evaluation of the adaptive reuse of the Baggage Depot both aim to establish an integrated transportation hub that reintroduces passenger rail service and connects to other transit options. While both proposals strive to honor Pueblo's rail history, they differ in their scale and integration with the site and surrounding context. The new station proposal envisions a modern, three-story, 56,384-square-foot mixed-use facility that includes retail, gallery spaces, and social areas for passengers. In contrast, the Baggage Depot emphasizes the repurposing of the existing 8,345-square-foot historical structure, providing a more compact and historically sensitive solution that incorporates retail and commercial spaces.

The Baggage Depot's central location near the proposed platforms and existing infrastructure, including an adjacent parking lot designated for bus services, enables efficient utilization of the Pueblo Union Depot site while creating opportunities for further development. Both designs include structured parking; however, the new station links structured parking directly to the transit facility, whereas the Baggage Depot integrates shared parking within a proposed mixed-use development that would introduce commercial, residential, and a multi-modal transit center. While the new station focuses on modern design, the Baggage Depot has a significantly lower cost for implementation while capitalizing on its historical significance and logistical advantages, offering easy access via a multi-modal bridge for passengers and visitors. Ultimately, the Baggage Depot proposal presents a compelling opportunity to enhance Pueblo's transportation network while preserving its rich heritage.



5

RECOMMENDATIONS



In October 2020, the Pueblo Station Area Plan identified the Union Depot Station Area as the preferred station area for a future passenger rail station. Following further analysis and stakeholder engagement, The Baggage Depot has been identified as the locally preferred site within the Union Depot Station Area for the future Pueblo Passenger Rail Station.

5.1 Locally Preferred Alternative

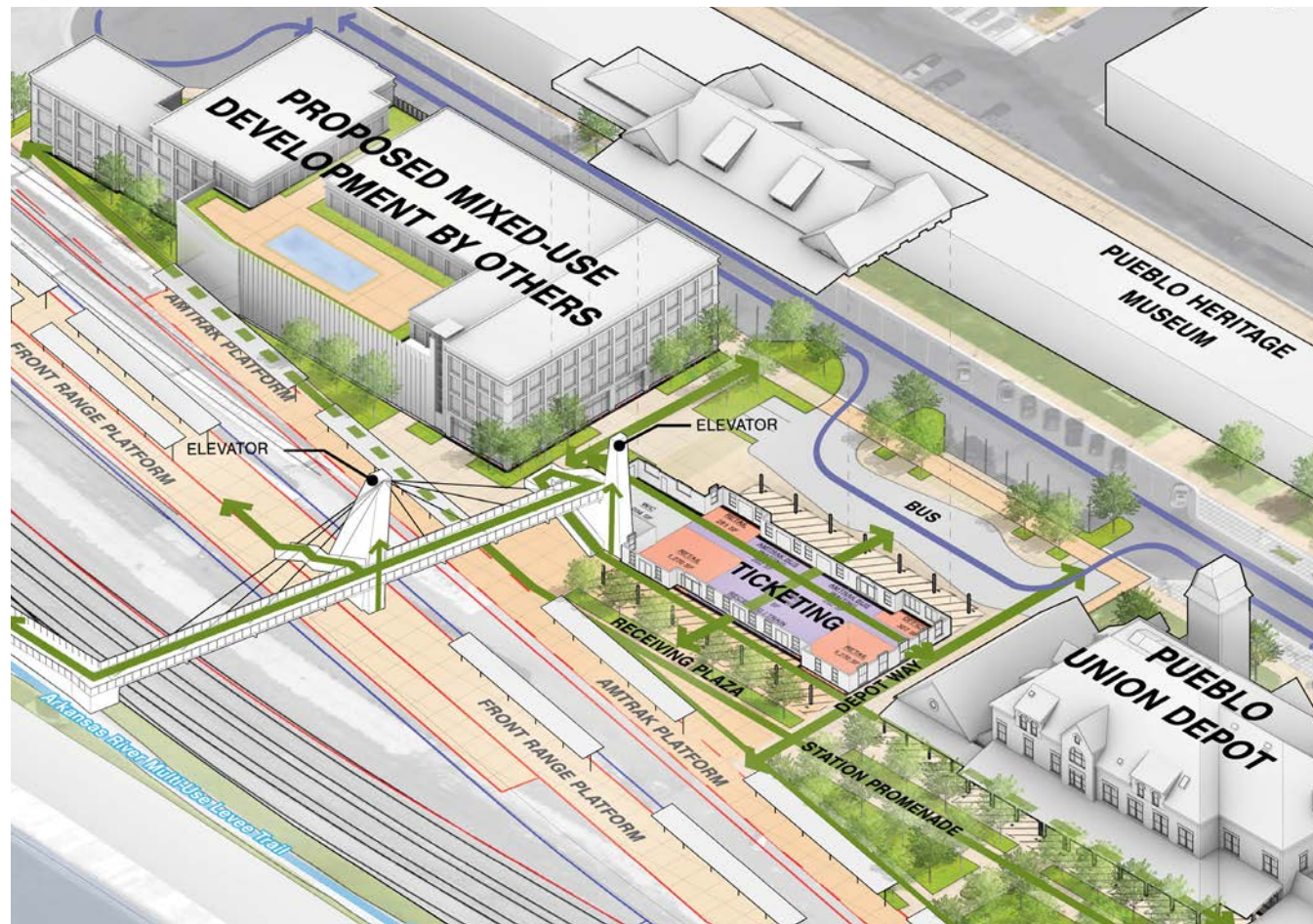
Through engagement with key stakeholders and the community, the Baggage Depot was selected as the preferred local alternative due to its proximity to the multi-modal bridge and platforms, as well as the opportunity for integrating bus and transit services. Its central location within the site allows for clear program separation between the Historic Union Depot's community functions and the passenger services at the Baggage Depot. Additionally, its adjacency to the proposed mixed-use building creates a hub for transit options, further enhancing its role within the transit-oriented development.

