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## Transportation Summer 2004

by Patric B. Dawe, AIA AICP

make new civic places, how we create new forms of community around new transportation access.

In Colorado, the future can be in the hands of architects like never before. In this issue, authors provide viewpoints on our transportation revolution from regional form to transit-oriented projects to building design. These contributors from the public sector, transportation engineering, planning, urban design and architecture inspire us to take our place at the table as our region and state create more rewarding and fulfilling communities.

Pat is Director of Urban Design at RNL, focusing on transportation, redevelopment, mixed use projects and public space.

If you doubt the significance of our transportation revolution over the next decade, Fasttracks \$4.7 billion in transit funds would be the single largest local transit finance measure approved in the United States in recent memory, a bigger public investment than DIA. As the Denver metro area alone adds a million new residents and half a million new jobs over the next twenty years, this investment in our economy can also create the framework for great urban places.

For architects and urban designers, meanwhile, the revolution has already begun. Under the banner of New Urbanism, transportation and design are being forged into an effective tool for creating livable communities. The Institute of Transportation Engineers and

In November, the Denver region is going to decide whether to become the epicenter of a national transportation

On May 25 I attended an oral argument before the Colorado Supreme Court for the first time in my life. In only 30 minutes each, lawyers in the case Dufficy & Sons versus BRW, Inc. presented their legal reasoning to the Bench and responded to their probing questions. Each attorney had spent days preparing for this moment in a case with the potential to significantly alter the risk landscape for architects and engineers in Colorado.

AIA Colorado has been collaborating with the ACEC/CO, SEAC and CAGE since early 2003 to underwrite an Amicus Curiae produced by the law firm of Jackson Kelly, PLLC supporting an important legal principle

## Dufficy versus BRW

By Bill Tracy, AIA

"contract law". However, contract law is a separate legal concept from tort law, another body of legal theory that relates to remedies for negligence. Essentially, the Economic Loss Doctrine constitutes a barrier that prevents the courts from applying tort law in the design and construction world. Attorneys for Dufficy are asking the Colorado Supreme Court to tear this barrier down, creating a new duty "in tort" of the design professional to virtually anyone affected by their design and construction documents. This dramatically increases the risks faced by the design professional and would certainly result in a significant increase in professional liability insurance premiums for those with projects in Colorado.

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 The AIA Colorado Board of Directors will vote at the August 20th state board meeting on a proposal to adjust the 2005 AIA Colorado state and local dues in accordance with the Consumer Price Index, as listed in section 3.022 of the AIA Colorado Bylaws. In 2005, the component dues would increase by approximately \$8.70.  
 By notice of the 2003 AIA Colorado Board of Directors, all AIA Colorado members are invited to provide comments by August 19 at 4:00 p.m. Forward all comments to office@aiacolorado.org or via fax at 303-446-0066.  
 Questions? Contact the AIA Colorado office at 303-446-2266 or 800-628-5598.

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Daniel Libeskind, AIA speaking at an April Presentation.



by AIA Colorado Staff

## Daniel Libeskind, AIA Presents the DAM Expansion During Architecture Week

ver 400 people packed the ballroom of the Hyatt Regency Denver on April 28th for a breakfast presentation with the internationally renowned architect, Daniel Libeskind, AIA. Co-hosted by AIA Denver and the Downtown Denver Partnership, this breakfast forum was one of many of the successful events planned as part of Architecture Week 2004. During his presentation, Libeskind engaged the audience in conversation about the design of and progress of his highly anticipated expansion to the Denver Art Museum. Libeskind also shared with the crowd the inspiration and planning behind many of his other projects, such as the Jewish Museum in Berlin, and the master plan for the World Trade Center site in New York City. **AIA**

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## Government Affairs Committee Begins Sunset Review

by David Lingle, AIA

This report will be to advise DORA of AIA Colorado's positions on the current practice act language, as well as suggest modifications or additions to the law. Task force members include Kin Dubois, chair; D. A. Bertam, Marv Sparr, Keith Hayes, Sandra Spaeh and David Lingle. Initial tasks will include establishing goals and priorities, developing a timeline for our work, looking back at previous sunset reviews and developing strategies of preparing for the "sunset" of our architectural practice act. The legislature this year approved HB04-1255, which set the official sunset date for the Architects' Licensing Law as July 1, 2006. The GAC has established a task force to begin work in anticipation of submitting a report to the State of Colorado Department of Regulatory Agencies (DORA) by June 1, 2005. The purpose of

for soliciting chapter input in the process. Issues that the task force will research and consider during the sunset process will be last year's exemption to our practice act dealing with interior designers, architectural education requirements, mandatory intern development program participation for interns, mandatory continuing education, and removing undesirable language. We encourage you to contact Kin Dubois to express any concerns you might have about our current practice law, and ideas about how you would like to see it changed for 2006 and the future. Kin's email address is kin@kcjd.com. AIA

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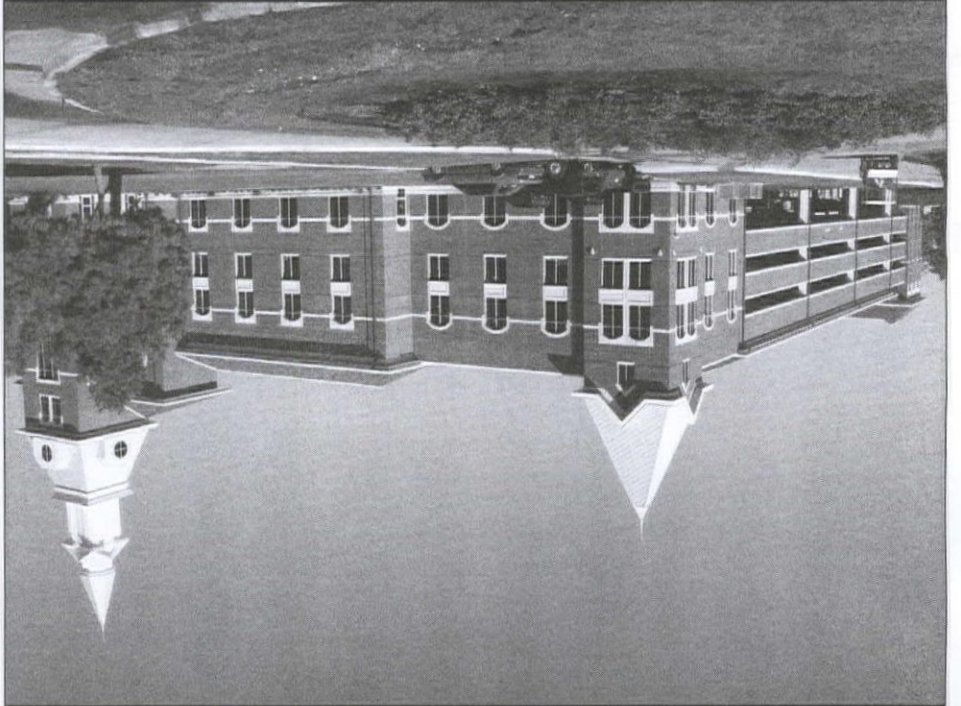
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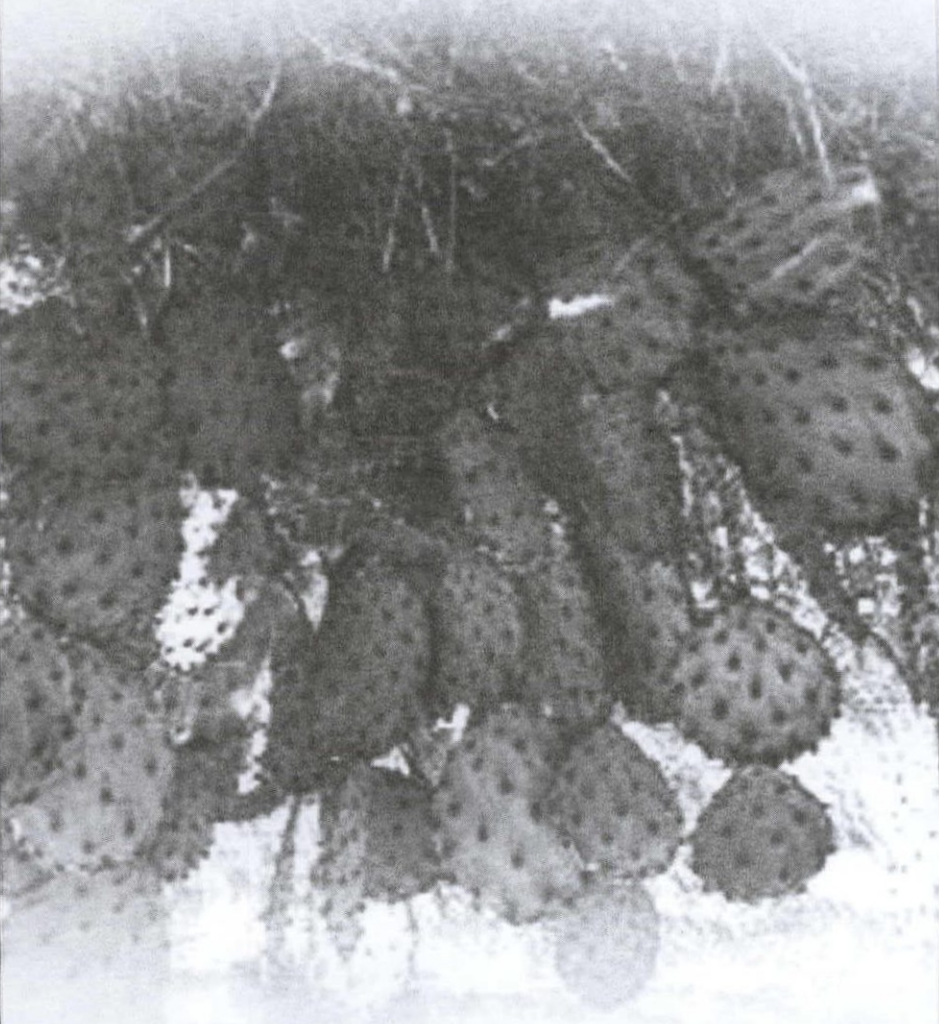


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## After the Ivory Tower

by Mark Geleinter, Associate AIA, Dean, College of Architecture and Planning, University of Colorado

economy and soul of Colorado is our sense of place, and to understand and enhance this sense of place demands that we understand more fully how to protect and adaptively re-use our historic building stock, historic landscapes and heritage centers. This center already runs a certificate program in historic preservation.

Children, Youth and the

Environment: Center for Research and Design. This center explores the relationships between children, youth and their physical environments, and the ways in which the design professionals and allied disciplines can contribute to the health, safety and welfare of the general public by focusing on the needs of children and youth. This center manages a world-wide database and website, and includes the Learning Landscape Alliance that over the last five years has designed, funded and constructed 23 learning landscape playgrounds in Denver's "Focus" neighborhoods. AIA

More to follow next time!

Colorado community. Essential to the

among our faculty and in the greater lar strengths in historic preservation Preservation Research. We have particu-

The Colorado Center for who are tackling these challenges. many constituencies and professionals wants to serve as a think-tank for the

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Environment: Center for Research and Design. This center explores the relation- ships between children, youth and their physical environments, and the ways in which the design professionals and allied disciplines can contribute to the health,

This is the first of what the AIA and I hope will be a regular column from me on educational issues of interest to the AIA community. I want to start this month with an overview of some dramatic changes in higher education, and the likely impact on the College of Architecture and Planning.

Profound transformations are sweeping through higher education in Colorado. After a number of years of flat or declining support from the state of Colorado to the University of Colorado's budget, the university now receives less than 10% of its money from the state. If the clash between TABOR and Amendment 23 is not fixed in a November ballot initiative, the state support to CU is expected to decline to about 1% within 6 years. Students will have to be charged significantly higher tuition as the state subsidy declines.

Also, Colorado just became the first state in the country to implement a voucher system for higher education. This means that the state passes its traditional subsidy through the hands of the students, rather than giving it directly to the university. While this does not provide any additional money to the university or to the students, it does make the subsidy more public. However, the vouchers are for undergraduates only. Graduate programs will get whatever is left over in the form of block grants. If the state's budget sees are not fixed, and the vouchers are seen as an entitlement that cannot be touched, we may see a rapid decline or loss altogether of state support for graduate education. The next generation of design talent in Colorado may be the first in modern history with no choice but to carry the burden for the full cost of their education.

These trends, if they are fully realized, are likely to turn the College of Architecture and Planning into a free market enterprise. Without a state subsidy, all of our money will come from a variety of customers (students, donors, employers, etc.) who will choose to use our services only if we are delivering what they need and value. And because the distinction between in-state and out-of-state tuition will eventually disappear, we will be in direct competition with other regional colleges of architecture like in Utah, Montana, Arizona, New Mexico or Kansas in delivering our services. Rather than bemoan this new reality, our College plans to thrive in this free market environment by undertaking several bold initiatives:

Focus on signature programs. Owners of design firms have long understood the need to find a special niche in the marketplace that will distinguish them from the competition. We need to do the same. We are beginning to identify those areas where we can achieve distinction, given our location and the talents of our people. In subsequent columns for the AIA newsletter, I will tell you more about what emerges. A hint can be found in our other major initiative, which is the establishment of:

Research centers. Other disciplines in the university have long understood that research is one of the most powerful ways to build a reputation, attract great students, obtain external funding, and provide valuable knowledge for society. Although research has not historically played as strong a role in architecture schools, we determined that the right kind of research could bring these benefits to us. After thinking about the significant challenges in the design and plan-

ing of the built environment that could benefit from research and in which we have expertise, we recently established three research centers:

The Colorado Center for Sustainable Development. The state demographers are projecting that the population of Colorado will double in the next 25 years, with most of the growth in the Front Range. How do we accommodate this growth while not turning into Los Angeles sprawl? How can we create quality communities and public places? And how can we accommodate the special challenges of urbanization in the West, which disciplines can contribute to the health, safety and welfare of the general public by focusing on the needs of children and youth. This center manages a world-wide database and website, and includes the Learning Landscape Alliance that over the last five years has designed, funded and constructed 23 learning landscape playgrounds in Denver's "Focus" neighborhoods. AIA

Colorado community. Essential to the among our faculty and in the greater lar strengths in historic preservation Preservation Research. We have particu-

The Colorado Center for who are tackling these challenges. many constituencies and professionals wants to serve as a think-tank for the

lifestyle shy of higher density? This center include limited water and a western lenges of urbanization in the West, which can we accommodate the special chal-

munities and public places? And how sprawl? How can we create quality com- Design. This center explores the relation-

Environment: Center for Research and Design. This center explores the relation- ships between children, youth and their physical environments, and the ways in which the design professionals and allied disciplines can contribute to the health,

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James Shore, Chancellor of Health Sciences Center and Interim Chancellor of CU-Denver; Richard von Luhte, AIA, partner of RNL; Mark Geleinter, Assoc. AIA, Dean, College of Architecture and Planning, University of Colorado; and Elizabeth Hoffmann, President of the University of Colorado.

