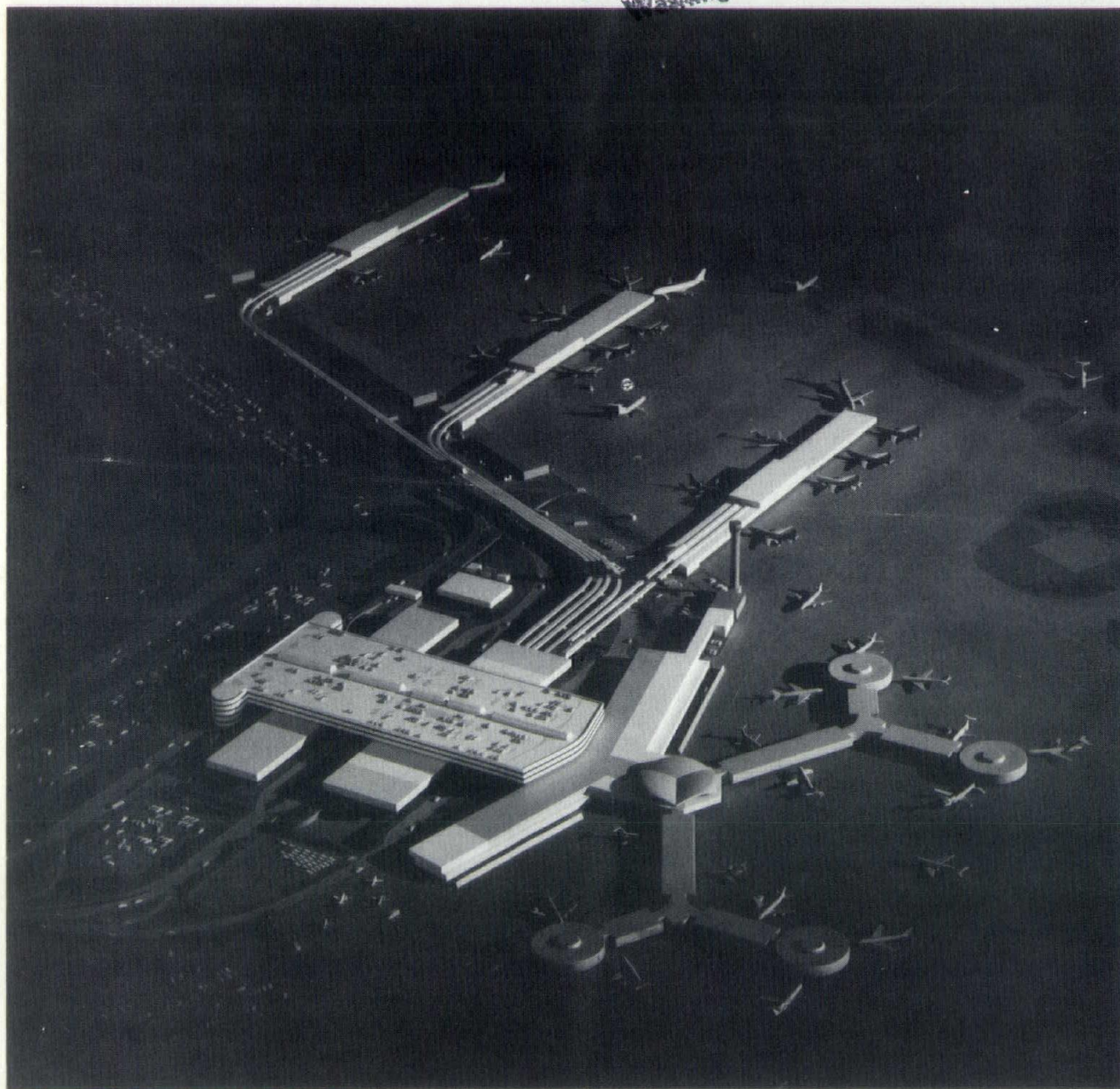


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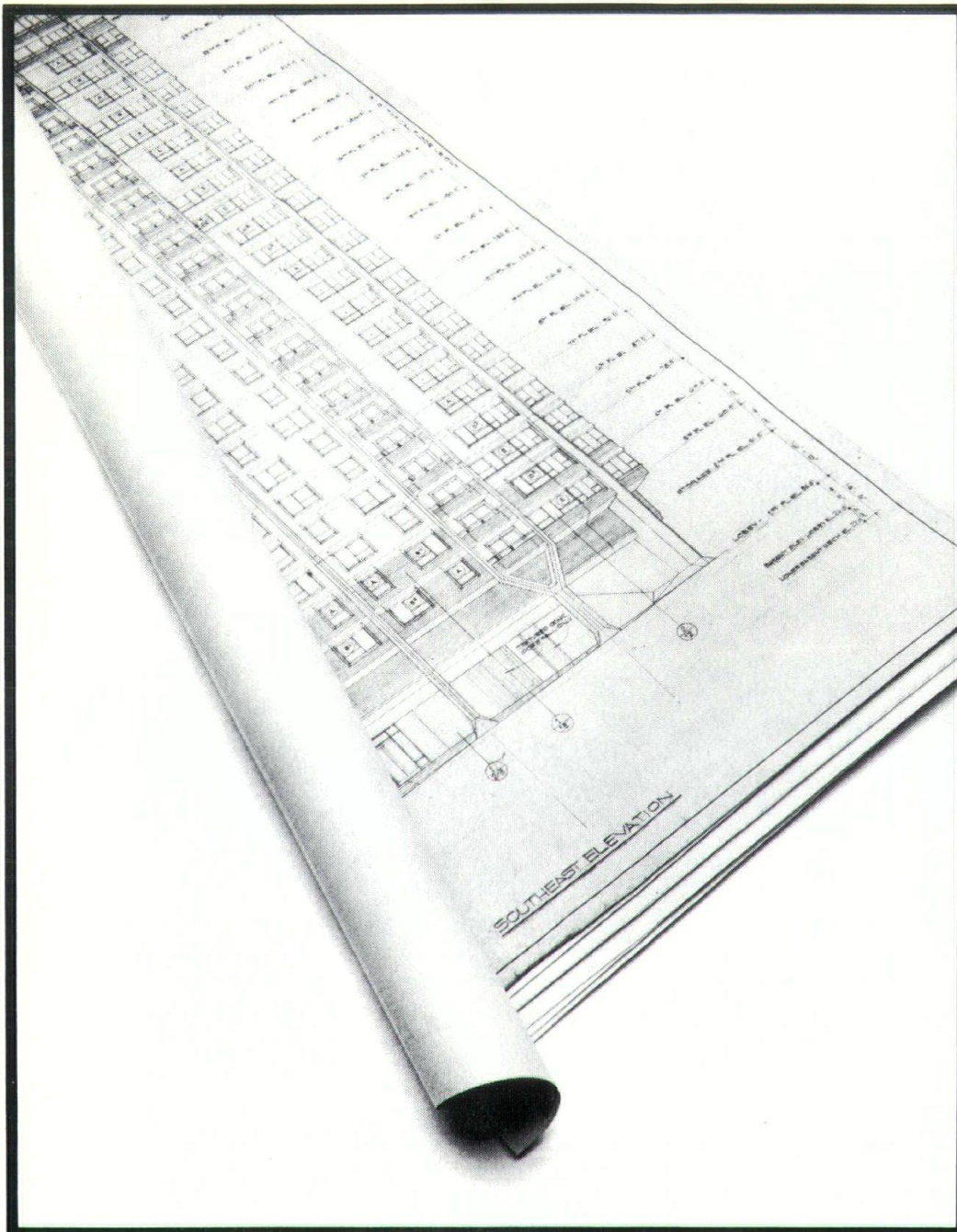
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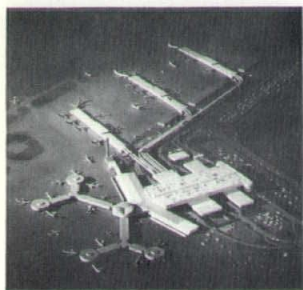
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Comment