YIELD SUMMARY

| | |
|-----------------------------------|--------------------------------|
| Baggage Depot Rail Station | 8,345 GSF |
| Level 01 | 8,345 GSF |
| Mixed-Use Development | 52,855 GSF |
| Parking Structure | 134 Spaces / 52,600 GSF |
| Level 01 | 13,935 GSF / 30 Spaces |
| Level 02-03 | 38,665 GSF / 104 Spaces |
| Total GSF | 113,800 GSF |

PARKING SUMMARY

| | |
|-----------------------------------|-------------------|
| Parking Required | |
| Pueblo Union Depot | 100 Spaces |
| Passenger Services | 34 Spaces |
| Mixed Use Development | 60 Spaces |
| Total Spaces Required: | 194 Spaces |
| Parking Provided | |
| North Lot | 28 Spaces |
| Existing Street Parking | 14 Spaces |
| New Street Parking | 18 Spaces |
| Proposed Parking Structure | 134 Spaces |
| Level 01 | 30 Spaces |
| Level 02-03 | 104 Spaces |
| Total Spaces Provided: | 194 Spaces |



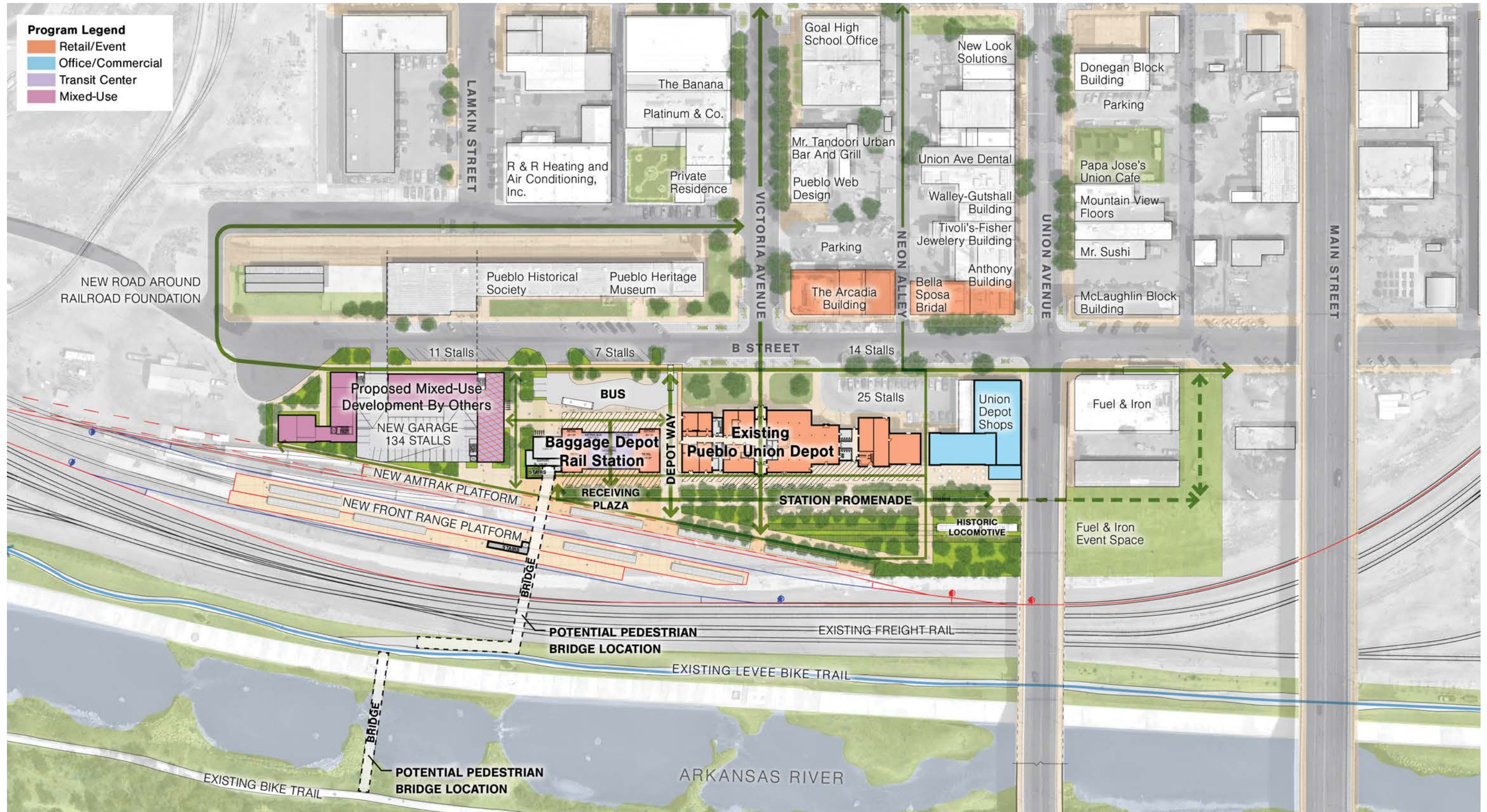
Ticketing Station and Site Connectivity Diagram