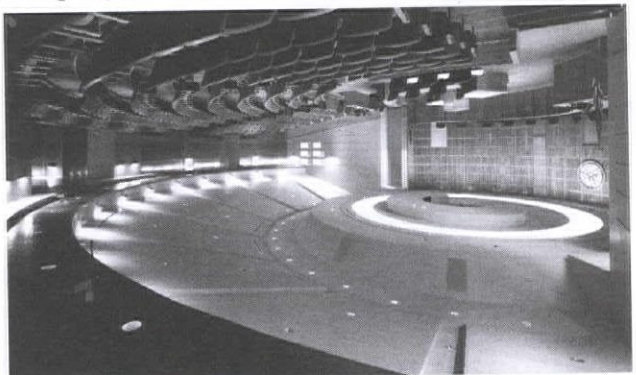


## Richard von Luhte Awarded the CU-Denver Alumni Recognition Award at the Spring 2004 Commencement

by University of Colorado Staff

Richard von Luhte was awarded the prestigious Alumni Recognition Award at the Spring Commencement of the University of Colorado at Denver on May 15th. Standing before an audience of over 8000 graduating students and their families, Mr. von Luhte was presented the award by CU President Elizabeth Hoffmann. The Alumni Recognition Award acknowledges someone who has excelled in his or her career, and who has offered significant service to the community. Mr. von Luhte, a partner of RNL Architects, was cited for his professional achievements and for his extensive commitment to urban design issues in the Denver metro area. Particularly noted was his long advocacy for transportation oriented development as an alternative to urban sprawl. He was also recognized for his continuing strong support for higher education, providing invaluable service to his alma mater the University of Michigan, and to the College of Architecture and Planning at CU. AIA

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# A New Approach to Street Design

by Brian T. Welch, AICP

other elements of the community and results in more context-sensitive and collaborative designs. Street typologies, which implement the principles of context sensitive design, further define streets by relating them to the adjacent land use and their function for pedestrians, bicyclists, and transit. Street design based upon functional classification alone often ignores, or de-emphasizes, other modes of travel when it is based solely on the traditional functional classification. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses since the type and intensity of the adjacent land use directly influences the level of use by other modes.

## New Street Typologies are Inclusive

The multi-modal street typologies attempt to strike a balance between functional classification, adjacent land use, and competing travel needs. Each street typology prioritizes elements by balancing factors related to both the adjacent land use and the functional classification. Where sufficient public right-of-way exists, all priority elements may be accommodated. Within constrained public right-of-way, however, trade-offs between priority elements are required to balance the functions of the various travel modes. Designing multi-modal street types

ensures that the design of the entire right of way - travel lanes, parking, bike lanes, medians, sidewalks, and street trees - are appropriate to and complement the adjacent land use. Multi-modal street types and land use types become the primary components of integrated land-use and transportation decisions. Best practices recognize that all streets are or should be multi-modal streets, with each street providing the best balance of the various travel mode choices. However, all multi-modal streets are not designed the same. Design of a multi-modal street is based on both the function of the street and the adjacent land use.

## The Urban Design of Streets

A street's "interface" is how it relates to its users and adjacent land use. Users include auto drivers, truck drivers, bicyclists, and transit users within the travelway, people parking their cars on the street, and pedestrians within the pedestrian environment of the street. The interface of the street with adjacent land use is an important relationship that affects street design. Street interface focuses on the cross-section of a street and how the street relates to the adjacent land uses.

It consists of three areas: the travelway area, needed to move vehicles (including motor vehicles, transit vehicles, and bicycles); the pedestrian area, needed to move people and transition people between vehicles and land uses or from one land use to another; and the land use and urban design area, where land uses meet the street (e.g. building faces, front yards) and how the street looks and feels to its users. Urban design focuses on character and aesthetics and includes building orientation, streetscapes, lighting, landscaping themes, and building architecture.

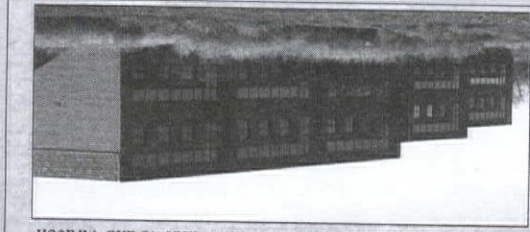
The illustration, courtesy of Dover, Kohl & Partners, shows a residential street typology. Each street type prioritizes various design elements by looking at factors related to both the adjacent land use and the appropriate balance of transportation modes. Of course, the improvements to a particular street will depend upon the availability of public right-of-way and funding.

Multi-modal street typologies provide urban designers and others new tools related to land use and transportation interaction, and guides to utilizing them develop a context sensitive, multi-modal roadway network in which buildings and land uses are part of the street design equation. AIA

Brian Welch is Senior Associate/Regional Manager with Fehr & Peers. He has over 20 years of experience in transportation planning, including analyzing the relationship between urban form and travel behavior, and has completed multi-modal transportation planning projects in California, Colorado, Kansas, Oregon, and Utah.

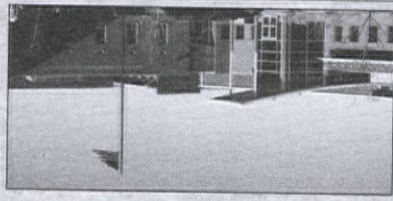
# Unique window solutions from design through installation.

Bacon Elementary School

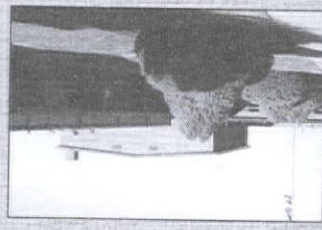


CSD applauds Poude R-1's commitment to sustainable design. This elementary school was designed with energy efficiency and low maintenance in mind! Bacon features Kolbe & Koibe features Kolbe aluminum clad wood windows and Vitrocon Glass.

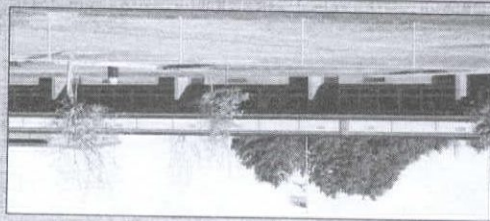
Sustainable



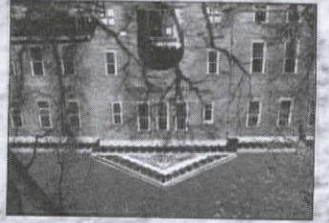
Originally constructed with aluminum windows, Weld County School District wanted a change! Priority was placed on maintaining the appearance



Retro Fit  
Heath Jr. High  
Greely, CO



Historic



Central features Kolbe & Koibe wood double hung replacement units. This option replicated the historic appearance, while easing operation, lowering maintenance, and upgrading energy efficiency.

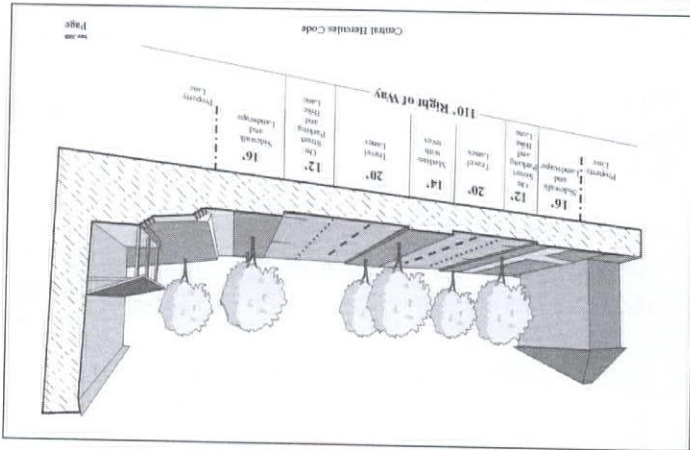
Central High Schools  
Fort Collins, CO



When it comes to street design, the transportation professional's mindset has been "one size fits all". In this typical approach, streets are designed by classifying as local, collector, or arterial in function. Some design standards consider the type of adjacent land use and include alternatives for sidewalk width, bike lanes, medians, etc. But even when street standards allow for flexibility and designer discretion, the designer often defaults to the maximum parameters for "safe" and "efficient" movement of traffic, which may negatively impact other modes of travel. Functional street classifications, which dominate current street design practices, encompass both the design characters of streets and the character of service the streets are intended to provide. Traditionally, functional classifications form a hierarchy of streets ranging from those that are primarily for travel mobility (arterials) to those that are primarily for access to property (local streets). The functional classification system has worked for engineers because it recognizes that individual streets do not act independent of each

## Context-Sensitive Design

A new, urban-oriented approach to street design, CSD is an approach supported by the Federal Highway Administration as "a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility." CSD considers the total context within which a transportation improvement project will exist, and represents an extension of the functional classification approach. The best practices for street design include a CSD mindset, and take an interdisciplinary approach to street design that will further encourage coordination among traffic engineers, planners, urban designers, architects, emergency response officials, and the community when designing new streets or reconstructing existing streets. This approach fosters communication with those designing

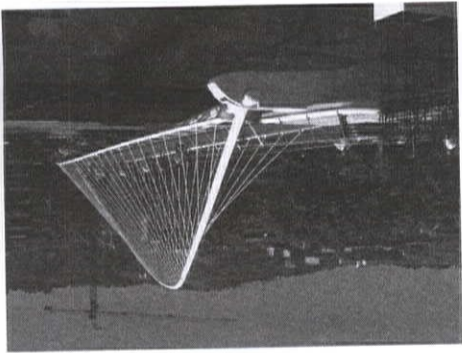


## FASTTRACKS: WHAT'S IN IT FOR US?

by Rich von Luhne, AIA

retaining walls, lacks design finesse and detailing. Contrast T-Rex with the highway design of Vall Pass, or of Glenwood Canyon, where design was the driving force. Contrast the T-Rex bridges, with the bridge designs created by Santiago Calatrava, or the Millennium Bridge in the Central Platte Valley created by ArchitectureDenver.

My first project out of college was to work on the design of the Chicago Cross-town Expressway, a huge public works project that was driven first and foremost by design rather than engineering. As a joint venture of Skidmore Owings and Merrill, CF Murphy Associates, HNTB and Westinoff and Novik, the project was a balance between design and technical engineering. Every bridge, retaining wall, barrier and landscaped median was



The Chicago Cross-town Expressway was more than a highway—it was a tool for the revitalization and accessibility of numerous disenfranchised neighborhoods that were isolated and pocketed in urban blight. The project was a 50/50 split between the architects and urban designers, and the technical engineers who created the highway and its related transit line.

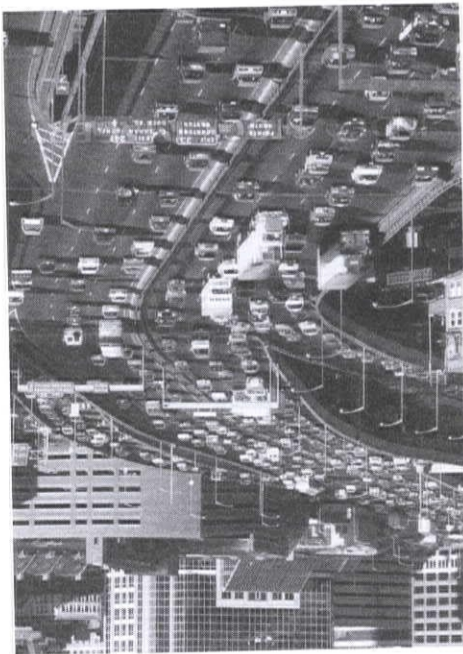
The evolution of icon projects such as the Disney Concert Hall, by Frank Gehry, or the Denver Art Museum by Daniel Libeskind have raised design to a new level of visibility in the mass media and to the average citizen. Design has made a major difference in marketability and sales, from Michael Graves designs at Target, to the industrial design of our electronic gadgets, clearly, design is in.

(Continued on page 18)

FastTracks is the buzz this summer. A successful vote in November will create the largest public works project in the region. Touted as the leading important ballot initiative voted on by the metro area, FastTracks is the culmination of years of planning and design by RTD, CDOT, and the local municipalities, businesses and citizens along the Front Range. FastTracks merits include a comprehensive approach to solving Denver's congestion problems. A comprehensive transit system will go far towards altering the travel and land use patterns that create the pervasive sprawl of Front Range Denver.

The FastTracks line is consistent with the proposals offered as early as 1973, when RTD failed to receive Federal funding for the first leg of a regional system to be built along Santa Fe and I-25 in the North-South corridor. Today the profit in the successful performance of the first leg of RTD's comprehensive vision, which is exceeding expectations.