Office of Women & Minority Business Enterprises

The Office of Minority and Women's Business Enterprises was created by the Legislature in April, 1983. The purpose of the Office is to provide the maximum practicable opportunity for increased participation by minority and women-owned businesses (MWBE) in state contracting. This is to be accomplished through participation by MWBEs in public works and goods and services procured from the private sector by state agencies and educational institutions. This participation is expressed in terms of MWBE goals.

Goals are annual overall agency goals, expressed as a percentage of dollar volume, for participation by minority and women-owned businesses and shall not be construed as a minimum goal for any particular contract or for any geographical area. The overall agency goals shall be achievable on a class on contracts or contract by contract basis. This year the annual overall goals are 9.1% for Minority Business Enterprises (MBE) and 3.0% for Women's Business Enterprises (WBE).

In order to assure the state that only bonafide minority and women-owned businesses are awarded contracts for MWBE

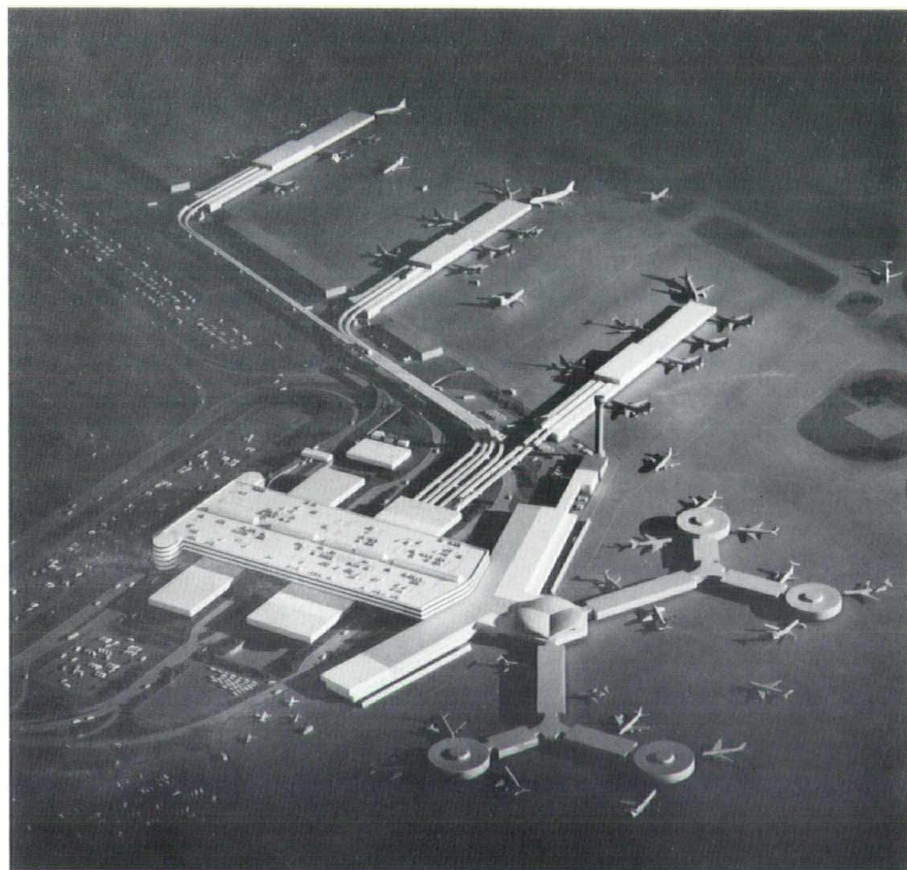


specified work the Office's certification will be the only certification accepted for state contracts after the Office's interim period. Certification applications forms can be obtained from the Office and are free of charge.

As a new developing agency the Office has many daily demands. The challenge, however, is to lay a foundation for the Office which will serve minorities and women well into the future. In this regard, it's a wonderful experience for me to be able to assist minorities and women in this manner.

Transportation

McCarran International Airport



**Master Plan
Architect for
Airport Expansion**

TRA Consultants Inc.
Las Vegas, Nevada

**Design Architect
for Central
Terminal &
Parking Structure**

Edward P. Delorenzo/
BPA of Nevada, Inc.