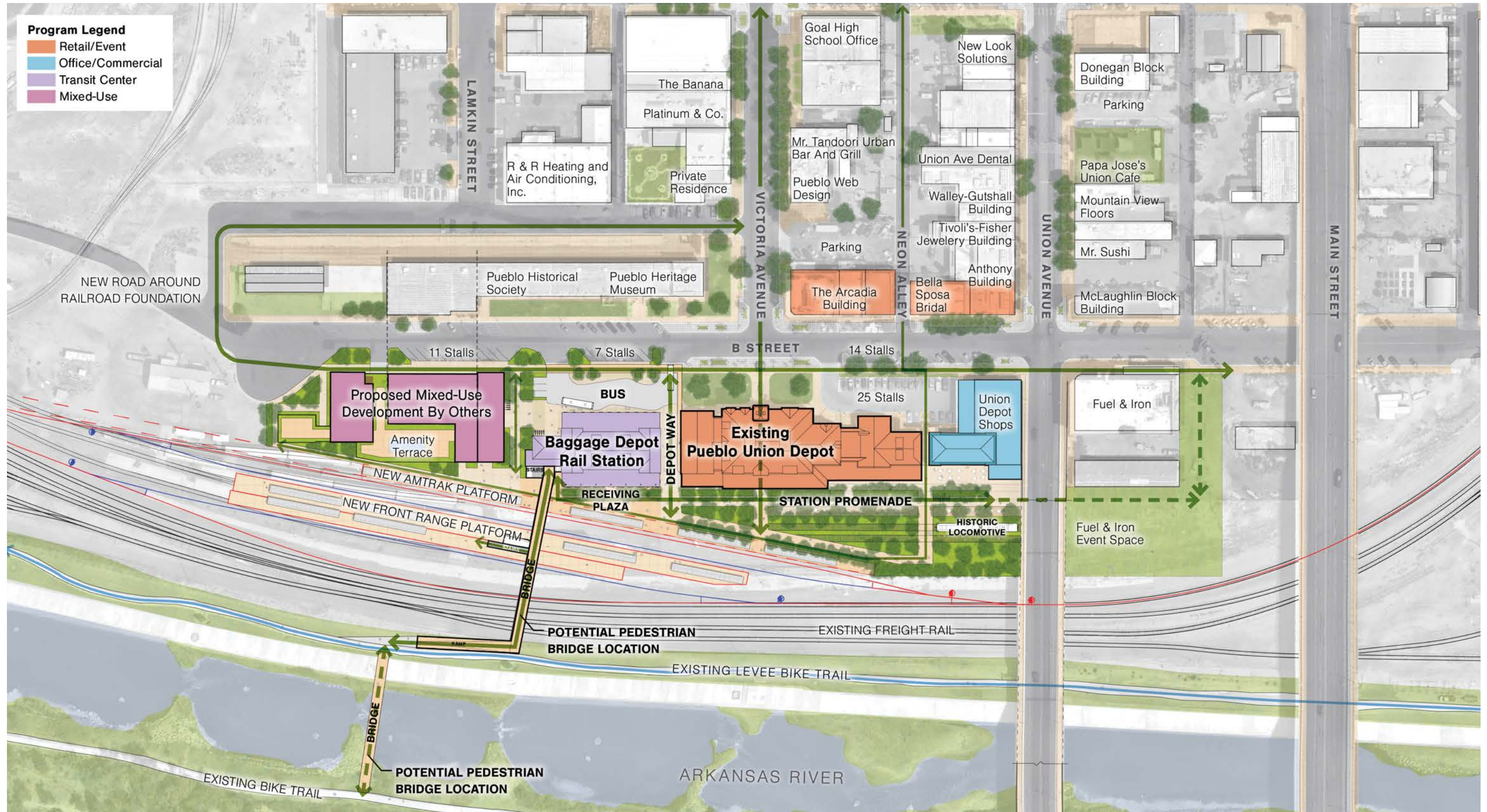


Existing Baggage Depot

Three program layouts were evaluated for the Baggage Depot, all focused on providing ease of movement and sightlines between transit options while creating access along key axes of the Historic Union Depot to foster connectivity between the depot and passenger rail functions. Layout 01 was chosen through stakeholder and community feedback, as it organizes passenger services at the center of the building with retail and commercial uses surrounding the central area. This design allows for direct passenger flow through the station's central axis to bus services and rail platforms, while positioning high-visibility retail and commercial spaces around the periphery for passengers waiting for transit or visiting the station.

The Baggage Depot, selected as the Locally Preferred Alternative, presents a unique opportunity for adaptive reuse by preserving the depot's historic character while shaping the future of transit. Its connection to the proposed multi-modal bridge facilitates pedestrian movement from the Arkansas River Levee Trail and island platforms, seamlessly linking existing public assets with the Union Depot site and Downtown Pueblo. This connection promotes both rail and bus services, positioning the depot as a key transit hub for the area. The proposed mixed-use development adjacent to the Baggage Depot will also incorporate a multi-modal transit center and shared structured parking, further reinforcing the station's role as a gateway to Pueblo and central point for transportation within the region.







5.2 Implementation Considerations

Front Range Passenger Rail (FRPR) is a planned intercity passenger rail service extending from Fort Collins through Denver and south to Pueblo, with potential extensions into Wyoming and New Mexico.

The Colorado Freight and Passenger Rail Plan (CDOT, February 2024) prioritizes the advancement of the FRPR. Per CDOT's plan, "the Front Range Passenger Rail District will plan, design, and operate a new passenger rail system, working independently, but in close coordination with CDOT and local partners."

The FRPR project is currently in the planning stages. In 2020, an alternatives analysis was completed for the FRPR. In 2023, the Front Range Passenger Rail was accepted into the Federal Railroad Administration Corridor Identification and Development Program (CIDP), giving the program strong support for future federal funding. The FRPR District is currently developing a Service Development Plan (SDP) for the Federal Railroad Administration. This plan will identify the station locations that will be served by passenger rail service. Presently, Southern Colorado is not being considered for the initial operating service.

