Alternatives Analysis and Environmental Clearance Scoping Summary Report

This Scoping Summary Report summarizes the notification methods and issues raised at scoping meetings conducted in support of the 16th Street Mall Alternatives Analysis and Environmental Clearance. The purpose of the scoping meetings was to gather comments that would help establish the scope of the Alternatives Analysis and Environmental Clearance. Scoping meetings were held as follows.

- Agency meetings:
  - Initial project meeting: City and County of Denver, Regional Transportation District (RTD), Downtown Denver Partnership, and Federal Transit Administration (FTA): May 2, 2017.
  - National Environmental Policy Act (NEPA) process scoping meeting: City and County of Denver, RTD, and FTA: May 18, 2017.
  - Initial consultation under Section 106 of the National Historic Preservation Act, with the State Historic Preservation Officer, Historic Denver, Colorado Preservation, Inc., LoDo District, Inc., City and County of Denver, Downtown Denver Partnership, RTD, and FTA: July 25, 2017.

- Small group meetings: June 19-20, 2017
- Stakeholder working group workshop: June 28-30, 2017
- Public outreach at the Meet in the Street event on the 16th Street Mall: July 22, 2017.
- Public scoping meetings: July 27, 2017 at 12:00 p.m. and 5:00 p.m.

Agency Meetings Summary

On May 2, 2017, representatives from RTD, City and County of Denver, Downtown Denver Partnership, Inc., FTA, and the consultant team met to initiate the 16th Street Project Team collaboration efforts. The project team discussed what would be considered a successful project, a vision for the Mall, previous studies, schedule, and what makes this project different from the previous projects. Statements made about measures of success included: sustainability (economic, social, and environmental), a well-defined project, well-defined stakeholders, a more inviting downtown, and balancing competing needs of the corridor. Statements for a vision for the mall included: constructive tension between the various goals and uses, represent the best of Denver (past, present, and future), stand out as iconic, be resilient, and the maintain transit way. Meeting minutes are included in Appendix A.

On May 18, 2017, the NEPA scoping meeting was held. Representatives from RTD, City and County of Denver, FTA, and the consultant team discussed the purpose of the project, NEPA class of action, and approaches to Section 106 consultation and public involvement. The consultant team summarized applicable previous studies that have influenced the current project. The project team discussed the preliminary purpose statement and need factors and provided suggestions. The project team discussed the NEPA class of action and concluded that it was appropriate to start with an Environmental Assessment with the possibility of downscoping to a Categorical Exclusion, depending on the outcome of the alternatives analysis.
process. The consultant team walked through the approaches for Section 106 consultation and public scoping. Meeting minutes are included in Appendix A.

On July 25, 2017, the Section 106 Consulting Parties met to review prior consultation; review and comment on the purpose and need and goals of the project, the proposed area of potential effects, and the 16th Street Mall historic property; and discuss the Section 106 process and schedule. Discussion led to an addition to the project goals—“Honor the Mall’s design, building upon its character-defining features”—and subsequent follow up communications led to the additions of “honor the Mall’s iconic design” in the project’s purpose statement and “iconic civic space” in the public use need factor. Section 4(f) requirements in the context of the 16th Street Mall historic property were discussed. The proposed area of potential effects was considered appropriate for the undertaking. The process and schedule was discussed and will be aligned with the NEPA schedule. Meeting minutes are included in Appendix A.

Small Group Meetings Summary

On June 19 and June 20, 2017, the 16th Street Mall Project Team met with several stakeholders from across the project area who were invited to discuss what is currently working on the Mall, their concerns about the Mall, and their vision of future success for the Mall.

Stakeholders were categorized into four groups: Special Interests/Advocacy/Mobility, Hospitality/Tourism, Downtown Residents/Neighborhoods, and Property Owners/Businesses. Attending organizations are listed in Appendix B. Below are the key themes that emerged across all groups. A full list of the comments received is provided in Appendix B.

Table 1. Key Themes from Small Group Meetings

<table>
<thead>
<tr>
<th>1. What do you think currently works well on the Mall? Why?</th>
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<tbody>
<tr>
<td><strong>Connectivity/Mobility</strong> – Some stakeholders said the transit, MallRide, moves passengers quickly up and down the Mall connecting riders to the next point of their destination.</td>
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<tr>
<td><strong>Accessibility for disabled</strong> – One stakeholder commented how the Mall is accommodating for wheelchairs, but increasing audio abilities and opportunities extends that accessibility to the blind and gives more users independence to navigate the Mall.</td>
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<table>
<thead>
<tr>
<th>2. What concerns do you have about the current conditions of the Mall? Why?</th>
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<tr>
<td><strong>Security</strong> – Security and crime prevention was the most discussed and the highest priority for a successful Mall, especially in the case of homelessness and panhandling. The group said the safety and security measures need to be integrated through the entire environmental design of the Mall. Some individuals said that downtown is not as bad of a place as perceived publicly and it’s one of the nicer downtowns in the country, while others contradicted this idea saying there is a negative perception of the Mall with more crime, drugs and patron disruption. Stakeholders agreed that there has been an increase in security measures with gating/blocking alleys that puts people more at ease and pushes the undesirables out. To that point however, there are concerns with the lack of security enforcement and trespassing in alleys. Others identified that Union Station feels safe but this feeling doesn’t resonate throughout the Mall.</td>
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</table>
- **Design and materials** – Many agreed that the Mall is outdated in its design and amenities and commented on the danger of the potholes, cracks and paving material especially during inclement weather. They said it is a prime public space that needs to be updated.

- **Connectivity/Destination** – The group agreed that there needs to be connectivity along the Mall and it needs to be a destination and not just a visitor thoroughfare. They said the Mall needs to be connected from Civic Center to Union Station with lots of different opportunities in retail, independent restaurants, art galleries, etc.

3. **What would you consider a success for the future Mall?**

- **Activation/cultural destination** – Others noted how activation is a priority for the future of 16th Street Mall making it a destination and more desirable for adults working during the week and families on the weekend. They want to see activation on the Mall using the right mix of retail, unique vendors, food carts, pianos, increased outdoor seating, concerts, rooftop events, public art, etc.

- **Aesthetic/Appearance** - Several individuals commented on the aesthetics of the Mall and the need for store maintenance and up-keep and the need for cohesion and consistent connectivity between Civic Center up to Union Station using wider sidewalks, curblets, a possible overhead tram for transit, landscaping with trees and greenery, a combination of hard and soft-scape, and wayfinding.

- **Redevelopment/expanded retail** – Many stakeholders commented on moving out older retail chains and updating with new, higher end retail with the likes of Magnificent Mile in Chicago and redeveloping the Market Street area. Some stakeholders remarked how the Mall is attracting new retail development with bringing in Sephora and Target.

- **Multi-modal opportunities** – Several stakeholders agreed the Mall needs to be multi-modal including transit, pedestrian, bike, carriages, pedicabs, etc., and the proximity between all modes needs to be safe and comfortable given the limited real estate. Others mentioned the opportunity to slow the speed of the busses down as a safety measure between transit and pedestrians. They also noted that the MallRide is often a hit or miss and needs to run on a more regular schedule.

**Stakeholder Working Group Workshop Summary**

On June 28-30, 2017, the 16th Street Mall Project Team conducted a workshop with project stakeholders. The workshop agenda and presentations are included in Appendix C.

Day 1 introduced the project and the NEPA process, and discussed trends affecting the 16th Street Mall in four breakout groups focused on different topic areas: Economics/Retail, Social Evolution/Human Experience, Mobility, and Demographics. Table 2 provides a summary of input from the breakout sessions. A full list of the comments received is provided in Appendix C.

Day 2 focused on discovering the Mall's ideal future. In the morning, breakout groups developed ideal future statements for the Mall accompanied by photos of other public spaces around the
world that illustrate concepts within the ideal future statements. **Appendix C** provides a summary of the ideal future statements and accompanying illustrative photos.

In the afternoon, the project team presented design criteria and requirements for transit operations, events and programming, pedestrian and edge spaces, tree requirements, and maintenance logistics. Case studies of other malls in the U.S. were presented. Breakout groups then considered how to achieve the criteria and requirements within their ideal futures for the Mall by arranging various elements such as transit lanes, gathering space, and trees on a hypothetical Mall block. **Appendix C** provides images of the various spatial configurations arranged by the groups.

Day 3 reviewed the proposed Purpose and Need for the project and project goals, and requested input on these. Input included a request to add an economic goal for equal opportunities for on both sides of the street and a request for a need factor related to preserving the historic identity of the Mall. Common elements among the various ideal Mall futures were discussed as a large group, resulting in a common ideal future statement for the Mall: “Denver’s timeless destination connecting everyone with an engaging, dynamic, and safe experience.” Possible evaluation criteria for future alternatives were discussed.

Input received during the workshop that was broader than the physical improvements on the Mall, such as the creation of identities for cross streets downtown, development of branding for various downtown districts, and programming of Mall activities will be addressed through a proposed implementation plan for downtown.

**Table 2. Summary of Workshop Comments on Trends Affecting the Mall**

<table>
<thead>
<tr>
<th>Economic/Retail Breakout Session</th>
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<tbody>
<tr>
<td>• Retail is one component of the Mall.</td>
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<tr>
<td>• Retail is linked to transit ridership.</td>
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<tr>
<td>• The Mall experience is important to retail.</td>
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<tr>
<td>• What type of experience is authentic to Denver?</td>
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<tr>
<td>• In general, retail is changing. Costumers have unlimited retail at their fingertips online.</td>
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<tr>
<td>• Retail for daily living is important to local population.</td>
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<tr>
<td>• What are barriers stopping some retailers from locating on the Mall?</td>
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<tr>
<td>• What’s the overall vision or brand for the Mall?</td>
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<tr>
<td>• What are the opportunities for alleys?</td>
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<tr>
<td>• What’s the right mix of chains and local businesses?</td>
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<table>
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<tr>
<th>Social/Human Experience Breakout Session</th>
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</thead>
<tbody>
<tr>
<td>• Positive interaction is important.</td>
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<tr>
<td>• Incorporate innovation and sustainability.</td>
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<tr>
<td>• People want modern amenities such as Wi-Fi.</td>
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<tr>
<td>• What are opportunities for infill development?</td>
</tr>
<tr>
<td>• Will millennials want to raise families on or near the Mall?</td>
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</table>
• Retail for living needs residents to live nearby.
• What types of food retail are ideal or is their market for all?
• What’s the proper mix of retail?
• The Mall is missing a great public space.
• People like the pianos.
• Should street performers be managed?
• Allow for flexibility in transportation and for alternative transportation sources such as Pedi cabs and horses.
• What types of advanced entertainment/marketing technologies can be applied (e.g. holograms at Disney)?
• Seasons should be used as part of the Mall experience.

## Mobility Breakout Session

• Monitoring and reacting to current, new, and upcoming trends is important.
• Businesses are moving to Lower Downtown.
• There is a high demand for walkable environments.
• Need to continue to provide and build on transit options.
• Need to consider new technologies such as autonomous vehicles (getting to/from Mall and operation of shuttle) and rideshare services.
• Transportation facilities need to be flexible.
• Wayfinding and visual barriers are important.
• Interruptions to shuttle service are a problem.
• Electric buses are quiet and can be tough for the hearing-impaired to identify.
• Bikes should be allowed on the Mall.
• The Mall doesn’t have any major nodes/gather places.
• Needs connections to adjacent districts.
• There should be a designated drop off area.
• The increased build out of the RTD transit system adds to increased Mall shuttle ridership.
• Build the Mall for the next generation of mobility.
• There is less demand now and in the future for parking near the Mall.
**Demographics Breakout Session**

- Need more residents near the Mall to support retail for living.
- Need more economic diversity.
- Small scale living is a concept that could help make living near the Mall more affordable.
- Affordability of living near the Mall is an issue.
- The Mall should facilitate diverse interactions, environments, and people.
- Building scale adjacent to the Mall impacts experiences on the Mall.
- Need to include family friendly amenities on the Mall for visitors and near the Mall for residents.
- Convert excess parking to residential.
- Eliminate parking requirements.
- Most residents on the mall are younger adults or older adults (empty nesters).
- Stickiness may not be a goal for the entire Mall.

**Group Discussion Session**

- Landscaping brings life.
- Green infrastructure can add multilateral value
- How does retail curation/governance work?
- Transportation as an attraction.
- Bus service balance (too much or too little?)
- The Mall needs to be fun.
- Is the brand correct?
- Incorporate zero-retail zones such as parks and public spaces.
- There is potential on side streets. Side streets are an asset, not a liability.
- Can shuttles be more engaging?

**Meet in the Street and Public Open House Summary**

Two public engagement opportunities were hosted in July 2017: an information table at the Mall’s Meet in the Street event, and two open house sessions held at RTD headquarters. City stakeholders, partners and agencies including the Downtown Denver Partnership, City and County of Denver, and RTD distributed flyers to key stakeholders and promoted both events through social media and on their websites. The project team also canvased along 16th Street Mall, handing out more than 200 flyers and posters to local businesses and properties.

On July 22, several project team members staffed an information table at the Meet in the Street event from noon-4 p.m., just outside the Paramount Café between Welton and Glenarm streets. Team members informed and directly engaged nearly 50 community members throughout the day providing participants with the project’s purpose and need, study boundaries, schedule, prior studies leading up to where we are now, and public input to date. A diverse group of
Community members including downtown and area residents, along with Mall employees and occasional visitors, completed 11 comment forms in person and/or by mail that provided valuable feedback on what they find is working well on the mall, their concerns of current conditions, and what they would consider a success for the future mall. These comments are included at the end of this document. Below are the common themes collected from both events.

1. **What do you think currently works well on the Mall? Why?**

   - **The MallRide** – Several community members said they like the MallRide and how it connects people from Civic Center to Union Station. A few noted how they would like the MallRide to run more frequently during weekends.

   - **Multi-modal Access** – Other members of the public noted how accessible the Mall is and more specifically, how it’s bicycle and pedestrian friendly. Many commented that they would like extended hours for bicyclists throughout the weekdays, not just the weekends.

   - **Activation/Aesthetics** – A few community members agreed that events such as Meet in the Street and the restaurant patios help increase activation along Mall. Another mentioned by extending restaurant patios, widening pedestrian access and sidewalk navigation would be considerably easier. Others commented on the efforts and success of the Downtown Denver Partnership (DDP) and the Business Improvement District’s (BID) contribution making the mall cleaner and more visually appealing. Some encouraged this program be continued and increase the pay for BID clean-up staff.

2. **What concerns do you have about the current conditions of the Mall? Why?**

   - **Safety** – Security and crime were the highest concerns for community members, especially in the case of homelessness and panhandling. Several said this issue leads to loitering and damage along the mall. While a few agreed that there has been an increase in the police presence, several commented the officers congregate in isolated areas and do not scan and spread out along with the mall. Some suggested the use of private security as similar to the area around Union Station.

   - **Paver Materials and Design** – Many community members stressed the danger of the current Mall pavers including the potholes, cracks, and slick material, especially during inclement weather, as well as frustration from the ongoing maintenance of the pavers and related inconvenience. Some suggested replacing the current material with a designed concrete while others opposed concrete. Several felt the material should be replaced but noted the importance to keep the historic design of the Mall (i.e., southwestern/snake/diamond pattern).
3. What would you consider a success for the future Mall?

- **Activation/Placemaking** – Several members of the public spoke to activation and placemaking when they shared considerations of what would be successful for the future Mall. Many mentioned they would like to see more events like Meet in the Street as well as public art exhibits to draw suburbanites. Others noted Skyline Park as an area of underutilization and opportunity to increase activation.

- **Redevelopment/Expanded Retail** – Many commented on moving out older retail chains and updating with new, higher-end retail with the likes of the Magnificent Mile in Chicago and redeveloping the Market Street area. Some stakeholders expressed excitement regarding new retail on the Mall including Sephora and Target.