**Design Architect
for Existing
Terminal
Remodel**

Dobrusky, Kittrell,
Garlock, AIA

**Design Architect
for Satellite &
Automated
Transit System
Guideways**

Cambeiro &
Cambeiro,
Las Vegas, Nevada

**Design Engineers
for Roadways
& Utilities**

G.C. Wallace
Consulting Engineers
Las Vegas, Nevada

**Design Architect
for Crash/Fire/
Rescue Building**

Campbell & Singer
Las Vegas, Nevada

**Design
Consultants for
Automated
Transit System**

Dennis Elliott Assoc.
Arlington, Texas

**Design Engineers
for the Utilidor
& Conduit
System**

JBA Consulting
Engineers
Las Vegas, Nevada

**Landscape
Architect for
Project
Landscaping**

Charles Saladina,
ASLA
Reno, Nevada

McCarran International Airport, serving as the gateway to exciting Las Vegas, anticipates 15.8 million passengers annually by the year 2000 — three times its present volume.*When this startling projection was made, McCarran's existing facilities were already over-taxed, having weathered a 7½% annual growth rate during the 70's. Armed with this information, the Clark County Department of Aviation took action, and in 1978 retained the Seattle based firm of TRA Architecture Engineering Planning Interiors to undertake a comprehensive airport master plan that would carry McCarran International Airport into the 21st Century. This plan recommended an expansion program featuring a centralized terminal building linked to satellite terminals by an elevated transit system. The central terminal, combining both passenger and parking functions, is the primary unifying element of the capital improvement program that also calls for runway expansions, roads and ancillary facilities.

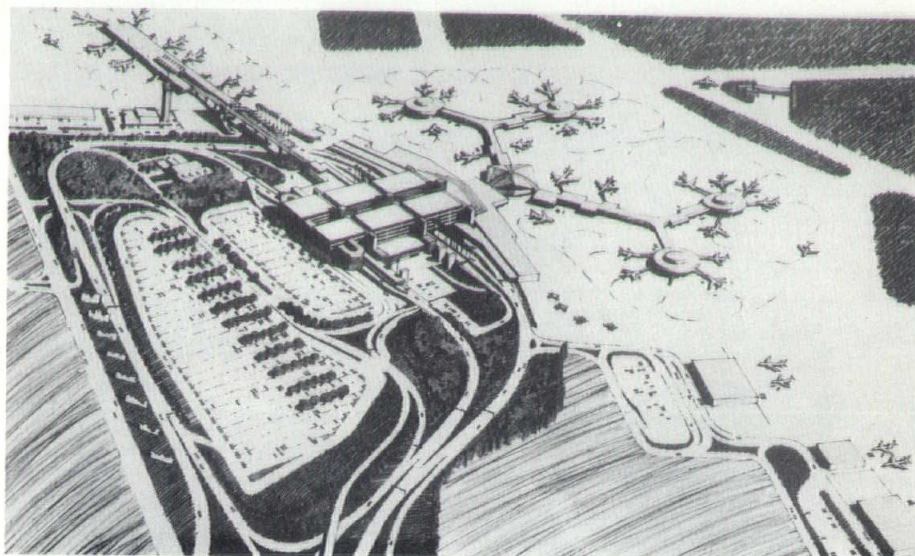
TRA Consultants, Inc., the Nevada office of TRA., as the prime architect and engineer for the expansion program, is working with local Las Vegas A/E subconsultants.

Phase One consists of a major expansion and renovation to the existing terminal structure, a satellite building, the initial leg of the automated transit system, crash/fire/rescue facility, new roadways and on-grade parking, utilities and landscaping.

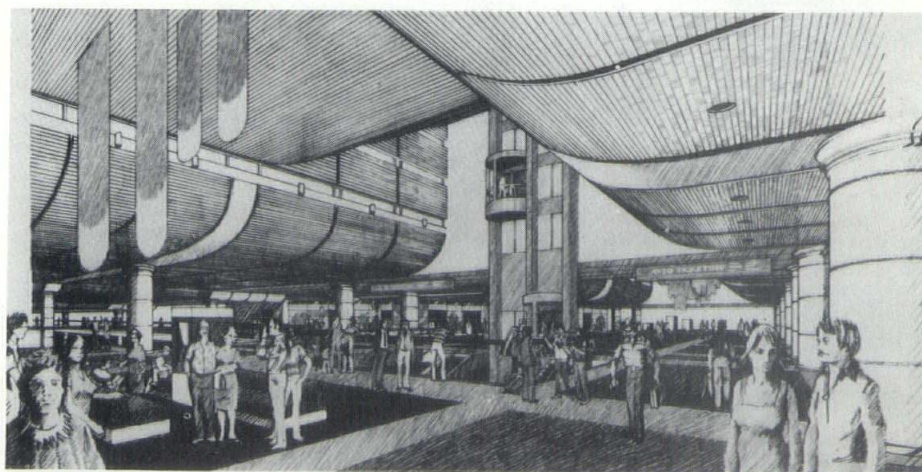
The new Central Terminal offers 1.3 million square feet of terminal and parking space, nearly three-and-one-half times that of the pre-

sent facility. Viewed from a distance, the ground floor and first floor pedestrian levels will be distinguishable by their horizontal rows of windows and colorful steel siding. Upper parking levels of sand-colored concrete form a visual contrast with the pedestrian levels and denote the building's dual function. Three exterior stair towers along the sides of the parking garage and the helical auto ramps provide counterpoint and scale. The upper mechanical penthouses and center esplanade roofs form a series of three peaks, reminiscent of the surrounding mountain landscape.

The volume of the terminal is divided into distinct zones, each with its own purpose and personality. The lowest level provides space for a highly efficient inbound baggage handling system and building service functions, as well as a special plaza for tour group buses. In the ground floor, the baggage claim lobby will include twelve baggage claim devices, each with convenient access to ground transportation. The existing ticketing lobby will be expanded both in length and depth to accommodate the growing passenger demand. Its curved ceilings reach to the upper esplanade level. The Central terminal esplanade comprises the third level. It is the primary circulation area, connecting existing concourses and ticketing area with bag claim lobby, parking structure and new satellite. Its decor and design blend the glamour of Las Vegas with the distinctive shapes and colors of the surrounding desert and mountains. Its curved ceiling rises to 80 feet. The