An additional study is underway to extend Amtrak's Southwest Chief service to Colorado Springs and Pueblo from La Junta. The existing Southwest Chief service currently operates between Chicago and Los Angeles.

Pueblo County has completed this study to identify a preferred site for a proposed passenger rail station in Pueblo. The following outlines potential next steps for Pueblo County following this study.

Adoption of a Locally Preferred Alternative (LPA) in Local and Regional Plans and Policies

Pueblo County staff is recommending the Baggage Depot adaptive reuse option as the Locally Preferred Alternative (LPA) to be adopted through action by the Pueblo Board of County Commissioners.

Coordination between all partners will be critical to the advancement of this plan. Once the LPA has been adopted, the proposed Pueblo Passenger Rail Station location should be added or amended in local plans, capital programs and operating budgets during future updates.

A funding and financing plan should be prepared to identify potential funding sources to fund project development. This feasibility study, its support through robust public engagement and local adoption of a preferred alternative will support Pueblo in pursuing private, local, state and federal funds to continue advancing the project.

Additionally, coordination with the Pueblo Area Council of Governments (PACOG) as the designated Metropolitan Planning Organization (MPO) for the Pueblo area should be considered to support integration of the proposed future Pueblo Passenger Rail Station site within local and regional transportation planning processes and enable the station to be eligible to receive funding via the MPO's Transportation Improvement Program (TIP).

Coordination with Front Range Passenger Rail

The Pueblo Area Council of Governments (PACOG) is a member of the Front Range Passenger Rail Board of Directors. Following adoption of this study at the local level, Pueblo County will offer a briefing to the Front Range Passenger Rail Board of Directors on the results of this study and discuss next steps to further project development of the Pueblo Passenger Rail Station.

Environmental review in compliance with the National Environmental Policy Act (NEPA) is anticipated to begin following the approval of the Front Range Passenger Rail Service Development Plan. Existing conditions information and technical analyses conducted as part of this study may help inform the Front Range Passenger Rail's project development phase.

Pueblo County will continue to participate in the development of Front Range Passenger Rail as the project progresses.

Establishment of a Governance Framework

Advancing the LPA from vision and plan into project development, design, funding, delivery, activation and operations and maintenance involves partners with decision-making authority. These partners likely include:

- Pueblo County
- City of Pueblo, including Planning and Zoning Commission and Historic Preservation Commission
- Pueblo Urban Renewal Authority (PURA)
- Front Range Passenger Rail (FRPR)
- Colorado Department of Transportation (CDOT)
- Amtrak
- Property owner(s) of the affected facilities
- Pueblo Conservancy District

A governance framework to cement the participants to include in guiding the advancement of Pueblo Station to reality should be created. Governance should include both technical and policy components. The framework would set forth roles, responsibilities and expectations aligned to the goal of achieving this vision and plan for a renewed Pueblo Station.



Arkansas River and Levee Trail

Cost Estimates in 2024\$

The following breakdown details the estimated costs for the proposed Pueblo Union Depot Station Plan. This cost estimate serves as a build-to target based on conceptual plans and is subject to revision as design progresses into final documentation and construction.

Total Rough Order of Magnitude Cost Estimate: \$31,300,000 - \$37,800,000

Multi-Modal Bridge

Estimated Cost: \$9,800,000 - \$10,700,000

Baggage Depot Station Renovation

Size: 8,345 Square Feet (GSF)

Estimated Cost: \$3,000,000 | Cost per Square Foot: \$365

Site Landscape Improvements

Size: 113,350 Square Feet (GSF)

Estimated Cost: \$2,300,000 | Cost per Square Foot: \$20.00

Structured Parking

Size: 52,600 Square Feet (GSF)

Estimated Cost: \$6,200,000 - \$6,500,000 | Cost per Square Foot: \$120

Track Alignment and Platforms

Estimated Cost: \$10,000,000 - \$15,000,000

The build-to budget estimate presented here is based on conceptual plans, with caveats to consider as the project progresses. Estimates exclude costs associated with staging and construction of the planned mixed-use development building. Escalation costs due to existing site conditions during construction are not included. The Multi-Modal Bridge estimate covers only hard construction costs, excluding soft costs like engineering design and project management fees. Additionally, the budget for track alignment and platform development reflects preliminary assessments from the 2023 Station Area design by WSP, as the track and platform location remain unchanged between studies. These factors indicate that final project costs could differ as the project progresses into final design.



5.3 Downtown Pueblo Considerations

Pueblo Passenger Rail Train Station as catalyst for Downtown Pueblo Revitalization

Pueblo Union Depot and the Historic Business District offer unique opportunities for catalytic investment that can significantly boost Pueblo’s economic development. The introduction of a rail station within the Baggage Depot serves as a key catalyst for downtown revitalization, positioning the area as a central transportation hub that fosters both local and regional connectivity. A reactivated station will attract new businesses, visitors, and residents to the area, driving foot traffic and economic activity, while also providing a critical link between Pueblo’s transportation network and its historic core.

Incorporating a mix of uses—such as commercial spaces, residential units, and public amenities—will enhance the district’s vibrancy, creating a lively, walkable environment that maintains its historic charm. New public spaces and amenities will activate the district while providing a variety of experiences for residents and visitors, further supporting the district’s role as a cultural and economic center.



Downtown Pueblo Anchors and Assets

Additionally, opportunities to connect the district with Pueblo’s natural environment, particularly the public amenities created by the Historic Arkansas River project and the proposed Pueblo Union Depot rail station site, will increase the appeal and livability of downtown. These connections will integrate green spaces with the urban fabric, elevating the overall quality of life while reinforcing Pueblo’s identity as a unique, historic, and forward-thinking community.

