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**BEST BUILT PROJECT**

**GALAXIE**
An impressive rehabilitation; a true contribution to the social life; a valuable urban amenity.
CTA ARCHITECTS ENGINEERS
CEREBRAL BREWERY

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**BEST UNBUILT REHAB PROJECT**

**LA PUERTA DE COLORADO AT TRINIDAD**
An ambitious rehabilitation and repurposing proposal for an area that really needs it.
BRUCE BARR, WILLIAM GUMAN, CITY OF TRINIDAD, AMTRAK, TROUT UNLIMITED, DOLA, AND SCCOG

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**BEST UNBUILT GREENFIELD PROJECT**

**PENA STATION**
A strong urban design, a well-balanced TOD, diverse, ambitious, by the book good urbanism
CIVITAS INC
CITY AND COUNTY OF DENVER, RTD, URBAN DRAINAGE

---

**BEST URBAN INTERVENTION**

**ARAPAHOE SQUARE ZONING AND DESIGN REVIEW SYSTEM**
A very needed supplement to Denver’s new code, sophisticated yet easy to follow
CITY OF DENVER COMMUNITY PLANNING AND DEVELOPMENT

---

**BEST STUDENT PROJECT**

**TOWN OF SILVERTHORNE: DESIGNED FOR LOCALS, ENJOYED BY EVERYONE**
Professional level of work; well-done!
MOUNTAIN LAB, THE PROGRAM IN ENVIRONMENTAL DESIGN, UNIVERSITY OF COLORADO, BOULDER
OVERVIEW OF THE AWARDS

The Congress of New Urbanism (CNU) is a non-profit organization that promotes walkable, mixed-used neighborhood development, sustainable communities, and healthier living conditions. We believe cities should be designed for people, should respect human scale, and encourage human interaction.

The CNU Colorado Charter Awards honor projects that embody the mission of CNU. The winners are selected by a jury of distinguished designers, architects, planners, and engineers from Colorado and beyond for their excellence in fulling and advancing the principles of the Charter of New Urbanism in a Colorado specific context and at various scales.

ACKNOWLEDGEMENTS

We would like to thank all of the participants for contributing and supporting CNU Colorado in our effort to promote successful urbanism and showcase the strength of Colorado’s local planning and design culture - each entry exemplifies a deep understanding of New Urbanist practices. We also extend our deepest gratitude to the jury panel for volunteering their time to review all the entries and upholding the values of CNU Colorado in the process - it is not an easy task but we appreciate you all meeting the challenge head on.

Korkut Onaran
President, CNU Colorado
Pel-Ona Architects & Urbanists
Galaxie

Category: Best Built Project
Location: Denver, Colorado
Size: 9181 sq. ft.

Submitted by: CTA Architects Engineers
Other Partners: TI for Humble Pie
Chow Urban Grill

The Galaxie Autobody Building is located on East Colfax Avenue - an urban corridor turned from pedestrian-oriented streets to a car-oriented suburban thoroughfare since WWII. To improve urban form, city planners introduced the “Main Street” zone in hopes of returning the road to its former grandeur and improve the neighborhood conditions. Where other owners sold and developers went elsewhere, one trailblazer took the risk of bringing the Galaxie back to life and turning it into a brewery where people can socialize, eat, and drink.

The project’s goals were to reinvigorate an underutilized space from the early automobile age, establishing the avenue’s readiness for a new urbanism. In addition to providing amenities to an increasingly active and walkable community, returning space from the automobile to the people, and creating a place where people park their strollers rather than their cars. Design elements focused on blending new and historic textures resulting in social opportunities and pedestrian-scaled features.

The Galaxie project sought to reuse every existing part of the building to keep the character and history of the building. Retaining historic character through materiality and form, the 20th century pipe trusses, garage doors, and glass block create a pleasant, gritty palette that balances the new architectural interventions. The site also provides ample bicycle racks and outdoor gathering space with tree lawns, a low garden wall and planters to create a soft barrier between users and the fast-moving vehicles.

The Galaxie is one small building that aid catalyzed redevelopment on an urban scale to further the East Colfax renaissance. Since the project’s completion, three other nearby properties have begun renovations. A garage that once reserved for paint, grease, and tires now serves people fine food, beer, coffee, and pies in a pedestrian, bike, and car friendly location.