McCarran International Airport, Phase One



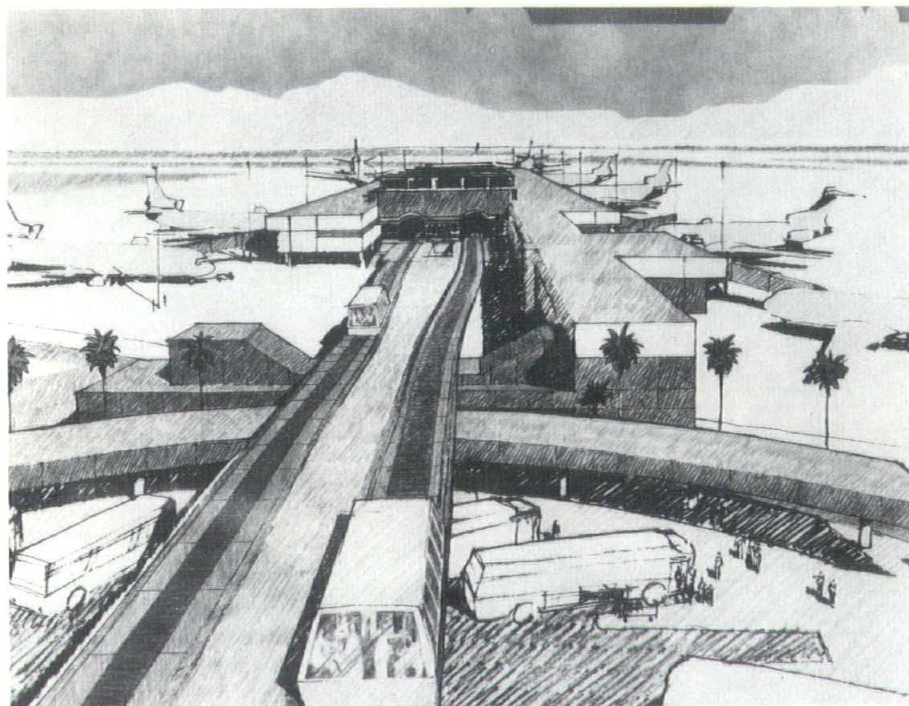
Esplanade, Central Terminal and Parking Structure

esplanade has exposed elevators and a combination of soft lighting and neon lights, creating an elegant interior atmosphere. Airport visitors can shop, dine, relax and enjoy games of chance in this inviting, colorful space.

Above the esplanade, four

levels of parking provide space for 1,500 vehicles. Served by the helical vehicular ramps, each floor offers parking convenient to the elevators, which connect to the central terminal functions below. Airport administration offices, terraced in four levels, are located

McCarran International Airport



Satellite One and Automated Transit System and Guideway

on the west end of the parking structure.

Satellite One, the first of three proposed satellites, is under construction. This is the initial independent structure for gate lobby and plane position expansion called for in the comprehensive plan. Satellite One has an area of 138,000 square feet, and is capable of handling sixteen aircraft. It will serve primarily as a transfer point between aircraft and ground transportation for both conventional and charter group passengers. The Satellite design also includes concession and support activities, shops, snack bars and lounges; slot machines; and a transit station. The transit station is a major focal point within the

building. Architectural features include high ceilings, overhead clerestories for natural filtered light, and glass enclosures for transit vehicles. These features allow passengers to orient themselves quickly to the boarding gates, and immediately connect with the Nevada climate and surroundings.

An elevated guideway for the transit system will extend from the Central Terminal to Satellite One, a distance of approximately 1,170 feet. The automated transit system, comprised of two air-conditioned 96-passenger vehicles, is controlled by the Westinghouse automatic train control system. It will ultimately handle 21,500 passengers per hour in

each direction at maximum operation.

Phase One will be completed in 1987, resulting in a significantly enlarged, more efficient facility that will be as unique as the city it serves. Two additional satellites, extended transit system, new runways, roads, surface parking and further central terminal expansion will be phased on an as-needed basis through the year 2000.

As McCarran International Airport 2000 unfolds, critical goals will be realized. The expansion will proceed with minimal interference to ongoing operations within a cost-effective design. The total Las Vegas experience will be represented in the overall design: the glamour and dramatic energy of this world famous city; the stability of a solid community of homes and businesses; and the influence of the desert setting. The major architectural design goals are reflected in the choice of materials and finishes, that complement the moods and functions of the different building areas. Various design features were incorporated to achieve exciting shapes, and visual interest and emphasize pedestrian flow. The excitement of the city will be expressed in the commercial esplanade and baggage claim lobby through the use of special lighting, sleek metals and colorful surfaces. Areas requiring a calm atmosphere utilize neutral finishes. This careful attention to colors, materials and shapes results in a purposeful efficient facility that reflects the unique personality of the Las Vegas area.

Transportation

Air Terminal Expansion & Renovation, Boise

Owner	Boise Air Terminal
Architects	CSHQA Architects/Planners
Civil Engineers	International Engineering Co.
Structural Engineers	CH2M/Hill
Mechanical Engineers	Engineering, Incorporated
Electrical Engineers	O'Rourke Engineering
General Contractor	Jordan-Wilcomb Construction, Inc.
Photographer	Kelly Powell Photography

The Boise Air Terminal has developed in its present location from the 1930s, with several expansion projects keeping pace with the air travel requirements of a growing community. A continuing need for expansion pointed to the advantages of a steel structural system. Also considered was the tremendous potential of an exposed steel structure as part of the architectural expression.

The latest expansion and renovation project — 57,865 sq. ft. of new construction and 83,000 sq. ft. renovated — was designed

by CSHQA Architects/Planners. Included in the \$6.2 million project is a new concourse with six new major carrier gate positions with expansion capability; new and improved gate positions for regional carriers; expanded ticketing and support facilities for airlines; passenger waiting lobbies, restrooms, vending and other passenger facilities; relocated and expanded airport security; remodeled existing concourse; remodeled central circulation core; expanded restaurant and lounge facilities; expanded baggage claim



Air Terminal Expansion & Renovation, Boise

area; relocated and expanded car rentals and ground transportation area; remodeled tenant and airport management offices.