On July 27, 2017, the project team held an open house during two separate sessions at RTD headquarters. Nearly 30 community members attended the first session from 12-1 p.m., while close to 15 attended the 5-6 p.m. session. The same information was provided at each session. The informative open house stations allowed stakeholders and the broader community multiple ways to directly engage and interact with the project team at various substantive areas of their choice. Stations provided baseline information on the project and how the Alternatives Analysis
and Environmental Clearance builds on previous studies, most recently the Mall Experience. Display boards and maps presented at the public open house are provided in Appendix D.

The open house provided attendees the opportunity to comment on the project’s proposed Purpose and Need, tell the team what is working well, areas for improvement, and what they consider an ideal future of the Mall. Participants provided feedback on maps of the Mall and different Mall block configurations: median and asymmetrical. Comments collected on the maps and comments forms are included in Appendix D. Below are the themes that emerged from all public input from both open house sessions.

- **Paver Material/Design** – The majority of comments remarked on the danger of the current Mall pavers and its outdated design. Several community members said the current material is very slick, especially in wet weather conditions. Some suggested to project team members that the material be replaced with high quality concrete and to adhere to the historical, Western heritage of Denver (e.g., similar to the current diamond design). Others said the historical community should be responsible for replacing the pavers if they support the preservation of this material.

- **Safety/Security/Homeless** – Several community members expressed concern over their safety from the transient/homeless population along the Mall, specifically at intersections such as California Street and in and around the median amenities. Many indicated how these attractions are becoming social issues with young transients making the Mall undesirable and “unsafe.” Some suggested adding more public restrooms and suggested utilizing old buildings for police security stations and dedicated police cover along the Mall to help mitigate the crime and homeless.

- **Activation/Retail** – Many community members noted how they would like to see an increase in Mall events and additional new retail such as Target. Many expressed wanting to see more engaging activities like movies and concerts along the Mall. Some expressed to project team members that event management on the Mall can be improved and it often can be too busy.

- **RTD Shuttle Schedule/Maintenance/Transit** – A few community members explained how the MallRide does not run frequently enough and would like to see improved conditions on the inside of the free Mall shuttles. Several commented how they would like asymmetrical blocks on the Mall and suggested adjoining buses, creating more space for the aforementioned activation/retail.

- **Green Space/Trees** – Many attendees said they wanted more trees along the Mall, creating more canopies, and they highlighted areas on the asymmetrical and symmetrical blocks where they would like to see more trees.

- **Consider Previous Study Documentation** – There should be consideration given to design-specific feedback provided by industry experts during prior study efforts.

- **Letter from Denver Architectural Foundation** – A few attendees highlighted the importance of reading the letter from the Denver Architectural Foundation. The Letter from Denver Architectural Foundation is located in Appendix D.
Attendees were asked for input on the proposed purpose and need for the project, resources of concern, and what they consider an ideal future of the Mall. Approximately 18 comment forms were submitted, as summarized below.

1. Do you agree with the purpose and needs for improving the 16th Street Mall?

![Pie chart showing 67% agree, 28% did not respond, and 5% disagree.]

Approximately 12 of 18 responses were in resounding agreement with the purpose and needs for improving the 16th Street Mall. Many felt the Mall needed design, safety, and security improvements, and needs to be a destination rather than a thoroughfare. Others wanted to see the transit improvements extending to 15th and 17th streets. One commented that the Purpose and Need statement does not address the residential neighborhoods that co-exist with businesses on the Mall.

2. Select any of the below resources that you would like to provide additional comments on.
   - Visual/Aesthetics – 9 responses
   - Safety and Security – 9 responses
   - Economics – 5 responses
   - Historic Resources - 4 responses
   - Recreational Resources – 3 responses
   - Water Quality – 1 response
Themes expressed regarding resource considerations included:

- **Appearance** – Some community members mentioned how they would like to see more green space, trees, public art, interaction, etc. and the maintenance (e.g., cleaning/upkeep) of businesses and holding individual owners accountable for any damage or disrepair. One attendee mentioned how they love the interactive IKE boards, which are digital kiosks located at intersections along the Mall that provide directions and event information for visitors.

- **Transit** – A few community members suggested running the bus line through the center of the Mall and leave sides for pedestrians and businesses, etc., while others did not like the continuing the “asymmetric” pattern, adjoining the buses in the middle.

3. **What would you consider a success for the future Mall?**

- **Improvement Extension** – Some want to see the treatment extend into the cross-streets - even as far as the 14th Street bike path and 19th Street.

- **Bike/Pedestrian Access** – Several community members would like to see more access for bicycles and pedestrians, with increased bike use during the week rather than only the weekends.
Appendix A
Agency Meeting Notes
Welcome and Introductions
Meeting attendees introduced themselves, and the consultant team introduced the project.

Project Goals and Concerns
1. What will you consider a success for this project?
   - Get something done
   - Sustainability (economics)
     - $1M per year for maintenance of just the transitway
       - Maintenance work is usually night and weekend work but can impact restaurants and their experience
     - Safety concerns
   - the mall is a huge economic engine for the City
   - Diversity of business and experience. Plus need to make sure it’s complementary to the rest of downtown
   - Sustainability (environmental)
     - Success would be a mobility corridor, a place for people, and a spine for downtown
     - A place to go to rather than through
   - Quality, legacy, experience
   - 40,000 boardings per day
   - Delivery of a well-defined project based on a well-defined purpose and need
     - Delivery and implementation of a well-defined project that is vetted publicly
   - Well defined stakeholders
     - For the prior effort, RTD held meetings during the day for downtown workers plus evening events for others
     - Think about the users of the Mall as the stakeholders
   - Design considerations
     - Think about the visitors as well
     - Accessibility for those who depend on public transit exclusively
     - Concentric circles from downtown into metro Denver
     - Brand of Denver and the Mall
• A more inviting place downtown
  • Challenging to get friends and family to come downtown for entertainment
    o Safety consideration
    o Better shopping/retail
    o Lots of options
    o Stimulating and enjoyable environmental that stimulate people to hang out outside
    o Uniqueness
      ▪ Authentic to Denver
  • Can time be a factor is defining measures of success? Is it different during business hours from nights and weekends
• Balancing all the needs of the corridor
  • Transit, Pedestrians, Business, Residential
  • Comparison to Park Meadows Mall where profit is the primary goal; Mall needs to balance more than just profit

2. What is your vision for the Mall?
• Constructive tension between the various goals and uses
• Represent the best of Denver – past, present, and future
  o People friendly place
  o Inviting and egalitarian
• Iconic
  o Authentically Denver
    ▪ Union Station fountain
    ▪ Some furnishings along the Mall are hot
• Resilient, sustainability, experience, programming, legacy, accessibility
• Maintain a transit way
• Flexibility in temporal operations of the Mall and shuttle
  o Three Saturdays this year will take shuttles off for MITS
  o Loss of shuttles at times could be confusing to visitors
• Create a place - Bar
• FTA funding grant of $10M for operations plus additional $1M for maintenance, based on ridership
• The Mall and the Mall shuttle connect Civic Center and Union Station
  o Critical component of RTD’s overall system
• Brings people together from light rail, shuttle, and pedestrians
• City grid traffic signal system is based on mall shuttles, then the four light rail operations
• MITS feedback for more way finding
• Social sustainability
• Efficient, safe, and reliable service
• Denver authenticity – casual atmosphere

3. What makes this project different from previous studies, and what is continuing from previous studies?
   • Different
     o This project has funding and a time table
     o This is no longer a study, it’s moving into NEPA, and ultimately a no action or preferred alternative
     o We are looking at the full length and width of the I.M. Pei design which had a 30 year life and it’s now 35 years later. The original design achieved its objectives and we now are setting the next 30 years of objectives.
     o This effort is more comprehensive
     o Partnership is continuing (City, RTD, DDP) with more momentum, support, resources, and an eye toward implementation due to funding
     o Denver is changing more now than ever due to population growth and demographic shifts during a more robust economic period than previously experienced
       ▪ Developers want to build near mass transit
       ▪ Strong residential growth
     o Need to think big picture, long term, flexible, 30 year planning, etc.
   • Continuing
     • Shuttles will remain on the mall in much the same way as today
       o Over 400 buses came out of downtown when the shuttles went in - Bar
     • This project has to solve the excessive maintenance issue (drainage, pavers, etc.)

Previous Studies

Many studies were conducted in the 1990s, and more recent efforts in 2010 and the Gehl Study

Need a separate effort to look at programming for the Mall beyond the NEPA clearance – homeless issue, alleyways, future, etc.

Schedule

The group discussed the proposed project schedule and stakeholder workshop approach. RTD suggested defining all potential funding opportunities. Include FTA grant as a part of this. John suggested a design and construction schedule.
A series of stakeholder workshops will be key to project progress. The first workshop is proposed for June 28-30. The second workshop is proposed for September 6-8 or the week of Sept 11.

Committees and Membership

The group discussed the makeup of the project leadership team and of stakeholder groups and organizations. The scoping period should include interviews with key staff of the sponsoring agencies, meetings with small groups representing varied interests in the project, a stakeholder working group, and a public scoping meeting.

**Project Leadership Team**

Consists of City and County of Denver, RTD, Downtown Denver Partnership, FTA, and consultant management team

**Workshop Attendees – Stakeholder Working Group**

The group discussed a preliminary list of organizations and stakeholders that would comprise the stakeholder working group.

**Small Groups**

- Special Interests/Advocacy/Mobility
- Hospitality/Tourism
- Downtown Residents/Neighborhoods
- Property Owners/Businesses

**Mall Partners**

The project should provide monthly updates at scheduled Mall Partners meetings. The Mall Partners consist of the City and County of Denver, Downtown Denver Partnership, Denver Urban Renewal Authority, and RTD. The first project update to the Mall Partners will be a couple weeks prior to the first stakeholder workshop.
Purpose of Meeting

Discuss project purpose, NEPA class of action, approaches to Section 106 consultation and public involvement, and NEPA schedule. See Attachment A for agenda.

Summary of Meeting Notes

1. Objectives and Recommendations of Prior Studies and Plans

Colleen reviewed summaries of prior studies that influence this project (see Attachments B and C) and noted that the studies provide background information for this project and influence its purpose and need, but do not provide alternatives recommendations that are applicable to this project.

CH2M will add to the list Intergovernmental Agreements between RTD and other entities regarding the Mall, and three additional prior studies: the original NEPA study of the Mall from 1978, the 2008 Urban Land Institute Study, and the 2009 Technical Assessment and Rehabilitation Study that preceded the 2010 16th Street Urban Design Plan.

2. Preliminary Purpose and Need

The group discussed the preliminary purpose statement and need factors (see Attachment D). The following initial suggestions were made regarding the need factors:

- Change transit operations to transit and pedestrian operations. The Mall moves people on both foot and transit.
- Change maintenance cost to maintenance frequency and cost.
- Change safety to increased safety for transit and pedestrians

Larry suggested the consultant team provide examples of measurable evaluation criteria to help everyone think about what types of measurable criteria we want to use for this project.

Susan reviewed the need factors from the RTD project initiated in 2015. Some of those need factors remain the same. The consultant team will add some of the goals that have been discussed for this project into the preliminary purpose and need statement, for the PLT to comment on. Those goals will be supplemented throughout the scoping period by input received.

CH2M will add goals to the preliminary purpose and need statement, and provide examples of measurable evaluation criteria that the team may want to consider.

3. NEPA Class of Action

The team discussed the proposal to scope the project as an Environmental Assessment (EA) and look at the potential to downclass the action to a Categorical Exclusion (CE) at a later date if we determine there is no potential for significant impacts, and stakeholders are able to come to consensus easily over the Preferred Alternative and design elements.
The team discussed whether there would be an advantage to downclass to a CE. Mandy and Colleen noted they thought it would reduce the time needed for reviews and approval in 2018 because there wouldn’t be a need for multiple agency reviews of an EA document, public review of the EA, and subsequent decision document. Larry noted the EA could be very focused and short and would not need long agency review periods; it could be produced in a fairly streamlined manner.

The team agreed the project will move forward as an EA, with the potential for future conversations to discuss whether the project remains an EA or downclasses to a CE, depending on the outcome of the alternatives analysis and Preferred Alternative selection.

Larry noted the team should be document avoidance, minimization, and mitigation efforts from the start of the project and should ensure Section 4(f) requirements are taken into account and used in the development and screening of alternatives.

Larry suggested CH2M provide an outline of the required elements of an EA and of the Section 106 process at the next PLT meeting so all participants have a common understanding of what these required elements are and how they interact. Colleen noted the team plans to provide a graphic version of the schedule that is easy to read at a glance and that will also show how these processes progress and interact.

4. Section 106 Consultation Approach

Sara walked through the proposed Section 106 Approach (see Attachment E). Mandy noted it is important during the first Consulting Party meeting for the lead agencies to be definitive in confirming they understand and appreciate the historic significance of the Mall, and that we want to work with all parties to develop a solution. It is important that we structure the meeting so all parties participate openly and understand their voice in the process is respected.

CH2M, RTD, and FTA need to confirm whether we are re-initiating the prior Section 106 consultation, or initiating a new consultation process for this project.

5. Public Scoping Approach

The group discussed the approach to public scoping. Angela noted that a structured process of reaching out to interested small groups of stakeholders prior to Workshop No. 1, and then reaching out to the general public after Workshop No. 1 with an open house public scoping meeting, allows the team to identify any major issues or considerations early on. It also allows the team to have visioning results from Workshop No. 1 for the general public to respond to.

Angela said the content of the meetings with small stakeholder groups/focus groups would include an introduction and questions. The introduction would be an explanation of where we’ve been and where we’re going with this project, and an explanation of the immediate need to develop a solution that takes advantage of the available funding set to expire in five years. The questions would focus on identifying any concerns from organizations or stakeholder special interests that the team should be aware of.

The consulting team will provide definitions of the different groups we plan to engage and the Workshop No. 1 agenda for the next PLT meeting so the PLT can discuss these with a common understanding of the current proposed approaches.

6. Draft NEPA Schedule

The group did not have time to discuss the draft NEPA schedule (see Attachment F) in detail. Colleen asked everyone to review the schedule and bring comments to the next PLT meeting. Jyostna noted that RTD Board meetings regarding the project should be added to the schedule.
Decisions

The team agreed the project will move forward as an EA, with the potential for future conversations to discuss whether the project remains an EA or downclasses to a CE, depending on the outcome of the alternatives analysis and Preferred Alternative selection.
Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting #1
RTD/Civic Center
July 25, 2017
10:30 am – 12:00 pm

Meeting Notes

Attendees: See attached Sign-in sheet

Introductions and Presentation
Larry Squires with the Federal Transit Administration (FTA) and Susan Wood with Regional Transportation District (RTD) welcomed the group, briefly described the project background and the current project. This project is being completed through a partnership of sponsors: RTD, City and County of Denver (CCD), and the Downtown Denver Partnership (DDP), with FTA’s support and guidance. The project is funded in part with federal funds.

The attendees (shown on the attached sign-in sheet) introduced themselves and identified their affiliated organizations. The brief PowerPoint presentation, which is attached to this document, included: a summary of previous studies, the proposed problem statement, the proposed purpose and need for the project, the proposed project goals, the identified historic property (the 16th Street Mall), and maps showing the project limits, study area and area of potential effects (APE). The presentation closed with a project timeline and Section 106 consultation next steps.

Discussion
Purpose and Need
The proposed problem statement, purpose and need, and project goals were discussed. The purpose of transit on the Mall and enhancing the gathering place of the Mall are joint agency goals for the project. RTD’s priority is the shuttle service and mobility, while CCD and DDP has a priority for the Mall of a gathering place. The Mall is maintained with dollars from RTD and CCD for the transit way, while the sidewalks and other amenities are maintained with DDP funds.