Jury Comments:
A successful and exemplary reuse of an existing building at an important location. Small moves make big differences. The social life on the patio along the street is a significant contribution to life on street. Good transition from the back of the site to residential neighborhoods. Well-prepared presentation that communicates community life, especially the references to social media that share customer experience give a good idea about the place.
Post-war suburban growth completed the transformation of Colfax Avenue from a pedestrian-oriented urban corridor to an auto-oriented suburban thoroughfare. The Galaxie project’s goal was to reinvigorate an underutilized space from the early automobile age, establishing the avenue’s readiness for a new urbanism. Aspirational visions included providing amenities to an increasingly active and walkable community, returning space from the automobile to the people, and creating a place where people park their strollers rather than their cars.
### La Puerta de Colorado

<table>
<thead>
<tr>
<th>Category:</th>
<th>Rehab Project</th>
<th>Submitted by:</th>
<th>Kip Hampden LLLP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Trinidad, Colorado</td>
<td>Other Partners:</td>
<td>Bruce Bar, Architect</td>
</tr>
<tr>
<td>Size:</td>
<td>30 acres</td>
<td></td>
<td>William Guman, Landscape Architect</td>
</tr>
<tr>
<td>Time Frame:</td>
<td>5 years</td>
<td>City of Trinidad; Amtrak; Trout Unlimited</td>
<td></td>
</tr>
<tr>
<td>Type:</td>
<td>Brown-field Multi-use</td>
<td>DOLA; Southern Colorado Council of Governments</td>
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</tr>
</tbody>
</table>

La Puerta de Colorado, translates to “The Gateway of Colorado” and as such the project focused on celebrating the rich heritage of the southern Colorado region by restoring the seven historical buildings on the site in order to revitalize the local economy of a once booming mining town.

The former brown field site is ideally located between Interstate 25, railroad tracks and stop served by Amtrack, the Purgatoire River, and Trinidad’s historic downtown. The adjacent downtown area has 6.5 miles of winding brick streets and is designated “El Corazon de Trinidad Historic District of the Santa Fe Trail.” The rich history and key location provided the opportunity for place making with an end goal of economic revitalization and sustainability.

A critical component and major project goal was to consolidate the existing transit system. The project included an orchestrated movement of the Amtrak train stop to the opposite side of the railroad tracks in conjunction with the relocation of the greyhound bus stop to a new multimodal transit stop built within La Puerta using a historic building bordering the site. The centralization of these transit systems enabled flexible access to all community members and tourists to housing, commercial, and retail opportunities. In addition to connecting the riverfront parks, city trolley system, and extensive pedestrian areas leading to the downtown.

In partnership with Trout Unlimited and the farming and ranching communities, future plans include a focus on habitat restoration and preservation as part of the river front park, river walking and bicycle trains and recreational access to the river for fly-fishing, kayaking, and tubing. The intent is to tie the pedestrian/riparian river corridor improvements to the farming heritage of the town.

### Jury Comments:

A strong redevelopment proposal for an area that needs it badly. However, it is an ambitious and risky investment proposal. A well-prepared site plan that integrates a multi modal station to rest of the facilities and takes advantage of a historic building to create a strong place.
La Puerta de Colorado

Category: Best Unbuilt Project in Colorado
Project Name: La Puerta de Colorado
Location: Trinidad, Colorado
Size: 30 Acres
Time Frame: Phased 5 year build out
Type, Uses: 30 Acre Brownfield Multi-use
Redevelopment Site:
  Historic Preservation
  Pedestrian Friendly
  Multi-Modal Transportation Hub
  Commercial, Retail and Public
  Use Opportunities

“Public-private partnerships redefining brownfields for economic revitalization”  UP_81082
Peña Station Urban Design

Category: Best Unbuilt Project
Location: Denver, Colorado
Size: 400 acres
Time Frame: 2011 - Present

Submitted by: Civitas Inc.
Other Partners: City and County of Denver
RTD
Urban Drainage

Peña Station was envisioned as an 18-hour mixed use neighborhood that would provide a central organization to all the future growth in northeast Denver and northwest Aurora. The result was a blend and rich mix of complimentary uses, streets organized in an urban grid, pedestrian scale blocks, and transit access and connections adjacent to neighborhoods and open space.

At 400 acres, the station is one of the few development sites located along the ‘Corridor of Opportunity’ and within the DIA’s ‘Airport City.’ This key location provided the opportunity to connect the neighborhood to downtown Denver as well as domestic and international cities via DIA. Additionally, a four lane arterial street and 115-acre compact, walkable, and vibrant pedestrian oriented experience.