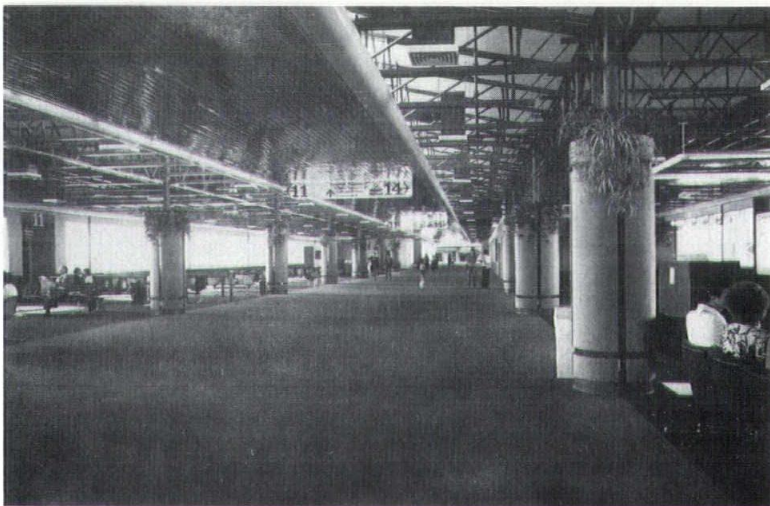
The major design is centered around the concourse and its connector, conceptually a "machine designed to move people." The concourse/connector, as a movement extrusion, allows gate lobbies, vending areas, advertisement walls, restroom and stair tower

components to plug into its circulation, structure and mechanical spine. Suspended from a part of large exposed bridge trusses, the concourse/connector parallels the runway providing clearance for fire trucks and other emergency and service vehicles. The rigid steel frame of the concourse sits on cast-in-place concrete columns and is anchored by corrugated metal clad stair towers. Exterior

walls are double skinned within a vertical steel joist and extruded aluminum scaffold.

The new ticket lobby and gate lobby for regional carriers also responds to the pedestrian nature of the auto drop-off and ground loading scale with materials, color and form. The ground surface of the structure is an exposed aggregate, with walls a textured synthetic plaster surface, the colors warm, softer than the planescape side of the building. Graphics are appropriately scaled.

The central circulation core serves both inbound and outbound passengers. Passengers are welcomed to the terminal building with soft materials such as carpet and fabric wall covering leading to the escalators. The space opens up to a three-story skylighted volume which is the focus and identity of the terminal building. The atrium area is brightened with extensive skylight providing natural light for large plantscape areas.



New Boise Air Terminal Carpet Choice was "Supertron."

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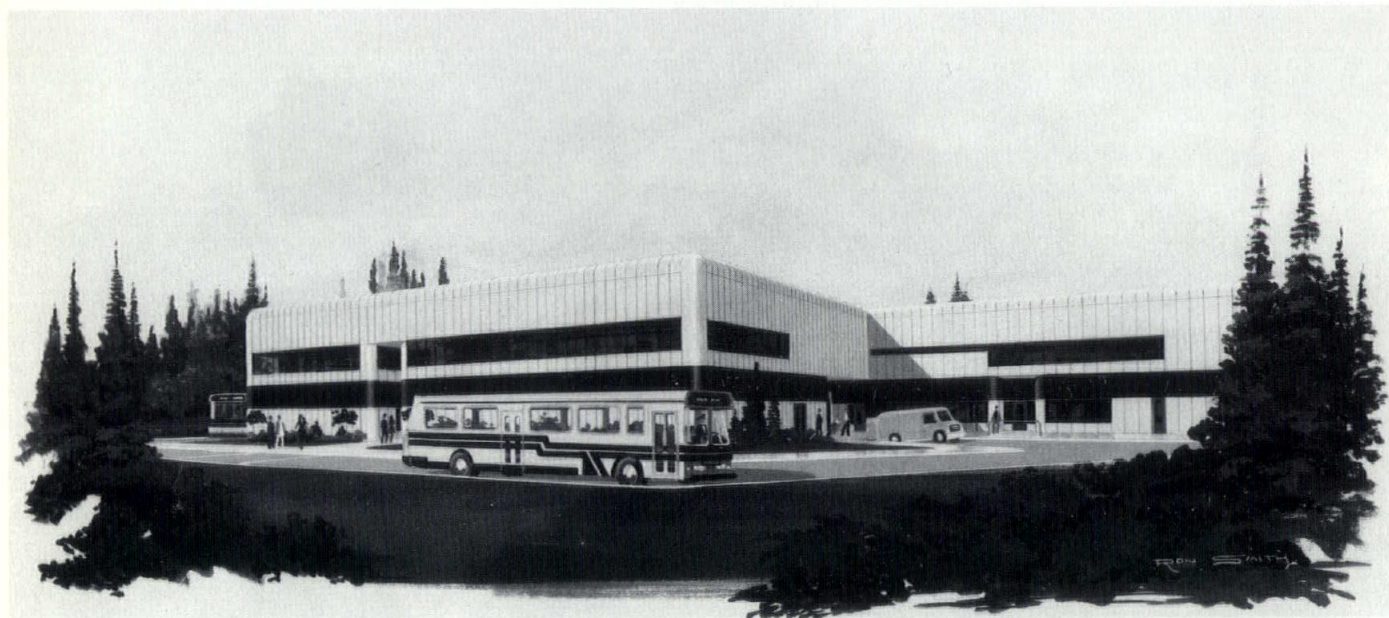
Carpet supplied by:
Thompson Floor Covering
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DUPONT
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MOHAWK
Carpet



Transportation

Transit Base, Anchorage



Work is currently underway on the first phase of a three-phase project to build an expanded and more efficient transit base in Anchorage. When completed, the \$17.5 million project for the Municipality of Anchorage will house an administrative, operations, maintenance and storage facility on an eight-acre, 22,000 sq. ft. site.

The requirements posed several architectural challenges for the design team at Kramer, Chin & Mayo (KCM): a six-acre building that would accommodate 100 to 200 buses, specific equipment, operate efficiently in a cold climate, and integrate with its nearby residential and public recreation environment.

The designers decided to "make it a celebration instead of an apology" and selected a silver