Consider what this mega-program can mean to our profession and to the built environment that we design. Public works projects are designed by engineering firms. Large engineering



For example, T-Rex, for all its ability to move cars, does little for the urban design of its place in the community. We have the largest highway project ever accomplished in Colorado, and yet, the design of this project, from bridges to

can bring to the process. For better design that we, as architects, these projects there clearly is a dire need for transportation system. But behind all of these projects usually lead the project management and detailed design of the consortiums and design build construction teams usually lead the project management and detailed design of the

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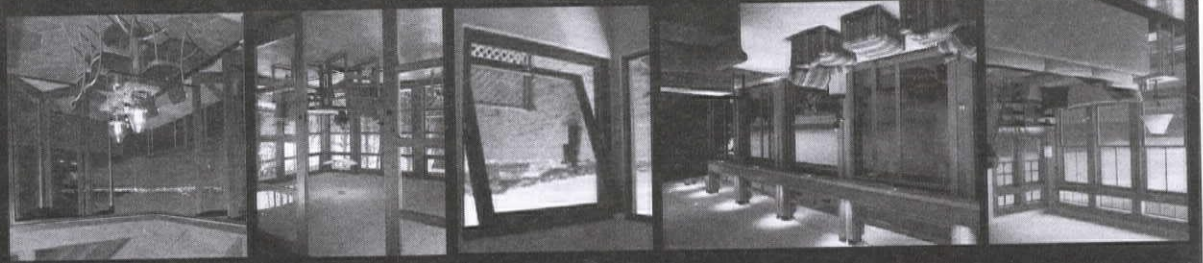
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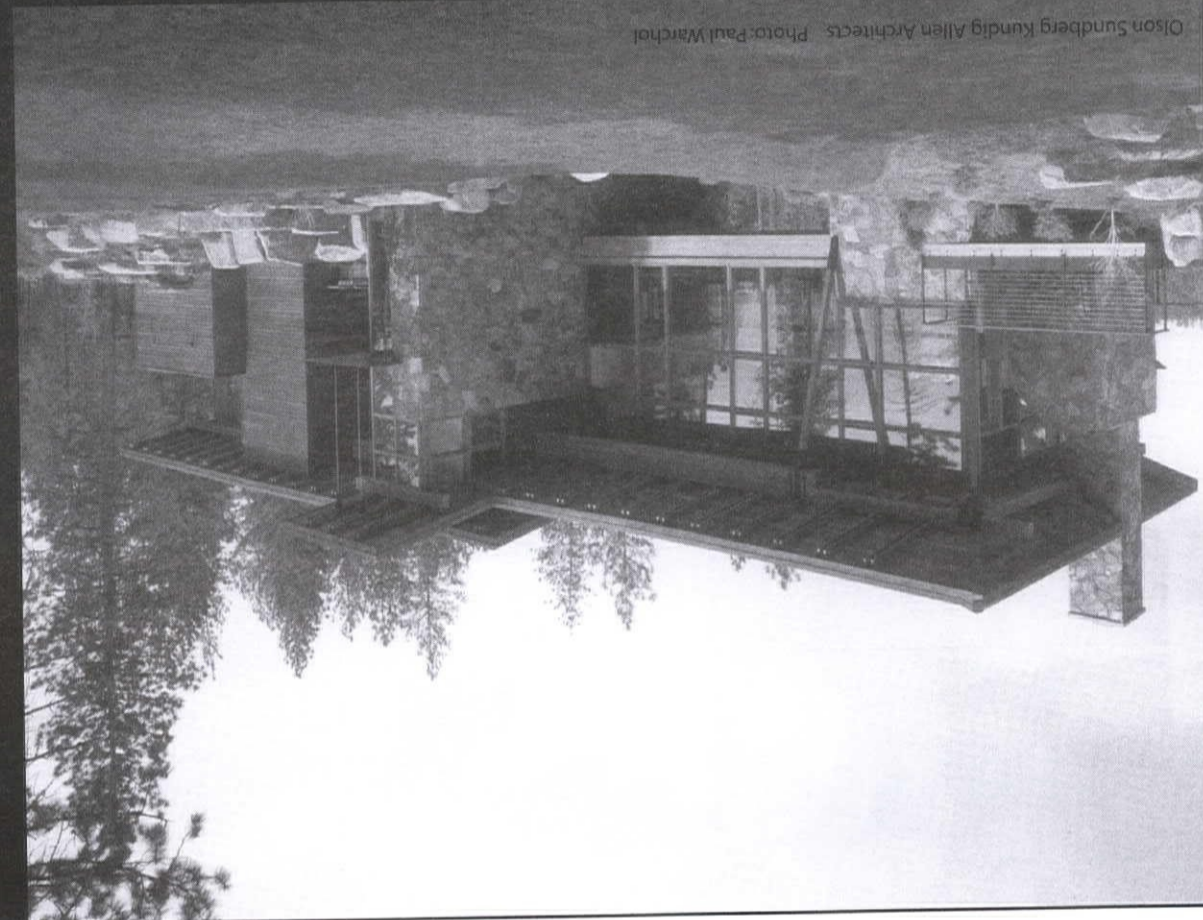
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These factors give us—as designers—able goal within the next twenty years. regional form a desirable and achievable perfect storm” of factors has aligned to in the Denver metropolitan area a ment future.

of urban designers and architects, who can help in shaping a positive development future.

I believe, should be made with the help space and mountain views? The choice, while saving magnificent swaths of open compact urban models of development transportation and create more or will we capture the benefits of will we drift toward an amorphous future, million new jobs in the next twenty years, adds a million new residents and half a most sprawling. As the Denver region Beltway, twelve are among the country's that have ring roads like Denver's 470

Of the sixteen major American cities effects of this neglect.

planners. Our urban patterns show the and entitlements as the main skill sets of Design has taken a back seat to policy waves of sprawling suburban development. by design has disappeared under tidal social, physical and economic problems The will and ability to address regional regional future:

tools to be proactive in shaping our urban form. For the first time since the lan McHarg regional ecological study for RTD in 1972, we can see the region as a whole, shaped by application of a logical, simple urban design model, as compelling as the Garden City concepts.

Urbanism focuses on more manageable form for our major cities. Even New a workable vision and model of regional have designers put forward of since the English

**N** Garden City movement

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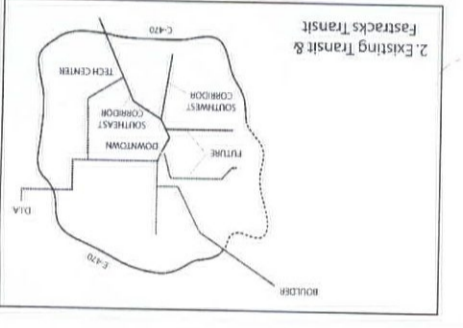
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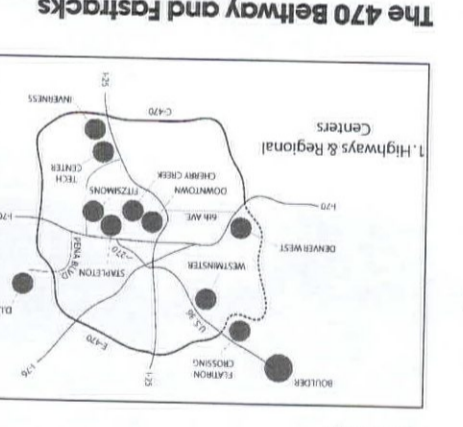
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Until C-470 and E-470, our highway and arterial street system, along with the Platte River and Cherry Creek, created our regional activity centers. The 470 Beltway, even though unfinished, has



can shape the future of our region: possible to implement. This is one way we reinforce each other, toward a simple model, easy to visualize and therefore matter, since they have the potential of generating urban form—better to work with them with a conscious intent. My belief is that the key to Denver's future growth lies in coordinating them so they perfect storm” of factors has aligned to make a design vision for a positive regional form a desirable and achievable goal within the next twenty years. These factors give us—as designers—



**The 470 Beltway and Fastacks**

Fastacks will be a significant addition to the region's transportation network, a rail system radiating from downtown Denver. Fastacks is extensive, and nearly every corridor extends to 470, with service to Boulder. The highways are important because in many cases 470 and rail transit coincide at highway intersections, such as at Flatiron Crossing.

encouraged the location of new activity centers remote from downtown Denver, changing our perception of the region. Flatiron Crossing, for example, is closer to the Boulder Mall than to the 16th Street Mall, and the proposed RidgeGate mixed use development at Lincoln Avenue is closer to Castle Rock than downtown Denver. So 470 is creating its own orbit of developments circling the core city.

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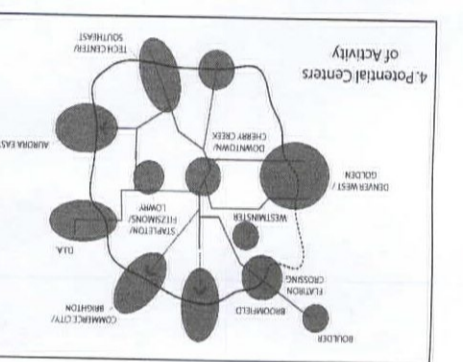
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Designers and planners can plan edges for these centers of growth and make them compact so they do not sprawl together and consume all open space. A recent study of the northeast quadrant of the Denver region shows that the twenty-year DRCOG population and job growth could be accommodated at reasonable densities on half of the



another near Chaffield. Commerce City/Brighton area, and Aurora, a newly-identified center in the introduced, such as the potential in east potential new center locations are highway or transit connectors. Further, shows that they all coincide with regional combined with established centers, proposed centers of regional activity, growth. A picture of the new and become the model of our regional downtown and to each other, which compact urban centers, joined to A picture emerges of a ring of large,



constructed which supports regional activity centers to each other, as well as to downtown Denver.

**Potential Centers of Activity and the Growth Boundary**

A picture emerges of a ring of large, compact urban centers, joined to downtown and to each other, which become the model of our regional growth. A picture of the new and proposed centers of regional activity, combined with established centers, shows that they all coincide with regional highway or transit connectors. Further, potential new center locations are introduced, such as the potential in east Aurora, a newly-identified center in the Commerce City/Brighton area, and another near Chaffield.

by Patric B. Dawe AIA AICP

(Continued on page 19)



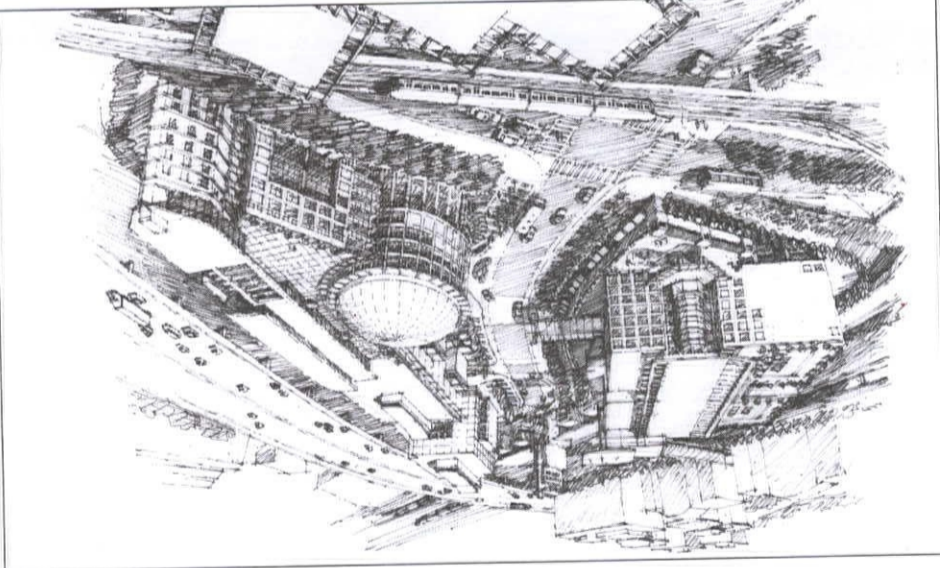
# Transit-oriented Development: Former Rubber Factory Bounces Back with a New Plan

by Chuck Ware, Design Workshop

The plan creates an integrated mixed-use, high-density village centered on multi-modal transportation and four districts: office uses on the northwest where visibility from Interstate 25 is high; residential development to the south as an appropriate transition to surrounding neighborhoods; a retail-office-residential core that reuses historical buildings, and the transit hub to the north. Connecting these will be a series of public spaces. At full buildout in 10 to 20 years, the redevelopment is expected to comprise up to 7 million square feet in four- to 12-story buildings, including up to 4,000 residential units and as much as 2 million square feet of office, retail, entertainment, hotel and civic uses.

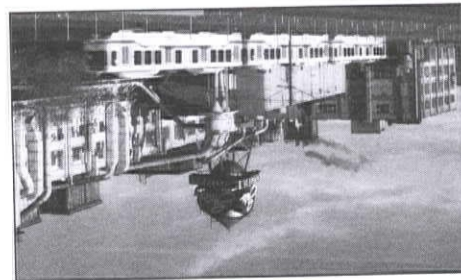
## Site History

Ironically, the site that once prospered from manufacturing for automobiles will transform into a community focused on Denver's investment in mass transit. The Gates Rubber Company was founded in

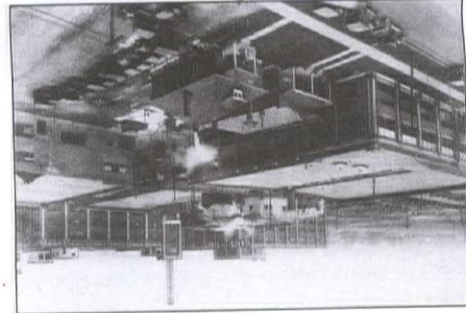


Schematic sketch of proposed Gates Complex redevelopment

The closing of the Gates Rubber factory in the 1990s and the onset of T-REX, Denver's major light-rail initiative, have dovetailed in way that has moved city officials and neighborhood activists to get behind creation of a high-density, mixed-use, transit-oriented village on a 50-acre former industrial site at the confluence of Interstate 25, Broadway and ultimately three light-rail lines.



Current photo of Gates Rubber Factory as light-rail passes by.



Historic Photo from 1918 of Gates Rubber Factory.

Design Workshop, Inc., working for Cherokee Denver, LLC, has shaped the redevelopment vision for the site. The firm directed the planning and urban design of the site, with 4240 Architecture (formerly part of Urban Design Group) as a consultant. The firm worked with city officials to create an innovative new zoning

work for this 50-acre mixed-use, transit-oriented urban village, bridging railroad tracks for pedestrians and bicyclists and connecting them to a regional trail system.

The first of its kind in Denver, the Gates project realizes the newest part of the Blueprint Denver vision, which promotes transit-oriented development of former industrial lands.