Developing a Pueblo Passenger Rail Station - Station Area Plan (SAP) and/or updating the Central Pueblo Framework Plan (1994) would further the articulation of the community’s vision and goals for the future passenger rail station and downtown Pueblo.

By identifying future land use needs that complement and integrate with transit access, station area planning fosters multimodal connectivity and accessibility, supports economic development initiatives, builds transit ridership, identifies infrastructure needs, and enables mixed-use development near the proposed rail station site. The results of the station area planning effort could be integrated into local land use plans and zoning policies for the City of Pueblo in coordination with Pueblo County.

Station area planning and the Central Framework Plan update incorporating the proposed Pueblo Passenger Rail Station area would also improve the station’s competitiveness for future federal funding opportunities.



Downtown Shops & Businesses



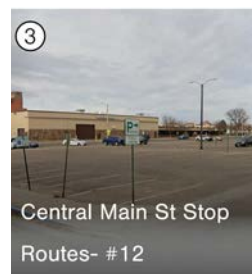
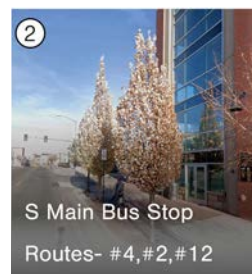
Downtown Connector

The introduction of a downtown-only bus route will connect key business areas, existing public parking structures, the Historic Union Depot, and the new passenger rail station, aiding in reducing the need for additional parking in the downtown core, while taking advantage of existing public parking investment. This dedicated circulator route will alleviate parking demand for new developments while enhancing mobility and accessibility throughout the city center.

By linking major destinations, the route encourages the use of public transit, promotes walkability, and supports downtown revitalization efforts. Additionally, the bus route will improve connectivity between commercial areas, cultural institutions, and transit hubs like the Baggage Depot, fostering a more integrated and efficient urban transportation network.



Downtown Pueblo Local and Regional Bus Connectivity



A

APPENDIX: PUBLIC ENGAGEMENT MATERIALS



You Are Invited!

PUBLIC OPEN HOUSE

PUEBLO PASSENGER RAIL STATION STUDY



Pueblo County is hosting this meeting to get input on reusing the Pueblo Union Depot for a future passenger rail station. At the open house, results from the feasibility study will be provided for your input.

WHY

Your input is needed to ensure there is a full consideration of options to locate and design a passenger rail station to serve Pueblo County.

WHEN

July 18th, 2024 - 4pm to 6pm

WHERE

Pueblo Union Depot, 132 W B St, Pueblo, CO 81003



Reestablishing Passenger Rail Connections

FRONT RANGE PASSENGER RAIL
The Front Range Passenger Rail (FRPR) Commission was established in 2017 to develop passenger rail service that would connect communities along the entire Front Range, from Pueblo to Fort Collins.

AMTRAK
Amtrak's Southwest Chief rail line currently bypasses Pueblo with stops in Trinidad and La Junta. FRPR would add new rail connections from Pueblo to Amtrak, allowing passengers direct connection to Chicago or Los Angeles.



COMMUTER TRANSIT



INTERGENERATIONAL ACCESS



TOURISM

Station Benefits



WE WANT YOUR FEEDBACK!

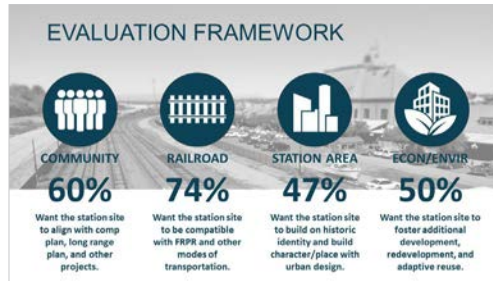
WHY IS AN FRPR/AMTRAK STATION IN PUEBLO IMPORTANT TO YOU?

WOULD YOU USE A NEW FRPR/AMTRAK STATION?

Pueblo Passenger Rail Station Study
Front Range Passenger Rail / AMTRAK Opportunities



Open House Board

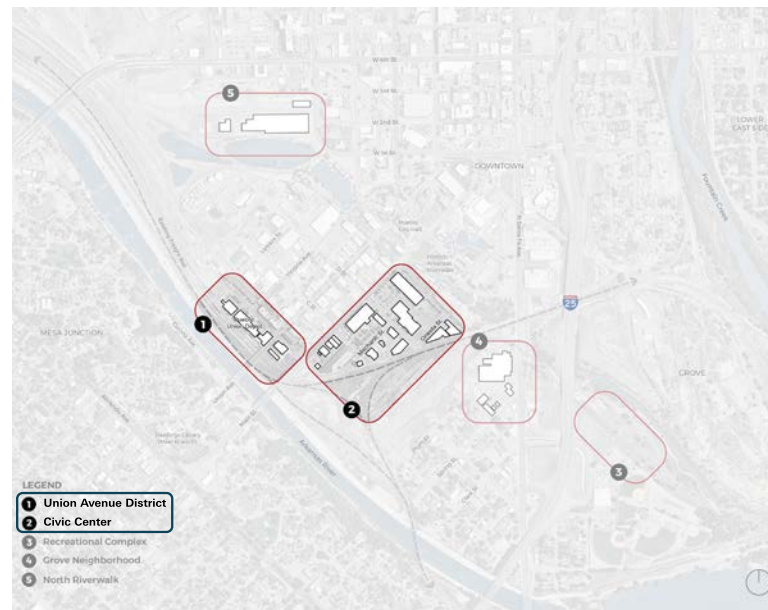


| AREA | COMMUNITY | RAILROAD | STATION AREA | ECON/ENVIR | RECOMMENDATION |
|---------------------------------|-------------|-------------|--------------|-------------|----------------|
| Union Avenue Station Area | VERY STRONG | VERY STRONG | STRONG | STRONG | Proceed |
| Civic Center Station Area | STRONG | STRONG | VERY STRONG | VERY STRONG | Proceed |
| Recreation Complex Station Area | AVERAGE | AVERAGE | VERY WEAK | WEAK | Do not proceed |
| Grove Neighborhood Station Area | VERY WEAK | WEAK | WEAK | VERY WEAK | Do not proceed |
| North Riverwalk Station Area | WEAK | VERY WEAK | AVERAGE | AVERAGE | Do not proceed |