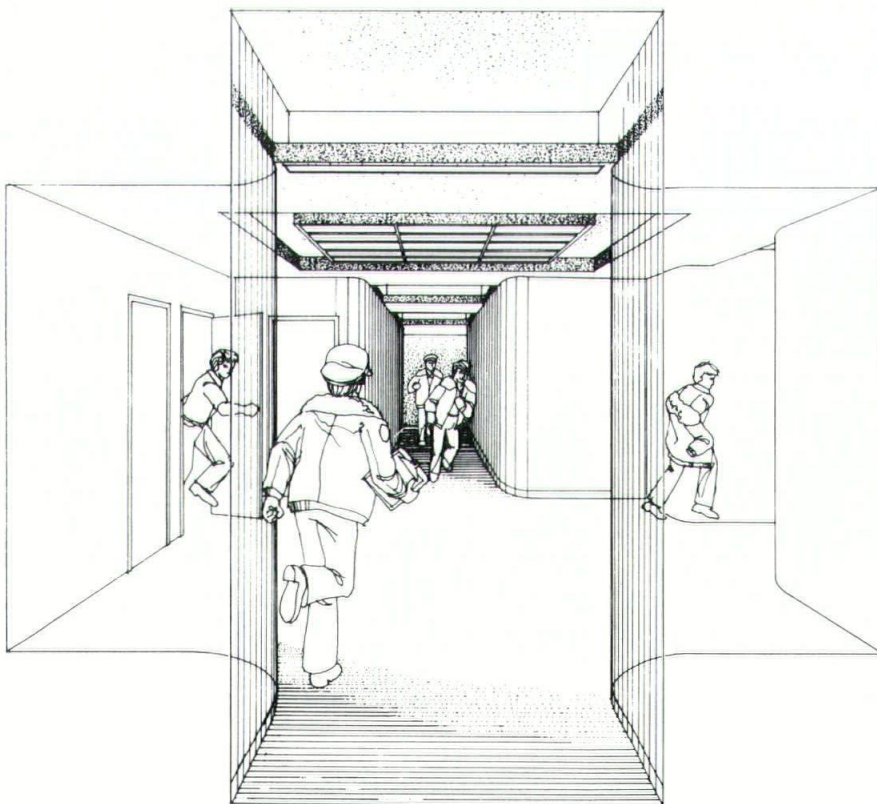
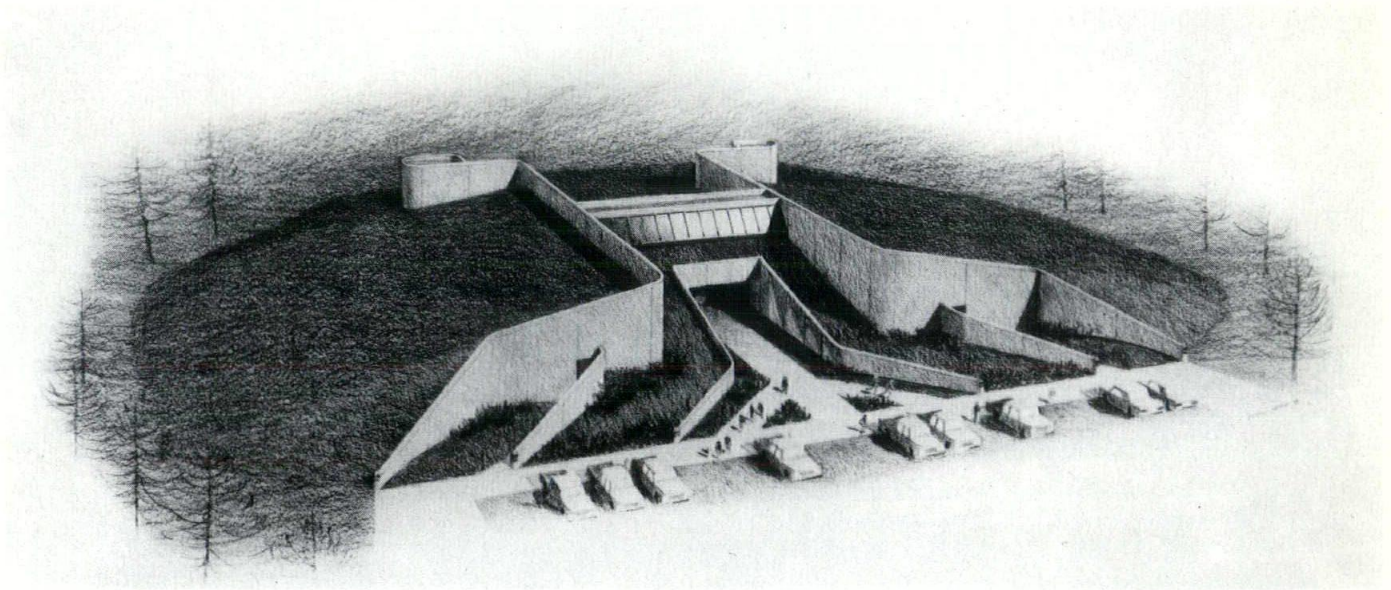
grey metal finish with deep red contrasting area. Weather considerations also prompted the glassed-in pedestrian walkway connecting the buildings and natural lighting as an integrated design element throughout the complex. The energy recovery system uses direct-fired gas heating units with special high ventilation rates to remove odors and toxic gases created by indoor warm-up of buses and maintenance processes with hazardous fumes.

Stage construction over a period of five years without disruption to ongoing operations was an essential criteria of planning. Special attention has been paid to landscaping, acoustic controls and visual elements which will alleviate noise and help to minimize impacts on the surroundings.

Owner	Municipality of Anchorage
Architect	KCM - Kramer, Chin & Mayo, Inc.
Structural Engineer	Tryck, Nyman & Hayes
Electrical Engineer	EISI
Soils Engineer	Harding, Lawson & Associates
General Contractor	Rogers & Babler

Transportation

Alert Crew Facility, Fairchild Air Force Base



Owner	United States Air Force
Architect	Environmental Design, Inc.

A Tanker Alert Crew Facility at Fairchild Air Force Base, Spokane, is a 15,000 sq. ft. building meeting a diversity of client needs, providing optimum security, siting and operational efficiency. It creates a special living and working environment for 64 Strategic Air Command tanker alert crew members. Designed by Environmental Concern, Inc., the

project won a U.W. Air Force design excellence honor award earlier this year, one of only two awarded.