By thinking holistically, the design interventions done at the site allowed for the creation of a neighborhood from the ground up with an authentic identity and sense of place. On the other hand, the design provided a physical framework that can function with the current program mix but can also evolve and densify over the next fifty years.

The neighborhood core combines mix uses that include market-rate multifamily housing, workforce and affordable housing, commercial-office space, hotel and hospitality services, retail, and daycare accommodations for the anticipated population growth. The complete street design create a highly accessible urban core via multiple transportation modes including: automobiles, buses, shuttles, smart cars, bicycles, and pedestrians. Furthermore, the proposed regional arterials connect to local and regional trail network.

The shared vision between the landowners, the City of Denver, DIA, and RTD backed by a public-private partnership was instrumental in bringing Panasonic to Denver. Out of twenty-two cities around the USA, Panasonic selected this location for their new North American Headquarters and to showcase their “smart cities technologies” at the neighborhood scale. Peña Station integrated the time tested lessons of Traditional Neighborhood Development with the latest technologies in city building to create a safe, energy efficient, and digitally-connected neighborhood.

Jury Comments:
A successful and exemplary site plan for a transit oriented district. Strong street grid with station well-located at a central point and amenities are well-arranged. Mentioning of smart technology is positive. A well-prepared presentation. It is a very ambitious project. It is a very high density district in a green field location - is this a good move? Does it contribute to sustainable growth?
Peña Station

Urban Design Strategy

**Existing Site**
- Telluride, a four lane arterial, is planned parallel to the tracks which will separate the station from the site. An existing high pressure gas line bisects the site.

**Urban Core**
- Realign Telluride and the high pressure gas line to create a 115-acre walkable urban core immediately adjacent to the future station.

**Placemaking**
- Create Peña Place, a neighborhood main street that extends two blocks linking the station plaza with a neighborhood central park.

**Infrastructure**
- Phase I infrastructure opens up 40% of the urban core to development, to coincide with opening day of the train station.

**Connectivity**
- A interconnected grid of streets and open spaces are designed to connect all future development to the station.

**Urban Form**
- Long faces of blocks are oriented east/west to encourage building frontage along streets that lead to the station.

Location, Scale & Context

Peña Station is a 400-acre greenfield site located along the University of Colorado A Line which connects DIA to Union Station.

Vision

Peña Station is envisioned to become a central organizing feature for all future growth in northeast Denver and northwest Aurora. It is envisioned as an 18-hour, mixed-use walkable neighborhood.

Goals

Peña Station is central to ‘Airport City’ and has the opportunity to create a dense, mixed-use urban development pattern with all of the desired multi-modal transportation elements necessary for a successful TOD.
Arapahoe Square Zoning & Design Review

Category: Best Urban Intervention
Location: Denver, Colorado
Size: 70 acres

Submitted by: City of Denver Community Planning & Development
Other Partners: Mike Hughes, Consultant

The Denver Arapahoe Square Zoning and Design Review project implements the community’s vision for a densely populated, vibrant, mixed-use neighborhood. Located at the northeast edge of Downtown Denver, Arapahoe Square is bounded by Park Avenue, 20th Street, the alley between Lawrence and Larimer and the alley between Welton and Glenarm.

A unique component of this project was the assembly of a task force comprise of residents, business owners, land owners, developers, design professionals, and other stakeholders that worked together to prepare the regulatory system that will help shape development in the neighborhood. The newly-adopted form-based zoning shapes development using three building forms:

General Building Form - Provides greater flexibility to meet the objectives adopted in the Northeast Downtown Neighborhood Plan (NEDP), but has a lower height limit than other allowed building forms.
Height Incentive Building Form - allows greater building height as an incentive to limit visibility of structured parking in order to promote a pedestrian-oriented neighborhood.
Point Tower Building Form - allows significantly greater building height as an incentive to limit visibility of structured parking and reduce mass of taller building elements.

Other design considerations in the guidelines provided by the task force include: design standards for street level experience combining building setbacks, streetscape, and open space location/configuration; vehicle parking requirements to minimize visibility of surface and structured parking; vehicle and utility access to minimize pedestrian impact; and design standards to active urban environments with diverse uses alongside social service provides.