There was a lengthy discussion of the differences between project needs and project goals and the desire of the group to include some language in the problem statement and in the needs of the project reflecting the history and significance of the mall itself. During the June workshop, an additional need factor was requested and added to the proposed purpose and need, but it is now shown as a goal, rather than a need. “Honoring the Mall’s past and future” (in the proposed problem statement) is too vague. There was consensus that the historic significance of the mall be included as a need. Additionally, it was suggested that “minimize environmental impacts”
also move from a project goal to a project need. The agencies will consider this input and get back to the group.

The role of Section 4(f) and the mall as a historic property was also discussed. The project will have to include a 4(f) evaluation, including analysis of a feasible and prudent avoidance alternative.

**Area of Potential Effects**
The area identified as the project limits is the Mall from Broadway to Market and from building face to building face. The APE incorporates the one parcel off the project limits, which includes the entirety of the 16th Street Mall historic property and the buildings immediately adjacent to the mall. The group agreed that the APE as proposed was appropriate for the undertaking. However, indirect effects will need to be considered, as will secondary effects. The cumulative effects analysis in the environmental document will address these types of potential effects.

**Process – Next Steps**
A timeline with the next steps schedule was. It is a general outline of the steps and dates are not certain at this time. It was recommended to add the Section 4(f) evaluation to the steps, since the historic property will be part of that evaluation.

The Section 106 schedule will adapt to align with the other NEPA and public engagement activities. There will be additional Section 106 Consulting Parties’ meetings and the agencies will strive to send the meeting materials prior to the meeting for participant review prior to discussion. There is a project website where Section 106 materials will be posted.

**Action Items**
- Consulting Parties will send preferred language to FTA and RTD
- FTA and RTD will present this language to the project team
- FTA and RTD will send the updated problem statement and purpose and need to the Section 106 consulting parties
- Meeting materials will be posted
- Meeting notes will be sent out for review
- Meeting end time has been updated to 12:00 pm
Alternative Analysis and Environmental Clearance

Section 106 Consulting Parties Meeting
#1 RTD/Civic Center
July 25, 2017
10:30 am – 12:00 pm

1. Welcome and Introductions
2. Review prior consultation
3. Define Undertaking
   a. Purpose and Need
   b. Goals
4. Review Proposed Area of Potential Effects
5. Review 16th Street Mall historic property
6. Discuss current process and schedule
7. Feedback
8. Questions
## Alternatives Analysis & Environmental Clearance

**Section 106 Consulting Parties Meeting**  
July 25, 2017, 10:30 – 12:00

<table>
<thead>
<tr>
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<th>Organization</th>
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<tr>
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<td>Max Bear</td>
<td>Cheyenne and Arapahoe Tribes</td>
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<td></td>
<td>Jennifer Bryant</td>
<td>OAHP</td>
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<tr>
<td>✓</td>
<td>John Desmond</td>
<td>Downtown Denver Partnership</td>
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<tr>
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<td>Tami Door</td>
<td>Downtown Denver Partnership</td>
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<td></td>
<td>Jim Graebner</td>
<td>Lower Downtown Neighborhood Asso. (LoDeNa)</td>
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<td>Kim Grant</td>
<td>Colorado Preservation, Inc.</td>
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<td>Larry Squires</td>
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<tr>
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<tr>
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<td>Perry Edmon</td>
<td>RTD Denver</td>
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Appendix B
Small Group Meeting Attendance and Materials
Dear 16th Street Mall Stakeholder,

The City and County of Denver, the Regional Transportation District, the Downtown Denver Partnership and the Downtown Denver Business Improvement District jointly invite your organization to participate in planning the future improvements to the 16th Street Mall.

The 16th Street Mall represents a Denver treasure for a variety of reasons: a diverse public gathering place, the number one shopping and entertainment destination for visitors to Metro Denver, a unique event venue, a place to live, a vibrant business atmosphere, a critical pedestrian connection, a vital transit corridor for 45,000 riders a day, and a major connection between Union Station and Civic Center. The 16th Street Mall has been at the center of the Downtown Denver experience for nearly 35 years, it’s time to plan for its’ continued success.

As part of the project, we would like to meet with you in a small group setting. Your insight will be invaluable as we work to create a collaborative and successful vision for the future of this vital public space.

The small group discussion will take place on Monday, June 19 from 3 to 4 pm at RNL Architects (1050 17th Street, Suite A200, Denver, CO 80265). To ensure that each stakeholder has time to provide meaningful feedback we are keeping participation to a minimum of one person per organization. If for some reason you are unable to attend please identify one representative from your organization to participate.

During the meeting we will:

- Review the history of the Mall and previous study efforts
- Provide an overview of the current process
- Discuss existing conditions and opportunities for the future Mall

Please RSVP to Katie Van Scoyk with GBSM at [redacted] or call [redacted] by Wednesday, June 14 to confirm your participation or to provide us with your alternate representative’s name and contact information. As soon as we receive your RSVP we will send an Outlook invite with day-of specifics.

Feel free to contact Brittany Morris Saunders with any questions at [redacted] or [redacted]

Thank you for your support of the 16th Street Mall.

Sincerely,

The 16th Street Mall Project Team
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The small group discussion will take place on Tuesday, June 20 from 10 to 11 am at RNL Architects (1050 17th Street, Suite A200, Denver, CO 80265). To ensure that each stakeholder has time to provide meaningful feedback we are keeping participation to a minimum of one person per organization. If for some reason you are unable to attend please identify one representative from your organization to participate.

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Feel free to contact Brittany Morris Saunders with any questions at [redacted]

Thank you for your support of the 16th Street Mall.

Sincerely,

The 16th Street Mall Project Team
16th Street Mall Small Group Meetings

Monday, June 19 – 1 PM, Special Interests/Advocacy/Mobility

Attendees:
- Auraria Higher Education Center (AHEC)
- Bike Denver
- Civic Center Conservancy
- City of Denver Community Affairs
- Denver Health
- Denver Metro Commercial Association of REALTORS®
- Denver Police Department
- Denver Office of Disability Rights
- Denver Rescue Mission
- Mile High Pedicabs
- St. Francis
- Urban Peak
- Walk Denver

Monday, June 19 – 3 PM, Hospitality/Tourism

Attendees:
- Colorado Hotel & Lodging Association
- Colorado Restaurant Association
- Colorado Symphony
- Downtown Denver Partnership Retail Council
- Downtown Sheraton
- Marlowes/Paramount
- Rialto Café
- The Palm Restaurant
- Visit Denver

Tuesday, June 20 – 8 AM, Downtown Residents/Neighborhoods

Attendees:
- 1600 Glenarm
- Five Points Business Association
- Golden Triangle
- Rio Grande Lofts
- Larimer Place
- LoDo District
- LODONA
Tuesday, June 20 – 10 AM, Property Owners/Businesses

Attendees:
- 1515 Arapahoe
- Callahan
- NAI Shames Makovsky
- Unico
- Walgreens
June 19/20, 2017
16th Street Mall Small Group Interview Notes

**Hospitality/Tourism**
- Privatize Mall
- Relocate shuttles
- Newer shuttles are quiet; causes safety issues with pedestrians
- Protect pedestrians from vehicles
- Expand restaurant patios
- Take median out
- Upgrade building facades
- Family friendly activities
- Good example - 3rd Street Promenade, Santa Monica
- Want to retain tree canopy
- Get rid of pavers
- Fewer Mall Shuttles; reduce frequency
- DPD still only patrolling certain areas of Mall
- What is going well?
  - 511 Block much better
  - Like closed alleys but lack of enforcement
- How much is RTD bringing to the table?
- Want more “good retail” like Sephora and Target
- Walk the Beat has improved conditions
- Parking issues in closed alleys
- Alley activation has been successful – Brewer’s Alley; Marlowe’s alley
- Success looks like? Activate the mall all the time
- Mall feels different than Larimer Square
- Panhandling ordinance changes have negatively impacted Mall
- Pavers slippery, dirty
- Improve retail/restaurants

**Special Interests**
- “What is success?”
  - Right mix of retail
  - Wider sidewalks
  - Greenery, trees
  - Activated space, concerts on Fridays
- Need better accessibility for blind patrons
- Pedestrian focused design
- Water features for kids
- Permanent public restrooms
- Bus speed is not safe; should be 10-15 mph
Unique parking solutions
Ambassadors for mall
Safe walking, materials for pedestrians
Public Art
Activate with traffic
More - walk the beat program, dedicated officers, police presence/enhancements
Like Meet in the Street
Concerns:
  - Not contemporary
  - Competitive with DUS
  - Density
    - More people = safety concerns
  - Not ignore homelessness
  - Honoring past
  - Not family friendly
  - No shuttle when you need it, level of service
  - Haves/have-nots
    - Some sections good
    - Some sections bad
  - McDonalds issues
  - Ped/vehicular issues
Paving outdated/facelift/lifespan
Better retail offerings
How market/wayfinding signage
Proximity of pedestrians and buses
Horse carriages can get spooked
Biking should be allowed every day of the week

Residential Group
What is currently going well?
  - Skyline park activities
  - Dynamic programming
  - Kiosks
  - Mall ride
  - pianos/art
  - Provides mobility options to meetings, food options
  - Connect to DUS
  - Connect to Golden Triangle
  - Food vendors
    - Sidewalk cafes, more accessible than food vendors in medians
Core block safety and homelessness issues – Stout/California/Champa
Residential blocks need a quiet zone
- Increase in panhandling
- Noise pedicabs/noise rises
- Alley closures good, want more
- Walk the Beat program has been good
- Civic Center Station changes have been great
- DPD trespassing laws are not properly enforced
- Wayfinding is only Mall focused – should expand to side streets
- Connections to side streets need to be better
- Tally $ on previous studies
- Public market
- Wider sidewalks, nonslip surface
- Like medians
- Retail offerings, window shopping
- Art galleries, magnificent mall
- Trees/canopy
- Xmas windows for retail
Appendix C
Stakeholder Working Group
Workshop Materials
**Alternative Analysis and Environmental Clearance**

**Workshop 1 – Defining the Next 35 Years for the Mall**

Outcomes: Direction for Alternatives

---

**Day 1 - June 28, 2017**

How we got here and Mind Expansion

<table>
<thead>
<tr>
<th>Time</th>
<th>Task</th>
<th>Group</th>
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<tbody>
<tr>
<td>12:00</td>
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</table>
| 1:00-1:15  | Why this Project? The Process  
Workshops / Public input  
NEPA  
Historic Preservation  
Participants Roles | Large  |
| 1:15-2:00  | The 16th Street Mall and 35 Years of Success and Transformation                          | Large  |
| 2:00-3:15  | Trends affecting 16th Street Mall  
Demographics (Residential / Public Spaces)  
Economics (Events / Businesses)  
Mobility (Modes / Technology)  
Social Evolution (Preservation / Technology) | Small  |
| 3:15 -3:30 | BREAK                                                                                       |        |
| 3:30-4:30  | Report out of small group discussions on trends                                              | Large  |
| 4:30 – 5:00| Tomorrow’s agenda                                                                           | Large  |
Alternative Analysis and Environmental Clearance

**Workshop 1 – Defining the Next 35 Years for the Mall**

**Outcomes: Direction for Alternatives**

**Day 2 – June 29, 2017**

**Discovering the Mall’s Ideal Future**

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<td>8:00 – 8:30</td>
<td>Review conclusions from yesterday</td>
<td>Large</td>
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<tr>
<td>8:30 – 9:00</td>
<td>Develop Ideal Futures through description and graphics</td>
<td>Large</td>
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</table>
| 9:00 – 1:00   | Develop Ideal Future Statements  
BREAKEr
Mall Walk and photo log (guided)  
LUNCH (on Mall)                      | Small (multi- issue)    |
| 1:00 – 2:00   | Groups Present their Ideal Futures  
(Each group gets 15 minutes)        | Large               |
| 2:00 – 2:45   | Presentation of the required design criteria  
(i.e. lane widths), transit operations, events  
and programming, pedestrian and edge  
spaces, tree space needs, maintenance  
logistics                           | Large               |
| 2:30 – 2:45   | BREAK                                                              |                     |
| 2:45 – 4:00   | How to achieve the requirements of the Mall  
within the described Ideal Futures | Small (multi- issue) |
| 4:00 – 4:45   | Report out on Ideal Futures with requirements considered          | Large               |
| 4:45 – 5:00   | Tomorrow’s agenda                                                  | Large               |
### Alternative Analysis and Environmental Clearance

#### Workshop 1 – Defining the Next 35 Years for the Mall

**Outcomes: Direction for Alternatives**

**Day 3 – June 30, 2017**

**Planning the Next Steps**

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<tr>
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<td>Review yesterday’s conclusions</td>
<td>Large</td>
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<tr>
<td>9:00 – 9:30</td>
<td>Present the Purpose and Need; Discuss and refine based on the last 2 days</td>
<td>Large</td>
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<tr>
<td>9:30 – 10:00</td>
<td>Discuss Possible Evaluation Criteria</td>
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<tr>
<td>10:00 – 10:15</td>
<td>BREAK</td>
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</tr>
<tr>
<td>10:15 – 11:00</td>
<td>Discuss topics outside the physical improvements of the Mall and identified groups or a task force to move topics forward before the next workshop Define Action items for participants</td>
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<tr>
<td>11:00 – 11:45</td>
<td>Review yesterday’s Ideal Futures with requirements addressed and discuss Common Elements</td>
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<tr>
<td>11:45 – 12:00</td>
<td>Next Steps and Workshop #2</td>
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Why this project

**Proposed Purpose Statement**
The purpose of the project is to develop and implement a flexible and sustainable plan for the 16th Street Mall to facilitate its evolution as a safe, appealing, and economically vital public space, continue reliable and safe two-way transit shuttle service within the Mall; and provide for reasonable long-term costs associated with maintaining the Mall, while honoring the Mall's past and future.

**Need Factors**
The need for improvements to the 16th Street Mall is based on the following factors.

- Increase public use of the Mall as a destination for leisure, commerce, and tourism
- Enhance the public image of the Mall as one of Denver’s primary identity elements
- Maintain mobility for all users
- Address deficient and outdated infrastructure to allow reasonable maintenance frequency and costs
- Maintain and improve safety and security on the Mall

**Goals**

- Maintain and improve economic viability of businesses on the Mall and on adjacent streets
- Minimize construction impacts to businesses and transit
- Preserve the Mall’s intent and past while imagining a sustainable and dynamic future
- Minimize social and environmental impacts
- Provide a balance of amenities fronting properties on both sides of the Mall
- Provide a flexible, dynamic space over time of day, season, and year

Roles

**Project Leadership Team – advocates for the process and its outcomes**

- CCD -- Bar Chadwick, Brad Buchanan, Brian Pinkerton, Jason Whitlock, Scott Hergenrader
- RTD – Jyotsna Vishwakarma, Susan Wood
- DDP – John Desmond
- FTA – Larry Squires

*The workshop attendees will be selected to represent the owners, managers, and administrators of the 16th Street Mall.*
**Ideal Future Statements / Desired End States**

**Ideal Future Statement / Desired End-State** - A one-sentence statement describing the clear and inspirational long-term desired form/ situation/ circumstance/ repair.

- The best statements are *inspirational, clear, memorable, and concise*.
- Average length for statements is 10 to 14 words
Example Statements

- **Feeding America**: A hunger-free America
- **Habitat for Humanity**: A world where everyone has a decent place to live.
- **San Diego Zoo**: To become a world leader at connecting people to wildlife and conservation.
- **NPR**: with its network of independent member stations, is America’s pre-eminent news institution
- **Ducks Unlimited**: is wetlands sufficient to fill the skies with waterfowl today, tomorrow and forever.
- **Save the Children**: A world in which every child attains the right to survival, protection, development and participation.
- **Teach for America**: One day, all children in this nation will have the opportunity to attain an excellent education.
- **Smithsonian**: Shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world
- **WWF**: We seek to save a planet, a world of life. Reconciling the needs of human beings and the needs of others that share the Earth...
- **Kiva**: We envision a world where all people – even in the most remote areas of the globe – hold the power to create opportunity for themselves and others.
- **Special Olympics**: To transform communities by inspiring people throughout the world to open their minds, accept and include people with intellectual disabilities and thereby anyone who is perceived as different.
- **VFW**: Ensure that veterans are respected for their service, always receive their earned entitlements, and are recognized for the sacrifices they and their loved ones have made on behalf of this great country.