Station Area Plan Framework Criteria Evaluation

| AREA | COMMUNITY | RAILROAD - FATAL FLAWS | RECOMMENDATION |
|---------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Union Avenue Station Area | VERY STRONG | NO FATAL FLAWS | Proceed |
| Civic Center Station Area | STRONG | NO FATAL FLAWS, MAY BE LIMITED ISSUES RELATED TO EASTERN APPROACH/AVENUE CROSSING BUS/BIKEWAY | Proceed |
| Recreation Complex Station Area | AVERAGE | FATAL FLAWS: CONFLICT WITH PLANNED HARB EXPANSION PROVISIONS TO WEST, INCLUDING PROPOSED ISSUES FOR SOUTHERN APPROACH; AND SOME OPERATIONAL ISSUES FOR FREIGHT | Do not proceed |
| Grove Neighborhood Station Area | VERY WEAK | NO FATAL FLAWS, MAY BE LIMITED ISSUES RELATED TO APPROACH/AVENUE CROSSING BUS/BIKEWAY, AND POTENTIAL DISTURBANCE COMMERCIAL AND ACCESS | Do not proceed |
| North Riverwalk Station Area | WEAK | FATAL FLAWS: CANNOT ACCOMMODATE THE AMTRAK ROUTE OPTION; SOME OPERATIONAL ISSUES FOR FREIGHT AND MAJOR ISSUES FOR SITE/STATION DEVELOPMENT | Do not proceed |

Station Area Plan Location Railroad Evaluation



- LEGEND
- 1 Union Avenue District
 - 2 Civic Center
 - 3 Recreation Complex
 - 4 Grove Neighborhood
 - 5 North Riverwalk



Pueblo Passenger Rail Station Study
Previous Station Area Location Alternatives



Open House Board

Pueblo Passenger Rail Station Study
New Station Rail Station Alternative

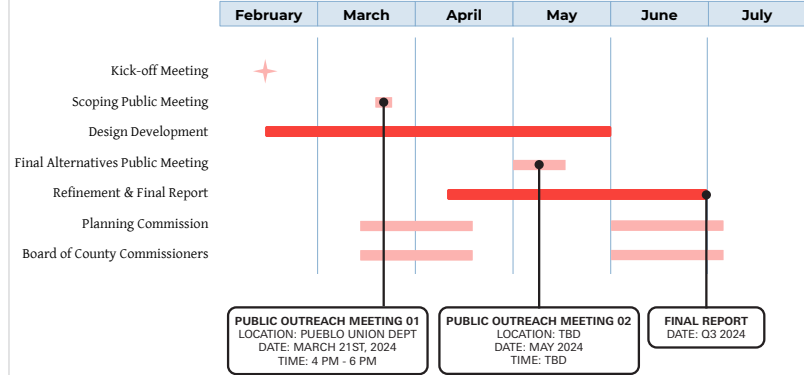


Open House Board



Existing Site Plan

Schedule Framework



WE WANT YOUR FEEDBACK!

WHAT ARE YOUR THOUGHTS ON INCORPORATING A TRAIN STATION INTO THE PUEBLO UNION DEPOT?



Pueblo Passenger Rail Station Study
Existing Context Connections

The Future of Historic Pueblo

Pueblo Union Depot and the Historic Business District present unique opportunities for catalytic investment that will further advance the economic development of Pueblo. Introducing a mix of uses and new public spaces and amenities will enhance the activation and vibrancy of the district while maintaining its distinctive historic character.

Opportunities to connect with Pueblo's natural environment, particularly the public amenities created by the Historic Arkansas River project, will further elevate the value and livability of Pueblo's downtown core.

WE WANT YOUR FEEDBACK!

WHAT PLACES DO YOU MOST VALUE IN PUEBLO?
(DOWNTOWN PUEBLO, ARKANSAS RIVER, ETC.)

WHAT DO YOU THINK OF DOWNTOWN PUEBLO AND THE UNION DEPOT AS IT EXISTS TODAY?
(HISTORIC, OPTIMISTIC, EXCITED, ETC.)

Pueblo Passenger Rail Station Study
Previous Station Area Plan Site Selection



Open House Board

Open House Board



Central corridor through Depot
Grand central stair
Original stained glass
Mosaic tile

Union Depot Historic Quality and Character



c.1920 Today

Pueblo Union Depot greeted multiple passenger rail lines
Pueblo Union Depot awaiting reconnection

Pueblo Union Depot 1920 vs Today

WE WANT YOUR FEEDBACK!

WHAT FEATURES DO YOU WANT TO SEE INCLUDED AS PART OF THE PUEBLO UNION DEPOT TRAIN STATION?
(LOCATION, ACCESSIBILITY, SMART SIGNAGE, OPERATIONAL HOURS, ETC.)

WHAT TYPES OF USES DO YOU WANT TO SEE INSIDE AND OUTSIDE THE PUEBLO UNION DEPOT TRAIN STATION?
(PARKS, RESIDENTIAL, ARTWORK, OFFICES, RETAIL, ETC.)