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**The & Stone**  
By Rex Ceramitic Artistiche, Italy

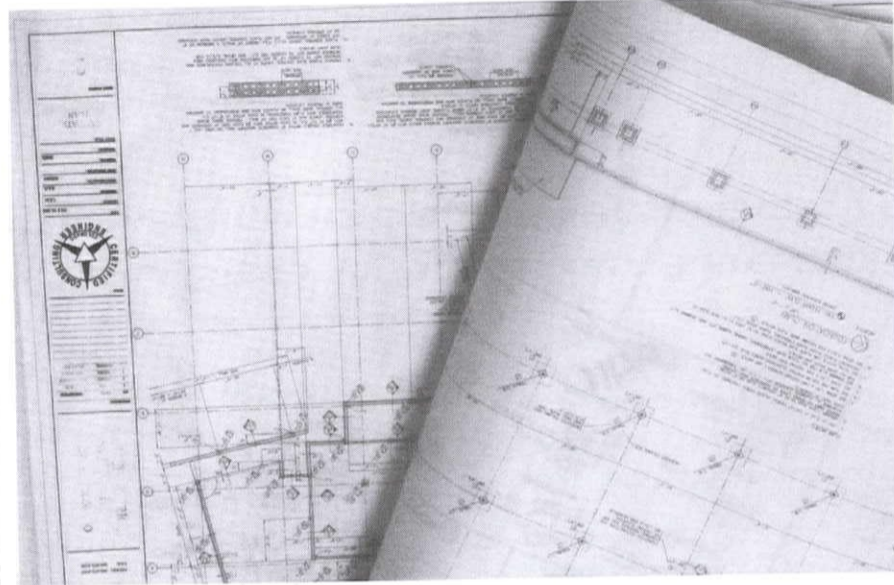
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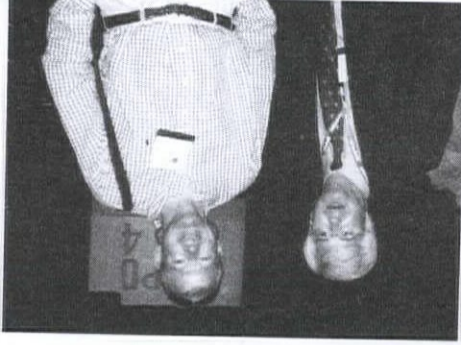


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How can your organization capture new market niches, expand market share and improve profitability? In a time when rules get rewritten, you must learn how to look at the construction industry and your business with a new set of eyes. Today's specialized marketplace challenges our personal and business roles as never before. We are limited only by our imagination and the relationships we develop. And without those relationships your business may become extinct. As Mark Twain once said, "You can't depend on your eyes when your imagination is out of focus."

Not all companies are positioned to accept the risks and confront the tasks of



Michael Hicks, AIA, 2004 AIA Denver President and James C. Ramsey, AIA 2004 AIA Colorado South President at the AIA National Convention in Chicago in June

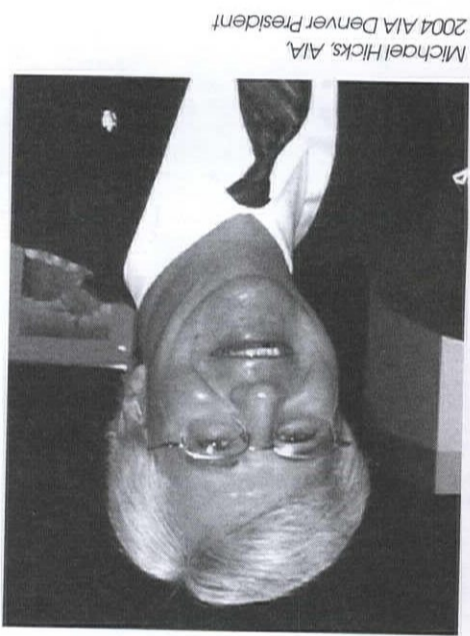
The integrated design-builder, transitioning into design build is a challenge for many architects, engineers and contractors. Can design build work for your company? Certainly, with the right team chemistry and relationships. As with most partnerships, it's all about the relationship and we are faced constantly with stretching our relationships. Questions may arise - who is in charge and what is my position? There are various forms of the design build concept being used by designers and constructors - in both small and large companies. Who should take the lead to make design build work? Whether you are an architect, engineer or a contractor - you can position yourself to distinguish and interpret the patterns allowing

The AIA Denver design build committee and the Rocky Mountain chapter of the DBIA have joined together to plan the 2004 conference on Design Build on September 15, 2004. From emerging trends to best-practice applications, this conference is designed to put you in touch with innovative solutions. Industry leaders from the most active organizations will share strategy and techniques to help you master the essentials of Design Build. Watch for upcoming information detailing the conference specifics. If you need immediate information, please feel free to contact me: Ashif Jahan, AIA  
The Ampers and Group 303-359-3172  
AshifJahan@aol.com  
AIA

## Can You See What Lies Ahead? Putting Partnership Alliances in Perspective

growth in the region that will improve our quality of life. When a new airport was proposed for Denver several factions fought the idea. The vision for DIA was radical, yet the realization of that vision has proven to be a wise investment toward continued economic development of Colorado. In fact, the re-development of the outdated airport at Stapleton created an opportunity to incorporate a new community within the City and County of Denver that is looked to as an example of sustainable urban living by planners around the world. The Southwest Corridor has begun to exhibit a pattern of transit oriented development that is typical of many cities. Development is occurring around transit stations in Englewood and Littleton where residential, retail, office and governmental buildings are filling in under-utilized parcels. People see the value of living in truly mixed use neighborhoods accessible by Light Rail to the Central Business District and sports and cultural facilities a few stops up the line. The Southeast Corridor is seeing similar interest in TOD. Within the next 10 years it is anticipated that the major stations along the Southeast Light Rail will have developed into mature mixed use communities that offer a different alternative to suburban living. Denver needs these options for urban living to remain competitive with other cities where a broader range of quality communities are available. The proposed FastTracks initiative calls for the continuation of public transportation alternatives. Denver's Union Station is the hub of the FastTracks proposal. The restoration of the station and re-development of the area into the terminals of several rail and bus lines is a vision as important as DIA. Your vote for FastTracks will be a positive voice for the continuation of a transportation plan that will sustain continued growth in a responsible manner. AIA

Transportation is one of the primary issues facing the Front Range. Colorado's dependence on the automobile must change if we expect to maintain a livable environment for the metropolitan Denver area. Alternative means of transportation are required to support continued



2004 AIA Denver President Michael Hicks, AIA

## FastTracks - Vote Yes!

by Michael Hicks, AIA, 2004 AIA Denver President



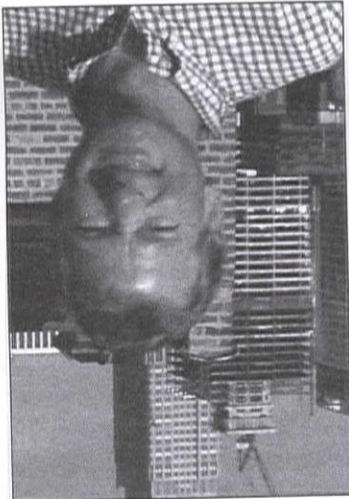
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## What's Driving Colorado Springs?

by Jim Ramsey, AIA, 2004 AIA Colorado South President

Inevitably, growth along the Front Range will continue along the linear pattern of I-25 through Colorado Springs. The most visible (least federal and local taxpayer subsidized) mass transit is likely to occur along this established transportation spine to the established higher density downtown. Reinforcing this transit corridor is the historic use (and dedicated right-of-ways) of passenger trains linking the Front Range prior to the predominant use of automobiles. Essential to effective regional urban and transportation planning is the long-term integration of mass transit right-of-ways and future transit stations from Monument to Fountain, and beyond. Urban redevelopment in the southwest-ern part of downtown Colorado Springs will include a significant transit center for multi-modal transportation (potentially light rail, bus rapid transit, buses, cars, bikes, and pedestrians).



Jim Ramsey, AIA  
2004 AIA Colorado South President

East-west mobility through Colorado Springs is hampered by a lack of central highways and is punctuated by a limited number of undersized arterial roadways through established neighborhoods and strip commercial development. The viability of mass transit is diminished by con-ern, less-centralized mega-suburbs dominated by automobile use. Adapting Powers Boulevard to a looped express-way will create opportunities for higher density development and potential population. Mass transit is an urban phenomenon - dependent on a critical mass of passenger "demand" to get from point A to point B. Take Denver for example: A dense in-fill growth, is now being connected by light rail along I-25 to B) the Denver Tech Center, which actually exceeded the downtown employment population. Our mobility has also driven the economic trend of suburban sprawl - expanding towards the accessible, lower-cost land at the outskirts of our community. The viability of suburban growth is enhanced by expansion of utility and roadway infrastructure. Our collective ability to pay for expanding infrastructure, within a growing economic base, also has the side effect of higher long-term maintenance costs for service to the expanse of lower density "mega-suburbs." To the north and east of Colorado Springs, suburb after suburb is linked by busy arterial streets, which effectively become autonomous from the older established downtown. Our mobility also allows us to commute a fare distance (and time) to work - a source of notoriety for Colorado Springs for a city its size. Mass transit is an urban phenomenon - dependent on a critical mass of passenger "demand" to get from point A to point B. Take Denver for example: A dense in-fill growth, is now being connected by light rail along I-25 to B) the Denver Tech Center, which actually exceeded the downtown employment population.

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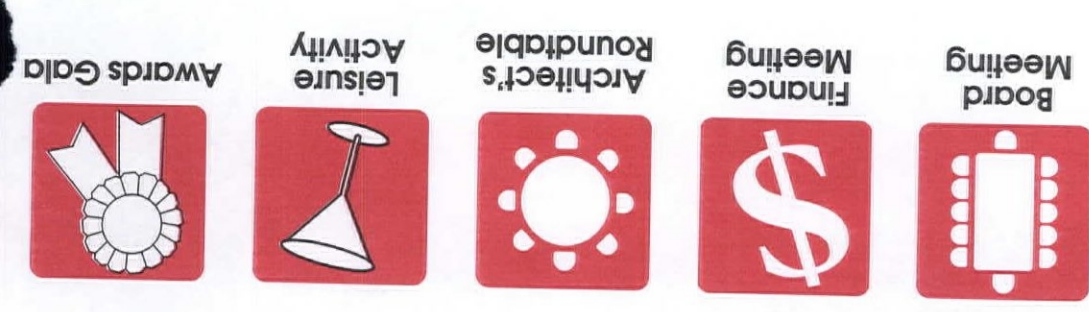
# CALFE

## AUGUST 2004

MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY	
2	3	4	5	6	7	8	9	10	11
S 12:00p-1:00p Programs & Committees Meeting	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	S 4:00p Tour of Miller Residence N 9a-4p thru 6th SimBuild 2004: National Conference of IBPSA-USA CU Boulder	N 1:00p Golf Tournament & Leisure Tennis Games, Fox Hill Country Club 4:00p AIA Denver BOD Meeting	W 1:00p AIA Colorado West BOD Meeting, Hotel Colorado, Glenwood Springs S 12:00p-1:00p Architects Roundtable Fine Arts Center Cafe C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Finance Committee Meeting	N 5:30p Boulder Architects Happy Hour Rhumba Restaurant	N 5:30p-8:00p AIA Summer Fun Family Outing	S 7:00a AIA Colorado South BOD Meeting	S 4:00p Tour of Colorado College Western Ridge Housing	S 10:00a Design Awards Submittals Due 12:00 noon - West, Colorado, Denver, North
10	11	12	13	14	15	16	17	18	19
D 1:30p Denver Golf Tournament Hiwan Golf Club	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 5:30p Boulder Architects Happy Hour Rhumba Restaurant	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 5:30p-8:00p AIA Summer Fun Family Outing	S 7:00a AIA Colorado South BOD Meeting	S 4:00p Tour of Colorado College Western Ridge Housing	S 10:00a Design Awards Submittals Due 12:00 noon - West, Colorado, Denver, North
23	24	25	26	27	28	29	30	31	
7 4:00p-6:00p Web Site Design Committee Meeting Bennett Wagner Grody	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing	N 5:30p-8:00p AIA Summer Fun Family Outing

## SEPTEMBER

MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY	
6	7	8	9	10	11	12	13	14	15
N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture
20	21	22	23	24	25	26	27	28	29
N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture	N 4:00p-6:00p Architects & Planners of Boulder Rodwin Architecture



# NDAR

OCTOBER 2004	
FRIDAY	THURSDAY
<p>Architect's Roundtable C 12:00p-1:00p Fine Arts Center Cafe C 1:00p-3:00p Government Affairs Committee C 12:00p-1:00p Architect's Roundtable C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Affairs Committee C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Finance Committee Meeting</p>	<p>Architect's Roundtable C 12:00p-1:00p Fine Arts Center Cafe C 1:00p-3:00p Government Affairs Committee C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Affairs Committee C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Finance Committee Meeting</p>
<p>W 2:00p AIA Colorado West BOD Meeting Hotel Colorado Glenwood Springs N 5:30p Boulder Architects Happy Hour Rhumba Restaurant</p>	<p>D 6:00p Wine Tasting with City Council &amp; Candidates AIA Office AIA Denver BOD Meeting AIA Office</p>
<p>C 10:00a AIA Colorado CAB Advisory Board Steering Committee C 11:00a AIA Colorado Membership Meeting C 12:00p-2:00p Finance Committee Meeting C 2:00p Colorado BOD Meeting</p>	<p>S 5:30p Historic Preservation Colo. Spgs. Day Nursery MAD/SKY Skyline Park, Phase I D 5:30p</p>
<p>S 12:00p-1:00p Program Committee Meeting</p>	<p>S 5:30p Architects &amp; Planners of Boulder Rodwin Architecture</p>