Design Considerations and Principles

- **Requirements**
  - Transit
  - Pedestrian facilities
  - Placemaking features
Role of Transit on the Mall

Design Considerations and Principles

- **Transit**
  - Two lanes, one in each direction
  - Existing stops located on every block
  - Minimum Lane Width: 12-feet
  - No obstructions to be placed within two feet of the curb line
  - Clear line of sight
  - Unobstructed boarding areas, to accommodate rapid transfer at all doorways.
  - Compliance with ADA, including operation of the lifts on RTD buses. FTA requires an 8’ x 5’ boarding area.
  - Existing curbs (4-inch height) provide visual delineation between the pedestrian zone and the transit way and facilitate shuttle boarding.
REQUIREMENTS FOR PEOPLE WALKING SPACE

STREETS CAN COMFORTABLY CARRY 4 PEOPLE WALKING/FOOT/MINUTE
Before reaching a state of crowdedness or individual discomfort.

Less than 4 people/foot/minute

Somewhere in-between

More than 4 people/foot/minute

Source: Street walkthrough by ecoTality. Published in "Cities for People". Island Press 2016. Original artwork by Freight & Volume.

REQUIREMENTS FOR PEOPLE WALKING SPACE

THE 16TH STREET MALL CAN COMFORTABLY CARRY 3840 PEOPLE WALKING/HOUR
Based on calculated 16 feet of walkable space out of a total street width of 80 feet, assigning 4 pedestrians/foot/minute.

Diagram: Section of the 16th Street Mall. Original StreetMall Block
Pedestrians use the transit lanes when the sidewalks are at capacity

Number of pedestrians/hour
Block 700-900, average 10am-8pm
- Weekday (Thursday)
- Baseline Weekend (Saturday + Sunday)
- MET Weekend (Saturday + Sunday)

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<tr>
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south sidewalk transit lane median transit lane north sidewalk

Requirements for People Walking Space

The 16th St Mall reaches its capacity for people walking during peak hours
Based on studies of 17 locations surveyed over 9 days in 2015, and 6 locations surveyed over 19 days in 2016.

Charts: Hourly peak counts for Thursdays, Saturdays, and Sundays, 2015 and 2016

Street Line: (X) People Walking/Segment
Ensuring a line of open sidewalk upon
THE 16TH STREET MALL REACHES ITS CAPACITY FOR PEOPLE WALKING ALSO ON AN HOURLY BASIS
Champa Street to Stout Street is the busiest block for people walking, reaching capacity throughout several hours of the day.

WITH THE PROJECTED GROWTH RATE OF THE DOWNTOWN DENVER POPULATION, THE AVERAGE AMOUNT OF PEOPLE WALKING IS LIKELY TO INCREASE
If the pedestrian volumes on the Mall are linked to the Downtown residential population growth, the Mall will have almost 2500 ped./hour on Saturdays in 2021.
**Requirements for People Walking: Stimulation**

**Thriving Commercial Streets Have on Average 1 New Shop Entrance / 16-20 Feet**

This frequency ensures new activities and sights to see about every five seconds when walking at an average pedestrian walking speed.

One shop per 64 feet | One shop per 32 feet | One shop per 16 feet


---

**Requirements for People Walking: Stimulation**

**The 16th Street Mall Has on Average 1 New Shop Entrance / 32 Feet**

Based on a calculated building block length of 290 feet, this frequency varies significantly from block to block.

**Goal:** 16 shops per block = 1 shop per 18 feet

[Graph showing shop density per block level]
REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THRIVING COMMERCIAL STREETS ARE TYPICALLY MADE UP OF PREDOMINANTLY ACTIVE AND PLEASANT EDGES

Edges that have many openings, details, variations of functions, and high levels of transparency attract more people than places that lack these qualities.

A. Active
- Small units, many doors
- HS-2-dwars per 1000'/30M
- Low-rise in tandem
- No blind or few corner units
- Lots of actions in public realm
- Primary events led by public art/locations
- Good details and materials

B. Pleasant
- Residential small units
- LP-4-5-dwars per 1000'/30M
- Some variations in function
- Some retail and public units
- Casually rooted
- Many locals

C. Mixed
- Large and small units
- LS-1000' per 1000'/30M
- Moderate variation in function
- Some retail and public units
- Related to public realm
- Good details

D. Dull
- Large units, few doors
- LP-2-dwars per 1000'/30M
- Almost no variation in function
- Some blind or passive units
- Unrelated to broader, no details

E. Inactive
- Large units, few or no doors
- LP-2-dwars per 1000'/30M
- Almost no variation in function
- Blind or passive units
- Unrelated to broader, no details

REQUIREMENTS FOR PEOPLE WALKING: STIMULATION

THE STREET EDGES ON 16TH STREET MALL ARE INCONSISTENT - SOME BLOCKS HAVE MANY ACTIVE/PLEASANT EDGES AND SOME HAVE FEW

Block 600-800 struggles the most with keeping a lively edge condition of transparency attract more people than places that lack these qualities.

Chart: Distribution of street edge typology per block.
THE 16TH ST MALL SHOWS A CORRELATION BETWEEN ACTIVE/PLEASANT FACADES AND AMOUNT OF PEOPLE STAYING
Based on studies of 6 blocks surveyed over 19 days in 2016.

Chart: Amount of people staying/block - average of baseline weekends 2016

Chart: Active street edges and amount of people staying/block

10/3/2017
REQUIREMENTS FOR PEOPLE STAYING SPACE

PEOPLE WHO ARE SITTING IN PUBLIC SPACE NEED APPROXIMATELY 15 SQ. FEET / PERSON
This accounts for people sitting at cafe tables - people sitting in lounge chairs need slightly more space, while people sitting on benches need slightly less.

- Loose Crowd
  - 1 person / 10 sq. feet
  - Each person is an arm's length from the body of the next person.

- Tight Crowd
  - 1 person / 4.5 sq. feet
  - Limited individual moving space, bodies may come into contact.

- Maximum Capacity Crowd
  - 1 person / 2.5 sq. feet
  - No individual moving space, body contact between people.

- People Sitting
  - 1 person / 15 sq. feet
  - Space is set at a table, and 1 more a chair in and out.

Source: Based on studies led by Herbert Jacobs at the University of California at Berkeley. 1962. Also, Prof. St. J. Miller (1975) Professor of Civil Science at Manchester Metropolitan University (1975).

REQUIREMENTS FOR PEOPLE STAYING SPACE

THE 16TH STREET MALL CURRENTLY HAS CAPACITY FOR 185 PEOPLE SITTING BY THE EDGES AND 210 PEOPLE SITTING IN THE MEDIAN PER BLOCK
Based on calculations of areas marked in red. Calculations do not provide space for clutter, street signage, etc.

[Diagram showing street layout and seating arrangements]
REQUIREMENTS FOR PEOPLE STAYING: SPACE

THERE CAN ALSO BE TOO FEW PEOPLE ON A BLOCK TO MAKE IT FEEL INVITING AND SAFE

It is important to reach a critical mass of people staying and walking through a space, to avoid both a feeling of crowdedness and a feeling of desertion.

Five people in a Large space
Long social distances, little interaction.

Five people in a small space
Close social distances, more interaction.

REQUIREMENTS FOR ACTIVITIES: INVITATIONS FOR ALL USERS

ON THE 16TH STREET MALL, PEOPLE HAVE SAID THEY WANT TO SEE OTHER PEOPLE, MORE ACTIVITIES, AND DIVERSE SHOPS

Based on comments given at an on-street engagement booth, Summer 2016. These requirements apply to baseline weekends, MITS weekends, and weekdays.
Design Considerations and Principles

• Tree Trenches
• Streetside Stormwater Planters
• Bump-out Curb Extensions

Design Considerations and Principles

• Existing placemaking features
  • Trees
    • Continuous row of trees at 25'‐30' on center to provide continuous canopy/green space.
  • Lights
    • Average of 14 pedestrian (globe) lights per block, varies slightly from block to block.
    • 4 street lights at each intersection.
  • Seating
  • Landscaping
  • Sidewalk cafes
    • Currently, sidewalk cafes have a maximum width of 9’ on 19’ sidewalks and 15’ on 35’ sidewalks.
  • Vendors
    • 3-4 vending spaces per block – push carts or semi-permanent kiosks. Maximum footprint size 5’ x 9’.
  • Special Event spaces
    • For performances/samplings/promotional activities – minimum 10’ x 10’ every block with 10’ x 30’ space every two blocks, or ideally every block. Electrical power at each
  • Large public gathering space (100’ x 100’)
    • Every 3-4 blocks immediately adjacent to Mall.
Design Considerations and Principles

- Space to encourage “Lingering”
- Safety and Security
  - RTD and BID 24/7 security, Sight lines, Lighting
- Maintenance
  - RTD currently spends about 75 days per year on maintenance, Approximately $1M/yr
  - BID currently spends 365 days per year on maintenance, Approximately $2.5M
- Snow removal, Trash removal, Landscaping, Daily cleaning, Pavement Maintenance, etc.
- Additional mobility
  - Deliveries, Emergency Access, Pedicabs, Bicycles, Horse
- Building and alley access
- ADA compliance
- Drainage/Utilities
- Water quality

Proposed Purpose and Need

Proposed Purpose Statement
The purpose of the project is to develop and implement a flexible and sustainable plan for the 16th Street Mall to facilitate its evolution as a safe, appealing, and economically vital public space, continue reliable and safe two-way transit shuttle service within the Mall; and provide for reasonable long-term costs associated with maintaining the Mall, while honoring the Mall's past and future.

Need Factors
The need for improvements to the 16th Street Mall is based on the following factors:
- Increase public use of the Mall as a destination for leisure, commerce, and tourism
- Enhance the public image of the Mall as one of Denver’s primary identity elements
- Maintain mobility for all users
- Address deficient and outdated infrastructure to allow reasonable maintenance frequency and costs
- Maintain and improve safety and security on the Mall

Goals
- Maintain and improve economic viability of businesses on the Mall and on adjacent streets
- Minimize construction impacts to businesses and transit
- Preserve the Mall’s intent and past while imagining a sustainable and dynamic future
- Minimize social and environmental impacts
- Provide a balance of amenities fronting properties on both sides of the Mall
- Provide a flexible, adaptable space over time of day, season, and year
Possible Evaluation Criteria

<table>
<thead>
<tr>
<th>Purpose and Need Factor</th>
<th>Sample Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase public use of the Mall as a destination for leisure, commerce, and tourism</td>
<td>• Does the alternative provide flexibility for a variety of programming?</td>
</tr>
<tr>
<td>Enhance public image of the Mall as one of Denver’s primary identity elements</td>
<td>• Does the alternative adhere to principles of high quality pedestrian oriented design?</td>
</tr>
<tr>
<td>Maintain mobility for all users</td>
<td>• Does the alternative accommodate future transit and pedestrian volumes?</td>
</tr>
<tr>
<td>Address deficient and outdated infrastructure to allow reasonable maintenance frequency and costs</td>
<td></td>
</tr>
<tr>
<td>Maintain and improve safety and security on the Mall</td>
<td>• Does the alternative adhere to principles of Crime Prevention Through Environmental Design?</td>
</tr>
</tbody>
</table>

Other Evaluation Criteria

- Criteria based on the project’s goals
  - Economic vitality
  - Construction impacts
  - Historic significance
  - Social and environmental impacts
  - Balance of amenities
  - Flexible space
- Cost effectiveness
- Public and agency support
Hello.

What’s on your mind?

You look like you have a lot on your mind.
You look like you have a lot on your mind.

What a collective group of people create when they live their lives outside of their home, workplace and car.
Good public space is for everyone

More Walking/Biking improves Health

Vibrant Cities Attract and Retain Talent

Better Streets are Safer Streets

Public Life is shaped by micro-moments

Gehl — Making Cities for People

PUBLIC LIFE
Small daily interactions between people

The term micro-moment was coined by Dr. Barbara Fredrickson in her book Love 2.0

Chance Encounters
A glance. A smile.

A shared experience
Maybe learning an amazing air guitar technique

But public life doesn’t happen by on its own.

Cities have to intentionally put people first.
Cities are shaped by technical experts, regulators and financiers…

Public life can be an intentional driver in how cities are made

“We measure what we care about.”
Cities usually collect great data about traffic and parking. Not so much for people...
What would happen if we measured people? Happiness? Quality of Life? Public Life?

Hint: Vibrant Cities INVITE more people to stay longer.

Observation & analysis can help cities understand public life.
“We measure what we care about.”

How do People Move?

What are people doing when they have made the decision to Stay?
Learn how people actually behave. Not how we think they behave.
Starting Point - Human Scale is Universal
Even from an early age we walk at roughly 3 mph.

We see the world at eye level.
All our senses are important

We need to experience stimulation

1 per every 4 seconds please!
3mph

4 sec. 4 sec. 4 sec. 4 sec.

1000 stimuli per hour
= 1 per every 4 seconds
We walk in the shadow when it's hot.

We sit in the sun when it's cold.
Distance and Social Contact
100m: Movement and posture

80m: Age and Gender
50m: Hair Color and Characteristics

10m: Facial Expressions and Emotions
1.5 - 3m: Social Distance and Contact

.5 - 2m: Personal Distance and Conversation
We are drawn to environments that make us comfortable

Protection

Against traffic & accidents — feeling safe
- Pedestrians, pedestrians, and cyclists
- Eliminate fear of traffic
- Safe crossings

Against crime & violence — feeling secure
- Low public risk
- Allow for passive surveillance
- Density of protectors
- Visible from a distance
- Well-lit in human scale

Protection against unpleasant sensory experiences
- Wind/draft
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Opportunities to walk/cycle
- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to stop & stay
- Attractive & functional edges
- Defined zones for staying
- Defined spots for staying
- Objects to lean against or stand next to
- Facades with good details that invite staying

Opportunities to see
- Reasonable viewing distances
- Unobstructed views
- Interesting views
- Easy orientation
- Lighting (when dark)

Opportunities to talk & listen
- Low noise from
- Public address, induction to communicating, telephones

Opportunities for play & exercise
- Room for physical activity, exercise, play & street entertainments
- Temporary activities: tennis, skateboarding, etc
- By day and night
- IN winter and summer

Dimensioned at human scale
- Dimensions of buildings & spaces in accordance
- of the important human dimension in relation to
- size and behavior

Aesthetic qualities + positive sensory experiences
- Good design and detailing
- Fine materials
- Fine views/details
- Rich sensory experiences: trees, plants, water

Gotta have these
...without these, no one will stay...

...these are the difference between good and great places
FEELING SAFE
- Protection against traffic and accidents
- Protection for pedestrians
- Eliminating fear of traffic
- Low speed
FEELING SECURE

- Protection against crime and violence
- Lively public realm
- Eyes on the street
- Overlapping functions day and night
- Good lighting
the great beyond...

Great!!

MICRO CLIMATE
- Sun/shade
- Heat/coolness
- Shelter from wind/breeze
- Minimize pollution
- Minimize dust, noise, glare
Walk Freely and Comfortably

Walk with adequate space
Walk without obstructions

Provide opportunities to sit and stand comfortably
Invitations to be creative with seating

Invitations to Relax
Invitations to Look and Watch

Invitations to Hear and Talk
Watching others is mankind’s greatest joy.

