

## Concept A

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### Concept A: Morphogenesis

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*Morphogenesis - The unfolding of events  
in an area, changing gradually from a  
simple to a more complex level.*

#### Concept Vision:

Denver Union Station has a history of adapting to disasters and changing surroundings. The station was rebuilt after a fire in 1894 and a flood in 1965. In the 1930s, the waiting room of the station was expanded to accommodate increases in rail passenger traffic. As transportation preferences changed in Denver, the station changed from a bustling passenger-train hub to an infrequently used relic. Now, the station is on the cusp of returning to its former glory in a new, modern era of rail transit.

This Wynkoop Plaza design blends historic and modern buildings to create a sustainable, flexible and active public space that supports the station's role as a transportation hub and a community gathering place.





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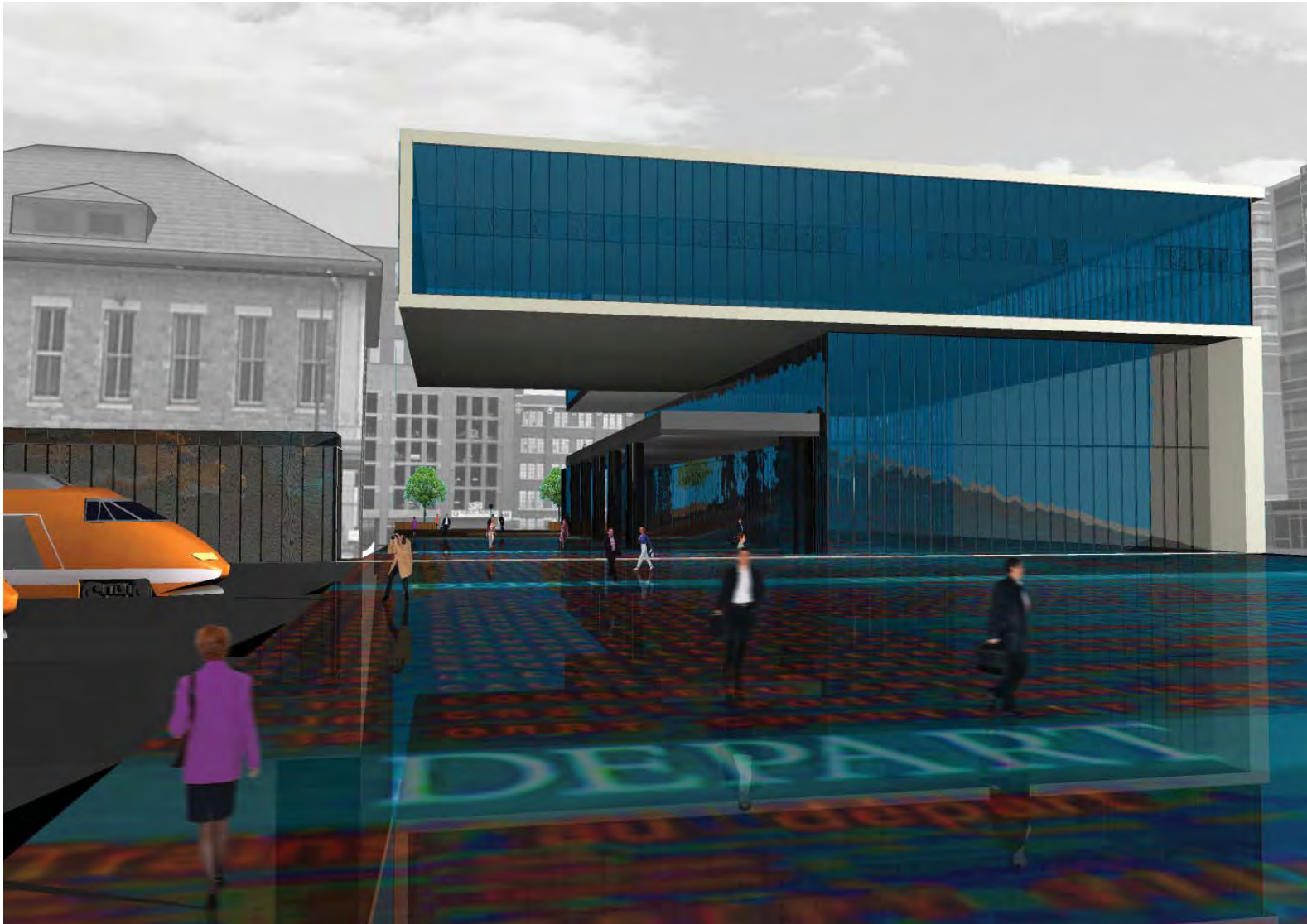
The plaza weaves together function and form with historic and modern architecture. The station's historic train room is preserved for visitors and residents to admire. Modern glass bookend buildings and glass additions to the station's wings accentuate the historic façade and link historic LoDo with the Central Platte Valley.

Elements of sustainability are present throughout the site. Solar panels and xeric plants are used wherever possible. Moveable seating, a performance area and a fountain area that doubles as an ice rink in the winter enhance the space's flexibility for the many visitors who come to the historic station by train, bus and foot. The uses in the plaza, as well as retail in the bookend buildings, will create an exciting place for people to linger.

Denver Union Station is at the epicenter of the region's proposed transportation network and will serve as a regional, multi-modal hub. The station area is expected to accommodate 190,000 person-trips per day, via bus, light rail and commuter train. The plaza space will serve as an entrance into the city for visitors, and commuters, as well



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as a gathering space for any who choose to stay longer at the site. Pedestrian paths and intimate spaces in which to linger are created so that a variety of users can simultaneously occupy the plaza. Denver Union Station will serve downtown via the 16th Street mall shuttle, 17th Street, the 18th and 19th Street circulator and the region via commercial rail, light rail and bus service.

### **Management:**

Wynkoop Plaza will most effectively be managed as a public-private partnership. A strong public-private partnership will provide the foundation for ensuring the economic viability of the plaza and will allow the community to influence activity in the space, independent of the surrounding uses. This management option allows for a high level of programming and economic activities, as well as high-quality marketing services, security and maintenance.

### **Revenue Generators:**

A number of revenue generating activities exist in the space. The moveable seating area is paved with bricks that members of the community will be able to buy and place

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there name on in perpetuity. This not only serves as a revenue generator, but also gives members of the community a sense of ownership of the space and something to return to over time. The ice-skating rink will generate revenue seasonally. The sustainability exhibits and education center located in the south wing building will be funded through foundation grants, public funds, as well as private donations. The performing arts area is meant to be a public use space, however, opportunities will exist for it to be rented for events.

### **Cost Estimation:**

The cost of constructing the plaza falls within the cost prescriptions outlined in the master plan supplement of 2008. Major expenses include solar panels, an ice-skating rink, the water fountain space, paving and planter boxes, a large LED paving feature that announces train and bus arrival and departure times and labor costs. Additional expenses include public art and plaza accessories (seating, lighting, bike racks, trash cans, and recycle bins). Given that the overall Denver Union Station financing



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structure has minimal room for cost overruns, ten percent of allocated plaza funding has been set aside in the event of increases in the cost of materials or other unforeseen expenses.