Existing Union Depot Site Photography



Existing Floor Plan Level 01

Pueblo Passenger Rail Station Study
Incorporating the Union Depot

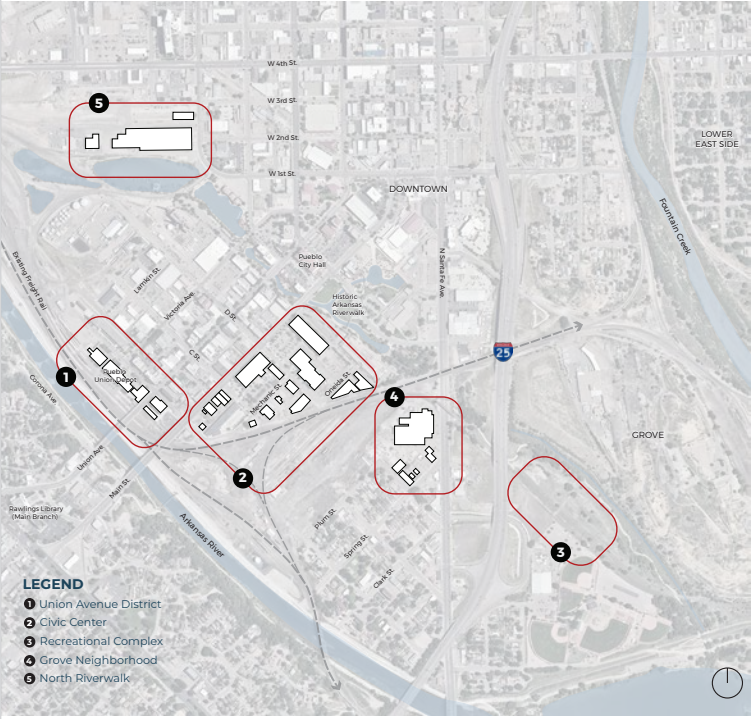


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WHAT ARE WE MISSING?

Share your ideas on any other locations we should include in our evaluation.



LEGEND

- 1 Union Avenue District
- 2 Civic Center
- 3 Recreational Complex
- 4 Grove Neighborhood
- 5 North Riverwalk

Others not seen on the above map:


ANY OTHER THOUGHTS OR IDEAS?

POST-IT HERE!

QUESTIONS?

POST-IT HERE!

Pueblo Passenger Rail Station Study
Additional Alternatives



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You Are Invited!

PUBLIC OPEN HOUSE

PUEBLO PASSENGER RAIL STATION STUDY



Pueblo County is hosting this meeting to share the preferred station location concept study based on current and previous planning studies, as well as community and stakeholder engagement.

WHY

Share your feedback on the preferred station location concept study to adaptively reuse the Pueblo Union Depot.

WHEN

September 18th, 2024 - 4pm to 6pm

WHERE

Pueblo Union Depot, 132 W B St, Pueblo, CO 81003



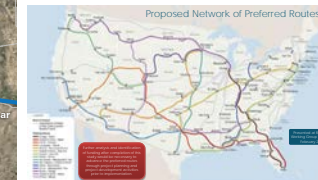
Reestablishing Passenger Rail Connections

FRONT RANGE PASSENGER RAIL
The Front Range Passenger Rail (FRPR) Commission was established in 2017 to develop passenger rail service that would connect communities along the entire Front Range, from Pueblo to Fort Collins.

AMTRAK
Amtrak's Southwest Chief rail line currently bypasses Pueblo with stops in Trinidad and La Junta. FRPR would add new rail connections from Pueblo to Amtrak, allowing passengers direct connection to Chicago or Los Angeles as well as from Houston to Denver and Billings to El Paso.



Station Benefits



Existing Rail Network and Ownership



Current Purposed Rail Line Network

Continuing on the broader picture of the rail system across America, the Federal Railroad Administration (FRA) in of recently (June 2024) has released a revised proposal for an improved continental rail network. This proposal aims to enhance connectivity across the US through faster and more efficient city-to-city connections. The new Pueblo Union Station will serve as a crucial hub for key routes, including the Denver to Houston and El Paso to Billings network connection proposals.

Existing US Amtrak Routes



Conceptual Approach of US Amtrak Routes



Denver to Houston Route Proposal



El Paso to Billings Route Proposal



Pueblo Passenger Rail Station Study
Front Range Passenger Rail / AMTRAK Opportunities



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Program Legend

- Retail/Event
- Office
- Residential
- Industrial
- Public/Institutional

The Future of Historic Pueblo

Pueblo Union Depot and the Historic Business District present unique opportunities for catalytic investment that will further advance the economic development of Pueblo. Introducing a mix of uses and new public spaces and amenities will enhance the activation and vibrancy of the district while maintaining its distinctive historic character.

Central Main Street Parking Garage
500 spaces

Pueblo Main Street Parking Garage
704 spaces

Historic Arkansas Riverwalk

Pueblo Union Depot

Union Depot Surrounding Landmarks

- Hotel Vail
- Public Heritage Museum
- Rail & Inn Rehabilitation
- Public City Justice Center
- Public City Hall

Downtown Pueblo Local and Regional Bus Connectivity

Pueblo Passenger Rail Station Study
Existing Context Connections

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Previous Studies & Lessons Learned

Drawing from previous studies by WSP and the Tryba team, along with references to plans such as the "2002 City of Pueblo Comprehensive Plan," the "2014 Pueblo Regional Development Plan Addendum," the "2040 Long Range Transportation Plan," and the "2018 Arkansas River Levee Park Master Plan,"

A new cohesive and contextually responsive plan for the Pueblo Historic Union Depot Station was crafted through stakeholder outreach and technical analysis. By repurposing existing office spaces within the Baggage Depot to enhance preservation and existing uses of the Pueblo Union Depot, the revised concept maximizes existing infrastructure, creating additional station open space, and establishes effective connections between the City of Pueblo and a pivotal rail station.