— Icelandic saying
Invitations for Play and Activity

HUMAN SCALE
- Buildings and spaces designed to human scale
- Dimensions and detailing that stimulate our senses
- Spatial enclosure
IDENTITY + AUTHENTICITY
- History
- Sense of place
- Local identity
- Amenity values

SENSES
- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water
Protection against traffic & accidents — feeling safe
- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

Protection against crime & violence — feeling secure
- Less personal risk
- Allows for passive surveillance
- Diversity of functions
- Well lit / lighting in human scale

Protection against unpleasant sensory experiences
- Wind/draft
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Opportunities to walk/cycle
- Rooms for walking
- Interesting features
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to stop & stay
- Attractive & functional edge
- Defined edges for staying
- Objects to lean against or stand next to
- Facades with good details that invite staying

Opportunities to see
- Reasonable viewing distances
- Unobstructed views
- Interesting views
- Varied vegetation
- Lighting (when dark)

Opportunities to talk & listen
- Low noise levels
- Public spaces conducive to communicating
talkscapes

Opportunities for play & exercise
- Allow for physical activity, exercise & play & sports entertainment
- Temporary activities (e.g., parks, etc.)
- By day and night
- By season and weather

Opportunities to sit
- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to enjoy the positive aspects of climate
- Walkable
- Flat, smooth, glare

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water

Busy street…
which allows for comfort + enjoyment to take place

Public art and pavers are nice…
...but this place doesn’t offer pleasant places to stay safely and comfortably

Enjoyment
Dimensioned at human scale
- Dimensions of buildings & spaces in observance of the important human dimension in relation to senses, movements, size and behavior

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water

Protection

Comfort

Protection against traffic & accidents — feeling safe
- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

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Protection

Comfort

Protection against traffic & accidents — feeling safe
- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

Protection against crime & violence — feeling secure
- Less personal risk
- Allows for passive surveillance
- Diversity of functions
- Well lit / lighting in human scale

Protection against unpleasant sensory experiences
- Wind/draft
- Rain/snow
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- Public spaces conducive to communicating
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- Allow for physical activity, exercise & play & sports entertainment
- Temporary activities (e.g., parks, etc.)
- By day and night
- By season and weather

Opportunities to sit
- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to enjoy the positive aspects of climate
- Walkable
- Flat, smooth, glare

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water

Enjoyment
Dimensioned at human scale
- Dimensions of buildings & spaces in observance of the important human dimension in relation to senses, movements, size and behavior

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water

Protection

Comfort

Protection against traffic & accidents — feeling safe
- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

Protection against crime & violence — feeling secure
- Less personal risk
- Allows for passive surveillance
- Diversity of functions
- Well lit / lighting in human scale

Protection against unpleasant sensory experiences
- Wind/draft
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Opportunities to walk/cycle
- Rooms for walking
- Interesting features
- No obstacles
- Good surfaces
- Accessibility for everyone

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- Attractive & functional edge
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- Objects to lean against or stand next to
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- Unobstructed views
- Interesting views
- Varied vegetation
- Lighting (when dark)

Opportunities to talk & listen
- Low noise levels
- Public spaces conducive to communicating
talkscapes

Opportunities for play & exercise
- Allow for physical activity, exercise & play & sports entertainment
- Temporary activities (e.g., parks, etc.)
- By day and night
- By season and weather

Opportunities to sit
- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to enjoy the positive aspects of climate
- Walkable
- Flat, smooth, glare

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water

Enjoyment
Dimensioned at human scale
- Dimensions of buildings & spaces in observance of the important human dimension in relation to senses, movements, size and behavior

Aesthetic qualities + positive sensory experience
- Good design and detailing
- Fine materials
- Fine views/vistas
- Fine sensory experiences: trees, plants, water
**Protection**

- Protection against traffic & accidents — feeling safe
  - Pedestrians/kids
  - Vulnerable road users
  - Safe crossings

- Protection against crime & violence — feeling secure
  - Low levels of crime
  - Visible police presence
  - Defined pedestrian zones
  - Clear signage
  - Low lighting in built-up areas

- Protection against unpleasant sensory experiences
  - Wind/draft
  - Rain/snow
  - Cold/heat
  - Pollution
  - Dust, noise, glare

**Comfort**

- Opportunities to walk/cycle
  - Spaces for walking
  - Interesting facades
  - Good surfaces
  - Accessibility for everyone

- Opportunities to stop & stay
  - Attractive & functional edges
  - Defined spots for sitting
  - Objects to lean against or stand next to
  - Facades with good details that invite staying

- Opportunities to see
  - Reasonable viewing distances
  - Unobstructed views
  - Identifying spaces
  - Lighting (when dark)

- Opportunities to talk & listen
  - Low noise levels
  - Public seating arrangements conducive to communicating, talking spaces

- Opportunities for play & exercise
  - Allows for physical activity, exercise, play & street entertainment
  - Temporary activities (markets, festivals, etc)
  - By day and night
  - In summer and winter

**Enjoyment**

- Dimensioned at human scale
  - Dimensions of buildings & spaces in alignment with the human body
  - Dimensions in relation to sensory experiences, size, and behavior

- Opportunities to enjoy the positive aspects of climate
  - Sun/shade
  - Heat/coolness
  - Shelter from wind/breeze
  - Good design and detailing
  - Good materials
  - Fine views/vistas
  - Rich sensory experiences: trees, plants, water

**Just because there are crosswalks doesn’t mean it feels safe**

**Kay Fiskers Plads**

- 8,000 pedestrians per day
- 18 people staying per hour

**Strædet**

- 8,000 pedestrians per day
- 258 people staying per hour
What kind of LIFE do you want to invite?
+ PEDESTRIAN AND TRANSIT MALL LEGACY
+ PEDESTRIAN AND TRANSIT MALL LESSONS LEARNED
+ 3RD STREET PROMENADE CASE STUDY, SANTA MONICA, CA
+ NICOLLET MALL CASE STUDY, MINNEAPOLIS, MN

THERE WERE #200 PEDESTRIAN MALLS IN THE 1980’S

53 SURVIVED
147 NO LONGER PED. MALLS

155 RESEARCHED

Source | Cole E. Judge, The Experiment of American Pedestrian Malls: Trends Analysis, Necessary Indicators for Success and Recommendations for Fresno’s Fulton Mall

TODAY #53 PEDESTRIAN MALLS OUT OF #200 SURVIVE

IN THE 1980S, IT BECAME CLEAR THAT MOST DOWNTOWN PEDESTRIAN MALLS HAD TURNED OUT TO BE UNSUCCESSFUL. IN MANY INSTANCES, THEY ACCELERATED THE DECLINE OF DOWNTOWNS. MERCHANTS DISLIKED DOWNTOWN PEDESTRIAN MALLS; MIDDLE CLASS RESIDENTS IGNORED THEM; AND THE HOMELESS LOVED THEM.

THE SURVIVORS ARE IN A ‘PEDESTRIAN BELT’
WE STUDIED #8 ENDURING PEDESTRIAN MALLS / STREETS

Source: Cole E. Judge, The Experiment of American Pedestrian Malls: Trends Analysis, Necessary Indicators for Success and Recommendations for Fresno’s Fulton Mall.
WE STUDIED #8 ENDURING PEDESTRIAN MALLS / STREETS

PEARL STREET
BOULDER, CO
75' Wide

3RD STREET PROM.
SANTA MONICA, CA
77' Wide

FULTON MALL
BROOKLYN, NY
77' Wide

NICOLETT MALL
MINEAPOLIS, MN
78' Wide

16TH STREET MALL
DENVER, CO
80' Wide

NEWBURY STREET
BOSTON, MA
100' Wide

LINCOLN ROAD
MIAMI, FL
100' Wide

LA RAMBLA
BARCELONA, SPAIN
107' Wide

CORRELATIONS WITH PEDESTRIAN MALL SUCCESS

+ 1500’ TO 3000’ FEET IN LENGTH - NO LONGER
+ STRONG URBAN ANCHORS
+ LOCATION NEAR A MAJOR UNIVERSITY
+ NEAR A BEACH
+ VARIED MIX OF ACTIVE USES AND ACTIVITIES
+ CURATED RETAIL ENVIRONMENT
+ STRONG RETAIL MANAGEMENT
+ CONSCIOUSLY PROGRAMMED
+ HIGH TOURISM
+ CITIES WITH SMALLER POPULATIONS
+ EFFICIENT TRANSIT

Source | The Experiment of American Pedestrian Malls | Cole E. Judge
PEDESTRIAN MALLS | PRIMARY LESSONS

+ RETAIL CAN BE SUSTAINED IN CONCENTRATED BLOCKS FOR A DISTANCE OF 1500’ TO 3000’ RANGE

- PEABODY STREET BOULDER, CO 4 BLOCKS
- 23RD ST PROWEN DE SANTA MONICA, CA 2 BLOCKS
- FULTON STREET BROOKLYN, NY 7 BLOCKS
- LINCOLN ROAD MIAMI, FL 5 BLOCKS

+ NEWBURY STREET IN BOSTON IS AN ANOMALY

- *NEWBURY STREET (NOT A PEDESTRIAN STREET) BOSTON, MA 8 BLOCKS

+ PEDESTRIAN MALLS | PRIMARY LESSONS

+ RETAIL IS HIGHLY CURATED USING A VARIETY OF DEVICES, EX: LAND USE CONTROL

- PEABODY STREET BOULDER, CO 4 BLOCKS
- 23RD ST PROWEN DE SANTA MONICA, CA 2 BLOCKS
- LINCOLN ROAD MIAMI, FL 5 BLOCKS

+ NEWBURY STREET IN BOSTON IS HYPER CURATED

- *NEWBURY STREET (NOT A PEDESTRIAN STREET) BOSTON, MA 8 BLOCKS
PEDESTRIAN MALLS | PRIMARY LESSONS

+ MANAGEMENT IS FOCUSED SOLELY ON THE MALL / STREET ITSELF

PEDESTRIAN MALLS | WEB PRESENCE & SOCIAL MEDIA

3RD STREET PROMENADE

NEWBURY STREET

LINCOLN ROAD MALL

NICOLLET MALL
LONGER MALLS / STREETS RELY ON A HEALTHY MIX OF USES.

THE LONGER MALLS / STREETS BENEFIT FROM ZONES WITH DISTINCT CHARACTERS.
+ **MALLS / STREETS HAVE STRONG CONNECTIONS TO ADJACENT DISTRICTS.**

+ **SURVIVORS ARE NOT AFRAID TO REINVENT THEMSELVES.**
+ RECURRING THEME: ACKNOWLEDGEMENT THAT THE MALL IS VERY LONG.

+ RECURRING THEME: URBAN LIVING SHOULD BE A PRIORITY, FOR EXAMPLE ‘THE URBAN VILLAGE’ FROM THE ULI REPORT
+ RECURRING THEME: THE IMPORTANCE OF CURATING RETAIL ON THE MALL

+ RECURRING THEME: CREATE AND IMPLEMENT A MALL ACTIVITIES STRATEGY
+ RECURRING THEME: CREATING CONNECTIONS, I.E. THE RIBS OF THE SPINE.

Source: https://www.researchgate.net/publication/248957016_Santa_Monica's_Third_Street_Promenade_the_failure_and_resurgence_of_a_downtown_pedestrian_mall

+ RECURRING THEME: TWO-WAY STREETS AS A WAY OF ENLIVENING URBAN DISTRICTS

Source: https://www.researchgate.net/publication/248957016_Santa_Monica's_Third_Street_Promenade_the_failure_and_resurgence_of_a_downtown_pedestrian_mall
CASE STUDIES

3RD STREET PROMENADE
SANTA MONICA, CA

3 BLOCKS | 2,250’ LONG

Source: https://www.researchgate.net/publication/248957016_Santa_Monica's_Third_Street_Promenade_the_failure_and_resurgence_of_a_downtown_pedestrian_mall

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1961

THE MAIN DOWNTOWN SHOPPING PRECINCT WAS CONVERTED INTO A PEDESTRIAN MALL

1965

COMMITTEE FORMED TO CREATE A PEDESTRIAN MALL

1970

OVER 3,000 PARKING SPACES SERVING THE MALL

1980

INDOOR SANTA MONICA PLACE OPENED AND CREATED COMPETITION TURNING 3RD STREET PROMENADE INTO "AN URBAN EIVERSEE" & "A GHOST RETAIL PROMENADE"

1989

$10-milllion Renovation
08/16 Reopened as Third Street Promenade
Exceeded All expectations
3RD STREET PROMENADE | 1986-1989 REDESIGN PROCESS

- City Mayor Dennis Zane support for the Promenade
- Third Street Development Corporation created 1980
- Thirteen million dollars in bonds were secured
- Private business owners invested a quarter million
- City zoning power to force businesses onto the mall from the City (Theaters)
- Community support & input
- Landscape identity & imageability improvements
- Outdoor dining oriented development
- Wider sidewalks
- Trees, lighting, furniture, & pavilions installed

3RD STREET PROMENADE | 1986-2017 INVESTMENTS

- City initial $13 million investment
- Property values go from $60-70/SF in 1990's to $600-700/SF
- High economic returns to the City's general fund of $26 million
- 26 million derived from sales tax, property tax & parking revenue
- Attracted private investment $500 million
- Operations and management 3.2 million
- Maintenance $3.2 million yearly

Source | Dorina Pojani, Santa Monica's Third Street Promenade: The Failure and Resurgence of a Downtown
Santa Monica’s efforts are notable because the city used its land use controls not only to control the design of its downtown pedestrian mall, but also to force a major business and night time attraction, the movie theaters, into the mall.
BY THE END OF THE 19TH CENTURY, NICOLLET AVENUE HAD DEFINED ITSELF AS THE CITY’S PRIMARY SHOPPING STREET. IN 1962 THE MALL WAS REDESIGNED BY LAWRENCE HALPRIN INTO A CURVING, TREE-LINED MALL CLOSED TO AUTOMOBILE TRAFFIC, WITH AN 80-FOOT RIGHT-OF-WAY. NICOLLET MALL IS KNOWN AS THE FIRST TRANSIT MALL IN THE US.

Source | http://www.nicolletmallproject.com

Nicollet Mall is the first example of a pedestrian transit way, a hybrid of a traditional pedestrian mall and a road for buses and taxis.

Source | http://www.nicolletmallproject.com
NICOLLET MALL | LAWRENCE HALPRIN DESIGN

+ Street furniture, information stands, light fixtures, planters, and bollards

+ Skyways and elevated walkways connecting buildings together over the mall.

+ Limiting bus and taxi traffic to two lanes
+ Widening sidewalk to create spaces for café seating, fountains, and kiosks
+ Serpentine curve by a winding, path-like nature, and changing viewpoints

Source | http://www.nicolletmallproject.com

NICOLLET MALL | LAWRENCE HALPRIN | WHAT SURVIVES?