Jury Comments:

This is the kind of coding exercise we really need for certain parts of the city to complement the form-based code. The guidelines address the massing and scale well. They achieve this for Arapahoe square which is a very challenging place. Do the guidelines address the clash in scale between the high rises and two to three story buildings? At the least it guarantees building presence along the sidewalk.
FORM-BASED ZONING

Downtown Denver’s first new form-based zone districts shape development according to three building forms that provide height incentives related to the design objectives for the neighborhood.

DESIGN REVIEW

The recently-appointed Arapahoe Square Design Advisory Board will use new design standards and guidelines to shape context-sensitive application of zoning standards.

Street Level Design (below)

A. Building placement encloses the pedestrian area and provides a variety of spaces.

B. Transparency promotes an active, safe and engaging street-level experience.

C. Street-level facade design includes human-scale features that define the pedestrian area.

D. Street Level uses a vibrant pedestrian experience.

Facade Design (right)

A. Massing techniques break the mass of larger buildings into smaller modules.

B. Articulation further promotes a cohesive and visually interesting facade.

C. Upper story setbacks minimize the visual impact of taller buildings.
As a gateway to the Rocky Mountain, the Town of Silverthorne, CO is a magnetic place recognized for its public art, local flavors, and walkable amenities. Off interstate I-70, Silverthorne is the first exit west of the Eisenhower Tunnel at the intersection of Highway 9 and Highway 6.

Due to its location, Silverthorne is often consider a pass-through town conveniently located about half-an-hour from five major ski areas in Summit County. But unlike the other towns in Summit County, Silverthorne has a larger housing stock that is permanently occupied year-round. The town is attractive to workers and families alike because it is relatively less expensive than the other surrounding towns.

The project mission was to provide a unique identity for the Town of Silverthorne that highlights the natural setting and creates a true downtown feel for locals and visitors. The goals included: the creation of a walkable pedestrian-oriented streets; increase housing stock density through new affordable units along side market-priced units; encourage economic growth using mixed-use residential and commercial development; and establish a strong connection on the Blue River for recreational and commercial purposes.

The project first focused on landuse and the rezoning of blocks to include mixed-use residential commercial opportunities along Highway 9 and 4th Street. The current blocks were broken to half the size to accommodate a service alley and to create green spaces between residential buildings. Furthermore, a complete street approach was use to prioritize pedestrians and minimize the need for car use to move about the town. The proposed street design includes multi-use sidewalks, two parking lane, two car lanes, and a street buffer in some instances to create the feeling of a smaller right-of-way.

The ODI block was the main focus for providing mix-residential commercial buildings each with a unique character but with the overall feel of a “modern mountain town” design. Each of the five buildings proposed serve to anchor the corners of the block, activate the streets with dynamic store fronts and inspire a community feel.

The last component of the project was the Blue Riverwalk Master Plan that focused on creating a strong axis at 4th Street that connected the town core and the new developments taking place on both the west and east side of the river. Moreover, it set guidelines for fishing, water access, and other recreational activities that take place along the river while keeping in mind the sensitive river ecology.

Jury Comments:

Even though it is a student project the level of work is very professional. The planning issues are well-identified and policies are stated clearly. Graphics read well. Well-detailed and realistic proposal. The plan addresses connectivity and takes advantage of the river as a valuable public amenity.
MASTER PLAN AND STREET SCAPE

ROUNDABOUT
To reduce truck noise while reducing speeds
Re-routing of Way
Highway 9
Alleyway with separated lane
Black Box Theatre
Located throughout
Re-routing of Way
Central Park
Located on Adams Ave
Festival Bridge
Located on Adams Ave to downtown core
Central Park
Located on Adams Ave to downtown core
ODI Block
Located on Adams Ave to downtown core
Re-routing of Way
Central Park
Located on Adams Ave to downtown core
3rd Street
Alleyway with separated lane
Adams Avenue
4th Street
Highway 9

BLUE RIVERWALK MASTER PLAN

Water Access
The North Blue Water Access was designed specifically to create a safer, pleasant setting for people whether they spend a period of time enjoying the scenery or just passing through.

Festival Bridge
A pedestrian oriented bridge, that joins existing public gardens with the Festival Plaza, across the Blue River.

Festival Plaza
Serves as the main node and gathering space for the Town of Silverthorne. It anchors and connects the activities taking place on 4th St. Festival Bridge, and the rest of the Blue Riverwalk.