OCTOBER 2004				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
<p>C 1:00p-3:00p Government Affairs Committee C 12:00p-1:00p Architect's Roundtable C 12:00p-1:00p Architect's Roundtable C 12:00p-1:00p Fine Arts Center Cafe C 3:00p-5:00p Finance Committee Meeting</p>	<p>D 4:00p AIA Denver BOD Meeting</p>	<p>N 5:30p Boulder Architects Happy Hour Downtown Boulder D 5:30p Denver Design Awards Gala 1770 Sherman Event Center All Day CU Western Regionalism Symposium UCD</p>	<p>N 5:00p North Design Awards Gala Stanley Hotel, Estes Park C 2:00p Colorado BOD Meeting C 3:00p-5:00p Finance Committee Meeting</p>	<p>SATURDAY W 5:00p AIA Colorado West BOD Meeting Inn @ Aspen W 6:00p West Design Awards Gala Inn @ Aspen</p>
<p>S 7:00a AIA Colorado South BOD Meeting S 5:30p Adaptive Re-Use Program Warehouse Restaurant</p>	<p>N 4:00p-6:00p Architects &amp; Planners of Boulder Rodwin Architecture</p>	<p>S 7:00a AIA Colorado South BOD Meeting S 5:30p Adaptive Re-Use Program Warehouse Restaurant</p>	<p>C 8:00a-4:30p International Building Code Seminar Denver</p>	<p>C 8:00a-4:30p International Building Code Seminar Denver</p>
<p>D 4:00p AIA Denver BOD Meeting</p>	<p>N 5:30p Boulder Architects Happy Hour Downtown Boulder D 5:30p Denver Design Awards Gala 1770 Sherman Event Center All Day CU Western Regionalism Symposium UCD</p>	<p>N 5:30p Boulder Architects Happy Hour Downtown Boulder D 5:30p Denver Design Awards Gala 1770 Sherman Event Center All Day CU Western Regionalism Symposium UCD</p>	<p>C 2:00p Colorado BOD Meeting C 3:00p-5:00p Finance Committee Meeting</p>	<p>C 2:00p Colorado BOD Meeting C 3:00p-5:00p Finance Committee Meeting</p>
<p>S 12:00p-1:00p Program Committee Meeting</p>	<p>N 4:00p-6:00p Architects &amp; Planners of Boulder Rodwin Architecture</p>	<p>S 7:00a AIA Colorado South BOD Meeting S 5:30p Adaptive Re-Use Program Warehouse Restaurant</p>	<p>C 8:00a-4:30p International Building Code Seminar Denver</p>	<p>C 8:00a-4:30p International Building Code Seminar Denver</p>
<p>S 5:30p Architect's Roundtable C 12:00p-1:00p Fine Arts Center Cafe C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Affairs Committee C 1:00p-3:00p Government Affairs Committee C 3:00p-5:00p Finance Committee Meeting</p>	<p>D 4:00p AIA Denver BOD Meeting</p>	<p>N 5:30p Boulder Architects Happy Hour Downtown Boulder D 5:30p Denver Design Awards Gala 1770 Sherman Event Center All Day CU Western Regionalism Symposium UCD</p>	<p>N 5:00p North Design Awards Gala Stanley Hotel, Estes Park C 2:00p Colorado BOD Meeting C 3:00p-5:00p Finance Committee Meeting</p>	<p>SATURDAY W 5:00p AIA Colorado West BOD Meeting Inn @ Aspen W 6:00p West Design Awards Gala Inn @ Aspen</p>

Contact Melanie at AIA Colorado at 800-628-5598 or melanie@aiacolorado.org for more Calendar\* information. Or visit our Web site at: www.aiacolorado.org, unless otherwise noted.



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**"S**

eamless Transportation  
Connectivity" was the objec-  
tive of the City of Fort Collins,  
Colorado, when it incorporated a multi-  
modal transportation center into the  
urban landscape of downtown Fort  
Collins. Since the early 1980s a revival of  
downtown Fort Collins has truly become  
a success story for renovating, preserving  
and maintaining a thriving town center.  
A new Justice Center, City Administration  
Building, Larimer County Administration  
Building, and a parking structure have  
been constructed. The City has plans for  
a future performing arts building, library,

conference center and additional  
downtown housing.

The transportation center was  
designed to bring together various  
modes of transportation including local  
and regional bus service, taxi, airport  
shuttle, cyclist, pedestrian and even pos-  
sible future light rail. In addition, this hub  
needed to connect to other planned  
hubs such as the I-25 and Harmony Road  
interchange, and the major local bus  
transportation user, Colorado State  
University.

The site selected for this project was  
the C&S Freight Depot building, con-  
structed in 1906 on Mason Street, which  
connects to the CSU campus and has a  
railroad track in its center. Over the years  
the depot had been neglected and had  
fallen into disrepair. Although the build-  
ing bears little architectural significance,  
it was worth preserving for its historical sig-  
nificance to the agricultural community.  
The C&S Freight Depot was an ideal  
adaptive reuse for a transportation cen-  
ter. These newly constructed facilities  
were designed and constructed with tra-  
ditional forms and materials suggesting  
images of the historic "Old Town" archi-  
tecture. The architecture of the Freight  
Depot blended quite nicely. The open-  
ness of the site design with the bus drop-  
off lanes preserved the view of the depot  
from all sides.

The administration portion of the  
depot was restored as office space,  
retaining historic materials and detailing,  
while creating a modern office environ-  
ment. Light wells and transom windows  
were designed to honor the original win-  
dow openings and capture natural light  
for interior offices.

Much of the soaring volume of the ware-  
house end of the  
The freight warehouse end of the  
building was more loosely adapted for  
ticketing, information, waiting and sup-  
port spaces for the transit center uses.

**Transit Center / Freight Depot "A Perfect Fit"**

by Michael Aller, AIA

house was retained, with the exposed  
steel trusses reinforced and painted to  
enhance the architectural character of  
the space. The original lantern skylight  
was recreated atop the building,  
bathing the interior lobby spaces with  
natural light. Interior historical features  
were retained in the rehabilitation  
design, including the original freightmas-  
ter's office.

The exterior of the building was  
meticulously restored and new site struc-  
tures were designed to complement the  
forms and materials of the historic depot.  
Bus shelters feature sloped roofs suspend-  
ed by steel rods from brick and sand-  
stone columns, reminiscent of the original  
gulfing canopies over the freight plat-  
form. A brick and sandstone colonnade,  
central clock tower and preservation of  
served for future generations. **AIA**

Fortunately, with the vision and for-  
ward thinking of the City of Fort Collins  
leadership, a perfect fit of transportation  
with history and architectural character  
was found, and a part of history is pre-  
served for future generations. **AIA**

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## Building in the Forest – How to Protect Your Client's New Building Against Wildfire

by Carolyn Hunter, AIA

home, and especially between the home and the slope – this is an area where the lower branches of mature trees are pruned, the spacing between mature trees is increased, diseased/decad trees and shrubs are removed, and the "ladder fuels" (intermediate height trees and shrubs which can spread a controllable ground fire up into the tree canopy) are removed. The extent of this firebreak depends on the degree of slope and vegetation, for example, coniferous trees burn hotter than deciduous trees, so it's best to contact your local Fire Department or CO State Forest Service for its specific design.

This "firebreak" and thinking around home have an aesthetic advantage in that they improve the views from the driveway is that it also ensures ambulance access. There have been cases here in Colorado (some of them recent) when, due to driveway conditions, ambulances could not reach a home in time to help a medical emergency.

### Design Consideration #3: Non-combustible Exterior Materials

In the recent past, certain subdivisions actually required wood shake roofs in their Design Guidelines! If you encounter these outdated requirements, a simple phone call to their review board should resolve the situation, and create a safer neighborhood for your client. Metal or stone roofs are the best choice because they will shed burning embers. Composite asphalt shingles are the next best choice because they will not burn readily. Insurance companies may refuse to cover a home with a wood shake roof, since fire-retardant will leach out of wood shakes within a year. The roof material is one of the most critical elements in protecting the home or structure.

Eave Design is also important, and a

neighborhood, and are there fire hydrants? If not, the larger, heavier fire tanker truck will be brought in to provide a fire-fighting water supply. Any bridges and roads to the home must be strong enough to take this additional load.

**Solution:** The driveway to the home must be at least 12' wide, with minimum 2' shoulders on each side (free of tree trunks and overhanging branches). The maximum driveway slope is 12%, but in reality a 10% slope is preferred due to snow and ice concerns. The maximum centerline radius of the driveway is 35'. There should be a "hammerhead" or looped turn-around at the top of the driveway, to enable the fire truck to leave quickly.

An additional bonus from this kind of driveway is that it also ensures ambulance access.

### Design Consideration #2: Siting

Architects can usually influence where the new home or structure will be placed on the site. Very often, the home is placed to take advantage of the views – which often occur from the high point of the property. Are there steep slopes near the new home? Trees burning on these slopes can drop embers down onto the roof, or, an even greater concern is that fire spreads very rapidly uphill toward a home. The worst (and most typical) combination is a wood deck which extends out from the home right over the top of this steep slope. In the 2002 wild-fires, a few homes were lost locally for this very reason. If the slope is south facing, vegetation will grow more rapidly and also dry out more rapidly, creating more fire fuel and therefore even more fire danger.

**Solution:** Create a "firebreak" around the

urban area, the local fire departments in mountainous regions cannot guarantee they'll be able to protect your client's house or other structure if you have not taken any steps to help them do so safely. Failure to protect your own property can also put your neighbor's property in jeopardy.

Even since the disastrous fires of 2002, local jurisdictions struggle to adopt and enforce forest thinning programs and safer driveway standards. Here in the West, strong public opinion favors property rights – which are sometimes at odds with public safety. But we as architects are in a unique position to affect future construction, and the safety of the firefighters and new structure itself. It is our responsibility to educate our clients, especially those new to the region, to achieve not only a better designed building, but one which can appropriately respond to our climate and region – in which a wildfire event is part of Mother Nature's plan. The steps are simple, and need not have major impacts to the cost or design if considered and handled at the project's inception.

### Design Consideration #1: Fire Truck Access

Usually, by the time our clients approach us, they have already purchased their lot. But a review of their neighborhood or a quick phone call to the local fire department helps us establish the wildfire risk to their new home, and informs all the other considerations listed below. Is the lot in a subdivision or area with only one long access road to the main highway? If so, the local fire department may automatically assess a higher risk to fighting a wildfire there. Fire Departments consider not only how well their trucks and firefighters can reach the home, but how they will escape if the wildfire expands and blocks their main exit road – this did occur in several situations during the 2002 wildfires. Is there a central water supply to the

that, unlike living in an urban or even suburban area, the local fire departments in mountainous regions cannot guarantee they'll be able to protect your client's house or other structure if you have not taken any steps to help them do so safely. Failure to protect your own property can also put your neighbor's property in jeopardy.

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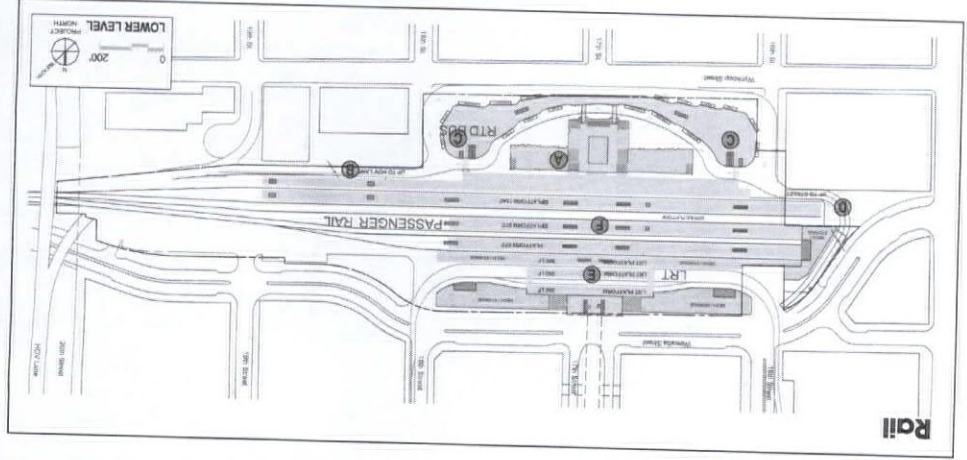
Director of Local Chapters



109th Meridian  
colorado west

# Denver Union Station: A Transportation Hub Again

by Richard C. Farley, FAIA



Denver's Union Station is an architectural jewel. It is located between one of the nation's most thriving historic districts, and one of its most successful new rail-yard and river redevelopment areas. It was expanded and remodeled in 1914 to keep up with exploding demand. Denver architects Aaron Grove and Thomas Walsh replaced the Station's central portion and Renaissance Revival over the years, dodging the closure and redevelopment bullet that has hit so many of its brethren across the country, thus allowing it to evolve into even greater value to the community in the twenty-first century.

**History**  
The original Denver Union Station was built in 1881. Designed by William E. Taylor, the 500-foot long building with limestone and rhyolite facades was set back 140 feet from Wynkoop Street. A fire in 1894 destroyed much of the interiors and roofs of the building, but left the walls. The building was soon reconstructed with a new tower in the Romanesque Revival style that was popular at the time, and lower hipped roofs that were visually more subordinate to

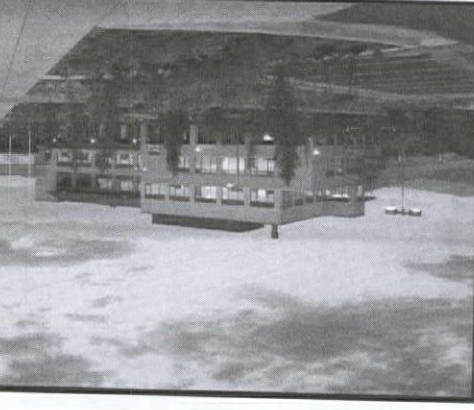
the new tower. 1906 saw the addition of the 70-ton steel 'Welcome Arch' (also known as the Mizpach arch) in front of the center section. It was expanded and remodeled in 1914 to keep up with exploding demand. Denver architects Aaron Grove and Thomas Walsh replaced the Station's central portion and Renaissance Revival with a Beaux Arts / Renaissance Revival granite clad central structure. In the 1980's most of the obsolete marshalling yards behind the Station were removed, the Main Line tracks consolidated, and a planning and entitlement process began, with the intent of redeveloping the land and the Station. Lower Downtown was made an historic district, and its citizens rallied to support continued rail functions at the Station - seeing it as an important activity generator.

### Public Entity Purchase

In 2001 the Station and its 19.5 acre property was bought by a consortium of the Regional Transportation District, the City of Denver, Colorado Department of Transportation, and the Denver Regional Council Of Governments.

### Vision Plan

The four public entities launched a planning effort to turn the Station and its property into a multimodal transportation facility. Such a hub would greatly benefit the entire future metropolitan transportation system by allowing efficient connections between all legs of the system at one location, including both public and private modes. After almost two years, this plan is nearly complete. Along with the master plan, an Environmental Impact Statement, a draft zoning ordinance and a Denver Landmark designation have also been developed and are ready to go through the approval process.