GONE
In the 1980s, BRW’s renovation gutted out nearly all of the existing vegetation and micro-architecture

SURVIVED
In the redesign, Skyway system is modified and renovated

SURVIVED
The winding street structure is kept in both renovations

Source | http://www.nicolletmallproject.com
NICOLLET MALL | AN IDENTITY CRISIS IN THE 2000’S

- STREET WEAR AND TEAR
- INACTIVE IN MULTIPLE AREAS
- TOO MANY ECLECTIC PIECES OF URBAN FURNITURE
- TOO MUCH COMPETITION FROM SHOPPING CENTERS

Source | http://www.nicolletmallproject.com

NICOLLET MALL | DISTRICT IDENTITIES

Source | http://www.nicolletmallproject.com
Nicollet Mall | Reinforcing District Identities

Nicollet Features and Places

1. Loring Woods Plaza
2. Reading Room
3. Outdoor Dining
4. The Light Ribbon
5. Art Walk
6. Light Walk
7. Tree Groves
8. Theater in the Round

Source: http://www.nicolletmallproject.com

Nicollet Mall | Iconic-Scaled Social Furniture

Source: [Image URL]
NICOLLET MALL | OPENNESS TO CHANGE

NICOLLET MALL | GRAPHIC IDENTITY AND REBRANDING

Source | http://www.nicolletmallproject.com
Success has yet to be determined, however segmenting the blocks into discrete and identifiable ‘chunks’ (live, work, play) allows for the mall to be delivered in unique and more manageable geographies. Historically, successful malls are 1-4 blocks long. Shorter urban identifies create improved opportunities for authenticity and diversified program.
Workshop Diagrams

1: Asymmetrical

2: Center Running Lanes

3: Center Median

# red group
# green group
# yellow group
# blue group
Our Ideal Future

“Denver’s timeless destination connecting everyone with an engaging, dynamic and safe experience”

GROUP BLUE STATEMENT

“Unlock the dynamic and timeless destination that is the connective tissue of Denver’s best known place”

GROUP RED STATEMENT

“Denver’s iconic multi-modal urban pathway connecting diverse people, engaging places and vibrant experiences”

GROUP GREEN STATEMENT

“A universally recognized experience”

“A (connecting) place that breathes the essence of the shared Denver experience”

“Welcoming all people to a safe place to have a memorable and authentic experience”

GROUP YELLOW STATEMENT

“The 16th street mall is the welcoming and iconic heart of Denver providing a dynamic mosaic (a combination of diverse elements forming a coherent whole) of places, mobility and experience for everyone”
<table>
<thead>
<tr>
<th>Input</th>
<th>Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>The mall isn’t just about retail</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Economic life of 16th Street will remain linked to transit and its ridership</td>
<td>P&amp;N</td>
</tr>
<tr>
<td>Retail for daily living</td>
<td>Framework Plan – Management</td>
</tr>
<tr>
<td>Authenticity + experience + locality</td>
<td>Urban design</td>
</tr>
<tr>
<td>Flexibility/fluidity – blurring boundaries of time &amp; space</td>
<td>Future Statement and P&amp;N</td>
</tr>
<tr>
<td>Extension of retail experiences/opportunity into public space/side streets</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Retail/mall offerings are not that great now</td>
<td>Framework Plan – management</td>
</tr>
<tr>
<td>Retail is changing – may go away</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>If retail future is internet/grocery/big box, can 16th Street Mall survive?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Important to recognize that shopping can’t save Mall</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Experiential environment/retail: great design</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Why are some of the new, popular businesses not coming to Denver? Chef focused restaurants</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Beer Creek Bourbon</td>
<td></td>
</tr>
<tr>
<td>There may not be a need for huge retail spaces, may have to chop them up for more boutiques, food halls, booth space (Best Buy, Amazon, etc.)</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Experiences may replace retail. Experience the retail brand &amp; then go home and order it for home delivery. Don’t have to carry the packages around.</td>
<td>Urban design</td>
</tr>
<tr>
<td>Open spaces for restaurants/movies = blurred experience</td>
<td>Urban design</td>
</tr>
<tr>
<td>The Mall is a neutral zone – can’t design for trends. Can’t curate retail – too many property owners</td>
<td>P&amp;N and Urban design</td>
</tr>
<tr>
<td>Curating example – Santa Monica: Owning body review tenants; aesthetics, etc.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>How palatable is the idea of governance over which type of retail can come in? Some areas lend themselves better to this (e.g. that’s how Pavilions works)</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Ways to incentivize this? Market in Seattle that has association to help with storefront, signage, tenants.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Full spaces. Everything is leased so it makes turnaround hard.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Pop-up shop possibilities? Carts? Ribs? More vacancy here, may be able to generate interest in curation.</td>
<td>Urban design</td>
</tr>
<tr>
<td>The mall is public space – privatization would be tough</td>
<td>Urban design</td>
</tr>
<tr>
<td>Transit on the mall is an economic generator. Easier to get off the bus than park your car.</td>
<td>Urban design</td>
</tr>
<tr>
<td>1% of transit riders interact with the mall</td>
<td>Urban design</td>
</tr>
<tr>
<td>Housing density is a good tax generator</td>
<td>Urban design</td>
</tr>
<tr>
<td>LoDo/DUS/Cherry Creek have a vision. Can we use this project to have to one to incentivize the Mall?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Experience impacts economic development</td>
<td>Urban design</td>
</tr>
<tr>
<td>You can have access to goods online and immediate</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Micro housing impacts – shared spaces &amp; experiences</td>
<td>Urban design</td>
</tr>
<tr>
<td>Nicollet Mall – no anchor stores (not on 16th Street Mall either)</td>
<td>Urban design</td>
</tr>
<tr>
<td>Evolution of retail – no anchors</td>
<td></td>
</tr>
<tr>
<td>Experience the street, or looking into the store (Apple store)</td>
<td></td>
</tr>
<tr>
<td>Experience – unique brands; local stores</td>
<td>Urban design</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Authentic retail experiences – The Denver experience. History exists on Mall but does not feel authentic with chain stores</td>
<td>Urban design</td>
</tr>
<tr>
<td>Need diversity of customers to support transit – regional tourism</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>RTD has data of ridership demographics</td>
<td>P&amp;N</td>
</tr>
<tr>
<td>The new Mall shuttles are too silent</td>
<td>Urban design</td>
</tr>
<tr>
<td>Changing experiences in public space that are unique to Denver. Programming; Meet in the Street</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Opportunity in alleys (Fort Collins retail alley programming) &amp; side streets that are unused</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Connect side streets</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>14th Street more active</td>
<td>Framework Plan</td>
</tr>
</tbody>
</table>

### Social/Human Experience Break-out Session Notes

<table>
<thead>
<tr>
<th>Input</th>
<th>Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Today, people want to “do”, interactive. Selfies, photographs doing things.</td>
<td>Urban design</td>
</tr>
<tr>
<td>Innovation – green space/infrastructure; utilities; sustainability</td>
<td>Engineering</td>
</tr>
<tr>
<td>Moving away from brick &amp; mortar – community Wi-Fi; businesses advertise on mobile devices/opportunity</td>
<td>Urban design and Engineering</td>
</tr>
<tr>
<td>Homogenous businesses/chains: larger stores can afford rent</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Local businesses – celebrate uniqueness</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Experience the uniqueness</td>
<td>Urban design</td>
</tr>
<tr>
<td>Tactile</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Interactive experience leads to lingering</td>
<td></td>
</tr>
<tr>
<td>Mix of retail</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Destination retail brings people together &amp; they stay longer</td>
<td></td>
</tr>
<tr>
<td>Unique retail</td>
<td></td>
</tr>
<tr>
<td>Walkability – walk to variety of retail</td>
<td>Urban design</td>
</tr>
<tr>
<td>Services/retail for residents? Limited currently, but need higher residential density to support chicken/egg</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Opportunities for farmer’s market? Has been discussed but never executed, why? Perhaps this fits in weekend CBD area.</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Parking lots/in-fill areas that are now lots</td>
<td>Implementation Plan and Framework Plan</td>
</tr>
<tr>
<td>Less people driving now</td>
<td></td>
</tr>
<tr>
<td>Driverless cars – less parking needed</td>
<td></td>
</tr>
<tr>
<td>Reactivate current parking structures/surface lots. Allow greater variety (retail uses more space)</td>
<td></td>
</tr>
<tr>
<td>Food/food trucks/variety of eateries. Competition: small, medium, large eateries – enough people for all?</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Non-traditional hours for retail</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Transit – operates like an elevator: stops at all stops</td>
<td>P&amp;N</td>
</tr>
<tr>
<td>Ridership roughly even throughout the length</td>
<td></td>
</tr>
<tr>
<td>Great public space is missing (Federal Reserve Bank: transform to open space/plaza)</td>
<td>Implementation Plan and Framework Plan</td>
</tr>
<tr>
<td>Like the pianos on the Mall</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Time management of space</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Topic</td>
<td>Framework Plan</td>
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<tr>
<td>----------------------------------------------------------------------</td>
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<tr>
<td>LoDo moveable chairs to address sun/shade. But night time locked up for security issues.</td>
<td></td>
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<tr>
<td>Buskers/musicians:</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Manage it or not?</td>
<td></td>
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<tr>
<td>Do some management in high traffic areas</td>
<td></td>
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<tr>
<td>NYC example – painted tones</td>
<td></td>
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<tr>
<td>Halprin Skyline Park: Overdesigned</td>
<td>Urban design</td>
</tr>
<tr>
<td>16th Street Mall: blank slate; flexibility of design</td>
<td></td>
</tr>
<tr>
<td>Flexibility of shared streets</td>
<td>P&amp;N</td>
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<tr>
<td>Pedicabs</td>
<td></td>
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<tr>
<td>Horses</td>
<td></td>
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<tr>
<td>Pedestrians</td>
<td></td>
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<tr>
<td>Flexibility for the future</td>
<td>P&amp;N</td>
</tr>
<tr>
<td>Funnels of transportation impacts programming</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Opportunities for minor adjustments</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Liquor laws/tables on/off options</td>
<td></td>
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<tr>
<td>One sidewalk café in 1982 – 70 sidewalk cafes</td>
<td></td>
</tr>
<tr>
<td>Creates “cages”. Opposite – feel like you are in an uncontrolled environment</td>
<td></td>
</tr>
<tr>
<td>What if flexible of on/off mall</td>
<td></td>
</tr>
<tr>
<td>Lincoln Road Mall in Miami Beach: ped feel in restaurant</td>
<td>Urban Design</td>
</tr>
<tr>
<td>Advanced technology for visitor support: Holograms (like Disney World)</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>In 20 years, we won’t have retail as we know it now. Stores will be very small. Building use will change.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Millennials will have families – will they want to live on the mall? Yards, good schools, shared green spaces retain families.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>The human experience trend – people will pay more for this than “stuff”</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Need to feel safe to have a positive experience</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Hour &amp; time of day impacts different areas of the city</td>
<td></td>
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<tr>
<td>Need to change perception</td>
<td></td>
</tr>
<tr>
<td>More people = safer</td>
<td></td>
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<tr>
<td>Perception of safety in Mall (perception is reality)</td>
<td></td>
</tr>
<tr>
<td>Patio 16 is piping in nature sounds. People want authenticity – real animals and birds. Larimer Square &amp; Union Station are authentic</td>
<td>Urban design</td>
</tr>
<tr>
<td>“Gamification” of downtown – tracking experiences – win something</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>City can make goals for what desired social mix is</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Is there opportunity for Civic Center end of the Mall?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Temporal differences a common theme</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Seasonal differences should be considered</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Winter on the Mall experience</td>
<td></td>
</tr>
<tr>
<td>If there is always something cool going on, then people will just go</td>
<td></td>
</tr>
<tr>
<td>Ownership of curatorship? BID has some of this but it is an economic burden</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Performance space</td>
<td>Urban Design</td>
</tr>
<tr>
<td>Technology in the public realm (phones, Wi-Fi) is changing how people interact</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Interactive design</td>
<td>Urban design</td>
</tr>
</tbody>
</table>
In Sydney, Australia entire blocks engage in festivals or activities (ice festival, light festival)

Interject experiential aspect – authentic, maker space, raw feeling (e.g. RiNo)
Interjecting more into empty first floor/lobbies
How do zones with different objectives keep Mall relevant?
   Does not have to be everything to everyone, everywhere

Activity on numbered streets – previously; linear/corridor

### Mobility Break-out Session Notes

<table>
<thead>
<tr>
<th>Input</th>
<th>Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trends:</strong></td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Districts are developing</td>
<td></td>
</tr>
<tr>
<td>More people-place development in adjacent districts</td>
<td></td>
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<tr>
<td>Migration of business to LoDo</td>
<td></td>
</tr>
<tr>
<td>More residential downtown</td>
<td></td>
</tr>
<tr>
<td>People living downtown have different transportation needs</td>
<td></td>
</tr>
<tr>
<td>Connectivity</td>
<td></td>
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<tr>
<td>Multi-modal</td>
<td></td>
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<tr>
<td>Tapestry vs. corridor</td>
<td></td>
</tr>
<tr>
<td>Central hub no longer spine; reach tentacles outward</td>
<td></td>
</tr>
<tr>
<td>Walkability</td>
<td></td>
</tr>
<tr>
<td>Social evolution of demographics</td>
<td></td>
</tr>
<tr>
<td>Does it need to all things to all people all the time?</td>
<td></td>
</tr>
<tr>
<td>Union Station – diversity in people, uses, retail</td>
<td></td>
</tr>
<tr>
<td>Demand for walkable communities</td>
<td>Urban design</td>
</tr>
<tr>
<td>Residents demand it</td>
<td></td>
</tr>
<tr>
<td>Need high quality walking environment</td>
<td></td>
</tr>
<tr>
<td>More transit options – focused, less vehicular desire</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>TNCs</td>
<td></td>
</tr>
<tr>
<td>Mobile apps</td>
<td></td>
</tr>
<tr>
<td>Autonomous vehicles</td>
<td></td>
</tr>
<tr>
<td>What types of technology advances can control shuttles to alleviate buffer between shuttles and pedestrians?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>RTD looking at autonomous vehicles</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Shared spaces trend: Woonerf</td>
<td>Urban design</td>
</tr>
<tr>
<td>All modes welcomed</td>
<td></td>
</tr>
<tr>
<td>Pedestrians prioritized first</td>
<td></td>
</tr>
<tr>
<td>Auto traffic slowed</td>
<td></td>
</tr>
<tr>
<td>Flexibility of mobility uses &amp; infrastructure &amp; design – plan for the future</td>
<td>Urban design</td>
</tr>
<tr>
<td>Connectivity – wayfinding of transportation options</td>
<td>Engineering</td>
</tr>
<tr>
<td>Disruptions interrupt shuttle route</td>
<td>Urban design and engineering</td>
</tr>
<tr>
<td>Lighting to bus lane to show there the pedestrians should go</td>
<td>Engineering</td>
</tr>
<tr>
<td>Has downtown residential transit users changed?</td>
<td>P&amp;N</td>
</tr>
<tr>
<td>DDP commuter study</td>
<td>Urban design</td>
</tr>
<tr>
<td>Residents are walking/biking – not transit</td>
<td></td>
</tr>
<tr>
<td>Bike access needed: Not allowed Monday-Friday on Mall. Nicollet Mall you can.</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Family friendly mobility options</td>
<td>Urban design</td>
</tr>
<tr>
<td>Topic</td>
<td>Framework Plan</td>
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<tr>
<td>----------------------------------------------------------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>Autonomous vehicles</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Smaller but more shuttles?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Worth the investment?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Large buses take up more space</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Electric buses are quieter. Harder for vision impaired to detect</td>
<td>P&amp;N and Urban design</td>
</tr>
<tr>
<td>Residents in adjacent districts: bike or walk to Mall; not using cars</td>
<td>Framework Plan</td>
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<tr>
<td>Less car ownership</td>
<td>Framework Plan</td>
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<tr>
<td>13 cross streets</td>
<td>Implementation Plan</td>
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<tr>
<td>Repurpose rib streets (all but one is one-way)/connectivity to districts</td>
<td>Implementation and Framework Plan</td>
</tr>
<tr>
<td>Traffic IN previously – now not used this way primarily. Need changed/focus changed</td>
<td>Urban design and Implementation</td>
</tr>
<tr>
<td>Places to load/un load people &amp; delivery</td>
<td>Urban design</td>
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<tr>
<td>Lyft/Uber – ride share</td>
<td>Urban design and Framework Plan</td>
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<tr>
<td>Places to get in and out of vehicles</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Carriages in evenings/lower bus service. No complaints about move service</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>No major nodes/gathering places</td>
<td>Urban design</td>
</tr>
<tr>
<td>Late night uses (post restaurant; post night out) less bus, more other transport (Lyft, Uber, pedi-cab)</td>
<td>Framework Plan</td>
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<tr>
<td>Other nodes for public activity – plazas Off Mall</td>
<td>Urban design and Framework Plan</td>
</tr>
<tr>
<td>Take pressure off Mall to be all things to all people</td>
<td>Urban design and Framework Plan</td>
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<tr>
<td>Transverse opportunities</td>
<td>Implementation Plan and Framework Plan</td>
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<td>Bike/pedestrian connection to transport</td>
<td>Urban design</td>
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<td>Flexible mobility</td>
<td>Framework Plan</td>
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<td>Mobility nodes</td>
<td>Urban design</td>
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<tr>
<td>Mobility hubs integral to Mall</td>
<td>Urban design</td>
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<tr>
<td>Build on what the shuttle does</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Access: bike share, golf cart, pedi-cabs</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Gold Line, Northwest Rail and Denver Union Station will increase demand. Need to address additional ridership</td>
<td>Framework Plan</td>
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<tr>
<td>Denver is now a 24/7 city, not just AM &amp; PM. This creates more demand.</td>
<td>Framework Plan</td>
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<tr>
<td>More people are choosing to live downtown. A new school was just built.</td>
<td>Urban design and Framework Plan</td>
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<tr>
<td>The Mall is a different experience when masses are there</td>
<td>Urban design</td>
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<tr>
<td>The Mall is a go-to place, not just move through</td>
<td>Urban design</td>
</tr>
<tr>
<td>Tourism creates different uses. Longer use period from people coming from different time zones</td>
<td>Urban design</td>
</tr>
<tr>
<td>Millennials don’t want cars</td>
<td>Framework Plan</td>
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<tr>
<td>Build the Mall for the next generation</td>
<td>Urban design</td>
</tr>
<tr>
<td>Live in city center, won’t own a car. how does that change planning?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Less need for parking with autonomous vehicles but potential for pullouts</td>
<td>Urban design</td>
</tr>
<tr>
<td>Will autonomous vehicles affect transit use?</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Autonomous vehicles will make city more pedestrian friendly (less traffic in downtown)</td>
<td>Framework Plan</td>
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</tbody>
</table>
How multi-modal should the Mall and ribs be?  | Framework Plan
---|---
Will autonomous shuttles be future of Mall transit? Do these need to be the same fleet? Allow for bikes, pedi-cabs, smaller vehicles/shuttles | Framework Plan
Ribs/intersections – curb dimensions will be important | Implementation
Live/work/play in Denver will reduce traffic & convert mobility needs | Framework Plan
Pedestrian Mall is priority, transit secondary. However, it was built as a transit way Mall. | Urban design and Framework Plan
Trend: buildout of transit system increases usage of shuttle | P&N
How do we accommodate more people on the Mall? Is it possible? | Framework Plan
Remind people that they don’t have to ride the shuttle | Framework Plan
In Portland biking felt safe, not so much in Denver | Framework Plan
Vehicular access to mountains may impact autonomous vehicles | ???