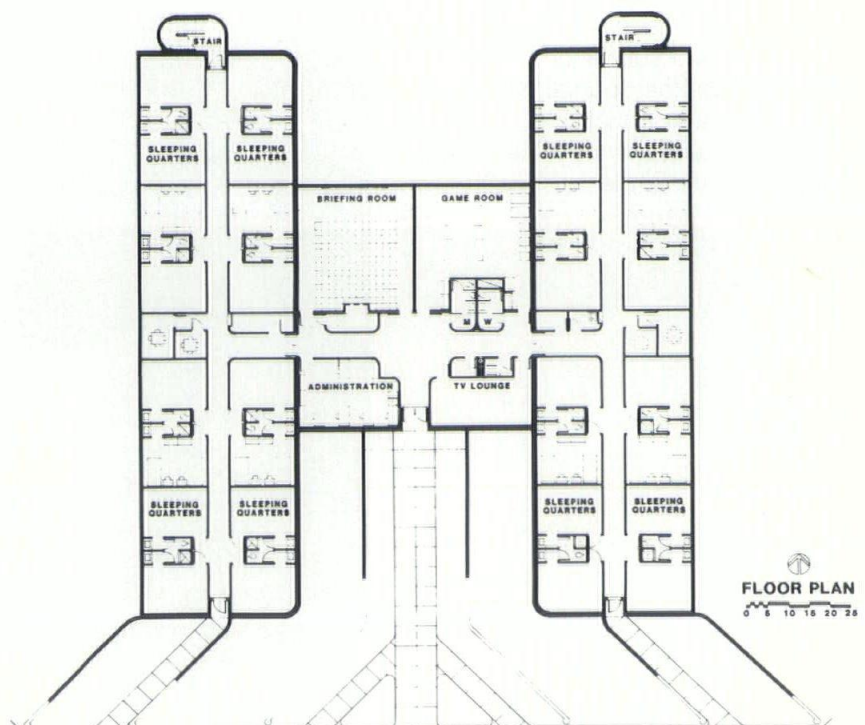
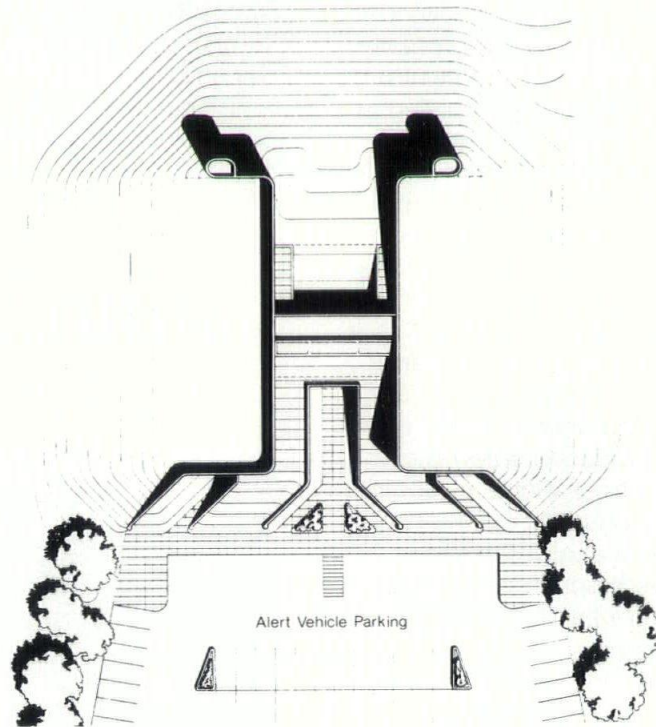
The crews are provided a dormitory-style environment, with two-person rooms and semi-private baths. Complete recreational areas, administration rooms and strategic planning rooms support the facility's 24-hour-a-day operations.

Situated immediately adjacent to the flight line, its design is based on a thorough understanding of the crew's mission. The earth-shelter, windowless design is a security feature — entry and exit is readily controlled and meets Air Force fallout shelter requirements in an economical fashion.

The design reduces intrusion of jet noise by at least 45 percent. It also helps control the building's energy budget with passive and active solar design features complementing the insulating character of the substantial earth covering.

REPRINTS AVAILABLE

If you would like to have a corrected reprint of *How To Get State A/E Consultant Projects* by Lars Carlsson, AIA/CSI, please contact the Washington State Council, AIA, McCleary Mansion, Suite 6, 111 - 21st Avenue S.W., Olympia, WA 98501.



Transportation

Portland Transit Mall

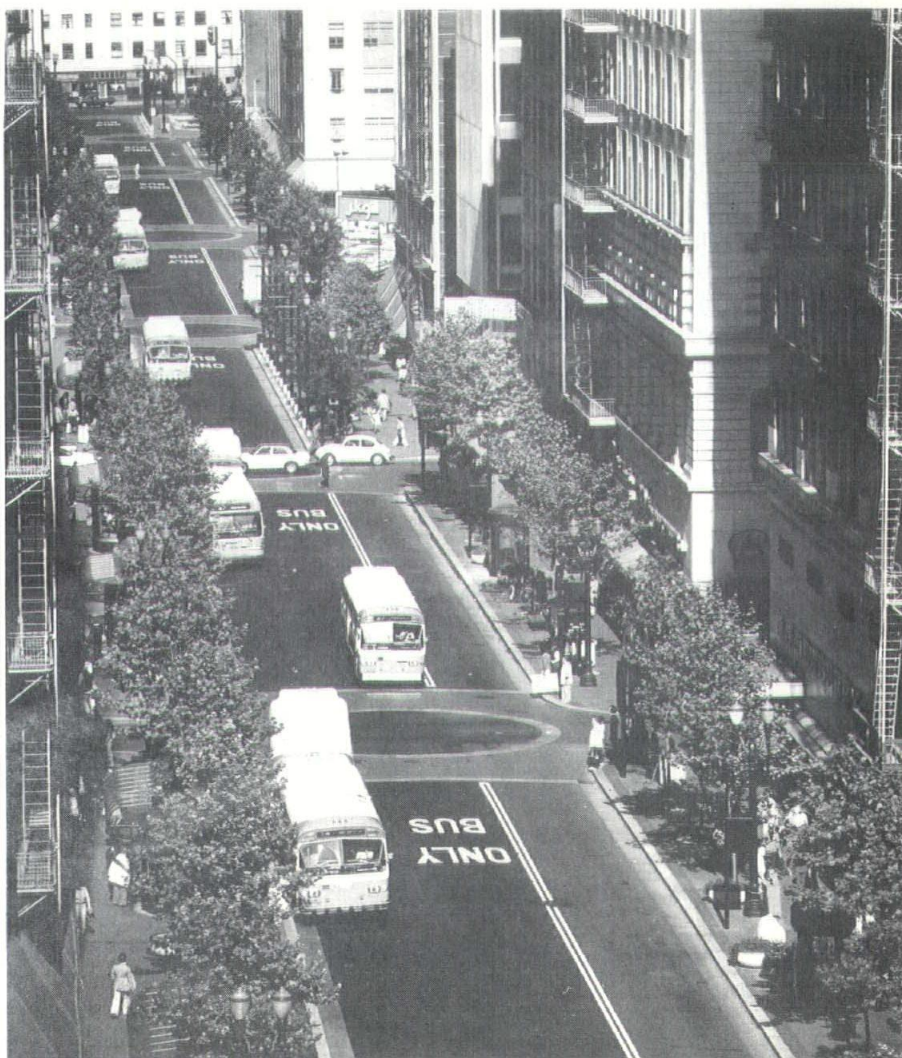
Portland Transit Mall extends eleven blocks along two parallel streets in the heart of downtown Portland, Oregon. Completed in 1978 as the hub of a regional transit system, the mall harmoniously combines circulation systems for buses, private vehicles and pedestrians. The transit mall provides convenient transfers between bus route and serves as a link between suburban transit stations and future light rail lines. Coordinated signals, street lights, bollards, widened sidewalks and reduced street widths establish an exclusive one-way circulation corridor which enables buses to make five stops in each direction in less than half the time previously required.