**Boulder Community Hospital**  
OZ Architecture & Boulder Associates  
**Urban to Resort.**  
Structural Engineering.

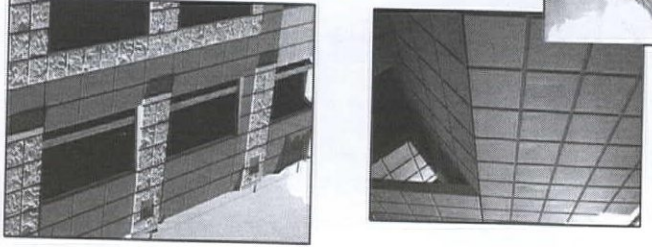


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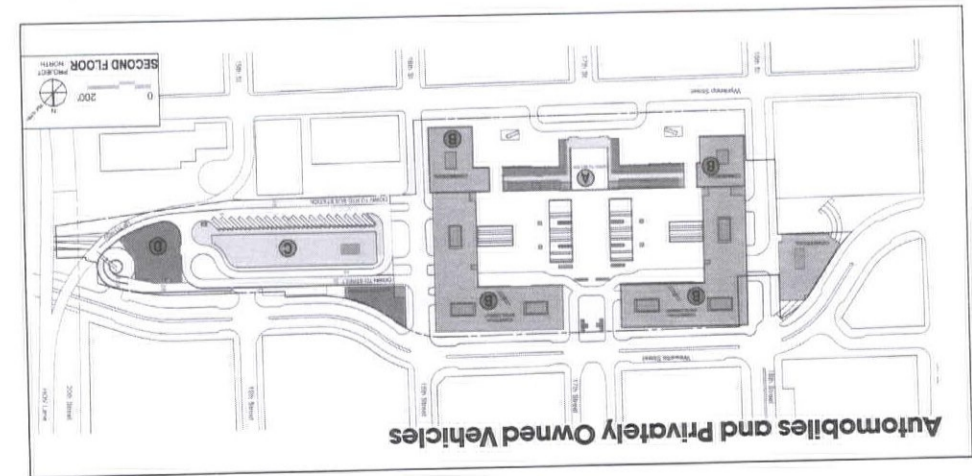
ARCHITECTURE - THE BEAUTY IS IN THE DETAIL



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Photos by: Lara Hirsh





**Down Town Shuttle Connections:** An additional at-grade Downtown Circulator will be supplement the 16th Street shuttle, to distribute additional passengers throughout downtown.

**Commercial and Private Carriers:** Taxis, shuttles, vanspools, vans to the mountains, limousine services, courier services, and private vehicles will share passenger drop-off and pick-up areas.

**Automobiles and Other Privately Owned Vehicles:** Private vehicles access Denver Union Station off Wewatta Street. These access points serve several potential above grade parking facilities, including a 1700 space parking structure.

**Pedestrian, Bicycle and Non-Motorized Modes:** The 17th street axis between Wynkoop and Wewatta Streets provides pedestrian access to all of the public transit modes through the historic Train Room. The overall network of pedestrian routes allows easy circulation to transportation modes, to future development sites, and for connections with Lower Downtown, and the Commons Neighborhood in the Central Plate Valley.

Bicyclists access the site from Wynkoop Street and 16th Street on designated bike routes, and from the local street network. A Bike Station incorporating locker rooms, a bicycle maintenance facility, bike storage and bike racks, will be provided.

**Public Space:** Wynkoop Plaza located in front of the historic building will have multiple uses, ranging from circulation space to the Train Room and to the lower level grade bus terminal, to a gathering space for the neighborhood. Trees, landscaping, seating, lighting, locations for vendors and other amenities will provide places to relax, eat, and enjoy the Plaza. Wynkoop Plaza will be grand enough for the historic Station, but small enough to be easier to oversee from surrounding uses, to keep active and invigorating without continuous programming, or pre-empting maintenance and security problems. New development parcels will line its 16th and 18th Street edges. They provide the opportunity for additional active ground floor uses such as restaurants, cafes, and shops to border the space. However, these development parcels are still controversial in that an argument has been made for a much larger Plaza which stretches from 16th Street to 18th Street, providing unencumbered views of the entire historic Station and the southwest facade of the Ice House.

**Development Program**

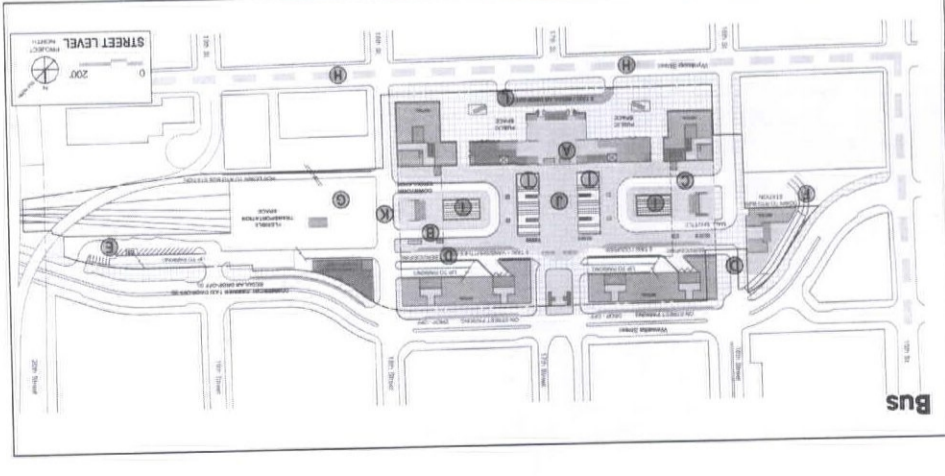
Nine development parcels on the site accommodate varying amounts of buildable area due to the different heights and setbacks imposed by the T-MU-30 zoning specially crafted for the site. Along Wewatta St., the upper floors are anticipated to contain office uses, while along Wynkoop St., the upper floors may house a mixture of hotel and residential uses. The total build-out yields approximately 1,486,500 sq. ft., (including the historic Station building), of which about 1,077,000 sq. ft. is office space; 302,000 sq. ft. or 200 units is residential; 95,000 sq. ft. is retail, entertainment and restaurants; with the remainder in circulation space to transit modes.

**Urban Design and Architecture**

The entire Station is open to views from Wynkoop Street with a generous setback at 16th Street to insure that the Train Room and some wings are visible from the Mall. On the Central Plate valley side of the Station, views of the Train Room have been maintained down the 17th Street corridor. Flexibility is allowed in the location of the towers along Wynkoop Street. On the Wewatta side of the Station, no building element can be higher than the sill of the arched windows of the Train Room within the 17th Street view corridor, although building elements providing shelter for the below grade platforms may extend higher than the Station's arched windows so long as their view is substantially unobstructed.

It is crucial to both areas to create strong pedestrian linkages between the Central Plate Valley and Lower Downtown.

Stepping down in height and scale from the Central Plate Valley side of the project to the Lower Downtown side is another important concept. Over the lower level transit facilities, private development could be as high as 140 feet next to Wewatta Street with the possibility of two towers 200 to 220 feet high within this Wewatta development zone. New



the Station will be renovated to restore the building's historic grandeur.

**Transportation Program**

**Rail Modes:** Passenger-rail tracks (Amtrak, Ski Train and commuter rail) are located at the lower level directly adjacent to the Central Plate Valley side of the historic Station to create the potential for a future through station.

Light rail is located at the lower level next to Wewatta Street. It will also be designed to be a through station through its lower level rail lines.

**Bus Modes:** The RTD regional and express bus facility is located at the lower level between the historic Station and Wynkoop Street, replacing Market Street Station. The commercial bus facility serves Greyhound, tour buses, charter buses, and other intercity and interstate bus services one level above grade.

The historic Denver Union Station is the heart and soul of the Vision Plan. The Station will connect the major transportation components with each other, and to the city. The soaring Train Room will serve as the main waiting space for the facility's transportation services, as well as for ticketing, rental car desks, baggage, information, the stationmaster's office, retail, cafe, and public uses. The remainder of the ground floor in the north and south wings of the building will be used for retail, restaurants, and for baggage and check-in facilities. The lower level of the Station will serve as the main connection space to the regional bus facility, as well as accommodate retail and vendor kiosks. Connections to the Train Room will be through new stairs, escalators, and elevators at the four corners of the space. Both the interior and exterior of



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## Transportation in Livable Communities

(Continued from Front Cover)

## FastTracks

(Continued from page 7)

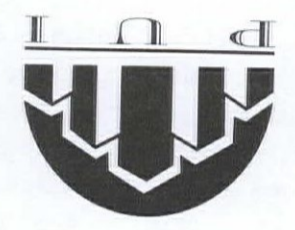
Design is becoming more visible in the design of every transportation project, and its importance will continue to evolve as these massive projects are funded. We can no longer build projects such as the Westside Highway in New York or the Embarradero Freeway in San Francisco, or even I-70 in Denver. Neighborhood groups and elected officials are demanding more, and they are recognizing that transportation design can have a decisive impact on the community.

The opportunities to participate and to benefit from the FastTracks project are infinite. Public works projects such as rail lines, highways, bridges and parking structures can be designed aesthetically within the context of their place. Our profession can and should have a significant role in the design of the bridges, stations, signage and graphics, and right of way. Architects should be a strong voice on the teams that will propose on this work, and we ought to take the lead in defining the design guidelines under which the rail system will be placed within the community.

Clearly the real benefit of FastTracks extends far beyond the public works improvements that constitute the actual rail system and its right of way. Transit is a paradigm for land use planning, and architects and planners should embrace the light rail network for the opportunities for urban development that it creates. The stations need to be designed as user-friendly places that fit within the context of their neighborhoods. The parking issues need to be addressed such that parking structures become the catalyst for urban redevelopment. The solution can be a tool for creating a positive impact, as was the award winning 15th and Pearl parking structure in Boulder (designed by Shears+Lease and RNL Design), which won a 2003 Congress for New Urbanism Charter Award for design excellence.

I live on the west slope, in the Eagle River (Vail) Valley. The transportation challenges of the mountains are significant and focus primarily on one transportion corridor - the I-70 corridor. Recently Eagle County joined a consortium of communities and their leaders including Clear Creek and Summit Counties. It has recently been recognized that the impact of bumper to bumper traffic on Sunday afternoons has significant impact on the desire for our Front Range visitors to spend a weekend in our valleys. My daughter drove to Boulder one Sunday last semester and spent six (6) hours traveling one way to her dorm room - a trip that normally takes two (2) hours. The weather was clear. Traffic jams and a lack of transportation alternatives does not contribute to the livable nature of a community. Whether a large community (the State of Colorado), or an intense urban environment such as Denver. We need problem solving AIA Architects to be engaged in the struggles of finding long-term solutions to these difficult challenges. We need AIA Architects to inspire our communities to think strategically and beyond the walls of their valleys to find and lobby for excellent transportation solutions.

As we discuss transportation in this issue the 280 or so AIA Architects from Colorado that attended the convention should bring our collective transportation experiences back to Colorado and see how we can apply them. Let us be knowledgeable brokers that inspire our communities to think boldly about transportation and the integration of transportation systems into very livable communities. **Go Cubsi AIA**



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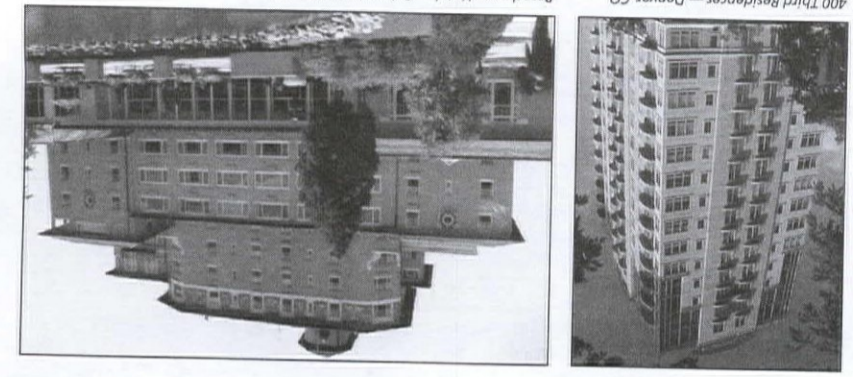
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Beyond the station design, there are the opportunities for transit-oriented development (TOD). Architects can design pedestrian-oriented neighborhoods that are created around public transportation, rather than the automobile. While the profession has advocated for density and mixed use, only through transit has there been the impetus to create projects that reflect a more urban scale of development. The Urban Land Institute (ULI), the AIA, and the more focused development-oriented organizations such as NAOP, are touting the opportunities for New Urbanism. In these TOD projects we have the opportunity to create the projects that represent what we studied in school as good design, and what we as design professionals have preached for decades.

TOD offers to the architect the opportunity to master plan and design buildings, public spaces, and parks that complement and support a new urban growth pattern for the Front Range. Rather than continue to sprawl upon the prairie, through TOD we have the opportunity to channel some of the needed expansion of the community into higher density centers located at major transit stops along the corridors of the FastTracks system. This opportunity is so pervasive, the ULI is hosting a series of meetings in each of the corridors to demonstrate to local officials, developers and the public the benefits and opportunities associated with each station location.

Architects have the obligation to create cities that are people-oriented, user friendly, and environmentally sensitive. FastTracks provides the opportunity to step back from the scale of the individual project, to look at the context of the region as a totality, and to facilitate new policies and design solutions for the growth that will inevitably occur. The architectural profession must take a more significant role in helping define how our cities are built, and the form of transit with a subservient role for the automobile. The significance of transit is that it provides an alternative, and it generates the catalyst for significant points of density and pedestrian-oriented activity that simply cannot occur in an auto-dominated context. FastTracks creates station locations that can transform the community, and create real "downtowns" for the ubiquitous suburbs. And within the context of the rail system itself and its connection to major activity centers in the region, it can capture a high percentage of trips, in high congestion corridors serving Downtown Denver, and the Tech Center, where congestion is the greatest.

As a profession, architects need to step back from our current projects and undertake the job of getting FastTracks passed, and being outspoken advocates of the merits of transit, as a tool for

(Continued on next page)

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(Continued on page 22)

The new master plan reinvents the mixed-use character of the original site, evolve into a transit village that combines residential, office and retail uses. This is a significant chance to support the city's mass-transit mandate by creating a densely populated staging area for connections to three of the city's main quadrants.