### Demographics Break-out Session Notes

<table>
<thead>
<tr>
<th>Input</th>
<th>Resolution</th>
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<tbody>
<tr>
<td>Higher concentration of residents – need economic diversity – smaller scale living</td>
<td>Urban design</td>
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<tr>
<td>Mall becomes a key public space for social interaction</td>
<td>Urban design</td>
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<tr>
<td>Authenticity comes from affordability and diversity</td>
<td>Urban design</td>
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<tr>
<td>Changes to Mall won’t change demographics</td>
<td>Framework Plan</td>
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<tr>
<td>Provide diverse environments along Mall and elsewhere downtown</td>
<td>Urban design and Framework Plan</td>
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<tr>
<td>Family residential amenities need to be incorporated on &amp; off the Mall</td>
<td>Urban design</td>
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<tr>
<td>Adjacent buildings affect comfort/scale of experience on Mall</td>
<td>Implementation and Framework Plan</td>
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<tr>
<td>Affordability is a big problem. Need housing for everyone, not just the rich. There are lower income workers on the mall.</td>
<td>Framework Plan</td>
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<tr>
<td>Cultural/economic diversity – live where you work &amp; can afford</td>
<td>Framework Plan</td>
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<tr>
<td>Build smaller units to be more affordable</td>
<td>Framework Plan</td>
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<tr>
<td>Older/smaller/better = more livable spaces</td>
<td>Framework Plan</td>
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<tr>
<td>Need community spaces to support smaller housing options</td>
<td>Framework Plan</td>
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<tr>
<td>Turn parking garages into housing?</td>
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<td>Eliminate parking requirements</td>
<td>Framework Plan</td>
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<td>Zoning isn’t the issue</td>
<td>Framework Plan</td>
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<td>Need amenities i.e. grocery store, parks</td>
<td>Framework Plan</td>
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<td>Work spaces/environment are changing</td>
<td>Framework Plan</td>
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<td>Workers less mobile/work at home</td>
<td>Framework Plan</td>
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<tr>
<td>Changing expectations on what kind of home to live in</td>
<td>Framework Plan</td>
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<td>Household size is dropping; Percentage of married people is less: condos will be more desirable</td>
<td>Framework Plan</td>
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<tr>
<td>Genxers may want loft type nursing homes in downtown (when they need them)</td>
<td>Framework Plan</td>
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<tr>
<td>Residents seem to be millennials &amp; retirees</td>
<td>Framework Plan</td>
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<tr>
<td>LoDo – younger audience. Redefining “spine” businesses</td>
<td>Framework Plan</td>
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<tr>
<td>Empty nesters may want to move downtown when they retire</td>
<td>Framework Plan</td>
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<tr>
<td>Study showing that older/boomers are returning to cities</td>
<td>Framework Plan</td>
</tr>
<tr>
<td>Who are we defining this for? One generation; flexible; multi-modal</td>
<td>Framework Plan</td>
</tr>
</tbody>
</table>
Welcome everyone. Build for all generations

An older population will change pedestrian types

Tie Auraria/Denver Performing Arts area together with Mall with something big to draw people (big Starbucks)

Investment high in LoDo, perhaps has neglected other end CBD, buildings are more single purpose. Mall is more transit focused. Rent prices – businesses gravitate towards LoDo

Attract families:
- School issues
- Do we have options? Yes, social acceptance/diverse populations
- Vancouver recruited families
- Shopping is key to attracting/retaining families
- Providing educational facilities is key.
- Playground in LoDo has been well used. It’s safe, clean & well maintained.

Family living options
- More now but cost a deterrent to families
- Perception of safety
  - Lot of activity in daytime
  - Night time conflicts
  - Need more people at night to appear safe

Family Amenities
- DUS plaza fountains
- Pearl Street Mall kids areas
- On & off the Mall opportunities
- Need sidewalks to accommodate strollers


16th Street Mall: Different retail, more office. Transit not welcoming to families.

Daytime vs. nighttime uses/areas
- Financial district: booming during day; quiet at night
- LoDo: Busy. Didn’t used to be at night.
- Entertainment areas

Family attraction requires special programming to achieve

Should downtown Denver be the place that attracts young families? Should we compete with the suburbs?

Potential to create family friendly pockets

Buy in coming from breaking down into smaller zones or communities.

Acknowledging the zones.

Should be a civic space that welcomes all

Downtown Denver provides 60% of tax revenue from hotels

There were 17 million overnight visitors in downtown last year

Stickiness may not be a goal for entire Mall. Varies by time of day, day of week

What gets people to stop & linger? Keystone destination

Grittiness, not antiseptic

Lack of residents

Mobility/multi-functional access

Resiliency (past change/future change)
<table>
<thead>
<tr>
<th>Input</th>
<th>Resolution</th>
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<tbody>
<tr>
<td>Technology/innovation (Wi-Fi, drainage)</td>
<td>Urban design</td>
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<tr>
<td>Additional Comments from Large Group after Break-out Sessions</td>
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<tr>
<td>How does retail curation/governance work?</td>
<td>Framework Plan</td>
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<tr>
<td>Landscaping brings life</td>
<td>Urban design</td>
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<td>Intersections (across &amp; through)</td>
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<td>Green infrastructure</td>
<td>Urban design</td>
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<td>Transportation as an “attraction”</td>
<td>Framework Plan</td>
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<td>Fun needs to be reintroduced</td>
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<tr>
<td>Mall = commerce. Is this the right branding?</td>
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<tr>
<td>How do you make the interruptions additive rather than interruptive?</td>
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<td>How do these take on the character?</td>
<td>Urban design</td>
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<td>Take advantage of the interruptions, build networks to iconic places</td>
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<td>Can we brand districts or experiences?</td>
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<td>Are there retail free zones?</td>
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<td>Pocket parks</td>
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<td>Toronto – Colfax (?) Street</td>
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<tr>
<td>Side streets</td>
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<tr>
<td>30% of the mall are the side streets.</td>
<td>Implementation</td>
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<tr>
<td>Always been viewed as a liability.</td>
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<tr>
<td>How do we turn these into an asset?</td>
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<tr>
<td>Shuttle</td>
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<tr>
<td>As an agency, pedestrians are the number one priority</td>
<td>Framework Plan</td>
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<tr>
<td>Can they be designed to be more engaging? Open air?</td>
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<tr>
<td>Bus procurement is difficult and so is maintenance (clean, change oil,</td>
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<td>etc.)</td>
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Defining the 16th Street Mall’s Future

“Denver’s timeless destination connecting everyone with an engaging, dynamic and safe experience”

The 16th Street Mall is challenged by ever-changing retail, surrounding demographics, mobility choices, and societal desires.

A sustainable future for the Mall must afford users optimal flexibility of the space, over the day, over the week, over the year, and over the decades. The mall should connect users to adjacent destinations, such as the Denver Center for the Performing Arts and Skyline Park. The continued evolution of the Mall from an occasional destination toward a retail magnet and a nationally renowned place, will require a walkable public space with a mosaic of experiences, spots to linger, and places for fun.

Honoring the history of the Mall and its original intent is a requirement for all endeavors. While focused management and maintenance will ensure a safe, clean experience and promote economic vitality.

Built for generations to enjoy an authentic Denver encounter, the 16th Street Mall is our joy and our responsibility.
GROUP BLUE STATEMENT

“Unlock the dynamic and timeless destination that is the connective tissue of Denver’s best known place”

GROUP GREEN STATEMENT

“A universally recognized experience”

“A (connecting) place that breathes the essence of the shared Denver experience”

“Welcoming all people to a safe place to have a memorable and authentic experience”

GROUP RED STATEMENT

“Denver’s iconic multimodal urban pathway connecting diverse people, engaging places and vibrant experiences”

GROUP YELLOW STATEMENT

“The 16th street mall is the welcoming and iconic heart of Denver providing a dynamic mosaic
(a combination of diverse elements forming a coherent whole)
of places, mobility and experience for everyone”
Alternatives Analysis and Environmental Clearance

16th Street Mall Preliminary Purpose Statement and Need Factors

Purpose Statement
The purpose of the project is to develop and implement a flexible and sustainable plan for the 16th Street Mall to facilitate its evolution as a safe, appealing, and economically vital public space, continue reliable and safe two-way transit shuttle service within the Mall; and provide for reasonable long-term costs associated with maintaining the Mall, while honoring the Mall’s past and future.

Need Factors
The need for improvements to the 16th Street Mall is based on the following factors.

- Increase public use of the Mall as a destination for leisure, commerce, and tourism
- Enhance public image of the Mall as one of Denver’s primary identity elements
- Maintain mobility for all users
- Address deficient and outdated infrastructure to allow reasonable maintenance frequency and costs
- Maintain and improve safety and security on the Mall

Goals
- Maintain and improve economic viability of businesses on the Mall and on adjacent streets
- Minimize construction impacts to businesses
- Preserve the Mall’s intent and past while imagining a sustainable and dynamic future
- Minimize environmental impacts
16th Street Mall Workshop #1 Wrap up Session

Commonalities

Honor history
Alleys
Opportunities on edges
Evaluating bikes as part of experience
  Need to study the appropriateness
  Openness to expanding study.
  Importance of bike infrastructure
Continue to allow bikes on Saturday & Sunday
Riders/drivers perspectives
  Flexibility
  Temporal
Curation/Curating
  How connect to NEPA design?
  A plan beyond the study?
  Events
  Programming
  Retail strategy (set aside)
  Design guidelines
  Use public investment/design
  Experience
  Authentic
  Education of property owners
  Physical improvement will not solve our problems
Regulatory issues/solutions – zoning, liquor laws
Do we value lingering?
  Desire to stay, not pass through
  Retention, attraction of users
  Places to “hang out”
  Unintended consequences
    Uncomfortable feelings
    Intimidating with large groups
  More people = more comfortable = more families
  Multiple points for different demographics
Balance lingering with two purposes
  Commuting/mobility
  Experience/place making

Goals

Suggestion to move balance amenities to Needs
Stronger word than “intent” – iconic, timeless
Discuss design quality
History is its high design quality
Suggested Need:
  Honor design integrity, building upon character-defining features
NEPA Questions

Fixed guideway definition
  10’ + 2’ clear or 12’ + 2’ clear transit
Regulatory
Design integrity of original work
Balance/symmetry
99k to explore sharing space

What’s Keeping us...

Trying to be everything
  Trying to be the only thing
Fear of change
  Put ongoing resources in plan
  Define NEPA & parking log
Regulations (Consult with DDP Regulatory Working Group)
  Food & beverage
  Bikes
  Smoking
  Petitions
  Buskers
  Outdoor cafes
Struggle with private ownership (Consult with Denver OED/DDP)
  Lack of cooperation
  Ground floor activation
  More robust design guidelines (CPD)
Agency coordination challenges
  Who decides where the money goes?
  Who approves the project – FTA
  Own owns the road – City & County of Denver
  Who operates the shuttle system – RTD
  Political support – Mayor, council
  TIF funds – DURA Board
  RTD Federal grant - RTD Board
  Mall Partners – BID, CCD, RTD, DDP

Next Workshop

Funding sources
  TIF, property/sales tax. $68 million (capital only)
Cost Benefit analysis including:
  Maintenance/operations
  What does no action mean?
## Alternative Analysis and Environmental Clearance

### Workshop 1 – Defining the Next 35 Years for the Mall

**Outcomes: Direction for Alternatives**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<th>June 29</th>
<th>June 30</th>
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## Alternative Analysis and Environmental Clearance

### Workshop 1 – Defining the Next 35 Years for the Mall

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</table>
## Alternative Analysis and Environmental Clearance

**Workshop 1 – Defining the Next 35 Years for the Mall**

**Outcomes: Direction for Alternatives**

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<tr>
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Alternative Analysis and Environmental Clearance

Workshop 1 – Defining the Next 35 Years for the Mall

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<th>June 29</th>
<th>June 30</th>
</tr>
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<td>DTD Partnership</td>
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<td>Dana Greenleaf</td>
<td>DTD Partnership</td>
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Appendix D
Meet in the Street and Public Open House Comments
Open House

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/Project_Overview.pdf
Purpose and Need

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/Project_Overview.pdf
Social and Environmental and Transit Way History

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/2-existing-cond-envirn-resources.pdf
Prior Studies and Mall Today

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/History_of_the_Mall-Previous%20Studies.pdf
Maps and Pavement Conditions

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/Existing_Conditions.pdf
Next Steps

This information is available on the City and County of Denver website:

http://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/16th%20Street/Next_Steps.pdf
16th Street Mall Meet in the Street Public Comments
Comments appear as they were written with no edits to grammar, spelling, or context.