Boots Park
The South River Access or Boots Park is designed to provide easy access to the river to fisherman.

ODI BLOCK ARCHITECTURE

Location 1st Floor Plan 2nd Floor Plan 3rd Floor Plan
Option 1: 3rd & HWY 9
Option 2: 3rd & Adams Ave
Option 3: 3rd & East of Adams Ave.

Location 1st Floor Plan 2nd Floor Plan 3rd Floor Plan
Option 4: 4th & Adams Ave
Option 5: HWY 9
Grand Lady Hotchkiss

Location: Hotchkiss, CO
Size: 7000 sp. ft.

Submitted by: ShedeScapes Americas
Other Partners: Don Foster, Space Designer
Jeanine Devlin, Repurposed Interior Designer
Lori Gibbs, Interior Designer
Lori Marek, Marketing Director

The Grand Lady of Hotchkiss dates back to 1906 when horse-drawn wagons unloaded rail-cars of Northwest timber that carpenters cut with hand saws and masons stacked locally sourced clay bricks.

Located in the middle of downtown Hotchkiss, the historic structure remained vacant until it was purchased by international business visionaries looking to revitalize the once mining-driven economy of the community. Rather than building on the outskirts of town, the business embraced the challenge of an infill development.

The 7,000 sq. ft. building used to house three small office spaces and two apartments. Inspired design converted the space into a multi-use cohesive workspace and designer showroom with eleven interconnected offices that have the potential to house twenty-two employers both public and private in nature. In addition, the open space can accommodate 300 people for evening gatherings that bring the community members together.

The transformation speaks of a respect for the old but also the openness to a new and broad community. It also speaks to the contrast between repurposing historic vintage materials and showcasing top-of-the-line, contemporary, international products.

The Grand Lady of Hotchkiss brought new energy in the form of visitors as well as dynamic interactions and celebrations between locals. The renovation inspired a vision where bridges would be built - bridges between Colorado and other states and countries, bridges over the rough economic times, bridges to the future, and bridges to enhance local community togetherness. The project served a catalyst for further improvements to the surrounding building and a renew vision for a downtown redevelopment plan.

Jury Comments:

It is a successful infill / reuse project. Well-presented. It is hard to judge its contributions to urbanism in terms of CNU Charter principles. It is also hard to judge the project's contribution to the public realm beyond the fact that it is positive to rehabilitate historic structures at city centers by placing in them healthy businesses.
**Best Built Project in Colorado**

**GRAND LADY**

**Office Space & Showroom of Hotchkiss**

**FROM ARCHITECTURE TO BUSINESS & COMMUNITY**

When a growing international business headquartered in rural Colorado had the opportunity to purchase a 1906 building in a town where nearly 25% of the buildings were vacant, something more than a renovation began to happen. The idea to repurpose a 7,000 square foot multi-use building into a cohesive workspace and designer showroom evolved into an inspiring vision where bridges would be built - bridges between Colorado and other states and countries, bridges over rough economic times, bridges to the future, and finally bridges to enhance local community togetherness.

**“THIS BUILDING IS ALIVE”**

"This building is alive," notes its chief designer. That’s why he named it the “Grand Lady of Hotchkiss” and talks of the contrast between repurposing historic and vintage materials and showcasing top-of-the-line, contemporary, international products. "We took this Grand Lady and revitalized her, and in turn she’s brought new life to the community," he adds. It has brought new energy in the form of visitors as well as dynamic interactions and celebrations between locals.

**REPRESENTATION OF CHARTER PRINCIPLES**

The business wanted to respect the sense of history as well as the contemporary look of its products, affirming a continuity as well as an evolution of society in the town of Hotchkiss. Rather than building on the outskirts of town, this business chose to infill an empty building in the center of downtown, embracing the principle of infill development. The potential spectrum of this building’s use—both public and private—is boundless.
Creed America development is a new neighborhood that honors the scale and character of the existing City of Creed. The project parcel shared a long border with the original 1892 plat of the City of Creed with a population of roughly 210 in 2005, 45 acres of land, and over 70 residences.

From inception, the project was about looking at the context to stitch together a new neighborhood onto an old mining town with the intent that after a few years of age, the lines between the old city and the neighborhood will blur to the point that they’re indecipherable. Looking at the original city plat of grid streets and alleys modified to fit the topography of the surrounding mountains provided the inspiration for many of the street layouts and lot sizes used in the neighborhood. In addition, the regional vernacular architecture served to guide the design of the individual houses.