The site is circumscribed by arterial roadways on three sides and bisected by the railroad corridor. To overcome this divisiveness, the plan positions pedestrian bridges over the rail lines, the South Platte River and possibly over South Broadway to link it to regional and local amenities.

The project's sustainable focus includes remediating the brownfield; reducing water use by a factor of 70 compared to traditional, single-family detached housing; reducing pollution through mass-transit use; adding and

(Continued from page 9)

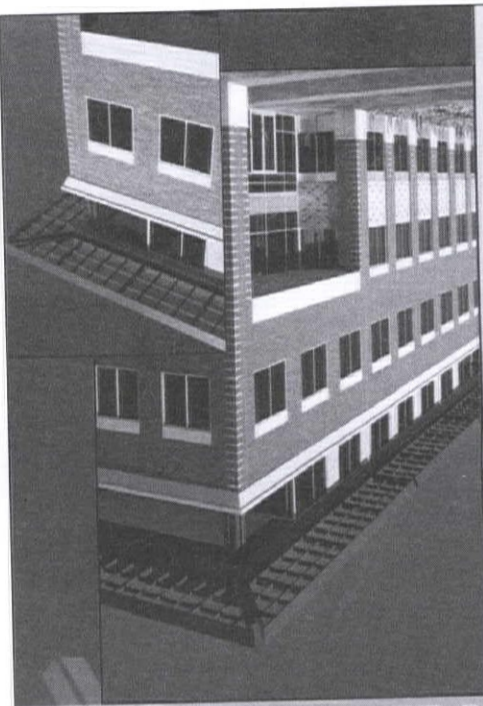
**Former Rubber Factory Bounces Back with a New Plan**

**AIA**

The Denver metro area may be unique in its position relative to the growth factors cited here, and the ability to create its own destiny as it grows. Architectural and urban designers have a unique ability to visualize and communicate futures that do not yet exist. We have invested heavily in the infrastructure of our region. Let's use it to the optimum to create the environment we want to see. Let's get involved in these discussions and show the leadership we are capable of bringing to the issues.

**The Potential for Designers**

The benefits seem to be great. Communities can coalesce around a vision of a core city and healthy, mature vision of a core city and healthy, mature Communities can coalesce around a much as a perceived limitation. boundary now is not a guide for policy so Regional Activity Centers. The growth tool to implement a concept like the a positive development pattern, so that regional model that illustrates a model of important. DRCOG's Urban Growth Boundary is the result of much inter-governmental discussion. What we need is a regional model that illustrates a model of the growth boundary can be used as a tool to implement a concept like the Regional Activity Centers. The growth boundary now is not a guide for policy so much as a perceived limitation. Communities can coalesce around a vision of a core city and healthy, mature vision of a core city and healthy, mature Communities can coalesce around a



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land in that quadrant, leaving half for significant open space, view corridors and prairie preservation.

**Perfect Storm: New Regional Form**

(Continued from page 8)

**AIA**

Fasttracks is the future of our City. Its scale is huge, its influence is all encompassing, and its impact is permanent. It is the economic engine that will fuel designed well. We must show that good design can be accomplished within the budget and timeframes. We must persuade our elected officials to demand a higher quality design, whether it is bridges, parking structures, the retaining walls or landscaped berms.

We should encourage the University of Colorado and other regional architectural schools to take on the design challenge of infrastructure, with student projects that involve Fasttracks, TOD, and community form; encouraging architects and practitioners to think beyond the individual buildings, to recognize the impact of design at a community scale. Design professionals need to become outspoken proponents for urban redevelopment and as a means of transforming the form of our City. Then we must step out and become a voice for good design, within the many teams who will actually create the projects once the vote is passed. To accomplish this, we must demonstrate that public works and infrastructure can be designed well. We must show that good design can be accomplished within the budget and timeframes. We must persuade our elected officials to demand a higher quality design, whether it is bridges, parking structures, the retaining walls or landscaped berms.

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(Continued from previous page)

# ARCHITECTURE WEEK



COLORADO ARCHITECT

Imagine all the people...

by Jason Pettigrew, Associate AIA, Young Architects Awards Gala Chair, 2004



Stephanie Ridgway, Associate AIA, Jason Pettigrew, Associate AIA, RK Stewart, FALA, 2004 AIA National Vice President, Adrienne Steichen, Associate AIA and Richard T. Carstens, AIA

On April 23, AIA Colorado hosted the fifth annual Young Architects Awards Gala and kicked off Architecture Week 2004 with an incredible bang. It was a night in which we recognized the youngest generation of the architecture profession and ended the celebration with the AIA's Beaux Arts Ball.

The theme of this year's event was IMAAG-INE: Community, and gave tribute to the architect's role in the community, as service providers and as fellow citizens. Our theme was expressed and guided by the words of John Lennon: "Imagine all the people, living for today...living life in peace...sharing all the world..."

There were upwards of 300 people in attendance including Mayor John Hickenlooper, AIA National Vice President R.K. Stewart and the DP Coordinating Committee which he chairs, honorary members of our called professional organizations, an incredible number of professors and students from both our Denver and Boulder architecture schools, and over twenty of Colorado's Fellows who were recognized during a wonderful Fellows Hour reception to begin the night.

I would like to personally thank everyone who gave such tremendous support to this event. This includes all who submitted for an award and their firms for

supporting them, our huge number of generous sponsors and donors, the AIA Colorado leadership, Bob Fuller and the Architectural Foundation, our awards jury members, the Museum of Contemporary Art, and everyone who attended to help celebrate.

But the people who deserve the biggest round of applause are all of the volunteers and staff who made the night possible. I'd like to especially note the YAAG team leaders: Anton Shaler, Assoc. AIA, Stephanie Ridgway, Assoc. AIA, Gina Keiman, Assoc. AIA, Adam Wright, Assoc. AIA, Dan Craig, Assoc. AIA, Jered Minter, Assoc. AIA, Cyd Pougiales, AIA, and Rich Carstens, AIA, as well as Chris Green, AIA, Melanie Sala and Sonia Riggs of AIA Colorado.

"You may say I'm a dreamer, but I'm not the only one..."

## CONGRATULATIONS to the 2004 Young Architects Award Gala WINNERS:

- Category 01 Student Portfolio**  
Honorable Mention: Ginger Jones  
Award: Manya Albreht
- Category 02 Individual / Team**  
Honorable Mention: Alluvion-Kai Fishman, Melissa Pezuk, and Julie Roberts  
Award: The Joy House Project - Michael Hughes & students
- Category 04 2-Dimensional**  
Architectural Graphics  
Honorable Mention: Brian Hunter & Seung Ra  
Award: Barry Ballinger, Brian Hunter
- Category 05 Architectural Modeling**  
Award: Adam B. Wright
- Category 06 Artistic Craftsmanship**  
Honorable Mention: Manya Albreht
- Category 07 Mentoring Firm of the Year**  
Honorable Mention: The Davis Partnership
- Category 08 Architectural Intern of the Year**  
Honorable Mention: Fred Lai
- Category 09 Instructor / Mentor of the Year**  
Award for Instructor of the Year: Allen Harlow - University of Colorado  
Award for Mentor of the Year: John Fuentes - Humphries Poll Architects
- Category 10 Young Architect of the Year**  
AIA Colorado  
Honorable Architect of the Year  
Award for Mentor of the Year: David C. Pfeiffer  
2004 AIA Colorado Young Architect of the Year: Elaine Gallagher Adams

## Thank you for Making Box City 2004 a Success!

by Lisa Hoogendoorn Daniel, AIA

The Urban Design Committee of the Denver Chapter and the American Institute of Architects held their 14th annual Box City in celebration of Architecture Week in April. Box City helps children understand and appreciate the importance of architecture and urban planning while encouraging them to learn more about the Design and Construction industry.



Box City 2004 "Construction Zone"

Portions of proceeds from this year's event were donated to two organizations working hard to provide family based support to Denver's young people in the face of declining budgets. The two organizations that received donations were Gifts Incorporated of Metro Denver and Family Star Fatherhood and Families Collaborative.

Congratulations to all of the aspiring young urban designers of Box City 2004. From residential projects and office buildings - some of which included working elevators and plumbing! - amusement parks, soccer arenas, city halls, fire stations and a thriving cultural district made up of art towers and fine arts centers, our "Box City" was a place we would all be proud to live in!

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In Situ Design
- Your contributions helped fund an educational experience for 87 children and raised money for the two non-profit organizations we contributed a portion of the proceeds to. Many thanks! AIA**

## 2004 Cell Tower Competition Winners:

- First Place:**  
"Transform Perception" by Peter Burr, Assoc AIA, and Matt Faichnie
- Second Place:**  
"Bus Stop" by Michael Hughes, AIA
- Third Place TIE**  
"Blades of Glass" by ArchitectureDenverKaty Altmann, Rosie Fivian, Josh Larimew, Matt Lawton, and Steve Chuovich, AIA
- Third Place TIE**  
"FLOR" by Daniel Aizenman
- Fourth Place**  
"Those Pesky Poles" by Mark Doering

# Form Based Zoning: Linking Form to the Function of Enhanced Transit Corridors? What is the link between form and function?

by Katherine Cornwell, Senior City Planner, Community Planning & Development, City and County of Denver

When Louis Sullivan decreed, "form ever follows function," could he have possibly imagined the dysfunction of arterial corridors in the 21st century? In nature, form ever follows function that results from human manipulation of the built environment is not always functional. The form of our city's main street corridors certainly followed the function ascribed to urban arteries:

move more cars, faster. Do we need to accept this outcome or is there another, more sustainable path to choose? Marcus Aurelius said, "Observe always that everything is the result of change, and get used to thinking that there is nothing Nature loves so well as to change existing forms and make new ones of them." In adopting nature's love of change, perhaps we gain a better understanding of the link between form and function. As we manipulate our urban environment, the question becomes what function, what form?

## Planning the sustainable form and function of the city

**Blueprint Denver: An Integrated Land Use and Transportation Plan**, introduces the concept of Areas of Change and Areas of Stability as a growth management strategy. This concept distinguishes places with a rational need either to transform or to maintain existing forms. Very simple principles lie at the foundation of the Areas of Change and Stability concept:

1. House more people.
2. Retain the significant architectural character and functional nature of established, stable neighborhoods.
3. Integrate growth with the transportation system.
4. Move more people through the transportation system, not just cars.

These simple principles create the framework for sustainable development of the community in the face of mounting growth pressures. The plan identifies 26 Areas of Change that include downtown, planned growth areas (Lowry, Stapleton, Gateway), light rail station areas that are identified in the FastTracks plan and enhanced transit corridors (like Colfax Avenue) that form a complimentary web of links in the FastTracks plan.

The newly adopted East Colfax plan takes Blueprint Denver to a finer grained level of detail and examines the land development pattern in relationship to the transportation function of the street. The plan approaches the corridor as an "urban ecotone," a place where two very different urban areas intersect. In nature, an ecotone describes an area



Figure 1

where two different ecosystems merge, like a shoreline where land meets water. These places contain the most biologically diverse collection of species. Rapidly fluctuating conditions in the ecotone necessitate diversity and a balanced link between form and function. The strength of the different ecosystems determines the longevity and health of the ecotone. For example, land saturation in nitrates produces run-off into a lake that accelerates the process of eutrophication where land can overtake the lake. Conditions in a transportation corridor can produce similar effects where the balance between pedestrian, cyclist, transit and automobile favors cars. Like algae feeding on excess nitrates, cars consume land and make the environment an unpleasant place for pedestrians. Such a pattern of deterioration is evident on Colfax. The form follows the division between land use and transportation.

## How did Colfax lose its balance between desirable form and function?

The conditions on Colfax may be attributed to a number of causes, including the street's transportation history. The historic resources along Colfax reflect the architecture of its past as a streetcar line. Though the streetcar has not run on Colfax since 1950, the corridor remains one of the most highly used rapid transit corridors in the city. Streetcar travel ended just as the great American road trip era began. Between 1950 and 1970, the transcontinental US Route 40 delivered motor tourists to the Rocky Mountains via Colfax Avenue. However, the opening of I-70 in Denver profoundly changed the complexion of Colfax.

Prior to I-70, motels, shops and restaurants found a captive market in the mountains and the plains. Post-I-70 construction, the new freeway diverted motorists in a complete bypass of the commercial portions of Colfax Avenue through Aurora, Denver and Lakewood. The dramatic, nearly wholesale loss of clientele forced the closure of many businesses, leaving in its wake vacant and underutilized property. Concurrently, zoning laws segregated uses and required the dedication of considerable

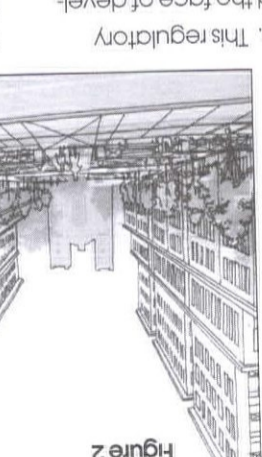


Figure 2

land area to parking. This regulatory framework changed the face of development along the avenue. As transportation demands increased, development form followed automobile function. Rethinking zoning: using form to restore function.

In recent years, planners and architects have challenged the current state of complex zoning laws. These dated codes attempt to defend against all probable negative outcomes only to result in mediocre and uninspired development. Use separation and other standards that result in low-density, auto-oriented development in inappropriate places (like enhanced transit corridors) are concepts under fire. At the heart of the form-based zoning model is the hypothesis that context appropriate form resolves many of the functional failures created by conventional zoning. It is a simple premise: define what is possible and appropriate for the context.

Form based codes contain several elements that differ from a conventional Euclidean code. First, successful form based codes use a regulating plan to establish the district context and the relationship of buildings and sites to different street types and areas within the district. Second, the codes prescribe a simple set of development standards that vary relative to street or district context. Examples of development parameters in the codes for Columbia Pike (Arlington County, VA) and Kendall (Miami-Dade County, FL) include building height, building setbacks, building frontage and building placement. Third, the codes incorporate diagrams to illustrate the physical extent of the development parameters. Rather than focusing on use separation, form based codes focus on building integration within the urban context. In part, form-based codes flip the idea of form following function to the extent that good form improves the function and health of an urban ecotone.