<table>
<thead>
<tr>
<th>1. Name something that works well on the 16th Street Mall – and why?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mall shuttle</td>
</tr>
<tr>
<td>Shuttle bus, bike racks, walkable, bicycle friendly</td>
</tr>
<tr>
<td>The Mall ride, it would be nice if it run a little more on weekends</td>
</tr>
<tr>
<td>Shuttle bus</td>
</tr>
<tr>
<td>Downtown Denver Partnership, Mall is cleaner and much more pleasant visually</td>
</tr>
<tr>
<td>Mall shuttle, special events like meet in the street</td>
</tr>
<tr>
<td>Restaurant patios help, but the patios encroach a bit too much on the sidewalks – pedestrians should get 6-8 inches returned back for easier navigation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. What about its current condition concerns you – and why?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crime rate at night</td>
</tr>
<tr>
<td>Too many people at times</td>
</tr>
<tr>
<td>The Mall as a whole is good. But when it comes to maintenance work the shuttle it would be nice if they did it at night</td>
</tr>
<tr>
<td>Panhandlers, street people, survey (Greenpeace etc.); urine smell! Dirty; Mall pavers – running joke for people visiting us – “Oh, they are still tearing up the mall?”</td>
</tr>
<tr>
<td>Panhandlers – extremely rude, eyesores, loiter and damage Meet in the Streets equipment, trash their areas of occupancy, etc. etc.</td>
</tr>
<tr>
<td>RTD drivers to be more helpful for new bus riders</td>
</tr>
<tr>
<td>Crime rate, especially at night</td>
</tr>
<tr>
<td>The I.M. Pei pavers are a problem because they are slippery when wet, BUT concrete is not a solution because shoddy concrete work happens so often, i.e., the recent DIA runway that now costs about 3 million to repair</td>
</tr>
<tr>
<td>4-8 police huddled doesn’t help, need to spread out &amp; not scanning; private security are better; by light rail and the McDonalds drug deals; homeless smoking in Zen garden</td>
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<tr>
<td>Skyline Park is under-utilized, under-patrolled, “fenced off” for various issues, + not nearly as well-maintained (watered, planted, weeded, etc.) as city parks outside of downtown</td>
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</table>

<table>
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<tr>
<th>3. What would you consider a success for the future Mall?</th>
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<tr>
<td>Movies and books</td>
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<td>Events like Meet in the Streets</td>
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<tr>
<td>Bikes, more hours, not just Saturdays and Sundays</td>
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<tr>
<td>If they did more things then the already do</td>
</tr>
<tr>
<td>1) no panhandlers/ street people (which would help urine smell); 2) replace current pavers with concrete (which can be decorative to keep the “snake” theme if you feel necessary so they don’t have to pull up &amp; replace the pavers</td>
</tr>
<tr>
<td>Meet in the Streets</td>
</tr>
<tr>
<td>Bring in suburbanites with public art exhibits like laminated photographs like in Chicago</td>
</tr>
<tr>
<td>- specialty shops – an occasional new business</td>
</tr>
<tr>
<td>Keep BID staffed &amp; better paid – the BID cleaning people do a good job doing thankless work – pay the worker bees more</td>
</tr>
</tbody>
</table>
16th Street Mall Open House Public Comments
Comments appear as they were written with no edits to grammar, spelling, or context.

1. Do you agree with the purpose and needs for improving the 16th Street Mall?
   yes (no comment)
   yes - current improvements have increased my store's sales by 20% over last year! Thank you & keep up the great work!
   Yes, the Mall is a great asset but needs some help
   yes - the Mall has significant need for improvement. It feels less of a destination + more of a pass-through for commuters
   yes yes yes yes
   Also consider public restrooms
   (why all this space)
   YES
   THE NEEDS IF THEY ARE IMPORTANT IN THE NEXT 5 YEARS!
   MOSTLY
   Remove the homeless vagrants & normal people will want to visit & linger
   Absolutely. Most Denver residents avoid the space.
   You need a comment form that does not ask leading questions. I also think that this whole process is somewhat disingenuous. I don't think that you are defining things like "safety" in a different way than ordinary citizens.
   yes
   Yes and no. I think it should be a Pedestrian and bike access. The Mall shuttles should be moved to 15th and 17th. This will reduce the wear on the Mall and maintain the great granite design add to the vibrancy and increase the use of the Mall by peds and bikes
   Yes
   Yes

2. Select any of the below resources that you would like to provide additional comments on.
   Number of responses indicated.

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<thead>
<tr>
<th>Resource</th>
<th>Responses</th>
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<td>Visual/Aesthetics</td>
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<tr>
<td>Safety and Security</td>
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<tr>
<td>Economics</td>
<td>5</td>
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<td>Historic Resources</td>
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<tr>
<td>Recreational Resources</td>
<td>3</td>
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<tr>
<td>Water Quality</td>
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2a. Select any of the below resources that you would like to provide additional comments on.
   Provide comments here

<table>
<thead>
<tr>
<th>Comment</th>
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<tbody>
<tr>
<td>I.M. Pei design elements a little dated, stronger anchor retail</td>
</tr>
<tr>
<td>Run bus line through center of Mall and leave sides for pedestrians, businesses, buskers</td>
</tr>
</tbody>
</table>
more of security presence & emergency buttons. visually more trees, public art, interaction, etc. Cleaning & holding businesses accountable for broken windows, buildings in disrepair, etc. I also love the interactive IKE boards

The homeless are a huge deterrent. The amount of panhandlers asking for money makes me not want to visit the Mall. Get them off the Mall

I'd like to see a creative solution with 2 mix of suitable materials, such as colored concrete for the shuttle travel paths, but perhaps retaining granite pavers (or adding clay brick) in pedestrian areas. Slip hazards might be addressed with a rough finish to the granite.

** NO ANSWER PROVIDED ABOVE

COMMENT: SUGGEST PROJECT TEAM MAKE A PRESENTATION TO CURTIS PARK NEIGHBORHOOD MEETING FIRST THURSDAY OF MONTH AT 23RD AND CURTIS AT UNITED WAY BUILDING AT 7:00 P.M.

PROVIDE AN ALTERNATIVE FOR TRANSIT, Beggars ETC.

* no answer to previous question

Visuals - increase green spaces, more trees; Economic - attract local business/ authentic Denver; Rec - increase usable space for events and recreation by putting transit closer together. Middle section is currently not user-friendly

above none selected

16th Street Mall is not safe. Especially after dark. Shuttles don't run as often at night and on the weekends. People are harassed by panhandlers for spare change. Don't make the 16th St Mall a giant frat party.

There is significant value in historic preservation and the iconic design and architecture. It is a destination and the design is a large reason for that. The design is critical to the success of the Mall and needs to be a critical component in moving forward

Mall feels unsafe - I've been harassed and yelled at by people panhandling. I've seen drug use and drug paraphernalia. Visitors to town don't want to come to the Mall, because it is "dirty" and "scary." In addition, I wish there were more trees and more plants on the Mall. It would be nice if the planters contained more than just petunias - native flowers and plantings would create a more unique space and enhance biodiversity downtown. More trees would encourage the linger factor, especially when it's so hot in the summer. As the design phase gets closer, the City should add recycling receptacles and maybe have more trash cans along the corridor. More secure trash cans and more frequent trash collection would also be great, since sometimes the cans overflow. The pattern of the pavers is very pretty and should be maintained even if the type of pavers need to be changed. The pavers themselves are slick in the winter and cause people to slip and fall. It would be nice if there was a way for bicycles to safely commute on the Mall. As a downtown resident, it would be nice if there were more entertainment options on the Mall. It seems that the majority of businesses on the Mall are chain restaurants and retail. It would be a more vibrant location if there were more options that spoke to the unique character of Denver. The City should try to channel the characteristics of the re-development of Union Station (which is amazing!) into design of the Mall. Encouraging more residential development downtown may also help with the linger factor. Also ban smoking on the Mall.

I am concerned with the proposal to extend the "asymmetric" pattern with buses adjoining each other in the middle and trees only on one side. The existing blocks in this pattern are FAR less pleasant, due to lack of shade/canopy. The trees are on the wrong side for casting much helpful shadow. The great number of missing trees of course compounds this issue, but even if filled in they would never give the same canopy as the symmetric blocks with trees in the middle. If the center-adjoining transit approach is pursued in order to unlock the largely-unused center space, please do so in a SYMMETRIC way, with the busway 2-directions in the middle and trees on the sidewalk on BOTH sides. I can't emphasize strongly enough how
deficient the experience on the current asymmetric blocks are, on both sides of the Mall, compared with the symmetric blocks, during our "300" sunny days, due to this shade/canopy issue. Don't confuse putting the buses next to each other with symmetric/asymmetric choices -- they are separate decisions.

<table>
<thead>
<tr>
<th>3. What would you consider a success for the future Mall?</th>
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<tbody>
<tr>
<td>Finding a balance where it is comfortable to commute via and linger on the Mall</td>
</tr>
<tr>
<td>- more public restrooms open late (until midnight) - using old info buildings for police/ security substations along the mall - have dedicated police to cover Mall: we get to know police - they know community + problem makers &amp; homeless</td>
</tr>
<tr>
<td>A green, eco-friendly, fun area to work &amp; play. Use Mall to commute to work &amp; more seating for lunches or hanging out, shade, etc.</td>
</tr>
<tr>
<td>A center promenade with more outdoor relaxation areas and places to eat under shade. Also the amount of kiosks only open a few hours a day makes the afternoon/ evenings look dull and empty. Perhaps a canopy that is interactive like the Freemont street in Las Vegas. Fun and engaging.</td>
</tr>
<tr>
<td>I'd like to see the treatment not stop at the 16th street ROW, but &quot;spill over&quot; into the cross-streets - even as far as the 14th street bike path + 19th St. Free Metro ride stations, subtle clues could help remind visitors, on, I'm near Curtis + Champa Sts versus I'm in LoDo or I'm at CCS. Would also like to see long-distance transit users stop at Mall destinations to buy coffee or whatever.</td>
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<thead>
<tr>
<th>IMPROVEMENTS</th>
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<tbody>
<tr>
<td>&gt; STOP PAYING 2 MILLION DOLLARS A YEAR TO REPLACE PAVERS; &gt; REMOVE PAVERS - SOME TINTED CONCRETE (DIFFERENT COLORS) WITH PAVER LIKE IMPRINTS - GOVE AND TRAIN THOSE WHO WANT TO GET OFF THE STREETS - BRING THE THOUSANDS OF TRAILERS/ MODULARS FROM LOUISIANA (IF NECESSARY) TO PROVIDE TEMPORARY HOUSING - NO MORE PLANNING DISCUSSIONS - ACTION</td>
</tr>
<tr>
<td>More higher-end, local establishments. More diversity and opportunities to use the Mall as a gathering space that residents want to use</td>
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<tr>
<td>Fewer police. Those who are downtown take crime reports from variety class and black people.</td>
</tr>
<tr>
<td>Mall shuttles need to run more frequently at night and on the weekend. There are no public restrooms. Have somewhere for the homeless people, &quot;urban travelers&quot; to go hang out.</td>
</tr>
<tr>
<td>Change public perception.</td>
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<tr>
<td>adding bikes 7 days a week and removing the Mall shuttles. Adding more kiosks and art to the Mall</td>
</tr>
<tr>
<td>A place that is uniquely Denver, that feels safe, and that contains a lot of vegetation.</td>
</tr>
<tr>
<td>Increased walking, lingering, and transit use. Increased movement between 16th St along the named streets (too much of the positive activity huddles only along 16th and the city's life ends up be far too &quot;linear&quot;)</td>
</tr>
</tbody>
</table>
October 21, 2016

RTD Board of Directors
1600 Blake Street
Denver, CO 80202

Dear Board of Directors:

The City and County of Denver (CCD), the Regional Transportation District (RTD) and the Downtown Denver Partnership (DDP) have recognized for some time that we, as a City, must somehow remedy the sociological and structural problems that have arisen during the 34+ years since the Sixteenth Street Mall was successfully opened.

Where similar facilities in other cities have failed, the Sixteenth Street Mall has been uniquely successful. The Mall has become a unifying space for activity in a downtown after Downtown Denver was abandoned by all of the major retail facilities during its first ten years. The Mall has become the center of gravity for the otherwise scattered activity centers that make up Downtown Denver. The Civic Center, the Federal Government Center, the financial center, the Denver Performing Arts Complex, the Colorado Convention Center—and LoDo all cluster around the Sixteenth Street Mall. The Mall, we understand, has become one of the two primary tourist attractions in the State of Colorado.

The history of a pedestrian-transit-way on Sixteenth Street goes back to 1963 when a Task Force of the Colorado Chapter of the American Institute of Architects (see attachment) proposed such a facility to the Downtown Denver Master Plan Committee. While that proposal was summarily rejected; the late Philip Milstein, when he was Executive Director of Downtown Denver Incorporated, proposed a Sixteenth Street pedestrian mall and commissioned an architect to propose a design. Although Milstein’s proposal was never executed; his successor, William Chaffee, did succeed in commissioning I. M. Pei and Partners to design the present Mall.

The mission of the Denver Architectural Foundation is: to inspire people to explore our dynamic city, experience the importance of design to our quality of life and envision an exceptional future for Denver.

In keeping with its mission, the Denver Architectural Foundation believes that Denver needs to respect the World-Class design success of the Sixteenth Street Mall.
The foundation acknowledges the ongoing maintenance and upkeep challenges that have prompted the DDP to investigate possible alterations to the Mall. We concede that certain design elements – particularly the design of the pavers and their underlying substrate – could be reconsidered in service of alleviating the significant maintenance burden shouldered by the DDP. However, we must advocate for an eventual solution that preserves the Mall in its original configuration.

The Mall’s suite of design elements, including the “rattlesnake” pavement pattern, the distinctive lighting fixtures, and the planting of trees in the median segments, have become icons of Denver. Despite ongoing maintenance and safety concerns, the Foundation firmly believes that these problems can be remedied through programming – like the wildly successful ‘Meet in the Street’ program – and through meaningful engagement with adjacent property owners.

Denver was privileged to host two of the early urban projects of the Pei firm, the Mile High Center, and the Court House Square project. Sadly, those projects have been rendered unrecognizable by later demolitions and additions. The Mall, historically, then, remains the only intact work of I. M. Pei in Denver, an additional reason that we believe that the original design of the Mall must be preserved.

Sincerely,

John Claypool, FAIA  
Chairman

Pauline Herrera Serianni  
Executive Director

The Denver Architectural Foundation

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Dr. Thomas Noel

www.denverarchitecture.org
Appendix E
Public Open House Materials
Come learn about the future of the 16th Street Mall

Open House

Thursday, July 27th, 2017

Regional Transportation District (RTD)
1600 Blake Street, Denver 80202
(basement board room)
Session 1 ~ 12:00 pm to 1:00 pm
OR
Session 2 ~ 5:00 pm to 6:00 pm

(the same information will be provided at each session)

Spanish translation services will be provided. A sign language interpreter will be provided upon request with a three business-day notice. Contact SignLanguageServices@denvergov.org

For project information, check out our website at www.denvergov.org/themallexperience
Visítenos en la calle

Sábado 22 de julio de 2017

Visite nuestra mesa informativa en la calle 16 entre las calles Welton y Glenarm (frente a Paramount Cafe) de 12:00 p.m. a 4:00 p.m.

Reunión abierta a todo el público

Jueves, 27 de julio de 2017

En el edificio del Distrito Regional de Transporte (RTD, Regional Transportation District) ubicado en 1600 Blake Street, Denver 80202 (En el sótano)

Sesión 1 de 12:00 p.m. a 1:00 p.m.

o

Sesión 2 de 5:00 p.m. a 6:00 p.m.

(En ambas reuniones se dará la misma información).

Se proveerá servicio de interpretación en español. Habrá intérprete de lenguaje de señas si se solicita con tres días hábiles de anticipación. Contacte a SignLanguageServices@denvergov.org

Para información sobre el proyecto, visite nuestro sitio web en www.denvergov.org/themallexperience
## Sign-In

16th Street Mall Open House #1  
Thursday, July 27, 2017 | 12-1 p.m.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Email</th>
<th>Mailing Address (Street, City and Zip Code)</th>
<th>Phone</th>
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<td>Walt Pierce</td>
<td>RTD</td>
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<td>Susan Wassemann</td>
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<td>Scott Cunningham</td>
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<td>Sheri Rustin</td>
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Sign-In
16th Street Mall Open House #1
Thursday, July 27, 2017 | 12-1 p.m.
## Sign-In
**16th Street Mall Open House #1**
**Thursday, July 27, 2017 | 12-1 p.m.**

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Media Sign-In
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### Sign-In

16th Street Mall Open House #1  
Thursday, July 27, 2017 | 5-6 p.m.

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## Media Sign-In
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