In the planning face of the development, walkability, sustainability, and connectivity were critical components of the new neighborhood. As a result, an approximately 1/8 mile trail was built that winds down the hillside, continues into the old city boundaries on a previously undeveloped street and ends within a block of the commercial core of the City of Creed. The trail connects to the newly built Seime Park and, in the near future, the historical Sunnyside Chapel which is no longer a religious facility. Thus, the centerpiece of Creed America will be a public park with a historic community event space.

Creed America neighborhood is a significant and direct addition to a historic town that embraces the stunning mountain setting while remaining sensitive to the topography and regional architecture vernacular.

**Jury Comments:**

The architecture of individual buildings are successful and interesting. It is a small development in a non-urban context. The site plan doesn't create any strong public amenity. It is hard to judge the project's contribution to urbanism.
When an Historic Colorado mountain mining town and New Urbanism collide you end up with a unique new neighborhood in a spectacular setting.

An adaptation of new urbanist principles to a quintessentially western setting.
The Row Homes at Stapleton North provides a diverse and welcoming solution to a mile long collection of Income Qualified Homes along Central Park Boulevard. The design produced moderate, comfortable homes with all the amenities of the Stapleton neighborhood while helping to meet the challenges of providing affordable housing on a tight construction budget.

The houses create the look and feel of a diverse, vibrant, and welcoming street front through the use of three facade variations (A, B, and C) that can be arrange to produce five different building front options. On the other hand, construction is simplified by using two floor plans variations for the upper floor and identical foundation plans for each unit that can fit each of the facades. Building footprints are design to be consistent regardless of the plan selection, providing maximum flexibility and cost saving to the developer and sales team while the floor plan variations provide life style options for buyers.

Another building component are the southern facing roof lines designed to give ample solar exposure at the rear for optional (pre-wired) solar power installations. This design element helps to keep with the long term planning goals to reduce dependency on non-renewable energy sources and also creates self-sufficient homes that will cost little sustain.

Keeping in mind context, the neighborhood was designed as a walkable community that provides pedestrian entrances via the front porches facing Central Park Boulevard while creating a semi-private connection between the public street and the private residences. The neighborhood intertwined network of shared parks, bike paths, and pedestrian ways encourage alternative modes of transportations and neighbor interactions as well as a connection to downtown districts for dining, entertainment, and employment opportunities. Vehicular access is reserved to the rear of the buildings via adjacent residential alleys.

Efficient use of space combined with advance building techniques and the opportunity for solar power result in homes that are cost effective, diverse, and serve as a shining example of long term housing solutions that meld seamlessly into the urban landscape of the Stapleton neighborhood.

**Jury Comments:**

*The architectural language is successful in addressing a very long frontage. Compact lots offer limited space for public amenities. It's not a good idea to place the same building type for this long of a stretch facing a very important boulevard, especially if it is affordable rowhome. This site plan arrangement is against all the design principles that make a Denver Parkway what it is.*
Step one:
Three dwelling unit elevations are designed

Step two:
Five building elevations are designed using the three dwelling unit elevations (A, B, and C)

Step three: Block faces are composed by using five building elevations

Four floor plan options may go behind any of the three dwelling unit elevations

Porches address the pedestrians along the sidewalk
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WWW.CNUCOLORADO.ORG

or contact:
Korkut Onaran: Korkut@Pel-Ona.com (303.557.8188)

The Colorado Urbanist gratefully acknowledges the following Founders of CNU-Colorado.
Without their support neither CNU-Colorado nor The Colorado Urbanist could be realized
(listed in order received):

WOLFF - LYON ARCHITECTS

VAN METER WILLIAMS POLLACK

CNU and CEDaR are hosting a conference bringing together leadership from neighborhoods, small towns, cities, and the University of Colorado Boulder to explore innovations in community-building Colorado-style – creating engaged communities with diverse economies and entrepreneurial ecosystems, where innovative ideas for efficient infrastructure, sustainable urbanism and smart decisionmaking are incorporated in planning and design. This conference will bridge between the experience of local governments and development of research at the University. Panels and workshops focus on innovative place making, management of catalyst projects, affordable housing, design of green infrastructure and food systems, experience of creative districts, engagement with children and youth, and more.

The Colorado Urbanist / January - April, 2010