## What is the form of a functional Main Street?

The East Colfax plan explores a number of fundamental elements that contribute to a functional Main Street form. These elements include site develop-

ment, building placement, architectural form and pedestrian amenities. The example shows the existing challenges (Figure 1), as well as potential solutions (Figure 2). In this case, the pictured block contains two residential buildings (in the background), and two single story commercial uses (a large liquor store and a small fast food restaurant in the foreground).

Without altering the mix of uses, the new form completely changes the character and function of the block. Site redevelopment including vacating the alley allows for more efficient building placement. Building placement defines the street wall and creates a significant view corridor; the buildings create a frame that directs one's eye to the cathedral in the distance. The view corridor doubles as gathering space and increases the potential first floor commercial space with a paseo that funnels pedestrians between the corridor and the neighborhood. Increased density provides a development scale that includes structured parking and adds residential and office space over active ground floor commercial spaces. The ground floor commercial space incorporates pedestrian friendly design with large display windows and defined street facing entries. The building's mass and scale is appropriate to the urban context, proximity to downtown and dense urban residential areas.

Articulation of the facade with a step back at the floors reduces the overall perceived building volume. Strong fenestration breaks up the facade and reinforces the more vertical orientation of windows found in traditional developments along the corridor.

Function is inextricably linked to form in the future concept (Figure 4). Uses are of virtually no consequence in shaping the place. Rather, uses are a function of the form, adding value in terms of potential for increased diversity and activity. The form creates the space to draw residents, businesses, shoppers, diners, commuters, lingerers... all the species of the urban ecotone.

(Continued from page 19)

### Former Rubber Bounces Back With a New Plan

rejuvenating parks and open space, and requiring that LEED-certified "green" buildings.

### Transit problems, transit challenges

The existing traffic congestion on the site is a problem that is expected to worsen with the concentration of people that the redevelopment will bring. Early public works plans recommend broadened roadways through the heart of the site, which the designers felt would seriously undermine the project. They are currently leading a collaborative effort with city officials, the developer and the community to find alternatives that will allow the new district to come into being but maintain traffic flow around and through it. **AIA**

(Continued from page 15)

### Building in the Forest

Once again, these non-combustible materials are more durable and easier to maintain than the traditional exterior wood deck and rail.

Design Consideration #4: **Exterior Deck/Patio**

Because exterior decks are raised, they are more vulnerable to a wildfire. The best solution is to use an on-grade patio, constructed of non-combustible materials such as concrete or stone. If the deck needs to be raised to capture the view, a metal grating, or concrete on metal decking can be used, with or without a finish material such as non-slip ceramic tile. With a solid deck, be careful to place "crawl space vents" behind a low wall or large boulder to deflect heat and fire away from entering the house. In fire prone areas, the deck rail should also be non-combustible - post-hole options are a metal or cable rail, or a low stone wall.

Design Consideration #5: **Interior/Exterior Sprinkler System, Fire-Fighting Water Supply**

Newer homes in our area are being built with residential sprinkler systems, which utilize CPVC piping tied into the domestic water supply. The fire-water for these sprinkler systems can be fed by a pond, by an above-ground or underground water tank with a meter, or by a central water main. If a sprinkler system proves to be too expensive, an existing pond or new water tank can still be utilized by a "dry hydrant" pattern (?) on the vertical outer fascia board, not in the horizontal soffit.

In a wildfire prone area, all exterior building materials should be non-com-

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Preliminary Estimated Costs	Light rail:	\$230 Million
Transportation elements:	Passenger rail:	\$120 Million
RTD regional bus:	RTD regional bus:	\$125 Million
Subtotal	Site elements:	\$85 Million
Total public cost		\$560 Million

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**Design Consideration #4: Exterior Deck/Patio**

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Psychologists rate the sudden loss of one's home, with all of its contents, as one of the most catastrophic events in a human lifetime. Here in Durango, we are witnessing friends who lost homes in the 2002 fires - and they are still recovering. It can take a year to rebuild, more years to replace possessions, and further, some possessions are just irreplaceable. A firefighter's life is also irreplaceable. When the Fire Department arrives at your client's home and sees that it has been designed to be defensible, they are in a much better position to stay and fight the oncoming flames, and ultimately save it. **AIA**

Source: National Interagency Fire Center in Boise, Idaho. Further info: Co State Forest Service book, "Firewise Construction" written by Peter Slack, a Boulder architect who was also a firefighter. Provided free of charge.

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Katharine is a senior city planner for the City and County of Denver as a principal staff member on the Blueprint Denver planning team, leading corridor planning initiatives for the city. She recently completed the East Colfax corridor plan, and will soon begin a similar planning process for West Colfax.

The Denver City Council's unanimous adoption of the East Colfax plan freed Community Planning and Development to charge forward with implementation of the plan. The first step is creating a form-based code for Colfax Avenue. The Planning Department is on track to deliver a proposal early this fall. The Department will pursue input from local architects and planners as we enter a new paradigm of zoning for Denver in the 21st century. **AIA**

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# Station Planning along the US 36 Corridor

by Mark Leese, AIA and Jean Sanson

While transit planners and designers now have several years under their belts designing transit stations and successful TOD projects around light rail stations in and around Denver, the concept of development opportunities around BRT stations is a relatively new one for the area. Will the development community consider RTD's potential investment in BRT stations as permanent as an investment in a rail station? Would developers show interest in investing around what are essentially improved bus stops? So far, the answer is an enthusiastic "yes."

The development community and local jurisdictions have embraced the notion of TOD around BRT stations and have developed plans for higher density, mixed-use, pedestrian friendly developments in anticipation of the US 36 Corridor EIS. A number of transit villages are being planned exclusively around potential BRT stations between Denver and Boulder, including Park 36 in Broomfield, the Superior Town Center, and the Boulder Transit Village. By jumping out ahead of the EIS process, development interests have leapfrogged the transportation investment itself. An encouraging sign that transit-oriented development will become a mainstay within the development community.

Authors: Mark Leese, with URS Corporation, is an urban designer and city planner with expertise in transit oriented development planning and transportation infrastructure design and planning. Jean Sanson, also with URS Corporation, is a land use and transit planner currently managing station planning for the US 36 EIS. **AIA**

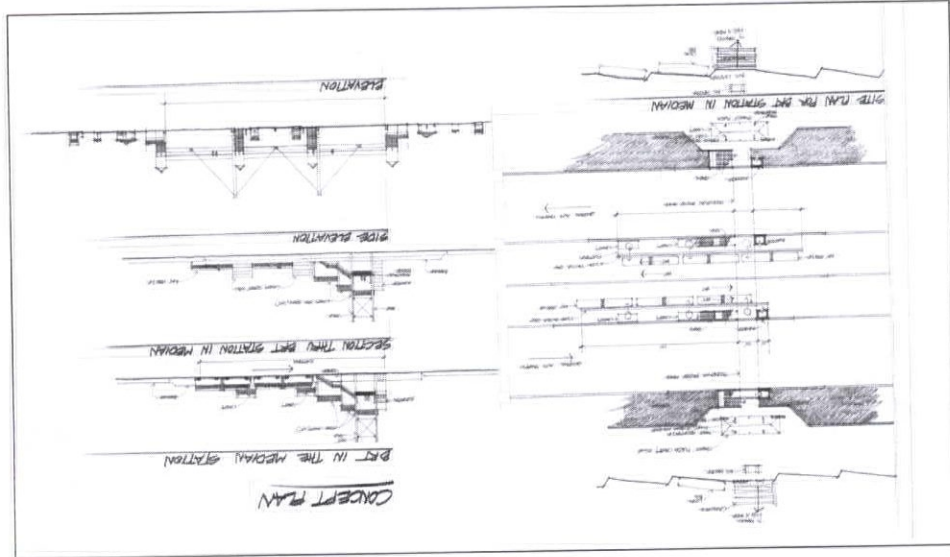
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The US 36 Mobility Partnership is preparing an Environmental Impact Statement (EIS) to identify multi-modal transportation improvements between Denver and Boulder. A range of transportation alternatives are being studied, but the centerpiece of the public transit improvement has two components: Bus Rapid Transit (BRT) along the US 36 highway and commuter rail service along the existing Burlington Northern Santa Fe railroad tracks.

BRT is the more unique component of the two and would be the first application of this technology in the metro-Denver area. It is a roadway-based rapid transit system that operates with high frequency service like light rail. But unlike light rail vehicles, BRT vehicles have the flexibility to use both dedicated bus lanes on US 36 and to exit or enter the highway to provide service into the heart of communities via local streets. A high-frequency BRT system can be tailored to offer passengers activity center-to-activity center trips without transfers. And BRT station designs can facilitate comfortable, fast and efficient service.

BRT and rail station locations along the US 36 corridor were selected using a combination of considerations: primarily for the operational efficiency of the transportation system and the potential to support local land use and economic development efforts. Where the rail line and the highway are close to each other, joint BRT and rail stations are being considered. This will provide passengers with the option to use either mode, and the efficiency of shared station facilities.

Once a general station area was agreed upon, station plans were developed with the participation of the local jurisdiction, and in some cases several site plans were generated and evaluated. This process continues today.

Most planned BRT stations along US 36 include park-n-rides and are tied to major activity centers with convenient regional access. As shown in other Denver area corridors and in other cities, new regional access creates an inherent competition for retail and mixed-use development are competing with each other for the same land. Jurisdictions are generally looking for highway-oriented development that will generate significant tax revenue, as witnessed by the proliferation of big box retail stores adjacent to highway interchanges. Parking is needed to accommodate transit passengers driving to stations (who generally make up between twenty-five and sixty percent of transit boardings). And mixed use development, particularly higher density housing and employment centers within walking distance of stations are desired to increase transit ridership, and therefore leverage the public investment made in a BRT station.

Can a BRT station area accommodate these competing development interests as well as accommodate needed transit functions? The answer is "yes," but they need to be flexible. For the short term, and for the sake of obtaining environmental clearances for the largest possible impacted areas, RTD must show the worst-case scenarios of surface parking lots, but also show how at certain locations, the site can change to accommodate retail and structured parking, i.e. transit-oriented development (TOD). In all cases, local planning agencies have brought their ideas about redevelopment of the surrounding areas to the table.

A site plan for a transit station has to accommodate the static parts, such as the BRT or rail platform, bus loading and parking areas, but also has to integrate into both regional and "neighborhood" access and circulation for pedestrians, autos, bicycles, kiss-and-ride users, and feeder buses. At each station area, all of these circulation activities take place within a unique setting. The emphasis is to complement, rather than interfere with local activities. This cooperative process can set the stage for future development and/or redevelopment. Each station area requires a unique solution. All in all, each station needs to be a good "fit" within its neighborhood, presently and, at the same time, anticipate the future.

The typical BRT station includes a pedestrian bridge over the highway that will provide an interesting experience to the pedestrian as well as an interesting object in the landscape as seen from a car on the highway. At each end will be stairs and an elevator down to a platform that together form a composition that blends two scales, "human" in the details and "highway" in its overall form. The design needs to be simple and straightforward, and honest in its structural form.

The BRT stations offer a different kind of opportunity to create a unique identity for the corridor. The highway exerts a greater influence over the stations and the stations will be surrounded for the most part by the architecture of the adjacent area. Typically, the design of the BRT stations is driven more by the architecture of the highway design than by the character of the commercial retail that sits nearby, on the other side of a parking lot.

The architecture of the stations should contribute to the identity of the corridor. And if the planning process concludes with both a commuter rail line between Denver and Boulder as well as BRT service, the character of each should be distinct from the other. The commuter rail line offers the possibility of having a strongly distinct architecture. The railroad tracks visually link the stations, one to another. The rail stations could feature a transit canopy and plaza, and a pedestrian bridge with stairs and elevator that repeat certain details and materials that, when experienced as a series of stations, would impart a strong and memorable impression which is native to the area. As approached from the community, each station is a gateway into the transit system, but at the same time, each station is a gateway to the community it serves and should "tip its hat" to the character of the local community. The BRT stations offer a different kind of opportunity to create a unique identity for the corridor. The highway exerts a greater influence over the stations and the stations will be surrounded for the most part by the architecture of the adjacent area. Typically, the design of the BRT stations is driven more by the architecture of the highway design than by the character of the commercial retail that sits nearby, on the other side of a parking lot.

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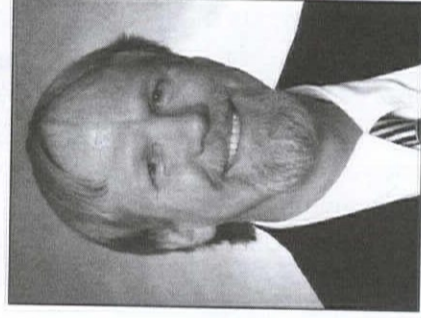
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## Transportation in Livable Communities

by Christopher J. Green, AIA, 2004 AIA Colorado President



Chris Green, AIA  
2004 AIA Colorado President

The American Institute of Architects has adopted livable communities as a mantra of sorts and transportation is significantly linked.

Having just spent time in Chicago attending the national convention I was struck by the ease of getting around Chicago. The standard modes of transportation included the ever-present cab, the El, Bus and trains to the outlying suburbs as well as lots of boats and bicycles. Everyone in my family was impressed with the ability to easily get around Chicago. We were not challenged by a lack of transportation options.

Coming in from O'Hare on the El, we all had fun observing the neighborhoods we were transiting through. We were evaluating the deck structures, the uses of back porches and searching for the most creative use of patio light strings on decks. We also got to observe the neighborhood architecture and planning. We saw the parks, the residential areas and the commercial areas, old and new, well designed and not so well designed. We got an introduction to the neighborhoods surrounding the Chicago core on the public transportation system that was safe, fun and informative.

What we were experiencing was the benefit of the impact of well a planned, well used and effective multi-modal transportation system in a very livable Chicago.

The current debate in Denver surrounding the expansion of light rail to DIA, Jefferson County, Boulder, and other outlying areas is an important and significant dialogue that will affect the livability of the Denver area. The expansion of the light rail system will make transportation options available to a very wide group of people. Each stop is an important node of community activity. The transit stop will be an economic engine supporting activities of those coming and going, will provide meeting spaces at the local coffee shops, places of nourishment at the local restaurants and watering holes, and will supply those moving through to their homes. So, transit, food, fun, and provisioning – all very important aspects of a livable community and all surrounding a transit stop on a light rail transportation system.

Are AIA Architects involved in planning these systems?

(Continued on page 18)