The design of the mall creates a lively streetscape tailored to Oregon's rainy climate. Red brick paving banded by light gray granite curbs orders the system of bus shelters, information kiosks, vendors' booths, fountains and sculptures that enrich the pedestrian experience. The broad sidewalks are landscaped with

over 300 London Plane and Red Maple trees. Flowers and shrubs placed in 100 planter tubs provide additional texture and color. Refurbished light fixtures dating from the 1920's and historic cast bronze drinking fountains add a link with Portland's past.

The transit mall has 31 bronze-clad, walk-through bus shelters. At both ends of the lozenge-shaped

shelter, large glass walls allow commuters to watch for buses while protected from inclement weather. The transparent overhanging roof provides additional shelter for up to 60 commuters. There are seats inside the shelter for elderly and handicapped persons. A closed-circuit television system in each bus shelter displays bus arrival and

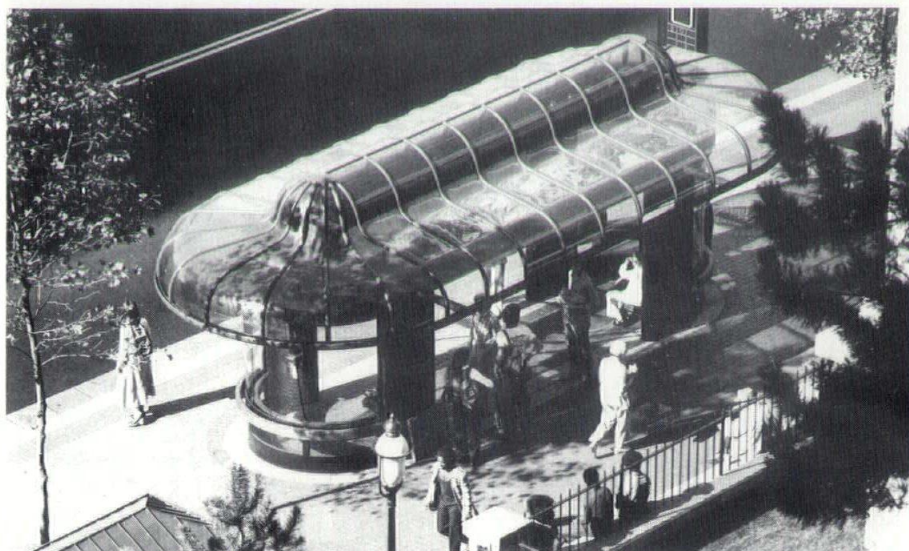


Architects

Skidmore, Owings &
Merrill, Portland

time in the US, the system includes back-lit maps and instructions which help the passengers use the regional transit system. Each shelter is coded by a color and a symbol keyed to seven geographic service areas. Eight trip planning kiosks feature the closed-circuit screen, a keyboard to inquire about route numbers and bus schedules, and a free telephone linked to an information line.

The Portland office planned and designed the transit mall in association with Lawrence Halprin and Associates.



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Architects Elect Officers and Board in Portland

New officers and board members for the Portland Chapter of the American Institute of Architects have been elected according to the new chapter president, Gary Reddick of Reddick, Waldron, Benner, Portland.

President-elect is Robert H. Belcher, Senior Associate and Director of Marketing at Broome, Oringdolph, O'Toole, Rudolf & Associates, Portland.

Chapter Secretary is Rob Barrentine of Barrentine, Bates & Lee, Lake Oswego and Treasurer is Bill Davis of Church Davis Architects, Portland.

New board members are Robert Leeb of Guthrie, Slusarenko & Leeb, Portland; Robert Packard, Associate and Director of Business Development at Zimmer, Gunsul, Frasca Partnership, Portland; and Bertis Rasco of Bertis Rasco AIA Consultant in Medical Facility Planning, Portland, Oregon.

The Portland Chapter of The American Institute of Architects represents 350 professionals in the Portland Metropolitan area and 75 associate and professional affiliates.

Wright Forssen Associates, Seattle and Anchorage, announces the advancement of two engineers: *Norman K. Gutcher*, director of engineering — Alaska, has been named a vice president, and *Arun Bhalaik*, an associate. The firm is moving the Anchorage office to a new building designed by the firm at 4201 Tudor Centre Drive. Seattle offices are at 2226 Third Ave.

M. Van Clark has been named an associate of Environmental Concern, Inc., P.S. (ECI), Spokane-based architecture, planning and interior design firm. An architect, he will be in charge of coordination of production.

Under the reorganization of Gale, Kober Associates, the Seattle office becomes a separate professional service corporation with principals *Alan D. Sclater*, president; *Richard L. Scales*, vice president-director of architecture; *Donald E. Carlson*, vice president and director of design. Associates in the firm are *Jay Reeves*, *Allan Ferrin* and *Ron Hopper*.

Sheldon Eggleston Reddick Aanderud (SERA), Portland, has added five to its staff: *Michael*

Johnson and *Hussain Mirza* have been named project managers of the architectural firm; *Steve Olson*, job captain; *Roger Kaalaas*, architect, and *Glenn Schnaidt*, senior draftsmen.

Kenneth D. Long, AIA, Seattle, has been appointed to chair the Mill Creek (WA) planning commission. He was recently appointed to the Snohomish County (WA) Council's technical advisory committee for business and industrial land study.

Weldon Jean Skirvin, AIA, has opened an architecture and interior design firm, Skirvin Associates, at 244 Market Street, Kirkland, Washington. *Elice Swanson Skirvin* has been named associate, *Debbie Bakeman*, designer.

ECI Interiors has been formed by Environmental Concern Inc. (ECI), Spokane architecture and planning firm. The group will be headed by *Mary Ann Keller*, IBD. The staff of five includes *Christopher Green*, M.A., and *Susan Ray*, who holds a degree in interior design. Offices are at W. 621 Mallon.

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