ORIGINAL CONCEPT

JANUARY 2023

PREVIOUS CONCEPT

JULY 2023
TRYBA ARCHITECTS

PROPOSED CONCEPT

JULY 2024
TRYBA ARCHITECTS

| KEY TAKEAWAYS | KEY TAKEAWAYS | KEY TAKEAWAYS |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Feasibility Considerations</p> <ol style="list-style-type: none"> 1. Historic Character and Contextual Relationships 2. Project Delivery and Financing 3. Future Site Flexibility | <p>Feasibility Considerations</p> <ol style="list-style-type: none"> 1. Proposed Rail Platform Alignment and Clearance Constraints 2. Rail Access and Egress Requirements 3. Passenger Services Programming Proximity and Future Site Flexibility | <p>Desired Outcomes</p> <ol style="list-style-type: none"> 1. Minimized Pueblo Union Depot Renovations 2. Positioning Baggage Depot As New Transit Center 3. Multi-Modal Connections Between Historic Landmarks And Natural Assets |

Pueblo Passenger Rail Station Study
Project Timeline and Development

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Re-Imagining the Historic Union Depot

INTERNAL RENDERING STUDY



Historic Union Depot - c. 1920



Open Space Precedent(s)



Proposed Station Promenade Aerial View



Proposed Station Concept Plan Roof Plan



Proposed Station Concept Plan Ground Floor Plan



| YIELD SUMMARY | |
|-----------------------|-----------------------|
| Mixed Use Development | 43 Units |
| Level 01 | 4,895 GSF / 18 Units |
| Level 02-03 | 4,200 GSF |
| Commercial | 5,360 GSF |
| Level 02-03 | 10,760 GSF / 78 Units |
| Level 04 | 28,225 GSF / 20 Units |
| Total GSF | 105,455 GSF |

| PARKING SUMMARY | |
|------------------------------|-------------------|
| Parking Required | 100 Spaces |
| Public Space Depot | 60 Spaces |
| Mixed Use Development | 34 Spaces |
| Passenger Services | 194 Spaces |
| Total Spaces Provided | 194 Spaces |

Program Legend


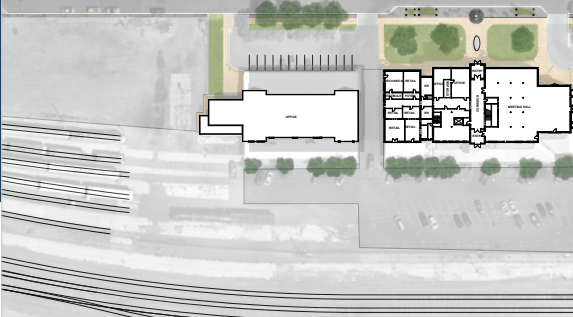
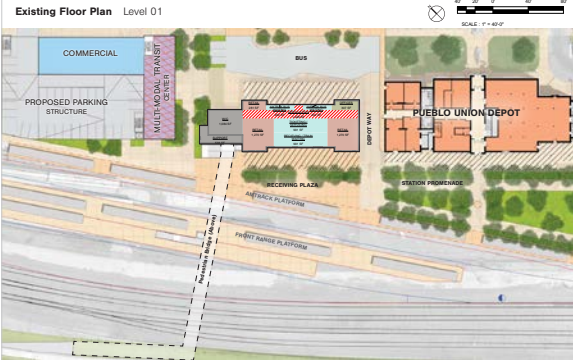
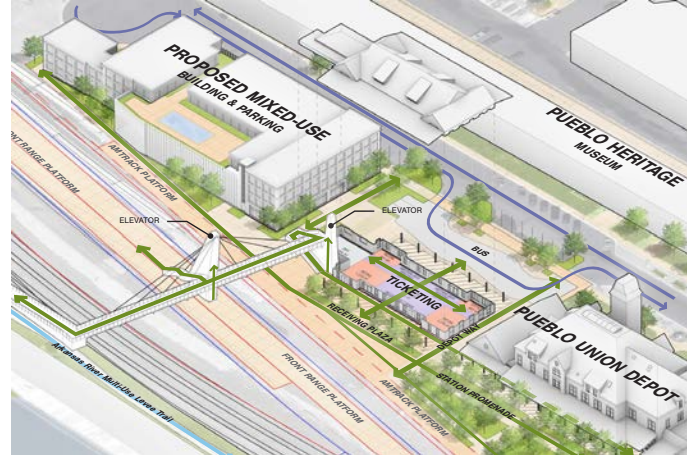
- Public Space
- Commercial
- Residential
- Transit Center

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A New Rail Station And Transit Center For Pueblo

The proposed rail station in the existing Baggage Depot is centrally located near the multi-modal bridge linking to rail platforms and the Arkansas River levee trail. The station features ticketing and passenger areas located between inter-city bus terminals and station platforms, creating a dynamic transportation hub. Additional multi-modal transit services are integrated into the nearby proposed mixed-use development, enhancing accessibility to various transportation options alongside rail and bus services.

Existing Floor Plan Level 01

Proposed Station Recommended Layout

Ticketing Station Diagram

Baggage Depot Station Options

Union Depot Station Options

Proposed Station Recommended Option

Option 01

Option 02

Option 03

Option 01

Option 02

Option 03

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FOR ADDITIONAL INFORMATION
PLEASE CONTACT:

SABINA GENESIO
COUNTY MANAGER

PUEBLO COUNTY HISTORIC COURTHOUSE
215 W. 10TH STREET
PUEBLO, CO 81003
UNITED STATES